# City of Redmond

# Agenda

**Business Meeting**

**Tuesday, February 3, 2026**

**7:00 PM**

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

## City Council

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

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

**REDMOND CITY COUNCIL**
**AGENDA SECTION TITLE REFERENCE GUIDE**

**Items From The Audience** provides an opportunity for community members to address the Council regarding any issue. Speakers must sign their intention to speak on a sheet located at the entrance of the Council Chamber, and limit comments to **three minutes**.

The **Consent Agenda** consists of routine items for which a staff recommendation has been prepared, and which do not require further Council discussion. A council member may ask questions about an item before the vote is taken, or request that an item be removed from the Consent Agenda and placed on the regular agenda for more detailed discussion. A single vote is taken to approve all items remaining on the Consent Agenda.

**Public Hearings** are held to receive public comment on important issues and/or issues requiring a public hearing by state statute. Community members wishing to comment will follow the same procedure as for 'Items from the Audience', and may speak after being recognized by the Mayor. After all persons have spoken, the hearing is closed to public comment. The Council then proceeds with its deliberation and decision making.

**Staff Reports** are presented to the Council by city staff on issues of interest to the Council which do not require Council action.

The **Ombudsperson Report** is made by the Councilmember who is serving as ombudsperson. The ombudsperson designation rotates among Council members on a monthly basis. She/he is charged with assisting community members in resolving issues with city services. The current ombudsperson is listed on the City Council webpage at www.redmond.gov/189/city-council.

The **Council Committees** are created to advise the Council as a whole. They consider, review, and make recommendations to the Council on policy matters in their work programs, as well as issues referred to them by the Council.

**Unfinished Business** consists of business or subjects returning to the Council for additional discussion or resolution.

**New Business** consists of subjects which have not previously been considered by Council and which may require discussion and action.

**Ordinances** are legislative acts or local laws. They are the most permanent and binding form of Council action and may be changed or repealed only by a subsequent ordinance. Ordinances normally become effective five days after they are published in the City's official newspaper.

**Resolutions** are adopted to express Council policy or to direct certain types of administrative action. A resolution may be changed by adoption of a subsequent resolution.

**Quasi-Judicial** proceedings are either closed record hearings (each side receiving ten minutes maximum to speak) or public hearings (each speaker allotted three minutes each to speak). Proceedings are those in which the City Council determines the rights or privileges of specific parties (Council Rules of Procedure, Section IV., J).

**Executive Sessions** - all regular and special meetings of the City Council are open to the public except for executive sessions at which subjects such as national security, property acquisition, contract bid negotiations, personnel issues and litigation are discussed.

**Redmond City Council Agendas, Meeting Videos, and Minutes are available on the City's Web Site:**
**https://redmond.legistar.com/**

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/rctvlive), Comcast Channel 21/321, Ziply Channel 34, Facebook/YouTube (@CityofRedmond), or listen live at 510-335-7371*

# AGENDA

## ROLL CALL

## I. SPECIAL ORDERS OF THE DAY

**A.** PROCLAMATION: Black History Month

Proclamation

**B.** PRESENTATION: Cascadia's State of the College

## II. ITEMS FROM THE AUDIENCE

*Members of the public may address the City Council for a maximum of three minutes per person. Please use the speaker sign-up sheet located at the entry of the City Hall Council Chambers available from 6:30 - 7 p.m. on the day of the meeting.*

*In the event of difficulty attending a meeting in person, please contact the City Clerk (cityclerk@redmond.gov) by 2 p.m. on the day of the meeting to provide written public comment (400-word limit - please label your comment as "Items from the Audience") or for the remote comment registration form.*

## III. CONSENT AGENDA

### A. Consent Agenda

**1.** Approval of the Minutes: January 20, 2026, Regular Meeting, and January 20-22, 2026, Special Meetings (recording for the regular meeting is available at Redmond.gov/rctv)

Regular Meeting Minutes for January 20, 2026
Special Meeting Minutes for January 20, 2026
Special Meeting Minutes for January 21, 2026
Special Meeting Minutes for January 21-22, 2026

**2.** Approval of Direct Deposit and Claims Checks

Check Approval Register, February 3, 2026

**3.** **AM No. 26-011** Approval of the 2026 Public Safety and Human Services Committee of the Whole Workplan

Attachment A: 2026 Public Safety and Human Services Workplan

***Legislative History***

| | | |
|---|---|---|
| 1/20/26 | Committee of the Whole - Public Safety and Human Services | referred to the City Council |

**4.** **AM No. 26-012** Approval of the 2026 Parks and Environmental Sustainability Committee of the Whole Workplan

Attachment A: 2026 Parks and Environmental Sustainability Workplan

***Legislative History***

| | | |
|---|---|---|
| 1/27/26 | Committee of the Whole - Parks and Environmental Sustainability | referred to the City Council |

**5.** **AM No. 26-013** Approval of Authorization for Acquisition of the Property Located at 18459 NE 76th St, Redmond, WA, from DCC Propane

*Department: Public Works/Finance*

Attachment A: Draft Purchase and Sale Agreement

**6.** **AM No. 26-014** Approval of the Acquisition of Cycle Track Property from Jefferson Overlake, LLC (Stream Project Overlake)

*Department: Planning and Community Development*

Attachment A: Stream Project Dedication Area
Attachment B: Cycle Track Purchase Area
Attachment C: DaVinci Ave Project Information Sheet
Attachment D: NE 24th Street Project Information Sheet

**7.** **AM No. 26-015** Approval of the Diamond Parking Six-Month Contract Extension in the Amount of $173,028

*Department: Police*

Attachment A: Diamond Parking Contract Extension
Attachment B: Non-Competitive Procurement Justification

***Legislative History***

| | | |
|---|---|---|
| 1/20/26 | Committee of the Whole - Public Safety and Human Services | referred to the City Council |

**8.** **AM No. 26-016** Approval of the Final Contract with Absher Construction Company and Acceptance of Construction for the Redmond Senior & Community Center Project

*Department: Public Works/Parks and Recreation*

Attachment A: Redmond Senior & Community Center Project Information Sheet
Attachment B: Additional Project Information

***Legislative History***

| | | |
|---|---|---|
| 1/27/26 | Committee of the Whole - Parks and Environmental Sustainability | referred to the City Council |

**9.** **AM No. 26-017** Approval of the King County Independent Force Investigations Team (IFIT-KC) Interlocal Agreement Modification

*Department: Police*

Attachment A: Original IFIT-KC Interlocal Agreement, March 2021
Attachment B: Modified IFIT-KC Interlocal Agreement, December 2025

***Legislative History***

| | | |
|---|---|---|
| 1/20/26 | Committee of the Whole - Public Safety and Human Services | referred to the City Council |

**10.** **AM No. 26-018** Adoption of Three Resolutions Related to Provision of Affordable Housing

a. Adopt a Resolution Approving the Allocation of $1,217,000 to A Regional Coalition for Housing (ARCH) for the Development of Affordable Housing

Resolution No. 1620: A Resolution of the City Council of the City of Redmond, Washington, Authorizing the Duly-Appointed Administering Agency for A Regional Coalition for Housing (ARCH) to Execute all Documents Necessary to Enter into Agreements for the Funding of Affordable Housing Projects, as Recommended by the ARCH Executive Board, Utilizing Funds from the City's Housing Trust Fund

b. Adopt a Resolution Approving the Recommended Changes to the House Key Plus ARCH East King County Downpayment Program

Resolution No. 1621: A Resolution of the City Council of the City of Redmond, Washington, Approving Revisions to the House Key Plus ARCH (East King County) Down Payment Assistance Program, Authorizing Execution of Related Agreements, and Ratifying Prior Actions Taken in Support of Said Program, all as Recommended by the Executive Board for A Regional Coalition for Housing (ARCH)

c. Adopt a Resolution to Delegate Administrative Duties to Bellevue for the ARCH Housing Trust Fund (HTF) Financing Agreements that Pre-Date the 2010 Interlocal Agreement (ILA) Amendment

Resolution No. 1622: A Resolution of the City Council of the City of Redmond, Washington, Authorizing the City of Bellevue to Administer Certain Housing Project Agreements on Behalf of the City of Redmond, Consistent with the Amended and Restated Interlocal Agreement for A Regional Coalition for Housing (ARCH)

.

*Department: Planning and Community Development*

Attachment A: Resolution - ARCH Housing Trust Fund 2025 Award
Attachment A, Exhibit A: ARCH Memo - ARCH 2025 Award Recommendations
Attachment B: Resolution - Updates to Down Payment Assistance
Attachment B, Exhibit A: ARCH Memo - Updates to Down Payment Assistance
Attachment C: Resolution - Delegation of pre-2010 ARCH HTF Administration
Attachment D: ARCH Memo - Delegation of pre-2010 ARCH HTF Administration
Attachment E: Housing Commitments 2025 Year End

***Legislative History***

| | | |
|---|---|---|
| 1/20/26 | Committee of the Whole - Public Safety and Human Services | referred to the City Council |

**11.** **AM No. 26-019** Adoption of the Final Transportation Master Plan

a. Ordinance No. 3249: An Ordinance of the City of Redmond, Washington, Amending the Redmond 2050 Comprehensive Plan by Repealing the 2013 Transportation Master Plan, Adopting the 2026 Transportation Master Plan, Amending the Transportation Element and Capital Facilities Elements, Providing for Severability, and Establishing an Effective Date

*Department: Planning and Community Development*

Attachment A: Issues Matrix
Attachment B: Transportation Master Plan
Attachment C: Revised Planning Commission Report
Attachment D: Planning Commission Report Appendices
Attachment E: Adoption Ordinance

***Legislative History***

| | | |
|---|---|---|
| 5/6/25 | Committee of the Whole - Planning and Public Works | referred to the City Council Study Session |
| 5/27/25 | City Council | referred to the City Council Study Session |
| 7/8/25 | City Council | presented |
| 10/7/25 | Committee of the Whole - Planning and Public Works | referred to the City Council Study Session |
| 10/28/25 | City Council | referred to the City Council Study Session |
| 1/27/26 | City Council | referred to the City Council |

**B. Items Removed from the Consent Agenda**

## IV. HEARINGS AND REPORTS

**A. Public Hearings**

**B. Reports**

**1. Staff Reports**

**2. Ombudsperson Report**

*January: Kritzer*
*February: Forsythe*

### 3. Committee Reports

## V. UNFINISHED BUSINESS

## VI. NEW BUSINESS

## VII. EXECUTIVE SESSION

## VIII. 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:** 2/3/2026
**Meeting of:** City Council Day

**File No.** SPC 26-009
**Type:** Special Orders of the

PROCLAMATION: Black History Month

Redmond
WASHINGTON

Connected Community
Enhanced Livability
Environmental Sustainability

# PROCLAMATION

WHEREAS, February is nationally recognized as Black History Month, a time dedicated to honoring the history, culture, and enduring legacy of African Americans whose courage, innovation, and leadership have profoundly influenced the development of the United States; and

WHEREAS, the study and public recognition of Black history were advanced by historian Carter G. Woodson, who in 1926 launched *Negro History Week* to ensure that the stories, scholarship, and lived experiences of Black Americans were acknowledged, preserved, and taught as an essential part of our shared national narrative; and

WHEREAS, 50 years later, in 1976, Black History Month was formally recognized at the national level when President Gerald R. Ford called upon Americans to give due attention to the many achievements of Black Americans that had too often been overlooked or excluded from historical record; and

WHEREAS, the 2026 Black History Month theme, "A Century of Black History Commemorations," reflects on 100 years of organized efforts to uplift Black history, recognize excellence, and expand public understanding of the Black experience through education, culture, advocacy, and community celebration; and

WHEREAS, African Americans have made lasting contributions in every sector of society – including education, labor, science, technology, the arts, public service, business, medicine, and civic leadership—and their ongoing pursuit of equity and justice continues to strengthen communities such as Redmond;

NOW, THEREFORE, I, ANGELA BIRNEY, Mayor of the City of Redmond, Washington, do hereby proclaim February 2026 as

BLACK HISTORY MONTH

and call upon the residents of Redmond to observe this month by learning, reflecting, and engaging in activities that honor Black history, celebrate Black voices, and reaffirm our community's commitment to inclusion, dignity, and equal opportunity for all.

Angela Birney, Mayor
February 2026

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

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council Day

**File No.** SPC 26-010
**Type:** Special Orders of the

PRESENTATION: Cascadia's State of the College

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** SPC 26-011
**Type:** Minutes

Approval of the Minutes: January 20, 2026, Regular Meeting, and January 20-22, 2026, Special Meetings (recording for the regular meeting is available at Redmond.gov/rctv)

**CALL TO ORDER**

A Regular Meeting of the Redmond City Council was called to order by Mayor Pro Tem Melissa Stuart at 7 p.m. The meeting was held in the Redmond City Hall Council Chambers.

**ROLL CALL AND ESTABLISHMENT OF A QUORUM**

Present: Councilmembers Forsythe, Kritzer, Nuevacamina, Prakriya, Soni and Stuart

Absent: None

**EXECUTIVE SESSION:**

A. To Evaluate the Qualifications of an Applicant for Public Employment (RCW 42.30.110(1)(g)) - 30 minutes

Mayor Pro Tem Stuart announced the Council will now leave the meeting and go into Executive Session to Evaluate the Qualifications of Applicants for Public Employment (RCW 42.30.110(1)(g)) for 30 minutes. Per state law, public attendance is not allowed.

*Executive Session convened at 7:07 p.m., at 7:37 p.m. Mayor Pro Tem Stuart announced that the time will be extended until 8 p.m., at 7:56 p.m., Mayor Pro Tem Stuart announced that the time would be extended until 8:15 p.m.*

**SPECIAL ORDERS OF THE DAY:**

A. Council Vacancy Nominations, Selection of Appointment, and Swearing in of New Member.

Mayor Pro Tem Stuart thanked all candidates for their desire to serve the Redmond Community.

Mayor Pro Tem Stuart opened nominations.

Councilmember Kritzer nominated Sayna Parsi to fill the vacant Council position.

Following Councilmember comments,

VOTE: The motion to appoint Sayna Parsi to Position No. 1 on the Redmond City



DRAFT

Council passed without objection. (6 – 0).

At this time Judge Finkle administered the Oath of Office to Sayna Parsi. Sayna Parsi was seated at the dais.

**ITEMS FROM THE AUDIENCE**

Mayor Pro Tem Stuart opened Items from the Audience at this time. The following persons spoke:

- Alex Tsimerman – Composition of the Council;
- Todd Cage, Manny Perez, Kira Marchevsky, Brad Clymth, Jodi Noland, Peter Janus, Jason Racklen and Jeremey Torres – in support of the Interlake Sporting Association and in opposition to the proposed noise ordinance with shortened hours for the Interlake Sporting Association;
- Juliet Dutcher, Adam Kock, Johanna Bandler, Geo Lopez and Elisabeth McKinney – unionizing at Meta dining;
- Erin Hamilton – Council appointment process;
- Wolfe Adriatico – teen programing at the Redmond Community Center at Marymoor Village and lack of accessibility;
- Nandita Gilroy and Johnson Issac Joseph – not in support of a Short Plat land development that will connect 157th as a through street;
- Emma Rockenbeck – requesting the removal of FLOCK cameras;
- David Morton – PFAS unknown regulations, contaminations and costs;
- Joe Kunzler – enforcing adopted public comment rules; and
- Max Ruhlman – importance of artists.

**CONSENT AGENDA**

MOTION: Councilmember Forsythe moved to approve the Consent Agenda. The motion was seconded by Councilmember Prakriya.

VOTE: The motion to approve the Consent Agenda passed without objection (7-0).

1. Approval of the Minutes: January 6, 2026, Regular Meeting, and January 8 and 13, 2026, Special Meetings



DRAFT

2. Approval of Payroll/Direct Deposit and Claims Checks

#188854 through #188854
#196023 through #196029
#1916 through #1916

$17,873.62

#188855 through #188855
#196030 through #196031

$9,018.55

#188962 through #188962
#197595 through #197599
#1930 through #1930

$16,702.80

#16034 through #16289

$1,393,750.65

3. AM No. 26-006: Approval of the Fifth Amendment to the Gallagher Services Contract to Provide Managed Payroll Backup Services

4. AM No. 26-007: Approval of the Correction of Two Classifications (grade FS30 and grade FS40) within the 2026 Fire Support "FS" Pay Plan

5. AM No. 26-008: Appointment of Lodging Tax Advisory Committee Member

6. AM No. 26-009: Adoption of a Resolution Documenting Completion of Redmond 2050, the Periodic Update of the Comprehensive Plan

    a. Resolution No. 1619: A Resolution of the City of Redmond, Washington, Completing the Redmond 2050 Comprehensive Plan Periodic Update

Mayor Pro Tem Stuart read the resolution title into the record.

**ITEMS REMOVED FROM THE CONSENT AGENDA: NONE**



DRAFT

**HEARINGS AND REPORTS**

AM No. 26-010: PFAS Regulations and Redmond's Drinking Water

Aaron Bert, Public Works Director, introduced this item, and staff provided a presentation and responded to Councilmember inquiries.

Ombudsperson Reports:

Councilmember Kritzer reported receiving resident contacts regarding: support for the Council vacancy candidates; 157th street; public comment rules enforcement; e-motorcycles; Interlake Sporting Association; FLOCK cameras; accepting federal grants; diversion goals and fairness in pricing; and drop in office hours.

Councilmember Forsythe reported receiving resident contacts regarding: 157th street; Interlake Sporting Association; ICE; abandoned vehicles; velodrome; OneRedmond partnership; FLOCK cameras; Redmond Police response; and striking Starbucks workers.

Councilmember Nuevacamina reported regarding: Council retreat; Council Leadership; Disability Board; Lake Washington School District town hall; legislative session and preview; memorial for a former Councilmember; ICE; abandoned cars; impacted families; and family legacies that formed Redmond.

Councilmember Stuart reported regarding: meeting with board chairs; legislative session; and Association of Washington Cities conference.

Committee Reports:

Councilmember Forsythe provided committee reports:

- Disability Board; and
- Eastrail.

Councilmember Kritzer provided committee reports:

- WRIA 8 Salmon Recovery Council; and
- OneRedmond Board.



DRAFT

Councilmember Soni provided a committee report:

- Committee of the Whole - Parks and environmental sustainability.

Councilmember Stuart provided committee reports:

- Water Quality Committee; and
- Sound Cities Association Public Issues Committee.

**UNFINISHED BUSINESS: NONE**

**NEW BUSINESS: NONE**

**EXECUTIVE SESSION:**

A. To Consider the Selection of a Site or the Acquisition of Real Estate by Lease or Purchase [RCW 42.30.110(1)(b)] - 15 minutes

Mayor Pro Tem Stuart announced the Council will now leave the meeting and go into Executive Session to Consider the Selection of a Site or the Acquisition of Real Estate by Lease or Purchase [RCW 42.30.110(1)(b)] for 15 minutes Per state law, public attendance is not allowed during the Executive Sesson. Action will not take place following the Executive Session.

*Executive Session convened at 10:06 p.m., and ended at 10:21 p.m.*

**ADJOURNMENT**

There being no further business to come before the Council the regular meeting adjourned at 10:21 p.m.

_____ _____

ANGELA BIRNEY, MAYOR CITY CLERK

*Minutes Approved: February 3, 2026*

**CALL TO ORDER**

A Special Meeting of the Redmond City Council was held on January 20, 2026, at 6 p.m. The meeting was held in the Council Chambers. Mayor Pro Tem Melissa Stuart chaired the meeting.

**ROLL CALL AND ESTABLISHMENT OF A QUORUM**

Present: Councilmembers Forsythe, Kritzer, Nuevacamina, Prakriya, Soni and Stuart

Absent: None

**CANDIDATE FINAL INTERVIEWS**

Members of the Council conducted the second interview for the open Council Position No. 1 seat.

Mayor Pro Tem Melissa Stuart opened the candidate interviews.

Candidates interviewed:

1. Antoinette Smith
2. Sayna Parsi
3. Kochukoshy (CK) Cheruvettolil

**ADJOURNMENT**

The meeting adjourned at 7:01 p.m.

_____ _____

ANGELA BIRNEY, MAYOR CITY CLERK

*Minutes Approved: February 3, 2026*

DRAFT

**CALL TO ORDER**

A Special Meeting of the Redmond City Council was held on January 21, 2026, at 6 p.m. The meeting was held in Olympia, Washington.

**ROLL CALL AND ESTABLISHMENT OF A QUORUM**

Present: Councilmembers Forsythe, Kritzer, Nuevacamina, Prakriya, Soni and Stuart

Absent: Councilmember Parsi

**DISCUSSION OF CITY OF REDMOND STATE LEGISLATIVE AGENDA**

The purpose of the special meeting was to meet with the state legislators.

Discussion ensued regarding the state legislative agenda, bills of interest, and top legislative priority asks.

**ADJOURNMENT**

There being no further business to come before the Council the special meeting adjourned at 8 p.m.

_____ _____

ANGELA BIRNEY, MAYOR CITY CLERK

*Minutes Approved: February 3, 2026*

DRAFT

**CALL TO ORDER**

A Special Meeting of the Redmond City Council was held on January 21, 2026, at 8 a.m. The meeting was held in Olympia, Washington.

**ROLL CALL AND ESTABLISHMENT OF A QUORUM**

Present: Councilmembers Forsythe, Kritzer, Nuevacamina, Prakriya, Soni and Stuart

Absent: Councilmember Parsi

**ASSOCIATION OF WASHINGTON CITIES (AWC) CITY ACTION DAYS**

The purpose of the special meeting was to attend the Association of Washington Cities City Action Days conference. The conference was held over two days:

- January 21, 2026
  - 8 a.m. to 7 p.m. - Conference Sessions
- January 22, 2026
  - 7:30 a.m. to 3 p.m. - Conference Sessions

This is an annual event held during the legislative session, and includes updates on city legislative priorities, panels, legislative hot topics; and meeting with statewide decision-makers about city legislative priorities at the state Capitol in Olympia.

**ADJOURNMENT**

There being no further business to come before the Council the special meeting adjourned on January 22, 2026, at 3 p.m.

_____ _____

ANGELA BIRNEY, MAYOR CITY CLERK

*Minutes Approved: February 3, 2026*

# City of Redmond

15670 NE 85th Street
Redmond, WA

## Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** SPC 26-012
**Type:** Check Register

Approval of Direct Deposit and Claims Checks

Docusign Envelope ID: 6C05B051-1BD0-432F-B264-DB6F4B665322

I, Finance Director, do hereby certify to the City Council, that the checks for the month of January are true and correct to the best of my knowledge.

Signed by:
KELLEY COCHRAN
706AE71EFDB1430...

Kelley Cochran, Finance Director
City of Redmond
Redmond, Washington

We, the undersigned Councilmembers, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of Redmond, and that we are authorized to authenticate and certify to said claim. All checks numbered 16290 through 16533, and WIRE and ACH Transfers are approved for payment in the amount of $1,244,413.75 this 3rd day of February 2026.

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-011
**Type:** Consent Item

Approval of the 2026 Public Safety and Human Services Committee of the Whole Workplan

Redmond
WASHINGTON

# Committee of the Whole – Public Safety and Human Services

## 2026 Work Plan

**Presiding Officer:** Councilmember Vivek Prakriya

**Directors:** Chief Darrell Lowe, Police; Chief Adrian Sheppard, Fire; Carol Helland, Planning

| Quarter | Police | Fire | Planning (Human Services) |
|---|---|---|---|
| **1**<br><br>**Jan.**<br>**Feb.**<br>**Mar.** | Updates<br>• Parking Enforcement Vendor Selection<br>• School Zone Camera Program Update<br><br>Contracts/Agreements<br>• Diamond Parking Contract Extension<br><br>Ordinances/Resolutions<br>• Parking Enforcement Ordinance Amendment | Updates<br>• Quarterly OEM Report<br>• Quarterly OT Report<br>• Quarterly Fire Loss v. Save Report<br><br>New Items<br>• Fire Operational Permits<br>• Fire Impact Fees<br>• Acceptance of Williams Co. Donation ($1,000)<br><br>Contracts/Agreements<br>• FEMA Subrecipient Grant (tentative)<br>• EMPG Grant Approval<br><br>Ordinances/Resolutions<br>• Update to Fire Operational Permits<br>• Update/Adopt new Fire Impact Fees | Updates<br>• Housing Framework #2<br><br>Contracts/Agreements<br>• Public Defense Grant Evaluation |

| | | | |
|---|---|---|---|
| | | • Ordinance for Williams Co. Donation ($1,000) | |
| **2**<br><br>**Apr.**<br>**May**<br>**Jun.** | Updates<br>• Alternative Crisis Response Update<br>• Q1 Police Activity Report<br>• Police Technology<br><br>New Items<br>• 2025 Annual Report<br><br>Ordinances/Resolutions<br>• HB 1515-Alcohol Service *(tentative)* | Updates<br>• Quarterly OEM Report<br>• Quarterly OT Report<br>• Quarterly Fire Loss v. Save Report<br>• Annual Report<br><br>New Items<br>• Jr. Fire Chief Ceremony (tentative)<br><br>Contracts/Agreements<br>• EMAC Wildland<br>• DNR Wildland Contract<br>• Dept. of Ecology Grant Acceptance | Updates<br>• 2027/2028 HS Funding Process<br>• Housing Framework #3<br>• Housing Framework #4 |
| **3**<br><br>**Jul.**<br>**Aug.**<br>**Sept.** | Updates<br>• Q2 Police Activity Report<br>• Police Technology<br><br>Contracts/Agreements | Updates<br>• Quarterly OEM Report<br>• Quarterly OT Report<br>• Quarterly Fire Loss v. Save Report | Updates<br>• Brief prior to Joint Study Session<br>• Draft HHS Strategic Plan |

| | | | |
|---|---|---|---|
| | • LWSD CRO Contract<br>• King County Jail<br>• FFIT Grant Renewal | • 2nd EV Fire Engine Update<br><br>Contracts/Agreements<br>• FD34 ILA | New Items<br>• CDBG |
| **4**<br><br>**Oct.**<br>**Nov.**<br>**Dec.** | Updates<br>• Q3 Police Activity Report<br>• Police Technology<br><br>Contracts/Agreements<br>• SCORE Jail<br>• Kirkland Jail | Updates<br>• Quarterly OEM Report<br>• Quarterly OT Report<br>• Quarterly Fire Loss v. Save Report<br>• EMS EOY Report Out | Updates<br>• Health through Housing<br><br>New Items<br>• 2027-28 funding recommendations |

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-012
**Type:** Consent Item

Approval of the 2026 Parks and Environmental Sustainability Committee of the Whole Workplan

| Redmond WASHINGTON | Committee of the Whole –<br>Parks and Environmental Sustainability<br><br>2026 Work Plan |
|---|---|

**Presiding Officer:** Councilmember Menka Soni

**Directors:** Loreen Hamilton, Director, Parks; Zach Houvener, Deputy Director, Parks; Lisa Maher, Deputy Director, Executive

| Quarter | Parks | Executive |
|---|---|---|
| **1**<br><br>**Jan.**<br>**Feb.**<br>**Mar.** | Updates<br>• Redmond Lights<br>• Cultural Arts Plan Update<br>• Recreation Program Plan Update<br>• Signage and Wayfinding Update<br>• Impact Fee Update<br>• Tree Canopy Strategic Plan/Green Redmond Update (could combo with ESAP update)<br>• Teen Center<br>• SE Redmond Park<br><br>New Items<br>• Recreation 2025 Overview (replacing summer camp overview)<br><br>Contracts/Agreements<br>• OFH Demolition (will go to PPW) | Updates<br>• ESAP Implementation Quarterly Update<br><br>New Items<br>• Clean Buildings Incentive Program<br>• Earth Month |

| Redmond WASHINGTON | Committee of the Whole –<br>Parks and Environmental Sustainability<br><br>2026 Work Plan |
|---|---|

| | | |
|---|---|---|
| **2**<br><br>**Apr.**<br>**May**<br>**Jun.** | Updates<br>• Signage and Wayfinding Update<br>• Impact Fee Update<br>• Teen Center<br>• Volunteerism Update<br>• Community-Based Events Innovation Fund Grant Program<br>• CRSVM Update<br>• Dog Park Update<br><br>New Items<br>• Derby Days Programming Plan | Updates<br>• Energy Smart Eastside<br>• ESAP Implementation Quarterly Update<br><br>New Items<br>• Grid Capacity Study<br>• E-mobility Update |
| **3**<br><br>**Jul.**<br>**Aug.**<br>**Sept.** | Updates<br>• Facilities Update – Sustainability and Capital Facilities Plan (could combo with ESAP Update)<br>• Teen Center<br>• Tree Canopy Strategic Plan/Green Redmond Update (could combo with ESAP update) | Updates<br>• ESAP Implementation Quarterly Update<br><br>New Items<br>• Resilience and Partnerships |
| **4**<br><br>**Oct.**<br>**Nov.**<br>**Dec.** | Updates<br>• Events Recap<br>• Teen Center<br>• Tree Canopy Strategic Plan/Green Redmond Update (could combo with ESAP update)<br>• Volunteerism Update | Updates<br>• Energy Smart Eastside<br><br>New Items<br>• 2026 Year of Action (Annual Report) |

| | | |
|---|---|---|
| | • Tree Giveaway Update<br><br>New Items<br>• Redmond Lights Programming Plan | |

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-013
**Type:** Consent Item

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

| | | |
|---|---|---|
| Public Works | Aaron Bert | 425-556-2786 |
| Finance | Kelley Cochran | 425-556-2748 |

**DEPARTMENT STAFF:**

| | | |
|---|---|---|
| Finance | David Amble | Real Property Manager |

**TITLE:**
Approval of Authorization for Acquisition of the Property Located at 18459 NE 76th St, Redmond, WA, from DCC Propane

**OVERVIEW STATEMENT:**
As part of the City's project to redesign and construct the Maintenance and Operations Center (MOC), the City is pursuing acquisition of Pacer Propane's facility at 18459 NE 76th Street. This property is in close proximity to the current MOC facility and can be used for a variety of functions in support of MOC operations including construction staging, fleet maintenance, and supplemental off-site vehicle parking/storage. The City has been in negotiations with the property owner and has arrived at terms to move forward with the acquisition.

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  MOC Master Plan
- **Required:**
  N/A
- **Council Request:**
  N/A
- **Other Key Facts:**
  Council's approval meets the terms of the negotiated Purchase and Sale Agreement (PSA).

**OUTCOMES:**

With Council's approval, the City will proceed with the following for property acquisition:

- The City will execute a Purchase and Sale Agreement (PSA)
- Deposit of earnest money
- Completion of environmental assessment due diligence
- Closing process

The PSA includes a cancelation clause to terminate the agreement, if needed, based on the findings of the due diligence. Earnest money would also be refunded.

This property acquisition provides the Public Works Department flexibility for meeting the goals and objectives of the MOC reconstruction and offers the City additional real estate capacity for other property needs on a temporary or long-term basis. If this property is not needed by the City in the future, the City can surplus the property and place it on the market for sale and purchase by other entities.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

**BUDGET IMPACT:**

**Total Cost:**
$3,600,000.00, less $150,000.00 in earnest money, plus closing costs

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

**Budget Offer Number:**
CIP

**Budget Priority**:
Strategic and Responsive
Vibrant and Connected

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

**Funding source(s):**

- General Fund
- Real Estate Excise Tax
- Stormwater CIP
- Water CIP
- Wastewater CIP

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

☐ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| N/A | N/A | N/A |

**Proposed Upcoming Contact(s)**

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

**Time Constraints:**
If the City does not move forward in a timely manner with the acquisition of the property at 18459 NE 76th St, Redmond, WA, it could be purchased by another buyer.

**ANTICIPATED RESULT IF NOT APPROVED:**
The City would not be able to purchase property close to the MOC property.

**ATTACHMENTS:**
Attachment A: Draft Purchase and Sale Agreement

**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



# COMMERCIAL & INVESTMENT REAL ESTATE PURCHASE & SALE AGREEMENT

## SPECIFIC TERMS

**Reference Date**: November 21, 2025

~~**Offer Expiration Date:** _____ 5:00pm (the third day after Reference Date, if not completed)~~

1. **PROPERTY:** The Property is legally described on Exhibit A. Address: 18459 NE 76th St _____ City of Redmond , King County, Washington. Tax Parcel No(s): 2212950032
**Included Personal Property:** ☒ None; ☐ If on and used in connection with the Property, per Section 26 (None, if not completed).

2. **BUYER(S):** City of Redmond
a(n) _____

3. **SELLER(S):** DCC Propane LLC
a(n) _____

4. **PURCHASE PRICE:** $ 3,600,000 Dollars
Payable as: ☒ Cash; ☐ Financing (attach CBA Form PS_FIN); ☐ Other: _____

5. **EARNEST MONEY:** $ 150,000 Dollars; Held by: ☐ Buyer Brokerage Firm; ☒ Closing Agent
**Form of Earnest Money:** ☒ Wire/Electronic Transfer; ☐ Check; ☐ Note (attach CBA Form PS_EMN); ☐ Other: _____

**Earnest Money Due Date:** ☐ _____ days after Mutual Acceptance; ☐ _____ days after the Feasibility Contingency Date; or ☒ upon acceptance of Feasibility

6. **FEASIBILITY CONTINGENCY DATE:** 90 days after Mutual Acceptance (30 days after Mutual Acceptance if not completed.)

7. **CLOSING DATE:** ☒ March 20, 2026 ; ☐ _____ days after _____

8. **CLOSING AGENT:** Fidelity National Title

9. **TITLE INSURANCE COMPANY:** Fidelity National Title

10. **DEED:** ☐ ~~Statutory Warranty Deed; or~~ ☐ ~~Bargain and Sale Deed.~~ SPECIAL WARRANTY DEED

11. **POSSESSION:** ☒ on closing; ☐ Other: _____ (on closing if not completed).

12. **SELLER CITIZENSHIP (FIRPTA):** Seller ☐ is; ☒ is not a foreign person for purposes of U.S. income taxation.

NEIL WALTER COMPANY
**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

13. **BUYER'S DEFAULT:** (check only one) ☐ Forfeiture of Earnest Money; ☒ Seller's Election of Remedies.

14. **SELLER'S DEFAULT:** (check only one) ☒ Recover Earnest Money or Specific Enforcement; ☐ Buyer's Election of Remedies.

15. **UNPAID UTILITIES:** Buyer and Seller ☒ Do Not Waive (attach CBA Form UA); ☐ Waive

16. **AGENCY DISCLOSURE:**
Buyer represented by: ☒ Buyer Broker (internal) ; ☐ Buyer/Listing Broker (limited dual agent); ☐ Unrepresented
Seller represented by: ☒ Listing Broker; ☐ Buyer/Listing Broker (limited dual agent); ☐ Unrepresented

17. **BUYER BROKERAGE FIRM COMPENSATION:** See Section 47.

18. **EXHIBITS AND ADDENDA.** The following Exhibits and Addenda are made a part of this Agreement:

| | |
|---|---|
| ☐ Earnest Money Promissory Note, CBA Form EMN | ☐ Back-Up Addendum, CBA Form BU-A |
| ☐ Blank Promissory Note, LPB Form No. 28A | ☐ Vacant Land Addendum, CBA Form VLA |
| ☐ Blank Short Form Deed of Trust, LPB Form No. 20 | ☐ Financing Addendum, CBA Form PS_FIN |
| ☐ Blank Deed of Trust Rider, CBA Form DTR | ☐ Tenant Estoppel Certificate, CBA Form PS_TEC |
| ☒ Utility Charges Addendum, CBA Form UA | ☒ Defeasance Addendum, CBA Form PS_D |
| ☐ FIRPTA Certification, CBA Form 22E | ☒ Lead-Based Paint Disclosure, CBA Form LP-LS |
| ☐ Assignment and Assumption, CBA Form PS-AS | ☒ Other: Exhibit A: Legal Description____ |
| ☐ Addendum/Amendment, CBA Form PSA | ☒ Other: Exhibit B: City Acceptance Addendum___ |

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

**19. IDENTIFICATION OF THE PARTIES.** The following is the contact information for the parties involved in this Agreement:

**Buyer(s):**
**Contact:** David Amble
**Address:** _____
**Business Phone:** 425-556-2425
**Cell Phone:** _____
**Fax:** _____
**Email:** damble@redmond.gov

**Buyer Brokerage Firm**
**Name:** none
**Assumed Name:** _____
**Buyer Broker:** _____
**Firm Address:** _____

**Firm Phone:** _____
**Broker Phone:** _____

**Firm Email:** _____
**Broker Email:** _____

**Fax:** _____
**CBA Office No.:** _____

**Copy of Notices to Buyer to :**

**Name:** _____
**Company:** _____
**Address:** _____
**Business Phone:** _____
**Fax:** _____
**Cell Phone:** _____
**Email:** _____

**Seller(s):**
**Contact:** Robbie Scott
**Address:** _____
**Business Phone:** _____
**Cell Phone:** 331-286-8297
**Fax:** _____
**Email:** robbie.scott@dccpropane.com

**Listing Firm**
**Name:** NWC-KV LLC
**Assumed Name:** Neil Walter Company
**Listing Broker:** Fletcher Farrar and Ben Davidson
**Firm Address:** 550 S Michigan St
Seattle, WA 98108

**Firm Phone:** 206-787-1800
**Broker Phone:** 206-910-4492
425-638-3821

**Firm Email:** _____
**Broker Email:** ffarrar@neilwalter.com
bdavidson@neilwalter.com

**Fax:** _____
**CBA Office No.:** _____

**Copy of Notices to Seller to :**

**Name:** Megan Ochs
**Company:** _____
**Address:** _____
**Business Phone:** _____
**Fax:** _____
**Cell Phone:** _____
**Email:** megan.ochs@dccpropane.com

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____

NEIL WALTER COMPANY
**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

## GENERAL TERMS

20. **Purchase and Sale.** Buyer agrees to buy and Seller agrees to sell the commercial real estate identified in Section 1 as the Property and all improvements thereon. Unless expressly provided otherwise in this Agreement or its Addenda, the Property shall include (i) all of Seller's rights, title and interest in the Property, (ii) all easements and rights appurtenant to the Property, (iii) all buildings, fixtures, and improvements on the Property, (iv) all unexpired leases and subleases; and (v) all included personal property.

21. **Acceptance; Counteroffers.** If this offer is not timely accepted, it shall lapse and the Earnest Money shall be refunded to Buyer. If either party makes a future counteroffer, the other party shall have until 5:00 p.m. on the _____day (if not filled in, the second day) following receipt to accept the counteroffer, unless sooner withdrawn. If the counteroffer is not timely accepted or countered, this Agreement shall lapse and the Earnest Money shall be refunded to Buyer. No acceptance, offer or counteroffer from Buyer is effective until a signed copy is received by Seller, the Listing Broker or the licensed office of the Listing Broker. No acceptance, offer or counteroffer from Seller is effective until a signed copy is received by Buyer, the Buyer Broker or the licensed office of the Buyer Broker. "

22. **Earnest Money.** Buyer Broker and Buyer Brokerage Firm are authorized to transfer Earnest Money to Closing Agent as necessary. Buyer Brokerage Firm shall deposit any check to be held by Buyer Brokerage Firm within 3 days after receipt or Mutual Acceptance, whichever occurs later. If the Earnest Money is to be held by Buyer Brokerage Firm and is over $10,000, it shall be deposited to: ☐ the Buyer Brokerage Firm's pooled trust account (with interest paid to the State Treasurer); or ☐ a separate interest bearing trust account in Buyer Brokerage Firm's name, provided that Buyer completes an IRS Form W-9 (if not completed, separate interest bearing trust account). The interest, if any, shall be credited at closing to Buyer. If this sale fails to close, whoever is entitled to the Earnest Money is entitled to interest. Unless otherwise provided in this Agreement, the Earnest Money shall be applicable to the Purchase Price.

23. **Title Insurance.**

a. **Title Report.** Seller authorizes Buyer, its Lender, Listing Broker, Buyer Broker or Closing Agent, at Seller's expense, to apply for and deliver to Buyer a standard coverage owner's policy of title insurance from the Title Insurance Company. Buyer shall have the discretion to apply for an extended coverage owner's policy of title insurance and any endorsements, provided that Buyer shall pay the increased costs associated with an extended policy including the excess premium over that charged for a standard coverage policy, the cost of any endorsements requested by Buyer, and the cost of any survey required by the title insurer. If Seller previously received a preliminary commitment from a title insurer that Buyer declines to use, Buyer shall pay any cancellation fee owing to the original title insurer. Otherwise, the party applying for title insurance shall pay any title cancellation fee, in the event such a fee is assessed.

b. **Permitted Exceptions.** Buyer shall notify Seller of any objectionable matters in the title report or any supplemental report within the earlier of: (a) 20 days (20 days if not completed) after receipt of the preliminary commitment for title insurance; or (b) the Feasibility Contingency Date. This Agreement shall terminate and Buyer shall receive a refund of the Earnest Money, less any costs advanced or committed

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

for Buyer, unless within five (5) days of Buyer's notice of such objections Seller shall give notice, in writing, of its intent to remove all objectionable provisions before Closing. If Seller fails to give timely notice that it will clear all disapproved objections, this Agreement shall automatically terminate and Buyer shall receive a refund of the Earnest Money, less any costs advanced or committed for Buyer, unless Buyer notifies Seller within three (3) days that Buyer waives any objections which Seller does not agree to remove. If any new title matters are disclosed in a supplemental title report, then the preceding termination, objection and waiver provisions shall apply to the new title matters except that Buyer's notice of objections must be delivered within three (3) days of receipt of the supplemental report by Buyer and Seller's response or Buyer's waiver must be delivered within two (2) days of Buyer's notice of objections. The Closing Date shall be extended to the extent necessary to permit time for these notices. Buyer shall not be required to object to any mortgage or deed of trust liens, or the statutory lien for real property taxes, and the same shall not be deemed to be Permitted Exceptions; provided, however, that the lien securing any financing which Buyer has agreed to assume shall be a Permitted Exception. Except for the foregoing, those provisions not objected to or for which Buyer waived its objections shall be referred to collectively as the "Permitted Exceptions." Seller shall reasonably cooperate with Buyer and the title company to clear objectionable title matters and shall provide an affidavit containing the information and reasonable covenants requested by the title company. The title policy shall contain no exceptions other than the General Exclusions and Exceptions common to such form of policy and the Permitted Exceptions.

c. **Title Policy.** At Closing, Buyer shall receive an ALTA Form 2006 Owner's Policy of Title Insurance with standard or extended coverage (as specified by Buyer) dated as of the Closing Date in the amount of the Purchase Price, insuring that fee simple title to the Property is vested in Buyer, subject only to the Permitted Exceptions ("Title Policy"), provided that Buyer acknowledges that obtaining extended coverage may be conditioned on the Title Company's receipt of a satisfactory survey paid for by Buyer. If Buyer elects extended coverage, then Seller shall execute and deliver to the Title Company on or before Closing the such affidavits and other documents as the Title Company reasonably and customarily requires to issue extended coverage.

**24. Feasibility Contingency.** Buyer's obligations under this Agreement are conditioned upon Buyer's satisfaction, in Buyer's sole discretion, concerning all aspects of the Property, including its physical condition; the presence of or absence of any hazardous substances; the contracts and leases affecting the Property; the potential financial performance of the Property; the availability of government permits and approvals; and the feasibility of the Property for Buyer's intended purpose. This Agreement shall terminate and Buyer shall receive a refund of the Earnest Money unless Buyer gives notice that the Feasibility Contingency is satisfied to Seller before 5:00pm on the Feasibility Contingency Date. If such notice is timely given, the feasibility contingency shall be deemed to be satisfied and Buyer shall be deemed to have accepted and waived any objection regarding any aspects of the Property as they exist on the Feasibility Contingency Date.

a. **Books, Records, Leases, Agreements.** Within 5 days (3 days if not filled in) Seller shall deliver to Buyer or post in an online database maintained by Seller or Listing Broker, to which Buyer has been given unlimited access, true, correct and complete copies of all documents in Seller's possession or control relating to the ownership, operation, renovation or development of the Property, excluding appraisals or other statements of value, and including the following: statements for real estate taxes, assessments, and utilities for the last three years and year to date; property management agreements and any other agreements with professionals or consultants; leases or other agreements relating to occupancy of all or a portion of the Property and a suite-by-suite schedule of tenants, rents, prepaid rents, deposits and fees; plans, specifications, permits, applications, drawings, surveys, and studies; maintenance records,

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

accounting records and audit reports for the last three years and year to date; any existing environmental reports; any existing surveys; any existing inspection reports; and "Vendor Contracts" which shall include maintenance or service contracts, and installments purchase contracts or leases of personal property or fixtures used in connection with the Property. Buyer shall determine by the Feasibility Contingency Date: (i) whether Seller will agree to terminate any objectionable Vendor Contracts; and (ii) whether Seller will agree to pay any damages or penalties resulting from the termination of objectionable Vendor Contracts. Buyer's waiver of the Feasibility Contingency shall be deemed Buyer's acceptance of all Vendor Contracts which Seller has not agreed in writing to terminate. Buyer shall be solely responsible for obtaining any required consents to such assumption and the payment of any assumption fees. Seller shall cooperate with Buyer's efforts to receive any such consents but shall not be required to incur any out-of-pocket expenses or liability in doing so. Any information provided or to be provided by Seller with respect to the Property is solely for Buyer's convenience and Seller has not made any independent investigation or verification of such information (other than that the documents are true, correct, and complete, as stated above) and makes no representations as to the accuracy or completeness of such information, except to the extent expressly provided otherwise in this Agreement. Seller shall transfer the Vendor Contracts as provided in Section 26.

b. **Access.** Seller shall permit Buyer and its agents, at Buyer's sole expense and risk, to enter the Property at reasonable times subject to the rights of and after legal notice to tenants, to conduct inspections concerning the Property, including without limitation, the structural condition of improvements, hazardous materials, pest infestation, soils conditions, sensitive areas, wetlands, or other matters affecting the feasibility of the Property for Buyer's intended use. Buyer shall schedule any entry onto the Property with Seller in advance and shall comply with Seller's reasonable requirements including those relating to security, confidentiality, and disruption of Seller's tenants. Buyer shall not perform any invasive testing including environmental inspections beyond a phase I assessment or contact the tenants or property management personnel without obtaining Seller's prior written consent, which shall not be unreasonably withheld, conditioned or delayed. Buyer shall restore the Property and all improvements to substantially the same condition they were in prior to inspection. Buyer shall be solely responsible for all costs of its inspections and feasibility analysis and has no authority to bind the Property for purposes of statutory liens. Buyer agrees to indemnify and defend Seller from all liens, costs, claims, and expenses, including attorneys' and experts' fees, arising from or relating to entry onto or inspection of the Property by Buyer and its agents, unless caused by the negligence, willful misconduct, fraud, or breach of this Agreement by the Seller, which obligation shall survive closing. Buyer may continue to enter the Property in accordance with the terms and conditions set forth in this Section 24 after removal or satisfaction of the Feasibility Contingency only for the purpose of leasing or to satisfy conditions of financing.

c. ☒ (check if applicable) Access Insurance. Notwithstanding anything in this Section 24 to the contrary, prior to entering the Property and while conducting any inspections pursuant to subsection (b) above, Buyer shall, at no cost or expense to Seller: (a) procure and maintain commercial general liability (occurrence) insurance in an amount no less than $2,000,000 on commercially reasonable terms adequate to insure against all liability arising out of any entry onto or inspections of the Property that lists Seller and Tenant as additional insureds; and (b) deliver to Seller prior to entry upon the Property certificates of insurance for Buyer and any applicable agents or representatives evidencing such required insurance.

d. Buyer waives, to the fullest extent permissible by law, the right to receive a seller disclosure statement (e.g. "Form 17") if required by RCW 64.06 and its right to rescind this Agreement pursuant thereto. However, if Seller would otherwise be required to provide Buyer with a Form 17, and if the answer to any of the questions in the section of the Form 17 entitled "Environmental" would be "yes," then Buyer does not waive the receipt of the "Environmental" section of the Form 17 which shall be provided by Seller.

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____

NEIL WALTER COMPANY
**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

**25. Conveyance.** Title shall be conveyed subject only to the Permitted Exceptions. If this Agreement is for conveyance of Seller's vendee's interest in a Real Estate Contract, the deed shall include a contract vendee's assignment sufficient to convey after-acquired title. At Closing, Seller and Buyer shall execute and deliver to Closing Agent CBA Form PS-AS Assignment and Assumption Agreement transferring all leases and Vendor Contracts assumed by Buyer pursuant to Section 26(b) and all intangible property transferred pursuant to Section 26(b).

**26. Personal Property.**

a. If this sale includes the personal property located on and used in connection with the Property, Seller will itemize such personal property in an Exhibit to be attached to this Agreement within ten (10) days of Mutual Acceptance. The value assigned to any personal property shall be $ none (if not completed, the County-assessed value if available, and if not available, the fair market value determined by an appraiser selected by the Listing Broker and Buyer Broker). Seller warrants title to, but not the condition of, the personal property and shall convey it by bill of sale.

b. this sale includes all right, title and interest of Seller to the following intangible property now or hereafter existing with respect to the Property including without limitation: all rights-of-way, rights of ingress or egress or other interests in, on, or to, any land, highway, street, road, or avenue, open or proposed, in, on, or across, in front of, abutting or adjoining the Property; all rights to utilities serving the Property; all drawings, plans, specifications and other architectural or engineering work product; all governmental permits, certificates, licenses, authorizations and approvals; all rights, claims, causes of action, and warranties under contracts with contractors, engineers, architects, consultants or other parties associated with the Property; all utility, security and other deposits and reserve accounts made as security for the fulfillment of any of Seller's obligations; any name of or telephone numbers for the Property and related trademarks, service marks or trade dress; and guaranties, warranties or other assurances of performance received.

**27. Seller's Underlying Financing.** Unless Buyer is assuming Seller's underlying financing, Seller shall be responsible for confirming the existing underlying financing is not subject to any "lock out" or similar covenant which would prevent the lender's lien from being released at closing. In addition, Seller shall provide Buyer notice prior to the Feasibility Contingency Date if Seller is required to substitute securities for the Property as collateral for the underlying financing (known as "defeasance"). If Seller provides this notice of defeasance to Buyer, then the parties shall close the transaction in accordance with the process described in CBA Form PS_D or any different process identified in Seller's defeasance notice to Buyer.

NEIL WALTER COMPANY
**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

28. **Closing of Sale.** Buyer and Seller shall deposit with Closing Agent by 12:00 p.m. on the scheduled Closing Date all instruments and monies required to complete the purchase in accordance with this Agreement. Upon receipt of such instruments and monies, Closing Agent shall cause the deed to be recorded and shall pay to Seller, in immediately available funds, the Purchase Price less any costs or other amounts to be paid by Seller at Closing. "Closing" shall be deemed to have occurred when the deed is recorded and the sale proceeds are available to Seller. Time is of the essence in the performance of this Agreement. Sale proceeds shall be considered available to Seller, even if they cannot be disbursed to Seller until the next business day after Closing. Notwithstanding the foregoing, if Seller informed Buyer before the Feasibility Contingency Date that Seller's underlying financing requires that it be defeased and may not be paid off, then Closing shall be conducted in accordance with the three (3)-day closing process described in CBA Form PS_D. This Agreement is intended to constitute escrow instructions to Closing Agent. Buyer and Seller will provide any supplemental instructions requested by Closing Agent provided the same are consistent with this Agreement.

29. **Closing Costs and Prorations.** Seller shall deliver an updated rent roll, IF ANY, to Closing Agent not later than two (2) days before the scheduled Closing Date in the form required by Section 24(a) and any other information reasonably requested by Closing Agent to allow Closing Agent to prepare a settlement statement for Closing. Seller certifies that the information contained in the rent roll is correct as of the date submitted. Seller shall pay the premium for the owner's standard coverage title policy. Buyer shall pay the excess premium attributable to any extended coverage or endorsements requested by Buyer, and the cost of any survey required in connection with the same. Seller and Buyer shall each pay one-half of the escrow fees. Any real estate excise taxes shall be paid by the party who bears primary responsibility for payment under the applicable statute or code. Real and personal property taxes and assessments payable in the year of closing; collected rents on any existing tenancies; expenses already incurred by Seller that relate to services to be provided to the Property after the Closing Date; interest; utilities; and other operating expenses shall be pro-rated as of Closing. Seller will be charged and credited for the amounts of all of the pro-rated items relating to the period up to and including 11:59 pm Pacific Time on the day preceding the Closing Date, and Buyer will be charged and credited for all of the pro-rated items relating to the period on and after the Closing Date. If tenants pay any of the foregoing expenses directly, then Closing Agent shall only pro rate those expenses paid by Seller. Buyer shall pay to Seller at Closing an additional sum equal to any utility deposits or mortgage reserves for assumed financing for which Buyer receives the benefit after Closing. Buyer shall pay all costs of financing including the premium for the lender's title policy. If the Property was taxed under a deferred classification prior to Closing, then Seller shall pay all taxes, interest, penalties, deferred taxes or similar items which result from removal of the Property from the deferred classification. At Closing, all refundable deposits on tenancies shall be credited to Buyer or delivered to Buyer for deposit in a trust account if required by state or local law. Buyer shall pay any sales or use tax applicable to the transfer of personal property included in the sale.

NEIL WALTER COMPANY
**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

30. **Post-Closing Adjustments, Collections, and Payments.** After Closing, Buyer and Seller shall reconcile the actual amount of revenues or liabilities upon receipt or payment thereof to the extent those items were prorated or credited at Closing based upon estimates. Any bills or invoices received by Buyer after Closing which relate to services rendered or goods delivered to the Seller or the Property prior to Closing shall be paid by Seller upon presentation of such bill or invoice. At Buyer's option, Buyer may pay such bill or invoice and be reimbursed the amount paid plus interest at the rate of ~~12~~4.0% per annum beginning ~~fifteen (15~~THIRTY (30) days from the date of Buyer's written demand to Seller for reimbursement until such reimbursement is made. Notwithstanding the foregoing, if tenants pay certain expenses based on estimates subject to a post-closing reconciliation to the actual amount of those expenses, then Buyer shall be entitled to any surplus and shall be liable for any credit resulting from the reconciliation. Rents collected from each tenant after Closing shall be applied first to rentals due most recently from such tenant for the period after closing, and the balance shall be applied for the benefit of Seller for delinquent rentals owed for a period prior to closing. The amounts applied for the benefit of Seller shall be turned over by Buyer to Seller promptly after receipt. Seller shall be entitled to pursue any lawful methods of collection of delinquent rents but shall have no right to evict tenants after Closing. Any adjustment shall be made, if any, within 180 days of the Closing Date, and if a party fails to request an adjustment by notice delivered to the other party within the applicable period set forth above (such notice to specify in reasonable detail the items within the Closing Statement that such party desires to adjust and the reasons for such adjustment), then the allocations and prorations at Closing shall be binding and conclusive against such party.

31. **Operations Prior to Closing.** Prior to Closing, Seller shall continue to operate the Property in the ordinary course of its business and maintain the Property in the same or better condition than as existing on the date of Mutual Acceptance but shall not be required to repair material damage from casualty except as otherwise provided in this Agreement. After the Feasibility Contingency Date, Seller shall not enter into or modify existing rental agreements or leases (except that Seller may enter into, modify, extend, renew or terminate residential rental agreements or residential leases for periods of 12 months or less in the ordinary course of its business), service contracts, or other agreements affecting the Property which have terms extending beyond Closing without obtaining Buyer's consent, which shall not be withheld unreasonably.

32. **Possession.** Buyer shall accept possession subject to all tenancies disclosed to Buyer on the Feasibility Contingency Date.

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____

NEIL WALTER COMPANY
**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

33. **Seller's Representations.** Except as disclosed to or known by Buyer prior to the satisfaction or waiver of the Feasibility Contingency, including in the books, records and documents made available to Buyer, or in the title report or any supplemental report or documents referenced therein, Seller represents to Buyer that, to the best of Seller's actual knowledge, each of the following is true as of the date hereof: (a) Seller is authorized to enter into the Agreement, to sell the Property, and to perform its obligations under the Agreement, and no further consent, waiver, approval or authorization is required from any person or entity to execute and perform under this Agreement; (b) The books, records, leases, agreements and other items delivered to Buyer pursuant to this Agreement comprise all material documents in Seller's possession or control regarding the operation and condition of the Property, are true, accurate and complete to the best of Seller's knowledge, and no other contracts or agreements exist that will be binding on Buyer after Closing; (c) Seller has not received any written notices that the Property or any business conducted thereon violate any applicable laws, regulations, codes and ordinances; (d) Seller has all certificates of occupancy, permits, and other governmental consents necessary to own and operate the Property for its current use; (e) There is no pending or threatened litigation which would adversely affect the Property or Buyer's ownership thereof after Closing; (f) There is no pending or threatened condemnation or similar proceedings affecting the Property, and the Property is not within the boundaries of any planned or authorized local improvement district; (g) Seller has paid (except to the extent prorated at Closing) all local, state and federal taxes (other than real and personal property taxes and assessments described in Section 29 above) attributable to the period prior to closing which, if not paid, could constitute a lien on Property (including any personal property), or for which Buyer may be held liable after Closing; (h) Seller is not aware of any concealed material defects in the Property except as disclosed to Buyer before the Feasibility Contingency Date; (i) There are no Hazardous Substances (as defined below) currently located in, on, or under the Property in a manner or quantity that presently violates any Environmental Law (as defined below); there are no underground storage tanks located on the Property; and there is no pending or threatened investigation or remedial action by any governmental agency regarding the release of Hazardous Substances or the violation of Environmental Law at the Property; (j) Seller has not granted any options nor obligated itself in any matter whatsoever to sell the Property or any portion thereof to any party other than Buyer; and (k) Neither Seller nor any of its respective partners, members, shareholders or other equity owners, is a person or entity with whom U.S. persons or entities are restricted from doing business under regulations of the Office of Foreign Asset Control ("OFAC") of the Department of the Treasury (including those named on OFAC's Specially Designated and Blocked Persons List) or under any statute or executive order; and (l) the individual signing this Agreement on behalf of Seller represents and warrants to Buyer that he or she has the authority to act on behalf of and bind Seller. As used herein, the term "Hazardous Substances" shall mean any substance or material now or hereafter defined or regulated as a hazardous substance, hazardous waste, toxic substance, pollutant, or contaminant under any federal, state, or local law, regulation, or ordinance governing any substance that could cause actual or suspected harm to human health or the environment ("Environmental Law"). The term "Hazardous Substances" specifically includes, but is not limited to, petroleum, petroleum by-products, and asbestos.

If prior to Closing Seller or Buyer discovers any information which would cause any of the representations above to be false if the representations were deemed made as of the date of such discovery, then the party discovering the information shall promptly notify the other party in writing and Buyer, as its sole remedy, may elect to terminate this Agreement by giving Seller notice of such termination within five (5) days after Buyer first received actual notice (with the Closing Date extended to accommodate such five (5) day period), and in such event, the Earnest Money Deposit shall be returned to Buyer. Buyer shall give notice of termination within five (5) days of discovering or receiving written notice of the new information. Nothing in this paragraph shall prevent Buyer from pursuing its remedies against Seller if Seller had actual knowledge of the newly discovered information such that a representation provided for above was false.

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____

NEIL WALTER COMPANY
**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

**34. As-Is.** Except for the express representations and warranties in this Agreement, (a) Seller makes no representations or warranties regarding the Property; (b) Seller hereby disclaims, and Buyer hereby waives, any and all representations or warranties of any kind, express or implied, concerning the Property or any portion thereof, as to its condition, value, compliance with laws, status of permits or approvals, existence or absence of hazardous material on site, suitability for Buyer's intended use, occupancy rate or any other matter of similar or dissimilar nature relating in any way to the Property, including the warranties of fitness for a particular purpose, tenantability, habitability and use; (c) Buyer takes the Property "AS IS" and with all faults; and (d) Buyer represents and warrants to Seller that Buyer has sufficient experience and expertise such that it is reasonable for Buyer to rely on its own pre-closing inspections and investigations.

**35. Buyer's Representations.** Buyer represents that Buyer is authorized to enter into the Agreement; to buy the Property; to perform its obligations under the Agreement; and that neither the execution and delivery of this Agreement nor the consummation of the transaction contemplated hereby will: (a) conflict with or result in a breach of any law, regulation, writ, injunction or decree of any court or governmental instrumentality applicable to Buyer; or (b) constitute a breach of any agreement to which Buyer is a party or by which Buyer is bound. The individual signing this Agreement on behalf of Buyer represents that he or she has the authority to act on behalf of and bind Buyer.

**36. Claims.** Any claim or cause of action with respect to a breach of the representations and warranties set forth herein shall survive for a period of nine (9) months from the Closing Date, at which time such representations and warranties (and any cause of action resulting from a breach thereof not then in litigation, including indemnification claims) shall terminate. Notwithstanding anything to the contrary in this Agreement: (a) Buyer shall not make a claim against Seller for damages for breach or default of any representation or warranty, unless the amount of such claim is reasonably anticipated to exceed $~~25~~72,000; and (b) under no circumstances shall Seller be liable to Buyer on account of any breach of any representation or warranty in the aggregate in excess of the amount equal to $250,000, except in the event of Seller's fraud or intentional misrepresentation with respect to any representation or warranty regarding the environmental condition of the Property, in which case Buyer's damages shall be unlimited.Any claim or cause of action with respect to breach of the representations and warranties set for herein shall survive for the allowable statute of limitations under the law and in effect on the date of Mutal Acceptance.

**37. Condemnation and Casualty.** Seller bears all risk of loss until Closing, and thereafter Buyer bears all risk of loss. Buyer may terminate this Agreement and obtain a refund of the Earnest Money if improvements on the Property are materially damaged or if condemnation proceedings are commenced against all or a portion of the Property before Closing, to be exercised by notice to Seller within ten (10) days after Seller's notice to Buyer of the occurrence of the damage or condemnation proceedings. Damage will be considered material if the cost of repair exceeds the lesser of $100,000 or five percent (5%) of the Purchase Price. Alternatively, Buyer may elect to proceed with closing, in which case, at Closing, Seller shall not be obligated to repair any damage, and shall assign to Buyer all claims and right to proceeds under any property insurance policy and shall credit to Buyer at Closing the amount of any deductible provided for in the policy.

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

38. **FIRPTA Tax Withholding at Closing.** Closing Agent is instructed to prepare a certification (CBA or NWMLS Form 22E, or equivalent) that Seller is not a "foreign person" within the meaning of the Foreign Investment in Real Property Tax Act, and Seller shall sign it on or before Closing. If Seller is a foreign person, and this transaction is not otherwise exempt from FIRPTA, Closing Agent is instructed to withhold and pay the required amount to the Internal Revenue Service.

39. **Notices.** Unless otherwise specified, any notice required or permitted in, or related to, this Agreement (including revocations of offers and counteroffers) must be in writing. Notices to Seller must be signed by at least one Buyer and must be delivered to Seller and Listing Broker with a courtesy copy to any other party identified as a recipient of notices in Section 19. A notice to Seller shall be deemed delivered only when received by Seller and Listing Broker, or the licensed office of Listing Broker. Notices to Buyer must be signed by at least one Seller and must be delivered to Buyer, with a copy to Buyer Broker and with a courtesy copy to any other party identified as a recipient of notices in Section 19. A notice to Buyer shall be deemed delivered only when received by Buyer and Buyer Broker, or the licensed office of Buyer Broker. Buyer Broker and Listing Broker otherwise have no responsibility to advise parties of receipt of a notice beyond either phoning the represented party or causing a copy of the notice to be delivered to the party's address provided in this Agreement. Buyer and Seller shall keep Buyer Broker and Listing Broker advised of their whereabouts in order to receive prompt notification of receipt of a notice. If any party is not represented by a licensee, then notices must be delivered to and shall be effective when received by that party at the address, fax number, or email indicated in Section 19. Facsimile transmission of any notice or document shall constitute delivery. E-mail transmission of any notice or document (or a direct link to such notice or document) shall constitute delivery when: (i) the e-mail is sent to both Buyer Broker and Buyer Brokerage Firm or both Listing Broker and Listing Firm at the e-mail addresses specified on page two of this Agreement; or (ii) Buyer Broker or Listing Broker provide written acknowledgment of receipt of the e-mail (an automatic e-mail reply does not constitute written acknowledgment). At the request of either party, or the Closing Agent, the parties will confirm facsimile or e-mail transmitted signatures by signing an original document.

40. **Computation of Time.** Unless otherwise specified in this Agreement, any period of time in this Agreement shall mean Pacific Time and shall begin the day after the event starting the period and shall expire at 5:00 p.m. of the last calendar day of the specified period of time, unless the last day is a Saturday, Sunday or legal holiday as defined in RCW 1.16.050, in which case the specified period of time shall expire on the next day that is not a Saturday, Sunday or legal holiday. Any specified period of five (5) days or less shall not include Saturdays, Sundays or legal holidays. Notwithstanding the foregoing, references to specific dates or times or number of hours shall mean those dates, times or number of hours; provided, however, that if the Closing Date falls on a Saturday, Sunday, or legal holiday as defined in RCW 1.16.050, or a date when the county recording office is closed, then the Closing Date shall be the next regular business day. If the parties agree upon and attach a legal description after this Agreement is signed by the offeree and delivered to the offeror, then for the purposes of computing time, mutual acceptance shall be deemed to be on the date of delivery of an accepted offer or counteroffer to the offeror, rather than on the date the legal description is attached.

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

**41. Assignment.** Buyer's rights and obligations under this Agreement are not assignable without the prior written consent of Seller, which shall not be withheld unreasonably; provided, however, Buyer may assign this Agreement without the consent of Seller, but with notice to Seller, to any entity under common control and ownership of Buyer, provided no such assignment shall relieve Buyer of its obligations hereunder. If the words "and/or assigns" or similar words are used to identify Buyer in Section 2, then this Agreement may be assigned with notice to Seller but without need for Seller's consent. The party identified as the initial Buyer shall remain responsible for those obligations of Buyer stated in this Agreement notwithstanding any assignment and, if this Agreement provides for Seller to finance a portion of the purchase price, then the party identified as the initial Buyer shall guarantee payment of Seller financing.

**42. Default and Attorneys' Fees.**

a. **Buyer's default.** In the event Buyer fails, without legal excuse, to complete the purchase of the Property, then the applicable provision as identified in Section 13 shall apply:

i. **Forfeiture of Earnest Money.** Seller may terminate this Agreement and keep that portion of the Earnest Money that does not exceed five percent (5%) of the Purchase Price as liquidated damages as the sole and exclusive remedy available to Seller for such failure.

ii. **Seller's Election of Remedies.** Seller may, at its option, (a) terminate this Agreement and keep that portion of the Earnest Money that does not exceed five percent (5%) of the Purchase Price as liquidated damages as the sole and exclusive remedy available to Seller for such failure, (b) bring suit against Buyer for Seller's actual damages, (c) bring suit to specifically enforce this Agreement and recover any incidental damages, or (d) pursue any other rights or remedies available at law or equity.

b. **Seller's default.** In the event Seller fails, without legal excuse, to complete the sale of the Property, then the applicable provision as identified in Section 14 shall apply:

i. **Recover Earnest Money or Specific Enforcement.** As Buyer's sole remedy, Buyer may either (a) terminate this Agreement and recover all Earnest Money or fees paid by Buyer whether or not the same are identified as refundable or applicable to the purchase price; or (b) bring suit to specifically enforce this Agreement and recover incidental damages, provided, however, Buyer must file suit within sixty (60) days from the Closing Date or from the date Seller has provided notice to Buyer that Seller will not proceed with closing, whichever is earlier.

ii. **Buyer's Election of Remedies.** Buyer may, at its option, (a) bring suit against Seller for Buyer's actual damages, (b) bring suit to specifically enforce this Agreement and recover any incidental damages, or (c) pursue any other rights or remedies available at law or equity.

c. Neither Buyer nor Seller may recover consequential damages such as lost profits. If Buyer or Seller institutes suit against the other concerning this Agreement, the prevailing party is entitled to reasonable attorneys' fees and costs. In the event of trial, the amount of the attorneys' fees shall be fixed by the court. The venue of any suit shall be the county in which the Property is located, and this Agreement shall be governed by the laws of the State of Washington without regard to its principles of conflicts of laws.

**43. Miscellaneous Provisions.**

NWC-KV LLC
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

a. **Complete Agreement.** This Agreement and any addenda and exhibits thereto state the entire understanding of Buyer and Seller regarding the sale of the Property. There are no verbal or other written agreements which modify or affect the Agreement, and no modification of this Agreement shall be effective unless agreed in writing and signed by the parties.

b. **Counterpart Signatures.** This Agreement may be signed in counterpart, each signed counterpart shall be deemed an original, and all counterparts together shall constitute one and the same agreement.

c. **Electronic Delivery and Signatures.** Electronic delivery of documents (e.g., transmission by facsimile or email) including signed offers or counteroffers and notices shall be legally sufficient to bind the party the same as delivery of an original. At the request of either party, or the Closing Agent, the parties will replace electronically delivered offers or counteroffers with original documents. The parties acknowledge that a signature in electronic form has the same legal effect as a handwritten signature.

d. **Section 1031 Like-Kind Exchange.** If either Buyer or Seller intends for this transaction to be a part of a Section 1031 like-kind exchange, then the other party agrees to cooperate in the completion of the like-kind exchange so long as the cooperating party incurs no additional liability in doing so, and so long as any expenses (including attorneys' fees and costs) incurred by the cooperating party that are related only to the exchange are paid or reimbursed to the cooperating party at or prior to Closing. Notwithstanding this provision, no party shall be obligated to extend closing as part of its agreement to facilitate completion of a like-kind exchanged. In addition, notwithstanding Section 41 above, any party completing a Section 1031 like-kind exchange may assign this Agreement to its qualified intermediary or any entity set up for the purposes of completing a reverse exchange.

**44. Information Transfer.** In the event this Agreement is terminated, Buyer agrees to deliver to Seller within ten (10) days of Seller's written request copies of all materials received from Seller and any non-privileged plans, studies, reports, inspections, appraisals, surveys, drawings, permits, applications or other development work product relating to the Property in Buyer's possession or control as of the date this Agreement is terminated, unless litigation is pending, or reasonably anticipated, which reliance upon such documents is necessary.

**45. Confidentiality.** Until and unless closing has been consummated, Buyer and Seller shall follow reasonable measures to prevent unnecessary disclosure of information obtained in connection with the negotiation and performance of this Agreement. Neither party shall use or knowingly permit the use of any such information in any manner detrimental to the other party.

**46. Agency Disclosure.** Buyer Brokerage Firm, Buyer Brokerage Firm's Designated Broker, Buyer Brokerage Firm's Branch Manager (if any) and any of Buyer Brokerage's Firm's Managing Brokers who supervise Buyer Broker represent the same party that Buyer Broker represents. Listing Firm, Listing Firm's Designated Broker, Listing Broker's Branch Manager (if any), and any of Listing Firm's Managing Brokers who supervise Listing Broker represent the same party that the Listing Broker represents. All parties acknowledge receipt of the pamphlet entitled "Real Estate Brokerage in Washington."

**47. Buyer Broker's Compensation Disclosure.**

a. Compensation from Seller. The compensation offered and paid to Buyer Brokerage Firm by Seller for providing buyer brokerage services to Buyer related to the Property is:

NEIL WALTER COMPANY
**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

☐ Offered: _____% of purchase price; Paid: _____% of purchase price
☐ Offered: $ _____; Paid: $ _____
☐ Offered: Other: _____; Paid: Other: _____

b. Compensation from Listing Firm. The compensation offered and paid to Buyer Brokerage Firm by the Listing Firm for providing buyer brokerage services to Buyer related to the Property is:

☐ Offered: _____% of purchase price; Paid: _____% of purchase price
☐ Offered: $ _____; Paid: $ _____
☐ Offered: Other: _____; Paid: Other: _____

**48. Seller's Acceptance and Brokerage Agreement.** Seller agrees to sell the Property on the terms and conditions herein. The Listing Firm's compensation shall be paid as specified in the listing or commission agreement. If there is no written listing or commission agreement, Seller agrees to pay to Listing Firm compensation of 4 % of the sales price or $ _____. The compensation to Buyer Brokerage Firm shall be paid as set forth in this Agreement. Seller and Buyer consent to Listing Firm and Buyer Brokerage Firm receiving compensation from more than one party and to the sharing of compensation between firms. Seller and Buyer hereby assign to Listing Firm and Buyer Brokerage Firm, as applicable, a portion of their funds in escrow equal to such compensation and irrevocably instruct the Closing Agent to disburse the compensation directly to the Firm(s). In any action by Listing Firm or Buyer Brokerage Firm to enforce this Section, the prevailing party is entitled to reasonable attorneys' fees and expenses. The Property described in attached Exhibit A is commercial real estate. Notwithstanding Section 45 above, the pages containing this Section, the parties' signatures and an attachment describing the Property may be recorded.

**Listing Broker and Buyer Broker Disclosure.** EXCEPT AS OTHERWISE DISCLOSED IN WRITING TO BUYER OR SELLER, THE BUYER BROKER, LISTING BROKER, AND FIRMS HAVE NOT MADE ANY REPRESENTATIONS OR WARRANTIES OR CONDUCTED ANY INDEPENDENT INVESTIGATION CONCERNING THE LEGAL EFFECT OF THIS AGREEMENT, BUYER'S OR SELLER'S FINANCIAL STRENGTH, BOOKS, RECORDS, REPORTS, STUDIES, OR OPERATING STATEMENTS; THE CONDITION OF THE PROPERTY OR ITS IMPROVEMENTS; THE FITNESS OF THE PROPERTY FOR BUYER'S INTENDED USE; OR OTHER MATTERS RELATING TO THE PROPERTY, INCLUDING WITHOUT LIMITATION, THE PROPERTY'S ZONING, BOUNDARIES, AREA, COMPLIANCE WITH APPLICABLE LAWS (INCLUDING LAWS REGARDING ACCESSIBILITY FOR DISABLED PERSONS), OR HAZARDOUS OR TOXIC MATERIALS INCLUDING MOLD OR OTHER ALLERGENS. SELLER AND BUYER ARE EACH ADVISED TO ENGAGE QUALIFIED EXPERTS TO ASSIST WITH THESE DUE DILIGENCE AND FEASIBILITY MATTERS, AND ARE FURTHER ADVISED TO SEEK INDEPENDENT LEGAL AND TAX ADVICE RELATED TO THIS AGREEMENT.

**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

IN WITNESS WHEREOF, the parties have signed this Agreement intending to be bound.

Buyer _____ Buyer _____
Printed name and type of entity Printed name and type of entity

Buyer _____ Buyer _____
Signature and title Signature and title

Date signed _____ Date signed _____

Seller _____ Seller _____
Printed name and type of entity Printed name and type of entity

Seller _____ Seller _____
Signature and title Signature and title

Date signed _____ Date signed _____

**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**

(CONTINUED)

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____

**NWC-KV LLC**
550 S Michigan St.
Seattle, WA 98108
Phone: 206-787-1800
Fax: 206-787-1479

© Commercial Brokers Association
ALL RIGHTS RESERVED



**COMMERCIAL & INVESTMENT REAL ESTATE**
**PURCHASE & SALE AGREEMENT**
(CONTINUED)

**EXHIBIT A ***
[Legal Description]

Parcel Number 221295-0032
Name DDC PROPANE LLC
Site Address 18459 NE 76TH ST 98052
Legal EASTSIDE INDUSTRIAL CENTER DIV 1 LOT 3 CITY OF REDMOND SHORT PLAT #SS 78-42 REC AF #7812140868 SD SHORT PLAT DAF LOT 3 EASTSIDE INDUSTRIAL CENTER DIVISION NO 1

Buyer and Seller hereby authorize Closing Agent to insert the correct Legal Description if different from above.

* To ensure accuracy in the legal description, consider substituting the legal description contained in the preliminary commitment for title insurance or a copy of the Property's last vesting deed for this page. Do not neglect to label the substitution "Exhibit A." You should avoid transcribing the legal description because any error in transcription may render the legal description inaccurate and this Agreement unenforceable.

INITIALS: Buyer _____ Date _____ Seller _____ Date _____
Buyer _____ Date _____ Seller _____ Date _____

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-014
**Type:** Consent Item

**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:**

| | | |
|---|---|---|
| Executive | Rebecca Mueller | City Attorney |

**TITLE:**
Approval of the Acquisition of Cycle Track Property from Jefferson Overlake, LLC (Stream Project Overlake)

**OVERVIEW STATEMENT:**
Staff is requesting Council approval to acquire land for a segment of cycle track located at 2311 151st Place NE. The property is currently being developed as a 220-unit apartment building with ground-level commercial spaces. The site was significantly reduced through application of City requirements to construct frontage improvements on four sides of a very narrow property. Refer to the cross-hatched area in Exhibit 1 for the illustration of the right-of-way that has been dedicated to the City. Staff in consultation with the City Attorney determined that requiring the property owner to dedicate and construct a 12-foot-wide cycle track would constitute an unconstitutional taking.

A settlement in lieu of a project appeal was reached for the City to purchase the property associated with the cycle track that is identified as a project in the Transportation Master Plan, Transportation Improvement Program, and Capital Investment Program. Staff is requesting Council approval to acquire the property depicted as the cross-hatched area (6,151.20 square feet) on Exhibit 2 for $901,150.80. The property purchase would be funded from Transportation Impact Fees.

Staff have worked with the Finance Director, City Attorney, Real Property staff, and Development Services engineers to validate the purchase process, square footage of the area to be purchased, the price per square foot, and the accuracy of the legal descriptions.

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**

FW-TR-3 Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.
FW-CF-1 Plan, finance, build, rehabilitate and maintain capital facilities . . .

TR-48 Ensure that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth-related transportation impacts.

FW-CF-1 Plan, finance, build, rehabilitate and maintain capital facilities and services consistent with the following principles:

- Allocate infrastructure funding responsibilities fairly;
- Ensure that the costs of capital facility improvements are borne in proportion to the benefit received;

CF-5 Require that properties, when they develop or redevelop, construct or contribute to improvements as identified in adopted plans. Ensure growth pays for its legal share of growth-related impacts or the cost incurred to mitigate for them.

- **Required:**
  US Constitution Fifth Amendment
  Washington Constitution Article 1 Section 16
  Redmond Zoning Code 21.17.010.B
- **Council Request:**
  N/A
- **Other Key Facts:**
  Jefferson Overlake, LLC has submitted an invoice for the value of the land required to be purchased by the City of Redmond to support the cycle track alignment and construction.

**OUTCOMES:**
The City will acquire land needed to complete a cycle track segment planned for the Overlake Neighborhood and avoid costly litigation over an unconstitutional taking.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  The property owner has invoiced the City for the value of the land associated with the 12-foot-wide cycle track and has requested payment as soon as possible.
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

**BUDGET IMPACT:**

**Total Cost:**
$901,150.80

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

**Budget Offer Number:**
CIP Transportation Functional Area - The cycle track project was added to the CIP by City Council on October 14, 2025. See Attachment C for the DaVinci Ave Project Information Sheet and Attachment D for the NE 24th Street Project Information Sheet.

**Budget Priority**:
Vibrant and Connected

**Other budget impacts or additional costs:** ☒ **Yes** ☐ **No** ☐ **N/A**
***If yes, explain***:
The property owner has agreed to construct the cycle track as a component of their construction mobilization. The City will pay for the cost of the improvement once they are accepted as compliant with City construction standards and details. The cost of improvements will also be paid from transportation impact fees.

**Funding source(s):**
CIP/Transportation Impact Fees

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

☐ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| N/A | Item has not been presented to Council | N/A |

**Proposed Upcoming Contact(s)**

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

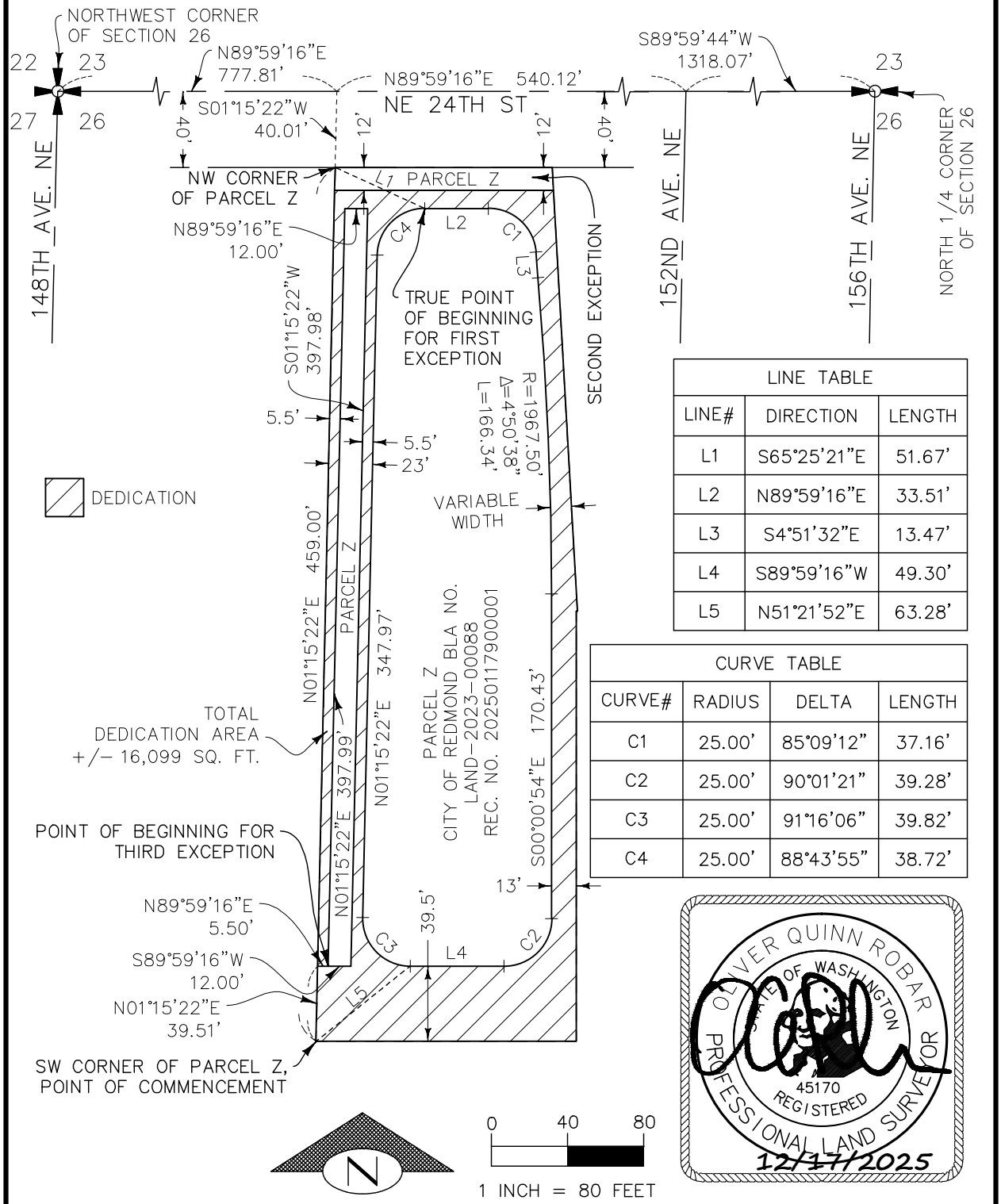
**Time Constraints:**
The property owner invoiced the City last year and would like to be paid for the property purchase as soon as possible.

**ANTICIPATED RESULT IF NOT APPROVED:**
If the purchase is not approved, the City would not be compliant with the Notice of Decision it issued regarding this project, and could be subject to litigation for an unconstitutional taking that could result in financial impacts greater than the negotiated property purchase.

**ATTACHMENTS:**
Attachment A: Stream Project Dedication Area

Attachment B: Cycle Track Purchase Area
Attachment C: DaVinci Ave Project Information Sheet
Attachment D: NE 24th Street Project Information Sheet

**IN THE NW 1/4 OF THE NW 1/4 OF SECTION 26, TOWNSHIP 25 N, RANGE 5 E, W.M.**




| LINE TABLE | | |
|---|---|---|
| LINE# | DIRECTION | LENGTH |
| L1 | S65°25'21"E | 51.67' |
| L2 | N89°59'16"E | 33.51' |
| L3 | S4°51'32"E | 13.47' |
| L4 | S89°59'16"W | 49.30' |
| L5 | N51°21'52"E | 63.28' |

| CURVE TABLE | | | |
|---|---|---|---|
| CURVE# | RADIUS | DELTA | LENGTH |
| C1 | 25.00' | 85°09'12" | 37.16' |
| C2 | 25.00' | 90°01'21" | 39.28' |
| C3 | 25.00' | 91°16'06" | 39.82' |
| C4 | 25.00' | 88°43'55" | 38.72' |

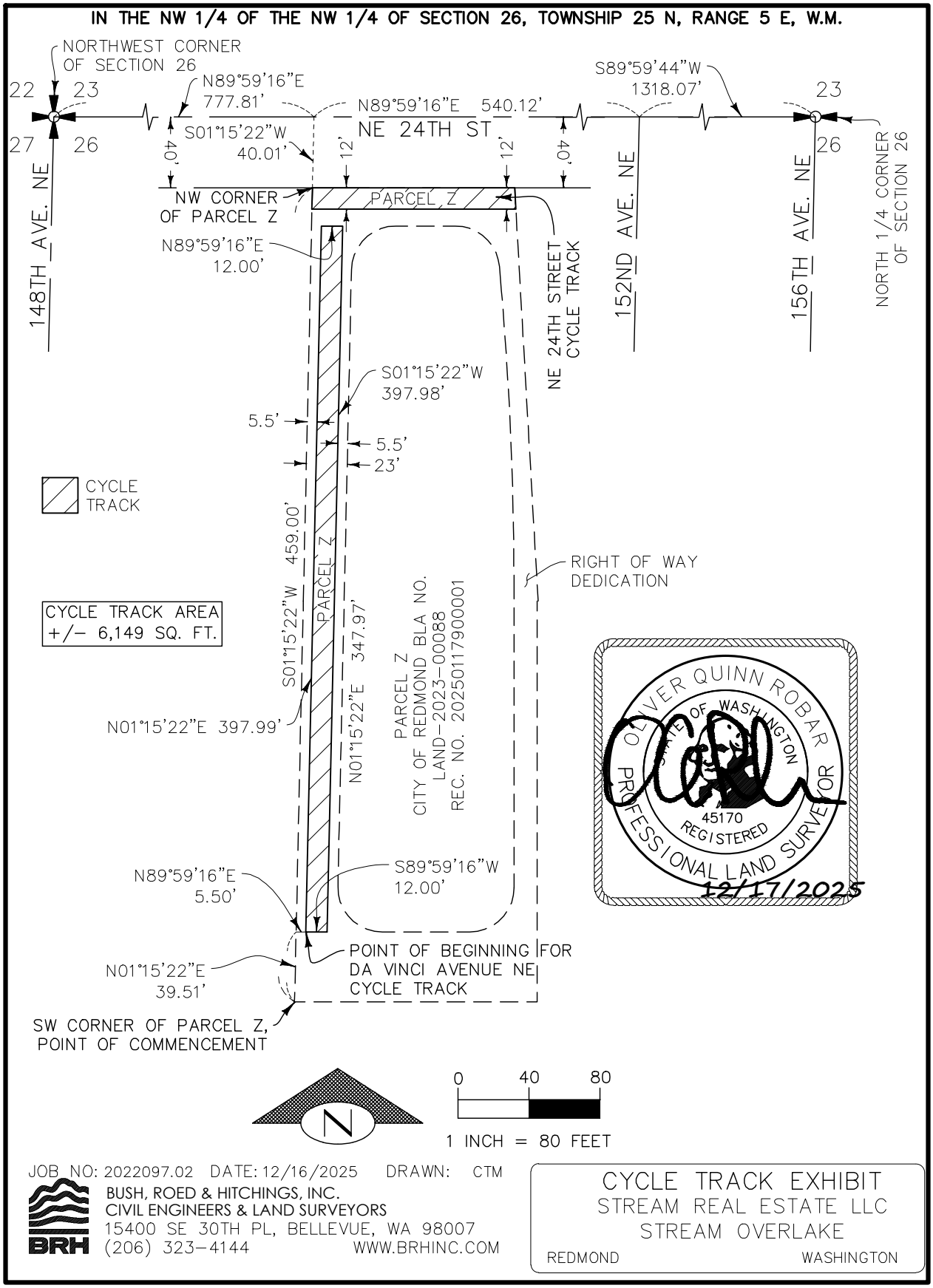



JOB NO: 2022097.02 DATE: 12/16/2025 DRAWN: CTM

BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
15400 SE 30TH PL, BELLEVUE, WA 98007
(206) 323-4144 WWW.BRHINC.COM

# DEDICATION EXHIBIT

STREAM REAL ESTATE LLC
STREAM OVERLAKE
REDMOND WASHINGTON




JOB NO: 2022097.02 DATE: 12/16/2025 DRAWN: CTM

BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
15400 SE 30TH PL, BELLEVUE, WA 98007
(206) 323-4144 WWW.BRHINC.COM

# CYCLE TRACK EXHIBIT

STREAM REAL ESTATE LLC

STREAM OVERLAKE

REDMOND WASHINGTON

# CIP Project Information Sheet

**Project Name:** Cycle Track - DaVinci Ave

**Project Status:** New
**Functional Area(s):** Planning
**Relevant Plan(s):** Transportation Master Plan
**Neighborhood:** Overlake

**Time Frame** 2025-2026
**Budget Priority** Vibrant and Connected
**Citywide Rank** N/A
**Functional Area Priority** Low

**Location:** DaVinci Avenue, from NE 24th St to NE Alhazen St

**Description:**
Construction of curb, gutter, sidewalk, and cycle track along the frontage of the Stream Overlake development on DaVinci Ave. The development will construct the improvements and dedicate the right-of-way to the city.

**Anticipated Outcomes *Primary:*** Upgrade/Enhancement ***Secondary***
Completion of a segment of the Overlake neighborhood's pedestrian and bicycle network.

**Request:** ***Primary Reason(s):*** New Project

| Proposed Budget: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Budget | | $824,484 | | | | | | | $824,484 |

| Project Phasing: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Preliminary Design (0-30%) | | | | | | | | | |
| Right of Way | | $675,863 | | | | | | | $675,863 |
| Design (31-100%) | | | | | | | | | |
| Construction | | $148,621 | | | | | | | $148,621 |
| Contingency | | | | | | | | | |
| Total | | $824,484 | | | | | | | $824,484 |

| Estimated M&O Impacts: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Cost | | | | | | | | | |

Explanation

| Proposed Funding Source | Prior | 2025-2030 | Future | Total |
|---|---|---|---|---|
| Impact Fees | | $824,484 | | $824,484 |
| Total | | $824,484 | | $824,484 |

# CIP Project Information Sheet

**Project Name:** Cycle Track - NE 24th Street

**Project Status:** New
**Functional Area(s):** Planning
**Relevant Plan(s):** Transportation Master Plan
**Neighborhood:** Overlake

**Time Frame** 2025-2026
**Budget Priority** Vibrant and Connected
**Citywide Rank** N/A
**Functional Area Priority** Low

**Location:** NE 24th St., between DaVinci Ave and 151st Pl. NE

**Description:**
Construction of curb, gutter, sidewalk and cycle track along the frontage of the Stream Overlake development on NE 24th Street. The development will construct the improvements and dedicate the right-of-way to the city.

**Anticipated Outcomes *Primary:*** ***Secondary***
Completion of a key east/west segment of the bike corridor in the Overlake neighborhood.

**Request:** ***Primary Reason(s):*** New Project

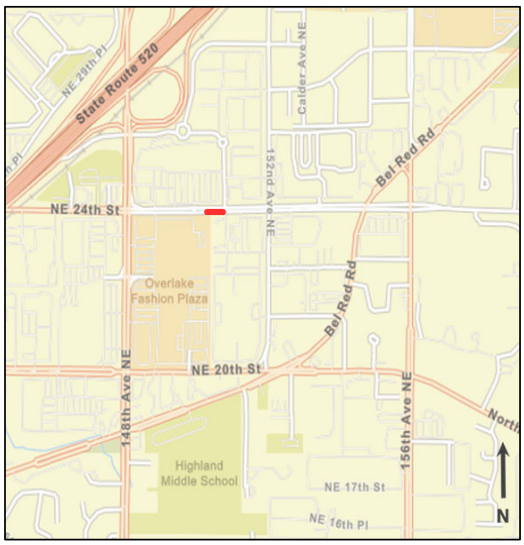
| Proposed Budget: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Proposed Budget | | $261,032 | | | | | | | $261,032 |

| Project Phasing: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Preliminary Design (0-30%) | | | | | | | | | |
| Right of Way | | $225,288 | | | | | | | $225,288 |
| Design (31-100%) | | | | | | | | | |
| Construction | | $35,744 | | | | | | | $35,744 |
| Contingency | | | | | | | | | |
| Total | | $261,032 | | | | | | | $261,032 |

| Estimated M&O Impacts: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Cost | | | | | | | | | |

Explanation

| Proposed Funding Source | Prior | 2025-2030 | Future | Total |
|---|---|---|---|---|
| Impact Fees | | $261,032 | | $261,032 |
| Total | | $261,032 | | $261,032 |



# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-015
**Type:** Consent Item

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

| | | |
|---|---|---|
| Police | Chief Darrell Lowe | 425-556-2529 |

**DEPARTMENT STAFF:**

| | | |
|---|---|---|
| Police | Mavic Hizon | Civilian Commander |
| Police | Jacob Lassiter | Parking Program Manager |

**TITLE:**
Approval of the Diamond Parking Six-Month Contract Extension in the Amount of $173,028

**OVERVIEW STATEMENT:**
Staff is requesting Council authorization to approve a six-month extension of the City's existing contract with Diamond Parking, through July 31, 2026. The City and Diamond Parking have agreed to continue parking enforcement and parking permit processing services during this period while the City conducts a formal, competitive Request for Proposals (RFP) process for similar services.

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  N/A
- **Required:**
  Council approval required for contracts that exceed $50,000.
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

**OUTCOMES:**

The City and Diamond Parking executed a one-month bridge extension of the existing contract to continue on-street parking enforcement services and parking permit processing through January 31, 2026. The Police Department is requesting Council approval to extend the contract for an additional six months, through July 31, 2026, while the City conducts a formal competitive Request for Proposals (RFP) process in accordance with the City's Purchasing guidelines.

Approval of this contract extension will ensure continuity of on-street parking enforcement following the expiration of the original contract on December 31, 2025. Continued contracted services will maintain parking compliance and provide the Police Department sufficient time to complete the RFP process and develop staffing plans to support a full transition to in-house parking enforcement operations beginning in 2027.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

**BUDGET IMPACT:**

**Total Cost:**
Contract extension through July 31, 2026: $173,028
- Costs for repairs and maintenance of vehicle and/or LPR equipment will be additional

Contract extension to July 31, 2026:
- On-street enforcement and routine vehicle maintenance: $19,376/month
- Commuter lot enforcement: $6,189/month
- Parking Permit Processing: $3,273/month based on 230 permits/month

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

**Budget Offer Number:**
228

**Budget Priority**:
Safe and Resilient

**Other budget impacts or additional costs:** ☒ **Yes** ☐ **No** ☐ **N/A**
***If yes, explain***:
Commuter lot enforcement costs are offset by paid parking revenue.

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

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

☐ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| 12/9/2025 | Committee of the Whole - Finance, Administration, and Communications | Receive Information |
| 1/20/2026 | Committee of the Whole - Public Safety and Human Services | Provide Direction |

**Proposed Upcoming Contact(s)**

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

**Time Constraints:**
The current contract with Diamond Parking expired on December 31, 2025, but was granted a one-month extension by the mayor through January 31, 2026. The extended contract will go into effect immediately following Council's approval.

**ANTICIPATED RESULT IF NOT APPROVED:**
The Diamond Parking contract expired on January 31, 2026, and there will be no parking enforcement and parking permit processing services available until a vendor is selected through the RFP process.

**ATTACHMENTS:**
Attachment A: Diamond Parking Contract Extension
Attachment B: Non-Competitive Procurement Justification

City of Redmond, Washington
Redmond, WA
Attn: Mavic Hizon, Civilian Commander, RPD

CONFIDENTIAL, PLEASE
NOT FOR PUBLICATION

Location No. WG001/WG002/WG016
Date January 14, 2026

Re: City Parking Enforcement Services: Contracts 9355, 9355-1, 9355-2, 9355-3, and 9355-4

This amendment (this "Amendment") is made by City of Redmond, WA ("COR") and Diamond Parking Services, LLC ("Diamond Parking"), parties to the agreement for parking enforcement services referenced above (Contract 9355, 9355-1, 9355-2, 9355-3, and 9355-4), originally signed by COR on December 18, 2019 (the "Agreement"). The parties hereby agree as follows:

1. The Agreement is amended as follows:

   A. TERM: The term of the Agreement is hereby extended for six (6) months, beginning on February 01, 2026, and expiring on July 31, 2026.

   B. COST:

      i. "On-Street" Enforcement: The Cost for the extended Term shall be a total of $116,259.00, to be paid in equal monthly installments of $19,376.50, billed at the end of each month of service, beginning February 2026.

      ii. "Extended Parking Permit" Management: The Cost for the extended Term for managing the Extended Parking Permit program for COR shall be as follows:
         a. Processing Fee: $7.70/permit
         b. Printing Fee: $1.65/permit
         c. Payroll Expense: $897.60/month
         d. Dedicated Phone Line: $40.70/month
         e. Accounting and Date Processing: $58.30/month
         f. Management Fee: 1.5% of Net Proceeds

      Based on the current number of permits issued per month (230), the Cost for the extended Term would be $19,634.34, to be paid in equal monthly installments of $3,272.39, billed at the end of each month of service, beginning February 2026. Monthly billing will be for the actual number of permits processed in the month.

      iii. "Redmond Connector Lot" Enforcement: The Cost for the extended Term shall be a total of $37,132.20, to be paid in equal monthly installments of $6,188.70, billed at the end of each month of service beginning February 2026.

iv. Vehicle and Equipment: Repair and maintenance expenses for the vehicle and/or License Plate Recognition ("LPR") system in excess of $2,000.00 in a calendar month will be invoiced by Diamond Parking and paid for by COR. Any expenses exceeding $2,000.00 will be approved by COR in advance. If the need for a new vehicle and/or LPR system arises, as determined by Diamond and COR, COR will provide the vehicle and/or LPR system for Diamond to use. At the end of the contract, the new vehicle and/or LPR system will be returned to COR.

C. SCOPE OF WORK:

i. The current times of service, between 9:00am and 9:00pm Monday through Saturday, shall continue during this term.
ii. The current area of service shall continue during this term.

D. CANCELLATION: This agreement cannot be cancelled during the extended six-month term for any reason without the agreement of both COR AND Diamond Parking.

2. In the event of any conflict between the Agreement and this Amendment, the terms of this Amendment shall control. All terms, covenants and conditions of the Agreement not expressly modified herein are hereby confirmed and ratified and remain in full force and effect, and as further amended hereby. Upon full execution and mutual delivery of this Amendment, any reference to the Agreement shall be deemed to be the Agreement as amended by this Amendment.

It is AGREED this _____ day of _____ 2026.

| | CITY OF REDMOND, WA | | DIAMOND PARKING SERVICES LLC |
|---|---|---|---|
| By: | _____ | By: | _____ |
| Print: | _____ | Print: | JONATHON DIAMOND |
| Its: | _____ | Title: | MANAGER |
| Phone: | _____ | Tax ID: | See W9 |
| Email: | _____ | Email: | Jon.Diamond@DiamondParking.com |

Docusign Envelope ID: 7C797E44-127E-418E-A300-E50E3421C7D1

# Non-Competitive Procurement Justification Form

## Instructions:

Use this form to justify your non-competitive procurement. The Purchasing Division requires a written explanation to document why a product or service is only provided by one source and whether efforts were made to find other vendors.

The purpose of this form is to waive competitive bidding, where multiple quotes would normally be required (see Purchasing Policy for specific requirements and approval thresholds).

Examples of when to use this form:

- Purchases that are not competitively bid because they are clearly and legitimately limited to a single source of supply. Considerations:
  - Licensed, copyrighted or patented products or services that only one vendor provides
  - Compatibility requirements
  - Proprietary or custom-built software or information systems that only one vendor provides
  - Products or services where only one vendor meets the required certifications or statutory requirements
- Purchases that are not competitively bid because they involve special facilities or market conditions.

***If competitive bidding is waived, the appropriate signing delegations still need to be followed.***

This form is **not** required for:

- Purchases that are competitively bid (where multiple quotes are obtained)
- Purchases under $10,000
- Intergovernmental cooperative purchases
- Interlocal purchases

## Please select one of the following:

☐ This is an un-quotable purchase:
- Sole Source

☑ This is a quotable purchase but Director or Mayor will waive the use of the competitive process. Please note this option can only be used for the following types of purchases:
- Operating Supplies & Equipment
- Operating and General Services
- Professional Services
- Instructional/Artistic Services

## Please complete the following:

| | |
|---|---|
| **Your Name:** | MAVIC HIZON |
| **Your Department:** | POLICE |
| **Date Requested:** | 1/8/26 |
| **Requested Product or Service:** | Parking Enforcement and Permit Processing Services |
| **Estimated Cost:** | $173,027 |
| **Vendor (Source of Supply):** | Diamond Parking Services |
| **Vendor Address:** | 10620 NE 8th St. # 205, Bellevue, WA 98004 |

Docusign Envelope ID: 7C797E44-127E-418E-A300-E50E3421C7D1

# Non-Competitive Procurement Justification Form

1. Describe the purpose or function of the requested product or service.

Diamond Parking Services (Contractor) will continue to be responsible for patrolling and enforcing time limited restricted parking on all streets in the designated area of downtown Redmond while on duty. The Contractor shall have a specific telephone number solely for handling City of Redmond questions and complaints regarding on-street parking enforcement and parking ticket fines in the downtown area. The Contractor will be responsible for the sales, processing, distribution, and accounting of daily, weekly and monthly parking permits for the City of Redmond on street Parking Enforcement Program. The Contractor shall have a specific telephone number solely for handling City of Redmond questions regarding inquiries and purchase of the permits. The Contractor will maintain a web presence to accept and process the purchasing and records for the permit sales.

2. Explain why the product/service requested is the only product/service that will work and why alternative vendors or distributors are unacceptable. Be specific with regards to any unique features, characteristics, requirements or capabilities.

Diamond Parking Services is uniquely positioned to provide uninterrupted services during this interim period. Due to the highly specialized, customized, and integrated nature of the City's parking enforcement and permit management systems, no other vendor could reasonably assume these responsibilities within the proposed six-month timeframe without significant operational risk, service disruption, and additional cost to the City. Diamond currently operates a parking enforcement technology platform that is fully customized to the City's parking ordinances, municipal code, enforcement priorities, and operational procedures. This includes (1)Configuration of citation rules specific to City code, including time limits, exemptions, escalating penalties, and special enforcement zones. (2) Integration with King County court systems and workflows for citation processing, adjudication, and appeals. (3) Established workflows for data transfer, reporting, and compliance tracking that align with City and court requirements. (4)Replicating this level of customization with a new vendor would require extensive system development, legal validation, testing, and approval—activities that cannot be completed within a six-month transition window without risking enforcement errors, invalid citations, or legal challenges.

3. If the particular product/service was not available or could not be purchased, how would the department proceed with its work?

If the City does not approve a short-term extension of the contract with Diamond Parking Services, parking enforcement and parking permit operations would be significantly disrupted, resulting in immediate and long-term operational impacts to the City. Responsibility for daily parking enforcement would necessarily shift to sworn police officers. This would place a substantial additional burden on Police Department staff, requiring officers to divert time from core public safety functions such as crime prevention, emergency response, investigations, and community policing. As a result, critical law enforcement activities would be delayed or deprioritized, creating backlogs in investigations and reducing overall public safety effectiveness. Additionally, without a contracted vendor to manage the City's parking permit program, the City would lack a centralized system and dedicated staff to process permit applications, renewals, changes, and enforcement coordination. This would significantly increase the likelihood of administrative errors, delayed permit issuance, inconsistent enforcement, and customer service complaints from residents, businesses, and visitors

4. Describe the market research that was conducted. Explain the efforts made to determine whether other qualified vendors or products/services exist.

Market research indicated that while multiple vendors offer parking enforcement services in general, none could reasonably implement a fully compliant, City-specific enforcement and permitting program within the limited six-month period without significant startup and transition efforts. Vendors consistently require extended lead times to configure software systems, train personnel, coordinate with courts, migrate permit and citation data, and validate enforcement accuracy before becoming operational. Additionally, no alternative vendor was identified that currently maintains a ready-to-deploy system already customized to the City's parking ordinances, street network, enforcement zones, and permit rules. Transitioning to a new provider would require substantial upfront investment, contract negotiation, data conversion, public outreach, and operational testing—activities that are not practical or cost-effective for a temporary contract. Staff concluded that Diamond Parking Services is the only vendor capable of providing uninterrupted, compliant parking enforcement and permit management services during the proposed short-term extension period. Extending the existing contract allows the City to maintain continuity of operations while completing a formal competitive RFP process for long-term vendor selection.

# Non-Competitive Procurement Justification Form

*I certify to the best of my knowledge that this purchase is compatible with existing goods, equipment or services and there are no reasonable alternatives or substitutes and/or the product/service is clearly and legitimately available from only one source of supply.*

**Step 1.** Sign below OR provide an email approval:

| | | |
|---|---|---|
| **City Representative:** | **Signature:** Signed by: Meaic Hizon 5A451EE5221B4CE... | **Date:** 1/8/2026 |

**Step 2.** Select the appropriate box and sign below OR provide an email approval:

| | | |
|---|---|---|
| **Director:** Select appropriate box below. | **Signature:** DocuSigned by: Chief Darrell Lowe 38CE23740F4F4DF... | **Date:** 1/8/2026 |

- This is an un-quotable purchase and competitive bidding is waived:
  - ☐ Sole Source: Over $10,000
- This is a quotable purchase but competitive bidding is waived:
  - ☐ Operating Supplies & Equipment (total amount): $10,001 - $200,000
  - ☐ Operating Services, Repair & Maintenance, and General Services (total project): $10,001 - $50,000
  - ☐ Professional Services (total project): $10,001 - $50,000
  - ☐ Instructional/Artistic Services (total project): $10,001 - $75,000

| | | |
|---|---|---|
| **Mayor or Designee:** Select appropriate box below. | **Signature:** Signed by: Mayor Angela Birney [illegible] | **Date:** 1/9/2026 |

- This is a quotable purchase but competitive bidding is waived:
  - ☐ Operating Supplies & Equipment (total amount): Over $200,000
  - ☐ Operating Services, Repair & Maintenance, and General Services (total project): Over $50,000
  - ☐ Professional Services (total project): Over $50,000 (Note: Council approval is also required for Professional Services over $50K)
  - ☐ Instructional/Artistic Services (total project): Over $75,000

**Step 3.** Send the completed form and applicable approval to the Purchasing Division; email is acceptable. Include any back-up documentation.

***Reminder! The purpose of this form is to waive competitive bidding. The appropriate signing levels still need to be followed (see Purchasing Policy for specific requirements and approval thresholds).***

## To be completed by the Purchasing Department:

| | | |
|---|---|---|
| **Purchasing:** | **Signature:** | **Date:** |
| **Contract or PO/PA #:** | | |

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-016
**Type:** Consent Item

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

| | | |
|---|---|---|
| Public Works | Aaron Bert | 425-556-2786 |
| Parks | Loreen Hamilton | 425-556-2336 |

**DEPARTMENT STAFF:**

| | | |
|---|---|---|
| Public Works | Eric Dawson | Engineering Supervisor |
| Public Works | Steve Gibbs | Engineering Manager |
| Public Works | Brandon Buehler | Deputy Director |

**TITLE:**
Approval of the Final Contract with Absher Construction Company and Acceptance of Construction for the Redmond Senior & Community Center Project

**OVERVIEW STATEMENT:**
Public Works is requesting Council to approve the final contract and accept construction for the Redmond Senior & Community Center project (No. 2024). This contract with Absher Construction Company had a Maximum Allowable Construction Cost amount of $43,906,371 plus or minus change orders and bid items increases or decreases, resulting in a final contract amount of $49,897,692

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  - Envision Redmond Senior Center Building Stakeholders Report March 2020
  - Redmond Community Strategic Plan
  - 2017 Community Priorities for the Future of Redmond's Community Centers Report
  - Redmond Comprehensive Plan
  - Redmond Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan
  - Redmond Facilities Strategic Management Plan
  - 2017-2022 Redmond Capital Investment Program (CIP). Redmond Zoning Code 21.10.070B

- **Required:**
  Council approval is required to accept a Public Works contract that exceeds $300,000 (2018 City Resolution 1503)
- **Council Request:**
  N/A
- **Other Key Facts:**
  Public Works is requesting this item go forward for Council approval at the February 3, 2026, Council business meeting

**OUTCOMES:**
The project objective was to construct a new senior & community center that meets the needs of the Redmond senior and general population. The project was to be constructed in a sustainable manner that meets the goals of the Sustainability Action Plan. The project met the objectives.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

**BUDGET IMPACT:**

**Total Cost:**
$61,480,574

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

**Budget Offer Number:**
CIP

**Budget Priority**:
Infrastructure, Healthy and Sustainable, Vibrant and Connected

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

**Funding source(s):**

| | | |
|---|---|---|
| Debt proceeds | $ | 16,139,840 |
| General Fund | $ | 13,352,557 |

| | | |
|---|---|---|
| Grants | $ | 1,725,000 |
| Impact Fees | $ | 14,493,065 |
| Misc - Solar Panels + contributions from Amazon and Emerald Heights | $ | 289,427 |
| REET | $ | 15,700,111 |
| Total Approved Budget | $ | 61,700,000 |

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

☒ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| | See Attachment B | N/A |

**Proposed Upcoming Contact(s)**

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

**Time Constraints:**
Following project acceptance, in accordance with RCW 60.28, the contract retainage will be released upon receipt of clearances from the Washington State Departments of Revenue and Labor and Industries, and a mandatory 45-day waiting period for filing claims and liens.

**ANTICIPATED RESULT IF NOT APPROVED:**
The warranty period begins upon Council acceptance. Not accepting construction will result in delay of warranty start, increasing the project close-out cost.

**ATTACHMENTS:**
Attachment A: Redmond Senior & Community Center Project Information Sheet
Attachment B: Additional Project Information

# CIP Project Information Sheet

**Project Name:** Redmond Senior & Community Center Rebuild

**Project Status:** Existing - Revised
**Functional Area(s):** Parks, Facilities
**Relevant Plan(s):** PARCC Plan, Facilities Plan
**Neighborhood:** Downtown

**Time Frame:** 2020-2024
**Budget Priority:** Healthy and Sustainable
**Citywide Rank:** 111
**Functional Area Priority:** High

**Location:** Redmond Municipal Campus

**Description:**
Design and construction of new Redmond Senior & Community Center

**Anticipated Outcomes:** ***Primary:*** Upgrade/Enhancement ***Secondary:***
New senior and community center with an expected life of 60 years.

**Request:** ***Primary Reason(s):*** Budget Process
Project approved in the 2023-2028 CIP budget process.

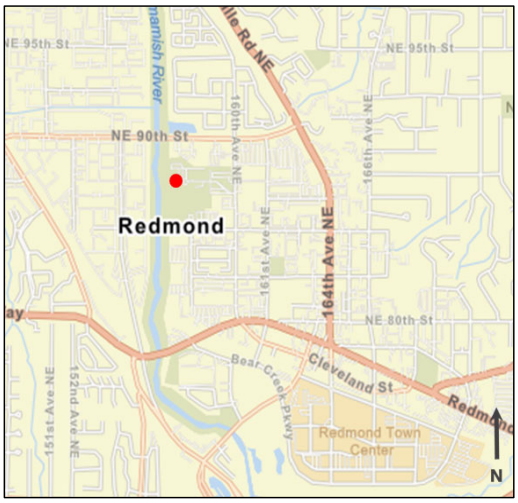
| Budget: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Original Budget | $17,116,000 | | | | | | | | $17,116,000 |
| Approved Changes | $40,884,000 | | | | | | | | $40,884,000 |
| Current Approved Budget | $58,000,000 | | | | | | | | $58,000,000 |
| Proposed New Budget | $58,259,302 | $3,440,698 | | | | | | | $61,700,000 |
| Proposed changes due to | ___ Scope Change | | ___ Schedule Change | | X Budget Change | | | | |

| Project Phasing: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Preliminary Design (0-30%) | $129,067 | | | | | | | | $129,067 |
| Right of Way | | | | | | | | | |
| Design (31-100%) | $5,547,302 | | | | | | | | $5,547,302 |
| Construction | $52,582,933 | | | | | | | | $52,582,933 |
| Contingency | | $3,440,698 | | | | | | | $3,440,698 |
| Total | $58,259,302 | $3,440,698 | | | | | | | $61,700,000 |

| Estimated M&O Impacts: | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Future | Total |
|---|---|---|---|---|---|---|---|---|---|
| Cost | | $167,000 | $500,000 | $500,000 | $500,000 | $500,000 | $500,000 | ongoing | $2,667,000 |

Explanation: Professional services, supplies, utilities, and outside repairs and maintenance.

| Proposed Funding Sources: | Prior | 2025-2030 | Future | Total |
|---|---|---|---|---|
| General Fund | $13,352,558 | | | $13,352,558 |
| Impact Fees | $13,174,713 | $3,440,698 | | $16,615,412 |
| Real Estate Excise Tax | $13,561,733 | | | $13,561,733 |
| Bond Proceeds | $16,139,840 | | | $16,139,840 |
| Grant | $1,725,000 | | | $1,725,000 |
| Contributions/Solar | $305,457 | | | $305,457 |
| Total | $58,259,302 | $3,440,698 | | $61,700,000 |



**Attachment B – Additional Project Information**

**Redmond Senior & Community Center**

**Budget Summary**

| Redmond Senior & Community Center Contract and Change Order Summary | | | | | |
|---|---|---|---|---|---|
| **Item** | **Description** | **Amount** | **Sales Tax** | **Tax Amount** | **Running Total** |
| MACC 1 | Site Civil<br>Core and Shell<br>Material procurement | $24,465,916.76 | 10.1% | $2,471,057.59 | $26,936,974.35 |
| MACC 2 | Tenant Improvements | $15,412,713.30 | 10.1% | $1,556,684.04 | $43,906,371.70 |
| CO 1 | Delay for unlocated power line | $41,131.00 | 10.1% | $4,154.23 | $43,951,656.93 |
| CO 2 | Incorporate final structural changes<br>Unexpected large cobbles | $362,330.55 | 10.1% | $36,595.39 | $44,350,582.86 |
| CO 3 | Incorporate final mech/elec changes | $2,406,296.76 | 10.1% | $243,035.97 | $46,999,915.60 |
| CO 4 | Minor design changes | $13,127.00 | 10.1% | $1,325.83 | $47,014,368.42 |
| CO 5 | Fire protection and struct. changes | $361,559.00 | 10.1% | $36,517.46 | $47,412,444.88 |
| CO 6 | Incorporate final site/civil design | $99,844.00 | 10.1% | $10,084.24 | $47,522,373.13 |
| CO 7 | Minor structural material changes | $23,917.00 | 10.1% | $2,415.62 | $47,548,705.74 |
| CO 8 | Extended working days for add'l utils located | $0.00 | 10.1% | $0.00 | $47,548,705.74 |
| CO 9 | Add add's outdoor power pedestals | $80,654.00 | 10.1% | $8,146.05 | $47,637,505.80 |
| CO 10 | Various HVAC and elec. changes | $160,956.00 | 10.1% | $16,256.56 | $47,814,718.35 |
| CO 11 | Final resolution of utility delay | $603,554.00 | 10.1% | $60,958.95 | $48,479,231.31 |
| | | | | | |

| Redmond Senior & Community Center Contract and Change Order Summary | | | | | |
|---|---|---|---|---|---|
| **Item** | **Description** | **Amount** | **Sales Tax** | **Tax Amount** | **Running Total** |
| CO 12 | 15 minor misc. design changes | $290,044.00 | 10.2% | $29,584.49 | $48,798,859.79 |
| CO 13 | 13 minor misc. design changes<br>Extend builders risk insurance through delay | $568,833.45 | 10.3% | $58,589.85 | $49,426,283.09 |
| CO 14 | 14 minor misc. design changes | $194,163.00 | 10.3% | $19,998.79 | $49,640,444.88 |
| CO 15 | 6 minor misc. design changes | $100,568.00 | 10.3% | $10,358.50 | $49,751,371.38 |
| CO 16 | Added roller shades<br>Move power transformer<br>Add HVAC fire protection | $97,928.00 | 10.3% | $10,086.58 | $49,859,385.97 |
| Final CO 17 | Minor HVAC and painting design changes | $34,729.00 | 10.3% | $3,577.09 | **$49,897,692.05** |

**Council Review Previous Contacts**

| Date | Meeting | Requested Action |
|---|---|---|
| 09/17/2019 | Business Meeting | Receive Information |
| 12/03/2019 | Business Meeting | Receive Information |
| 02/11/2020 | Study Session | Receive Information |
| 02/25/2020 | Committee of the Whole - Finance, Administration, and Communications | Receive Information |
| 03/03/2020 | Committee of the Whole - Parks and Human Services | Receive Information |
| 06/02/2020 | Committee of the Whole - Parks and Human Services | Receive Information |
| 06/23/2020 | Study Session | Receive Information |
| 07/07/2020 | Committee of the Whole - Parks and Human Services | Receive Information |
| 07/28/2020 | Study Session | Receive Information |
| 08/04/2020 | Committee of the Whole - Parks and Human Services | Receive Information |
| 08/11/2020 | Committee of the Whole - Planning and Public Works | Provide Direction |
| 09/01/2020 | Committee of the Whole - Parks and Human Services | Provide Direction |
| 09/15/2020 | Business Meeting | Approve |
| 10/22/2020 | Special Meeting | Approve |
| 12/01/2020 | Committee of the Whole - Parks and Human Services | Receive Information |
| 01/05/2021 | Committee of the Whole - Parks and Human Services | Approve |
| 01/19/2021 | Business Meeting | Approve |

| | | |
|---|---|---|
| 02/09/2021 | Committee of the Whole - Planning and Public Works | Approve |
| 02/16/2021 | Business Meeting | Approve |
| 03/09/2021 | Study Session | Receive Information |
| 04/06/2021 | Committee of the Whole - Parks and Human Services | Receive Information |
| 04/20/2021 | Business Meeting | Approve |
| 05/04/2021 | Committee of the Whole - Parks and Human Services | Receive Information |
| 06/01/2021 | Committee of the Whole - Parks and Human Services | Receive Information |
| 06/22/2021 | Study Session | Receive Information |
| 07/06/2021 | Business Meeting | Receive Information |
| 07/20/2021 | Business Meeting | Approve |
| 08/24/2021 | Committee of the Whole - Finance, Administration, and Communications | Receive Information |
| 09/07/2021 | Committee of the Whole - Parks and Human Services | Receive Information |
| 09/14/2021 | Committee of the Whole - Planning and Public Works | Provide Direction |
| 09/21/2021 | Business Meeting | Approve |
| 10/05/2021 | Committee of the Whole – Parks and Human Services | Receive Information |
| 10/26/2021 | Study Session | Receive Information |
| 11/01/2021 | Business Meeting | Approve |
| 01/25/2022 | Committee of the Whole – Parks and Environmental Sustainability | Receive Information |
| 02/01/2022 | Business Meeting | Receive Information |
| 02/15/2022 | Business Meeting | Approve |
| 02/22/2022 | Committee of the Whole – Parks and Environmental Sustainability | Receive Information |
| 03/01/2022 | Business Meeting | Approve |
| 03/08/2022 | Study Session | Provide Direction |
| 03/22/2022 | Committee of the Whole – Parks and Environmental Sustainability | Receive Information |
| 04/05/2022 | Business Meeting | Approve |
| 05/03/2022 | Committee of the Whole - Planning and Public Works | Provide Direction |
| 06/07/2022 | Committee of the Whole - Planning and Public Works | Provide Direction |
| 06/21/2022 | Business Meeting | Approve |
| 07/26/2022 | Committee of the Whole – Parks and Environmental Sustainability | Receive Information |
| 08/16/2022 | Business Meeting | Receive Information |
| 08/23/2022 | Study Session | Receive Information |
| 09/20/2022 | Business Meeting | Approve |
| 09/27/2022 | Study Session | Receive Information |
| 10/04/2022 | Business Meeting | Approve |
| 01/24/2023 | Committee of the Whole – Parks and Environmental Sustainability | Receive Information |
| 07/05/2023 | Business Meeting | Receive Information |
| 10/23/2023 | Special Meeting | Receive Information |
| 02/06/2024 | Committee of the Whole- Planning and Public Works | Provide Direction |
| 02/20/2024 | Business Meeting | Approve |
| 04/02/2024 | Committee of the Whole- Planning and Public Works | Provide Direction |

| | | |
|---|---|---|
| 04/16/2024 | Business Meeting | Approve |
| 01/27/2026 | Committee of the Whole – Parks and Environmental Sustainability | Provide Direction |

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-017
**Type:** Consent Item

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

| | | |
|---|---|---|
| Police | Chief Darrell Lowe | 425-556-2521 |

**DEPARTMENT STAFF:**

| | | |
|---|---|---|
| Police | Brian Coats | Deputy Chief |

**TITLE:**
Approval of the King County Independent Force Investigations Team (IFIT-KC) Interlocal Agreement Modification

**OVERVIEW STATEMENT:**
Police staff are requesting Council authorization to approve modifications to the Interlocal Agreement (ILA) that governs mutual-aid investigative support among King County law enforcement agencies. IFIT-KC conducts independent investigations involving officer use of lethal force or incidents resulting in serious bodily injury.

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  N/A
- **Required:**
  Council approval is required for interlocal agreements.
- **Council Request:**
  N/A
- **Other Key Facts:**
  N/A

**OUTCOMES:**
The proposed modifications to the Interlocal Agreement will strengthen the regional independent investigation framework by formally adding the Seattle Police Department as a member agency and clarifying that IFIT-KC will conduct only those independent investigations required by statute, including incidents occurring in jurisdictions that operate

their own jails.

The revisions also establish clearer authority for the IFIT-KC commander to control the scene and determine oversight-agency access once an investigation is initiated. These updates improve consistency, reinforce statutory compliance, and enhance operational clarity for all participating agencies.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  N/A
- **Outreach Methods and Results:**
  N/A
- **Feedback Summary:**
  N/A

**BUDGET IMPACT:**

**Total Cost:**
N/A

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

**Budget Offer Number:**
228

**Budget Priority**:
Safe and Resilient

**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 |
|---|---|---|

| | | |
|---|---|---|
| 1/20/2026 | Committee of the Whole - Public Safety and Human Services | Provide Direction |

**Proposed Upcoming Contact(s)**

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

**Time Constraints:**
N/A

**ANTICIPATED RESULT IF NOT APPROVED:**
As a member agency, Redmond would not be able to execute revisions to the Interlocal Agreement.

**ATTACHMENTS:**
Attachment A: Original IFIT-KC Interlocal Agreement, March 2021
Attachment B: Modified IFIT-KC Interlocal Agreement, December 2025

DocuSign Envelope ID: DBDD9881-5122-44FB-9D7A-45591EC1D4DE

Redmond WASHINGTON

# City Contract Routing Form

City Contract #: 9632

## *Section 1 – Attach Contract Documents*

*(multiple files can be uploaded)*

Is an insurance certificate attached?

☐ Yes

☒ No/Not applicable Comments: _____

## *Section 2 – Fill Out Contract Details*

Date: March 3, 2021 Department: Police Division: Administrative Mail Stop: PSPDA

Project Administrator Name: Lt. Martin Fuller Extension: X2575

Project Manager Name (if different than above): _____ Extension: _____

Contract Type: Interlocal/Intergovernmental If other, please indicate: _____

Contract Title: King County Independent Force Investigation Team ILA

Contractor/Consultant Business Name: N/A

Contract Description: This agreement establishes an East King County Independent Force Investigation Team to conduct independent investigations of police use of force resulting in death, substantial bodily harm or great bodily harm, in compliance with Washington State Initiative 940.

Project ID #: _____ Budget/Account #: N/A

Council Approval Date: 03/02/2021 Council Agenda Memo #: AM No. 21-032 RFP/IFB/RFQ #: _____ NIGP #: _____

☒ New Contract

Total Amount: N/A

Start Date: Upon contract signing End Date: 12/31/2021

Renewal Option (Y/N): Y If yes, how many? annually

☐ Amendment/Renewal/Change Order #:_____ Original CC #: _____

New Start Date: _____ New End Date: _____

Current Contract Amount (including all previous amendments/change orders): _____

Amount of this Amendment/Change Order (proposed increase/decrease): _____

New/Cumulative Contract Amount: _____

## *Section 3 – Route Contract for Signatures and Approvals*

☒ Department Director: DocuSigned by: Chief Darrell Lowe 25150E1F5E504A2... Date: 3/6/2021 Comments: _____

☐ TIS Director: _____ Date: _____ Comments: _____

☒ City Attorney: DocuSigned by: Jim Haney 85394CE968994B5... Date: 3/8/2021 Comments: _____

☒ Risk Manager: DocuSigned by: Malisa Files 581CDD1AF985491... Date: 3/8/2021 Comments: _____

☒ Mayor or Designee: DocuSigned by: kelley Cochran (Mayor Designee) 5D9FC6727714C4E4... Date: 3/8/2021 Comments: _____

☒ City Clerk's Office: DocuSigned by: Cheryl Xanthos E725E589816E4E1... Date: 3/9/2021 Comments: Electronic Original - in Hummingbird

☒ Purchasing: *no signature required – for copy only*

DocuSign Envelope ID: DBDD9881-5122-44FB-9D7A-45591EC1D4DE

# INTERLOCAL COOPERATIVE AGREEMENT TO PROVIDE LAW ENFORCEMENT MUTUAL AID BETWEEN THE WASHINGTON STATE PATROL, KING COUNTY SHERIFF'S OFFICE, UNIVERSITY OF WASHINGTON, AND THE CITIES OF BELLEVUE, CLYDE HILL, DUVALL, KIRKLAND, ISSAQUAH, LAKE FOREST PARK, MEDINA, MERCER ISLAND, REDMOND, AND SNOQUALMIE/NORTH BEND FOR THE CREATION OF THE

# INDEPENDENT FORCE INVESTIGATION TEAM – KING COUNTY (IFIT-KC)

THIS INTERLOCAL AGREEMENT ("Agreement") is made and entered into by and between the undersigned municipal corporations or towns organized or created under the laws of the State of Washington, the Washington State Patrol, University of Washington, and King County, collectively referred hereinafter as the "Parties" to provide law enforcement mutual aid and mobilization between the Parties. The "member agencies" of this Agreement are the following Law Enforcement Agencies:

- Washington State Patrol;
- King County Sheriff's Office;
- Bellevue PD;
- Duvall PD;
- Kirkland PD;
- Clyde Hill PD;
- Issaquah PD;
- Lake Forest Park PD;
- Medina PD;
- Mercer Island PD;
- Redmond PD; and
- Snoqualmie/North Bend PD
- University of Washington Police Department.

## I. RECITALS.

WHEREAS, the authority of the cooperating agencies entering into this Agreement is that authority provided by Washington law including, and subject to, the general powers of the Parties, the Washington Interlocal Cooperation Act as codified in Chapter 39.34 RCW, and the Washington Mutual Peace Officers Powers Act as codified in Chapter 10.93 RCW; and

WHEREAS, RCW 10.114.011, requires that if deadly force by a peace officer results in death, great bodily harm, or substantial bodily harm, an independent investigation must be completed to inform any determination of whether the use of deadly force met the good faith standard established in RCW 9A.16.040 and satisfied other applicable laws and policies; and

WHEREAS, RCW 10.114.011 requires that such investigation be carried out completely independent of the agency whose officer was involved in the use of deadly force; and

WHEREAS, the Washington State Criminal Justice Training Commission (CJTC) adopted and established criteria to determine what qualifies as an independent investigation (WAC Chapter 139-12, the Law Enforcement Training and Community Safety Act – Independent Investigations Criteria).

NOW THEREFORE, in consideration of the terms and provisions herein, it is agreed between the Parties as follows:

## II. AGREEMENT

1. **PURPOSE OF THE AGREEMENT.** The Parties signing below recognize the need to establish a regional independent investigative team in King County and a protocol for satisfying the independent investigation requirements of state law. The Parties seek to form a regional independent force investigation team, available for the purpose of conducting the criminal investigation into an officer involved shooting or use of deadly force by an officer or officers of an agency that is a member of the Independent Force Investigation Team of King County (IFIT-KC).

2. **DEFINITIONS.** For the purposes of this Agreement, the terms "deadly force," "great bodily harm," and "substantial bodily harm" are given the same meaning as defined in RCW 9A.16.010 and RCW 9A.04.110.

3. **ADMINISTRATION.**

   The IFIT-KC governing body is the "Executive Board." The Executive Board is comprised of the member agency Police Chiefs and Sheriff, with each agency providing one Board member on behalf of its organization. The Executive Board elects their Board Chair. The IFIT-KC Executive Board is authorized to draft, implement and amend policies and procedures consistent with the purposes of this Agreement and Chapter 139-12 WAC. Such policies and procedures will be known as the "Independent Force Investigations Team – King County Protocol and Guidelines" ("IFIT-KC Protocol").

4. **MUTUAL AID AND LAW ENFORCEMENT SERVICES**. Each party will, to the best of its ability and as resources allow, furnish employees to work as part of IFIT-KC. The Parties agree to the following:

   a. Consistent with RCW 10.114.011, when a member agency engages in conduct resulting in the use of deadly force by a peace officer resulting in death, substantial bodily harm, or great bodily harm, it shall contact the IFIT-KC to seek an independent investigation to inform any determination of whether the use of deadly force met the good faith standard established in RCW 9A.16.040 and satisfied other applicable laws and policies.
   b. IFIT-KC will provide independent investigative services to any member agency that requests assistance under this Agreement. IFIT-KC shall render those independent investigative services consistent with the IFIT-KC Protocol, purposes of this Agreement, and Chapter 139-12 WAC.
   c. In order to maintain independence, no person employed by the agency which used deadly force ("Involved Agency") may participate in the investigation of the use of deadly force, except as where allowed by the independent investigation protocols laid out in Chapter 139-12 WAC and the IFIT-KC Protocol.
   d. Member agencies acknowledge that some member agencies may be required to provide some level of access at the scene to an independent oversight agency/committee. Member agencies with an oversight agency/committee shall prepare a list of practices and protocols, which will be made available to the commander of IFIT-KC as soon as practical.
   e. The Parties expressly recognize that compelled statements by involved officers implicate certain legal rights under *Garrity v. New Jersey*, 385 U.S. 493 (1967). The parties agree that a statement by an involved officer may only be compelled by the officer's employing agency pursuant to that agency's policies and procedures. At no point during the investigation will a compelled statement, or information flowing directly therefrom, be disclosed to the IFIT-KC independent

DocuSign Envelope ID: DBDD9881-5122-44FB-9D7A-45591EC1D4DE

investigators or otherwise to the IFIT-KC. The Parties further recognize that the rights against self-incrimination established under *Garrity* do not extend to the observations of officers who witnessed, but were not involved in, a use of force incident. Accordingly, the restrictions set forth above do not extend to officers other than those using force.

5. I**NDEPENDENT CONTRACTOR; EMPLOYEE RESPONSIBILITY; PAYMENT**. Investigators provided by Parties shall meet the criterion established by the IFIT-KC Protocol and in compliance with WAC 139-12-030. Each member's employees shall be considered employees of their employing agency while participating in the investigation into the use of force. The member agencies shall be solely and exclusively responsible for the compensation and benefits for their employee(s) assigned to IFIT-KC. Each member agency shall generally be responsible for all costs of its participation, including overtime and/or back-fill requirements. All rights, duties, and obligations of the employer and employee shall remain with the party for which the employee works. Each member agency agrees to provide sufficient equipment needed by its participating employees to conduct a thorough investigation. Each party shall be responsible for ensuring compliance with all applicable laws with regard to its employees and with provisions of any applicable collective bargaining agreements and civil service regulations.

## III. GENERAL PROVISIONS

1. **INDEMNITY AND HOLD HARMLESS**.

   a. Subject to Paragraph b below, each party to this Agreement agrees to indemnify and hold harmless the other member agencies and their elected officials, officers, employees, from any loss, claim, judgment, settlement of liability, including costs and attorneys' fees, arising out of and to the extent caused by the negligent acts or omissions of the indemnifying party. By mutual negotiation, each party hereby waives, as respects to IFIT-KC and all other non-indemnifying parties only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW. In the event a non-indemnifying member incurs any judgment, award, and/or cost arising therefrom including attorneys' fees to enforce the provisions of this Section, all such fees. Expenses and costs shall be recoverable from the indemnifying party.
   b. Nothing herein shall require or be interpreted to cover or require indemnification or payment of any judgment against any individual or member agency/Party for intentionally wrongful conduct of any individual or for any judgment for punitive damages against any individual or member agency/Party. Payment of punitive damage awards shall be the sole responsibility of the individual who said judgment is rendered and/or his or her employer, should that employer elect to make said payment voluntarily and consistent with the requirements of Washington law.
   c. Each member agency shall be responsible for selecting and retaining legal counsel for itself and or any employee of that agency which is named in a lawsuit alleging liability arising out of the operations of IFIT-KC. Each agency retaining counsel shall be responsible for payment of attorney's fees and costs incurred by that counsel. Should there be an agreement to share the costs of legal counsel, in lieu of the provisions above, such agreement shall be in writing.

DocuSign Envelope ID: DBDD9881-5122-44FB-9D7A-45591EC1D4DE

2. **COUNTERPARTS**. This Agreement may be signed in counterparts and, if so signed, shall be deemed one integrated agreement.

3. **MERGER AND ENTIRE AGREEMENT**. This Agreement merges and supersedes all prior negotiations, representations and/or agreements between the parties relating to the subject matter of this Agreement, independent investigative services for law enforcement-involved deadly uses of force, and constitutes the entire contract between the Parties.

4. **NO THIRD PARTY BENEFICIARIES**. There are no third party beneficiaries to this Agreement, and this Agreement shall not impart any rights enforceable by any person or entity that is not a party hereto.

5. **SEVERABILITY**. If any part, paragraph, section, or provision of this Agreement is held to be invalid by any court of competent jurisdiction, such adjudication shall not affect the validity of any remaining section, part, or provision of this Agreement.

6. **TERM OF AGREEMENT AND TERMINATION.** This Agreement shall be effective on the date it is signed by two or more members and shall be effective for one (1) year, regardless of the date of execution, and shall be automatically renewed on the last day of December of each successive year for an additional one (1) year period. Additionally, any party may withdraw from this Agreement for any reason by providing written notice to each member agency of such withdrawal specifying the effective date thereof at least thirty (30) days prior to such date. The withdrawal of any party does not result in the dissolution of IFIT-KC, but rather the withdrawing party shall, after the effective date of the withdrawal, no longer be considered a party under this Agreement. This Agreement may be terminated, and the IFIT-KC dissolved at any time by unanimous agreement of the Executive Board.

7. **MODIFICATIONS**. The provisions of this Agreement may only be modified, amended, or supplemented by written agreement executed by all the Parties hereto.

8. **AGENCY CONTACTS**

Contact between the Parties regarding Agreement administration will be between the representatives of each Party or their designee at the time of this Agreement. Updates to the IFIT-KC Agency Contact list shall be maintained by the Executive Board after execution of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the latest day and year written below.

DocuSign Envelope ID: DBDD9881-5122-44FB-9D7A-45591EC1D4DE

**CITY OF BELLEVUE**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF DUVALL**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF KIRKLAND**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF CLYDE HILL**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF MEDINA**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF MERCER ISLAND**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF REDMOND**

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

Name: Kelley Cochran

Title: Interim Finance Director

Date: 3/8/2021

Attest:

DocuSigned by:
Cheryl Xanthos
E725E589816E4E1...

City Clerk

Approved as to Form:

DocuSigned by:
Jim Haney
85294CE90899485...

City Attorney

**CITY OF SNOQUALMIE**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**WASHINGTON STATE PATROL**

Name:

Title:

Date:

Attest:

Clerk

Approved as to Form:

Attorney

**KING COUNTY SHERIFF'S OFFICE**

Name:

Title:

Date:

Attest:

Clerk

Approved as to Form:

Attorney

**UNIVERSITY OF WASHINGTON**

Name:

Title:

Date:

Attest:

Clerk

Approved as to Form:

Attorney

**SECOND MODIFICATION TO**
**THE INTERLOCAL COOPERATIVE AGREEMENT TO PROVIDE LAW ENFORCEMENT MUTUAL AID BETWEEN THE WASHINGTON STATE PATROL, KING COUNTY SHERIFF'S OFFICE, UNIVERSITY OF WASHINGTON, AND THE CITIES OF BELLEVUE, CLYDE HILL, DUVALL, KIRKLAND, ISSAQUAH, LAKE FOREST PARK, MEDINA, MERCER ISLAND, REDMOND, AND SNOQUALMIE FOR THE CREATION OF THE**

**INDEPENDENT FORCE INVESTIGATION TEAM – KING COUNTY (IFIT-KC)**

I. RECITALS

WHEREAS, the following agencies entered into an INTERLOCAL AGREEMENT, as amended, ("Agreement") to provide law enforcement mutual aid and mobilization between the Parties for incidents described more fully in the Agreement:

- Washington State Patrol;
- King County Sheriff's Office;
- Bellevue PD;
- Duvall PD;
- Kirkland PD;
- Clyde Hill PD;
- Issaquah PD;
- Lake Forest Park PD;
- Medina PD;
- Mercer Island PD;
- Redmond PD;
- Snoqualmie PD;
- University of Washington Police Department AND

WHEREAS, the authority of the cooperating agencies entering into the Agreement is that authority provided by Washington law including, and subject to, the general powers of the Parties, the Washington Interlocal Cooperation Act as codified in Chapter 39.34 RCW, and the Washington Mutual Aid Peace Officers Powers Act as codified in Chapter 10.93 RCW; and

WHEREAS, the City of Seattle also seeks to join as a Party in the Agreement, adding the Seattle Police Department (SPD) as a Member Agency, subject to all the terms and conditions of the Agreement and its subsequent modifications; and

WHEREAS, paragraph 8 of the Agreement provides for modification, so long as the modification is approved, in writing, by all parties to the Agreement;

NOW THEREFORE, in consideration of the terms and provisions herein, it is agreed between the Parties that the Agreement shall be modified as follows:

II. ADDITION OF A PARTY TO THE AGREEMENT

The Seattle Police Department (SPD) shall be added as a member agency of the Independent Force Investigation Team- King County (IFIT-KC) and shall be included along with other member agencies when collectively referenced as the "Parties" or "Member Agencies" in the Agreement.

The City of Seattle, by signing below, affirms that it has reviewed and agrees to comply with all terms of the Agreement, including written Modifications to the Agreement.

III. MODIFICATION OF THE AGREEMENT

(A) A new subsection (f) will be added to Section II, paragraph 4 of the Agreement:

f. Upon request, IFIT-KC will provide independent investigative services to a member agency that requests assistance under this Agreement for the purpose of investigating any incident involving use of deadly force by a member agency officer against or upon a person who is in-custody, as defined by RCW 43.102.010, in a jail operated by a member agency. IFIT-KC shall render those independent investigative services consistent with the IFIT-KC Protocol, the requirements of RCW 70.48.510, and the purposes of this Agreement.

(B) Section II, paragraph 4 (b) of the agreement shall be modified as follows:

IFIT-KC will only provide independent investigative services required by RCW 10.114.011 to any member agency that requests assistance under this Agreement. IFIT-KC shall render those independent investigative services consistent with the IFIT-KC Protocol, purposes of this Agreement, and Chapter 139-12 WAC.

(C) Section II paragraph 4 (d) of the agreement shall be modified as follows:

Member agencies acknowledge that some member agencies may be required to provide limited access outside the immediate crime scene to an independent oversight agency/committee. An involved agency is responsible for communicating expectations with their oversight agency, which includes restricting access to the crime scene prior to IFIT-KC arrival. Once control of the incident scene is transferred over to IFIT-KC, the incident control, security, and access into the crime scene will be managed consistently with the IFIT-KC protocols.

(D) No other terms of the Agreement, excepted as stated herein, are modified.

Consistent with the Agreement, this modification may be signed in counterparts and, if so signed, shall be deemed one integrated agreement.

This Second Modification to the Agreement shall become effective on the date it is signed by the City of Seattle and one more member agency, and it shall become effective for a subsequently signing member on the date it is signed by the member.

IN WITNESS WHEREOF, the Parties hereto have executed this Second Modification as of the latest day and year written below.

**CITY OF BELLEVUE**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF DUVALL**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF KIRKLAND**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF CLYDE HILL**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF MEDINA**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF MERCER ISLAND**

Name:

Title:

Date:

Attest:

City Clerk

Approved as to Form:

City Attorney

**CITY OF REDMOND**

Name:

Title:

Date:

Attest:
City Clerk

Approved as to Form:

City Attorney

**CITY OF SNOQUALMIE**

Name:

Title:

Date:

Attest:
City Clerk

Approved as to Form:

City Attorney

**WASHINGTON STATE PATROL**

Name:

Title:

Date:

Attest:
City Clerk

Approved as to Form:

City Attorney

**KING COUNTY SHERIFFS OFFICE**

Name:

Title:

Date:

Attest:
City Clerk

Approved as to Form:

City Attorney

**UNIVERSITY OF WASHINGTON**

Name:

Title:

Date:

Attest:
City Clerk

Approved as to Form:

City Attorney

**CITY OF ISSAQUAH**

Name:

Title:

Date:

Attest:
City Clerk

Approved as to Form:

City Attorney

| **CITY OF LAKE FOREST PARK** | **CITY OF SEATTLE** |
| --- | --- |
| Name: | Name: |
| Title: | Title: |
| Date: | Date: |
| Attest:<br>City Clerk | Attest:<br>City Clerk |
| Approved as to Form: | Approved as to Form: |
| City Attorney | City Attorney |

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-018
**Type:** Consent Item

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

| | | |
|---|---|---|
| Planning and Community Development | Carol V. Helland | 425-556-5107 |

**DEPARTMENT STAFF:**

| | | |
|---|---|---|
| Planning and Community Development | Seraphie Allen | Deputy Director |
| Planning and Community Development | Jeff Churchill, AICP | Planning Manager |
| Planning and Community Development | Ian Lefcourte, AICP | Principal Planner |

**TITLE:**
Adoption of Three Resolutions Related to Provision of Affordable Housing

a. Adopt a Resolution Approving the Allocation of $1,217,000 to A Regional Coalition for Housing (ARCH) for the Development of Affordable Housing

Resolution No. 1620: A Resolution of the City Council of the City of Redmond, Washington, Authorizing the Duly-Appointed Administering Agency for A Regional Coalition for Housing (ARCH) to Execute all Documents Necessary to Enter into Agreements for the Funding of Affordable Housing Projects, as Recommended by the ARCH Executive Board, Utilizing Funds from the City's Housing Trust Fund

b. Adopt a Resolution Approving the Recommended Changes to the House Key Plus ARCH East King County Downpayment Program

Resolution No. 1621: A Resolution of the City Council of the City of Redmond, Washington, Approving Revisions to the House Key Plus ARCH (East King County) Down Payment Assistance Program, Authorizing Execution of Related Agreements, and Ratifying Prior Actions Taken in Support of Said Program, all as Recommended by the Executive Board for A Regional Coalition for Housing (ARCH)

c. Adopt a Resolution to Delegate Administrative Duties to Bellevue for the ARCH Housing Trust Fund (HTF) Financing Agreements that Pre-Date the 2010 Interlocal Agreement (ILA) Amendment

Resolution No. 1622: A Resolution of the City Council of the City of Redmond, Washington, Authorizing the City of Bellevue to Administer Certain Housing Project Agreements on Behalf of the City of Redmond, Consistent with the Amended and Restated Interlocal Agreement for A Regional Coalition for Housing (ARCH)

**OVERVIEW STATEMENT:**

Resolution Approving Allocation of Housing Trust Funds:
Staff recommends that the City Council adopt a resolution (**Attachment A**) to authorize the allocation of $1,217,000 from the Housing Trust Fund to A Regional Coalition for Housing (ARCH) to finance affordable housing projects in East King County communities per the December 2025 Housing Trust Fund (HTF) Recommendations (**Attachment A, Exhibit A**).

The ARCH Executive Board reviews funding requests received from non-profit housing providers every fall for projects related to affordable housing. The ARCH Executive Board provides recommendations to member Councils for funding early the following year. These recommendations must be approved by member Councils. This process is conducted annually.

Supplemental information on the updated CIP Housing Development Fund matrix to reflect the additional commitment from Redmond of $350,000 to the YWCA Family Village rehabilitation is available in **Attachment E**.

Resolution Approving Changes to the House Key Plus ARCH East King County Downpayment Assistance Program:
Staff recommends that the City Council adopt a resolution (**Attachment B**) to approve updates (**Attachment B, Exhibit A** ) to a longstanding program that funds downpayment assistance for first-time homebuyers. The program is jointly funded by ARCH, King County, and the Washington State Housing Finance Commission. The ARCH Executive Board supports the updates to the Down Payment Assistance (DPA) program because:

- Current funds are underutilized; updates will better serve eligible buyers.
- The DPA program has been successful but needs modernization to remain effective for low- and moderate-income homebuyers in East King County.
- Changes will align DPA with ARCH's Affordable Homeownership Program, one of the few affordable entry points in the region.
- Administrative roles will be clarified and simplified for ARCH and the administering agency.
- No additional funding is required at this time.

Resolution Approving Delegation of Administrative Duties to Bellevue for the ARCH HTF financing agreements that pre-date the 2010 Interlocal Agreement (ILA) amendments:

- Staff recommends that the City Council adopt a resolution (**Attachment C**) to delegate administrative duties to Bellevue for HTF financing agreements that pre-date the 2010 ILA amendments. Before 2010, each ARCH member city managed its own contracts funded through the ARCH Housing Trust Fund. In 2010, an updated agreement made Bellevue the Administering Agency for ARCH. Since then, Bellevue has handled new contracts for all members. However, older contracts from before July 10, 2010, are still managed by individual cities. This split system creates inefficiencies and extra work. For all ARCH member jurisdictions, there are 63 projects financed before the amendment that still need city staff attention. For Redmond specifically, there are 34 projects with contracts that still need city staff attention.
- ARCH and Bellevue worked together to create a resolution that authorizes Bellevue to manage these older contracts. This change will make processes simpler and save staff time. It will also ensure consistency in how contracts are handled. Bellevue will have authority to manage tasks like assignments, subordination agreements, and partial releases. The goal is to streamline contract management and reduce duplication across ARCH member cities. Further context is available in the ARCH memo to City Council (**Attachment D**).

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  The Comprehensive Plan Housing Element provides a framework for housing goals, policies, and actions to address housing needs that advance the City's vision. Redmond 2050 Housing Policies HO-17 and HO-23 direct the City to cooperate with A Regional Coalition for Housing (ARCH) to attain a variety of housing process and outcome goals.
- **Required:**
  The ARCH Interlocal Agreement of 1992 as amended in 2010 requires that both 1) ARCH work program and budget and 2) funds for affordable housing, be approved by each member council.
- **Council Request:**
  N/A
- **Other Key Facts:**
  The HTF Award process is an annual process with ARCH and associated member jurisdictions.

**OUTCOMES:**

Resolution Approving Allocation of Housing Trust Funds:

The ARCH Executive Board concurred with the recommendations of the ARCH Community Advisory Board and recommends allocating municipal Housing Trust Funds totaling $4.6 million for seven housing efforts with a total of 504 units. The total request of Redmond is $1,217,000.

1. Altaire
   a. Funding Request of Redmond: $110,300
   b. Affordable Units: 145
   c. Location: Bellevue
2. Bothell Urban
   a. Funding Request of Redmond: $290,000
   b. Affordable Units: 201
   c. Location: Bothell
3. Family Village Redmond
   a. Funding Request of Redmond: $491,900 ($141,900 + $350,000)
   b. Affordable Units: 20
   c. Location: Redmond
4. Forest Edge
   a. Funding Request of Redmond: $110,300
   b. Affordable Units: 100
   c. Location: Bellevue
5. LEO Trailhead
   a. Funding Request of Redmond: $58,000
   b. Affordable Units: 7
   c. Location: Issaquah
6. Kirkland House
   a. Funding Request of Redmond: $71,700
   b. Affordable Units: 6
   c. Location: Kirkland
7. Orchard Gardens

a. Funding Request of Redmond: $84,800
b. Affordable Units: 25
c. Location: Bellevue

Further information is contained in **Attachment A, Exhibit A**.

Resolution Approving Changes to ARCH Downpayment Assistance Program:
The program will be updated to better suit the greater amount of support needed for qualifying households to bridge the gap between eligible household incomes and market rate home prices. The proposed changes will expand access to a wider range of qualifying households, provide a higher maximum downpayment assistance, lower borrower contribution, and a variety of other changes that improve equitable outcomes and increase administrative efficiency. Overall, these recommendations are anticipated to better meet the needs of eligible buyers in the current marketplace, align with the ARCH Homeownership Program, and result in faster utilization of program funds.

Further information is contained in **Attachment B, Exhibit A**.

Resolution Approving Delegation of Administrative Duties to Bellevue for the ARCH HTF financing agreements that pre-date the 2010 Interlocal Agreement (ILA) amendments:
Approving the recommendations will grant the City of Bellevue the authority to carry out administrative actions for contracts initiated prior to 2010. This delegation will:

- Simplify processes by consolidating administrative responsibilities under Bellevue.
- Streamline contract management for legacy agreements.
- Save staff time for ARCH member cities by eliminating administrative tasks on routine agreement modifications.
- Ensure consistency in how contracts are managed across ARCH.

The specific authority delegated to the Administrative Agency includes, but is not limited to, negotiating and executing any assignments, subordination agreements, and partial releases of security instruments.

Further information is contained in **Attachment C, Exhibit A**.

**COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:**

- **Timeline (previous or planned):**
  Annual process.
- **Outreach Methods and Results:**
  HTF: ARCH staff met with member cities' planning and human services staff to conduct a preliminary review of applications before forwarding applications to the Community Advisory Board (CAB). The CAB is recruited using public notices, website announcements, and email communications with the help of member cities. The CAB is appointed by the Executive Board.
- **Feedback Summary:**
  N/A

**BUDGET IMPACT:**

**Total Cost:**
$1,217,000 for the City of Redmond contribution to the 2025 Housing Trust Fund Award

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

**Budget Offer Number:**
HTF: CIP Budget - Citywide Investments

**Budget Priority**:
Vibrant and Connected

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

**Funding source(s):**
HTF: Capital Investment Program (CIP); functional area: General Government

**Budget/Funding Constraints:**
HTF funds provide increased affordable housing choices for a diverse population through contributions to ARCH (A Regional Coalition for Housing).

☐ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| 1/20/2026 | Committee of the Whole - Public Safety and Human Services | Receive Information |

**Proposed Upcoming Contact(s)**

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

**Time Constraints:**
ARCH Requests the timely approval of these items. Timely approval of the ARCH Executive Board request for the Housing Trust Fund recommendations will allow for the timely allocation of funds for affordable housing in East King County.

**ANTICIPATED RESULT IF NOT APPROVED:**
If not approved, ARCH will not have Redmond funds to contribute to the regional efforts to advance affordable housing projects that meet urgent local priorities.

**ATTACHMENTS:**
Attachment A: Resolution - Housing Trust Fund 2025
Exhibit A. ARCH Memo - ARCH 2025 Award Recommendations
Attachment B: Resolution - Updates to Downpayment Assistance Program

Exhibit A. ARCH Memo - Recommended Updates to Downpayment Assistance Program
Attachment C: Resolution - Delegation of pre-2010 ARCH Housing Trust Fund Award Administration
Attachment D: ARCH Memo - Delegation of pre-2010 ARCH HTF Administration
Attachment E: Affordable Housing Development CIP Fund 2025 Year End Matrix

**CITY OF REDMOND**
**RESOLUTION NO. _____**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, AUTHORIZING THE DULY-APPOINTED ADMINISTERING AGENCY FOR A REGIONAL COALITION FOR HOUSING (ARCH) TO EXECUTE ALL DOCUMENTS NECESSARY TO ENTER INTO AGREEMENTS FOR THE FUNDING OF AFFORDABLE HOUSING PROJECTS, AS RECOMMENDED BY THE ARCH EXECUTIVE BOARD, UTILIZING FUNDS FROM THE CITY'S HOUSING TRUST FUND

---

WHEREAS, A Regional Coalition for Housing (ARCH) was created by interlocal agreement to help coordinate the efforts of Eastside cities to provide affordable housing; and

WHEREAS, the ARCH Executive Board has recommended that the City of Redmond participate in the funding of certain affordable housing projects and programs hereinafter described; and

WHEREAS, the ARCH Executive Board has developed a number of recommended conditions to ensure that the City's affordable housing funds are used for their intended purpose and that projects maintain their affordability over time; and

WHEREAS, the City Council has approved Resolution No. 1327 approving the Amended and Restated Interlocal Agreement for ARCH; and

WHEREAS, the City Council desires to use $1,217,000 from City funds as designated below to finance the projects recommended by the ARCH Executive Board.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The City Council authorizes the duly-appointed administering agency of ARCH pursuant to the Amended and Restated Interlocal Agreement for ARCH to execute all documents and take all necessary actions to enter into Agreements on behalf of the City to fund Altaire at East Main, Bothell Urban, Family Village Redmond, Forest Edge, LEO Trailhead, Kirkland House, and Orchard Gardens in a combined total amount not to exceed $1,217,000.

Section 2. The Agreements entered into pursuant to Section 1 of this resolution shall include terms and conditions to ensure that the City's funds are used for their intended purpose and that the projects maintain affordability over time. In determining what conditions should be included in the Agreements, the duly-appointed administering agency of ARCH shall be guided by the recommendations set forth in the ARCH Executive Board's memorandum of December 18, 2025, a copy of which is attached hereto as Exhibit A.

PASSED by the City Council of the City of Redmond, this _____ day of _____, 2026 and signed in authentication of its passage this _____ day of _____, 2026.

APPROVED:

_____
ANGELA BIRNEY, MAYOR

ATTEST:

_____
CHERYL XANTHOS, MMC, CITY CLERK (SEAL)

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO:

YES:

NO:

**A Regional Coalition for Housing**
**Together Center Campus**
**16305 NE 87TH St, Suite 119**
**Redmond, WA 98052**
**425-861-3677**

# Memo

**To:**

City of Bellevue Council Members
City of Bothell Council Members
City of Clyde Hill Council Members
Town of Hunts Point Council Members
City of Issaquah Council Members
City of Kenmore Council Members
City of Kirkland Council Members
City of Medina Council Members
City of Mercer Island Council Members
City of Newcastle Council Members
City of Redmond Council Members
City of Sammamish Council Members
City of Woodinville Council Members
Town of Yarrow Point Council Members

**From:** Nathan McCommon, ARCH Executive Board Chair

**Date:** December 18, 2025

**Re: Fall 2025 Housing Trust Fund (HTF) Recommendation**

Please find enclosed the ARCH Executive Board's funding recommendations for the 2025 ARCH Housing Trust Fund (HTF) round. ARCH received $14.8M in funding requests and is advancing $4.6M in recommended awards. Applications were reviewed and considered based on the priorities adopted by the Executive Board for the 2025 round, which are aligned with ARCH's Strategic Plan to *Build More Affordable Housing Faster*. These recommendations are also closely coordinated with additional local investments made by individual ARCH member jurisdictions.

The Executive Board is recommending funding for seven projects, including full funding for three projects and partial funding for four projects. The $4.6M in recommended funding includes approximately $4M in local funds and $616,000 in CDBG funds allocated through ARCH.

This memo provides a summary of the applications, the Executive Board recommendations and rationales, and proposed contract conditions for the **seven** proposals recommended for funding at this time. Also enclosed is an economic summary of the projects recommended for funding.

Attachments:

1. Proposed Funding Sources
2. ARCH Award Standard Conditions
3. Project Economic Summaries

***Note that bold text in proposed special conditions shows unique conditions in otherwise standard***

Table of Contents

1. BRIDGE - Bothell Urban (Lot P) ..... 3
2. Hopelink/SRM - Altaire at East Main ..... 5
3. Imagine Housing- Forest Edge ..... 7
4. Habitat for Humanity - Orchard Gardens ..... 9
5. PorchLight – Kirkland House ..... 11
6. YWCA – Family Village Redmond ..... 12
7. LEO Condominiums at Trailhead ..... 14
8. Imagine Housing – Peter's Ridge ..... 16
9. King County Housing Authority – Trailhead Apartments ..... 17
10. LIHI – Aventine Apartments ..... 18
11. Vintage – Parq by Vintage ..... 19
12. reSpace – Bellevue Sell and Stay Multigenerational Homeowners ..... 19
13. SRI – Catalina Apartments ..... 20
Attachment 1: Proposed Funding Sources ..... 22
Attachment 2: ARCH Award Standard Conditions ..... 23
Attachment 3: Project Economic Summaries ..... 26

# 1. BRIDGE - Bothell Urban (Lot P)

| | |
|---|---|
| 2025 Funding Request: | $1,500,000 (Contingent Loan)<br>200 Affordable Rental Units and 1 Common Area Unit |
| 2025 Executive Board Recommendation: | $1,500,000 (Contingent loan) |

## Project Summary

BRIDGE Housing has partnered with Bothell United Methodist Church ("BUMC") to provide an estimated 201 permanently affordable rentals at 30%, 50% and 60% AMI. Over 50% of the proposed homes are family-sized units with two and three bedrooms, and half of the units are planned to be affordable to very low income households earning 30% or 50% AMI. The current proposal does not include any special needs set-asides or rental subsidies. This is the second year ARCH has received a funding application for the project.

The project will be located on a 1.67-acre site known as Lot P in the heart of downtown Bothell. The site is currently owned by the City of Bothell, which has approved transferring the site at no cost to the partnership comprised of BRIDGE Housing and BUMC. BUMC plans to operate a 6,000 sf Community Center on the ground floor of the site which will provide space for community and human services organizations to provide services open to the public. The project plans include 209 parking spaces (1.03 stalls per unit), bike storage, community rooms, a south-facing outdoor terrace, resident services office, EV charging stations, and an outdoor playground. Residents will have access to the local amenities of downtown Bothell and to a new Bus Rapid Transit line that will provide quick access to the Shoreline light rail station and the I-405 corridor.

## Funding Rationale

The Executive Board recommends funding the project with conditions listed below for the following reasons:

- The project delivers a significant amount of affordable housing with a proposed construction start by early 2027.
- The proposed financing provides the highest local funding leverage rate of all 2025 applications and is expected to be competitive for bonds/tax credit financing in 2026.
- The development also leverages donated land from the City of Bothell and advances the City's affordable housing priorities by providing much-needed low-income housing.
- The project is cost effective with a relatively low total development cost per unit.
- The project is well-located in walking distance to a range of amenities and high capacity transit.
- The development team is comprised of an experienced affordable housing developer with a proven track record of success and a local church that will maintain an active community presence in the project throughout the development and operation of the project.
- The project must proceed this year in order to leverage proposed Low Income Housing Tax Credits.

## Proposed Conditions

Standard Conditions: See Attachment 2 ARCH Award Standard Conditions

Special Conditions:

**Prior to Contracting**

a. The funding commitment shall continue for **twenty-four (24) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider subsequent 12-month extensions only based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

b. Funds will be in the form of a **deferred, contingent loan**. Loan terms will account for various factors, including loan terms from other fund sources and available cash flow. Agency shall provide final operating proforma and cashflow waterfall for ARCH staff review. Final loan terms shall be determined prior to release of funds and must be approved by ARCH Staff. It is anticipated that loan payments will be based on a set repayment schedule and begin after the repayment of the Amazon loan and the deferred developer fee with 1% interest. The terms will also include a provision for the Agency to defer payment if certain conditions are met (e.g., low cash flow due to unexpected costs). Any requested deferment of loan payment is subject to approval by ARCH staff, and any deferred payment would be repaid from future cash flow or at the end of the amortization period.

c. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

| Affordability | 1BR | 2BR | 3BR | Total |
|---|---|---|---|---|
| **30%** | 10 | 5 | 5 | 20 |
| **50%** | 30 | 25 | 25 | 80 |
| **60%** | 60 | 19 | 21 | 100 |
| **Total Low-Income Units** | 100 | 49 | 51 | 200 |
| **CAU/ Manager Units** | - | 1 | - | 1 |
| **Total Units** | 100 | 50 | 51 | 201 |

# 2. Hopelink/SRM - Altaire at East Main

| | |
|---|---|
| 2025 Funding Request: | $1,000,000 (Contingent Loan)<br>145 Affordable Rental Units and 1 Common Area Unit |
| 2025 Executive Board Recommendation: | $500,000 (Contingent loan) |

## Project Summary

The Altaire at East Main project aims to provide approximately 145 affordable rental apartments and one on-site manager unit, with a mix of one-bedroom plus den, two-bedroom, and three-bedroom homes affordable to households earning 30%, 40%, 50%, and 60% AMI. The project will include units designated for families exiting homelessness.

This is the second year ARCH has received a funding application for the project. SRM previously explored co-locating a smaller housing project with a local kids museum, but has adjusted the project design to accommodate more housing. The site is adjacent to another residential development constructed by SRM that includes affordable units through the City of Bellevue's Multifamily Tax Exemption (MFTE) program.

The building will include resident amenity spaces and on-site services to support housing stability and foster a strong sense of community. The site is near the Wilburton Park & Ride, Mercer Slough and just over a half mile from the East Main light rail station, south of downtown Bellevue. The project will be developed through a partnership with private developer SRM Development and Hopelink. SRM will bring their multifamily development, construction and property management experience to the partnership, while Hopelink brings the case management and supportive services experience to the ownership structure.

## Funding Rationale

The Executive Board recommends funding with conditions listed below for the following reasons:

- The project delivers a significant number of affordable housing units, with roughly half family-sized 2BR and 3BR units, and an anticipated construction start in the 4$^{th}$ quarter of 2026.
- ARCH dollars leverage significant public and private funding, with a proposed $192 for every $1 of ARCH funding.
- The project provides permanent housing and supportive services for a significant number of families exiting homelessness through a partnership with an experienced local service provider.
- The project advances the City's affordable housing priorities by providing much needed low-income housing.
- The development team is comprised of an experienced real estate developer/general contractor and a strong, community based supportive service provider.

## Proposed Conditions

Standard Conditions: See Attachment 2 ARCH Award Standard Conditions

Special Conditions:

**Prior to Contracting**

a. The funding commitment shall continue for **twenty-four (24) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider subsequent 12-month extensions only based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

b. Funds will be in the form of a **deferred, contingent loan**. Loan terms will account for various factors, including loan terms from other fund sources and available cash flow. Agency shall provide final operating proforma and cashflow waterfall for ARCH staff review. Final loan terms shall be determined prior to release of funds and must be approved by ARCH Staff. It is anticipated that loan payments will be based on a set repayment schedule and begin after the repayment of the Amazon loan and the deferred developer fee with 1% interest. The terms will also include a provision for the Agency to defer payment if certain conditions are met (e.g., low cash flow due to unexpected costs). Any requested deferment of loan payment is subject to approval by ARCH staff, and any deferred payment would be repaid from future cash flow or at the end of the amortization period.

c. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

| Affordability | 1BR | 2BR | 3BR | Total |
|---|---|---|---|---|
| **30%** | 5 | 3 | 0 | 8 |
| **40%** | 5 | 4 | 0 | 9 |
| **50%** | 6 | 7 | 7 | 20 |
| **60%** | 57 | 43 | 8 | 108 |
| **Total Low-Income Units** | 73 | 57 | 15 | 145 |
| **CAU/Manager Units** | 0 | 1 | 0 | 1 |
| **Total Units** | **73** | **58** | **15** | **146** |

# 3. Imagine Housing- Forest Edge

| | |
|---|---|
| 2025 Funding Request: | $2,000,000 (Contingent Loan)<br>100 Affordable Rental Units |
| 2025 Executive Board Recommendation: | $500,000 (Contingent Loan) |

## Project Summary

The Forest Edge development is a partnership of Imagine Housing and Saint Andrews Lutheran Church, whose members were the original founders of Imagine Housing. The project includes approximately 100 units of new construction affordable rental units to be developed on an underutilized portion of the SALC property in Bellevue. This project will be one of the first to utilize Bellevue's C-1 land use code allowing affordable housing to be expanded on faith-owned property. The project will include studios, one-bedroom, two-bedroom, and three-bedroom homes affordable at 60% AMI.

The development will include onsite parking, an onsite resident service coordinator, and units dedicated for households with disabilities. This project creates workforce housing options in southeast Bellevue with easy access to schools, Bellevue College, grocery stores, and other amenities.

## Funding Rationale

The Executive Board recommends funding with conditions listed below for the following reasons:

- The project delivers a significant number of affordable housing units, with an anticipated construction start in the 4th quarter of 2026.
- The project advances Bellevue's first development using their C-1 incentive for increased density on faith-owned land.
- The project includes 25 units for households with disabilities through the use of the City of Bellevue's Housing Stability Program funding.
- The project takes advantage of underutilized land owned by a local church with a long-term commitment to the creation and sustainable operation of affordable housing.

## Proposed Conditions:

Standard Conditions: See Attachment 2 ARCH Award Standard Conditions.

Special Conditions:

**Prior to Contracting**

a. The funding commitment shall continue for **twenty-four (24) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider subsequent 12-month extensions only based on documented,

meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

b. Funds will be in the form of a **deferred, contingent loan**. Loan terms will account for various factors, including loan terms from other fund sources and available cash flow. Agency shall provide final operating proforma and cashflow waterfall for ARCH staff review. Final loan terms shall be determined prior to release of funds and must be approved by ARCH Staff. It is anticipated that loan payments will be based on a set repayment schedule and begin after the repayment of the proposed Amazon loan and deferred developer fee with 1% interest. The terms will also include a provision for the Agency to defer payment if certain conditions are met (e.g., low cash flow due to unexpected costs). Any requested deferment of loan payment is subject to approval by ARCH staff, and any deferred payment would be repaid from future cash flow or at the end of the amortization period.

c. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

| Affordability | Studios | 1BR | 2BR | 3BR | Total |
|---|---|---|---|---|---|
| **60%** | 20 | 32 | 27 | 21 | 100 |
| **Total Units** | **20** | **32** | **27** | **21** | **100** |

d. Agency must demonstrate development capacity by 2/28/26 to continue to advance the project including: project design and permitting; construction contract negotiation; securing and negotiating project financing; development accounting; and construction management.

# 4. Habitat for Humanity - Orchard Gardens

| | |
|---|---|
| 2025 Funding Request: | $1,125,000 (Secured Grant)<br>25 Affordable Homeownership Units |
| 2025 Executive Board Recommendation: | $1,116,000 ($500,000 from ARCH HTF local funds and $616,000 in CDBG funds recommended by ARCH and contracted by King County) |
| 2023 ARCH Award: | $600,000 |
| **Total Recommended Award:** | **$1,716,000** |

## Project Summary

This Orchard Gardens proposal will create twenty-five (25) new permanently affordable ownership homes for households earning up to 80% of the area median income. Each home will have three-bedrooms with on-site parking. Habitat for Humanity purchased the 3.13 acre property from the Holy Cross Lutheran Church in December 2024 and is finalizing permits with the City of Bellevue. The development includes preservation of an existing community garden, apple orchard and green spaces for the benefit of the community. The property is located in Bellevue's Newport neighborhood near schools, transit, the Factoria shopping center, and employment centers. ARCH provided an initial award to the project in the 2022 funding round. Since then, changes in interest rates and construction costs have led to a need for additional funding.

Ownership Model: Habitat employs a community land trust model to preserve long-term affordability, retaining ownership of the land and selling homes to eligible buyers through ground leases. When homeowners decide to sell, Habitat has a right of first refusal wherein Habitat will purchase the home, perform any necessary rehabilitation, and find an income-qualified buyer before reselling, thus, preserving long term affordability.

## Funding Rationale

The Executive Board recommends funding with conditions listed below for the following reasons:

- Creates 25 new permanently affordable homeownership opportunities for households earning up to 80% AMI in Bellevue where median home prices exceed $1 million. Such opportunities are rare and allow households with modest incomes to achieve stability through homeownership.
- Helps close a funding gap on a project with a previous ARCH award that is ready to start construction in 2026.
- Habitat's sweat equity model allows volunteers and potential buyers to gain valuable skills and experience in homebuilding, while allowing for cost savings when compared to traditional construction.
- Habitat's land trust model ensures perpetual affordability, which is especially important in a high cost, high growth city like Bellevue.

- Habitat's approach to marketing helps to address historic barriers to home ownership and preserve cultural diversity in the community.

## Proposed Conditions

The following 2025 Special Conditions and Standard Conditions are intended to supersede all conditions included in the 2023 award.

Standard Conditions: See Attachment 2 ARCH Award Standard Conditions.

Special Conditions:

**Prior to Contracting**

a. The funding commitment shall continue for **twelve (12) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider subsequent 12-month extensions only based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

b. Funds will be in the form of a **secured grant**. Agency shall provide final operating proforma and cashflow waterfall for ARCH staff review. Final grant terms shall be determined prior to release of funds and must be approved by ARCH Staff.

c. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff .

| Affordability | 3BR | Total |
|---|---|---|
| 80% | 25 | 25 |
| **Total Units** | **25** | **25** |

d. A third-party cost estimate must be reviewed and approved by ARCH staff as a condition of the ARCH funding award.

e. Construction contracts for work to be performed by outside vendors must be reviewed and approved by ARCH staff.

# 5. PorchLight – Kirkland House

| | |
|---|---|
| 2025 Funding Request: | $462,600 (Secured Grant)<br>6 Affordable Rental Units |
| 2025 Executive Board Recommendation: | $212,600 |
| Additional City of Kirkland Investment: | $250,000 |
| **Total Recommended Award:** | **$462,600** |

## Project Summary

The Kirkland House has been providing permanent supportive housing to three formerly homeless individuals in an existing single-family home since 2020 when PorchLight acquired the property. PorchLight is seeking funding to rehabilitate the property and add three additional bedrooms and one additional bathroom to serve a total of six individuals. The home has easy access to public transit, grocery stores and other amenities within walking distance.

The proposed rehabilitation of the existing home includes a new roof, improved landscaping with outdoor seating areas for residents, new fencing around the property, repaving the driveway, installation of a new garage door, new windows, and re-siding the structure with Hardie plank and a weather barrier wrap. The interior rehabilitation includes installing energy saving fixtures and appliances, an all-weather heat pump system, exhaust fans in the bathrooms and kitchen, fire safety system improvements, and the replacement of flooring, cabinets, and countertops.

## Funding Rationale

The Executive Board recommends funding with conditions listed below for the following reasons:

- The project preserves and expands an existing permanent supportive housing program serving people exiting homelessness.
- The project compliments the applicant's shelter program and will help offer stability to individuals accessing emergency shelter on the Eastside.
- If fully funded this round, the project anticipates construction start in 2026 and occupancy in 2027, providing timely housing opportunities.
- The project team includes an experienced development consultant and service provider with years of experience operating this program model.

## Proposed Conditions

Standard Conditions: See Attachment 2 ARCH Award Standard Conditions.

Special Conditions:

**Prior to Contracting**

a. The funding commitment shall continue for **twelve (12) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that

time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider subsequent 12-month extensions only based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

b. Funds will be in the form of a **secured grant**. Agency shall provide final operating proforma for ARCH staff review. Final grant terms shall be determined prior to release of funds and must be approved by ARCH Staff.

c. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

| Affordability | Beds | Total |
|---|---|---|
| **30%** | 3 | 3 |
| **50%** | 3 | 3 |
| **Total Units** | **6** | **6** |

**Ongoing Requirement through Period of Affordability**

a. The property will establish and fund a 6-month operations reserve account upon ARCH award contracting.

## 6. YWCA – Family Village Redmond

| | |
|---|---|
| 2025 Funding Request: | $1,897,052 (Contingent Loan)<br>20 Affordable Rental Units |
| 2025 Executive Board Recommendation: | $626,700 |
| Additional City of Redmond Investment: | $350,000 |
| **Total Recommended Award:** | **$976,700** |

### Project Summary:

YWCA Family Village Redmond (FVR) project was built in 1993 and is a single, four-story building with 20 two-bedroom and three-bedroom units of permanent supportive housing. FVR's target population is homeless and chronically homeless families with children under the age of 18 and income at or below 30% AMI. Residents receive individual case management services and referrals

to a variety of other resources. The property is located in downtown Redmond, near schools, grocery stores, transit including the new light rail line, and employment opportunities.

The proposed funding will help to ensure the long-term preservation of the housing, including addressing existing water intrusion, and enhancing safety and livability through replacement and repair of the exterior and elevator modernization. All work is expected to be completed with residents continuing to occupy their units. ARCH has not previously funded this property.

## Funding Rationale

The Executive Board recommends funding with conditions listed below for the following reasons:

- The project supports critical rehabilitation and preservation of existing, family-sized 30% AMI units for families exiting homelessness.
- The project allows units to remain occupied with existing residents.
- A local ARCH award will enable the project to be highly competitive for State and County preservation funding rounds expected to be released in early 2026.

## Proposed Conditions

Standard Conditions: See Attachment 2 ARCH Award Standard Conditions.

Special Conditions:

**Prior to Contracting**

a. The funding commitment shall continue for **twelve (12) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider subsequent 12-month extensions only based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

b. Funds will be in the form of a **secured grant**. Final grant terms shall be determined prior to release of funds and must be approved by ARCH Staff.

c. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

| Affordability | 2BR | 3BR | Total |
|---|---|---|---|
| **30%** | 17 | 3 | 20 |
| **Total Units** | **17** | **3** | **20** |

d. Applicant will make Family Village Redmond their top priority to other public funders for upcoming rounds to address the remaining capital needs at the property, including anticipated stabilization and preservation funding rounds later this year.

e. A licensed architect or envelope consultant will be required to prepare designs for the improvement.

f. An environmental report including an interior and exterior mold survey is required before contracting. If remediation is required, it will be added to the project scope and budget.

## 7. LEO Condominiums at Trailhead

| | |
|---|---|
| 2025 Funding Request: | $191,500 (Contingent Loan)<br>6 Affordable IDD Rental Units and 1 Common Area Unit |
| 2025 Executive Board Recommendation: | $191,500 |
| 2021 ARCH HTF Award: | $250,000 |
| **Total Award:** | **$441,500** |

### Project Summary

Life Enrichment Options (LEO) has partnered with the King County Housing Authority (KCHA) to design and purchase space to serve six individuals with Intellectual or Developmental Disabilities (IDD) within the larger Trailhead Apartments project. These apartments were designed in consultation with LEO to align with their group home model that is used across other single-family homes in their portfolio. The space will be comprised of three apartments will deliver six IDD units and one live-in caregiver unit as outlined below:

**Unit 305:** A 1-bedroom unit for a live-in caregiver, with a connected door to unit 304. This is identified as a Common Area Unit, and will be considered a reasonable accommodation for purposes of the Section 8 Housing Choice Voucher associated with the neighboring unit 304 that has a shared door between the units.

**Unit 304:** A 4-bedroom unit for adults with Intellectual or Developmental Disabilities, providing 4 units at 30% AMI.

**Unit 303:** A neighboring 2-bedroom unit for adults with Intellectual or Developmental Disabilities, providing 2 units for residents that are capable of more independent living, at 40% AMI.

The ground floor will include 10,000 sf of commercial space (Issaquah Opportunity Center) to be owned by the City of Issaquah. This space will be programmed for community services, and the

City of Issaquah will issue an RFP to healthcare providers, mental health service providers, and other community service organizations this fall to select tenants.

ARCH previously funded the LEO at Trailhead project in 2021. After overcoming delays due to site control and relocation of an existing utility, the project is now in the permitting process and expected to start construction in 2026. LEO anticipates purchasing the condo units at the completion of the building in 2028.

## Funding Rationale

The Executive Board recommends funding with conditions listed below for the following reasons:

- The project provides much needed housing and services for people with intellectual and developmental disabilities within a larger multifamily setting, establishing a potential model for integration of IDD housing in future projects.
- The project leverages significant State funding dedicated to IDD housing as well as the financing assembled by KCHA for the larger development.
- The project helps fulfill an important and longstanding TOD project within the City of Issaquah that will realize significant affordable housing and economic development goals. The project is part of a larger partnership with King County Housing Authority, a market rate developer and the City of Issaquah which will create significant affordable housing.

## Proposed Conditions

The following 2025 Special Conditions and Standard Conditions are intended to supersede all conditions included in the 2021 award.

Standard Conditions: See Attachment 2 ARCH Award Standard Conditions.

Special Conditions:

**Prior to Contracting**

a. The funding commitment shall continue for **thirty-six (36) months** from the date of Council approval and shall expire thereafter if all conditions are not satisfied. An extension may be requested to ARCH staff no later than sixty (60) days prior to the expiration date. At that time, the applicant will provide a status report on progress to date and expected schedule for start of construction and project completion. ARCH staff will consider subsequent 12-month extensions only based on documented, meaningful progress in bringing the project to readiness or completion. At a minimum, the applicant must demonstrate that all capital funding has been secured or is likely to be secured within a reasonable timeframe.

b. Funds will be in the form of a **secured grant**. Agency shall provide final operating proforma and cashflow waterfall for ARCH staff review. Final grant terms shall be determined prior to release of funds and must be approved by ARCH Staff.

c. A covenant is recorded ensuring affordability for at least 55 years, with size and affordability distribution per the following table. Changes may be considered based on reasonable justification as approved by ARCH staff (such as changes to accommodate income averaging across the project).

| Affordability | Beds | Total |
|---|---|---|
| **30%** | 4 | 4 |
| **40%** | 2 | 2 |
| **Total Low-Income Units** | 6 | 6 |
| **CAU/Manager Unit** | 1 | 1 |
| **Total Units** | **7** | **7** |

d. An operating budget, including any shared condominium operating costs will be reviewed and approved by ARCH.

## 8. Imagine Housing – Peter's Ridge

2025 Funding Request: $2,000,000 (Contingent Loan)
108 Affordable Rental Units

2025 Executive Board Recommendation: $0

### Project Summary

Peter's Ridge Apartments will be a new construction project providing an estimated 108 units located on the current site of St. Peters Methodist Church. The development will include six separate 3-story buildings with a mix of studio, one-bedroom, two-bedroom, and three-bedroom units with an emphasis on two-bedroom and three-bedroom units or larger families. This project would be one of the first to utilize Bellevue's Action C-1 amendment to the land use code incentivizing affordable housing on faith-owned property.

The project is located in the Northeast Bellevue neighborhood with many amenities located in nearby Crossroads. The development will include onsite parking and an onsite resident service coordinator.

### Funding Rationale:

Given limited resources for an award in this year's funding round, the Executive Board supports the intent of the project but does not recommend funding the project in the 2025 round for the following reasons:

- The sponsor indicated that the Forest Edge project is their priority this funding round in its funding applications to ARCH, City of Bellevue and State funding rounds. The project is highly unlikely to leverage other public sources this year for full funding.
- The applicant will be encouraged to apply in future funding rounds.

# 9. King County Housing Authority – Trailhead Apartments

| | |
|---|---|
| 2025 Funding Request: | $500,000 (Conditional Loan)<br>154 Affordable Rental Units and 2 Common Area Units |
| 2025 Executive Board Recommendation: | $0 |
| 2017 ARCH HTF Award: | $2,000,000 |
| **Total 2025 Award:** | **$0** (The existing $2,000,000 remains committed from ARCH for the development) |

## Project Summary

Trailhead Apartments will be an approximately 156-unit affordable housing building located on the north side of the larger Central Issaquah Transit Oriented Development. The King County Housing Authority (KCHA) is currently in the process of selecting a developer for a second, 200-unit, market rate building that will be located to the south. The Trailhead Apartments will serve 40% and 60% AMI households with a mix of studio, one-bedroom, two-bedroom, and 3-bedroom units.

KCHA will partner with Life Enrichment Options (LEO) to construct space within the project to house six adults living with Intellectual and Developmental Disabilities (IDD). LEO has submitted a funding application to support their purchase of this space, anticipating ARCH, Issaquah IHIP, and Commerce awards.

The ground floor will include 10,000 sf of commercial space (Issaquah Opportunity Center) to be owned by the City of Issaquah. This space will be programmed for community services, and the City of Issaquah will issue an RFP to healthcare providers, mental health service providers, and other community service organizations this fall to select tenants. The project will include 172 parking stalls on three levels of structured parking.

ARCH initially awarded funding to the Trailhead project in 2017 and has remained committed to the project's success since then.

## Funding Rationale

Given the limited resources for an award in this year's funding round, the Executive Board supports the intent of the project but does not recommend additional funding for the project in the 2025 ARCH HTF round for the following reasons:

- While the project aligned well with the timely delivery of housing priority, the applicant indicated that if they were not fully funded with all pending funding requests and available financing tools in 2025, they would be able to begin construction as scheduled in June 2026 and apply for additional funds in future rounds.

- Construction costs are relatively high per unit, partially related to the high number of structured parking stalls provided.
- If capital funding gaps persist, the applicant will be encouraged to apply in future funding rounds.
- ARCH will continue to support the project with its existing funding commitment and in its requests for other sources of public funding.

## 10. LIHI – Aventine Apartments

| | |
|---|---|
| 2025 Funding Request: | $250,000 (Conditional Loan)<br>66 Affordable Rental Units |
| 2025 Executive Board Recommendation: | $0 |

### Project Summary

The Aventine is a 5-story, 66-unit apartment community with 51 underground parking spaces located in Bellevue's Downtown neighborhood. LIHI purchased the Aventine in 2024 with funding from Amazon, WSHFC, and the City of Bellevue to create and preserve housing for households at 30% to 80% AMI. ARCH awarded funding in 2023 and 2024 totaling $1.5 million, which is intended to repay interim financing and support rehabilitation work. The building had 62 occupied units with market rate and 80% AMI tenants when LIHI took ownership in 2024. Existing tenants were allowed to remain in place, and unit turnover was completed on a voluntary basis.

The 66 units are a mix of studios, one-bedroom, and two-bedroom apartments. There are twelve units at or below 30% AMI, twenty units at 50% AMI, nineteen units at 60% AMI, and fifteen units at 80% AMI. In addition to low income workforce individuals, the building serves homeless families, veterans, and people living with disabilities. Aventine also has a 5-year, $1,800,020 OMS award from Bellevue's Housing Stability Program to provide case management and behavioral health supports to residents.

LIHI is now seeking additional funding from ARCH, King County, and Commerce to repay a $3,500,000 bridge loan from the City of Bellevue that was used for acquisition and the planned rehab work. The rehabilitation cost has also increased, creating additional need for their $4,750,000 request to all public funders this year.

### Funding Rationale

Given the limited resources for an award in this year's funding round, the Executive Board supports the intent of the project but does not recommend additional funding from the 2025 ARCH HTF round the project for the following reasons:

- ARCH and other local funders already have committed substantial resources to the project, and current awarded funds have not yet been contracted and expended.
- The project will likely be competitive for other sources of funding.

## 11. Vintage – Parq by Vintage

| | |
|---|---|
| 2025 Funding Request: | $2,000,000 (Conditional Loan)<br>259 Affordable Rental Units and 2 Common Area Units |
| 2025 Executive Board Recommendation: | $0 |

### Project Summary

Parq by Vintage is a proposed 259-unit affordable multifamily development. The project is located at 21925 South East 51st Street, Issaquah, WA 98029 and will convert existing commercial office space into multifamily affordable residential buildings. The site consists of two elevator buildings, one with five stories and one with six stories. The project proposes to provide 259 parking spaces, which are necessary due to limited transit options from the site. Outdoor amenity space will be created for the residents.

The site was chosen for its adaptive reuse potential and for its proximity to amenities desirable to families, including groceries, pharmacies, retail, and restaurants. The project site is located adjacent to the 531-acre Lake Sammamish State Park, with a direct trail connection to the park. A major landmark in King County, the park receives over two million visitors annually.

### Funding Rationale

Given the limited resources for an award in this year's funding round, the Executive Board supports the intent of the project but does not recommend funding the project in the 2025 ARCH HTF Round for the following reasons:

- The project sponsor and property management firm have pending litigation with the State Attorney General's Office; therefore, the project was unlikely to receive an allocation of the other funding needed to complete the project on the proposed schedule.
- The project application provided limited assessment of the existing building and system conditions as well as few details in the office to residential conversion scope of work, leaving more uncertainty on project costs and need for funding.

## 12. reSpace – Bellevue Sell and Stay Multigenerational Homeowners

| | |
|---|---|
| 2025 Funding Request: | $500,000 (Secured Grant)<br>40 Affordable Homeownership Units |
| 2025 Executive Board Recommendation: | $0 |

### Project Summary

This project aims to provide 8-12 units on four separate properties under a unique co-homeownership model for moderate-income individuals (60–100% AMI) including seniors who wish to age in place. The project will involve the redevelopment of four, to be identified, existing single-family properties into 8–12 private suites at each site within a shared-equity homeownership structure. Properties will be sourced by identifying single family homeowners who want to sell their homes but remain onsite, in a new living suite. Sixteen of the 40 units will be dedicated to seniors eligible at 60% AMI making these units eligible for Bellevue HSP funds.

The rehabilitation will include adding bathrooms to each bedroom in the existing single-family home to create suites consisting of a bathroom and bedroom for each resident owner. New ADUs will be built with additional shared suites in conformance with the new middle housing code adopted by Bellevue. There will be shared kitchens and living areas in each building. The specific properties for the developments have not yet been identified or site control secured.

Ownership Model: The ownership model is structured through an LLC operating agreement. Each homeowner holds a membership interest in the entire property and common areas, and each household has exclusive rights to their designated private suite.

### Funding Rationale

Given the limited resources for an award in this year's funding round, the Executive Board supports the intent of the project but does not recommend funding the project in the 2025 ARCH HTF round for the following reasons:

- The developer has not identified the specific sites or started any of the feasibility or design work.
- Project is a new model and has yet to demonstrate feasibility in the current market including demand for co-housing amongst seniors or ability to obtain construction phase financing for the development or lenders to purchase the co-ownership suites.
- Questions remain about the model for service delivery.
- Applicant is encouraged to continue developing their model and consider applying in a future round.

## 13. SRI – Catalina Apartments

| | |
|---|---|
| 2025 Funding Request: | $1,000,000 (Conditional Loan)<br>96 Affordable Rental Units |
| 2025 Executive Board Recommendation: | $0 |

### Project Summary

This project aims to acquire and convert an existing market-rate building into an income-restricted development for seniors at 30% to 80% AMI, of which five will be set aside for seniors living with

physical disabilities at 30% AMI. The building is comprised of studio and one-bedroom units. This is the second application ARCH has received for the project.

Originally a nursing home, the building was converted to 96 individual apartments in the early 2000s. The project has several features that align well to serve seniors, such as an elevator and significant common areas for congregation. The rehabilitation component will address outstanding capital needs of the building, including exterior paint and facade repairs, a new roof, elevator upgrades, HVAC replacement, and an interior refresh. The property is in the Woodridge neighborhood of Bellevue with most amenities located in the Factoria neighborhood to the south.

The conversion of this building from market rate to income-restricted will require the relocation of at least some existing residents who do not meet income requirements. SRI intends to hire a relocation consultant (Housing to Home) to support relocation elements. It is estimated that around half of the households will not meet income requirements and need to be relocated.

## Funding Rationale

Given the limited resources for an award in this year's funding round, the Executive Board supports the intent of the project but does not recommend funding the project for the following reasons:

- The project is unlikely to secure other public sources this year for full funding.
- The project would potentially result in involuntarily displacing approximately 50% of the existing residents as the project converts to senior housing.

# Attachment 1: Proposed Funding Sources

| 2025 FUNDING RECOMMENDATIONS | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Altaire** | **Bothell Urban** | **Family Village Redmond** | **Forest Edge** | **LEO Trailhead** | **Kirkland House** | **Orchard Gardens** | **2025 Funds Recommended** |
| | 500,000 | 1,500,000 | 626,700 | 500,000 | 191,500 | 212,600 | 500,000 | **4,030,800** |
| Bellevue | 140,400 | 542,000 | 211,100 | 140,400 | 23,700 | 54,300 | 189,300 | 1,301,200 |
| Bothell | 19,400 | 22,400 | 19,900 | 19,400 | 18,600 | 18,800 | 1,400 | 119,900 |
| Clyde Hill | 2,500 | 6,000 | 3,100 | 2,500 | 1,400 | 1,700 | 1,700 | 18,900 |
| Hunts Point | 600 | 2,300 | 900 | 600 | 100 | 200 | 800 | 5,500 |
| Issaquah | 63,300 | 14,800 | 5,800 | 63,300 | 60,100 | 1,500 | 5,200 | 214,000 |
| Kenmore | 13,600 | 45,100 | 19,100 | 13,600 | 4,400 | 6,800 | 14,900 | 117,500 |
| Kirkland | 109,300 | 421,300 | 164,100 | 109,300 | 18,400 | 42,100 | 147,300 | 1,011,800 |
| Medina | 3,500 | 13,400 | 5,200 | 3,500 | 600 | 1,300 | 4,700 | 32,200 |
| Mercer Island | 4,400 | 16,900 | 6,600 | 4,400 | 700 | 1,700 | 5,900 | 40,600 |
| Newcastle | 2,200 | 8,400 | 3,300 | 2,200 | 400 | 800 | 2,900 | 20,200 |
| Redmond | 110,300 | 290,000 | 141,900 | 110,300 | 58,000 | 71,700 | 84,800 | 867,000 |
| Sammamish | 17,700 | 68,200 | 26,600 | 17,700 | 3,000 | 6,800 | 23,900 | 163,900 |
| Woodinville | 11,900 | 45,800 | 17,800 | 11,900 | 2,000 | 4,600 | 16,000 | 110,000 |
| Yarrow Point | 900 | 3,400 | 1,300 | 900 | 100 | 300 | 1,200 | 8,100 |
| **HTF** | **500,000** | **1,500,000** | **626,700** | **500,000** | **191,500** | **212,600** | **500,000** | **4,030,800** |
| **CDBG** | | | | | | | **616,000** | **616,000** |
| **Kirkland Add'l Inv** | | | | | | **250,000** | | **250,000** |
| **Redmond Add'l Inv** | | | **350,000** | | | | | **350,000** |
| **2021 HTF Award** | | | | | **250,000** | | | **250,000** |
| **2023 HTF Award** | | | | | | | **600,000** | **600,000** |
| **Grand Total** | **500,000** | **1,500,000** | **976,700** | **500,000** | **441,500** | **462,600** | **1,716,000** | **6,096,800** |

# Attachment 2: ARCH Award Standard Conditions

1. Prior to Contracting:
   a. Owner shall submit quarterly monitoring reports to ARCH **from the time of award** through completion of the project.

   b. The Owner shall submit a project implementation timeline, **and development and operating budgets ("Project Budget")** based upon more complete cost information and actual funding commitments, including proposed uses of ARCH funds, which must be approved by ARCH. If the Owner is unable to adhere to the timeline and/or budgets, ARCH must be immediately notified and a new timeline and/or budgets shall be submitted by the Owner for ARCH's approval. ARCH shall not unreasonably withhold its approval to a revised timeline and/or budgets, so long as such new timeline and/or budgets does not materially adversely change the Project. This shall be a continuing obligation of the Owner. Failure to adhere to the timeline and/or budgets, either original or as amended, may result in withdrawal of the **Lender's** commitment of funds.

   c. The Owner shall submit evidence of commitment of all public and private funds in the Project consistent with the Project Budget. In the event commitment of funds identified in the Project Award Letter cannot be secured in the time frame identified in the application, the Owner shall immediately notify ARCH, and describe the actions it will undertake to secure alternative funding, and the timing of those actions, subject to ARCH's review and approval. All commitments of financing for the Project must be secured by the Owner prior to the release of funds.

   d. The Owner shall submit evidence of insurance, as required by ARCH.

   e. The Owner shall submit evidence of site control, a market study (if applicable), and an appraisal, by a state-certified general real estate appraiser, as that term is defined in RCW 18.140.010(22), which establishes a property value equal to or greater than the acquisition price.

   f. [*If improvements already exist* - The Owner shall submit a property inspection report by a qualified third–party firm. This report shall include an analysis of deferred and other repair or maintenance items upon the Property as well as the presence of any Hazardous Substances, and if present, how it will be addressed. This report shall be accompanied by a budget and plan showing how recommended rehabilitation work will be completed in a timely manner. A budget and timetable for this work may be submitted with the inspection report or be included as an attachment to the Project Budget required in subsection I.2 hereinabove.]

   g. The Owner shall submit a Hazardous Substances survey for the site by a qualified third-party firm. This report shall include an analysis of the presence of any Hazardous Substances, and if present,

how the Hazardous Substances will be addressed. This report shall be accompanied by a plan showing how recommended work will be completed in a timely manner. If applicable, a budget and timetable for this work shall be submitted with the inspection report.

h. Owner shall provide **Lender** with an authorization, execution and enforceability opinion of Owner's counsel in a form reasonably acceptable to the **Lender**.

i. [If required], Owner shall secure performance and payment bonds in the amount of the value of the construction project.

j. Owner shall cooperate with ARCH in obtaining an American Land Title Association Lender's Title Policy with extended title insurance insuring the [Loan/Grant] and including those endorsements reasonably required by ARCH. The costs of such policy shall be the responsibility of the Owner.

k. The Owner shall have in place all applicable construction, land use, environmental (including Hazardous Substances (as defined in the Environmental Indemnity)), and zoning permits, and other approvals necessary for construction, occupation and operation of the Project. Owner shall maintain documentation of any such.

l. In the event federal funds are used, and to the extent applicable, federal guidelines must be met, including but not limited to: contractor solicitation, bidding and selection; wage rates; property acquisition; and Endangered Species Act (ESA) requirements. Owner shall include in any construction contracts or subcontracts, such requirements as may be required by the federal funds so used.

**2. Additional Terms to be included in the Funding Documents**

a. Concurrent with Owner's execution of the Funding Agreement, Owner shall execute and deliver to ARCH (i) the Note, (ii) the Deed of Trust, (iii) the Regulatory Agreement, and (iv) a Certificate and Indemnity Agreement Regarding Hazardous Substances and Building Laws ("Environmental Indemnity"). Together with the Funding Agreement, the Deed of Trust, Note, and Regulatory Agreement, and Environmental Indemnity, shall be considered the "ARCH Funding Documents".

b. Lender funds allocated to the Project shall not be used for any purposes other than as specified in the award conditions and/or as described in the approved Project Budget unless ARCH has given written authorization for alternative use. Spending of construction contingency must be approved in advance by ARCH. If after the completion of the project there are budget line items with unexpended balances, ARCH shall approve adjustments to the project capital sources, including potential reductions in public fund loan balances.

c. The Owner shall [acquire/construct/renovate] the Project in compliance with the Project Award Letter as approved by ARCH and substantially in compliance with any plans and/or specifications submitted to and approved by ARCH.

d. The net developer fee shall follow the ARCH Net Developer Fee Schedule. A net developer fee is defined as that portion of the developer fee paid out of capital funding sources and does not include the deferred portion that is paid out of cash flow from operations after being placed in service.

e. The Owner shall submit a complete management and services plan and updated operating budget for review and approval by ARCH staff ("Management Plan"). At a minimum the plan shall describe: (1) the physical plan including number and size of units, amenities, and accessibility, (2) the tenant population to be served, (3) description of housing programs and services, (4) management and operation of the premises including description of management entity and staffing, rules for operation of the premises, enforcement procedures, and maintenance and repair program, and (5) coordination of services with outside providers and parking management.

f. Owner shall submit annual monitoring reports after completion of the project, and shall submit initial tenant information as required by ARCH, if applicable.

3. Other Terms

a. ARCH, through its Administering Agency, may negotiate, approve, execute, and record amendments or releases of any ARCH loan documents as may be needed for the project; provided the project still provides the anticipated affordable housing and there is sufficient collateral to secure the members' financial investment, all as determined by ARCH staff.

b. ARCH acknowledges that projects may change from the time of award until signing of the funding agreement as designs are further developed and financing is secured. The following changes may be approved by the party identified below, based on a determination that the change is necessary for the project to proceed and the Owner has made diligent efforts to maximize the affordable housing benefits in the project.

| Type of Change | Approver |
|---|---|
| Change to proposed population (if applicable) | ARCH Executive Board |
| Change to total number of units or bedrooms of less than 20% | ARCH staff |
| Change to total number of units or bedrooms greater than 20% | ARCH Executive Board |
| Change to affordability levels resulting in average AMI increasing 10% AMI or less change | ARCH staff |
| Change to affordability levels resulting in average AMI increasing over 10% AMI | Executive Board |
| Change in one or more entities that make up the project sponsor / applicant | Executive Board |

# Attachment 3: Project Economic Summaries

Applicant: BRIDGE Housing
Project Name: Bothell Urban (Lot P)
Location: Bounded by Thorsk St, 98th Ave NE, and Pop Keeney Way, Bothell
Project Description: Approximately 200 units of affordable rental housing at 30%, 50%, and 60% AMI with 1 Common Area Unit

| Development Costs | Amount |
|---|---|
| Acquisition Costs | $70,000 |
| Construction | $66,695,714 |
| Soft Costs | $3,898,544 |
| Construction Financing | $8,274,347 |
| Permanent Financing | $1,463,662 |
| Capitalized Reserves | $877,517 |
| Other Development Costs | $8,538,657 |
| Developer Fee | $12,676,407 |
| Bond Related Costs of Issuance (4%) | $107,500 |
| **Total Development Costs** | **$102,602,348** |

| Residential Source Name | Amount |
|---|---|
| Tax Credit Equity (4%) | $43,032,308 |
| State (WA HTF) | $8,000,000 |
| ARCH | $1,500,000 |
| Perm Loan/Bond | $24,629,928 |
| Sponsor Loan | $4,360,740 |
| Amazon | $16,000,000 |
| Deferred Developer Fee | $4,379,372 |
| CHIP | $700,000 |
| **Total Capital Sources** | **$102,602,348** |

Applicant: Hopelink and SRM
Project Name: Altaire at East Main
Location: 995 118th Ave SE, Bellevue
Project Description: Approximately 145 units of affordable rental housing at 30%, 40%, 50%, and 60% AMI with 1 Common Area Unit

| Development Costs | Amount |
|---|---|
| Acquisition Costs | $16,308,241 |
| Construction | $46,901,103 |
| Soft Costs | $5,080,296 |
| Pre-Development/Bridge Financing | $6,112,799 |
| Construction Financing | $5,996,690 |
| Permanent Financing | $548,094 |
| Capitalized Reserves | $1,362,526 |
| Other Development Costs | $4,520,908 |
| Developer Fee | $8,793,300 |
| Bond Related Costs of Issuance (4%) | $608,470 |
| **Total Development Costs** | **$96,232,427** |

| Residential Source Name | Amount |
|---|---|
| Tax Credit Equity (4%) | $30,108,043 |
| State (WA HTF) | $7,500,000 |
| King County | $3,000,000 |
| City of Bellevue (HSP) | $14,460,888 |
| City of Bellevue (AHF) | $3,483,750 |
| ARCH | $500,000 |
| Perm Loan/Bond | $11,325,006 |
| Amazon | $18,125,000 |
| Deferred Developer Fee | $6,224,409 |
| Interim Income and Accrued Interest | $1,505,331 |
| **Total Capital Sources** | **$96,232,427** |

Applicant: Imagine Housing
Project Name: Forest Edge
Location: 2650 148th Ave SE, Bellevue
Project Description: Approximately 100 units of affordable rental housing at 60% AMI

| Development Costs | Amount |
|---|---|
| Acquisition Costs | $3,625,000 |
| Construction | $49,353,990 |
| Soft Costs | $3,401,182 |
| Pre-Development/Bridge Financing | $350,000 |
| Construction Financing | $4,172,323 |
| Permanent Financing | $809,968 |
| Capitalized Reserves | $1,005,687 |
| Other Development Costs | $2,993,364 |
| Developer Fee | $4,950,000 |
| Bond Related Costs of Issuance (4%) | $589,051 |
| **Total Development Costs** | **$71,250,565** |

| Residential Source Name | Amount |
|---|---|
| Tax Credit Equity (4%) | $26,867,375 |
| State (WA HTF) | $5,000,000 |
| City of Bellevue (HSP) | $6,903,994 |
| City of Bellevue (AHF) | $3,784,367 |
| ARCH | $500,000 |
| Perm Loan/Bond | $13,223,748 |
| Amazon | $11,000,000 |
| Deferred Developer Fee | $2,971,081 |
| CHIP | $1,000,000 |
| **Total Capital Sources** | **$71,250,565** |

Applicant: Habitat for Humanity
Project Name: Orchard Gardens
Location: 4315 129th Place SE, Bellevue
Project Description: Approximately 25 units of affordable homeownership at 80% AMI

| Development Costs | Amount |
|---|---|
| Acquisition Costs | $1,635,000 |
| Construction | $15,996,994 |
| Soft Costs | $1,716,316 |
| Construction Financing | $776,962 |
| Other Development Costs | $1,225,000 |
| **Total Development Costs** | **$21,350,272** |

| Residential Source Name | Amount |
|---|---|
| State (WA HTF) | $2,500,000 |
| King County | $1,800,000 |
| City of Bellevue (AHF) | $1,715,400 |
| ARCH 2025 Request | $784,600 |
| Perm Loan/Bond (Home Sales Revenue) | $6,539,558 |
| National Housing Trust | $400,000 |
| 2023 Commerce HTF & Appropriation | $3,109,600 |
| 2023 ARCH | $600,000 |
| 2023 & 2024 King County | $2,901,114 |
| 2023 CHIP | $1,000,000 |
| **Total Capital Sources** | **$21,350,272** |

Applicant: PorchLight (formerly Congregations for the Homeless)
Project Name: Kirkland House
Location: 13205 100th Place NE, Kirkland
Project Description: Approximately 6 units of affordable rental housing at 30% and 50% AMI

| Development Costs | Amount |
|---|---|
| Construction | $1,216,612 |
| Soft Costs | $239,587 |
| Capitalized Reserves | $28,200 |
| Other Development Costs | $103,142 |
| Developer Fee | $50,000 |
| **Total Development Costs** | **$1,637,541** |

| Residential Source Name | Amount |
|---|---|
| State (WA HTF) | $924,941 |
| ARCH | $462,600 |
| Sponsor Grant | $250,000 |
| **Total Capital Sources** | **$1,637,541** |

Applicant: YWCA
Project Name: Family Village Redmond
Location: 16601 NE 80th St, Redmond
Project Description: 20 units of affordable rental housing at 30% AMI

| Development Costs | Amount |
|---|---|
| Construction | $1,793,991 |
| Soft Costs | $28,000 |
| Other Development Costs | $24,748 |
| Developer Fee | $50,313 |
| **Total Development Costs** | **$1,897,052** |

| Residential Source Name | Amount |
|---|---|
| ARCH | $976,700 |
| County/State Preservation Funds | $920,352 |
| **Total Capital Sources** | **$1,897,052** |

Applicant: Life Enrichment Options (LEO)
Project Name: LEO Condominiums at Trailhead
Location: 1550 Newport Way NW, Issaquah
Project Description: 6 units of affordable rental housing at 30% and 40% AMI and 1 Common Area Unit

| Development Costs | Amount |
|---|---|
| Acquisition Costs | $2,420,479 |
| Soft Costs | $254,485 |
| Capitalized Reserves | $8,788 |
| Other Development Costs | $14,374 |
| **Total Development Costs** | **$2,698,126** |

| Residential Source Name | Amount |
|---|---|
| State (WA HTF) | $1,733,626 |
| Issaquah Inclusive Housing Pool (IHIP) | $383,000 |
| ARCH 2025 Request | $191,500 |
| Kuni Foundation | $140,000 |
| 2023 ARCH | $250,000 |
| **Total Capital Sources** | **$2,698,126** |

**CITY OF REDMOND**
**RESOLUTION NO. _____**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, APPROVING REVISIONS TO THE HOUSE KEY PLUS ARCH (EAST KING COUNTY) DOWN PAYMENT ASSISTANCE PROGRAM, AUTHORIZING EXECUTION OF RELATED AGREEMENTS, AND RATIFYING PRIOR ACTIONS TAKEN IN SUPPORT OF SAID PROGRAM, ALL AS RECOMMENDED BY THE EXECUTIVE BOARD FOR A REGIONAL COALITION FOR HOUSING (ARCH)

---

WHEREAS, pursuant to an interlocal agreement executed under chapter 39.34 RCW, the City of Redmond is a long-standing member of A Regional Coalition of Housing (ARCH), a cooperative partnership of fifteen cities and towns in East King County, working together to promote affordable housing through shared goals, coordinated policies, and the strategic use of public funds; and

WHEREAS, the City of Redmond previously executed an "Agreement Regarding Down Payment Assistance House Key Plus ARCH (East King County) Program" and a "First Amended and Restated Agreement Regarding Down Payment Assistance House Key Plus ARCH (East King County) Program," which established and provided funding for down payment and closing cost assistance to single-family homebuyers in the form of second and subordinate loans; and

WHEREAS, in its capacity as the ARCH Administering Agency, the City of Bellevue executed a "Second Amended and Restated Agreement Regarding Down Payment Assistance House Key Plus ACRCH

(East King County) Program" on behalf of the City of Redmond to provided additional funding in support of the program; and

WHEREAS, as part of the 2025 Housing Trust Fund Allocation Process, the ARCH Executive Board has recommended certain programmatic changes to the program to facilitate increased utilization by low- and moderate-income families in East King County; and

WHEREAS, these programmatic changes require execution of a Third Amended and Restated Agreement, which agreement will rename the program the East King County Down Payment Assistance Program and will replace and supersede all previous agreements executed by or on behalf of the City of Redmond; and

WHEREAS, the City of Redmond finds the programmatic changes serve the public interest by expanding access to homeownership opportunities for low- and moderate-income households, thereby promoting housing stability, economic mobility, and community well-being.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The City Council authorizes the duly-appointed administering agency of ARCH, pursuant to the Amended and Restated Interlocal Agreement for ARCH, to execute all documents and take all necessary actions to enter into agreements on behalf of the City to revise the House Key Plus ARCH (East King County) Down

Payment Assistance Program, which shall henceforth be known as the East King County Down Payment Assistance Program, all as recommended by the ARCH Executive Board.

Section 2. The agreement(s) entered into pursuant to Section 1 of this Resolution shall include terms and conditions to ensure that the City's funds are used for their intended purposes. In determining what conditions should be included in the agreements, the duly-appointed administering agency of ARCH shall be guided by the recommendations set forth in the ARCH Executive Board's memorandum as of December 11, 2025, a copy of which is attached hereto as Exhibit A.

Section 3. The agreement(s) entered into pursuant to Section 1 of this Resolution shall supersede and replace any and all agreements that related to earlier versions of the program and were previously executed by or on behalf of the City; and the duly-appointed administering agency shall be authorized to execute consents, amendments, or other modifications to subsidiary agreements, obligations, interests, or instruments previously created under any superseded and replaced agreements as may be necessary to effectuate the transition to and/or implementation of the current program.

Section 4. The City hereby ratifies and affirms all prior agreements and instruments previously executed by the duly-appointed administering agency relating to the "Second Amended and

Restated Agreement Regarding Down Payment Assistance House Key Plus ARCH (East King County) Program." This ratification is intended to confirm, to the extent necessary, the validity of said prior agreement and any subsidiary agreements, obligations, interests, or instruments created thereto.

Passed by the City Council this _____ day of _____, 2026 and signed in authentication of its passage this _____ day of _____, 2026.

APPROVED:

_____
ANGELA BIRNEY, MAYOR

ATTEST:

_____
CHERYL XANTHOS, MMC, CITY CLERK (SEAL)

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO:

YES:

NO:

A Regional Coalition for Housing
Together Center Campus
16305 NE 87TH St, Suite 119
Redmond, WA 98052
425-861-3677

# Memo

**To:**
**City of Bellevue Council Members**
**City of Clyde Hill Council Members**
**City of Issaquah Council Members**
**City of Kenmore Council Members**
**City of Kirkland Council Members**
**City of Medina Council Members**
**City of Mercer Island Council Members**
**City of Newcastle Council Members**
**City of Redmond Council Members**
**City of Sammamish Council Members**
**City of Woodinville Council Members**

**From: Nathan McCommon, Chair, ARCH Executive Board**
**Date: December 11, 2025**

**Re: House Key Plus ARCH East King County Downpayment Assistance Program Recommendation**

This memo provides recommendations by the ARCH Executive Board for the previously authorized House Key Plus ARCH East King County Downpayment Assistance Program (see Attachment 1 for the past ARCH member city contributions). These changes are recommended to update the program to the needs of buyers in today's housing market. No additional funding is proposed at this time.

**House Key Plus ARCH East King County Downpayment Assistance Program**

Project Summary:

The House Key Plus ARCH East King County Downpayment Assistance Program was first established in 2005 by ARCH, the Washington State Housing Finance Commission (WSHFC), and King County. The program is administered through WSHFC and has provided up to $30,000 in downpayment assistance for qualified first-time homebuyers purchasing in East King County. Based on early successes, the program was recapitalized by all the contributing partners in 2007 and 2012, as shown in Attachment 1.

As of December 2025, there was $1,201,147 in available program funds. While the program has continued to originate loans in recent years, the pace of loan activity has slowed significantly as home prices have increased far faster than buyers' incomes.

The program as previously authorized is summarized below:

Program Eligibility

- First-time homebuyer (has not owned a home during the past 3 yrs)
- Household income at or below 80% of AMI
- Home will be the buyer's principal residence
- Home must be within the ARCH member jurisdictions.
- Additional requirements for loans funded with federal HOME funds

Down Payment Assistance Terms:

- Second mortgages of up to $30,000 per home.
- There are no monthly payments on the second mortgage. The loan is due when the buyer sells, refinances, moves out or pays off the 1st mortgage.
- 4% deferred simple interest to be paid when the borrower pays off the loan.
- The loan can be in place for up to 30 years before it must be paid back.
- Borrower(s) must contribute at least 2% of the purchase price from their own funds

Administration: The program is administered by the Washington State Housing Finance Commission (WSHFC) through its existing community of lenders. WSHFC provides training to lenders and includes the program in its regular marketing and outreach.

Current usage: To date, the program has served 81 homebuyers. When first established, the program was well matched to buyers' needs, but as home prices have increased dramatically in the last 20 years, the amount of assistance has become insufficient to bridge the gap between eligible households' income and market rate home prices.

Proposed Program Changes:

WSHFC, King County and ARCH have collaborated throughout the last year to review the DPA program and develop recommendations to strengthen and extend its impact. Below is a summary of recommendations approved by the ARCH Executive Board. These recommendations are anticipated to better meet the needs of eligible buyers in the current marketplace, align with the ARCH Homeownership Program, and result in faster utilization of program funds.

| Current Program | Proposed Change |
|---|---|
| **$30,000 max DPA** | **Increase max DPA to $75,000.** For borrowers at or below 80% AMI, the maximum DPA would be $75,000. For borrowers between 80%-100%AMI, the maximum DPA would be $50,000. Increasing the assistance would make the program more desirable and better bridge the gap for lower income buyers in East King County. |
| **2% minimum contribution required for borrowers** | **Reduce required minimum contribution for borrowers to 1%.** This change would reduce a hurdle to otherwise qualified buyers. |

| | |
|---|---|
| **80% AMI eligibility requirement** | **Allow eligibility up to 100% AMI.** This would increase the program's reach and support moderate income households, including potential ARCH homebuyers. The current program income limit is based on federal HOME funding requirements. WSHFC's maximum income limit is 100% AMI. |
| **Simple interest at 4%** | **Lower the interest rate from 4% to 1%.** Currently, 4% is the highest interest rate among any DPA program WSHFC offers, with most others at 0% or 1%. For homes with resale restrictions, 1% simple interest poses less risk to the borrower. |
| **Program Name: House Key Plus ARCH (East King County) Downpayment Assistance Program** | **Change the program name to the 'East King County Down Payment Assistance Program'.** This change will help to distinguish the DPA Program from the ARCH Homeownership Program, as there is confusion in the marketplace between the two programs. |

In addition to the above recommendations, the ARCH Executive Board recommends that DPA partners (ARCH, WSHFC and King County) establish a Third Amended and Restated Agreement that will clarify and consolidate administrative responsibilities in ARCH and ARCH's Administering Agency.

Program Update Rationale:

The ARCH Executive Board supported these recommendations for the following reasons:

- Funds have been underutilized and updating the program would better meet the needs of eligible buyers.
- The DPA has demonstrated success but requires updates to continue to be a valuable tool for low- and moderate-income buyers looking to purchase in East King County.
- The changes will better align the DPA program with ARCH's Affordable Homeownership Program, which provides some of the only affordable entry points to homeownership in East King County.
- The changes will clarify and simplify administrative responsibilities to ARCH and the administering agency.
- No additional funding is required at this time.

Recommendation:

- Adopt a resolution approving revisions to the terms and conditions applicable to the House Key Plus ARCH (East King County) Down Payment Assistance Program, authorizing execution of related agreements, and ratifying prior actions taken in support of said program, all as recommended by the Executive Board for A Regional Coalition for Housing (ARCH).

Attachments:

1) Attachment 1: DPA Funding Contributions and ARCH Member City Contributions

## Attachment 1: DPA Funding Contributions and ARCH Member City Contributions

**DPA Program Funding Commitments**

| | ARCH Funding | King County Funding* | WSHFC Funding | TOTAL |
|---|---|---|---|---|
| Initial Capitalization (2005) | $200,000 | $300,000 | $300,000 | $800,000 |
| First Recapitalization (2007) | $200,000 | $300,000 | $300,000 | $800,000 |
| Second Recapitalization (2012) | $200,000 | $300,000 | $300,000 | $800,000 |
| TOTAL | $600,000 | $900,000 | $900,000 | $2,400,000 |

*Note that $380,000 in King County funding was withdrawn from the program over time due to expenditure delays that were inconsistent with rules for the County's source of funds (federal HOME/ADDI funds)

**ARCH City Contributions**

| City | Initial Capitalization | First Recapitalization | Second Recapitalization |
|---|---|---|---|
| Bellevue* | $65,000 | $75,000 | $45,000 |
| Clyde Hill | $2,500 | | |
| Issaquah | | $5,000 | $25,000 |
| Kenmore | $12,500 | $25,000 | $25,000 |
| Kirkland | $40,000 | $35,000 | $30,000 |
| Medina | $2,500 | | |
| Mercer Island | $12,500 | $10,000 | |
| Newcastle | $7,500 | $10,000 | $12,500 |
| Redmond | $50,000 | $35,000 | $28,500 |
| Sammamish | | | $25,000 |
| Woodinville | $7,500 | $5,000 | $9,000 |
| TOTAL | $200,000 | $200,000 | $200,000 |

*An additional $15,000 was funded for homebuyer education in the initial capitalization

**CITY OF REDMOND**
**RESOLUTION NO. _____**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, AUTHORIZING THE CITY OF BELLEVUE TO ADMINISTER CERTAIN HOUSING PROJECT AGREEMENTS ON BEHALF OF THE CITY OF REDMOND, CONSISTENT WITH THE AMENDED AND RESTATED INTERLOCAL AGREEMENT FOR A REGIONAL COALITION FOR HOUSING (ARCH)

---

WHEREAS, pursuant to an interlocal agreement executed under chapter 39.34 RCW, the City is a long standing member of A Regional Coalition of Housing (ARCH), a cooperative partnership of fifteen cities and towns in East King County, working together to promote affordable housing through shared goals, coordinated policies, and the strategic use of public funds in partnership with private-sector resources; and

WHEREAS, the City of Bellevue currently serves as the ARCH Administering Agency pursuant to a resolution of the ARCH Executive Board (No. 2010-01) and the Bellevue City Council (No. 8076); and

WHEREAS, Section 12(f)(v) of the ARCH Amended and Restated Interlocal Agreement (hereinafter "ARCH Interlocal Agreement"), effective July 10, 2010, also permits the Executive Board to authorize the Administering Agency to administer ARCH housing project agreements entered into prior to the effective date of the ARCH Interlocal Agreement, upon terms consistent with the interlocal and subject to the consent of the Administering Agency and the parties to said agreements; and

WHEREAS, when the Administering Agency was appointed in 2010, ARCH did not formally authorize the Administering Agency to administer ARCH housing project agreements that predate the interlocal agreement; and

WHEREAS, this has resulted in a fragmented approach in the administration of ARCH housing project financing documents, whereby the Administering Agency is responsible for all agreements funded through the Housing Trust Fund (HTF) on or after July 10, 2010, while individual ARCH member cities and towns remain responsible for administering those financing agreements that predate July 10, 2010 and funded with HTF monies; and

WHEREAS, this fragmentation persists despite a common funding mechanism and the centralized role of ARCH Staff, which is responsible for day-to-day monitoring of the agreements, maintains ongoing relationships with owners and operators of the affordable housing project subject to the financing documents, and works in close partnership with the Administering Agency; and

WHEREAS, from time-to-time, ARCH-approved housing projects seek to refinance existing loans, secure additional funding for improvements, convey property to develop public amenities, or transfer ownership of the project, triggering the need for various amendments to the underlying financing documents; and

WHEREAS, and specific to the ARCH project financing documents that predate the ARCH Interlocal Agreement, this results in certain inefficiencies, delays, and increased burdens to ARCH Staff, which is required to develop multiple versions of the same/similar amending instruments, educate the several ARCH jurisdictions that contributed funding to a project regarding the need for the amending instrument, and coordinate all necessary approvals needed for the amending instruments – often under compressed timelines; and

WHEREAS, the ARCH Executive Board recently adopted Resolution 2025-01, authorizing the City of Bellevue, in its capacity as the ARCH Administering Agency, to administer the ARCH housing project finance documents executed by the individual ARCH member jurisdictions prior to the effective date of the ARCH Interlocal Agreement - provided the City of Bellevue and individual member jurisdictions consent to said administration; and

WHEREAS, the City of Bellevue must adopt a resolution consenting to the administration of ARCH housing project agreements executed by the individual ARCH member jurisdictions prior to the effective date of the ARCH Interlocal Agreement – provided the individual ARCH members deliver a resolution to ARCH and the City of Bellevue, consenting to said administration; and

WHEREAS, the City Council finds a more streamlined administration of ARCH project financing documents would be in the

best interest of City, ARCH, and the affordable housing projects it supports.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. In accordance with Section 12(f)(v) of the ARCH Amended and Restated Interlocal, the City of Redmond consents to the City of Bellevue serving as the Administering Agency for the housing project financing documents identified in Exhibit A, attached hereto and incorporated by reference, which were funded through the ARCH Housing Trust Fund and executed by the City prior to the effective date of the ARCH Interlocal Agreement.

Section 2. This consent shall be effective upon adoption of this Resolution, and the Clerk is directed to provide a copy of the same to ARCH and the City of Bellevue.

Section 3. This consent shall remain in effect unless and until the ARCH Executive Board rescinds Resolution No. 2025-01, or after the City of Bellevue or the City of Redmond provides 180 days written notice of its intent to withdraw consent to the administration, whichever is sooner. In the event of any rescission or withdrawal, the ARCH Executive Board, the City of Bellevue, and the City of Redmond shall take all steps reasonably practicable to ensure a smooth transition of responsibilities from the Administering Agency to any successor agency, if any.

Section 4. Upon delivery of all consents to the administration described in Sections 1 and 2 above, the City of Bellevue, in its capacity as the ARCH Administering Agency, and/or ARCH Staff shall notify all owners/operators of the affordable housing projects subject to financing documents identified in Exhibit A, of the resulting change in administration.

Section 5. The City of Bellevue, in its capacity as the Administering Agency, shall administer the housing project documents identified in Exhibit A in accordance with their terms and conditions and consistent with the Administering Agency's responsibilities under the ARCH Interlocal Agreement. This authority includes, but is not limited to, negotiating and executing any amendments, consents, assignments, subordination agreements, partial releases of security instruments and other documents requested in connection with a refinancing, restructuring or modification of the financing for a housing project.

Section 6. This consent does not delegate any other legislative or administrative powers retained by the City of Redmond under the ARCH Interlocal Agreement, including, but not limited to, approval of any increased funding awards; nor does this consent delegate any legislative or administrative powers that are the sole province of the City, including, but not limited to, negotiating and conveying any interests in real property (e.g.

easements) or any agreements negotiated, funded, and monitored without the aid of ARCH.

Section 7. In executing any amendment or necessary document related to the housing project agreement identified in Exhibit A, the City of Bellevue shall specify that it is acting as the Administering Agency on behalf of the City of Redmond pursuant to the ARCH Amended Interlocal Agreement.

Section 8. The City of Bellevue, in its capacity as the Administering Agency, and/or ARCH Staff shall provide all reasonable information that may be requested by the City in relation to the administration of the agreements identified in Exhibit A.

Passed by the City Council this _____ day of _____, 2025 and signed in authentication of its passage this _____ day of _____, 2025.

APPROVED:

_____
ANGELA BIRNEY, MAYOR

ATTEST:

_____
CHERYL XANTHOS, MMC, CITY CLERK (SEAL)

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO:

YES:

NO:

**Exhibit A**

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

| JDE# | Project | Location | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|---|
| 510 | Parkway | **Redmond** | King County Housing Authority | 1993 | | |
| 513 | Stillwater | **Redmond** | Sound Behavioral Health | 1993 | | |
| 514 | Overlake Townhomes | Bellevue | Habitat for Humanity | 1993 | | |
| 517 | Dixie Price | **Redmond** | Hopelink | 1994 | | |
| 519 | Highland Gardens | Sammamish | Imagine Housing | 1995 | | |
| 523 | Newport Hill | Bellevue | Young Women's Christian Association | 1996 | | |
| 525 | Avondale Park | **Redmond** | Hopelink | 1996 | | |
| 526 | Hopelink Place | Bellevue | Hopelink | 1996 | | |
| 527 | Avon Villa Mobile Home Park | **Redmond** | Manufactured Housing Community Preservationists | 1997 | | |
| 528 | Patterson Park | **Redmond** | Habitat for Humanity | 1997 | | |
| 529 | Kirkland Plaza | Kirkland | Imagine Housing | 1997 | | |
| 531 | Terrace Hills | **Redmond** | Imagine Housing | 1997 | | |
| 534 | Ellsworth House | Mercer Island | Imagine Housing | 1999 | | |
| 537 | Greenbrier Senior | Woodinville | Downtown Action to Save Housing | 1999 | | |
| 538 | Coal Creek Terrace | Newcastle | Habitat for Humanity | 2000 | | |
| 539 | Greenbrier Family | Woodinville | Downtown Action to Save Housing | 2000 | | |
| 541 | Village at Overlake Station | **Redmond** | King County Housing Authority | 2000 | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 543 | Rose Crest | Issaquah | Imagine Housing | 2001 | | |
| 545 | Avondale Park Transitional | **Redmond** | Hopelink | 2002 | | |
| 548 | Plum Court | Kirkland | Downtown Action to Save Housing | 2002 | | |
| 549 | Chalet | Bellevue | Imagine Housing | 2003 | | |
| 551 | CHI Adult Family Home 4 | **Redmond** | Community Homes Inc | 2003 | | |
| 552 | House Key Plus ARCH I | Scattered Site | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | **Redmond** | Downtown Action to Save Housing | 2004 | | |
| 554 | Kensington Square | Bellevue | Hopelink | 2004 | | |
| 555 | Mine Hill | Issaquah | Imagine Housing | 2005 | | |
| 556 | Copper Lantern | Kenmore | Low Income Housing Institute | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | **Redmond** | Community Homes Inc | 2006 | | |
| 560 | Johnson Hill | Issaquah | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Bellevue | Imagine Housing | 2008 | | |
| 565 | Family Village Issaquah II | Issaquah | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Kirkland | Imagine Housing | 2009 | | |
| 567 | FFC Community Housing V | Kirkland | Foundation for the Challenged | 2009 | | |

A Regional Coalition for Housing
Together Center Campus
16305 NE 87TH St, Suite 119
Redmond, WA 98052
425-861-3677

# Memo

**To:**

Town of Beaux Arts Village Council Members
City of Bothell Council Members
City of Clyde Hill Council Members
Town of Hunts Point Council Members
City of Issaquah Council Members
City of Kenmore Council Members
City of Kirkland Council Members
City of Medina Council Members
City of Mercer Island Council Members
City of Newcastle Council Members
City of Redmond Council Members
City of Sammamish Council Members
City of Woodinville Council Members
Town of Yarrow Point Council Members

**From:** Nathan McCommon, Chair, ARCH Executive Board

**Date:** December 18, 2025

**Re: Administering Agency Delegation for Pre-2010 Contracts**

Background

Prior to 2010, ARCH member cities and towns individually managed certain administrative responsibilities for contracts awarded funding through the ARCH Housing Trust Fund. Following approval of an Amended and Restated Interlocal Agreement in 2010, Bellevue assumed the role of Administering Agency for ARCH, providing centralized oversight and management of new contracts on behalf of all members. Since then, ARCH has coordinated execution of approved contracts awarding members' funds through Bellevue, which executes such agreements on behalf of the members of ARCH.

The delegation of post-2010 HTF financing agreements to Bellevue, but not the agreements prior to that date, has resulted in a fragmented approach in the administration of ARCH housing project financing documents, whereby the Administering Agency is responsible for all agreements funded through the Housing Trust Fund (HTF) on or after July 10, 2010, while individual ARCH member cities and towns remain responsible for administering those financing agreements that predate July 10, 2010.

Legacy contracts initiated prior to the amendment still require administrative actions by individual member city staff, creating inefficiencies and duplicative work. There are a total of sixty-three (63) projects financed by ARCH member cities prior to the ILA Amendment.

The ARCH Amended and Restated Interlocal Agreement, effective July 10, 2010, permits the Executive Board to authorize the Administering Agency to administer ARCH housing project

agreements entered into prior to the effective date of the ARCH Interlocal Agreement, according to terms consistent with the interlocal and subject to the consent of the Administering Agency and the parties to said agreements.

To accomplish this, ARCH worked with the Bellevue City Attorney's Office to draft a resolution for the ARCH Executive Board to formally delegate to Bellevue the authority to carry out administrative actions for contracts initiated prior to 2010. This delegation will:

- Simplify processes by consolidating administrative responsibilities under Bellevue.
- Streamline contract management for legacy agreements.
- Save staff time for ARCH member cities by eliminating administrative tasks on routine agreement modifications.
- Ensure consistency in how contracts are managed across ARCH.

The specific authority delegated to the Administrative Agency includes, but is not limited to, negotiating and executing any assignments, subordination agreements, and partial releases of security instruments.

The Executive Board approved the delegation through Resolution 2025-01 authorizing ARCH's Administering Agency (City of Bellevue) to administer Housing Trust Fund agreements approved prior to the Administering Agency's appointment in 2010. Resolution 2025-01 included attachments outlining each member city/town's specific projects to be delegated to Bellevue for administration. These member city/town's specific projects will be referenced in each members' resolution.

Recommendation

ARCH member cities and towns should adopt a resolution to delegate the administrative duties to Bellevue for the ARCH HTF financing agreements that pre-date the 2010 ILA Amendment.

Attachments

1) ARCH Resolution 2025-01

# Attachment 1

(This page intentionally blank)

**ARCH Resolution 2025-01**

A RESOLUTION authorizing the City of Bellevue, as Administering Agency, to administer certain housing project agreements executed by individual ARCH member jurisdictions prior to the effective date of the ARCH Amended and Restated Interlocal Agreement.

WHEREAS, Section 12(f)(v) of the ARCH Amended and Restated Interlocal Agreement (hereinafter "ARCH Interlocal Agreement"), effective July 10, 2010, permits the Executive Board to authorize the Administering Agency to administer ARCH housing project agreements entered into prior to the effective date of the ARCH Interlocal Agreement, upon terms consistent with the interlocal and subject to the consent of the Administering Agency and the parties to said agreements;

WHEREAS, the ARCH Executive Board has not formally authorized the Administering Agency to administer ARCH housing project agreements that predate the interlocal agreement;

WHEREAS, this has resulted in a fragmented approach in the administration of ARCH housing project financing documents, whereby the Administering Agency is responsible for all agreements funded through the Housing Trust Fund (HTF) on or after July 10, 2010, while individual ARCH member cities and towns remain responsible for administering those financing agreements that predate July 10, 2010 and funded with HTF monies;

WHEREAS, this fragmentation persists despite a common funding mechanism and the centralized role of ARCH Staff, which is responsible for day-to-day monitoring of the agreements, maintains ongoing relationships with owners and operators of the affordable housing project subject to the financing documents, and works in close partnership with the Administering Agency;

WHEREAS, from time-to-time, ARCH-approved housing projects seek to refinance existing loans, secure additional funding for improvements, convey property to develop public amenities, or transfer ownership of the project, triggering the need for various amendments to the underlying financing documents;

WHEREAS, and specific to the ARCH project financing documents that predate the ARCH Interlocal Agreement, this results in certain inefficiencies, delays, and increased burdens to ARCH Staff, which is required to develop multiple versions of the same/similar amending instruments, educate the several ARCH jurisdictions that contributed funding to a project regarding the need for the amending instrument, and coordinate all necessary approvals needed for the amending instruments – often under compressed timelines;

WHEREAS, at the request of ARCH Staff and the ARCH member jurisdictions, the Executive Board finds a more streamlined administration of project financing documents would be in the best interest of ARCH members, staff, and supported affordable housing project; and

WHEREAS, the City of Bellevue is willing to administer the Housing Trust Fund project agreements that predate the ARCH Interlocal Agreement, as described herein, contingent upon the approval of the Bellevue City Council and the governing bodies of the individual ARCH member cities and towns.

NOW, THEREFORE, THE ARCH EXECUTIVE BOARD DOES RESOLVE AS FOLLOWS:

Section 1. In accordance with Section 12(f)(v) of the ARCH Amended and Restated Interlocal Agreement, the City of Bellevue, as the previously appointed Administering Agency, is further authorized to administer the housing project financing documents, specifically identified in Attachment A, attached hereto and incorporated by reference, which were previously funded via the Housing Trust Fund Account and executed by ARCH member jurisdictions prior to the effective date of the ARCH Interlocal Agreement.

Section 2. This authorization shall be effective upon written confirmation by the City of Bellevue and the individual ARCH member jurisdictions that were party to the agreements identified in Attachment A, consenting to the administration described in Section 1.

Section 3. This authorization shall remain in effect unless and until rescinded by majority vote of the Executive Board, or after the City of Bellevue or the individual ARCH member provides 180 days written notice of its intent to withdraw consent to the administration, whichever is sooner. In the event of any rescission or withdrawal, the Executive Board, the Administering Agency, and the individual ARCH member shall take all steps reasonably practicable to ensure a smooth transition of responsibilities from the Administering Agency to any successor agency, if any.

Section 4. Upon delivery of all consents to the administration described in Sections 1 and 2 above, the City of Bellevue, in its capacity as the ARCH Administering Agency, and/or ARCH Staff shall notify all owners/operators of the affordable housing projects subject to financing documents identified in Attachment A, of the resulting change in administration.

Section 5. The City of Bellevue, in its capacity as the Administering Agency, shall administer the housing project documents identified in Attachment A in accordance with their terms and conditions and consistent with the Administering Agency's responsibilities under the ARCH Interlocal Agreement. This authority includes, but is not limited to, negotiating and executing any amendments, consents, assignments, subordination agreements, partial releases of security instruments and other documents requested in

connection with a refinancing, restructuring or modification of the financing for a housing project.

Section 6. This authorization does not authorize the City of Bellevue, in its capacity as the Administering Agency, to assume any other legislative or administrative powers to be retained by the individual ARCH member jurisdiction consistent with the ARCH Interlocal Agreement, including but not limited to, approval of any increased funding awards; nor does it otherwise delegate any legislative or administrative powers that are the sole province of the individual ARCH member jurisdiction, including but not limited to, negotiating and conveying any interests in real property (e.g. easements) or any agreements negotiated, funded, and monitored without the aid of ARCH.

Section 7. In executing any amendment or necessary document related to the housing project agreements as identified in Attachment A, the City of Bellevue shall specify that it is acting as the Administering Agency on behalf of the individual ARCH member jurisdiction pursuant to the ARCH Interlocal Agreement.

Section 8. The City of Bellevue, in its capacity as Administering Agency, and/or ARCH Staff shall provide all reasonable information that may be requested by the individual ARCH member jurisdiction in relation to the administration of the agreements identified in Attachment A.

APPROVED BY VOTE OF THE EXECUTIVE BOARD this 11th day of December, 2025.

By: _____

Chair of ARCH Executive Board

**Attachment A**

(This page is intentionally blank)

# Exhibit A1 - Beaux Arts Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A2 - Bellevue Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 504 | Pacific Inn | Pacific Inn Partners | 1996 | | |
| 505 | Ashwood Court - Loan | Downtown Action to Save Housing | 1996 | | |
| 507 | Andrews Heights | Imagine Housing | 1993 | | |
| 508 | Cambridge Court | Resurrection Housing Foundation | 1993 | | |
| 509 | My Friend's Place I | LifeWire | 1993 | | |
| 511 | Crestline | Shelter Resources Inc | 1993 | | |
| 512 | Garden Grove | Downtown Action to Save Housing | 1993 | | |
| 513 | Stillwater | Sound Behavioral Health | 1993 | | |
| 514 | Overlake Townhomes | Habitat for Humanity | 1993 | | |
| 515 | UCP Group Homes | United Cerebral Palsy | 1993 | | |
| 516 | Vasa Creek | Shelter Resources Inc | 1994 | | |
| 518 | Glendale | Downtown Action to Save Housing | 1994 | | |
| 519 | Highland Gardens | Imagine Housing | 1995 | | |
| 520 | Inclusion Group Home | Alpha Supported Living Services | 1995 | | |
| 521 | Wildwood Court | Downtown Action to Save Housing | 1995 | | |
| 523 | Newport Hill | Young Women's Christian Association | 1996 | | |
| 524 | AIDS Housing | King County Housing Authority | 1996 | | |
| 526 | Hopelink Place | Hopelink | 1996 | | |
| 527 | Avon Villa Mobile Home Park | Manufactured Housing Community Preservationists | 1997 | | |
| 529 | Kirkland Plaza | Imagine Housing | 1997 | | |
| 530 | Harrington House | Catholic Housing Services | 1997 | | |
| 531 | Terrace Hills | Imagine Housing | 1997 | | |
| 532 | CHI Adult Family Home | Community Homes Inc | 1998 | | |
| 533 | Fountain House | Alpha Supported Living Services | 1998 | | |
| 534 | Ellsworth House | Imagine Housing | 1999 | | |
| 535 | Somerset Gardents | King County Housing Authority | 1999 | | |
| 536 | Parkview Homes III | Parkview Services | 1999 | | |
| 540 | Evergreen Court | Downtown Action to Save Housing | 2000 | | |
| 542 | Eastwood Square | King County Housing Authority | 2001 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 545 | Avondale Park Transitional | Hopelink | 2002 | | |
| 547 | Parkview Homes VI | Parkview Services | 2002 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 549 | Chalet | Imagine Housing | 2003 | | |
| 550 | Lauren Heights | Imagine Housing | 2003 | 2004 | |
| 551 | CHI Adult Family Home 4 | Community Homes Inc | 2003 | | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 554 | Kensington Square | Hopelink | 2004 | | |
| 555 | Mine Hill | Imagine Housing | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | Community Homes Inc | 2006 | | |
| 558 | CHI Adult Family Home 5 Bothell | Community Homes Inc | 2006 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 564 | Family Village Issaquah I | Young Women's Christian Association | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |
| 567 | FFC Community Housing V | Foundation for the Challeneged | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A3 - Bothell Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 509 | My Friend's Place I | LifeWire | 1993 | | |
| 523 | Newport Hill | Young Women's Christian Association | 1996 | | |
| 531 | Terrace Hills | Imagine Housing | 1997 | | |
| 532 | CHI Adult Family Home | Community Homes Inc | 1998 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 545 | Avondale Park Transitional | Hopelink | 2002 | | |
| 550 | Lauren Heights | Imagine Housing* | 2003 | 2004 | |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |
| 900 | Peabody Oxford House | Compass Housing Alliance | 2000 | | |
| 902 | Riverside Landing | Shelter Resources Inc | 1995 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

## Exhibit A4 - Clyde Hill Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 541 | Village at Overlake Station | King County Housing Authority | 2000 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 546 | Petter Court | Hopelink | 2001 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 555 | Mine Hill | Imagine Housing | 2005 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | Community Homes Inc | 2006 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

## Exhibit A5 - Hunts Point Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | Community Homes Inc | 2006 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A6 - Issaquah Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 509 | My Friend's Place I | LifeWire | 1993 | | |
| 523 | Newport Hill | Young Women's Christian Association | 1996 | | |
| 526 | Hopelink Place | Hopelink | 1996 | | |
| 531 | Terrace Hills | Imagine Housing | 1997 | | |
| 533 | Fountain House | Alpha Supported Living Services | 1998 | | |
| 536 | Parkview Homes III | Parkview Services | 1999 | | |
| 538 | Coal Creek Terrace | Habitat for Humanity | 2000 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 545 | Avondale Park Transitional | Hopelink | 2002 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 550 | Lauren Heights | Imagine Housing | 2003 | 2004 | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 555 | Mine Hill | Imagine Housing | 2005 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 562 | Magnolia Village | Habitat for Humanity | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 564 | Family Village Issaquah I | Young Women's Christian Association | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |
| 567 | FFC Community Housing V | Foundation for the Challeneged | 2009 | | |
| 900 | Peabody Oxford House | Compass Housing Alliance | 2000 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A7 - Kenmore Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |
| 567 | FFC Community Housing V | Foundation for the Challeneged | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A8 - Kirkland Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 509 | My Friend's Place I | LifeWire | 1993 | | |
| 513 | Stillwater | Sound Behavioral Health | 1993 | | |
| 514 | Overlake Townhomes | Habitat for Humanity | 1993 | | |
| 518 | Glendale | Downtown Action to Save Housing | 1994 | | |
| 519 | Highland Gardens | Imagine Housing | 1995 | | |
| 523 | Newport Hill | Young Women's Christian Association | 1996 | | |
| 524 | AIDS Housing | King County Housing Authority | 1996 | | |
| 526 | Hopelink Place | Hopelink | 1996 | | |
| 527 | Avon Villa Mobile Home Park | Manufactured Housing Community Preservationists | 1997 | | |
| 529 | Kirkland Plaza | Imagine Housing | 1997 | | |
| 531 | Terrace Hills | Imagine Housing | 1997 | | |
| 534 | Ellsworth House | Imagine Housing | 1999 | | |
| 536 | Parkview Homes III | Parkview Services | 1999 | | |
| 537 | Greenbrier Senior | Downtown Action to Save Housing | 1999 | | |
| 539 | Greenbrier Family | Downtown Action to Save Housing | 2000 | | |
| 541 | Village at Overlake Station | King County Housing Authority | 2000 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 545 | Avondale Park Transitional | Hopelink | 2002 | | |
| 546 | Petter Court | Hopelink | 2001 | | |
| 547 | Parkview Homes VI | Parkview Services | 2002 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 550 | Lauren Heights | Imagine Housing | 2003 | 2004 | |
| 551 | CHI Adult Family Home 4 | Community Homes Inc | 2003 | | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 554 | Kensington Square | Hopelink | 2004 | | |
| 555 | Mine Hill | Imagine Housing | 2005 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | Community Homes Inc | 2006 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 564 | Family Village Issaquah I | Young Women's Christian Association | 2008 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |
| 567 | FFC Community Housing V | Foundation for the Challeneged | 2009 | | |
| 902 | Riverside Landing | Shelter Resources Inc | 1995 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A9 - Medina Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 538 | Coal Creek Terrace | Habitat for Humanity | 2000 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 546 | Petter Court | Hopelink | 2001 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 555 | Mine Hill | Imagine Housing | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | Community Homes Inc | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A10 - Mercer Island Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 518 | Glendale | Downtown Action to Save Housing | 1994 | | |
| 519 | Highland Gardens | Imagine Housing | 1995 | | |
| 523 | Newport Hill | Young Women's Christian Association | 1996 | | |
| 527 | Avon Villa Mobile Home Park | Manufactured Housing Community Preservationists | 1997 | | |
| 531 | Terrace Hills | Imagine Housing | 1997 | | |
| 534 | Ellsworth House | Imagine Housing | 1999 | | |
| 536 | Parkview Homes III | Parkview Services | 1999 | | |
| 538 | Coal Creek Terrace | Habitat for Humanity | 2000 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 545 | Avondale Park Transitional | Hopelink | 2002 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 550 | Lauren Heights | Imagine Housing | 2003 | 2004 | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 555 | Mine Hill | Imagine Housing | 2005 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | Community Homes Inc | 2006 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |
| 900 | Peabody Oxford House | Compass Housing Alliance | 2000 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A11 - Newcastle Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 534 | Ellsworth House | Imagine Housing | 1999 | | |
| 538 | Coal Creek Terrace | Habitat for Humanity | 2000 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 555 | Mine Hill | Imagine Housing | 2005 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | Community Homes Inc | 2006 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 562 | Magnolia Village | Habitat for Humanity | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A12 - Redmond Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 510 | Parkway | King County Housing Authority | 1993 | | |
| 513 | Stillwater | Sound Behavioral Health | 1993 | | |
| 514 | Overlake Townhomes | Habitat for Humanity | 1993 | | |
| 517 | Dixie Price | Hopelink | 1994 | | |
| 519 | Highland Gardens | Imagine Housing | 1995 | | |
| 523 | Newport Hill | Young Women's Christian Association | 1996 | | |
| 525 | Avondale Park | Hopelink | 1996 | | |
| 526 | Hopelink Place | Hopelink | 1996 | | |
| 527 | Avon Villa Mobile Home Park | Manufactured Housing Community Preservationists | 1997 | | |
| 528 | Patterson Park | Habitat for Humanity | 1997 | | |
| 529 | Kirkland Plaza | Imagine Housing | 1997 | | |
| 531 | Terrace Hills | Imagine Housing | 1997 | | |
| 534 | Ellsworth House | Imagine Housing | 1999 | | |
| 537 | Greenbrier Senior | Downtown Action to Save Housing | 1999 | | |
| 538 | Coal Creek Terrace | Habitat for Humanity | 2000 | | |
| 539 | Greenbrier Family | Downtown Action to Save Housing | 2000 | | |
| 541 | Village at Overlake Station | King County Housing Authority | 2000 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 545 | Avondale Park Transitional | Hopelink | 2002 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 549 | Chalet | Imagine Housing | 2003 | | |
| 551 | CHI Adult Family Home 4 | Community Homes Inc | 2003 | | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 554 | Kensington Square | Hopelink | 2004 | | |
| 555 | Mine Hill | Imagine Housing | 2005 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 557 | CHI Adult Family Home 6 Redmond | Community Homes Inc | 2006 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |
| 567 | FFC Community Housing V | Foundation for the Challeneged | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

Exhibit A13 - Sammamish Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 562 | Magnolia Village | Habitat for Humanity | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A14 - Woodinville Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 537 | Greenbrier Senior | Downtown Action to Save Housing | 1999 | | |
| 538 | Coal Creek Terrace | Habitat for Humanity | 2000 | | |
| 539 | Greenbrier Family | Downtown Action to Save Housing | 2000 | | |
| 543 | Rose Crest | Imagine Housing | 2001 | | |
| 546 | Petter Court | Hopelink | 2001 | | |
| 548 | Plum Court | Downtown Action to Save Housing | 2002 | | |
| 552 | House Key Plus ARCH I | Various | 2003 | 2006 | 2009 |
| 553 | Summerwood | Downtown Action to Save Housing | 2004 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |
| 567 | FFC Community Housing V | Foundation for the Challeneged | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

# Exhibit A15 - Yarrow Point Awarded Projects

| JDE# | Project | Owner | 1st Award YR | 2nd Award YR | 3rd Award YR |
|---|---|---|---|---|---|
| 538 | Coal Creek Terrace | Habitat for Humanity | 2000 | | |
| 546 | Petter Court | Hopelink | 2001 | | |
| 556 | Copper Lantern | Low Income Housing Institute | 2005 | | |
| 560 | Johnson Hill | Imagine Housing | 2006 | | |
| 561 | New Ground Kirkland | Friends of Youth | 2007 | | |
| 563 | Andrew's Glen | Imagine Housing | 2008 | | |
| 565 | Family Village Issaquah II | Young Women's Christian Association | 2009 | | |
| 566 | Francis Village | Imagine Housing | 2009 | | |

The JDE # is the number assigned to each ARCH supported project in Bellevue's enterprise accounting system. Per the Resolution, the ARCH member authorizes Bellevue to administer all housing project financing documents filed under said file number.

**Attachment B**

[Form of Acceptance and Agreement]

(This page is intentionally blank)

**Consent and Agreement**

Pursuant to Section 12(f)(v) of the ARCH Amended and Restated Interlocal Agreement, and as authorized by the ARCH Executive Board and the Bellevue City Council, the City of Bellevue hereby consents and agrees to administer the ARCH housing project agreements executed prior to the effective date of the interlocal agreement, on behalf of the consenting ARCH member jurisdictions, as identified in Attachment A to ARCH Resolution No. 2025- 01.

The City shall administer these ARCH housing project agreements in accordance with the terms and conditions of the ARCH Interlocal Agreement and the ARCH Executive Board Resolution No. 2025-01. This authorization includes the authority to negotiate and execute amendments to said agreements, including but not limited to amendments, consents, assignments, subordinations, partial releases of security instruments, and other documents requested in connection with a refinancing, restructuring or modification of the financing for a housing project.

Nothing in this authorization shall be construed to limit or modify the City's continuing responsibilities as the Administering Agency for ARCH as previously appointed under ARCH Resolution No. 2010-01.

The City shall continue to administer the housing project agreements that predate the interlocal agreement, as identified herein, unless and until such authorization is rescinded or other requisite consent is withdrawn in accordance with the Section 3 of ARCH Resolution No. 2025-01.

By: _____
Bellevue City Manager

Date: _____

Approved as to form:

_____
City of Bellevue – Assistant City Attorney

Commitments from the $10 Million Affordable Housing Development CIP Fund

| Project | Project Description | Committed | Paid |
|---|---|---|---|
| Overlake Transit Oriented Development - Bellwether Housing | The project will provide 333 homes for low- to moderate-income households (30-80% AMI), including set-asides and services specific to people living with physical, intellectual, and developmental disabilities (IDD), and much-needed two- and three-bedroom family-sized units, achieving an average of 50% AMI across the site. The project is located on Sound Transit surplus property. (Original Commitment) | $ 1,500,000 | $ - |
| Overlake Transit Oriented Development - Bellwether Housing | The project will provide 333 homes for low- to moderate-income households (30-80% AMI), including set-asides and services specific to people living with physical, intellectual, and developmental disabilities (IDD), and much-needed two- and three-bedroom family-sized units, achieving an average of 50% AMI across the site. The project is located on Sound Transit surplus property. (Additional Commitment, August 2025) | $ 1,000,000 | $ 1,000,000 |
| Emma McRedmond Manor Rehabilitation – Catholic Housing Services | Emma McRedmond Manor is an existing three-story senior housing project with 32 apartments located in downtown Redmond. Built in 1988, the building is nearly 35 years old and has yet to be substantially rehabilitated, other than re-cladding and window replacement performed in 2010. The proposed project will involve a substantial renovation to improve the building's energy efficiency and extend the remaining useful life of the structure by approximately 20 years. The scope of work consists of upgrades to the building exterior, building systems (plumbing and mechanical), common areas, units, and landscaping/site work. In addition, the project will convert one manager's unit to an affordable unit, resulting in 32 1BR units affordable at 50% AMI, of which 31 will receive Section 8 Project-Based Rental Assistance through July 2032. (ARCH Housing Trust Fund Project) | $ 600,000 | $ 600,000 |
| Cleveland Permanent Supportive Housing – Plymouth Housing | The proposed project is the new construction of 100 affordable housing units. All of the units will serve formerly homeless residents earning up to 30% of area median income. The project will be located on a city-owned site at 16725 Cleveland Street in Downtown Redmond with good proximity to amenities and transportation. The project location adjacent to the Downtown Redmond Light Rail Station is ideal for a building that serves single individuals, many of whom will be seniors, veterans, and people living with disabilities. | $ 3,200,000 | $ 3,200,000 |

Commitments from the $10 Million Affordable Housing Development CIP Fund

| Project | Project Description | Committed | Paid |
|---|---|---|---|
| Polaris and Horizon Affordable Housing at the Together Center | This project consists of 280 units, all of which are affordable. Two hundred of the units are workforce housing for households earning 60% AMI or less. Of the 200 units, 20% are set aside for large families. The remaining 80 units are very low-income housing for households earning 30-50% AMI or less. Of the 80 units, 75% are set aside for individuals and families exiting homelessness. The construction of the project has been completed and the eligible Connecting Housing to Infrastructure Program (CHIP) expenses have been invoiced by King County Wastewater. The project has experienced significant cost overruns during construction due to the concrete strike that occurred in early 2022. This caused substantial schedule delays and added costs for materials and labor. When the projects financing closed it had a construction loan interest reserve that had been completely used due to the increased interest rates over the last year. The project is incurring $300,000 a month in interest expenses, which needs to be paid through loan conversion expected in April 2024. These expenses have depleted project interest reserves and reduced funds available for other budgeted items in order to continue to pay the monthly interest expense. One of those items is the King County Wastewater expense ($871,876). The City submitted for CHIP funds to provide needed resources to make the project solvent to complete the final loan conversion. The project was awarded half of the eligible CHIP expenses, and the City has committed to pay the balance. | $ 435,938 | $ 435,938 |
| Polaris and Horizon Affordable Housing at the Together Center | Polaris Repayment to City | $ (280,729) | |

Commitments from the $10 Million Affordable Housing Development CIP Fund

| Project | Project Description | Committed | Paid |
|---|---|---|---|
| Family Village in Redmond – YWCA | YWCA Family Village Redmond (FVR) project was built in 1993 and is a single, four-story building with 20 two-bedroom and three-bedroom units of permanent supportive housing. FVR's target population is homeless and chronically homeless families with children under the age of 18 and income at or below 30% AMI. Residents receive individual case management services and referrals to a variety of other resources. The property is located in downtown Redmond, near schools, grocery stores, transit including the new light rail line, and employment opportunities. The goal of the proposed funding is to ensure the long-term preservation of the housing, including addressing existing water intrusion, and enhancing safety and livability through replacement and repair of the exterior and elevator modernization. All work is expected to be completed with residents continuing to occupy their units. ARCH has not previously funded this property. ARCH and City funding will enable the project to be highly competitive for State and County preservation funding rounds expected to be released in early 2026. | $ 350,000 | $ - |
| | | $ 6,805,209 | $ 5,235,938 |

| | |
|---|---|
| **Total Budgeted** | **$ 10,000,000** |
| **Total Committed** | **$ 6,805,209** |
| **Unallocated Balance** | **$ 3,194,791** |

# Memorandum

**Date:** 2/3/2026
**Meeting of:** City Council

**File No.** AM No. 26-019
**Type:** Consent Item

**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:**
Adoption of the Final Transportation Master Plan

a. Ordinance No. 3249: An Ordinance of the City of Redmond, Washington, Amending the Redmond 2050 Comprehensive Plan by Repealing the 2013 Transportation Master Plan, Adopting the 2026 Transportation Master Plan, Amending the Transportation Element and Capital Facilities Elements, Providing for Severability, and Establishing an Effective Date

**OVERVIEW STATEMENT:**

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

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

**REQUESTED ACTION:**

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

**REQUEST RATIONALE:**

- **Relevant Plans/Policies:**
  - **Redmond 2050**, **FW-TR-1**: Plan, design, build, operate, and maintain a safe transportation system that

advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.

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

- Ensure the siting and delivery of public infrastructure and community services to support preferred land use pattern; and
- Promotes sufficient density for development pattern and urban design that enable people to readily use a variety of accessible and active forms of travel including but not limited to walking, rolling, bicycling, transit.

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

- **Required:**
  Council approval is required for the adoption of an ordinance.
- **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

- Redmond PBAC Meeting, May 2025
- Sound Transit Downtown Redmond Link Extension Opening, May 10, 2025
- Redmond PBAC Meeting, June 2025
- Eastside for All Community Based Organization (CBO) Focus Groups - Spring 2025
- Redmond PBAC Meeting, July 2025
- Eastside for All Transportation Master Plan Open House - September 8, 2025
- Community-wide Transportation Master Plan Open House - September 29, 2025

- **Outreach Methods and Results:**
  Surveys, Questionnaires, Listening Sessions, Community Discussions, Focus Groups
- **Community Feedback Summary:**
  - Overall community interest in first/last mile connections to the existing and future transit network
  - Interest and desire for more frequent transit service in neighborhoods outside centers
  - Desire for more low-stress bicycle infrastructure connecting Redmond destinations and to neighboring communities, including Kirkland and Bellevue
  - Desire for more education about and awareness of public transit programs, especially King County Metro programs such as Community Van and Metro Flex
  - Desire for safety measures to reduce pedestrian-bicycle conflicts on shared-use trails
  - Desire for fully accessible and connected pedestrian network.

**BUDGET IMPACT:**

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

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

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

**Budget Priority**:
Vibrant and Connected

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

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

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

☐ **Additional budget details attached**

**COUNCIL REVIEW:**

**Previous Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| 3/7/2023 | Committee of the Whole - Planning and Public Works | Provide Direction |
| 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 |
| 5/27/2025 | Study Session | Receive Information |
| 7/1/2025 | Committee of the Whole - Planning and Public Works | Receive Information |
| 7/8/2025 | Study Session | Receive Information |
| 10/7/2025 | Committee of the Whole - Planning and Public Works | Receive Information |
| 10/28/2025 | Study Session | Receive Information |
| 1/27/2026 | Study Session | Provide Direction |

**Proposed Upcoming Contact(s)**

| Date | Meeting | Requested Action |
|---|---|---|
| | No meeting proposed at this time | N/A |

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

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

**ATTACHMENTS:**
Attachment A: Council Issues Matrix

Attachment B: Transportation Master Plan
Attachment C: Revised Planning Commission Report and Recommendation
Attachment D: Planning Commission Issues Matrix
Attachment E: Adoption Ordinance

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

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

# Transportation Master Plan Update

| Issue | Date | Issue | Staff Notes & Next Steps |
|---|---|---|---|
| | | | Language added to Action 1C of the TDM Chapter includes, “Establish clear and frequent coordination between the City and transit agencies to communicate feedback on transit service.” |
| **51** | 7/8/25 | Can we better articulate strategy 6 in the Pedestrian Chapter regarding Pedestrian Priority Zones? Can we be clearer in reinforcing our commitment to defining these zones? *(CM Stuart)* | Yes, clarifying language has been added to Strategy 6 of the Pedestrian Chapter to better articulate what is included in Pedestrian Priority Zones.<br><br>Language added to Strategy 6 includes:<br><br>“The Pedestrian Priority Zones are intended to prioritize a comfortable pedestrian experience through street design and operational strategies, including the following:<br>• Street design strategies: traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting<br>• Operational strategies: automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles (where appropriate and applicable)”<br><br>“Action 6B: Consistent with recommendations in the Safer Streets Action Plan, develop a list of recommended operational and street design strategies that prioritize pedestrian mobility within Pedestrian Priority Zones. Operational strategies would include but are not limited to automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red, and pedestrian scrambles, where appropriate and applicable. Street design strategies would include but are not limited to raised crosswalks/intersections, curb extensions, narrowed streets, and other traffic calming measures.” |
| **52** | 7/8/25 | In Strategy 9 for pedestrian travel through construction areas, can we acknowledge that our facilities need to be restored after construction ends? *(CM Stuart)* | Yes, clarifying language will be added to Strategy 9 of the Pedestrian Chapter to better articulate that pedestrian facilities need to be fully restored after construction to provide safe access that meets ADA requirements.<br><br>Language added to Strategy 9 includes, “Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant.” |
| **53** | 7/8/25 | What kind of data do we use for our data-driven traffic calming approach? *(CM Stuart)* | Historically, the transportation data that has been collected includes annual traffic data collection of vehicle speeds, vehicle volumes, pedestrian volumes at intersections, and |

# Transportation Master Plan Update

| Issue | Date | Issue | Staff Notes & Next Steps |
|---|---|---|---|
| | | | bicycle volumes at intersections. Through the TMP update process staff have also identified specific streets, to be defined as bicycle boulevards, that will be safe and comfortable facilities for all ages and abilities and create the city's bicycle spine network. Other priorities for traffic calming would include streets without sidewalk, streets that are known to be cut-through routes, and we would continue to utilize Q-Alert data and feedback from the community related to speeding. Staff also collect speed data to validate and verify any requests or feedback that we receive from the community. |
| **54** | 7/8/25 | Regarding accessibility: rather than doing everything at once, can this plan eventually lead to a budget request that prioritizes what areas need improved accessibility first? *(CM Fields)* | Strategy 7 of the Pedestrian Chapter includes the development of an ADA Transition Plan for Redmond's public right-of-way. The development of this plan will include a prioritization component that will evaluate all ADA barriers and prioritize them for improvement based on location, severity, and proximity to pedestrian-generating uses. |
| **55** | 7/8/25 | I don't see anything talking about the environmental impacts of lighting in the pedestrian chapter—can we include an action that says we will ensure lighting for safety while using best practices for lighting to reduce skyglow and environmental impacts? *(CM Kritzer)* | Strategy 8 of the Pedestrian Chapter discusses street lighting. Language has been added that addresses the need to balance lighting for pedestrian safety with using best practices to reduce skyglow and environmental impacts. |
| **56** | 7/8/25 | For sidewalk gaps and alternatives, is the goal to be at 100% sidewalk coverage? It would be good to articulate what the goal is in this chapter. *(CM Kritzer)* | The goal is for 100% of streets to be comfortable for pedestrians to travel on. Staff have heard that sidewalks are what people want in most cases but acknowledge that traditional sidewalks may not always be feasible given spatial or environmental constraints and associated costs and impacts. Our goal is to provide a comfortable and separated walking environment on all streets, whether with a conventional sidewalk or sidewalk alternative.<br><br>This clarification will be added to the Pedestrian Chapter in Strategy 1 and Strategy 5. |
| **57** | 1/27/26 | Add additional emphasis on investment in infrastructure and wayfinding in neighborhoods *(Council response to Planning Commission feedback)* | Action 3B in the TDM chapter:<br><br>Old language: Emphasize complete neighborhood design to support transportation demand management and reduce personal vehicle use in neighborhood hubs. (Planning)<br><br>New language: Invest in complete neighborhood design to improve connectivity, wayfinding, and safe and comfortable walking and biking infrastructure to support transportation demand management and reduce personal vehicle use in neighborhoods outside of urban centers. (Planning) |

Redmond
WASHINGTON

# TRANSPORTATION MASTER PLAN

CREATING CHOICE. CONNECTING COMMUNITY.

# TABLE OF CONTENTS

5 Executive Summary
22 Introduction
34 Street System Plan
66 Pedestrian Plan
98 Bicycle Plan
136 Transit System Plan
166 Freight and Goods Delivery Plan
178 System Maintenance and Preservation
198 Curbspace and Parking Management
216 Transportation Demand Management Strategy
226 E-Mobility
240 Emerging Trends and Technology
252 Monitoring Progress
258 Transportation Facilities Plan
278 Appendices


Redmond
WASHINGTON



## Letter from Mayor Angela Birney

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

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

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

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

In partnership,

Angela Birney
Mayor, City of Redmond


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

# ACKNOWLEDGEMENTS


## MAYOR

- Mayor Angela Birney
- Malisa Files, Chief Operating Officer

## CITY COUNCIL

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

## PLANNING COMMISSION

- Susan Weston, Chair
- Jeannine Woodyear, Vice-Chair
- Adam Coleman
- Bryan Copley
- Denice Gagner
- Tara Van Niman
- Aparna Varadharajan

## CONSULTANT SUPPORT

- Fehr & Peers
- HNTB
- Parametrix
- Toole Design

## COMMITTEES

- Redmond Pedestrian and Bicycle Advisory Committee (PBAC)

## COMMUNITY BASED ORGANIZATIONS (CBOS)

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

## CITY STAFF

- Seraphie Allen
- Lauren Alpert
- Aaron Bert
- Micah Bonkowski
- Caroline Chapman
- Paul Cho
- Jeff Churchill
- Isabel Diaz
- Hannah Dunaway
- Vangie Garcia
- Carol Helland
- Michael Hintze
- Mary L'Heureux
- Kim Keeling
- Francesca Liburdy
- Chang Liu
- Jenny Lybeck
- Josh Mueller
- Triston Osborne
- Micah Ross
- LaNaya Taylor
- Hidemi Tsuru
- Christina Wilner
- Cameron Zapata




# EXECUTIVE SUMMARY

## WHAT IS THE TRANSPORTATION MASTER PLAN?

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

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

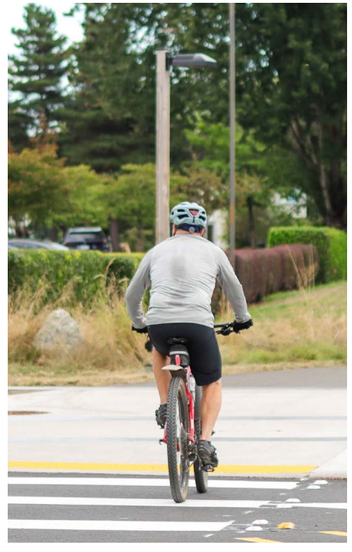
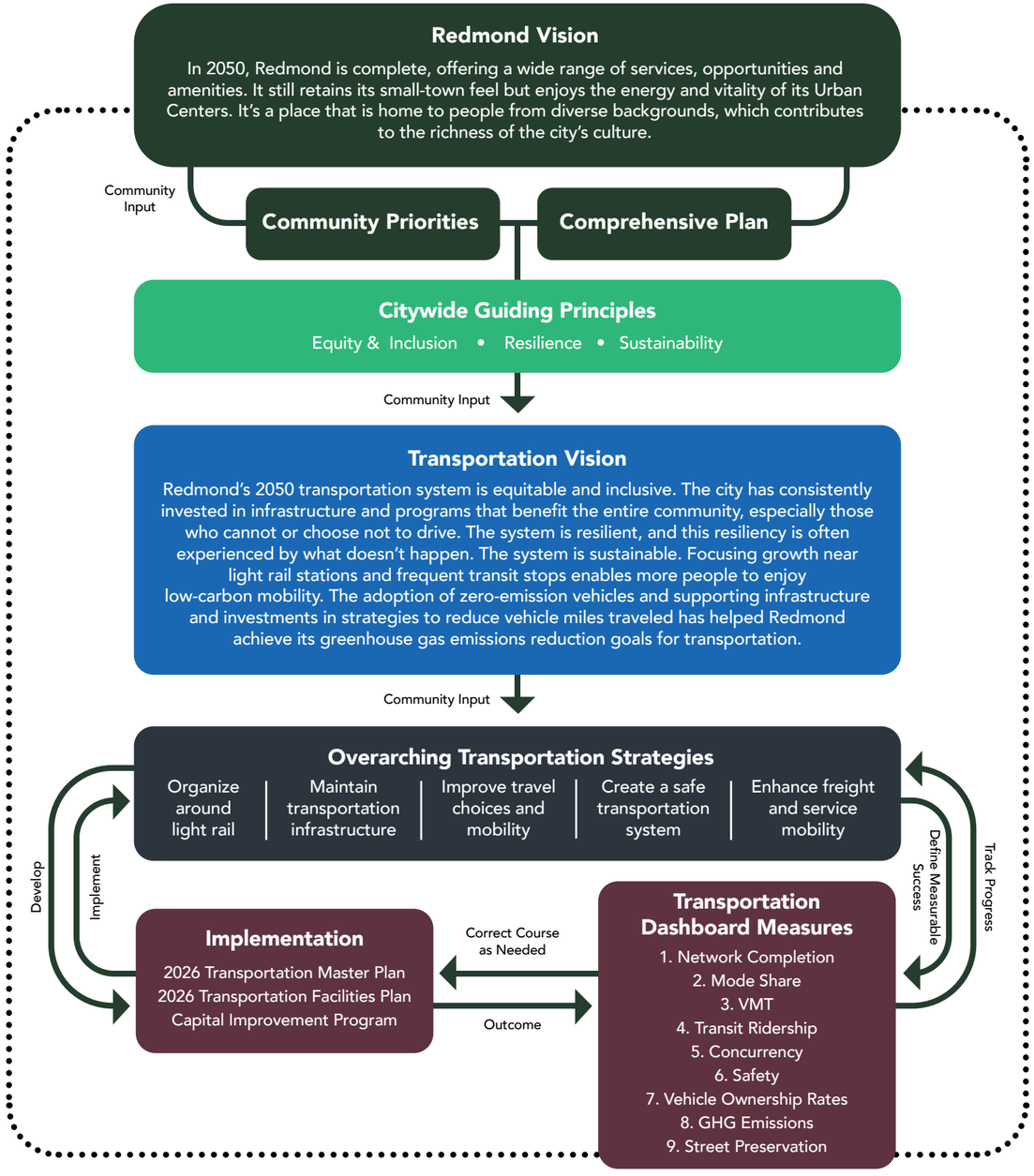


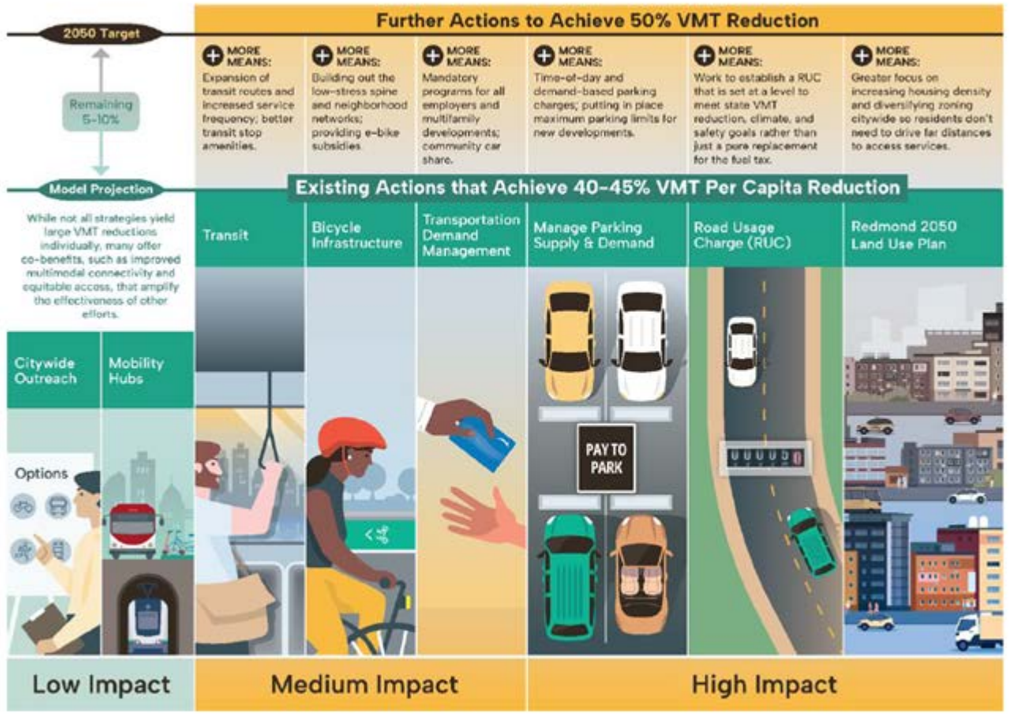
**FIGURE 1** | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK




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

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

**FIGURE 2** | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES



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

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

**FIGURE 3** | SAFE SYSTEM APPROACH

## WHAT IS INCLUDED IN THE TRANSPORTATION MASTER PLAN?

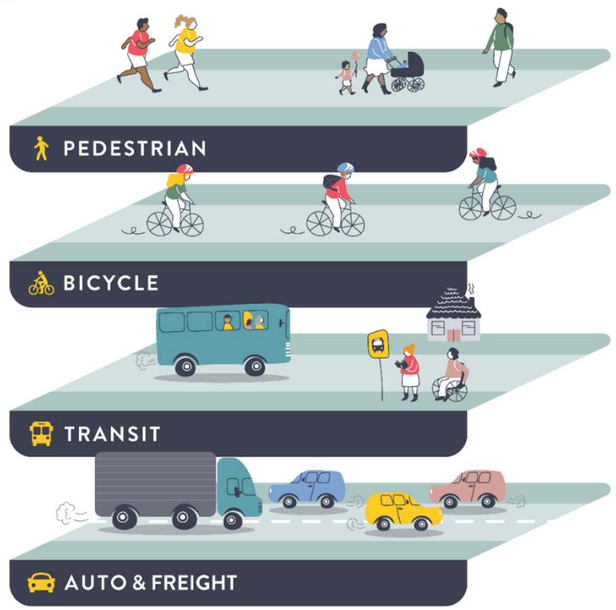
The TMP consists of 14 sections, each containing an assessment of existing conditions and strategies and actions that will contribute to a safe, resilient, sustainable, and equitable multimodal transportation system over the next 25 years. Key themes, strategies and actions from each section are provided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



## STREET SYSTEM PLAN

**FIGURE 4** | LAYERED NETWORK APPROACH

Image Credit: Fehr and Peers




### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## PEDESTRIAN PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



## BICYCLE PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## TRANSIT SYSTEM PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



## FREIGHT AND GOODS DELIVERY PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## SYSTEM MAINTENANCE AND PRESERVATION

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



## CURBSPACE AND PARKING MANAGEMENT

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## TRANSPORTATION DEMAND MANAGEMENT

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## E-MOBILITY STRATEGY

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## EMERGING TRENDS AND TECHNOLOGY

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



## MONITORING PROGRESS

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## TRANSPORTATION FACILITIES PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



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

**4,500**

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

**2** Light Rail Station Opening Events

**3** Open Streets Festivals

**5** Open Houses

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

**2** Road Safety Assessments

**8** Focus Groups or Roundtable Sessions

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

Approximately **382** responses to community questionnaires

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

# INTRODUCTION

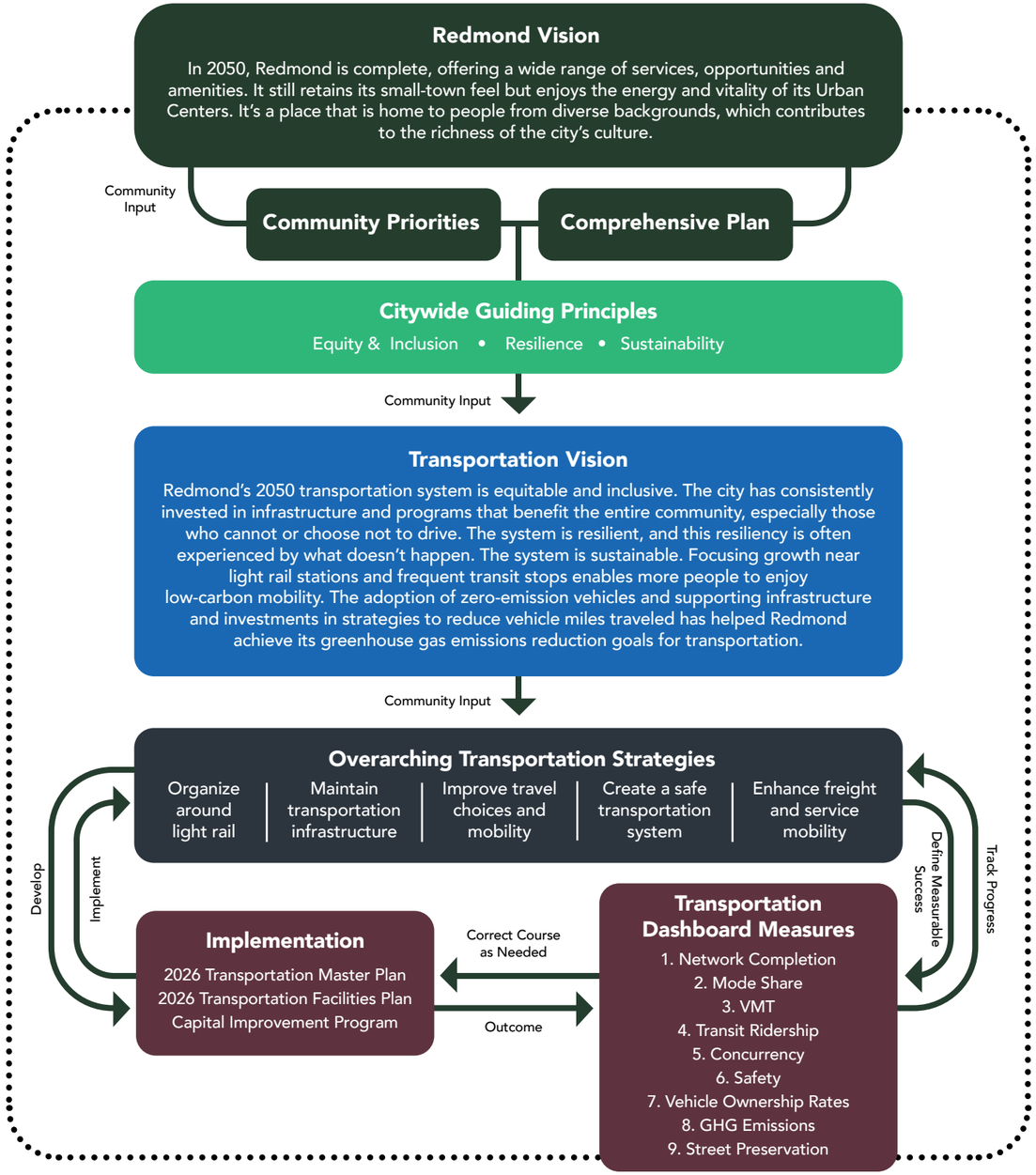
The Redmond Transportation Master Plan (TMP) is a strategic functional plan of Redmond 2050, the City's Comprehensive Plan. It guides Redmond's transportation projects, programs, and investments over the next twenty-five years. The strategies and actions in the TMP are focused on building a multimodal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

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

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

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

**FIGURE 1** | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK



# FIVE OVERARCHING STRATEGIES

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

The five overarching strategies are:

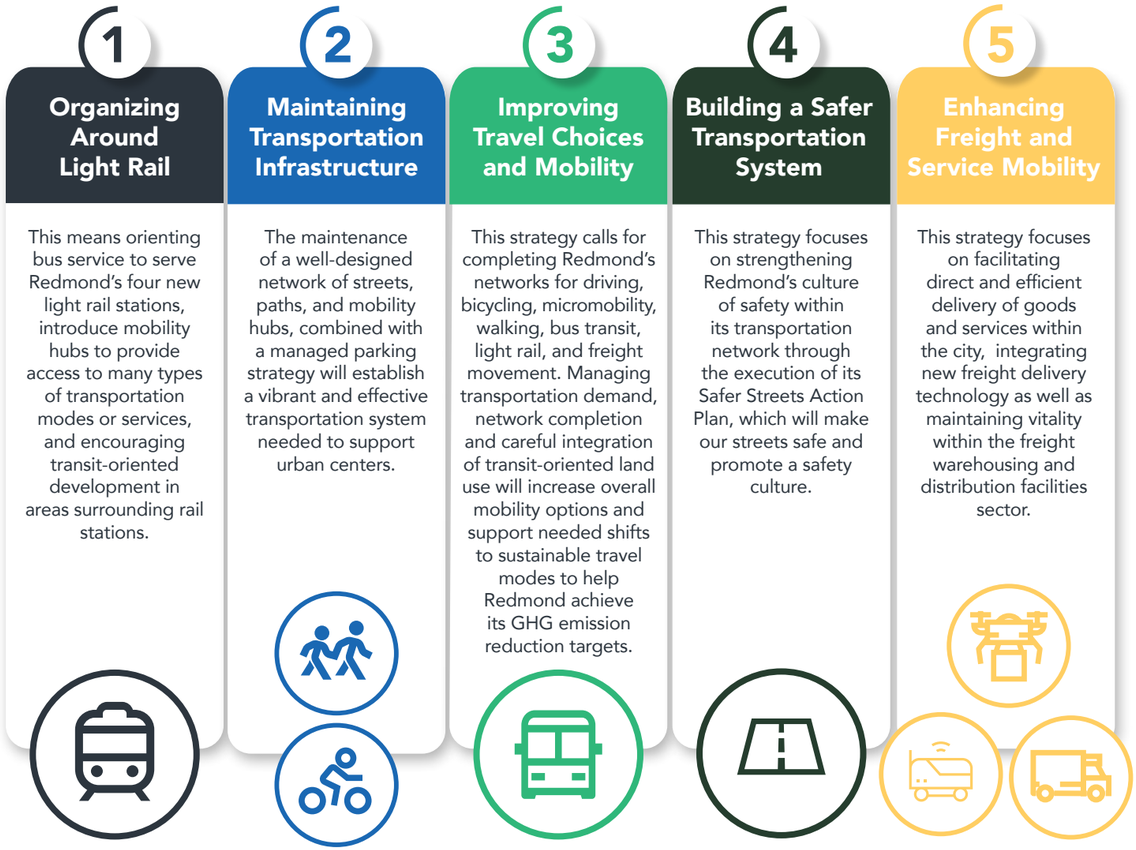



**FIGURE 2** | FIVE OVERARCHING TRANSPORTATION STRATEGIES

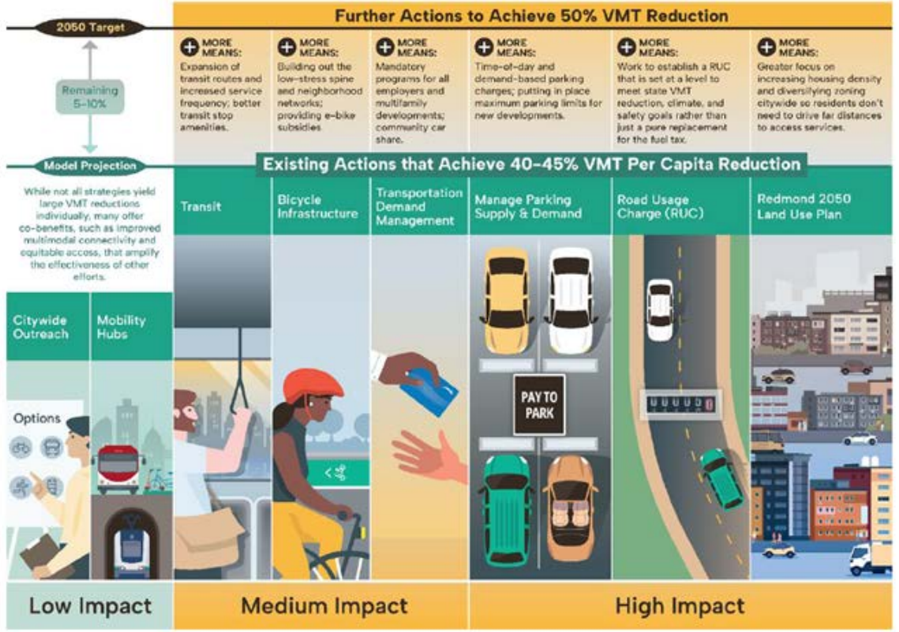


**Reducing Vehicle Miles Traveled and Greenhouse Gas Emissions**

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

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

**FIGURE 3** | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES




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

## Community Engagement

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

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

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

**FIGURE 4 |** TRANSPORTATION MASTER PLAN COMMUNITY OUTREACH EVENTS

## How People Move in Redmond Today and Tomorrow

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

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

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

## Key Partnerships

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



## Related Plans and Guiding Policy

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

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

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

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

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

## CREATING COMPLETE STREETS IN REDMOND

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

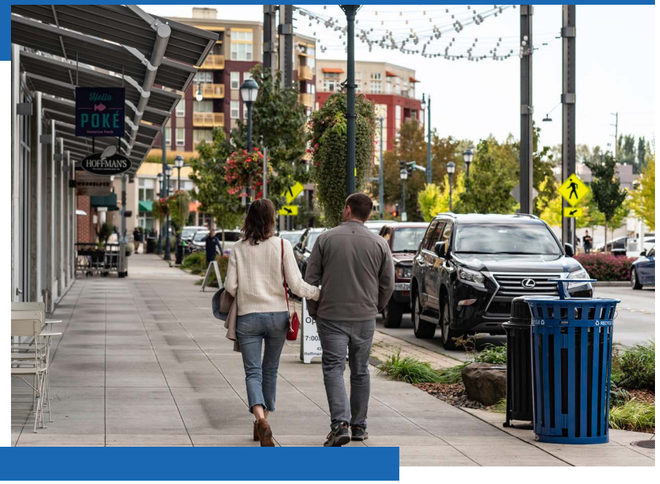
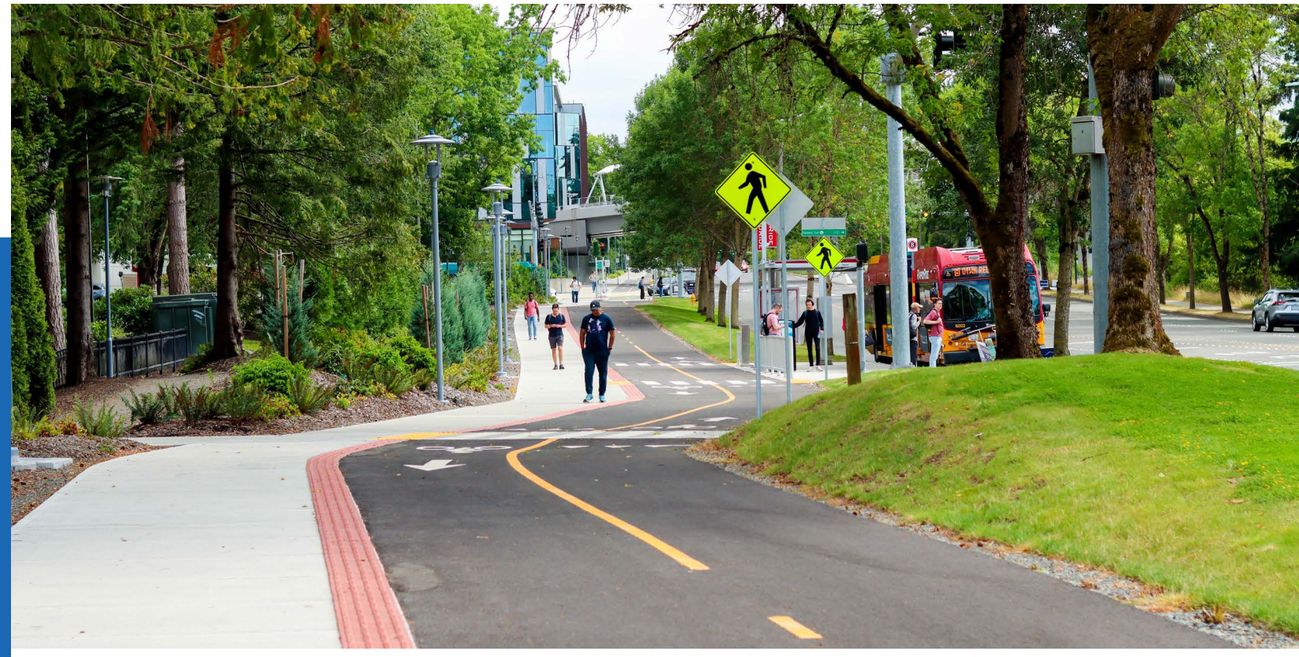



**FIGURE 5 |** REDMOND'S CLEVELAND STREET (LEFT) AND ADJACENT DOWNTOWN PARK (RIGHT) ARE THE RESULT OF A COMPLETE STREETS APPROACH THAT SUPPORTS COMMUNITY CONNECTION.



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



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

**Transportation Equity**

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

**How to Read This Document**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# STREET SYSTEM PLAN

Transportation Master Plan

# STREET SYSTEM PLAN

## INTRODUCTION

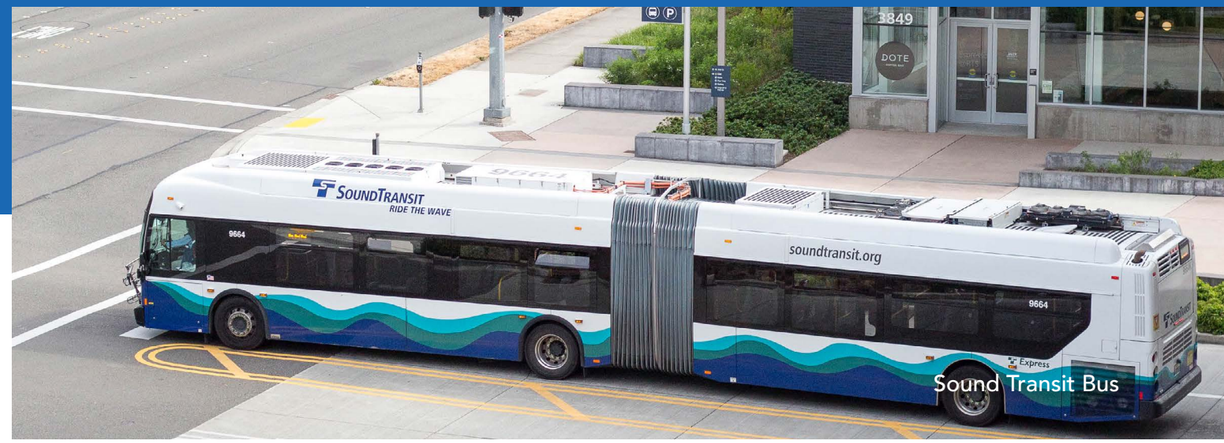
Streets are the backbone of the multimodal transportation system in Redmond. People use Redmond's streets to move around and address their daily needs. Movement comes in many ways—walking, cycling and scooters, mobility devices, public transit, and driving—and streets function to serve all these ways,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

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

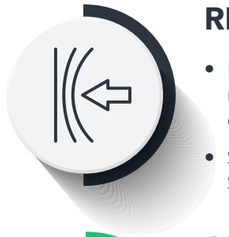
The street network also provides an important stormwater management and environmental services function, and through the integration of green stormwater infrastructure and healthy street trees, can help mitigate pollution and the urban heat island effect.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

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




Sound Transit Bus



## RESILIENCE

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

## SUSTAINABILITY

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

## EQUITY & INCLUSION

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

## AN INTEGRATED "COMPLETE STREETS" APPROACH

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

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

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

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

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



## OVERVIEW OF REDMOND'S STREET SYSTEM AND ASSETS

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

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

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

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

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

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

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

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

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

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

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

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

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

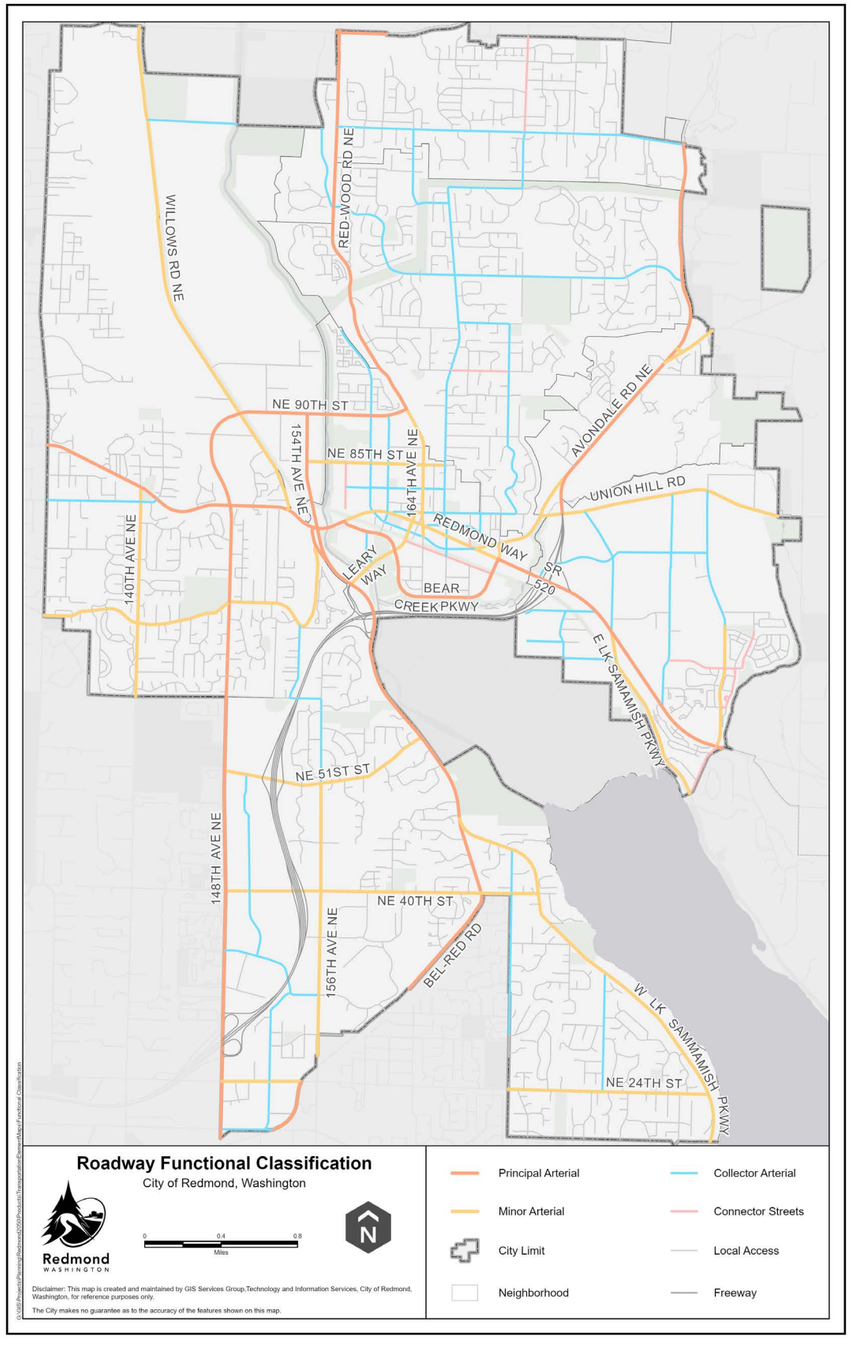
- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for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

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

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

KEY: ✓ Prevalent ◐ Common/Possible

**FIGURE 1 |** REDMOND ROADWAY FUNCTIONAL CLASSIFICATION




**Redmond's Transportation Assets**

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

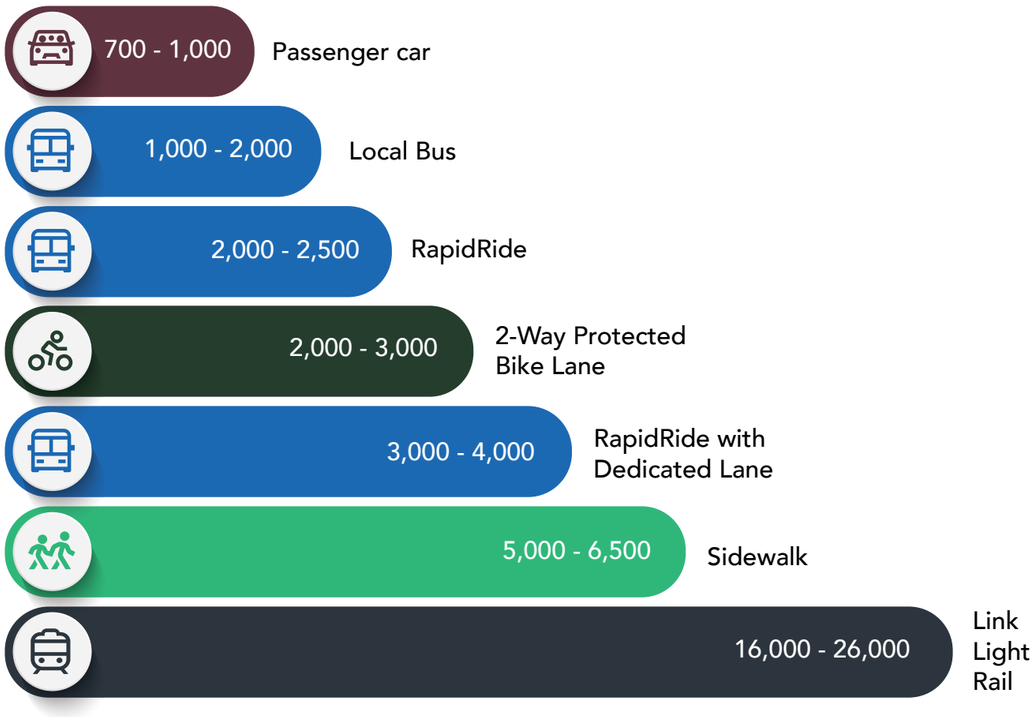
**TABLE 2 |** REDMOND TRANSPORTATION ASSETS – EXISTING CONDITIONS

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

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

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

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




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

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

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

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

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

Overlake Village Pedestrian and Bicycle Bridge

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

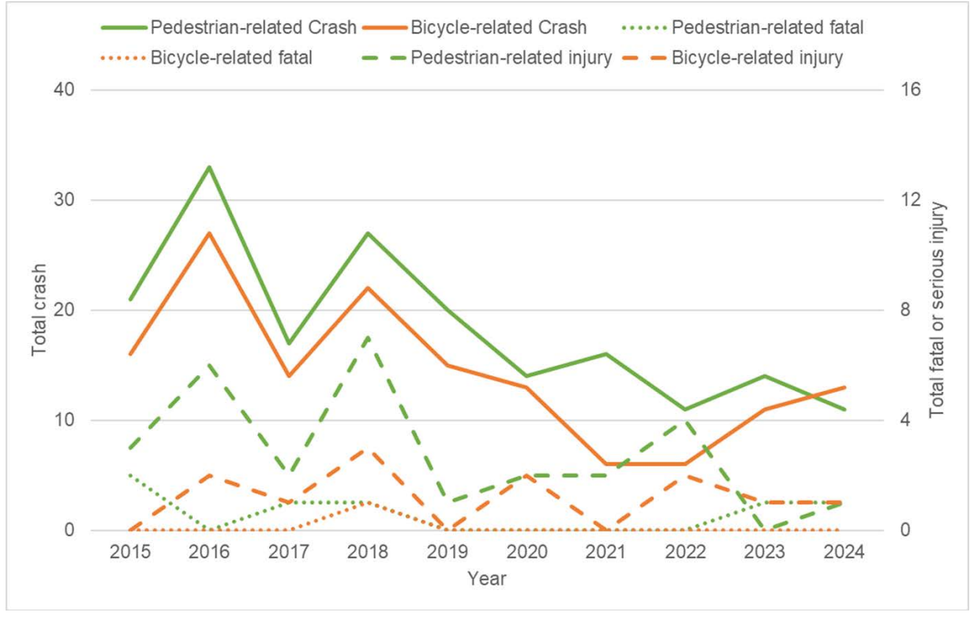
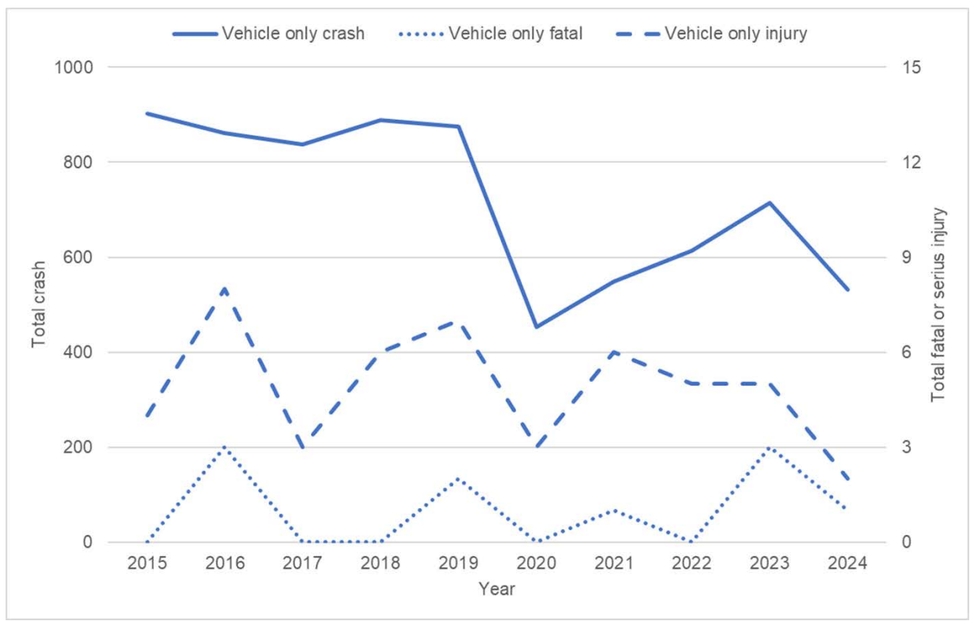



**FIGURE 4** | VEHICLE ONLY CRASHES (2015-2024)




## STRATEGIES AND ACTIONS

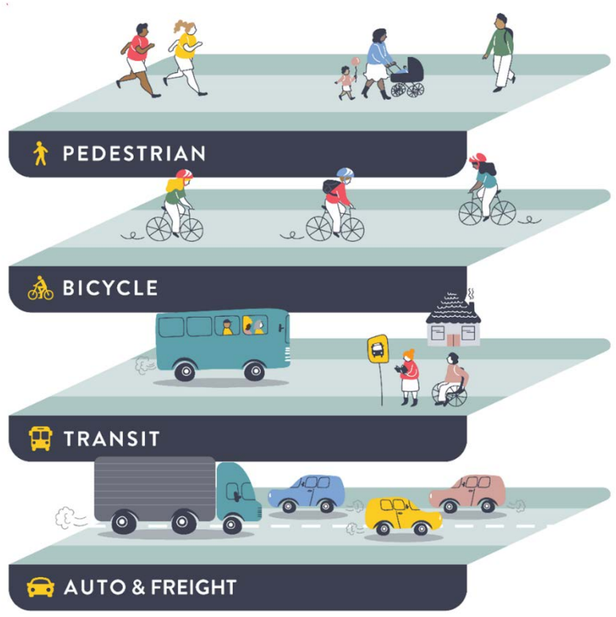
**Strategy 1: Implement an integrated multimodal transportation system that safely and efficiently serves all travel modes.**

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

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

**FIGURE 5** | LAYERED NETWORK APPROACH

Image Credit: Fehr and Peers



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

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

**Strategy 1 supports the following Redmond 2050 policies:**

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

**Recommended Actions**

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

**FIGURE 6** | PLANNED INTEGRATED MODAL CORRIDORS NETWORK

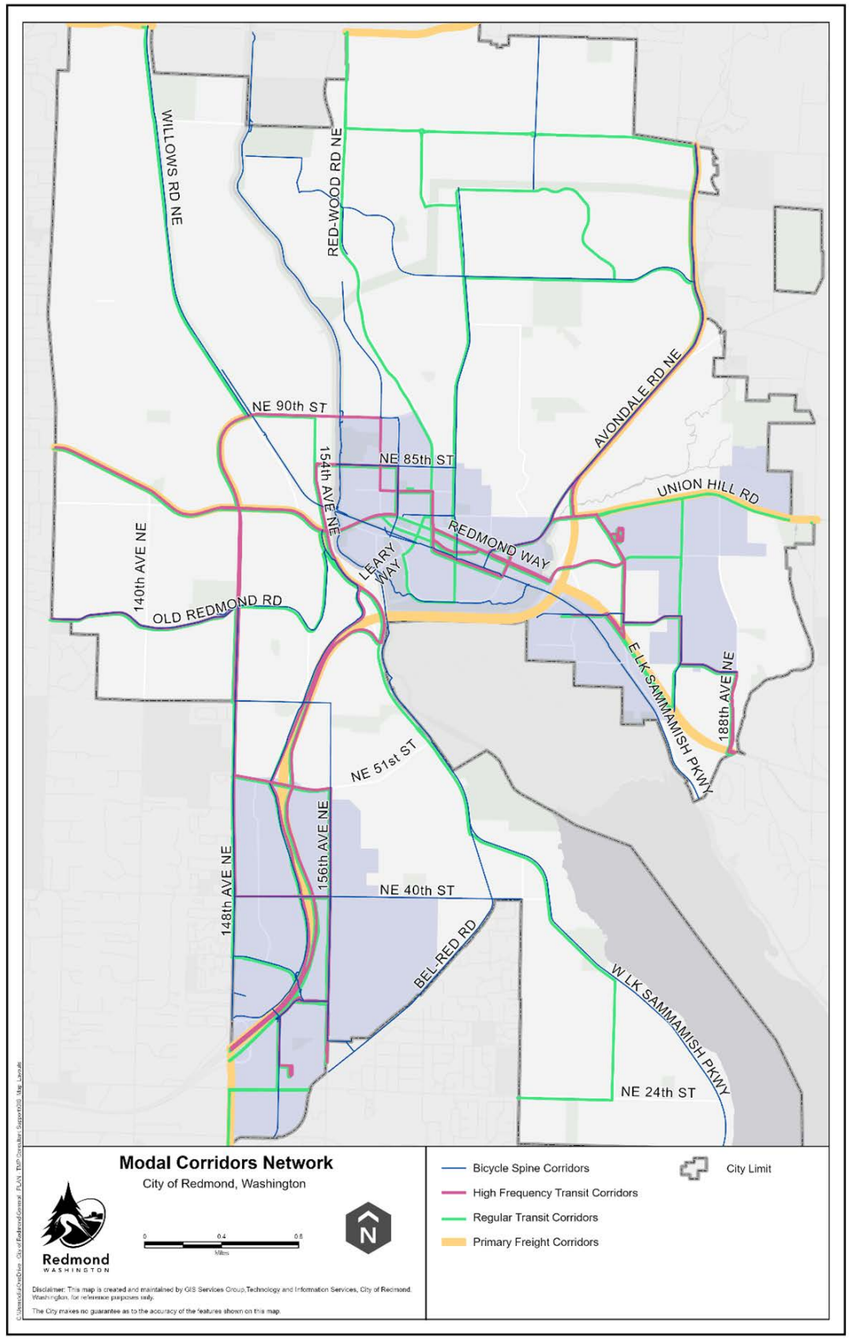
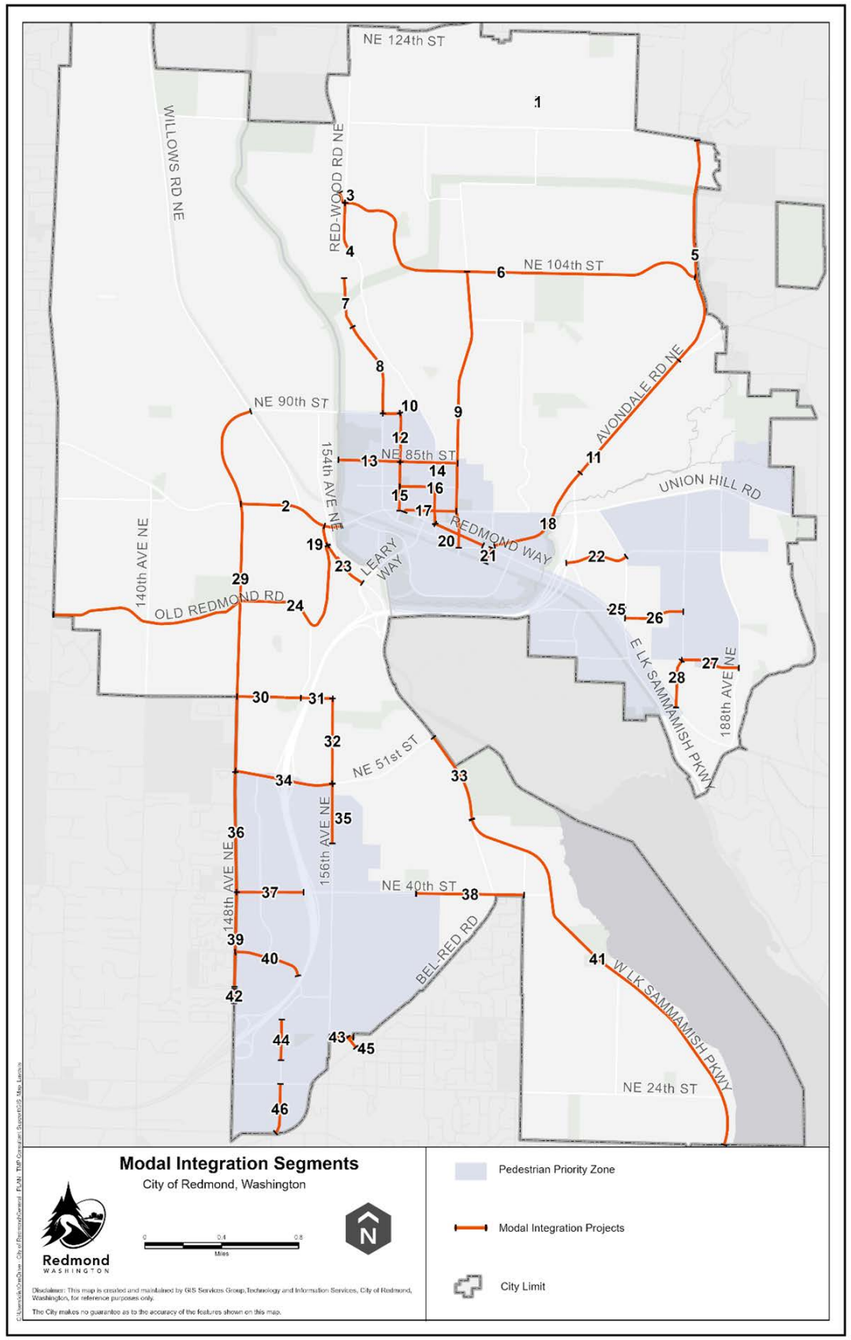



**FIGURE 7** | MODAL CORRIDORS PROJECT IDENTIFICATION MAP



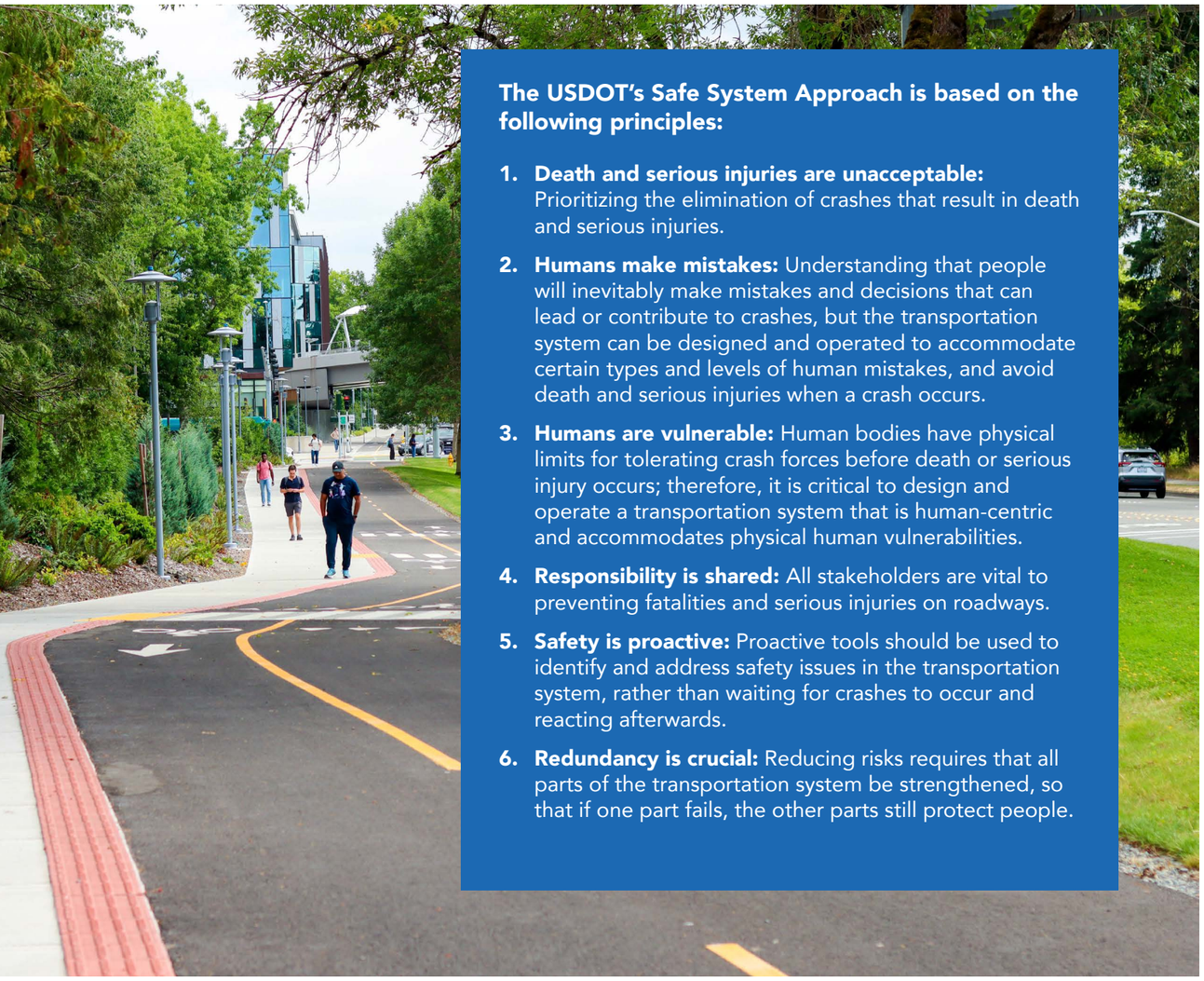
## TABLE 3 | MODAL CORRIDORS PLANNED IMPROVEMENTS

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

| Segment ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | Planned Improvements |
|---|---|---|---|---|---|---|---|---|
| 26 | NE 65th St from 185th Ave NE to 188th Ave NE | Connector Street | X | X | | | | Construct a separated bike lane by replacing the existing on-street parking. |
| 27 | 185th Ave NE from NE 65th St to Redmond Way | Collector Arterial | X | X | | X | | Construct a separated bike lane by replacing narrowing vehicle travel lanes. Some segments may require re-purposing existing travel lanes. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity. |
| 28 | 148th Ave NE from Old Redmond Rd to NE 51st St Extend to Willows Rd | Principal Arterial | X | | | | | Construct a shared use pathway that extends from NE 51st St to Bridle Crest Trail, then to Old Redmond Rd. Extend facility to Willows Rd. Regional trail, minimum 12' wide with 2' graded area.<br><br>Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline replacement opportunity. |
| 29 | NE 60th St from 154th Ave NE to 148th Ave NE | Collector Arterial | X | | | | | Construct a shared-use pathway. Waterline replacement opportunity |
| 30 | NE 60th St from 154th AVE NE to 156th AVE NE | Collector Arterial | X | | | | | Construct a separated bike lane. |
| 31 | 156th Ave NE from NE 51st St to NE 60th St | Minor Arterial | X | | | | | Construct a separated bike lane by reconfiguring the cross section to include a southbound parking-protected bike lane, two travel lanes, and a buffered northbound bike lane. |
| 32 | W Lake Sammamish Pkwy from Bel-Red Rd to NE 51st St | Principal Arterial | X | | | | | Construct a shared-use pathway. Implement "quick-build" two-way path on east side of corridor. Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road. Stormwater replacement opportunity. |
| 33 | NE 51st St from 520 Trail to 520 Trail | Minor Arterial | | X | | X | X | Grade separate the 520 Trail at NE 51st Street. |
| 34 | 156th Ave NE from 4300 Block to NE 51st St | Minor Arterial | X | X | | | X | Extend the current shared use pathway from its terminus on the 4300 block of 156th Ave NE to NE 51st St. Evaluate if the B Line is getting stuck in congestion trying to merge from the NB curb lane to the NBL turning lanes at NE 40th St/156th Ave NE to identify potential speed and reliability improvements. |
| 35 | 148th Ave NE from NE 51st St to NE 40th St | Principal Arterial | X | | | X | | Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline and stormwater replacement opportunity. |
| 36 | NE 40th St from 148th Ave NE to SR 520 | Minor Arterial | X | | | | X | Construct a shared-use pathway. Regional trail minimum 12' wide with 2' graded area. |
| 37 | NE 40th St from 163rd Ave NE to 172nd Ave | Minor Arterial | X | | | | X | Construct a shared-use pathway. Shared path on the south side of 40th Street with segments of cycle track where appropriate. Waterline replacement opportunity. |
| 38 | 148th Ave NE from NE 40th St to NE 31st St | Principal Arterial | X | | | | | Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail minimum 12' wide with 2' graded area. Waterline replacement opportunity. |
| 39 | NE 36th St from 148th Ave NE to SR 520 | Collector Arterial | X | | | | | Construct separated bike lanes. |
| 40 | W Lake Sammamish Pkwy from Southern City Limit to Bel-Red Rd | Minor Arterial | X | | | | | Construct a separated bikeway using combination of bike lane and shared-use pathway. Waterline replacement opportunity. |
| 41 | 148th Ave NE from NE 31st St to NE 31st Way | Principal Arterial | X | | | X | | Construct a shared use pathway. |
| 42 | NE 28th Ave NE from 156th Ave NE to Shared-Use Path between Bel-Red Road and NE 28th St | Collector Arterial | X | | | | | Remove TWCTL install 2-way separated bike lane on south side. |
| 43 | 152nd Ave NE from NE Hopper Way to Da Vinci Ave NE | Collector Arterial | X | X | | | X | Construct a separated bike lane. Consider transit access along the corridor to improve safety between bikes and buses. Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area. |
| 44 | SUP between Bel-Red Road and NE 28th St from Bel-Red Rd to NE 28th St | N/A | X | | | | | Construct a shared-use pathway by re-purposing public ROW right on the COB/COR border. Or consider widening the existing, narrow, soft surface trail to the west of the Capgeni North America building to provide a connection between the two adjacent bikeways. |
| 45 | 152nd Ave NE from NE 20th St to NE 24th St | Collector Arterial | X | | | | X | Construct a separated bike lane by removing the landscaped buffer or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area. |

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

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



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

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

**Strategy 2 supports the following Redmond 2050 policies:**

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

### Recommended Actions

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

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

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

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

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

**Strategy 3 supports the following Redmond 2050 policies:**

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

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

**Recommended Actions**

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

## Strategy 4: Reduce vehicle operating speeds

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

**Strategy 4 supports the following Redmond 2050 policies:**

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

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

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

## Recommended Actions

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

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

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

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

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

**Strategy 5 supports the following Redmond 2050 policies:**

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

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

### Recommended Actions

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

Roundabout on NE 116th St



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

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

**Strategy 6 supports the following Redmond 2050 policies:**

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

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

### Recommended Actions

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

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

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

**Strategy 7 supports the following Redmond 2050 policies:**

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

### Recommended Actions

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



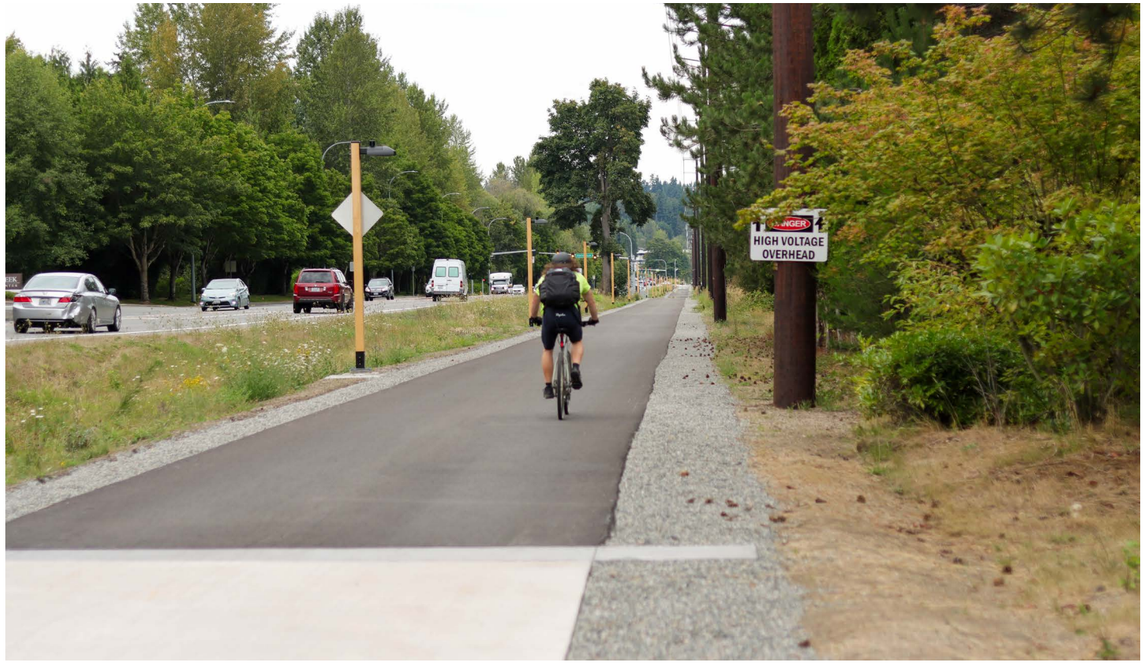
## Strategy 8: Preserve and add green infrastructure within Redmond's street network

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

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

**Strategy 8 supports the following Redmond 2050 policies:**

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



## Recommended Actions

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

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

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

**Strategy 9 supports the following Redmond 2050 policies:**

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



## Recommended Actions

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

# PEDESTRIAN PLAN

Transportation Master Plan

**Throughout the Transportation Master Plan, the term "walking" refers to people walking or rolling with a wheelchair, stroller, or any type of mobility device. Furthermore, the term "pedestrian" refers to any individual walking or rolling. Redmond's transportation network aims to be inclusive and accessible to all walkers, rollers, and users of personal mobility devices.**

## INTRODUCTION

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

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

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

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

### SUSTAINABILITY

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

### EQUITY & INCLUSION

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

## DESIGNING A PEDESTRIAN NETWORK THAT WORKS FOR EVERYONE

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

- The walking environment should be safe and comfortable. Sidewalks, crossings, and shared-use paths should be free of hazards and minimize conflicts with vehicular traffic and external factors such as protruding architectural elements, utility vaults,or vegetation. The pedestrian network should provide additional separation from vehicle travel lanes with higher speeds and volumes. Adequate sidewalk width that is clear of obstacles should be provided to allow people to comfortably walk or roll in social groups and engage with the surrounding walking environment.

- The pedestrian network should be accessible. Sidewalks, shared-use paths, curb ramps, and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability. In areas with specific needs (e.g., schools), improvements should accommodate the needs of the target population.

- The pedestrian network should connect to places people want to go. The pedestrian network should provide continuous direct routes and convenient connections between destinations such as homes, schools, shopping areas, public services, recreational opportunities, and transit.

- The pedestrian network should be clear and easy to use with intuitive way finding signage. Sidewalks, shared-use paths, and crossings should allow people of all abilities to easily find a direct route to a destination with minimal delays.

- The pedestrian environment should include inviting public spaces that contribute to complete neighborhoods. Good design should integrate with and support the development of complementary uses and should encourage preservation and construction of art, landscaping, and other items that add value to public ways. These components might include open spaces such as plazas, courtyards and squares, and amenities like street furniture, banners, art, plantings, and special paving. Along with historical elements and cultural references, complementary uses should promote a sense of place. Public activities should be encouraged, and the municipal code should permit commercial activities such as dining, vending, and advertising on sidewalks when they do not interfere with safety and accessibility. The pedestrian environment is a key component to develop and enhance Redmond's complete neighborhoods.

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

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

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

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

## OVERVIEW OF REDMOND'S PEDESTRIAN SYSTEM

**Sidewalk Network**
The City of Redmond has a high coverage of sidewalks on arterials and transit routes, with sidewalks on one or both sides of the street across approximately 92% of the city's arterial network, as shown in Table 2. Approximately 89% of Redmond's local streets include sidewalks on one or both sides of the street, as shown in Table 3. More information about the City's goals to increase sidewalk coverage on the local street network can be found in the Strategies in this section.

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

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

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

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

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

**Trail and Off-Street Connections Network**
The City of Redmond has an extensive park and trail system. Redmond's trail network provides comfortable pedestrian connections through and between many of Redmond's neighborhoods. Many of Redmond's trails offer special recreation features, including equestrian riding and opportunities for hiking.

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

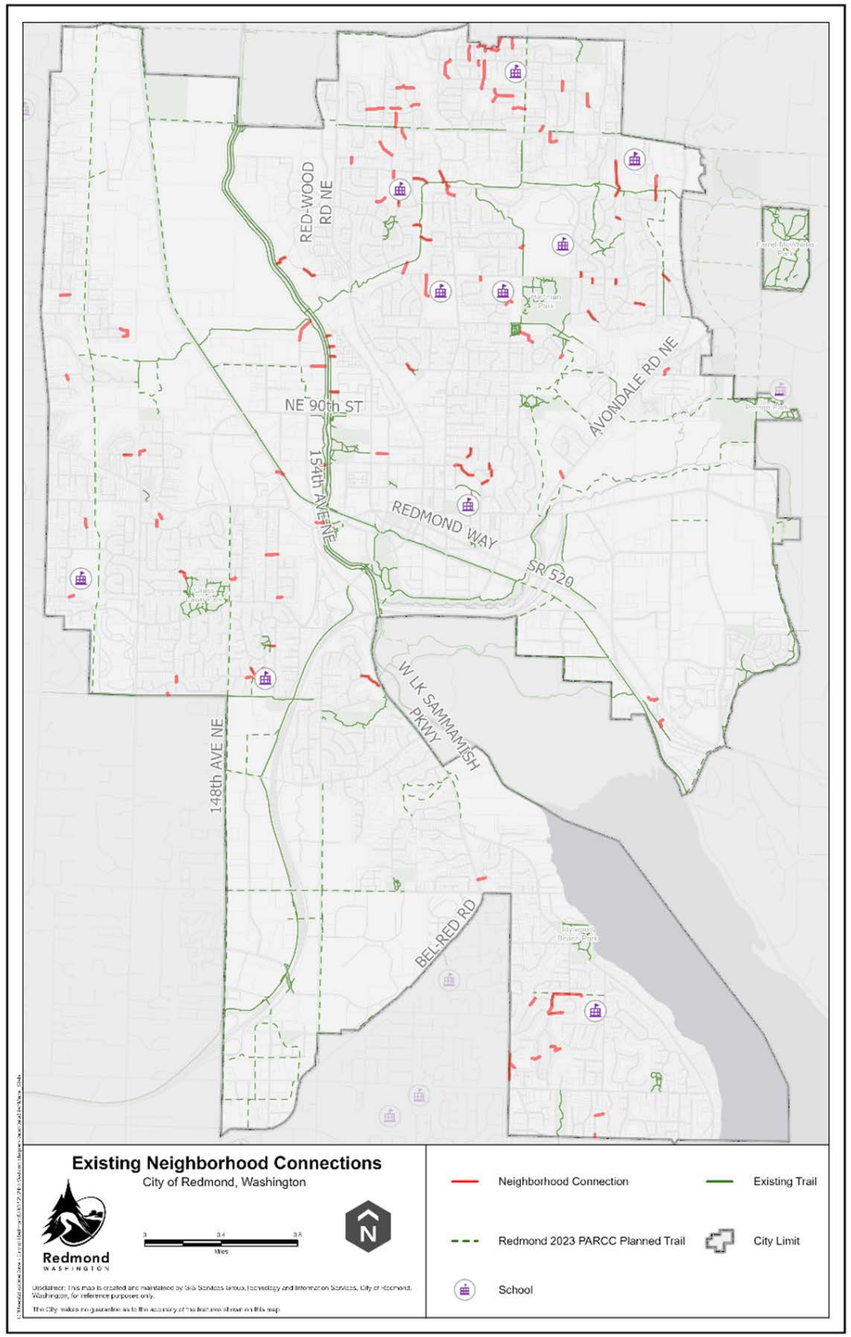
**TABLE 4** | REDMOND PAVED TRAILS BY AGENCY

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

In addition to Redmond's paved and unpaved recreational trail network, the city's pedestrian network also consists of short off-street pathways that often connect dead-end streets. These neighborhood connections offer more direct access to local destinations, and in some cases, allow people to avoid Redmond's busiest streets. Many of these neighborhood connections do not have official street or trail names. Figure 1 below shows a neighborhood connection pathway in the Education Hill neighborhood adjacent to a signed pedestrian crossing. More information about neighborhood connections can be found in the Strategies and Actions section in this section. A map of the neighborhood connections in Redmond is shown in Figure 2.

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

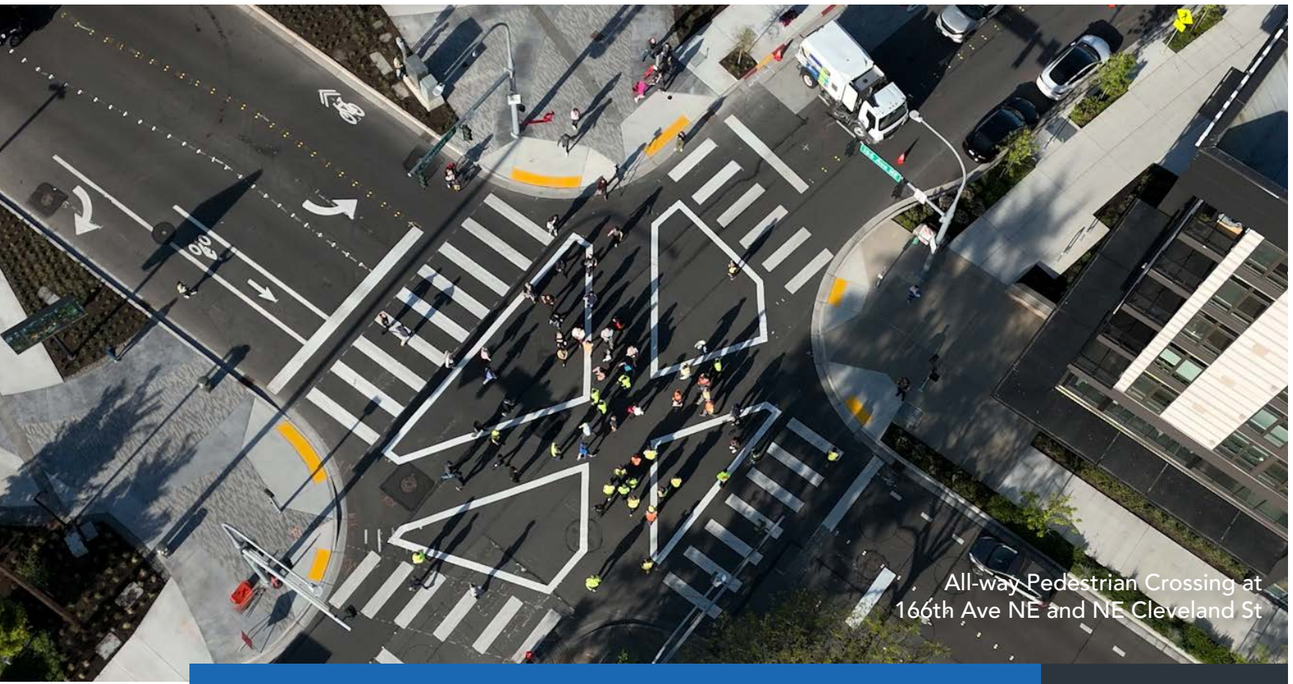
**FIGURE 2** | NEIGHBORHOOD CONNECTIONS



**Pedestrian Crossings**
A Low Stress Pedestrian Crossing (LSPC) provides safe and comfortable infrastructure for pedestrians to cross a roadway mid-block or at an intersection. While Redmond's pedestrian network includes many pedestrian crossings[1], not all are considered Low Stress Pedestrian Crossings (LSPCs). Low-stress pedestrian crossings (LSPCs) are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, all-way stop control (AWSC) intersections, and may also have geometric features such as raised crossings, curb extensions or crossing islands that reinforce pedestrian visibility, reduce crossing distance and achieve better driver compliance with stopping for pedestrians entering or walking in a crosswalk.

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

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

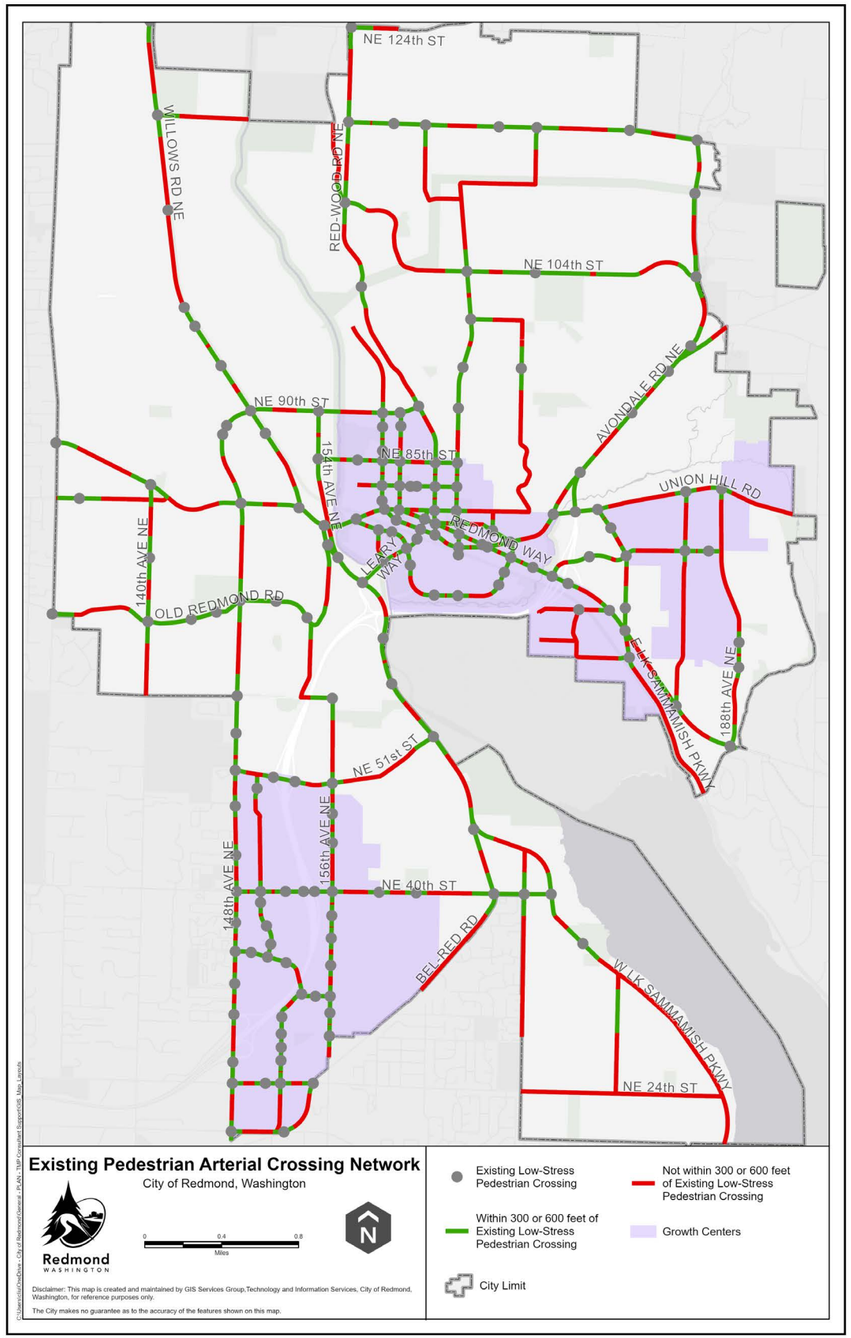


All-way Pedestrian Crossing at 166th Ave NE and NE Cleveland St

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



**FIGURE 3** | EXISTING ARTERIAL PEDESTRIAN CROSSINGS



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

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

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

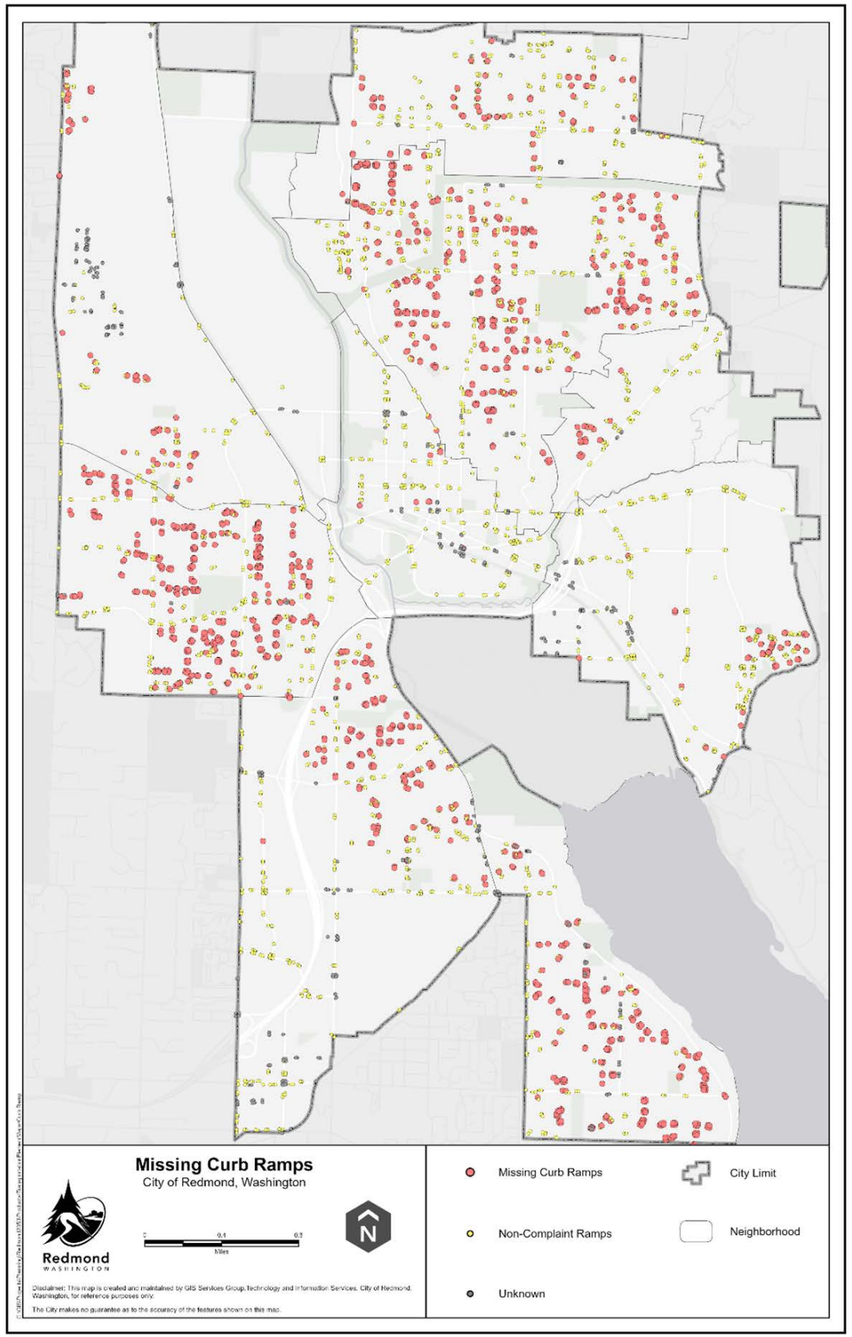
**Compliant Curb Ramps**
Compliant curb ramps meet all ADA standards, including proper slope, width, landing area, alignment, and the presence of detectable warning surfaces. These ramps ensure accessibility and safety for all users, including those with mobility impairments or visual disabilities.

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

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

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

**FIGURE 4** | MISSING AND NON-COMPLIANT CURB RAMP LOCATIONS



## Pedestrian Amenities

### Street Trees

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

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

### Lighting

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

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

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

### Wayfinding

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

The City's Parks & Recreation Department is assessing wayfinding signage and developing a wayfinding plan in 2025/2026. As this plan develops, it will be important to reevaluate and update the pedestrian system wayfinding signage to maintain consistency with other wayfinding efforts. More information about the City's wayfinding goals is discussed in Strategy 9 below.

### Other Amenities

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

### Development of Pedestrian Network in Urban Centers

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

## STRATEGIES AND ACTIONS

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

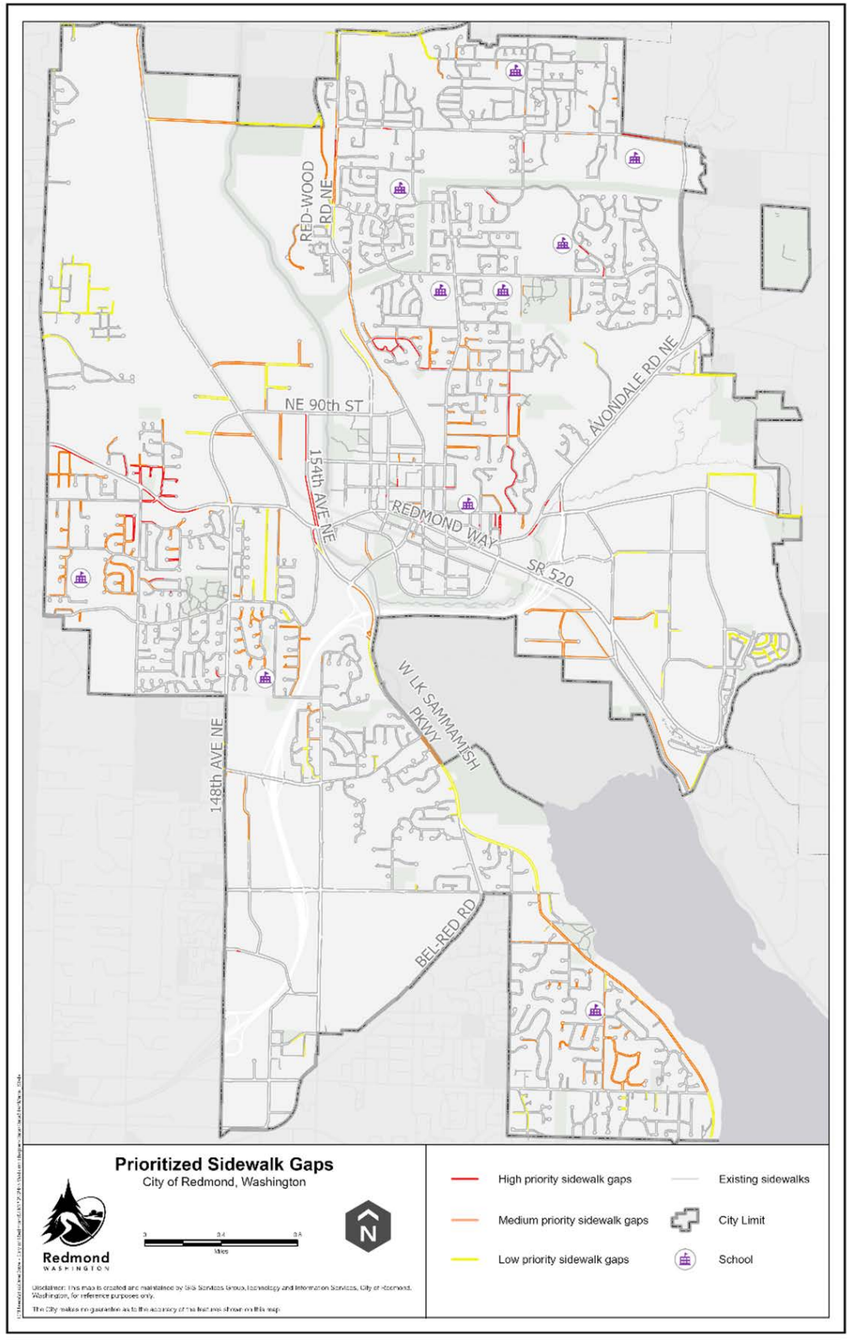
The City's strategic focus on completing connected pedestrian networks in neighborhoods and urban centers to provide direct access to transit, schools, employment, and services will improve safety and reduce reliance on vehicles. Redmond's pedestrian network currently includes sidewalk gaps where portions of sidewalks are missing on one or both sides of the street. The City will work to fill these gaps, connecting walking routes and establishing safe and comfortable pathways for active transportation. The City's goal is to provide safe and comfortable pedestrian facilities along all streets with traditional sidewalks or alternative sidewalk strategies. A discussion of sidewalk alternatives can be found in Strategy 5 below. Figure 5 illustrates existing gaps in Redmond's sidewalk network. These gaps have been prioritized for improvement based on the following criteria:

1. Presence of a transit route with priority given to frequent routes.
2. Within a school walk zone.
3. Within a Pedestrian Priority Zone.
4. Along a principal, minor, or collector arterial.
5. Equity analysis.
6. Presence of a connection to a trail or park facility.
7. Along High Injury/High Risk Network.
8. In the 6-year Transportation Improvement Program.
9. Number of community requests.

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

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

**FIGURE 5** | PRIORITIZED SIDEWALK GAPS



**Strategy 1 supports the following Redmond 2050 policies:**

- **FW-TR-3:** Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.

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

## Recommended Actions

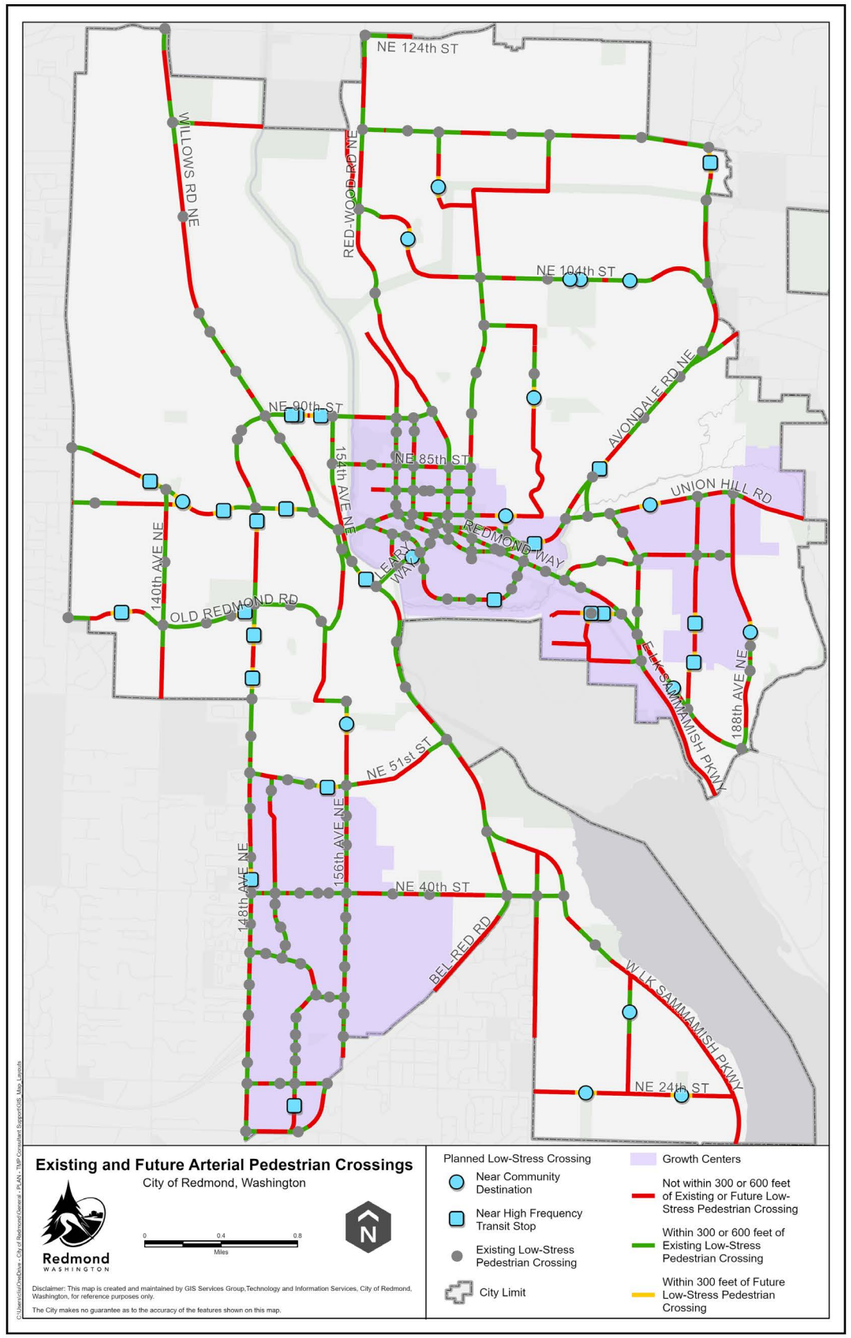
| | |
|---|---|
| **Action 1A** | Complete the citywide pedestrian network by filling sidewalk gaps. (Public Works, Planning) |
| **Action 1B** | Upgrade existing sidewalks that do not meet ADA requirements or the City's current sidewalk standard through new development, capital improvement projects,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

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

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

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

**FIGURE 6 |** EXISTING AND PRIORITY FUTURE ARTERIAL PEDESTRIAN CROSSINGS



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

| ID | Destination Type | Name | Arterial Road Name | Midblock or Intersection? | Extents | Existing Crossing? |
|---|---|---|---|---|---|---|
| 1 | Hospital | Swedish Hospital | NE Union Hill Road | Midblock | NE Union Hill Road between 178th Place NE & 185th Avenue NE, approximately 1000 ft east of 178th Place of NE | No |
| 2 | Park | Viewpoint Open Space Park | NE 24th Street | Intersections | NE 24th Street & 176th Court NE | No |
| 3 | Park | Viewpoint Neighborhood ParkPark | NE 24th Street | Intersection | NE 24th Street & 184th Avenue NE | No |
| 4 | Park | Westside Park | 156th Avenue | Intersection | 156th Avenue NE & NE 58th Place | Yes |
| 5 | Park | Southeast Redmond Park | 188th Avenue NE | Intersection | 188th Avenue NE & NE 68th Street | No |
| 6 | Park | Park | Redmond Way | Intersection | Redmond Way & 142nd Avenue NE | No |
| 7 | Park | Nike Park | 171st Avenue NE | Intersection | 171st Avenue NE & NE 92nd Street | Yes |
| 8 | Park | Meadow Park | 160th Avenue NE | Intersection | 160th Avenue NE & NE 107th Way | Yes |
| 9 | Park | Heron Rookery | Leary Way | Midblock | Approximately 150 ft east of 159th Place | No |
| 10 | Park | Hartman Park | NE 104th St | Midblock | Approximately 618 ft east of 172nd Ave NE | Yes |
| 11 | Park | Marymoor Connector Trail | Redmond-Fall City Rd NE | Midblock | Approximately 437 ft northeast of Marymoor connector trail access | No |
| 12 | School | Redmond Elementary School | NE 80th Street | Intersection | NE 80th Street & 169th Avenue NE | Yes |
| 13 | School | Norman Rockwell Elementary School | 162nd Avenue NE | Midblock | 162nd Avenue NE between NE 109th Street/NE 110th Street & NE 112th Street, approximately 600 ft north of NE 109th Street/ NE 110th Street | No |
| 14 | School | John James Audubon Elementary School | 180th Ave NE | Midblock | Approximately 437 ft north of NE 30th St | Yes |
| 15 | School | Redmond High School | NE 104th St | Midblock | Approximately 413 ft west of 178th Ave NE | Yes |
| 16 | High Frequency Bus Stop | Avondale Road NE & NE 114th Street | Avondale Road NE | Midblock | Avondale Road NE between NE 116th Street & NE 113th Street, approximately 430 ft south of NE 116th Street | No |
| 17 | High Frequency Bus Stop | Avondale Road NE & NE 85th Place | Avondale Road NE | Intersection | Avondale Road NE & NE 85th Place | No |
| 18 | High Frequency Bus Stop | Avondale Way NE & 170th Place NE | Avondale Way NE | Midblock | Avondale Way NE between NE 79th Street & NE Union Hill Road, approximately 250 ft east of NE 79th Street | No |
| 19 | High Frequency Bus Stop | Future Transit Stop - Route 269 | NE 70th Street | Midblock | NE 70th Street between 176th Avenue NE & Redmond Way, approximately 335 ft east of 176th Avenue NE | No |
| 20 | High Frequency Bus Stop | Future Transit Stop - Route 269 | NE 70th Street | Intersection | NE 70th Street & 176th Avenue NE | No |
| 21 | High Frequency Bus Stop | West Lake Sammamish Parkway NE & Leary Way | West Lake Sammamish Parkway NE | Midblock | West Lake Sammamish Parkway NE between Leary Way & 154th Avenue NE, approximately 350 ft west of Leary Way | No |
| 22 | High Frequency Bus Stop | 148th Avenue NE & NE Redmond Way | 148th Avenue NE | Midblock | 148th Avenue NE between Redmond Way & NE 76th Street, approximately 365 ft south of Redmond Way | No |
| 23 | High Frequency Bus Stop | NE Redmond Way & 140th Avenue NE | Redmond Way | Intersections | Redmond Way & 139th Avenue NE | No |
| 24 | High Frequency Bus Stop | NE Redmond Way & 145th Avenue NE | Redmond Way | Intersection | Redmond Way & 145th Avenue NE | No |
| 25 | High Frequency Bus Stop | NE Redmond Way & Willows Road NE | Redmond Way | Midblock | Redmond Way between NE 82nd Street & 150th Court NE, approximately 195 ft east of NE 82nd Street | No |
| 26 | High Frequency Bus Stop | NE 90th Street & 151st Avenue NE | NE 90th Street | Midblock | NE 90th Street between 152nd Avenue NE & 151st Avenue NE, approximately 260 ft east of 152nd Avenue NE | No |
| 27 | High Frequency Bus Stop | NE 90th Street & 154th Avenue NE | NE 90th Street | Midblock | NE 90th Street between 154th Avenue NE & 152nd Street, approximately 330 ft west of 154th Avenue NE | No |
| 28 | High Frequency Bus Stop | 148th Avenue NE & NE 61st Way | 148th Avenue NE | Intersection | 148th Avenue NE & NE 61st Court/NE 61st Way | No |
| 29 | High Frequency Bus Stop | 148th Avenue NE & NE 66th Street | 148th Avenue NE | Intersection | 148th Avenue NE & NE 66th Street | No |
| 30 | High Frequency Bus Stop | NE Old Redmond Road & 147th Court NE | Old Redmond Road & 147th Court NE | Intersection | Old Redmond Road & 147th Court NE | No |
| 31 | High Frequency Bus Stop | NE Old Redmond Road & 137th Avenue NE | Old Redmond Road & 147th Court NE | Midblock | Old Redmond Road between 137th Avenue NE & 138th Avenue NE, approximately 100 ft east of 137th Avenue NE | Yes |
| 32 | High Frequency Bus Stop | NE 51st Street & 154th Avenue NE | NE 51st Street Court NE | Intersection | NE 51st Street & 154th Avenue NE/154th Place NE | No |
| 33 | High Frequency Bus Stop | 148th Avenue NE & NE 40th Street | 148th Avenue NE | Midblock | 148th Avenue NE between NE 40th Street & NE 51st Street, approximately 380 ft north of NE 40th Street | No |
| 34 | High Frequency Bus Stop | NE 65th Street & 185th Avenue NE | 185th Avenue NE | Intersection | 185th Avenue NE & NE 65th Street | No |
| 35 | High Frequency Bus Stop | 185th Avenue NE & NE 68th Street | 185th Avenue NE | Midblock | 185th Avenue NE between NE 68th Street & NE 67th Court, approximately 230 ft south of NE 68th Street | No |
| 36 | High Frequency Bus Stop | 152nd Avenue between NE 20th Street and NE 24th Street | 152nd Avenue NE | Midblock | 152nd Avenue between NE 20th Street and NE 24th Street | No |
| 37 | High Frequency Bus Stop | Bear Creek Parkway & 168th Avenue NE | Bear Creek Parkway | Intersection | Bear Creek Parkway & 168th Avenue NE | Yes |
| 38 | High Frequency Bus Stop | 151st Avenue NE & NE 90th Street | 151st Avenue NE | Intersection | 151st Avenue NE & NE 90th Street | Yes |
| 38 | Other | NE 104th St & 179st Ave NE | NE 104th St | Intersection | NE 104th St & 179st Ave NE | Yes |

**Strategy 2 supports the following Redmond 2050 policies:**

- **TR-14**: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Construct low-stress pedestrian crossings, beginning with the highest priority locations. (Public Works) |
| **Action 2B** | Develop a process for continuing to identify and implement additional low-stress pedestrian crossings based on need as Redmond's transportation network continues to develop. (Planning, Public Works) |

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

As discussed in Strategy 2, low-stress pedestrian crossings are needed at many locations citywide, with 30 locations identified and prioritized in Table 5 above. Standardizing low-stress crosswalk design and processes would advance implementation of these low-stress pedestrian crossings. Design strategies to achieve low-stress crossings include shortening the crossing distance with curb extensions or crossing islands, reducing the speed of approaching vehicles with speed humps or raised crossings, and increasing visibility and awareness using active warning devices. In addition, signalized intersections can achieve safer and more comfortable pedestrian crossings by implementing automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles, where appropriate and applicable. Ensuring sufficient lighting at crossings also helps to ensure low-stress crossings at night. These strategies are consistent with the guidance described in Redmond's Safer Streets Action Plan.

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

**Strategy 3 supports the following Redmond 2050 policies:**

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

### Recommended Actions

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

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

As shown in Figure 2 above, Redmond's pedestrian network includes many off-street pathways that provide neighborhood connections for pedestrians and bicyclists. The City's Streets Division maintains many of these neighborhood connections, or Special Purpose Pathways, while others are maintained by Homeowners Associations or other entities. The City should work to continually evaluate and maintain existing connections to ensure they meet accessibility standards and provide a comfortable experience. Figure 7 shows planned new street and neighborhood connections that would enhance pedestrian network connectivity. These connections will be implemented with future development or as capital projects and should be built according to the City's shared use path standard. Appendix G includes a list of these connections along with maps showing a closer up view.

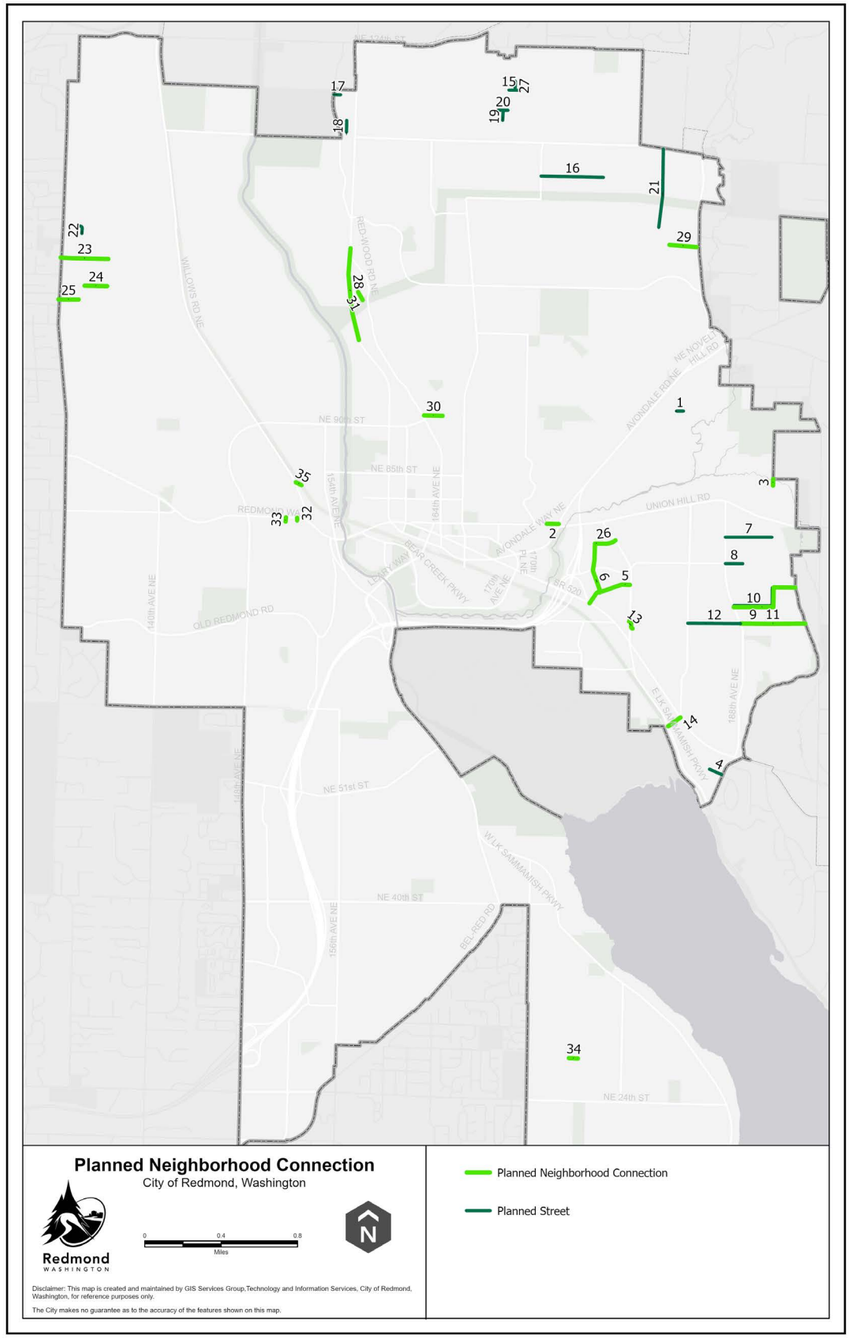
**Strategy 4 supports the following Redmond 2050 policies:**

- **TR-14**: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

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

**FIGURE 7 |** PLANNED NEIGHBORHOOD CONNECTIONS




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

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

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

**Strategy 5 supports the following Redmond 2050 policies:**

- **TR-14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Develop and adopt a sidewalk alternative decision process and design guidance that considers vehicle speed, vehicle volume, roadway classification, land uses, environmental goals and constraints, and other factors. Couple this effort with development of a traffic calming toolkit and potentially a dedicated program that would fund and implement lower-cost safety improvements. (Public Works, Planning) |

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

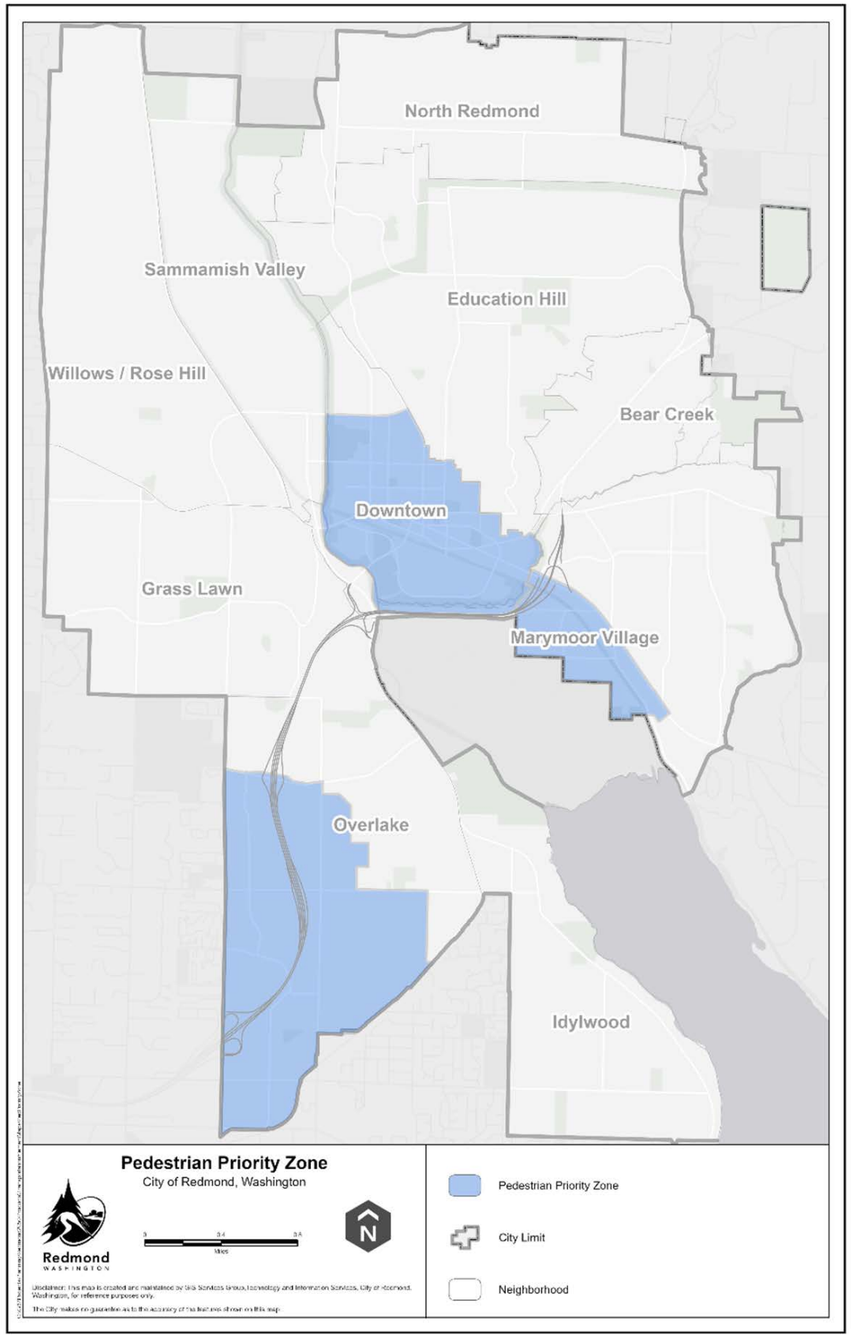
Pedestrian Priority Zones are intended to provide vibrant streetscapes and quality pedestrian environments that support high levels of pedestrian activity and economic vitality. These zones are designed to enhance pedestrian comfort and safety through targeted infrastructure improvements, pedestrian-prioritized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

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

- **Street design strategies:** traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting.
- **Operational strategies:** automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles (where appropriate and applicable).

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

**FIGURE 8** | REDMOND PEDESTRIAN PRIORITY ZONES



**Strategy 6 supports the following Redmond 2050 policies:**

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

### Recommended Actions

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



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

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

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

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

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

**Strategy 7 supports the following Redmond 2050 policies:**

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

### Recommended Actions

| | |
|---|---|
| **Action 7A** | Develop an ADA Transition Plan for the City of Redmond's public right-of-way. (Public Works, Planning) |
| **Action 7B** | Develop performance measures and processes to track the removal of accessibility barriers based on recommendations in the ADA Transition Plan. (Public Works, Planning) |

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

Pedestrian lighting is an important component of the overall comfort and safety of a sidewalk or other walking facilities. In 2019, the City of Redmond began evaluating elementary school walking routes in need of street lighting upgrades. The city identified seven elementary schools that were in need of lighting upgrades along frequent walking routes:

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

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

In addition to school walking routes, other areas of high pedestrian activity should be prioritized for lighting upgrades, including near high-frequency transit stops,parks, and potentially along some shared use paths and neighborhood connections.

**Strategy 8 supports the following Redmond 2050 policies:**

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

### Recommended Actions

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



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

Redmond's growth has resulted in high levels of construction activity particularly in its urban centers where walking is intended to be a primary mode of travel. Often construction activities impact pedestrian accessibility by closing sidewalks or pathways. The City is making changes to better ensure the provision of accessible pedestrian routes through construction areas. For example, the City's recently adopted fee structure for Right of Way Use permitting incentivizes developers to minimize their impacts on the public right-of-way.

Detailed traffic control plans that include consideration for pedestrian accommodations such as accessible detours, protected pathways, and temporary crosswalks are required of all development. These plans must be reviewed and approved before work begins. Redmond's inspection and compliance processes play a critical role in ensuring that contractors adhere to approved plans. City inspectors monitor construction sites to ensure safety standards are met, including verifying the placement of temporary infrastructure like detour routes, signage, lighting, and safe crossings. Redmond can leverage GIS platforms and digital tools to provide real-time updates to residents, improving communication.

**Strategy 9 supports the following Redmond 2050 policies:**

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

### Recommended Actions

| | |
|---|---|
| **Action 9A** | Improve processes to ensure accessible pedestrian routes are provided with all construction projects. (Public Works)<br>• 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.<br>• 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.<br>• Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant. |

## Strategy 10: Improve consistency in pedestrian wayfinding signage

Clear and consistent wayfinding helps people navigate the transportation system. For people walking and biking, wayfinding can be especially helpful for understanding the best routes for getting to key destinations such parks, schools, transit, and shopping. As such, wayfinding can be an effective tool for encouraging active travel.  Redmond's wayfinding network guidelines have not been updated since the Redmond Bicycle Wayfinding Design Manual was developed in 2015. Prior to this, the Downtown Redmond Wayfinding Manual and Overlake Wayfinding Design Manual were developed in 2006 and 2009, respectively. Redmond includes a variety of different wayfinding signage that can be inconsistent, as shown in Figure 8 below. The City should work to adjust signage for consistency and clarity throughout parks, facilities, and the public right-of-way. The Redmond Parks & Recreation Department will begin a parks and facilities wayfinding signage analysis and update in 2025. The pedestrian network wayfinding signage should maintain consistency in look, design, and functionality with signage at Redmond Parks and Recreation while providing an intuitive signage network for those using pedestrian facilities citywide. To the extent possible, Redmond's wayfinding network should intuitively merge with the signage used by neighboring jurisdictions and King County. A unified wayfinding approach will improve clarity and create a more intuitive experience for residents and visitors navigating the broader Eastside network.

**FIGURE 8** | WAYFINDING SIGNAGE IN REDMOND

**Strategy 10 supports the following Redmond 2050 policies:**

- **TR-17:** Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

### Recommended Actions

| | |
|---|---|
| **Action 10A** | Based on results of citywide wayfinding effort, undergo a citywide pedestrian wayfinding signage update focusing on clarity and modernization and prioritizing key destinations including all four Redmond light rail stations. (Parks, Planning) |
| **Action 10B** | Seek to promote consistency in wayfinding design and functionality across jurisdictional boundaries through coordination with regional partners such as King County, neighboring Eastside cities, and regional transit agencies. |

# BICYCLE PLAN

Transportation Master Plan

## INTRODUCTION

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

### What is Micromobility?

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

## HOW BICYCLING SUPPORTS REDMOND 2050 GUIDING PRINCIPLES

### Equity and Inclusion

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

### Sustainability and Resilience

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

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

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

Image Credit: City of Redmond

### Goals and Performance Measures

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

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

## BICYCLING IN REDMOND TODAY

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

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

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

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

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

### Existing Bike Network

Bicycle facility types in Redmond include:

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

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

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

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

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

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



### Progress Made

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

### Level of Traffic Stress

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

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

#### What is Level of Traffic Stress?

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

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

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

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

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

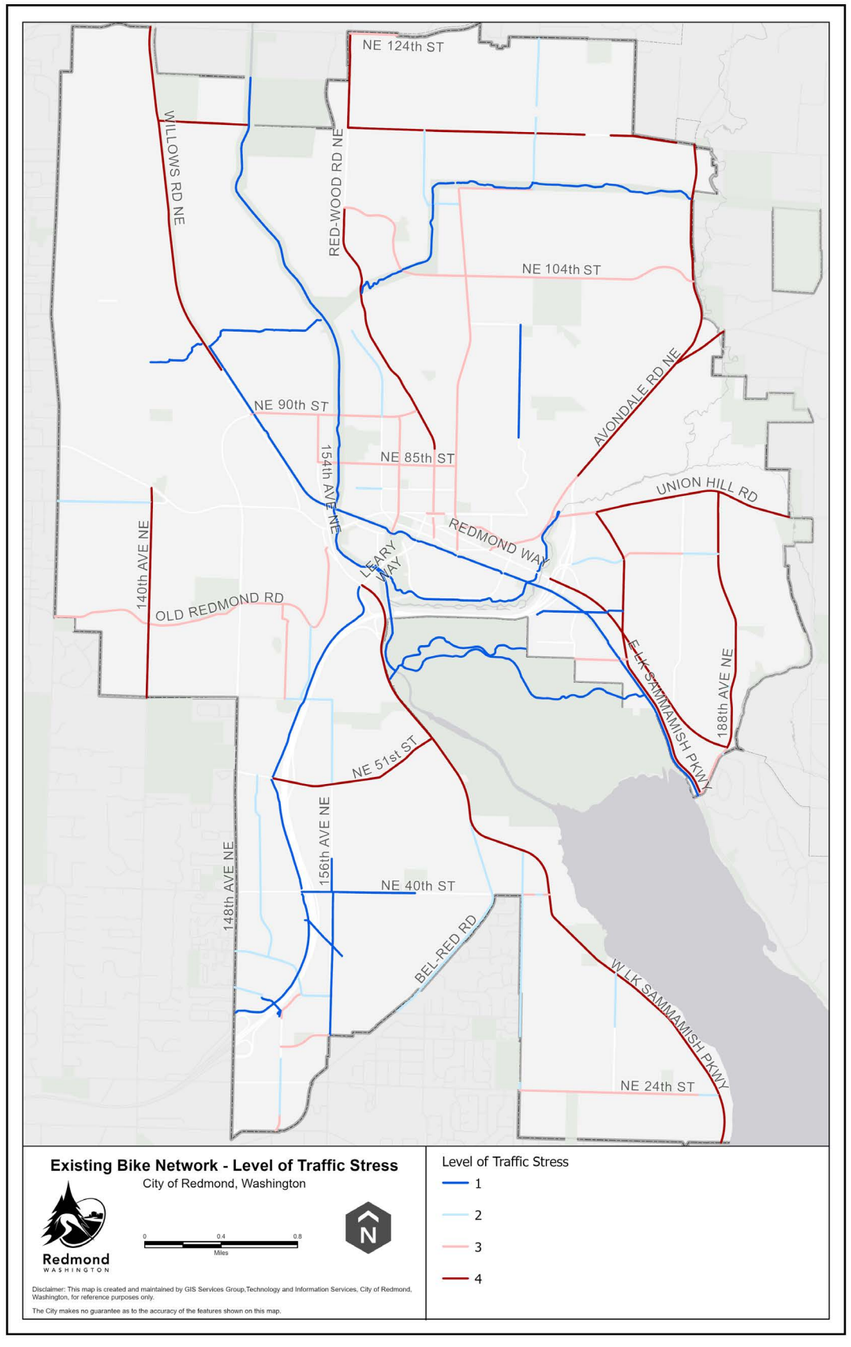
Image Credit: City of Redmond

## OPPORTUNITIES FOR SHIFTING TRIPS FROM VEHICLES TO BICYCLES AND MICROMOBILITY

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

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

**FIGURE 3** | EXISTING BIKE NETWORK LEVEL OF TRAFFIC STRESS.



## ENCOURAGING MORE PEOPLE TO BICYCLE

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

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

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

**Peer City Focus: Palo Alto, CA**

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

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

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

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

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

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



## STRATEGIC APPROACH TO INCREASING THE NUMBER OF PEOPLE BICYCLING

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

### Strategy 1: Convert Short Trips to Bicycle Trips

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

**Short Trip Focus**

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

**Strategy 1 supports the following Redmond 2050 policies:**

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

[12] Replica, Spring 2025.

### Recommended Actions

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

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

Image Credit: City of Redmond

**Bicyclist Safety**

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

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



## Strategy 2: Connect to Light Rail and Bus

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

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

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

**Strategy 2 supports the following Redmond 2050 policies:**

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

### Recommended Actions

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

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

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

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

Image Credit: City of Redmond

### **Strategy 3:** Promote E-Bikes and E-Scooters

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

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

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



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

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

---

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

---

E-bike

**E-Bike Incentives**

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

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

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

## Recommended Actions

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

**Strategy 3 supports the following Redmond 2050 policies:**

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

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

Image Credit: City of Redmond

## Strategy 4: Implement a High Comfort, Spine Network

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

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

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

**Strategy 4 supports the following Redmond 2050 policies:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **TR-16:** Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

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

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

## Recommended Actions

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

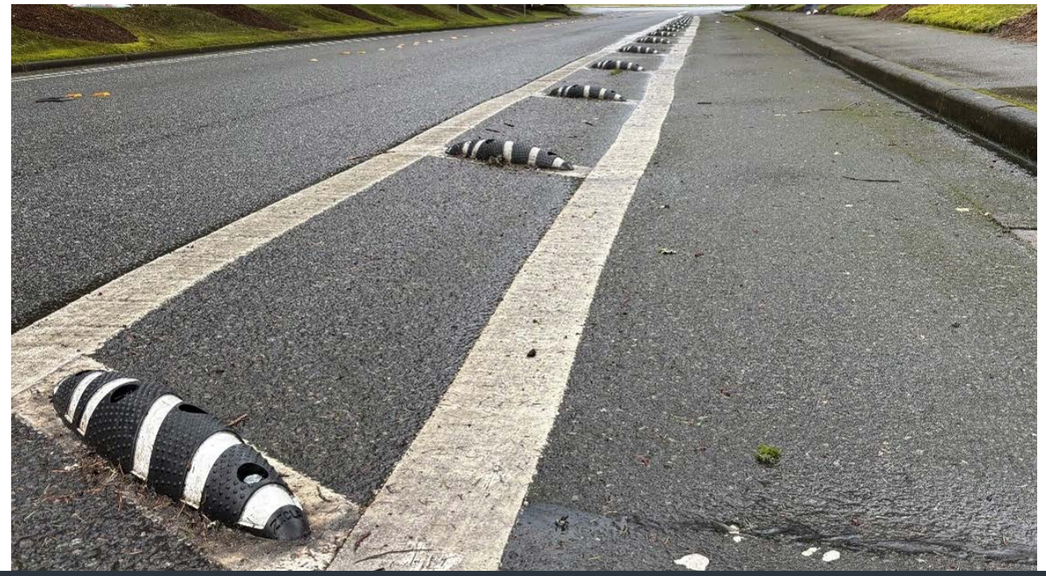
[18] "The Final Mile." 2022. Peopleforbikes.org. 2022. https://finalmile.peopleforbikes.org/.

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



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

Image Credit: City of Redmond



**Quick Build, Funding, and Communication**

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

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

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

### Strategy 5: Implement the Neighborhood Bikeway Network

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

**Strategy 5 supports the following Redmond 2050 policies:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **TR-16:** Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Prioritize implementation of the neighborhood bikeway network providing access to schools and parks. |
| **Action 5B** | Pair bicycle boulevard implementation with neighborhood traffic calming and shared streets to maximize safety benefits to neighborhoods. |
| **Action 5C** | Implement clear wayfinding to help users navigate the neighborhood bikeway network and neighborhood connections (see Pedestrian Plan) and connect to schools, parks, and the bicycle spine network. |

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

## Strategy 6: Balance Modes

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

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

**Strategy 6 supports the following Redmond 2050 policies:**

- **TR-15:** Adopt and implement a plan for active and accessible transportation and an ADA Transition Plan as part of the Transportation Master Plan that results in connected neighborhoods with safe, comfortable, and convenient access to opportunity in Redmond and the region.

### Recommended Actions

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

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

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

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

**Changing Priorities**

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

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

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

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

**Strategy 7 supports the following Redmond 2050 policies:**

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

**Recommended Actions**

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

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

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

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

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

Image Credit: Cycle Hoop

**Retrofitting Bike Parking**

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



## BICYCLE NETWORK STRATEGY

### Equity and Inclusion

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

The planned bicycle network is grounded in the following principles:

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

### The Bicycle Spine Network

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

### The Neighborhood Bikeway Network

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

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

**Bikeway Types**

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

**FIGURE 10 |** SEPARATED BIKE LANE ON 152ND AVENUE NE

Image Credit: City of Redmond

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

Image Credit: Toole Design

**The Right Device in the Right Place**

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

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

There are also education and engineering approaches to reducing conflicts between users on higher speed devices and those traveling at slower speeds. For example, encouraging higher speed users to slow down when approaching slower users and use their voice or bell when passing. From an engineering perspective, designing wider bikeways that allow more room for passing or provide dedicated space for faster devices may be a solution to explore.

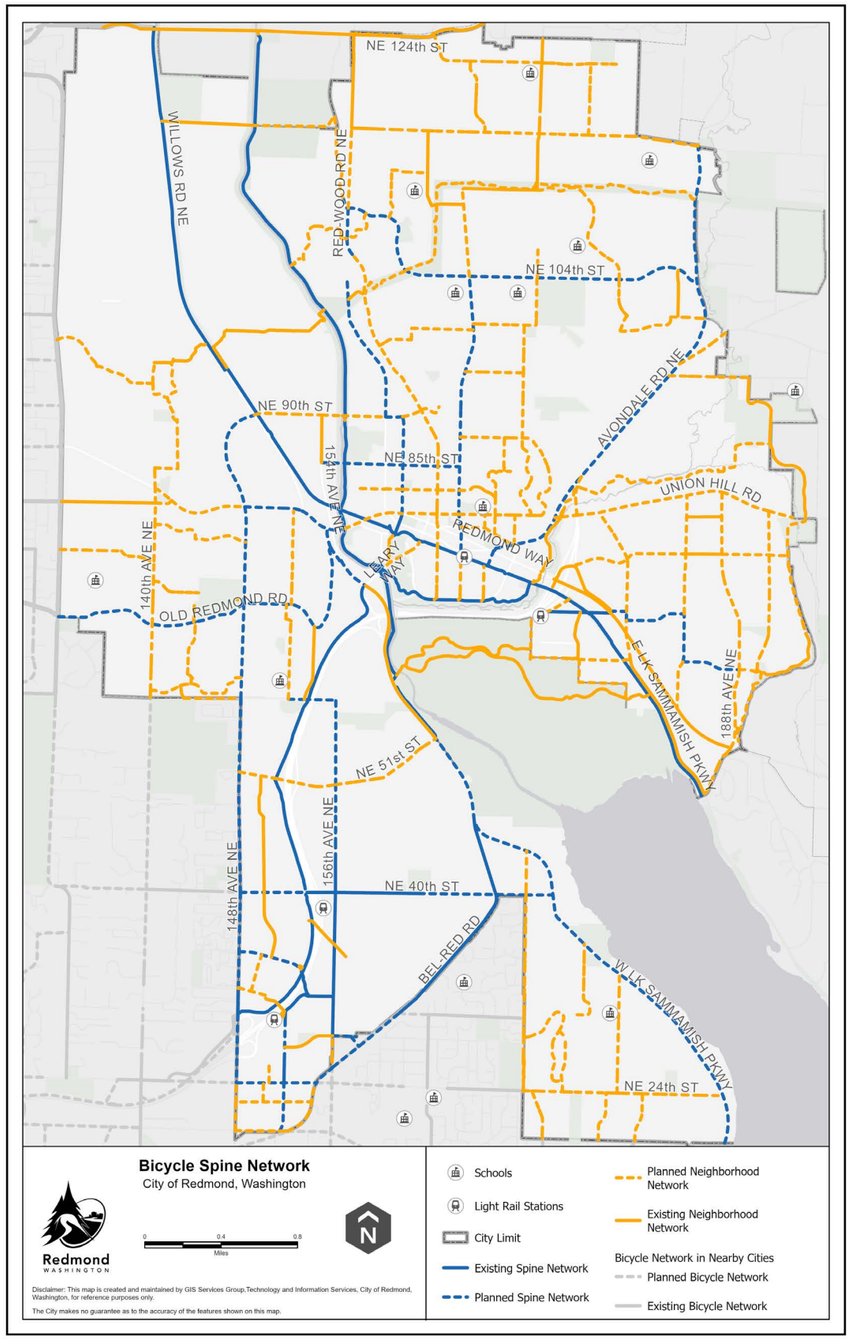
**FIGURE 12 |** REDMOND'S SHARED USE PATHS (REDMOND CENTRAL CONNECTOR TRAIL SHOWN HERE) ARE POPULAR TRANSPORTATION AND RECREATIONAL FACILITIES.

Image Credit: City of Redmond

**FIGURE 13 |** WAYFINDING SIGNAGE HELPS BICYCLISTS NAVIGATE THE NETWORK AND CONNECT TO THEIR FINAL DESTINATION.

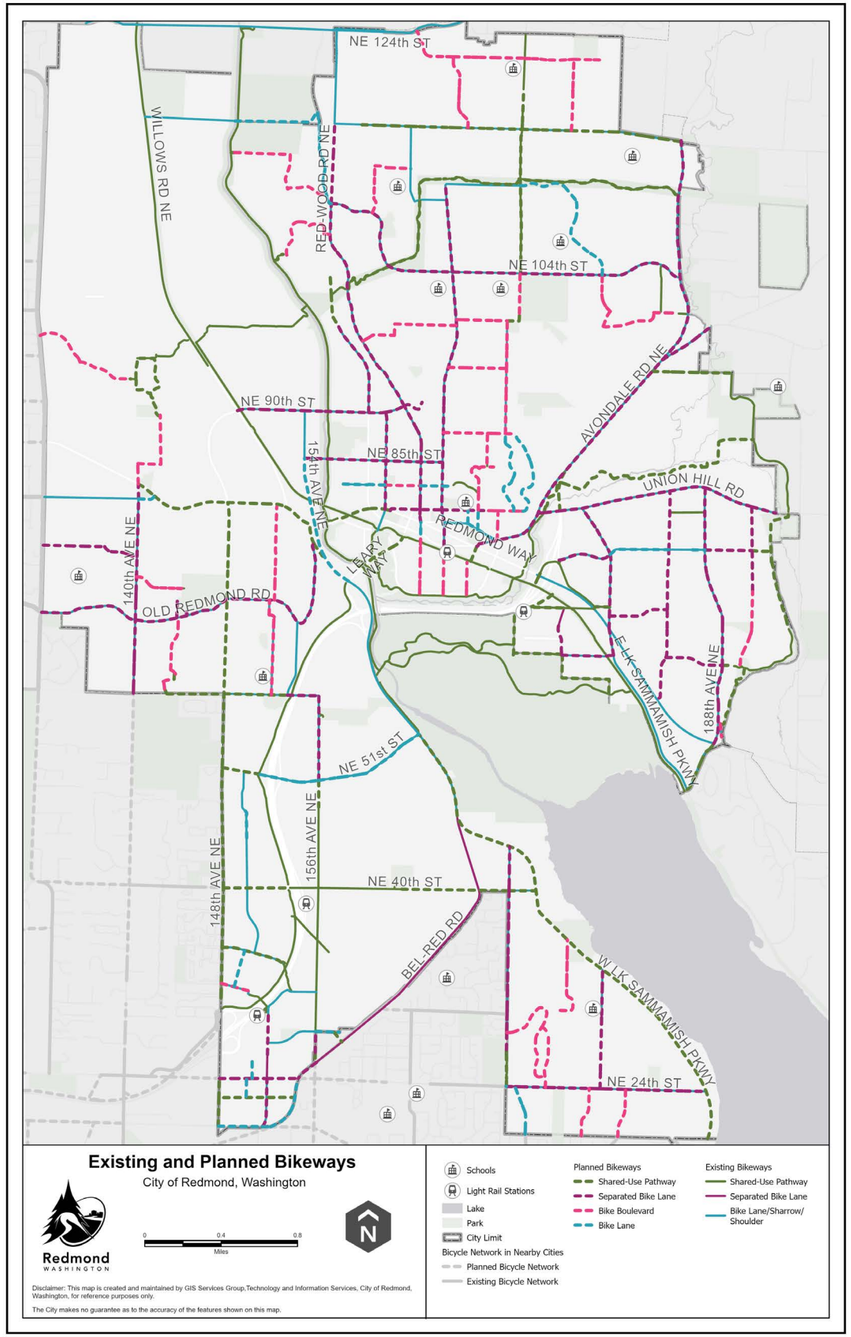
Image Credit: City of Redmond

## FIGURE 13 | SPINE NETWORK






## FIGURE 15 | EXISTING AND PLANNED BICYCLE FACILITIES



### Implementation

The City of Redmond will focus on implementing the Spine Network and other high priority projects identified in Figure 16 below. However, the City will also consider other factors when deciding what to build each year, such as the feasibility and cost of each project; opportunities to "piggyback" on other capital projects (e.g., stormwater); and time needed to plan, apply for grant funding, and conduct engineering and design.

## NEAR-TERM VS. LONG-TERM IMPLEMENTATION

To maximize bicycle and micromobility ridership the City of Redmond needs to implement a connected network of low-stress bikeways that connect people to destinations and allow them to meet their everyday needs, including schools, transit, parks, shopping, and services. Communities that have had the most success in significantly increasing the number of people bicycling have strategically invested in building out their bike networks and doing so quickly. Often these cities have relied on so called rapid implementation with a focus on using lower- cost quick build materials. While some critical connections in the planned bicycle network can be accomplished in the near-term (0-5 years) using rapid implementation methods, others will be longer-term (5-10 years or more) due to physical or environmental constraints and associated high costs.

## IMPLEMENTATION THROUGH CAPITAL PROJECTS

Typically, bikeway projects such as separated bike lanes, shared use paths, and bicycle boulevards are implemented through the City's capital improvement program, which dedicates City funds to implement capital projects (i.e., major infrastructure projects). These types of projects tend to have longer implementation timeframes as it may take time to allocate sufficient City funds to cover the total project costs given many other competing capital project funding needs and/or secure grant funding. Examples of bikeways that have been implemented in this way include the Bel-Red buffered bike lanes and Redmond Central Connector Trail.

## IMPLEMENTATION THROUGH DEVELOPMENT

Redmond has been fortunate to have had a high level of commercial and residential development. Any development must pay transportation impact fees and may also be required to build infrastructure that has been identified in the City's Transportation Facilities Plan or determined to be necessary to mitigate impacts to the transportation system. The implementation timeline for these projects tends to be longer as it depends on new development occurring and often new development projects can take several years to construct from the time of initial application. Several key segments of Redmond's Bicycle Spine Network have been built by development, including shared use paths on NE 40th St and 156th Ave NE and separated bike lanes on 152nd Ave NE.  As Redmond continues to grow there will be more opportunities to leverage this growth to build the planned bikeway network.



## RAPID IMPLEMENTATION

More rapid implementation of bikeways is possible, in some cases. Such projects use lower cost quick build materials (e.g., flexible posts, c-curb) to separate bicyclists from motor vehicles. Projects that do not require modifications to other infrastructure such as traffic signals, drainage, etc., and that can be designed and implemented by City staff are typically the best candidates for rapid implementation. Many parts of the Neighborhood Bikeway Network are good candidates for more rapid implementation, however it is necessary to prioritize these connections given the extensiveness of the network and budget limitations. The City will look for these rapid implementation opportunities to close priority gaps in the bikeway network in the nearer-term until funding can be secured for longer-term, more permanent solutions.

## PRIORITIZATION FRAMEWORK

Planned bicycle facilities have been prioritized using a framework that reflects the goals and strategies outlined earlier in this section. Specifically, the following metrics were used to prioritize segments of the bicycle network for implementation:

- **Safety:** Locations with high density of fatal and serious injury (FSI) crashes received higher priority.
- **Equity:** This metric prioritized projects that would serve people with greater needs for active transportation, based on the City of Redmond's Opportunity Dashboard. The Opportunity Dashboard uses socioeconomic data such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density.
- **Proximity to key destinations** (transit, schools, daycare centers, parks, and grocery stores): Prioritizes projects close to clusters of pedestrian and bicycle activity centers.
- **Comfort:** Facilities designed to serve All Ages and Abilities provide a higher level of comfort and may attract more users. On steep streets, providing higher comfort is even more important to serve all users.
- **Route Connectivity:** Connection to one or more existing bikeways or modal corridors serves to extend the bike network and increase the ability for people to use the network to access destinations.
- **Topography:** Factors hilly routes into the prioritization of bicycle facility projects.
- **Spine Network:** Projects along the Spine Network receive additional priority.
- **Short trip density areas:** Locations where the highest density of short trips occur have the greatest potential for mode shift to reduce VMT and GHG emissions. Facilities in hilly areas with high short trip density may receive higher priority because if an area is flat, we may see more trip conversion from vehicle to bikes.

Table 1 below provides a summary of the planned bicycle facility mileage by bikeway type and priority level. The planned bikeway network includes 72.8 miles total of planned bikeways, including 22.4 miles of shared-use pathways and 29.3 miles of separated bike lanes. The planned Spine Network includes 24.7 miles of bikeways.

**FIGURE 16** | PRIORITIZED BICYCLE NETWORK

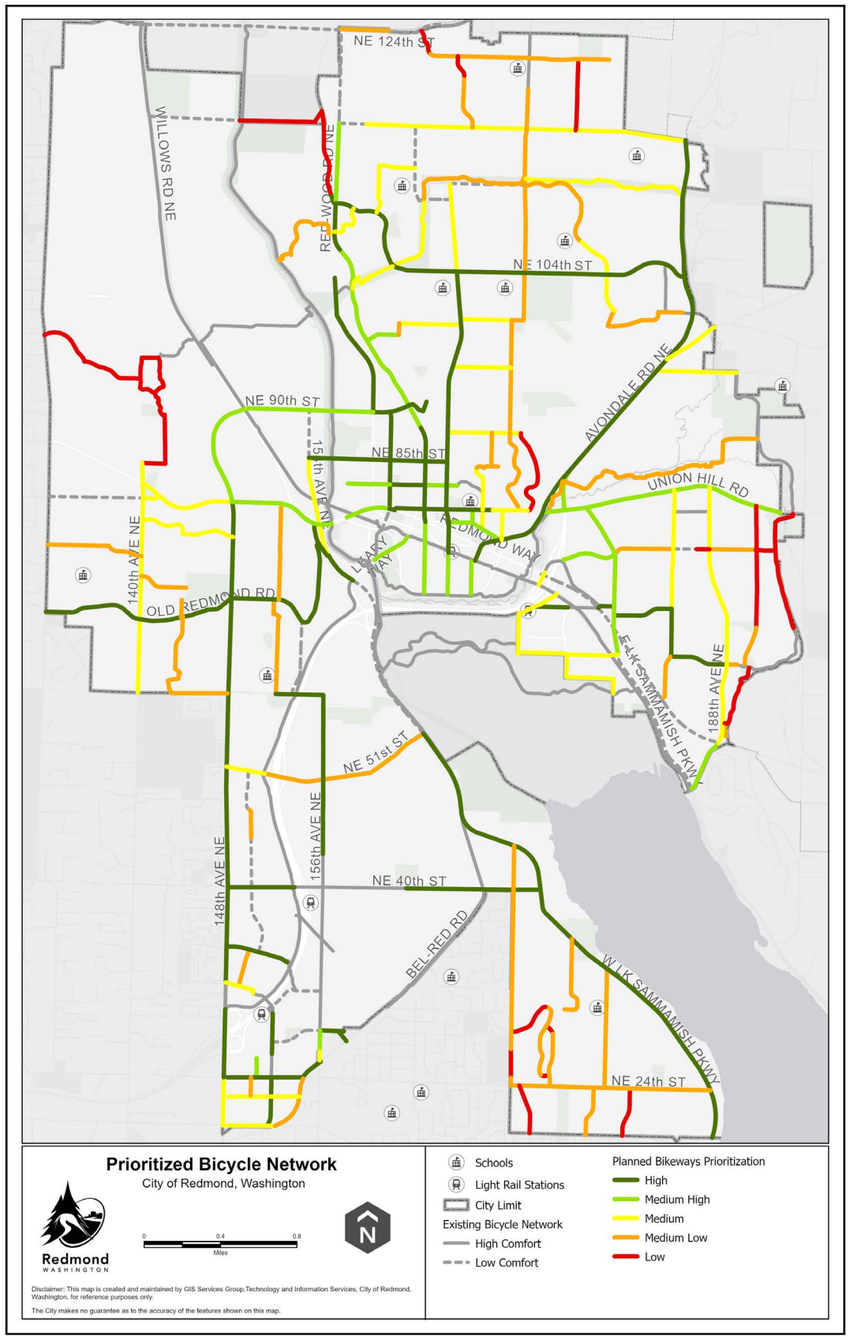



**TABLE 1** | PLANNED BICYCLE NETWORK MILEAGE BY BIKEWAY TYPE AND PRIORITY LEVEL

| Priority Level → / Bikeway Type ↓ | High No. Miles | Medium High No. Miles | Medium No. Miles | Medium Low No. Miles | Low No. Miles | Total No. Miles by Bikeway Type |
|---|---|---|---|---|---|---|
| **Shared-Use Pathway** | 8.9 | 1.82.5 | 7.6 | 3.2 | 1.6 | 23.7 |
| **Separated Bike Lane** | 15.9 | 4.7 | 4.9 | 3.6 | 0.4 | 29.5 |
| **Bicycle Boulevard** | 0.2 | 1.1 | 3.7 | 6.8 | 1.9 | 13.8 |
| **Bike Lane** | 0.6 | 0.6 | 1.4 | 3.3 | 1.7 | 7.5 |
| **Total No. Miles by Priority** | **25.5** | **8.8** | **17.2** | **16.9** | **5.6** | **74.8** Total Miles Planned Bikeways |
| | | | | | | |
| **Spine Network** | 22.5 | 2.4 | 1.0 | 0.0 | 0.0 | **26** Total Miles Spine Network |

## Spine Network

The Spine Network consists of separated bike lanes, shared use paths, and bicycle boulevards on low-speed, low-volume neighborhood streets. Table 2 below summarizes the remaining segments of the Spine Network and the anticipated timeframe (Near-term, or 0-5 years and Long-term, or 5-10 years) for their implementation. Some segments with near-term implementation timeframes may be good candidates for more rapid implementation (0 – 2 years), which will be determined by staff capacity, street work capabilities, and whether there are major costs items related to drainage, signals, etc.

## TABLE 2 | SPINE NETWORK IMPLEMENTATION SCHEDULE

| Street Name | From | To | Planned Bikeway | Status | Timeframe |
|---|---|---|---|---|---|
| 148th Avenue NE | Old Redmond Rd | NE 60th Streets | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | NE 51st Street | NE 40th Street | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | NE 40th Street | NE 31st Street | Shared-Use Path | Planned | 0 - 5 years |
| 148th Avenue NE | NE 24th Street | 3000 Block | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | Old Redmond Rd | NE 40th Street | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | Willows Road | Old Redmond Rd | Shared-Use Path | Planned | 5 - 10 years |
| 152nd Avenue NE | NE Hopper Wy | Da Vinci Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |
| 152nd Avenue NE | NE 20th Street | NE 24th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| 160th Avenue NE | NE 90th Street | Road End | Seperated Bike Lane | Planned | 0 - 5 years |
| 160th Avenue NE | Road End | NE 102nd Way | Shared-Use Path | Planned | 5 - 10 years |
| NE 109th Street / 160th Avenue NE / NE 104th Street | Red-Wood Road NE | Avondale Road NE | Seperated Bike Lane | Planned | 5 - 10 years |
| 161st Avenue NE | NE 90th Street | Redmond Way | Seperated Bike Lane | Planned | 0 - 5 years |
| 28th Avenue NE | 156th Avenue NE | Shared-Use Path between Bel-Red Road and NE 28th Street | Bike Lane | Planned | 0 - 5 years |
| NE 36th Street | 148th Avenue NE | SR 520 | Seperated Bike Lane | Planned | 0 - 5 years |
| Old Redmond Rd | W Lake Sammamish Parkway NE | 132nd Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |
| W Lake Sammamish Parkway NE | Bel-Red Road | NE 51st Street | Shared-Use Path | Planned | 0 - 5 years |
| W Lake Sammamish Parkway NE | Southern City Limit | Bel-Red Road | Shared-Use Path | Planned | 5 - 10 years |
| W Lake Sammamish Parkway NE | Old Redmond Rd | Redmond Way | Shared-Use Path | Planned | 0 - 5 years |
| 166th Avenue NE | Cleveland Street | NE 91st Street | Seperated Bike Lane | Planned | 5 - 10 years |
| Avondale Road NE | Redmond Way | NE Novelty Hill Road | Seperated Bike Lane | Planned | 5 - 10 years |
| Avondale Road NE | NE Novelty Hill Road | NE 116th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| NE 40th Street | 163rd Avenue NE | 172nd Avenue | Shared-Use Path | Constructed by 2028 | 0 - 5 years |
| NE 40th Street | 148th Avenue NE | SR 520 | Shared-Use Path | Planned | 0 - 5 years |
| NE 40th Street | 172nd Avenue NE | W Lake Sammamish Parkway NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 85th Street | 166th Avenue NE | Sammamish River Trail | Seperated Bike Lane | Constructed by 2027 | 0 - 5 years |
| NE 70th ST to 180th Avenue NE Connector | Redmond Way | 180th Avenue NE | Shared-Use Path | Constructed by 2026 | 0 - 5 years |
| NE 90th Street | 160th Avenue NE | 161st Avenue NE | Seperated Bike Lane | Planned | 5 - 10 years |
| Red-Wood Road NE | NE 106th Street | NE 109th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| Redmond Way | 148th Avenue NE | Sammamish River Trail | Shared-Use Path | Planned | 0 - 5 years |
| 154th Avenue NE | Old Redmond Road | Leary Way/ SR 520 Trail | Shared-Use Path | **Planned** | 0 - 5 years |
| 154th Place NE | NE 110th Place | Red-Wood Road NE | Shared-Use Path | **Planned** | 5 - 10 years |
| 156th Avenue NE | NE 51st Street | NE 60th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| 166th Avenue NE | Cleveland Street | NE 76th Street | Shared-Use Path | Planned | 0 - 5 years |
| 180th Avenue NE | NE 70th Street | NE 68th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| 185th Avenue NE | NE 68th Street | NE 65th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| Amli Development Trail | NE 76th Street | Redmond Way | Shared-Use Path | Planned | 0 - 5 years |
| NE 60th Street | 154th Street NE | 156th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 60th Street | 154th Street NE | 148th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |

| Street Name | From | To | Planned Bikeway | Status | Timeframe |
|---|---|---|---|---|---|
| NE 60th Street | 154th Street NE | 156th Street NE | Shared-Use Path | Planned | 0 - 5 years |
| NE 65th Street | 185th Street NE | 188th Street NE | Shared-Use Path | Planned | 0 - 5 years |
| NE 68th Street | 180th Street NE | 185th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 80th Street | Redmond Way | 164th Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |

### Related Plans, Policies, and Programs

The Bicycle Network implementation is supported by several complementary plans, policies, and programs, including:

- **Bicycle Facility Design Manual (2023):** The recently updated manual provides design guidance for bikeways to ensure consistent design of new bikeways in Redmond. Notably, the design user for the Manual is the "Interested but Concerned" bicyclist, someone who is not comfortable with bike lanes and may bike on sidewalks if bike lanes are provided. These bicyclists prefer LTS 1 or 2, off-street or separate bikeways or quiet traffic-calmed residential streets.
- **City of Redmond Municipal Code: 12.06 Complete the Streets:** Code requiring all transportation projects to provide appropriate accommodation for persons of all ages and all abilities, including bicyclists, pedestrians, transit users, as well as automobiles, freight and buses, in comprehensive and connected networks defined in the City's Transportation Master Plan.
- **City of Redmond Municipal Code: 21.52.010 Transportation Concurrency:** All proposed new developments are required to analyze its impacts to the transportation system. If the new development is located in an area identified in the Transportation Facilities Plan for an improvement, such as a planned bikeway or sidewalk, the developer would be required to incorporate this as part of the project or pay impact fees to the City for its implementation. Many of Redmond's existing bikeways have been constructed as part of new development through the Transportation Concurrency program.
- **City of Redmond Municipal Code: 21.52.020 Mobility Management Program:** Requires building owners to implement a mobility management program to reduce the level of traffic generation during the a.m. and p.m. peak hours. Requires all development applications that warrant transportation mitigation to comply with this code's requirements.
- **City of Redmond Municipal Code 21.40.020 Bicycle Parking Requirements and Standards:** Purpose is to (1) Promote bicycling as an important and integral mode of transportation which enables healthy lifestyles, is affordable, and reduces greenhouse gas emissions; (2) Provide requirements and standards efficient and safe bicycling parking meeting the parking needs of specific uses; and (3) Provide the necessary bicycle parking facilities for a bicycle-friendly community.
- **Safer Streets Action Plan (2025):** This plan provides a roadmap for achieving zero fatal and serious injury crashes in Redmond. Grounded in the Safe System approach, it identifies policy, programmatic, a high risk network where safety improvements should be prioritized, and provides details on infrastructure improvements that should be made on specific corridors.
- **Redmond School Pool Program:** City of Redmond active travel to school encouragement program that works with Lake Washington School District schools located in Redmond to provide marketing materials, education on alternative commuting safety topics, and ideas for events like Walk to School Days to encourage a reduction in drive alone trips to school and Bike Rodeos to learn about road safety and bike handling.
- **Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan:** This plan identified completing and expanding trail system connections as one of the highest capital project priorities during the community engagement process, and walking was the top activity for Redmond residents. The plan supports improving trail access for transportation options as essential to maintaining a healthy and livable community and promoting alternatives to motor vehicle use.
- **Stormwater and Surface Water System Plan:** The City of Redmond Stormwater and Surface Water Systems Plan (SSWSP) guides actions to reduce and prevent flooding, protect and restore natural habitat, keep pollutants away from fish and wildlife, protect our drinking water aquifer, and keep our lake, river, and streams healthy for everyone to enjoy. The SSWSP identifies where stormwater and water system infrastructure needs be built or replaced, which can present opportunities to make modifications to the street, including construction of bikeways. Capital transportation projects are also opportunities to upgrade stormwater and water system facilities.
- **Transportation Facilities Plan:** The Transportation Facilities Plan (TFP) guides transportation investments that the City of Redmond expects to deliver by 2050.
- **Six-Year Transportation Improvement Program:** The six-year Transportation Improvement Program (TIP) is an annual planning document that outlines Redmond's transportation projects and programs for the next six years, based on the city's Comprehensive Plan and Transportation Facility Plan. It includes a list of projects with secured or expected funding, with the first three years typically fully funded, and the last three years often partially or completely unfunded.

## PLANNING FOR MAINTENANCE OF REDMOND'S BIKEWAY NETWORK

As Redmond plans and builds new bikeways, there will be a need for additional maintenance, potentially requiring increased staffing levels, additional funding, and/or the development of new maintenance protocols to maintain a level of service that supports safe and comfortable bicycling and micromobility use. This is particularly true for separated bike lanes that may require more frequent seasonal maintenance, specialized equipment, and have more pavement markings and other features requiring periodic maintenance and replacement. It is important for the City to proactively plan and account for these needs. Section 8 – Maintenance and Preservation provides more discussion on maintenance of the bikeway network.

# TRANSIT SYSTEM PLAN

Transportation Master Plan

## INTRODUCTION

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

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

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

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

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

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

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

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

### RESILIENCE

- Increased transit ridership decreases single-occupant vehicle trips, which in turn allows for less wear and tear on Redmond roadways and allows for reduced vehicle congestion. (See Redmond 2050 FW-TR-2)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 4,and Strategy 7

### SUSTAINABILITY

- Increasing transit access and ridership enables more people to enjoy low-carbon mobility. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9

### EQUITY & INCLUSION

- Transit access provides an equitable and affordable non-auto transportation mode available to every Redmond community member. (See Redmond 2050 TR-10)
- Strategies in this section supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

## OVERVIEW OF REDMOND'S TRANSIT SYSTEM

### Transit Service in Redmond

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

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

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

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

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

Source: Metro Connects 2021 Service Guidelines

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

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

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

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

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

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

Source: King County Metro East Link Connections Network, as of adoption in March 2025
*2 Line will connect to Seattle and Lynnwood with the completion of the Eastlink Extension I-90 segment, anticipated in spring 2026
**Route will be implemented with the East Link Connections Network, anticipated in fall 2025




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

**FIGURE 1** | EXISTING TRANSIT NETWORK

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

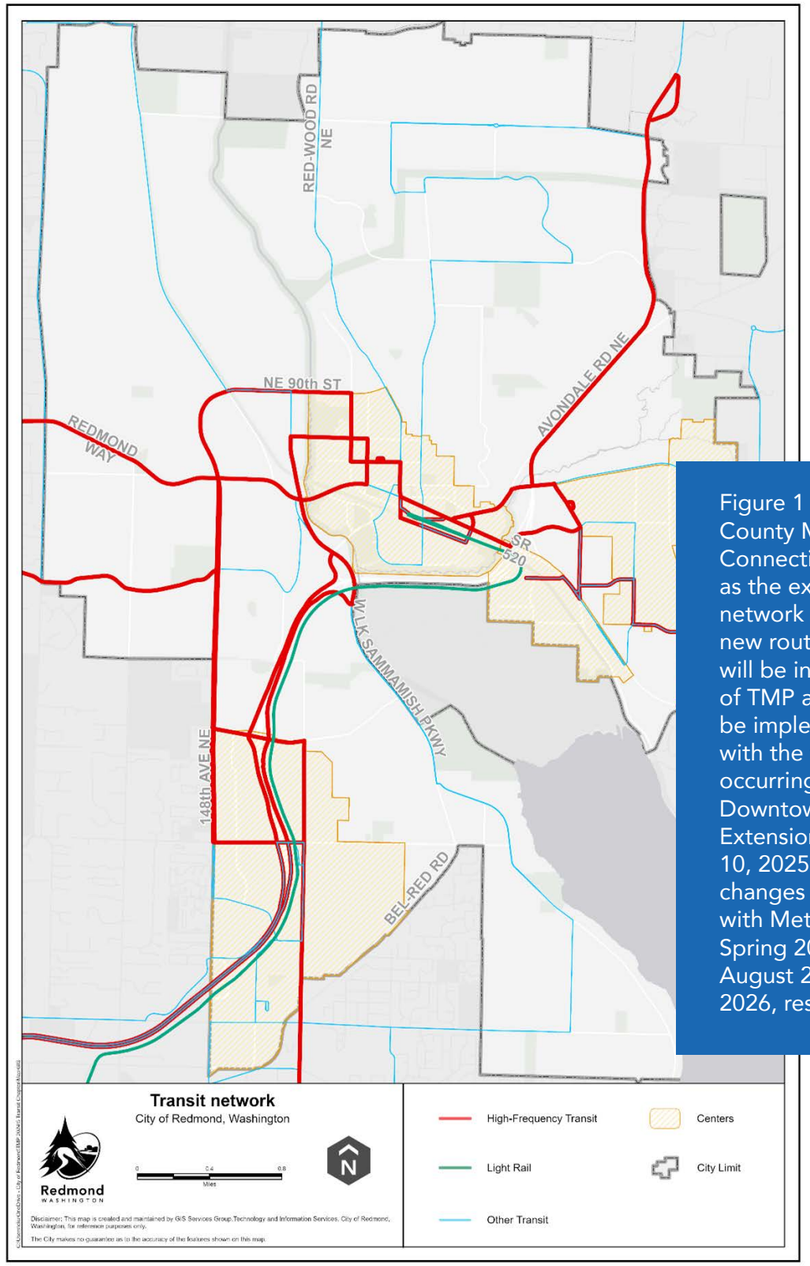



Figure 1 includes King County Metro's East Link Connections Network as the existing transit network as it is anticipated new routes and revisions will be in place by the time of TMP adoption. ELC will be implemented in phases, with the first changes occurring alongside the Downtown Redmond Link Extension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

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

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

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

Source: King County Metro, 2024

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

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

Source: King County Metro, 2024

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

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

Source: Sound Transit, May 2024 through February 2025

### The Connection between Transit and Land Use

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

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

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

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

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

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

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

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

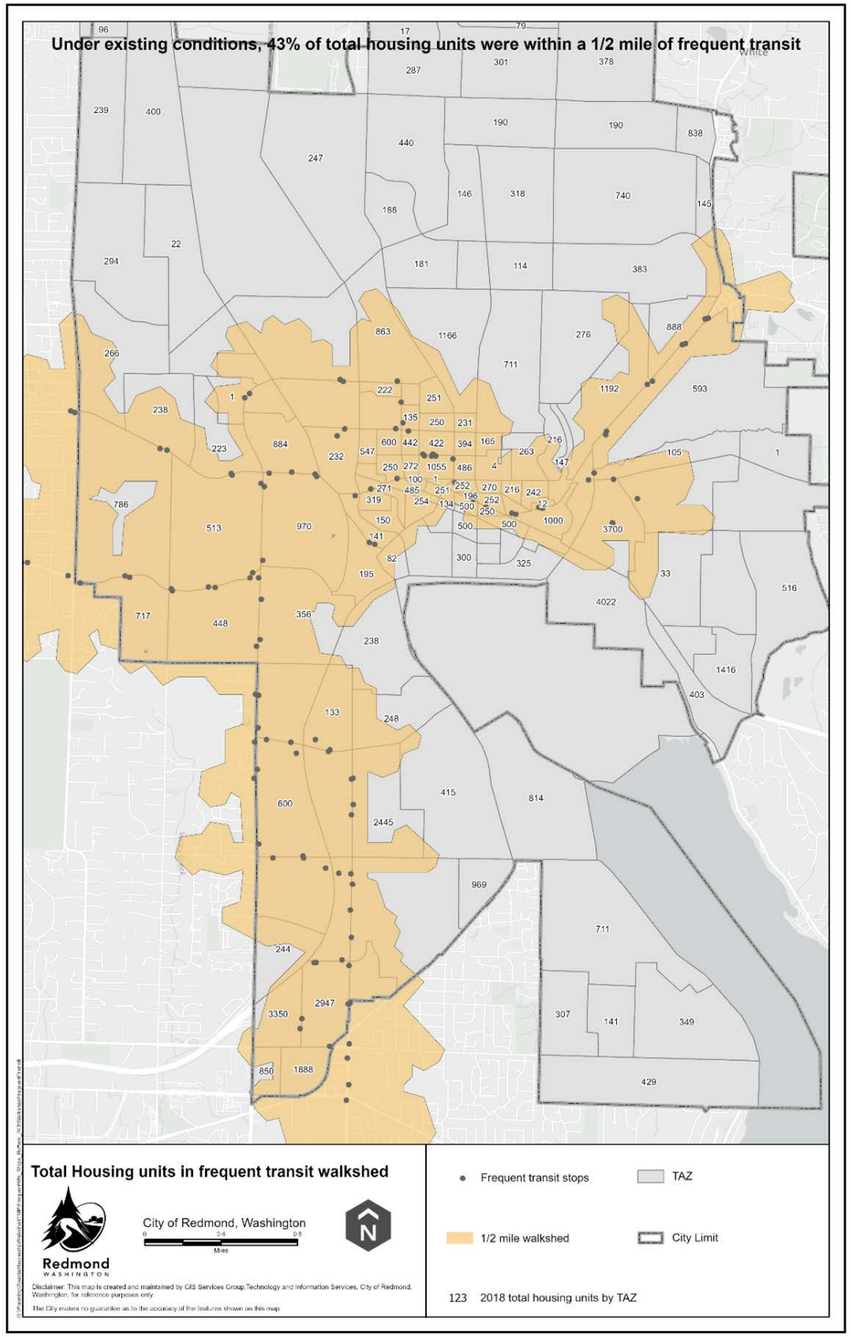
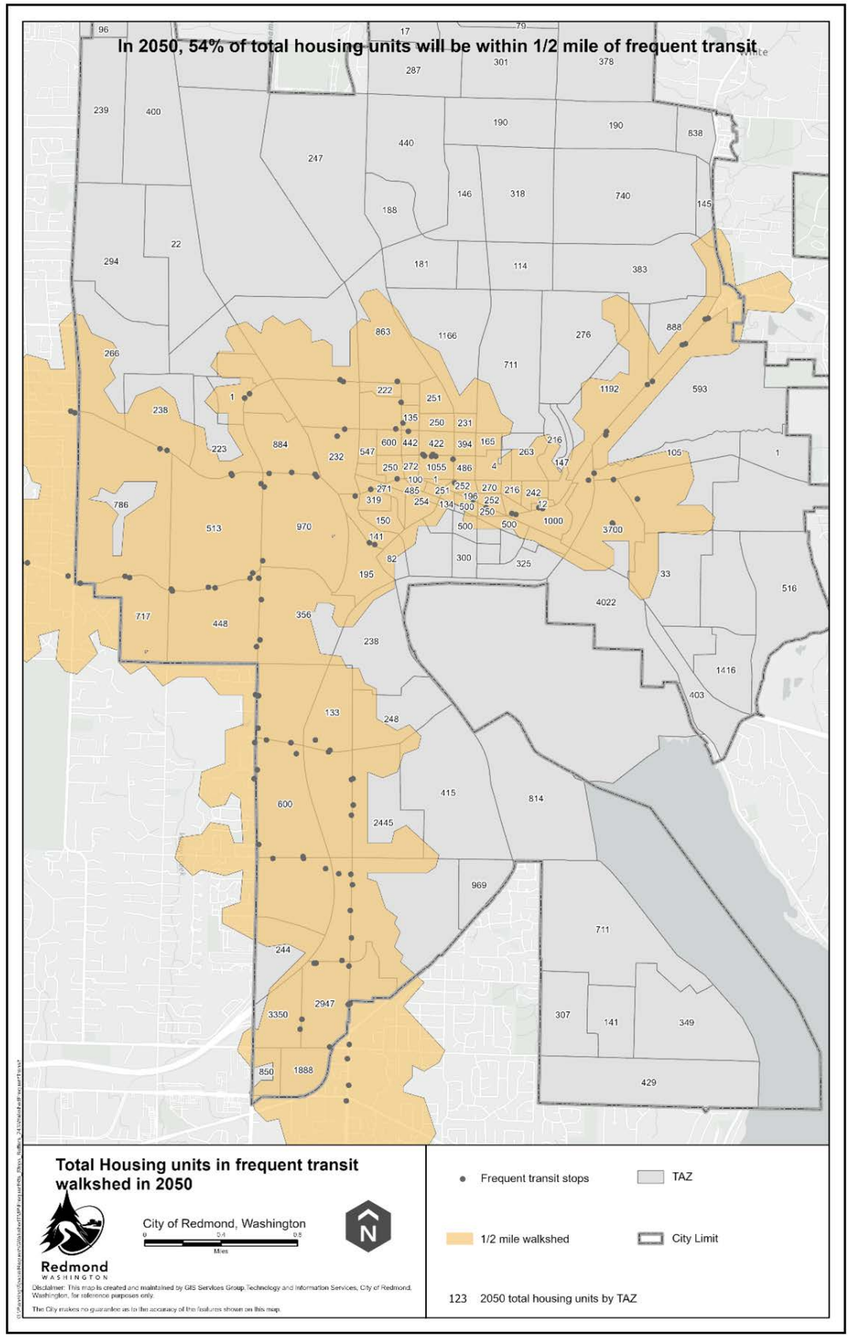



**FIGURE 3** | PROJECTED 2050 HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT



## Park & Ride Facilities

**TABLE 6 |** REDMOND PARK & RIDE FACILITY UTILIZATION

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

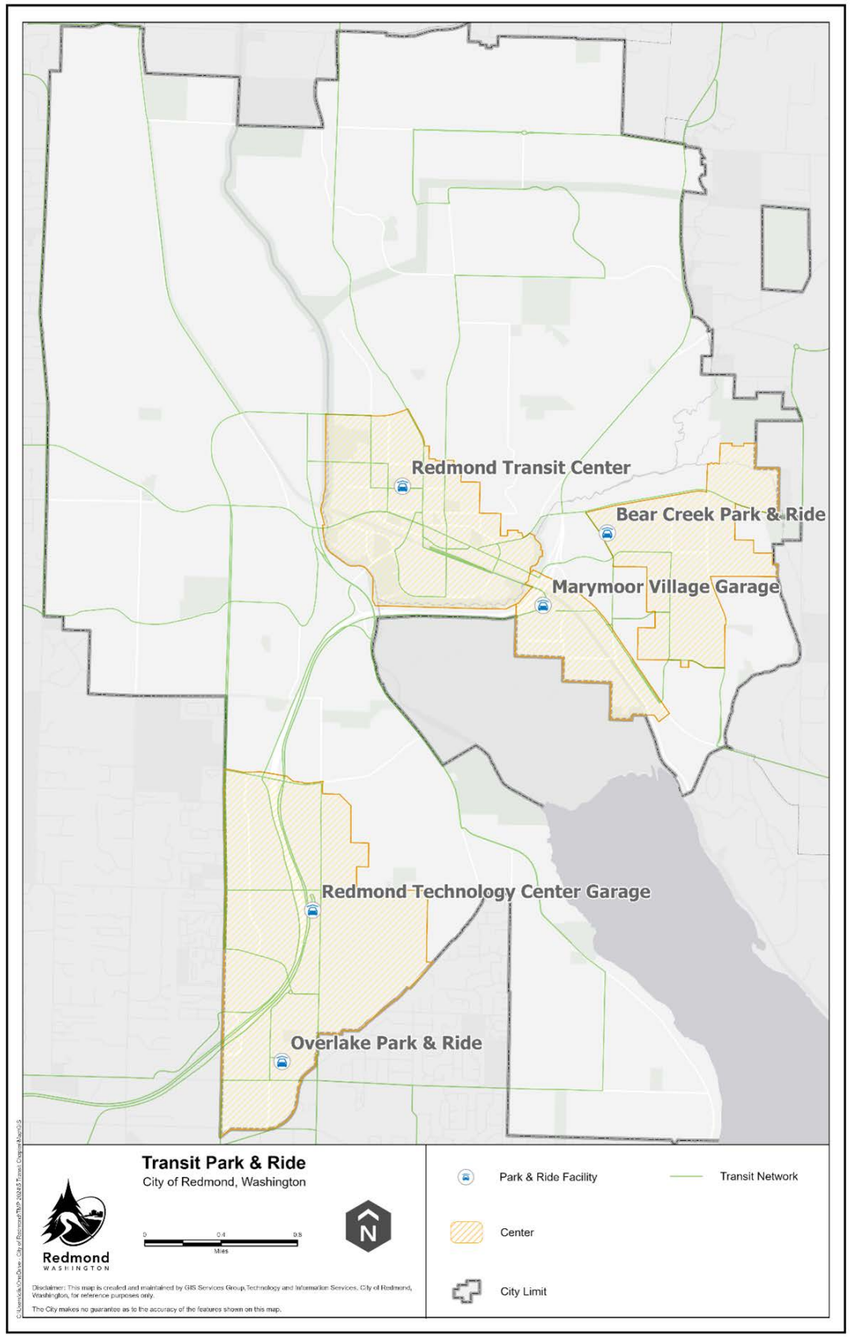
Source: King County Metro, 2024
*Note: Complete occupancy and utilization data not yet available. Data to be updated when Downtown Redmond Link Extension is operational.

"WHY DO YOU PREFER BIKING, WALKING, OR TAKING TRANSIT OVER DRIVING?"

There are several different reasons, but honestly driving is such a stressful activity for me that, even though I have a drivers license, I'd rather just avoid it entirely—to my own benefit, but also to that of everyone else on the road. Not owning a car also saves a significant amount of money which I can instead save up or put toward other expenses. And it undoubtedly has by far the biggest impact on my personal carbon footprint.

*- Tj Horner*

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



## FUTURE TRANSIT RIDERSHIP PROJECTIONS

### Ridership Growth Trends

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

Based on housing and employment growth projections in Redmond 2050, Redmond's growth is anticipated primarily within the city's centers of Downtown, Overlake, and Marymoor. Given the expansion of light rail to Overlake in April 2024 and to Marymoor and Downtown Redmond in May 2025, the city anticipates these centers will draw increased transit, walking, and biking trips. Significant transit changes are coming to the Eastside in 2025 and 2026 as Sound Transit's 2 Line extends across Lake Washington to Seattle and into downtown Redmond. To prepare for this expansion, Sound Transit and King County Metro developed East Link Connections, a coordinated effort to redesign transit service across the Eastside. This process aims to integrate Metro's updated bus network with the new 2 Line, and improve connections between Seattle, Mercer Island, downtown Bellevue, the Spring District, Overlake, and downtown Redmond. Because these service changes take effect late 2025/early 2026, East Link Connections serves as the foundation for Redmond's Strategic Transit Plan Network described in Strategy 1 below.

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

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

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

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

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



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

## STRATEGIES AND ACTIONS

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

**Strategy 1 supports the following Redmond 2050 policies:**

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

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

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

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

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

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

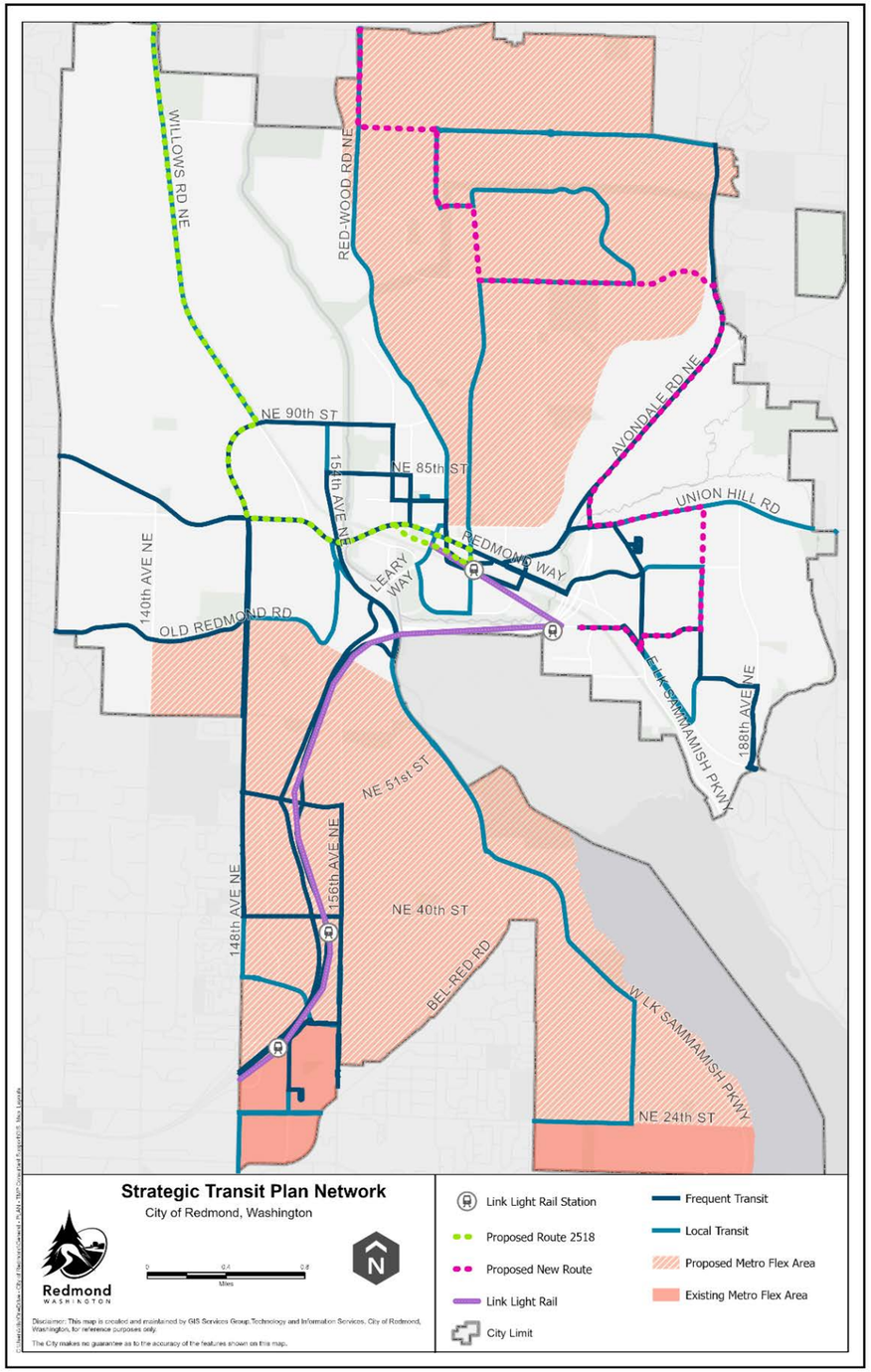
The Strategic Transit Plan network shown below identifies the need for the following priorities, detailed in the remaining Strategies of this section:

- **Increased service frequency** – Aiming for all routes to operate at least every 15-20 minutes.
- **Stronger connections** – Enhancing transit links between Education Hill, Willows Road NE/NE 90th Street, downtown Redmond, and regional destinations like Woodinville and Totem Lake.
- **Metro Flex service** – Continuing to prioritize on-demand service in areas where fixed-route transit is not feasible or practical.

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

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

**FIGURE 5** | STRATEGIC TRANSIT PLAN NETWORK



### Recommended Actions

| | |
|---|---|
| **Action 1A** | Advocate to King County Metro for better service frequency (e.g., 15-20 minute headways) on Redmond transit routes, especially focusing on local routes. (Planning) |
| **Action 1B** | Collaborate with neighboring jurisdictions (such as Bellevue, Kirkland, Woodinville, and Sammamish) to align transit priorities and communicate these priorities to King County Metro in a unified manner. (Planning) |
| **Action 1C** | Explore models and methods for City of Redmond to pay King County Metro for additional transit service if regional funding timeframes are insufficient for meeting Redmond community needs. (Planning) |

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

**Strategy 2 supports the following Redmond 2050 policies:**

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

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

### Recommended Actions

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



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

**Strategy 3 supports the following Redmond 2050 policies:**

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

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

- **Bicycle options:** Long-term and short-term bicycle parking and storage; connection to separated bicycle lanes or multiuse trails.
- **Transit options:** Fixed route or flexible transit service.
- **Shared mobility options:** Micromobility designated parking; shared e-bikes or e-scooters available; carshare parking; or designated rideshare pick-up and drop-off zones.
- **Vehicle options:** Passenger pick-up/drop-off; Community Van parking.
- **Amenities:** Benches or street furniture; restrooms; water fountains; options for buying a snack or beverage; free Wi-Fi. The level of amenity would depend on scale and level of service of available transportation options.

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

**FIGURE 6** | MOBILITY HUB TYPES (CREDIT: FEHR & PEERS)

**Neighborhood Hub**

The smallest type of mobility hub, providing simple and comfortable amenities to accommodate walking, biking, and using motorized personal transportation devices and transit access for local communities.

**Regional Hub**

A robust type of mobility hub co-located at Link light rail stations, providing the most features and amenities. They will support the largest number of people from within and outside of Redmond.

**Table 7 includes a comparison of mobility hub attributes.**

**TABLE 7 |** REDMOND MOBILITY HUB COMPARISON

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

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

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Support new development and tactical strategies that deliver a rich mix of retail services, eating establishments, pop-ups, activated public gathering spaces, and amenities at and around light rail stations. (Planning) |
| **Action 3B** | Develop a process for identifying and prioritizing Neighborhood Mobility Hub locations. (Planning) |



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

**Strategy 4 supports the following Redmond 2050 policies:**

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

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

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

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

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

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

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

> "Metro Flex, please! Education Hill is a tough area for us in terms of transit. The one-way loop makes getting to downtown difficult. Ed Hill to RSCC is a 7-minute drive, a 33-minute walk, and a 33-minute bus ride. Why would I choose the bus?"

> "I'm thrilled with all of the transit options available from Redmond Transit Center, would appreciate more frequent buses and safety checks at night so I can go to events downtown."

> "Cannot wait for the light rail to begin."

> "I would ride transit/bus to Seattle more frequently if my local bus stop was more frequent instead of 30-minute gaps. AND ran later in the night after events. Currently I drive a mile and park at the transit [Park & Ride]."

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Establish a city capital program that allows the city to easily partner with King County Metro on bus stop facility improvements that could include shelters, benches, lighting, and ensuring stops are fully ADA-accessible. (Planning, Public Works) |

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

### Strategy 5 supports the following Redmond 2050 policies:

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

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

### Recommended Actions

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

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

### Strategy 6 supports the following Redmond 2050 policies:

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

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



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

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

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

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

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

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

### Recommended Actions

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

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

**Strategy 7 supports the following Redmond 2050 policies:**

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

Although Metro and Sound Transit determine the ultimate transit service networks in Redmond, the City of Redmond can influence bus operations through the design of local streets and transit access through the design of the transportation network around bus stops, especially pedestrian and bicycle connections. A transit-supportive local transportation network holds equal importance to transit service in determining the quality of transit mobility. The purpose of this strategy is to identify capital projects with the potential to benefit the speed, reliability, and accessibility of Redmond's transit system.

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

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

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

Table 8 summarizes potential transit supportive capital projects in Redmond. The potential projects listed that are not currently included in a Redmond planning document will be evaluated for inclusion in the Transportation Facilities Plan (TFP) or existing Capital Improvement Program project. In addition to these recommended projects, Redmond should continue to collaborate with King County Metro and Sound Transit to monitor transit speed and reliability and identify additional improvements as needed after the East Link Connections network is implemented. Reconfiguring vehicle lanes to Bus and Transit-only (BAT) lanes should be explored, particularly for the RapidRide B line and other frequent transit routes. While BAT lanes could result in general purpose traffic delay such prioritization of transit aligns with Redmond 2050 policies.

**TABLE 8 |** POTENTIAL REDMOND TRANSIT-SUPPORTIVE PROJECTS

| Project ID | Project | Description | Transit-Supportive Component |
|---|---|---|---|
| 1 | 150th Ave NE/NE 51st Street Traffic Signal | Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, streetlights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection. | Transit stop amenities, possible transit signal phasing |
| 2 | Adaptive Signal System – Overlake | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals throughout Overlake. | Transit signal phasing |
| 3 | Adaptive Signal System – South-east Redmond | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals in Southeast Redmond and on Avondale Road. | Transit signal phasing |
| 4 | Adaptive Signal System – Neigh-borhood Arterials | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. | Transit signal phasing |
| 5 | NE 70th Street/ Redmond Way intersection | Consider building out the westbound approach of the NE 70th Street/Redmond Way intersection for general purpose traffic with turn restrictions that would limit left turns, or for transit traffic only. Building out this intersection approach provides a more reliable and less circuitous route for buses to access Marymoor Village station instead of navigating through the Redmond Way/180th Avenue NE intersection. | Transit-only lane and transit signal phasing |
| 6 | 156th Avenue NE between NE 36th Street and NE 40th Street | Evaluate if the B Line is delayed trying to merge from the northbound curb lane on 156th Avenue NE to the northbound left turn lanes at NE 40th Street/156th Avenue NE. Consider a queue jump or transit only left turn lane at the NE 40th Street/156th Avenue NE intersection if congestion is an issue. This lane could also be utilized by private shuttles, if there is adequate capacity. | Transit only-lane and transit signal phasing |
| 7 | SR 520 Restriping | Restripe SR 520 in the northbound/eastbound direction at the NE 40th Street exist to add a peak-only hard shoulder for northbound transit. Would require coordination and partnership with WSDOT. | Transit-only lane |

| Project ID | Project | Description | Transit-Supportive Component |
|---|---|---|---|
| 8 | Redmond Way between 168th Avenue NE and 164th Avenue NE | Consider implementing additional transit Intelligent Transportation System (ITS) strategies for the section of 164th Avenue NE between Cleveland Street and Redmond Way, such as transit green time extension. To accommodate the heavy southbound left bus turning movement at 164th Avenue NE/Cleveland Street, consider extending the southbound left turn pocket for additional storage, or extending the turn pocket by removing the northbound left turn at 164th Avenue NE/Redmond Way. Eliminating the northbound left turn may help to eliminate some general-purpose vehicle conflict with buses traveling northbound through. | Transit signal phasing |
| 9 | 164th Avenue NE/NE 83rd Street intersection | After the East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability at the intersection of NE 83rd Street/164th Avenue NE. This intersection serves multiple high frequency bus routes traveling northbound left/through, and westbound right. | Transit only lane and/or transit signal phasing |
| 10 | 148th Avenue NE between Old Redmond Road and NE 40th Street | After the East Link Restructure is implemented, evaluate transit speed and reliability along the corridor and consider bus queue jumps at intersections. | Transit signal phasing |
| 11 | Avondale Road between Avondale Way and NE Novelty Hill Road | If the street is reconstructed or modified, consider adding queue jump lanes at signalized intersections. | Transit only lane and/or transit signal phasing |
| 12 | Willows Road between NE 90th Street and NE 124th Street | In conjunction with the Willows Road Widening project (see line 4), add northbound bus only or HOV only lane, replacing one general purpose lane south of 9900 Block and replacing bike lanes from 9900 Block to 124th Street following completion of the Redmond Central Connector trail. | Transit only lane |



## Recommended Actions

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

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

**Strategy 8 supports the following Redmond 2050 policies:**

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

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

## Recommended Actions

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

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

**Strategy 9 supports the following Redmond 2050 policies:**

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

Continuity in policy and planning efforts across agencies will help bring Redmond's transit goals to reality in a more efficient manner. Redmond's efforts should align with King County Metro's and Sound Transit's.

long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro's and Sound Transit's long-range plans so that they align with the city's objectives. Redmond already incorporates many of Metro's policies for transit planning, including:

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

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

### Recommended Actions

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

"WHAT EXCITES YOU MOST ABOUT REDMOND'S GROWING ACTIVE TRANSPORTATION NETWORK?"

# FREIGHT AND GOODS DELIVERY PLAN

Transportation Master Plan

## INTRODUCTION

The movement of freight and goods is a critical component of Redmond's transportation system. Between long-haul arrivals and last-mile deliveries, Redmond's entire street system is used in the movement of goods. The Southeast Redmond Industrial Center is an important freight hub for the Eastside, where long-haul trucks arrive with goods that are then sent to destinations across the Eastside in smaller vehicles. E-commerce is expected to have sustained growth resulting in more package deliveries to residents. Between 2017 and 2050, the Puget Sound Regional Council forecasts that freight transported within Washington state will increase by more than 40%, and that imports and exports will grow by more than 50%. These trends point to a need to maintain Redmond's designated truck routes to ensure timely and reliable movement of goods and to be forward thinking in terms of new approaches and technologies last-mile delivery solutions.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

- Promote freight delivery strategies that minimize disruptions and impacts to the surface transportation network and livable Urban Centers. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 2

### SUSTAINABILITY

- Reduce overall GHG emissions by implementing electric or low emissions delivery and pick up systems. (TR-31, TR-38)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5

### EQUITY & INCLUSION

- Ensure freight and goods delivery access is available to all Redmond residents and businesses. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Equity and Inclusion include: Strategy 1, Strategy 3

## FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

Redmond's freight route network consists of truck routes that connect to regional truck routes and provide local access to industrial areas such as the Southeast Redmond Industrial Center. Lacking direct rail and port access, Redmond's freight network is completely road-based.
The Redmond truck route system is based on the Washington State Department of Transportation's Freight and Goods Transportation System (FGTS). The FGTS features a ranking system of truck routes based on volume data and estimated tonnage. T-1 and T-2 class routes, or primary truck routes, are recognized as the highest volume and tonnage truck routes in the State, carrying at least four million tons of gross truck tonnage per year. Secondary truck routes are made up of T-3 and T-4 truck routes. T-3 class truck routes carry between 300,000 to 4 million tons per year. T-4 class truck routes carry at least 100,000 to 300,000 tons per year.

Redmond maintains a 39.7-mile four-tiered freight route system that includes local arterials. The 7.3-mile section of SR 520 freeway within the city limits is maintained by WSDOT and included as part of the City's freight route network. These routes currently have higher volumes of trucks and are predicted to have higher volumes of trucks in the future. Truck routes also connect the major industrial and commercial area in the Southeast Redmond neighborhood and support the movement of goods between manufacturing companies and regional truck routes, which are important to the economic vitality of manufacturing and freight distribution companies in Redmond. All truck routes are built to a standard that accommodates heavy truck loads and may be designed to also provide safe access for people walking, biking and taking transit as is discussed in Section 3- Street System Plan.

It should be noted that two FGTS-designated T-3 truck routes are not included in the City's truck route network. These are West Lake Sammamish Parkway, from the Bellevue City Limits to Bel-Red Road and NE 116th Street, from Avondale Road NE to SR 202. The reason for excluding these two routes is that they operate in heavily residential neighborhoods and there are alternative truck routes. These are corridors where the city will take future action to discourage through truck traffic.

Figure 1-1 below shows a map of the Redmond truck route system. Table 1-1 below summarizes Redmond's truck route system miles by truck route classification.

**FIGURE 1-1** | REDMOND TRUCK ROUTES

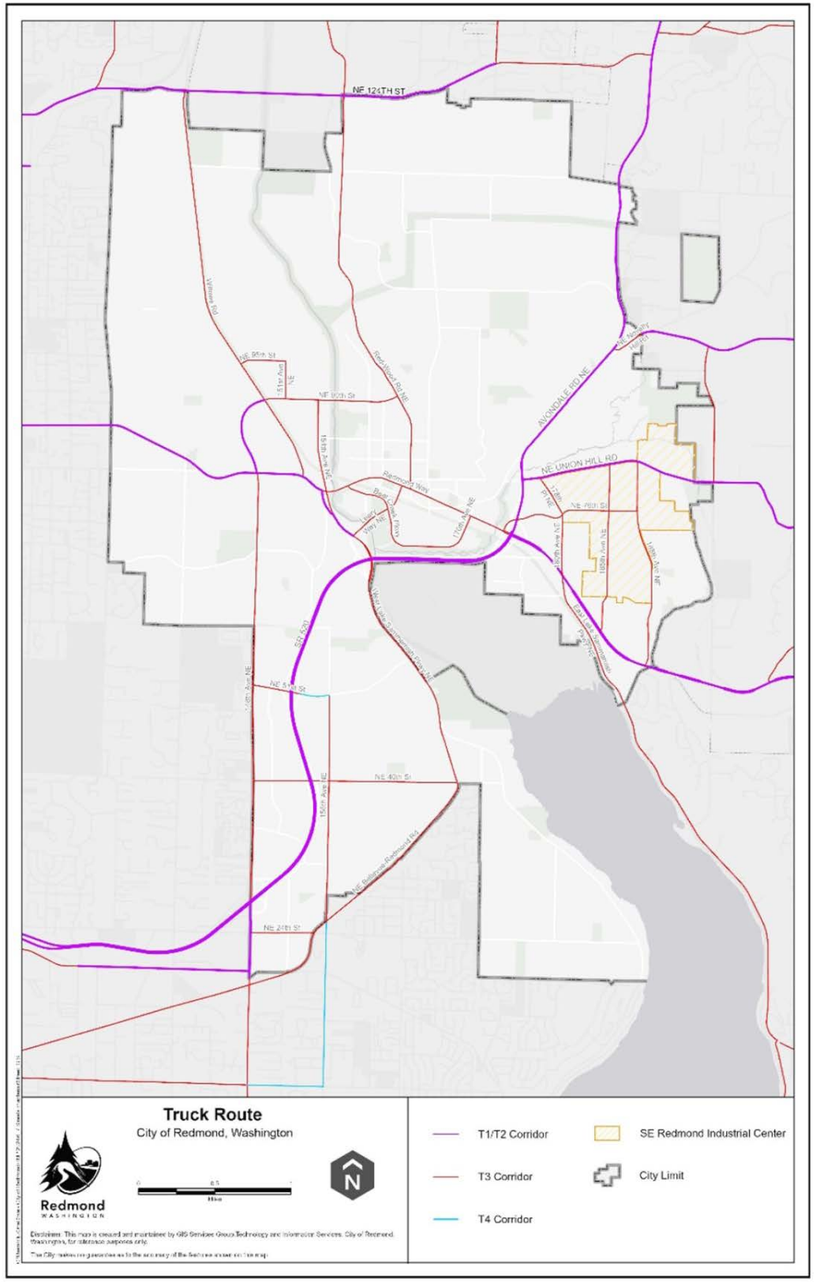


**TABLE 1-1** | REDMOND TRUCK ROUTE SYSTEM

| Truck Route Classification | Centerline Miles |
|---|---|
| (Primary) T1/T2 Truck Route | 17.9 (including 7.3 miles of SR 520) |
| (Secondary) T3 Truck Route | 28.9 |
| (Secondary) T4 Truck Route | 0.2 |
| | **Total Miles: 47.0** |

## PRIMARY TRUCK ROUTES (T-1 AND T-2) INCLUDE:

- 148th Ave NE, from south city limits to SR 520
- 148th Avenue NE, from Redmond Way to Willows Road
- West Lake Sammamish Parkway NE, from Leary Way NE to Redmond Way
- Avondale Road, from NE Union Hill Road to north city limits
- NE Union Hill Road, from Avondale Road NE to east city limits
- Redmond Way, from 132nd Avenue NE to West Lake Sammamish Parkway NE

**Secondary Truck Routes (T3 and T-4) include:**

- 148th Avenue NE, from SR 520 to Redmond Way
- NE 90th Street, from Willows Road to SR 202 (Redmond-Woodinville Rd NE)
- 151st Avenue NE, from NE 90th Street to NE 95th Street
- NE 95th Street from 151st Ave NE to Willows Road
- West Lake Sammamish Parkway NE, Bel-Red Road to Leary Way NE
- 154th Avenue NE, from West Lake Sammamish Parkway NE to NE 90th Street
- 156th Avenue NE, from NE 28th Street to NE 40th Street
- 156th Avenue NE, from NE 40th Street to NE 51st Street
- Bear Creek Parkway, from Redmond Way to 168th Ave NE PVT
- 170th Avenue NE, from 168th Ave NE to SR 202 (Redmond Way)
- East Lake Sammamish Parkway NE, from South City Limits to SR 202 (Redmond Way)
- 180th Avenue NE from SR 202 (Redmond Way) to NE 76th Street
- 178th Place NE, from NE 76th Street to NE Union Hill Road
- 185th Avenue Northeast from SR 202 (Redmond Way) to NE Union Hill Road
- 188th Place NE, from SR 202 (Redmond Way) to NE Union Hill Road
- Bel-Red Road from NE 20th Street (City Limits) to NE 24th St (City Limits)
- Bel-Red Road, from 3200 Block (City Limits) to NE 40th Street
- Bel-Red Road, from NE 40th St, West Lake Sammamish Parkway NE
- Leary Way NE, from West Lake Sammamish Parkway, Redmond Way
- NE 124th Street, from SR 202 (W C/L), East City Limits
- NE 24th Street, from 148th Avenue NE (C/L), Bellevue-Redmond Rd (C/L)
- NE 40th Street, from 148th Avenue NE, SR 520
- NE 40th Street, from SR 520, Bel-Red Road
- NE 51st Street, from 148th Avenue NE, SR 520
- NE 76th Street, from SR 202 (Redmond Way) to 180th Ave NE
- NE 76th Street, from 180th Ave NE to 188th Ave NE



- NE Novelty Hill Road, from Avondale Road NE to East City Limits
- Redmond Way from West Lake Sammamish Parkway NE to SR 202 (164th Avenue NE)
- Willows Road from Redmond Way to NE 124th Street (Kirkland City Limits)
- NE 51st Street, from SR 520 to 156th Avenue NE

## STRATEGIES AND ACTIONS

**Strategies in the Freight and Goods Delivery Plan support the following Redmond 2050 policies:**

- **TR-28:** Adopt and implement a freight plan in the Transportation Master Plan that results in the safe and efficient movement of goods and services to, from and within Redmond. Consider the needs of freight operators, businesses, residents, and consumers.
- **TR-29:** Monitor freight and service delivery patterns and adjust transportation system operations if warranted.

### Strategy 1: Maintain Designated Primary and Secondary Truck Routes:

Redmond's freight network includes a two-tier street system comprising:

- **Primary T-1 and T-2 Truck Routes:** Key routes for high truck volumes, directly connecting Redmond with regional highways such as SR 520 and SR 202. These roads are designed for durability with features like strong pavement to support heavy vehicles. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles.
- **Secondary T-3 and T-4 Truck Routes:** These streets will generally operate with lower truck volumes and weight and provide more local access to businesses. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles but there is more flexibility to reduce lane widths.

**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Consider efficient and safe truck movement in all street planning and design. (Planning, Public Works) |

### Strategy 2: Restrict or Discourage Truck Traffic Where Incompatible

Whereas all Redmond streets are open to some degree of truck traffic – whether through truck traffic on major roads or last mile delivery on local streets – there may be streets where certain types of truck traffic is incompatible with surrounding land uses or other expected transportation modes.

**Recommended Actions**

| | |
|---|---|
| **Action 2A** | Establish internal policies and procedures for restricting or discouraging truck traffic in corridors where such traffic is deemed incompatible with surrounding land users and/or transportation modes. (Public Works) |

### Strategy 3: Investigate Options for Improving Freight Data Collection

Redmond uses traditional multi-modal traffic count methods for collecting freight data, which are time consuming, expensive and don't capture the performance of new and emerging freight movement strategies. New technologies, such as using commercial vehicle truck fleet data and other technology sources such as onboard GPS-enabled navigation systems, and cellphone-derived data supplied by third-party vendors for tracking vehicles may provide more efficient ways to collect freight data that can be used to better manage freight vehicle performance, thereby improving mobility on local city streets.

**Recommended Actions**

| | |
|---|---|
| **Action 3A** | Explore and adopt new technologies or data sources to better track freight movement within the City. (Planning) |

### Strategy 4.1: Adopt innovative strategies to provide for safe and enhanced freight movement, reduced emissions, and application of clean technology.

**Recommended Actions**

| | |
|---|---|
| **Action 4.1A** | Dedicated Loading Zones and Parking Regulations: Reduce congestion in high-demand areas like Downtown through strategically placed loading and unloading zones combined with improved parking regulations ensures smooth freight delivery operations and fair usage of high-demand urban areas. (Public Works) |
| **Action 4.1B** | Curb Space Delivery Reservations: As Redmond's Urban Centers attract more residents and businesses, demand for curb space will continue to intensify. Efficient, safe, and timely delivery of goods to businesses is critical to supporting thriving businesses and livable Urban Centers. As part of its overall curb space management efforts, the city will explore the use of an app-based curb space delivery reservation system where curb space demands are highest within Urban Centers. Preference within specific zones in Urban Centers could be given to zero-emission delivery vehicles. (Public Works, TIS) |
| **Action 4.1C** | Urban Micro-Consolidation Centers (UMCCs): UMCC's are locations where deliveries within a certain radius are dropped and reconsolidated to be delivered by more sustainable last-leg modes. They may be located within the public right-of-way or off-street sites. The City will work with shipping and logistic providers and support siting of UMCCs within or proximate to its Urban Centers where there are higher concentrations of package deliveries. (Planning, Public Works) |
| **Action 4.1D** | Parcel Lockers and Pickup Points: Explore regulatory or incentive-based approaches to implementation of parcel lockers and/or pickup points in Urban Centers to reduce the number of individual deliveries and resultant congestion and curbspace demand generated by delivery vehicles. Parcel lockers are convenient, centralized locations where consumers retrieve packages, cutting down on individual deliveries. Amazon Locker is an example of a parcel locker service. Pickup points are locations where online orders or parcels can be sent to or dropped off. This service is also known as out-of-home delivery. Customers can choose the pickup location based on their convenience and schedules. UPS Stores are an example of a pickup point. (Planning) |

### Strategy 4.2: Autonomous Goods Delivery

Commercial unmanned aerial vehicles (UAV, aka drones) are already being used in some communities to deliver goods to businesses and customers. The main concerns over commercial drone use have to do with legal liability, public safety, and negative externalities such as noise pollution and disturbing plant and animal life. Regulations and rulemaking applicable to UAVs is evolving at the federal-level and could potentially impact or preempt regulatory areas currently under local control, including land use and zoning powers, nuisance laws, and establishing no-fly zones. The final rule is expected to be issued in early 2026.

Commercial drone

Personal Delivery Devices (PDDs) are small autonomous vehicles that offer door-to-door delivery services. PDDs can offer an alternative to larger delivery vehicles and help reduce single-occupancy vehicle trips. PDDs promise to offer greater accessibility to delivery services while reducing delivery-based street congestion and emissions, however ensuring safety and accessibility of pedestrians and other users of Redmond's streets is critically important. PDD operation in Redmond would require a right-of-way permit and be subject to criteria to ensure safety and accessibility. These criteria and other permit requirements would need to be developed and codified.

Personal delivery device (PDD)

**Recommended Actions**

| | |
|---|---|
| **Action 4.2A** | Develop regulations to support safe, efficient delivery of goods by Unmanned Aerial Vehicle (UAV) to the extent not pre-empted by applicable federal (e.g., Federal Aviation Administration) and state regulations. Regulations should support and balance livability, safety, privacy, accessibility the pedestrian network, and economic development, and hold operators accountable for safe and orderly deployment. (Planning, Police) |
| **Action 4.2B** | Develop regulations to support safe, efficient delivery of goods by Personal Delivery Devices (PDDs). Regulations should address maximum speed and weight of PDDs, where they can operate, applicable traffic rules, visibility, and obligations of operators to rapidly respond to mechanical malfunction. (Planning, Public Works) |

### Strategy 4.3: Emissions Reduction and Clean Technology

**Recommended Actions**

| | |
|---|---|
| **Action 4.3A** | Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery. (Planning, Sustainability) |
| **Action 4.3B** | Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadricycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries or exempting light-urban delivery vehicles from any delivery fee that could be implemented at the state or local level. (Planning) |
| **Action 4.3C** | Advocate for legislative change in Washington State to allow local jurisdictions to apply climate impact fees to high-emission goods delivery vehicles. (Planning) |

### Strategy 5: Consider Application of Freight-and-Bus Only Lanes

In the Puget Sound region, jurisdictions and transit agencies have adopted a strategy to reconfigure travel lanes on congested arterials to allow for special use conditions. One of these strategies are Business and Transit-only Lanes, or BAT lanes, which are curb lanes used only by right-turning vehicles and buses. This type of reconfiguration would improve the speed and reliable of transit and freight while removing slower operating transit and freight vehicles from general purpose lanes thereby, improving operations for all vehicles.

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Explore opportunities for establishing BAT lanes to improve transit reliability and more efficient goods movement. As an initial trial, Willows Road, a designated Secondary truck route, may present an opportunity for a variation of BAT lanes that would also permit freight vehicles. A northbound freight and bus only lane (FAB lane) would be added by re-purposing existing bike lanes (no longer needed with the Redmond Central Connector) north of the 9900 Block to 124th Street and replacing one general purpose lane south of 9900 Block. (Planning, Public Works) |

## RELATED PLANS OR POLICIES

- WSDOT Freight System Plan—Freight Policies
- Puget Sound Regional Council, Regional Transportation Plan, Freight Policies
- King Countywide Planning Policies-Freight

# SYSTEM MAINTENANCE AND PRESERVATION

Transportation Master Plan

## INTRODUCTION

A well-maintained transportation system is critical to ensuring that all people living in, working in, or visiting Redmond can get around safely, conveniently, and comfortably. It is also critical to Redmond's long-term fiscal well-being and sustainability goals. Redmond's transportation infrastructure is aging, highlighting the importance of maintenance and lifecycle planning. The City must proactively assess, plan and budget maintenance and repair needs so that infrastructure can be maintained at or returned to identified level of service.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

- A well-maintained transportation system prevents network disruptions.
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2, Strategy 3, and Strategy 5

### SUSTAINABILITY

- Transportation system maintenance prolongs the life of system assets and helps prevent harmful substances from entering sensitive areas.
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1 and Strategy 2

### EQUITY & INCLUSION

- Maintaining sidewalks, curb ramps, and bikeways supports safe and equitable access
- Strategies supporting the Guiding Principle of Equity include: Strategy 1and Strategy 4

## FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

The City of Redmond maintains a wide range of transportation-related assets that require periodic maintenance, repair, or replacement. These assets are discussed in other sections of the TMP and summarized below:

**TABLE 1** | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

| Asset | Number/Mileage |
|---|---|
| Street Centerline Miles | 152 |
| Street Lane Miles | 364 |
| Bridges | 20 |
| Sidewalks | 240 |
| Curb ramps | 1308 |
| Bike lanes | 61.7 |
| Separated bike lanes | 2.7 |
| Neighborhood Connections (Special Purpose Pathways) | 5.8 |
| Traffic Signals | 112 |
| Street Lights | 2100 City-owned and 2700 PSE-owned |
| Signs | 9,301 |
| Pavement Markings | 14,180 Markings (X-walk, Stop Bar, Legends) |

### Maintenance and Preservation Needs

Redmond's transportation system requires constant maintenance. The Public Works Department engages in a variety of maintenance activities, including pothole and pavement repair, ensuring signs and markings are visible, street lighting is operational, street sweeping, snow and ice response, and vegetation management. Routine maintenance of the system is prioritized based on quantitative measures such as Pavement Condition Index (PCI), the anticipated life cycle of a given asset, and inspections. The Public Works Department also responds to community requests or identified safety risks.



The City of Redmond is contending with aging infrastructure that requires more maintenance than current funding levels can address. Although regular maintenance is carried out each year, a funding gap exists. Addressing the funding gap is critical and actions such as the development of asset management plans and condition analysis will assist in identifying where to allocate limited resources to provide maximum benefit.

### Pavement Management

The City oversees approximately 364 lane miles of pavement, representing an infrastructure asset with a replacement value of $300+million.

To monitor pavement condition, the City uses the Pavement Condition Index (PCI), a standardized method for evaluating roadway health. PCI scores categorize pavement as being in very good, good, poor, or very poor condition. A PCI above 70 indicates a street is in good condition, while a PCI below 55 signifies poor condition, often characterized by widespread cracking, ruts, and potholes. Figure 1 provides a visual representation of the PCI scale.

**FIGURE 1** | VISUAL EXAMPLES OF PAVEMENT CONDITION

Currently, Redmond's average PCI is 65—below the level of service target of 70. This figure has declined over the past two decades, largely due to an increase in vehicular traffic, the growth of the system, and underinvestment in pavement management.  Preliminary estimates suggest that bringing the network back to a PCI of 70 and maintaining it through 2050 would require an average annual investment of $11 million.

About 30% of the City's principal arterials are in poor condition with a PCI below 55. These roadways serve as high-capacity corridors for vehicular traffic and often support transit routes and truck traffic. Several arterials have up to four through lanes and additional turn lanes. Examples include Avondale Road, Redmond Way, and Bellevue-Redmond Road. Rehabilitation of streets that are in poor condition typically involves full-depth removal and replacement at an estimated cost of $700,000 per lane mile. Preventative maintenance treatments such as crack sealing help to extend the life of pavement and reduce costs associated with full-depth removal and replacement. Minor arterials often connect major corridors and have less traffic than principal arterials. Collector arterials carry traffic from local roads to the arterial network. Examples include NE 40th Street and NE 116th Street. Approximately 40% of the City's minor and collector arterials have a PCI below 70, and about 12% fall below a PCI of 55. Over the next five years, more than half of these roads are expected to require major rehabilitation. The PCI of Redmond's arterial network is shown in Figure 2.

In contrast, Redmond's local and neighborhood streets are generally in better shape and are prime candidates for preventative maintenance. Techniques such as slurry seals, chip seals, and crack sealing are cost-effective ways to extend pavement life and are most effective when applied to roads with a PCI over 70. Currently, about 240 lane miles in Redmond meet this criterion.

To slow deterioration, the Public Works Department is expanding its crack seal program and has begun applying slurry seals to neighborhood streets. Still, without increases in funding, maintaining a citywide PCI of 70 will be a challenge. Projections show that by 2030, over 55% of the arterial network could have a PCI below 55, and the citywide network average may fall below that threshold within the next decade.

In response to these challenges, the City is developing a formal Pavement Strategic Plan. This strategic plan will explore funding scenarios, maintenance techniques, and resource needs to improve and preserve the condition of Redmond's roadway infrastructure for the long term.

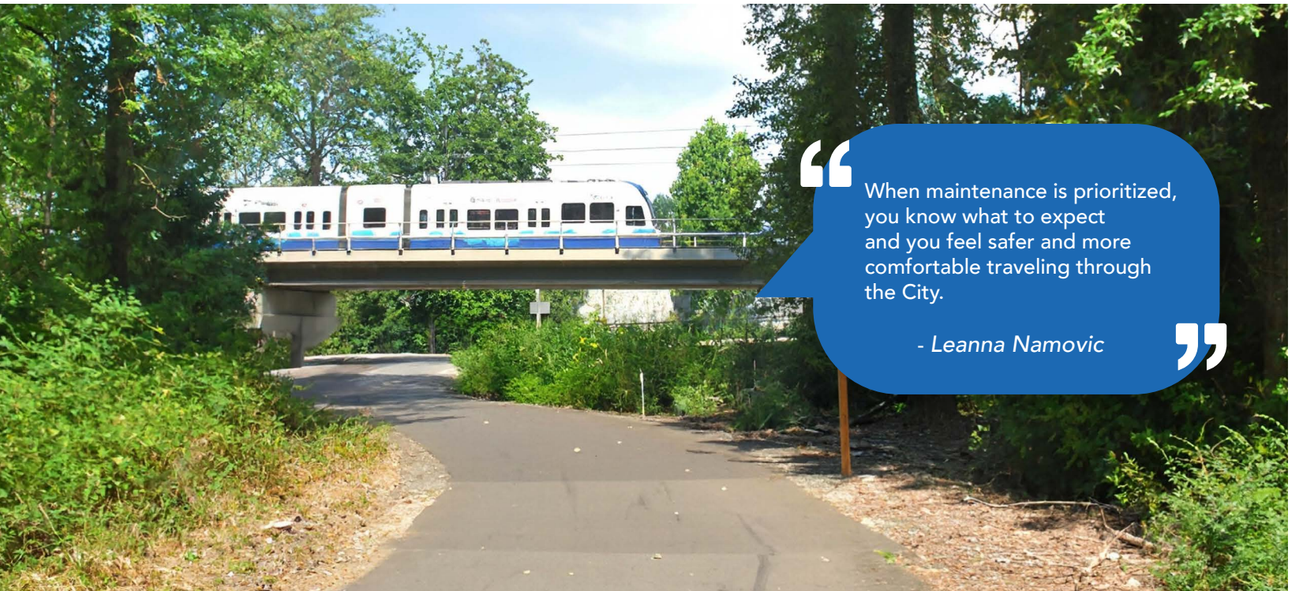



**FIGURE 2** | ARTERIAL PAVEMENT CONDITION INDEX (PCI)

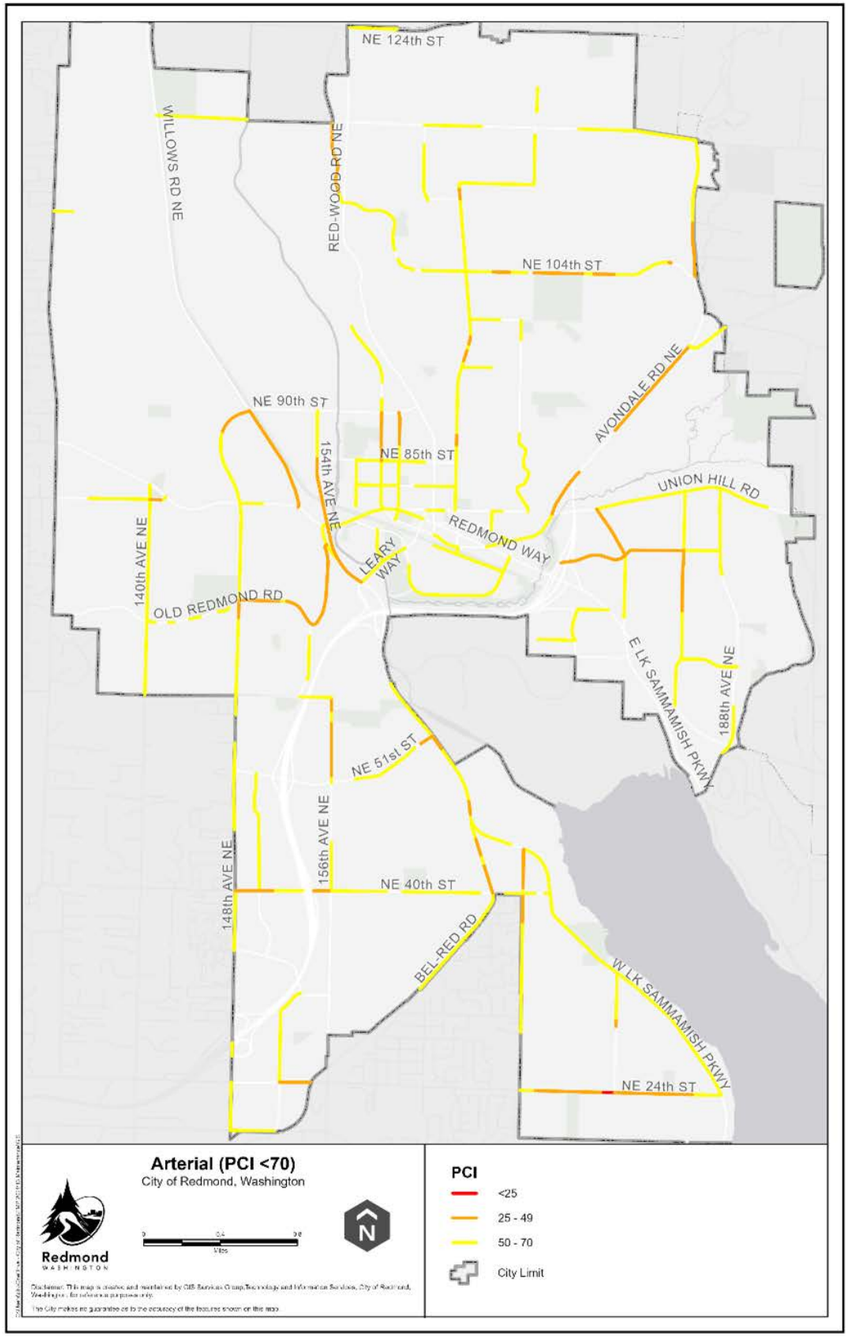
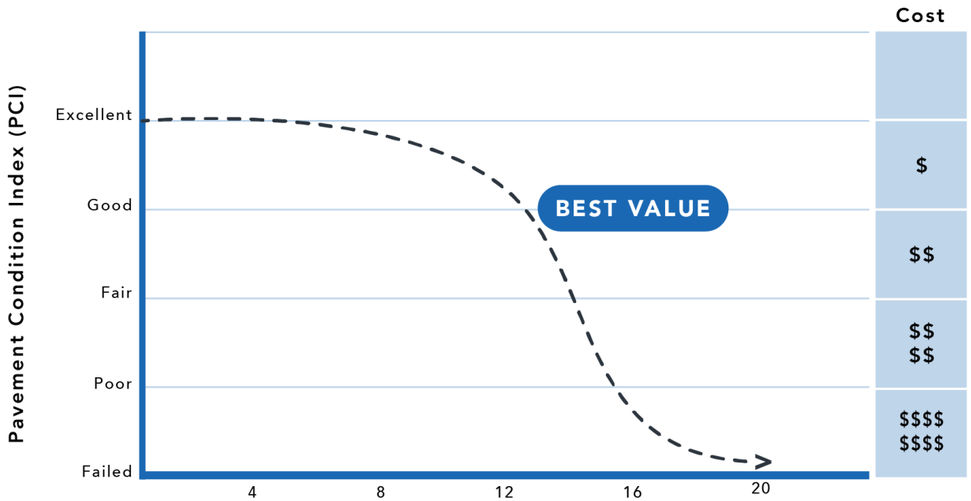


**FIGURE 3** | PAVEMENT PRESERVATION CONCEPT

CREDIT: CITY OF REDMOND




## Sidewalks

Redmond has over 240 miles of sidewalks and continues to construct sidewalks to fill gaps in the sidewalk network and provide better access to transit, schools, parks, and other destinations people want to walk and roll. Sidewalk condition varies throughout the city. In areas where a substantial amount of new development is occurring, older sidewalks are replaced and new sidewalks are constructed, so sidewalk conditions are generally good. In older areas of the city, such as parts of downtown and some residential neighborhoods, sidewalks may be in poor condition due to tree root upheaval and other factors.

Redmond's trees are part of what makes it a livable community. Many trees along Redmond's streets and sidewalks were planted decades ago. A combination of inadequate soil structure for tree root growth and inappropriate tree species selection has resulted in sidewalks that have major heaves and cracks, creating challenging conditions for people using mobility devices or pushing strollers. Fortunately, much more is now understood about soil structure and tree selection, which is currently being applied in new sidewalk projects that include street trees, so these conditions can be avoided in the future. However, many damaged sidewalks in Redmond will need to be reconstructed to meet ADA requirements and make them accessible. An example of a sidewalk that is being reconstructed due to damage from adjacent trees is NE 40th St.



NE 40TH ST BEFORE AND AFTER SIDEWALK RECONSTRUCTION

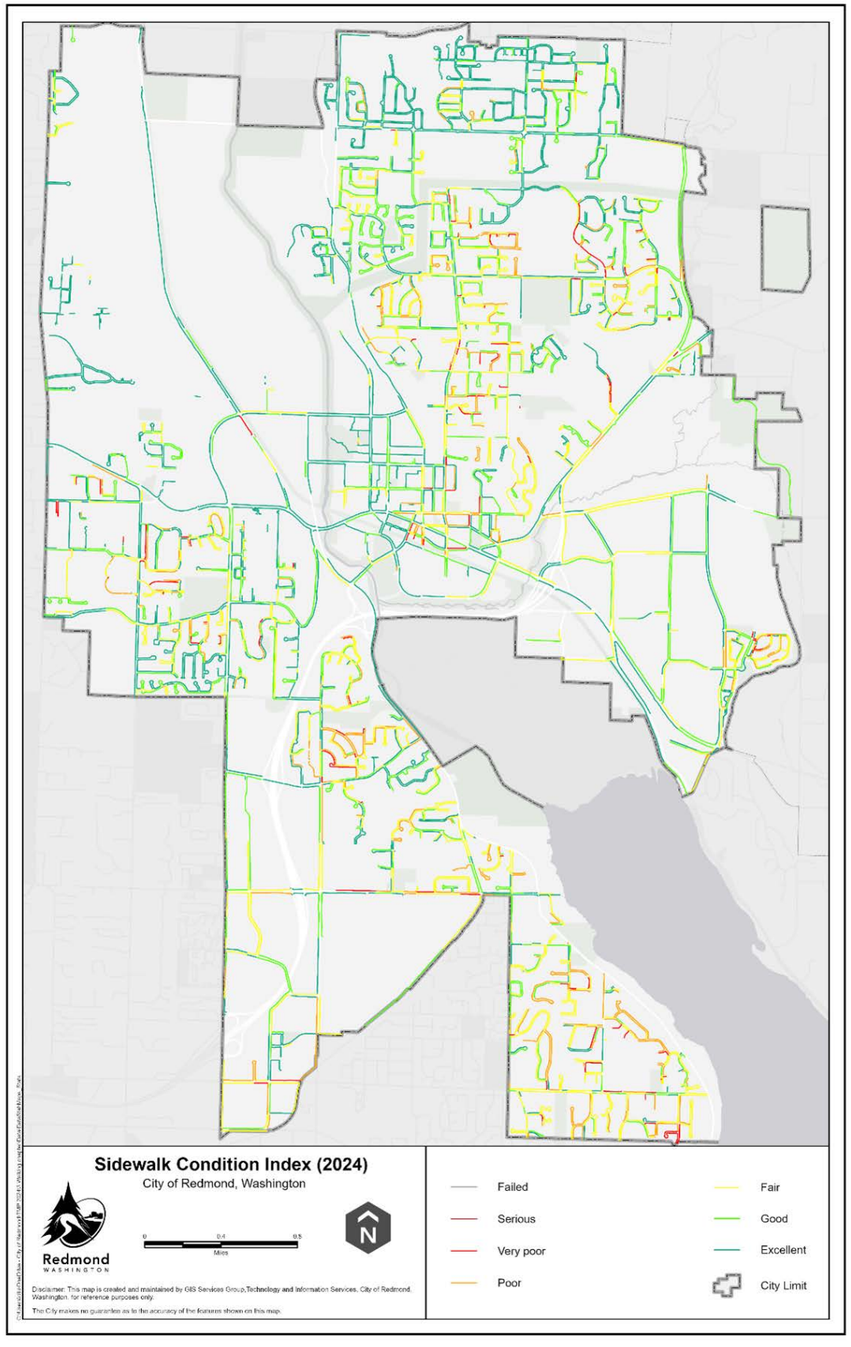
In 2024, the City collected sidewalk condition data for arterial streets, which is summarized in Table 2. Over half of arterial sidewalks are in good to excellent condition. Sidewalks found to be in fair to failed condition will be prioritized for repair or replacement by the City's concrete crew or will be replaced as part of capital improvement or development projects. See Table 1 and Figure 4 below for a summary of Redmond's Sidewalk Condition Index data.

In 2025-2026, the City will develop its Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way, which will identify deficiencies in the pedestrian network that impact accessibility and make it difficult or impossible for persons with disabilities to travel using this network. The plan will identify a list of sidewalks, paths, accessible push buttons, and curb ramps that need to be repaired or replaced to comply with the ADA and requirements in the Public Right-of-Way Accessibility Guidelines (PROWAG). Sidewalks with Sidewalk Condition Index (SCI) of Fair to Failed will be evaluated to determine whether they exceed ADA thresholds.

**TABLE 1** | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

| Asset | Length (miles) | Percent of Total Sidewalk Network |
|---|---|---|
| Excellent (93-100) | 40.83 | 43% |
| Good (85-92) | 26.71 | 28% |
| Fair (71-84) | 20.65 | 22% |
| Poor (55-70) | 5.18 | 5% |
| Very Poor (30-54) | 1.55 | 2% |
| Serious (11-29) | 0 | <1% |
| Failed (0-10) | 0.02 | <1% |

**FIGURE 4** | SIDEWALK CONDITION INDEX




## TRENDS IMPACTING SYSTEM MAINTENANCE AND PRESERVATION NOW AND IN THE FUTURE

### Impacts of Heavier Vehicles

As the level of transit service increases in Redmond, so too do the impacts of heavy buses on pavement condition. These impacts are most pronounced at bus stops where buses decelerate and accelerate, applying additional forces on the underlying pavement structure. Asphalt pavement, which comprises the majority of Redmond's arterial street network, is particularly susceptible to the impacts of heavy buses.

Heavier passenger vehicles also negatively impact pavement conditions. The average weight of a passenger vehicle in the U.S. has been trending upward since the early 1980s. The average weight across all passenger vehicle types is just over 4,000 pounds. As the number of heavier passenger vehicles increases, street pavement will deteriorate more quickly, requiring more frequent maintenance.

Changing the city's arterial street standard to be concrete instead of asphalt is a strategy that can extend pavement life, but concrete is more costly. Applying a concrete standard along frequent transit routes, at intersections, or at bus stops may be another more cost-effective strategy to reduce long-term maintenance costs. The use of asphalt and concrete both comes with environmental benefits and drawbacks; the use of these materials can be evaluated for alignment with the priorities of the Environmental Sustainability Action Plan (ESAP).

**FIGURE 5** | CONCRETE BUS PADS REDUCE IMPACTS OF HEAVY BUSES ON PAVEMENT

## Multimodal Streets Require a Different Maintenance Approach

As Redmond streets are redesigned to better accommodate walking, biking, transit, and auto traffic the methods and equipment that are used to maintain streets must also change. For example, the TMP Bicycle Strategy calls for a network of high comfort bikeways, many of which will be separated bike lanes. Separated bike lanes typically can't be swept with conventional street sweepers, so they require smaller specialized sweepers or other equipment, and additional staff resources since the sweeping would be a separate activity from sweeping the adjacent street. Similarly, snow removal for separated bike lanes requires special equipment and additional staff resources. Table 3 compares maintenance costs of conventional bike lanes (i.e., no vertical elements between the bike and vehicle lanes) and separated bike lanes.

Multimodal streets also may incorporate features such as pavement markings, signage, vertical delineators, etc. which require maintenance. Each of these features has a life cycle and needs to be replaced on a routine basis. Further, multimodal streets that divide available street space create more constrained conditions to conduct maintenance.

**TABLE 3** | MAINTENANCE COST COMPARISON BETWEEN CONVENTIONAL AND SEPARATED BIKE LANES

| Category | Open Bike Lanes (per mile/year) | Separated Bike Lanes (per mile/year) |
|---|---|---|
| Sweeping & Debris Removal | $500-$2,000 | $2,000–$5,000 |
| Snow Removal (where applicable) | $1,000–$3,000 | $2,500–$6,000 (May require dedicated staff or closing facility until conditions improve) |
| Markings & Signage Maintenance | $200–$700 | $300–$1,000 |
| Barrier/Planter/Bollard Maintenance | N/A | $500–$2,000 |
| Equipment Depreciation (Annual Share) | Minimal (shared sweeper fleet) | Moderate–High (dedicated sweeper fleet) |
| Total Annual Maintenance (Estimate) | $1,700–$5,700 | $5,300–$14,000 |

## More People Walking, Biking, and Rolling Requires a Higher Level of Maintenance

Redmond's transportation policies and planning efforts are focused on encouraging more people to walk, bike, and roll. These human-powered modes of travel are more susceptible to injurious crashes resulting from poorly maintained infrastructure – whether it's a crack in the pavement, or ice on a sidewalk. To maintain a safe system, it is important to establish a higher maintenance standard for sidewalks, bike lanes, and multiuse trails.

## Reducing Environmental Impacts

Redmond's Environmental Sustainability Action Plan (ESAP) calls for increasing City-led tree planting on public properties (including public rights-of-way) and increasing the use of pervious pavement. Both actions have maintenance implications. More trees result in the need for more vegetation management (e.g., pruning, clearing tree litter). Over time, trees can also impact sidewalks and streets; however, better planting techniques and proper tree species selection can minimize these impacts. Pervious pavement, which is more appropriate for low volume parking lots, maintenance access roads, and sidewalks, requires different maintenance practices than more traditional pavements to prevent these pavements from being clogged by dirt, moss, etc., which compromise their pervious function.

As Redmond continues to grow and prioritize sustainability, transitioning the maintenance fleet toward electric-powered vehicles is a key strategy to reduce environmental impacts, enhance operational efficiency, and align with climate goals. By converting an increasing share of its vehicle inventory to electric models, Redmond can lower greenhouse gas emissions, decrease dependency on fossil fuels, and potentially realize long-term cost savings through reduced fuel consumption and simplified routine maintenance.

Electric maintenance vehicle

However, electrifying the fleet also introduces new operational considerations. Maintenance personnel may require specialized training to safely handle high-voltage equipment and address the diagnostic needs of electric drivetrains. Infrastructure investments, such as installing charging stations at municipal facilities, represent up-front costs that must be integrated into the City's capital planning. Additionally, thoughtful scheduling and route planning will be necessary to account for charging times and vehicle ranges, ensuring that critical maintenance tasks remain on track.

Over time, these costs can be offset by savings from less frequent vehicle servicing and reduced fuel expenditures. Grants, rebates, and other funding opportunities may further streamline this transition. By systematically evaluating vehicle types, developing a phased replacement schedule, and monitoring performance, Redmond can maintain a strong and reliable maintenance program while embodying the City's commitment to a cleaner, more sustainable future.

## STRATEGIES AND ACTIONS

**Strategies in the System Maintenance and Preservation section support the following Redmond 2050 policies:**

- **TR-14:** Strategies in the System Maintenance and Preservation section support the following Redmond 2050 policies:
- **TR-17:** Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

### Strategy 1: Establish a Maintenance Level of Service Standard for Infrastructure Assets

For sidewalks, federal laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Right of Way Accessibility Guidelines (PROWAG), establish accessibility standards that dictate when assets such as sidewalks and curb ramps need to be maintained for accessibility. For other assets, a level of service standard  - both for seasonal maintenance and longer-term system maintenance - is established by the City.  A level of service standard may be tied to safety, longevity, aesthetics, user comfort, and other factors. This standard, in turn, dictates the frequency and level of maintenance performed.

Seasonal Maintenance

**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Establish asset management plans that include a level of service maintenance standard for all transportation system assets and incorporate them into the City's asset management system. (Public Works) |
| **Action 1B** | Modify seasonal maintenance practices, staffing, and budget to meet the established level of service standard. (Public Works) |

### Strategy 2: Plan for and adequately fund maintenance and preservation of Redmond's transportation system.

Ensuring sidewalks, streets, and other transportation assets are well-maintained is critical to achieving a safe, multimodal network. Funding for ongoing maintenance and preservation in Redmond is drawn from various sources—the General Fund, the Transportation Benefit District (TBD), and grant programs—which can fluctuate in availability from year to year. As the city grows and travel demands increase, allocating sufficient, stable funding is essential to meet safety and mobility goals. Robust financial support for maintenance not only addresses immediate repair needs but also helps avoid more costly overhauls in the future.

#### Capital Projects

For new capital projects, long-term maintenance costs are calculated, and sufficient budgets are set aside during the capital improvement program (CIP) project scoping phase to ensure there is sustainable funding for the maintenance requirements.  Maintenance costs should account for all aspects of life-cycle asset management and replacement.

#### Transportation Benefit District

Redmond's Transportation Benefit District (TBD) was formed in 2023 to fund maintenance and improvements to city streets, public transportation, strategies aimed at maximizing safety and traveling choices, and other transportation projects designed to reduce congestion. The TBD is funded through a sales tax of 1/10th of one percent. In its first year, Redmond's TBD generated approximately $5 million and is expected to generate a similar amount each year. TBD funds have been used to improve the City's capabilities to build and repair sidewalks, curb ramps, and other transportation features typically constructed of concrete, and augmenting paving projects with additional resources to expand existing scope.

### Grants

The City has received federal funding for pavement preservation projects via the Puget Sound Regional Council (PSRC) grant competitions, which occur in even years. Grant amounts are generally in the range of $1.3 and $1.5 million, and typically include separate design and construction phases. Pavement Condition Index for the road segment is the biggest factor in scoring for these grants, with a PCI of 50-59 receiving the highest points. Roads must be functionally classified (i.e., part of the arterial network) to be eligible, with higher functional classes receiving higher points. Freight routes and bus service can also contribute to higher scores.

### Project Piggybacking

As Redmond's stormwater, sewer, and water utilities age, there is a need to replace underground infrastructure that is placed within the street right-of-way. These utility projects offer opportunities to resurface streets, fix sidewalks, and conduct other maintenance activities. Asset management planning efforts will allow the City to better align priority infrastructure projects and identify opportunities to achieve cost savings by piggybacking different types of infrastructure projects occurring within the same corridor. The City should also continue to coordinate with private development projects and Puget Sound Energy (PSE) projects to find opportunities for project piggybacking.

## Recommended Actions

| | |
|---|---|
| **Action 2A** | Incorporate, as standard practice, the cost of annual maintenance into all operational budgets. Update existing cost-estimation tools and CIP processes to ensure accurate maintenance costs are identified early and long-term funding is appropriately allocated as part of the biennial budget process. (Public Works) |
| **Action 2B** | Establish a Project Transportation Maintenance Fund to ensure sustained financial support for maintaining Redmond's transportation system, preventing deferred maintenance and unexpected funding shortfalls. (Public Works) |
| **Action 2C** | Create an asset management dashboard that more easily allows identification of opportunities to combine infrastructure maintenance/replacement projects across functional areas and coordinate with non-City utility providers and private development. The dashboard may also be used to report on capital project and programmatic efforts. (Public Works) |

### Redmond's Concrete Crew Improves Pedestrian Access While Saving the City Money

Redmond's newly formed Concrete Crew is already demonstrating the value of relying on internal resources to address the City's infrastructure needs. Their recent work at the 90th Street and Woodinville-Redmond Road intersection illustrates both the flexibility and cost-effectiveness this approach can offer. After a car accident damaged a traffic signal pole, the crew quickly removed the old foundation, prepared a new one, and took the opportunity to remove and replace the curb and gutter at the corner. They also upgraded two ADA-compliant wheelchair ramps and repaired sections of sidewalk to restore safe and accessible conditions for all users.

Without this in-house capability, these repairs would have required a lengthier contracting process and higher overall costs, likely delaying completion and inconveniencing residents. In addition to saving time and money, the project showcased strong coordination between the Concrete Crew and the Traffic Operations and Safety Engineering Division, reflecting the benefits of enhanced collaboration within the City's maintenance operations. By investing in a dedicated crew, Redmond can respond more rapidly to unanticipated infrastructure needs, maintain higher quality standards, and reduce reliance on outside contractors, ultimately supporting a more resilient and efficient transportation system.

## Strategy 3: Explore alternative approaches to addressing bikeway, sidewalk, and shared-use path maintenance needs

### Community-driven maintenance initiatives

As the City continues to build out its active transportation network and encourages year-round walking and biking, the maintenance needs for sidewalks, paths, and bikeways will continue to grow. This is particularly true for seasonal maintenance such as the clearing of leaves or other tree litter, and snow and ice removal from sidewalks and bikeways to maintain safe and accessible facilities. City maintenance crews may not always be able to address these seasonal maintenance needs in a timely manner. In some communities across the US community organizations have formed to address certain maintenance needs such as trimming vegetation and clearing debris from sidewalks and bike lanes. Examples include StreetFixers in Seattle, which organizes groups of people to sweep, rake, trim vegetation, etc. to make sidewalks and bikeways more passable.

Another approach to community-driven maintenance initiatives is to establish an "Adopt-a-Neighbor" program, which pairs neighbors who are unable to rake or shovel their sidewalk with volunteers who are willing to help.

### City-subsidized sidewalk maintenance

The Revised Code of Washington 35.70.020 establishes that it's the responsibility of the abutting property owner to bear the burden and expense of constructing or repairing existing sidewalks along the side of any street or public place. This approach to sidewalk maintenance can lead to inequitable outcomes and often results in maintenance being deferred or not happening at all unless there are complaints from the public or a compliance program in place. In Redmond, adjacent property owners are responsible for maintaining the sidewalk in front of their homes, but historically there has been little enforcement or formal procedure in place to address degrading conditions. The City remains ultimately responsible for ensuring the sidewalks are safe for all users, and it typically responds to customer requests on a case-by-case basis to provide temporary or interim fixes.

To ensure an accessible sidewalk network the City should enforce the city ordinance requiring adjacent property owners to address sidewalk conditions that are impacting accessibility. Property owners can choose to hire a contractor or request the City to make the repair and be billed for the work. In some cases, repairing or replacing a sidewalk can be a financial burden to lower-income households. Income-qualifying households could have a portion, or all of the costs covered by the City using funds from the Transportation Benefit District.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Assess the viability of establishing volunteer programs such as "Adopt-a-Neighbor" for seasonal sidewalk maintenance or "Adopt-a-Bike-Lane" program where organized groups commit to performing seasonal maintenance activities such as leaf clearing within defined segments. (Planning, Public Works) |
| **Action 3B** | Develop a policy and guidelines to facilitate community-driven maintenance initiatives and ensure that such initiatives are safe for participants and meet defined level of service maintenance standards. (Planning, Public Works) |
| **Action 3C** | Increase compliance efforts for inaccessible sidewalks and establish a program to assist property owners in addressing sidewalk maintenance needs, which could include providing a list of contractors, having City crews conduct the maintenance activity and bill the property owner, and establishing an income-qualifying sidewalk maintenance subsidy program. (Public Works) |

### Prioritizing Transportation Infrastructure Maintenance

Redmond's transportation system should serve everyone equitably, ensuring that no person or neighborhood is left behind due to historical underinvestment or physical barriers. Older residential areas can sometimes lack the infrastructure and maintenance levels found in newer developments, resulting in uneven conditions for sidewalks, streets, and transit access. Redmond's approach to equity in transportation maintenance focuses on identifying and prioritizing high-need locations to ensure a consistent and reliable level of service throughout the city.

To achieve this, the City considers demographic data, infrastructure conditions, and community input to guide where resources are most urgently required. Areas with a greater proportion of older adults, people with disabilities, or households without access to a personal vehicle may receive additional attention for sidewalk repairs, curb ramp upgrades, and street resurfacing. Beyond physical improvements, Redmond will continue to refine how it engages with these neighborhoods—whether by holding workshops in multiple languages, meeting people where they are, or partnering with local organizations to identify and address maintenance concerns. By applying an equity lens to all aspects of maintenance and preservation, the City seeks to create a transportation network that works for every resident, regardless of age, ability, or income.

### Strategy 4: Coordinate Regional Shared Use Path Maintenance

Redmond is fortunate to have several regional shared use paths that serve both a recreation and transportation function. These include the SR 520 Trail, West Lake Sammamish Trail, and East Lake Sammamish Trail, and Pipeline Trail. These trails are owned and maintained by other entities, including WSDOT, King County, and PSE, respectively. The condition of trails can impact the safety and comfort of users, as well as people's willingness to use them. The City of Redmond has a role to play in advocating for consistent trail maintenance that meets its level of service standard and potentially partner with the agencies who own and operate regional trails to help expedite maintenance activities.

**FIGURE 6** | MANY SHARED USE PATHS IN REDMOND ARE MAINTAINED BY OTHER AGENCIES

#### Recommended Actions

| | |
|---|---|
| **Action 4A** | Document maintenance needs on regional shared use path facilities. (Parks) |
| **Action 4B** | Coordinate with agencies to understand their maintenance schedules for regional trail facilities, and to potentially enter into maintenance agreements that would allow the City of Redmond (or its contractors) to perform maintenance and be compensated by the trail owner. (Parks, Public Works) |

### Strategy 5: Assess Feasibility of Shifting Major Maintenance Activities to Off-Peak Hours

As Redmond transitions from a suburb to a city, the activity and demands on its streets will continue to increase, adding to the complexity of performing maintenance and resulting in greater disruptions to traffic from maintenance activities. Shifting maintenance activities that require street or lane closures or other significant modifications to traffic flow to off-peak hours is a strategy to mitigate traffic impacts, but doing so would be a fundamental shift for Redmond's maintenance crews.

If the City were to pursue off-peak maintenance, several considerations would need to be evaluated. Such a shift may necessitate redefining roles to oversee night or weekend work, as well as engaging in discussions with labor unions regarding contract terms and work schedules. Pilot programs could be conducted to determine whether scheduling certain maintenance activities outside of peak hours effectively reduces congestion, remains cost-effective, and is operationally feasible. Coordination with other agencies would also be needed to minimize noise or other disturbances to businesses and residents. In addition, the City would need to ensure adequate budgeting for any specialized equipment, training, and ongoing performance monitoring. Although not a preferred approach, implementing off-peak maintenance could be further examined as the demands on Redmond's transportation system continue to grow.

#### Recommended Actions

| | |
|---|---|
| **Action 5A** | Establish criteria that would help determine when off-peak maintenance may be justified. Such criteria may relate to the scale and duration of the maintenance activity, anticipated impacts on traffic, emergency response times, businesses, and whether there are viable detour routes. (Public Works) |
| **Action 5B** | Investigate and document the resources needed to stand up a night maintenance crew on an as-needed basis. (Public Works) |

# CURBSPACE AND PARKING MANAGEMENT

Transportation Master Plan

## INTRODUCTION

With the growth of transportation network companies (TNCs) and associated curbside pickups and drop-offs, online shopping and associated package deliveries, as well as transit, accessibility, and vehicle storage, there is high demand for curb space. Curb space is the part of the street that marks the transition from the space where people and vehicles travel to the space where people walk on the sidewalk and adjacent land uses. Curb space is also the place where both movement and access may conflict, but where both movement and access are needed to serve convenience and commerce.

Curb space management seeks to inventory, optimize, allocate, and manage curb space to maximize mobility, safety, and access for the wide variety of curb demands. By comparison, parking management focuses on the use of the curb for parking purposes but also addresses off-street parking (i.e., parking lots and garages). When managed together, effective curb and parking management optimizes parking utilization, decreases time spent searching for parking, and reduces congestion.

To meet the needs of its curb space, the City of Redmond is developing a curbside management plan for Redmond's three urban centers—Downtown Redmond, Marymoor Village and Overlake Village. This system will balance the needs of various curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, Americans with Disabilities Act compliant (ADA) parking spaces, deliveries, vendors, planned bikeways, and time-limited parking for visitors.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Curb Space and Parking Management strategies identified in this section support these principles, as shown below.

### RESILIENCE

- Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption. (See Redmond 2050 FW-TR-33)
- Strategies supporting the Guiding Principle of Resilience include: Strategies 5, 7, and 9.

### SUSTAINABILITY

- Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. (See Redmond 2050 FW-TR-35)
- Strategies supporting the Guiding Principle of Sustainability include: Strategies 1, 2, and 8.

### EQUITY & INCLUSION

- Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities . (See Redmond 2050 TR-17)
- Strategies supporting the Guiding Principle of Equity include: Strategies 3, 4, and 6.

**Existing Conditions**

Redmond is a growing city with a vision for future growth in employment and housing primarily occurring in the City's three urban centers in Downtown Redmond, Marymoor Village, and Overlake Village. Curb space is a key piece of Redmond's transportation infrastructure and will help support Redmond's future growth and provide access to everyday needs and important destinations for residents, customers, visitors, and employees. Management of the city's curb space and parking resources can help contribute to transportation goals for equitable mobility, improving access to transportation choices, and building a more sustainable transportation system.

Early in 2025, the City completed an inventory to document existing parking conditions in its three urban centers—Downtown Redmond, Overlake Village, and Marymoor Village. The report provides a foundation for updating the City's parking management strategies and policies, aligning them with the recently adopted Redmond 2050 Comprehensive Plan.



Downtown Redmond and Overlake Village have higher population densities than Marymoor Village, which has a smaller population owing to the presence of Marymoor Park. Out of the three, Overlake Village is the largest neighborhood with 7,000 residents and more than 45,000 jobs, followed by Downtown Redmond with 6,000 residents and 10,000 jobs.

The 2023 American Community Survey states that the primary commuting travel choice of Redmond residents, employees, and visitors is the single occupancy vehicle, with 53% of all trips. Approximately 25% of Redmond community members work from home one or more days per week. Transit usage follows next at 10%. However, these figures likely do not reflect the ebb and flow of traffic and parking in the city throughout the day. This is because Redmond has various commercial office spaces, especially in Overlake Village and Downtown Redmond, attracting commuters from outside the city who are not captured in travel surveys.

As of April 2025, Redmond has four fully operational Sound Transit Link light rail Line 2 stations, serving this segment of Link Light Rail. It is anticipated that the Lake Washington segment of Line 2, which will be operational in spring 2026, will provide important connections to Seattle and cities north and south, which will change the Redmond parking system dynamics for years to come.

**Downtown Redmond**
**On-Street Parking:**

The Downtown Redmond urban center has a total of 12,800 parking spaces 1,130 of which are on-street spaces. In 2024, peak on-street parking occupancy for the entire area occurred at 12 PM when 70% of spaces were occupied, while the least number of spaces were occupied at 4 PM with half the spaces empty. This is up from 2019 when on-street parking in downtown peaked at 62.5% occupancy. Taken together, the overall occupancy remained within the 50-70% band in the hours surveyed. That is well below the 85% industry threshold.[1]

**TABLE 1** | ON-STREET PARKING INVENTORY BY TYPE – DOWNTOWN REDMOND

| Parking Space Type | Parking Space Type | Percent of Total |
|---|---|---|
| Unrestricted Parking | 410 | 36.3% |
| Time Limited | 625 | 55.3% |
| Loading Zones | 55 | 4.9% |
| Other (ADA, Business only, Motorcycle Only, Future resident) | 34 | 3.0% |
| Total Spaces | 1,130 | 100.0% |

[3] 85% parking threshold: This level of occupancy in a parking zone is an industry-wide standard for optimum occupancy to balance parking demand and supply. At this level of occupancy, the supply of parking is efficiently used while also providing some parking availability.

In Downtown Redmond there are ten times as many off-street parking spaces compared to on-street locations. These 11,429 public and private parking spaces are spread among 164 facilities, with their capacities ranging from 5 to 851 spaces.

Like on-street parking occupancy, off-street occupancy peaks late in the morning to early afternoon and then trends down during the rest of the day. While occupancy varies among parking facilities the occupancy of all off-street facilities together is just over 50% during peak times.

The City has had a parking permit program since November 2009. This program offers monthly permits for on-street parking without time limits in certain areas of downtown. Permits are issued on a first come-first serve basis. There are currently no programs specifically for residential parking permit or employee permit programs.

Parking revenue is collected from the on-street parking permit program and at the City-owned Redmond Central Connector lot.

## Marymoor Village

Marymoor Village is the smallest of the three urban centers and consequently also has the least parking capacity, with a total of 3,028 parking spaces distributed between on street and off-street locations.

### On-Street Parking:

Marymoor Village has 216 on-street parking spaces. Table  shows that all 180 open spaces have no time limitations. At the time of the survey in early 2025, thirty-six spaces were unavailable for parking due to construction-related activities and therefore were not included in the occupancy analysis.

**TABLE 2 |** ON-STREET PARKING INVENTORY BY TYPE - MARYMOOR VILLAGE

| Parking Space Type | Number of Spaces | Percent of Total |
|---|---|---|
| Unrestricted Parking | 180 | 83% |
| Under Construction | 36 | 17% |
| Total Inventory | 216 | 100.0% |

The average occupancy across all on-street spaces during the survey period from 9 AM to 8 PM peaked at 50% at 11 AM, and then reaching sparse occupancy after 3 PM, hovering around 15% for the remainder of the period. It is expected that as new development occurs in Marymoor Village demand for parking and other curb uses will increase.



### Off-Street Parking:

Like the other urban centers, most parking availability in Marymoor Village is in off-street facilities — 2,812 spaces. Similarly, the ownership of most of these spaces is private, with only 77, or less than 3% of the spaces, are being provided by public agencies.  While the Marymoor Village Station Parking Garage wasn't open at the time of the inventory, it opened in early May 2025.  It contains 1,400 parking stalls. Occupancy at off-street facilities is like that at on-street spaces in that the levels are low and go down further as the day progresses. They peak at 50% at 11 AM and reduce to 28% by 7 PM.

## Overlake Village

### On-Street Parking:

Overlake Village is a subarea within the southernmost portion of the Overlake Metro Center. Within this area there are 134 on-street spaces. The land use of this area is currently dominated by lower density office commercial and car-oriented retail (with surface parking) but is rapidly transitioning to mixed-use residential. Of the on-street parking spaces,129 of 134 spaces are unrestricted parking, three are loading zones, and two are for emergency vehicles only. In contrast to Downtown, there are zero restricted, ADA-only, and permit spaces in Overlake Village.

**TABLE 3 |** ON-STREET PARKING INVENTORY BY TYPE - OVERLAKE VILLAGE

| Parking Space Type | Number of Spaces | Percent of Total |
|---|---|---|
| Unrestricted parking | 129 | 95.8% |
| 30-minute Loading Zone | 3 | 2.5% |
| Emergency Vehicle Only | 2 | 1.7% |
| Total Spaces | 134 | 100.0% |

Parking occupancy reaches its peak in the evening at 7 PM at 83%. This is well after the commute-related peak hours and nearly reaches the 85% occupancy threshold Parking demand is associated with residents choosing not to park within the buildings in which they live. The lowest occupancy is observed at 3 PM with 65% of all the spaces occupied.

### Off-Street Parking:

There are 6,635 off-street spaces .  More than 90% of these off-street lots are privately-owned, while less than 10% are present in publicly owned facilities, these being the King County Metro Overlake Park-and-Ride lot and the Sound Transit Redmond Technology Station Parking Garage.

Unlike the late evening peak occupancy observed for on-street spaces, the off-street facilities follow a more expected peak hour trend during the day. However, overall occupancy itself is low, reaching a high of 37% around 11 AM and down to 24% at 7 PM.

## GOALS FOR PARKING MANAGEMENT

As described below, Redmond has five goals for managing the City's parking supply while supporting other City goals related to Redmond's urban centers and a sustainable and equitable transportation system. The Strategies and Action steps defined below will provide implementation steps to help achieve Redmond's curb space and parking management goals.

1. Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.
2. Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.
3. Manage curb space in Redmond equitably with consideration of community benefits and multiple transportation modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.
4. Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.
5. Use innovative parking management strategies and technologies to manage Redmond's future parking system.

**Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.**

Redmond will take a coordinated approach to parking via land use and zoning code strategies to "right size" parking requirements for new development. The City will also work to implement proactive parking management that optimizes the value of Redmond's limited public parking inventory. As Redmond's urban centers continue to grow around transit, there will be more demand for parking near destinations, such as retail and light rail stations. The Downtown Parking Management Strategic Plan found that, overall, there is an adequate supply of parking in Downtown Redmond and recommended parking management strategies to more efficiently utilize available parking. Managing parking facilities so that the most convenient spaces are available to priority users, such as customers or freight deliveries, will help support local businesses in urban centers. Parking management strategies, such as paid parking and time limits that are consistent between the city's urban centers, will allow Redmond to target a specific curbside parking occupancy rate that balances utilization and availability. Easily understandable restrictions, enforcement, and parking availability could help improve perceptions of parking convenience and availability in high-demand areas.

**Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.**

Parking access interacts with other travel modes, in particular, people walking, rolling, and biking. Parking should be incorporated into street design to maximize roadway safety and should be designed around pedestrian and bicycle facilities to help minimize conflicts with vehicles. Public parking on Redmond's streets is subject to City standards defined in the Redmond Zoning Code (see Section 21.52 and Appendix 2).



Driveway access to off-street parking facilities can create conflicts with pedestrians and cyclists where access points mix with vehicular modes. The vehicular access locations for new development are regulated by the development standards in the Redmond Zoning Code. This includes design standards that regulate distance from other driveways and intersections, turning radii, and design aspects that affect how driveways interact with multiple modes of transportation. The standards should align closely with Redmond's transportation goals and priorities to minimize conflicts.

**Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.**

Curb space is a limited public asset that serves many functions in Redmond's transportation system. Redmond will strive to allocate curb space equitably and in a way that considers community needs and benefits from potential uses based on the local neighborhood context. Because there are competing demands for curb space in Redmond's urban centers, the City will work to manage a finite inventory of curbside parking and loading spaces to consider diverse community needs.

Management of Redmond's parking system should promote equitable outcomes in the community. Effective management of the city's parking inventory can help ensure more uniform utilization of public parking in Redmond's urban centers. In areas with high parking demand, targeted strategies can improve access to transit, public spaces, and other destinations from parking areas. A curb space management strategy that allocates curb space equitably, manages Redmond's finite supply of on-street parking effectively, and leaves space for multiple transportation modes and curb space uses can better respond to community needs.

**Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.**

Implementing a coordinated approach to parking that decreases new off-street parking in Redmond reduces potential impacts on the local community and natural environment and supports the City's environmental sustainability goals.  The vision for the future of Redmond's transportation system is a sustainable multimodal network, with growth focused on light rail and frequent transit.
With Redmond 2050, minimum parking requirements have been eliminated within urban centers. Integrating parking into streetscape standards that include space for landscaping, green stormwater infrastructure, and other sustainable travel modes such as walking and biking would help the City create a more sustainable transportation system.

**Use innovative parking management strategies and technologies to manage Redmond's future parking system.**

Innovations in technology are changing the way parking is managed. This includes methods for collecting and monitoring data on parking, communicating with people trying to access parking, and integrating parking with other elements of intelligent transportation systems. Novel practices have been implemented by other Washington cities in the past two decades that allow for dynamic pricing based on fluctuations in parking demand throughout the day, flexible parking payment systems, and integration with a variety of platforms. Redmond will consider emerging best practices for managing parking using technologies that can support broader curb space management strategies and the City's transportation goals.

## STRATEGIES AND ACTIONS

**Strategy 1: Develop a comprehensive curbside management plan for Redmond's three urban centers that prioritizes on-street curb space functions based on land use context, access and mobility needs, placemaking, and other functions.**

Curb space is in high demand in Redmond, and parking is only one potential use of the City's limited curb space resources. Different neighborhood contexts in Redmond have competing priorities for curb space; Redmond's urban centers have the most competing needs for curb space.

As shown in Table 4 below, curb space priorities are presented by land use. The different curb space uses are categorized broadly on the overall intent and function of the curb space and do not correlate with a particular mode of travel. Planning Priorities, while not a specific use, include public infrastructure and capital projects that are defined priorities of investment for both the City and partner agencies.

1. **City Planning Priorities:** Investments in public facilities included in plans from the City and partner agencies regardless of curb use. City Planning Priorities include investments by the City and other partner agencies, such as green stormwater infrastructure; bus facilities, lanes, and layover; and bike lanes or other improvements specifically included in plans by the City or partner agencies.
2. **Safety:** Daylighting for intersection safety and pedestrian crossings and pedestrian and bicycle safety improvements.
3. **Parking:** Time-limited, paid, or unrestricted on-street parking.
4. **Access:** Bus stops, passenger loading, bike parking, bike or scooter share, emergency and service vehicle access.
5. **Goods Movement:** Commercial loading areas or package or food deliveries.
6. **Activation:** Parklets, dining areas, public art, street furniture, or other pedestrian amenities.

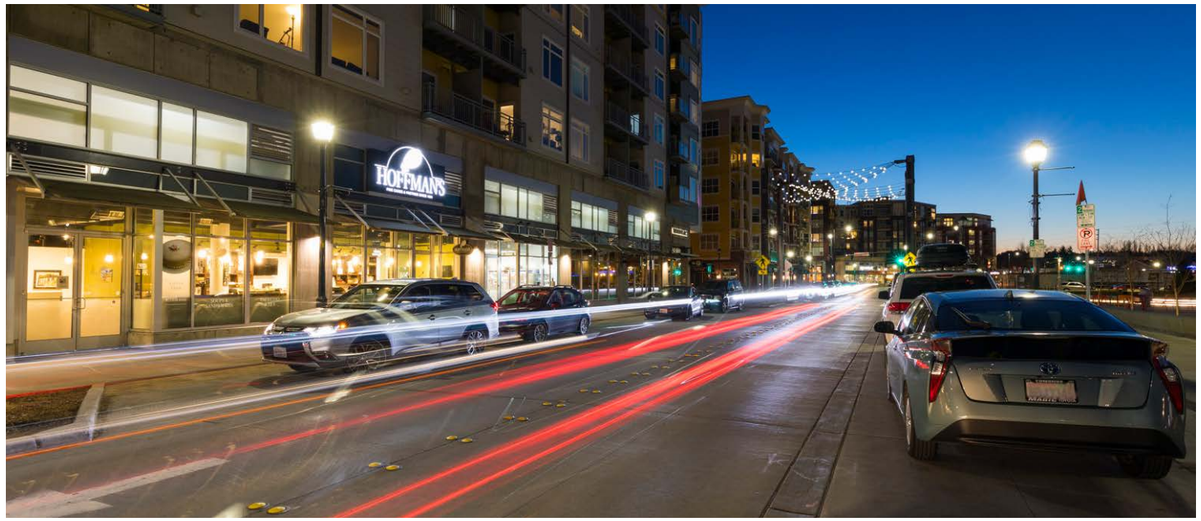



**TABLE 2** | CURB SPACE PRIORITIES

| Priority | Residential* | Mixed- Use | Main Street | Office and Commercial | Industrial |
|---|---|---|---|---|---|
| 1 | City Planning Priorities | | | | |
| 2 | Safety | | | | |
| 3 | Access | Access | Access | Access | Goods Movement |
| 4 | Parking | Activation | Activation | Goods Movement | Access |
| 5 | Goods Movement | Goods Movement | Goods Movement | Activation | Parking |
| 6 | Activation | Parking | Parking | Parking | Activation |

*Land Use Definitions:

**Residential:** Predominantly residential uses, including detached and attached single-family housing and multifamily apartment buildings with limited retail or other nonresidential uses (excluding parking) at street level.

**Mixed Use:** Mixed-use neighborhood streets with a combination of residential, retail, office uses at street level, with lower pedestrian traffic or at lower densities than Main Street contexts (defined in 3).

**Main Streets:** Mixed-use areas with predominantly retail and commercial services at ground level and heavy pedestrian traffic.

**Office and Commercial:** Areas with predominantly retail and office functions regardless of density, including shopping centers and office campuses.

**Industrial:** Areas with predominantly light industrial, warehousing, distribution and logistics, or businesses that include small-scale manufacturing or fabrication on site.

A Curbside Management Plan is currently under development and will consider how to balance the many needs of curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, ADA parking needs, deliveries, planned bikeways, and time-limited parking for visitors. Another emerging curb use is electric vehicle (EV) charging, which should generally be excluded from areas with higher curb use demand. The Environmental Sustainability Action Plan and Section 12, E-Mobility, discuss EV charging in more detail.

The five goals for the future of Redmond's parking system described earlier in this document are intended to balance the community's parking needs with Redmond's urban centers and the future of the City's transportation system. Redmond 2050 envisions the City's urban centers as hubs of residential, commercial, and cultural activity. Downtown is and will remain the civic heart of Redmond; Overlake has begun to transform into a regional hub for technology, research, and development; and Marymoor Village is developing into a transit-oriented and inclusive community.

**Strategy 1 supports the following Redmond 2050 policies:**

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Develop a comprehensive urban center curbside management plan based on the curb space priorities established in the TMP. (Public Works, Planning) |
| **Action 1B** | Implement programs and strategies identified in urban center curbside management plan and other planning documents, including the TMP, that impact curb space. (Public Works, Planning) |

## Strategy 2: Manage on-street parking in Redmond to optimize utilization of the City's limited on-street parking inventory.

Redmond should pursue parking management strategies that balance systemwide consistency and sensitivity to the local context in the City's three urban centers of Downtown Redmond, Marymoor Village, and Overlake. Both on-street and off-street parking facilities seek to ensure that the available parking supply is optimized and used efficiently, and that the overall parking system is functioning well for users. When compared to the inventory of private, off-street lots and garages, Redmond has a limited supply of on-street parking. On-street parking is generally targeted to those who need immediate short-term access to nearby businesses.  Off-street parking facilities can offer customers, employees, and residents more time to park their car, larger capacity to accommodate more vehicles.

Redmond will continue to manage on-street parking as a valuable public resource through existing City programs and new efforts to increase parking efficiency. The City's goal in implementing these parking management strategies should be to keep parking in high-demand areas within the optimal range of parking occupancy rates between 70% and 85%. The following actions will help the City manage its parking system.



**Strategy 2 supports the following Redmond 2050 policies:**

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Revise parking permit program to better meet parking needs and reflect market pricing. (Police, Planning) |
| **Action 2B** | Implement a paid parking system in high-demand parking areas of Redmond's urban centers with metering and mobile payment options to ensure parking turnover, which benefits businesses, and generate revenue for a parking enterprise fund to make the parking program self-sustaining rather than supporting the program from the City's General Fund. (Police, Public Works, Planning) |
| **Action 2C** | Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown. (Police) |
| **Action 2D** | Create parking management and enforcement areas in Marymoor Village and Overlake Village that include time-limited parking and paid parking. (Police) |

## Strategy 3: Implement a parking system that is user-friendly and easy to navigate.

To be successful, the overall parking system should be easy to use and understand for people who live, work in, or visit Redmond. Through a review of the current system, it has been determined that the development and implementation of a wayfinding system that is easy to identify, navigate, and understand should be considered. A wayfinding system for parking could be integrated with other wayfinding and signage in Redmond designed for motor vehicles. Attributes of successful parking signage and wayfinding systems include user friendly designs, clear messaging, simple icons to ensure drivers can understand the information quickly.  An effective wayfinding system directs drivers efficiently to parking facility entrances, exits and available spaces, saving time and reducing unnecessary circling and resultant congestion and emissions.

Parking location information should also be readily available online on the City's website and could also be made available through an easy-to-use application or popular mapping applications.

Parking restrictions that are consistent and easy to understand will also help the public understand parking management and enforcement in Redmond's urban centers. The following actions will make Redmond's parking system more user-friendly and understandable as parking management efforts expand outside of downtown.

**Strategy 3 supports the following Redmond 2050 policies:**

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Develop a legible wayfinding system that directs drivers to off-street public parking and potentially includes real-time availability information. (Planning, Public Works) |
| **Action 3B** | Create uniform parking restrictions and regulations throughout the city as parking management programs expand to new areas. (Police) |
| **Action 3C** | Encourage development and integration of local parking system information for web-based map apps. (Police, Planning) |

## Strategy 4: Enforce clear and understandable parking restrictions in Redmond's urban centers.

Enforcement is critical for the effective implementation of parking management strategies. Expansions of time-limited parking and the implementation of paid parking will require enforcement. The goal of parking enforcement is to ensure that the parking management systems and programs are operating as intended.

The Redmond Police Department enforces parking restrictions, including fire lanes, loading zones, disabled parking and will be increasing parking enforcement efforts with the growth of the parking management program in all urban centers and the implementation of paid parking in specific areas within urban centers. The Police Department also manages contracts for enforcement of City-owned off-street parking facilities.

The following actions will help the City enforce clear and understandable parking regulations in Redmond's urban centers.

**Strategy 4 supports the following Redmond 2050 policies:**

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.



### Recommended Actions

| | |
|---|---|
| **Action 4A** | Ensure parking signage and restrictions are consistent and easy to understand throughout the city so that time limits, restrictions, and enforcement are clear to users. (Police) |
| **Action 4B** | Implement a paid parking system in areas of high parking demand that tracks vehicle information for consistent enforcement of time limits and parking rates. (Police) |

## Strategy 5: Further align parking regulations with goals for affordable, people-centered urban centers.

Right-sizing the amount of available parking and effectively managing parking are critical for achieving Redmond's transportation and land use vision. The design of on-and-off street public parking on Redmond's streets is regulated by street and access standards in the Redmond Zoning Code (Section 21.52 and Appendix 2). Standard design specifications for streets, including on-street parking, are applied to different street types. Parking design and location should also reflect other goals of the City's transportation system, including complete pedestrian and bicycle networks and high-quality transit.

Dedicated structured parking is expensive to construct and increases the cost development, which is passed on to tenants. As an acknowledgement of this cost and to promote more affordable housing, Redmond 2050 code updates adopted in December 2024 eliminated parking minimum requirements for new residential developments in urban centers. Despite the elimination of parking minimums, new development may still build parking to meet what is understood to be the current market demand for parking. Often this results in the overbuilding of parking, perpetuating the increased costs associated with parking. Many communities are also establishing parking maximums, or an upper limit for the number of spaces allowed for specific uses. Parking maximums ensure that new development right-sizes parking facilities to support more affordable housing, reduce vehicle miles traveled, and generally, support the creation of more people-centered communities. Consideration should be given to eliminating parking minimums and establishing parking maximums citywide.

Other strategies that could be effective in managing parking supply include:

- Regulating and Pricing: Implement pricing strategies that increase the costs for longer parking durations to reduce demand and congestion.
- Data Analytics: Utilizing data to analyze parking trends and optimize pricing and demand management strategies.

**Strategy 5 supports the following Redmond 2050 policies:**

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

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Continue to regularly evaluate parking requirements, including parking maximums, elimination of citywide parking minimums, time-based pricing strategies, and other policies to more effectively manage parking supply and align with City goals and priorities for the transportation system and affordable, people-centered development. (Planning) |
| **Action 5B** | Use data analytics to understand parking demand and optimize pricing. (Planning) |

### Strategy 6: Designate accessible parking spaces to meet community needs.

Redmond's parking system includes some disabled parking stalls, but the City does not have a standard or policy for providing designated disabled parking spaces as part of public on-street parking. To meet U.S. Access Board Public Right-of-Way Accessibility standards, the City will need to establish a standard ratio of designated disabled parking spaces. Access to nearby pedestrian crossings and entrances to major destinations should also be considered when locating designated disabled parking stalls.

All streets with public on-street parking should have designated disabled parking spaces on the same block perimeter. The City should prioritize implementation of disabled parking standards in Redmond's urban centers. The following actions will help Redmond address existing community needs for accessible on-street parking.

**Strategy 6 supports the following Redmond 2050 policies:**

- **TR-35:** Establish off-street parking requirements that meet the U.S. Access Board Public Right of Way standards, which prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

**Recommended Actions**

| | |
|---|---|
| **Action 6A** | Through the Curbside Management Plan, evaluate where there are deficiencies in designated disabled parking spaces and identify where additional spaces should be in Downtown Redmond, Marymoor Village, and Overlake Village. (Public Works) |
| **Action 6B** | Design designated disabled parking spaces so as to minimize distance to pedestrian crosswalks and other access points, and to minimize conflicts with bicyclists and micromobility users if adjacent to a bikeway. (Public Works) |



### Strategy 7: Work with community, transit agency, and local business partners in the development and execution of parking plans in station areas that foster equitable, inclusive, sustainable and resilient transit-oriented communities.

Redmond currently has partnerships with community organizations and employers in Redmond. The City should continue to build and strengthen relationships with its current partners and work with other agencies to help manage the parking system. Sound Transit manages the parking facility at the Redmond Technology Station, which contains spaces for 300 cars and 44 spaces for bicycles. King County manages parking at Marymoor Park, and Sound Transit manages parking at a 1,400-stall parking structure at the Marymoor Village light rail station. Partnerships with both agencies are important to Redmond's parking management initiatives in Marymoor Village. Partnerships with other major employers like Microsoft and organizations could help achieve the transportation goals in Marymoor Village and Overlake.

City partnerships with community members, local organizations, and employers are important to the success of the parking management program. Redmond should continue to strengthen relationships with local organizations and other agencies and enhance collaboration among different City departments through the actions described below.

**Strategy 7 supports the following Redmond 2050 policies:**

- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

**Recommended Actions**

| | |
|---|---|
| **Action 7A** | Partner with King County and Sound Transit to manage parking near Marymoor Park and the Marymoor Village light rail station, and coordinate on Transportation Demand Management efforts to encourage access by non-SOV modes. (Planning, Police) |
| **Action 7B** | Continue to engage with community organizations, King County, and employers in Redmond's urban centers to develop parking management programs that will effectively serve the Marymoor Village and Overlake communities. (Planning) |

### Strategy 8: Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses and/or development.

Shared parking allows a single parking resource to be shared between different adjacent land uses to take advantage of different periods of peak parking demand. Shared parking reduces the total amount of parking necessary to accommodate demand by balancing the peaks in demand within an area. This can take the form of a single private lot shared between two or more nearby uses or a central parking area for a neighborhood or district.

Shared parking is currently allowed in the Redmond Zoning Code and can be used by developers to reduce the overall amount of parking provided within a single development. For shared parking arrangements to be successful, the peaks in parking demand for different uses should be balanced and should not happen concurrently. For example, shared parking between office and retail uses is often successful because the demands for the two uses occur at different times.

Some developments in Redmond's urban centers currently have shared parking arrangements or a public parking component. These may be shared between uses in the same development or between neighboring developments through arrangements between property owners and managers or lease agreements with individual tenants.

The City will be implementing a shared parking pilot program to optimize the use of existing parking facilities and reduce congestion. Funded by a 2026 Washington State Regional Mobility Grant, the pilot will test connecting underused parking in the evening hours with those in need of parking, offering a reliable parking solution while supporting small businesses and improving access to downtown businesses and light rail transit.

**Strategy 8 supports the following Redmond 2050 policies:**

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

### Recommended Actions

| | |
|---|---|
| **Action 8A** | Work with property managers and developers to understand opportunities for shared parking as part of existing and incoming development. (Planning) |
| **Action 8B** | In the near-term develop a shared parking pilot program in downtown, where developers can make underutilized parking available to the public or other nearby uses. (Planning) |
| **Action 8C** | Support an expanded shared parking program in all urban centers by facilitating connection between demand and supply, providing information to interested parties, and promoting shared public parking facilities through wayfinding, mapping, and other channels. (Planning) |



## Strategy 9: Monitor parking occupancy and utilization in Redmond's urban centers and the performance of the City's parking and curb space management programs.

The evolution of development in Redmond's urban centers will change the way people use parking. Regular monitoring of the program will help the City understand shifts in parking utilization and the effectiveness of parking management programs.

The following actions will help the Redmond achieve its objectives for parking management efforts in its urban centers.

**Strategy 9 supports the following Redmond 2050 policies:**

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

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

### Recommended Actions

| | |
|---|---|
| **Action 9A** | Monitor the effectiveness of parking management strategies in urban centers and adjust parking programs based on observed patterns in peak demand and response to implementation of paid parking and time limits in the future. (Planning) |
| **Action 9B** | Conduct a parking study for Marymoor Village and Overlake Village after the Sound Transit Link 2 Line light rail service to Seattle begins in early 2026 to establish a baseline inventory and occupancy and utilization rates with light rail service. (Planning) |

# TRANSPORTATION DEMAND MANAGEMENT

Transportation Master Plan

## WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

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

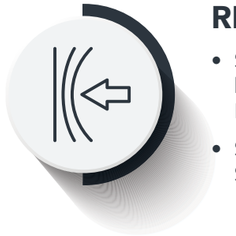
The Covid-19 pandemic resulted in a drastic shift to telework and hybrid work schedules. Between 2019 and 2022, state Commute Trip Reduction (CTR) surveys found that the percent of telework grew from 5% to 41%. While telework is still prominent and likely to remain in many sectors, many companies and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

## CITY OF REDMOND TRANSPORTATION DEMAND MANAGEMENT EFFORTS

Redmond's TDM team engages residents and employers through existing programs like Commute Trip Reduction (CTR), Mobility Management Program (MMP), and SchoolPool, and is always looking for new ways to encourage community members to travel using more sustainable modes than driving. A major focus of the City's TDM efforts is getting community members to and from Redmond's four light rail stations in Downtown, Marymoor, and Overlake urban centers. These stations connect Redmond community members to surrounding cities and regional destinations without the need for a car. TDM strategies for getting people to light rail include building out safe and comfortable networks for people to get around by foot, bicycle, and micromobility, and for community members for whom walking, biking or scooting are not options, making riding transit easy by providing route information and transit passes while also advocating for more frequent and comprehensive bus service and first- last-mile solutions. Other TDM and first-last-mile strategies the City is pursuing include promoting e-bikes through rebate programs and lending libraries or subscriptions, secure bike parking and e-bike charging, clear wayfinding to help people navigate the transportation network, flexible microstransit, and establishing mobility hubs where multiple travel modes converge with convenient and comfortable amenities.  GoRedmond is the City of Redmond's go-to site for community members and employers to find the most current information on getting around Redmond using a variety of travel modes.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

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



## RESILIENCE

- Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows (see Redmond 2050 FW-TR-3, FW-TR-)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

## SUSTAINABILITY

- Decreasing drive-alone rates in Redmond decreases overall greenhouse gas emissions by shifting vehicle trips to transit, walking, and biking. (See Redmond 2050 FW-TR-21, FW-TR-31)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5

## EQUITY & INCLUSION

- A variety of transportation options and sufficient education and advertisement of them allows for all Redmond residents and visitors to get around the community, regardless of personal circumstances. (See Redmond 2050 TR-10, FW-TR-13)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

## STRATEGIES

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

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

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

**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Manage and update the City of Redmond transportation demand management website (GoRedmond) and program to educate and inform community members about their options for getting to light rail and other destinations using a variety of travel options, including transit, micromobility, biking, carshare, microtransit, etc. Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. (Planning) |
| **Action 1B** | Support small businesses not impacted by Washington State Commute Trip Reduction requirements in providing commute alternatives and benefits for their employees. This includes things such as creating grants for bike racks or other infrastructure on site, assistance with navigating transit pass options for employees, support efforts to facilitate carpooling or other ride sharing, and other creative options for small businesses. (Planning) |
| **Action 1C** | Educate and establish an older adult mobility program through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles. This program could include transportation options for traveling to medical appointments, shopping, and other activities. (Planning) |

**Strategy 1 supports the following Redmond 2050 policies:**

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

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

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

**Recommended Actions**

| | |
|---|---|
| **Action 2A** | Support the implementation of Mobility Management Plans for new development in Redmond, taking a flexible approach that aligns with Redmond's goals around affordable housing, better parking management, environmental preservation, and promoting more sustainable transportation options. (Planning) |
| **Action 2B** | Redevelop Mobility Management Plan requirements to allow for greater flexibility depending on site type. Allow for differing requirements depending on whether building will be commercial, mixed-use, residential, or other types to best fit the needs of the residents and surrounding neighborhood. Develop renewal time frame and requirements to ensure existing and future structures have MMP's relevant to their uses throughout their lifetime as building occupants and the surrounding neighborhood change. (Planning) |
| **Action 2C** | Maintain and implement the Redmond Commute Trip Reduction Plan to assist with reaching state mandated CTR targets among Redmond's largest employers. (Planning) |

**Strategy 2 supports the following Redmond 2050 policies:**

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

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

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

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

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Ensure that transportation demand management strategies are incorporated into individual neighborhood plans. (Planning) |
| **Action 3B** | Invest in complete neighborhood design to improve connectivity, wayfinding, and safe and comfortable walking and biking infrastructure to support transportation demand management and reduce personal vehicle use in neighborhoods outside of urban centers. (Planning) |
| **Action 3C** | Continue to support transit use and access in urban centers and ensure that parking management strategies match the needs of the community and businesses. (Planning) |

**Strategy 3 supports the following Redmond 2050 policies:**

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



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

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

### Recommended Actions

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

**Strategy 4 supports the following Redmond 2050 policies:**

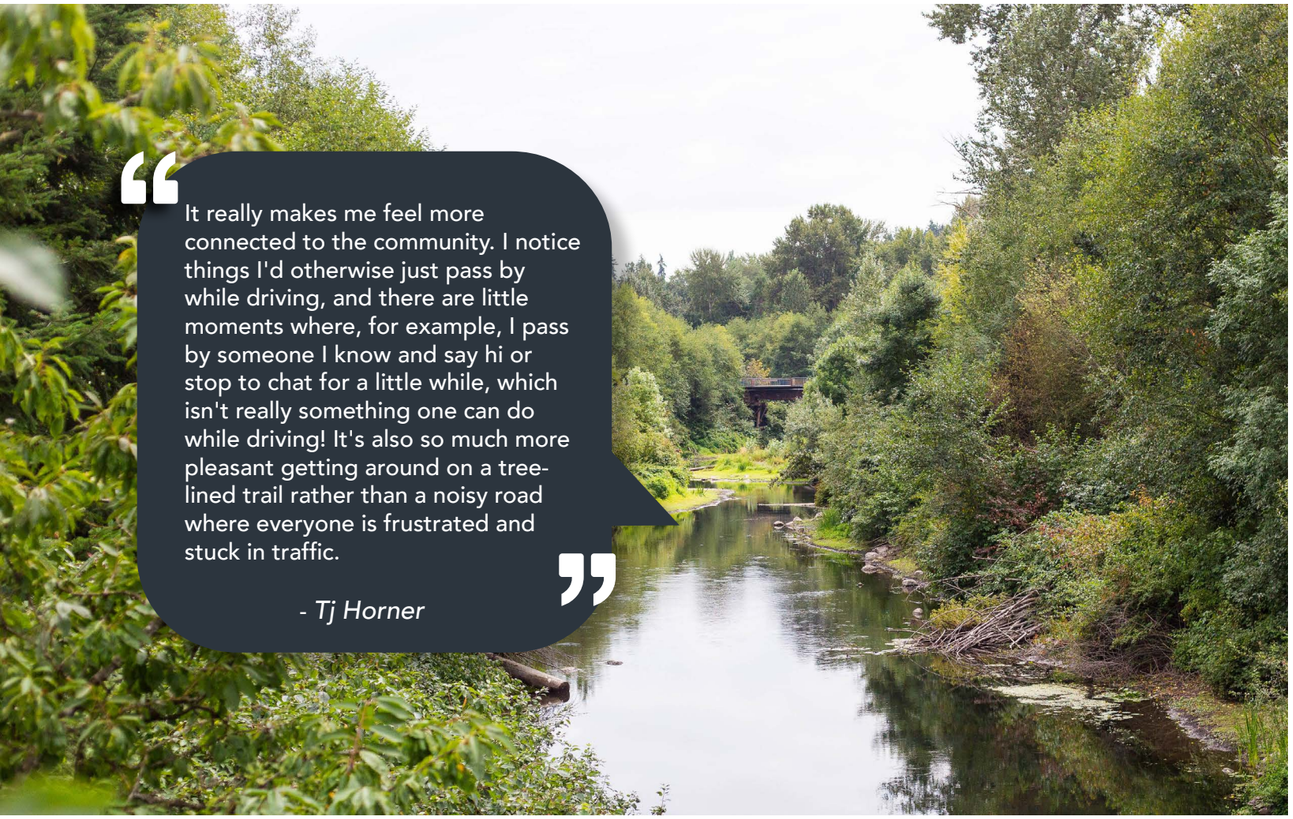
- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design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

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

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

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

"HOW DOES CHOOSING TO BIKE, WALK, OR TAKE TRANSIT MAKE YOUR DAY BETTER?"




**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Strengthen relationships and partner with the Lake Washington School District to work collaboratively on effective strategies to increase student safety during transportation to and from school. (Planning) |
| **Action 5B** | Develop and/or update Redmond municipal codes to include traffic mitigation plans for individual schools and school zones within Redmond, including compliance procedures. (Planning) |
| **Action 5C** | Continue to manage and promote the Redmond SchoolPool program through partnerships with King County Metro. (Planning) |
| **Action 5D** | Develop a Safe Routes to School plan in conjunction with King County Metro's SchoolPool funding. (Planning) |
| **Action 5E** | Apply for WSDOT Safe Routes to School grants to enact projects and pilot programs to enhance student safety near schools and encourage a greater number of students (and their families) to walk and bike to school. (Planning, Public Works) |
| **Action 5F** | Continue to utilize Parent Teacher Student Association (PTSA) and school support for existing programs and to develop opportunities for student and/or youth lead leadership of Safe Routes efforts. (Planning) |
| **Action 5G** | Coordinate with CIP efforts to ensure that school safety related projects are sufficiently prioritized in the project matrix. (Planning, Public Works) |
| **Action 5H** | Network and develop working relationships with other organizations such as Safe Routes to School or Partnership and nearby jurisdictions that have experience with similar programs to apply lessons learned and increase efficacy of safe routes to school efforts. (Planning) |
| **Action 5I** | Establish a bicycle education curriculum in Redmond schools that is in alignment with Washington State's Statewide School-Based Bicycle Education Program and addresses e-bike safety and regulations. (Planning) |

**Strategy 5 supports the following Redmond 2050 policies:**

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

# E-MOBILITY STRATEGY

Transportation Master Plan

# E-MOBILITY STRATEGY

## INTRODUCTION

The City is committed to creating an accessible, safe, and low-carbon transportation system. At the heart of this strategy is the development of walkable, bikeable neighborhoods and connecting community members to transit, as outlined in Redmond 2050 and other sections of the Transportation Master Plan.

While reducing vehicle trips is at the core of the City's strategy, we also recognize that vehicles will continue to play a role in Redmond's transportation system. To achieve the community goal of net zero greenhouse gas emissions by 2050, Redmond must electrify vehicle and micromobility trips and transition away from carbon-based fossil fuels. Similarly, Redmond already has a higher EV adoption rate than much of the state, and the City must ensure EV infrastructure keeps pace to accommodate upcoming state mandates that require all new light duty vehicle sales to be electric starting in 2035.

The E-Mobility Strategy outlines Redmond's goals for advancing electric-mobility and EV infrastructure, while also acknowledging the need to reduce vehicle trips overall. The City's E-Mobility Strategy builds upon the work established in the City's Environmental Sustainability Action Plan (ESAP), the City's roadmap to reduce greenhouse gas emissions to net zero by 2050. The ESAP identifies actions to reduce emissions across multiple sectors, including the transportation system, which is the second largest source of emissions in Redmond.

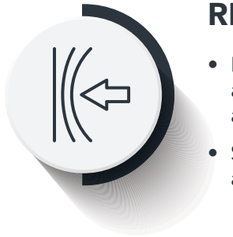
The City's approach to E-Mobility policy development has included data analysis, research of other cities, community questionnaires, and roundtable discussions with community members, all aimed at identifying challenges, opportunities, and potential solutions for the future of E-Mobility in Redmond. Special emphasis is placed on reaching historically marginalized and underserved communities, ensuring their perspectives are central to the city's long-term mobility planning. While early adopters—primarily single-family homeowners—have had the advantage of home charging, many residents, particularly those in multifamily housing or underserved communities, face significant barriers to EV ownership and charging access. As demand for EVs grows, ensuring a comprehensive and equitable charging network is essential for meeting climate goals and supporting Redmond's evolving transportation needs.

The E-Mobility Strategy will help Redmond prioritize programming and investments in EV infrastructure, pursue partnerships and funding opportunities, and establish policies that remove barriers to adoption. To ensure that these policies reflect the needs of the community, the City has implemented an engagement-driven approach by gathering input from key stakeholders, including residents, businesses, advisory councils, property owners, and community-based organizations.

A thoughtful E-Mobility Strategy represents a crucial step toward addressing critical transportation needs, reducing transportation emissions, expanding clean mobility options, and ensuring that Redmond remains at the forefront of sustainable urban development.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

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



### RESILIENCE

- Electricfication reduces greehouse gas emissions that contribute to climate change and associated negative impacts on environment, infrastructure, and community. (FW-TR-2 and CR-28)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 3

### SUSTAINABILITY

- Increasing E-Mobility infrastructure contributes to reduced GHGs and forwards Redmond's sustainability and climate goals. (FW-CR-3 and CR-28)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5, and Strategy 6

### EQUITY & INCLUSION

- Access to EVs, e-bikes, micromobility, and charging infrastrucutre should be available to all Redmond community members regardless of socioeconomic status. (FW-CR-1 and CR-2)
- Strategies supporting the Guiding Principle of Equity include: Strategy 1 and Strategy 6

## REDMOND'S E-MOBILITY INFRASTRUCTURE LANDSCAPE

Redmond continues to make progress to increase use of e-mobility options, as outlined in the City's Environmental Sustainability Action Plan (ESAP). This E-Mobility Strategy is intended to complement the work the ESAP is undertaking, specifically in the transportation realm with the goal to reduce transportation emissions and enhance community mobility.

E-mobility is growing in Redmond – from high EV adoption rates, growing EV infrastructure, and micromobility solutions that rely on clean electricity. Key e-mobility existing conditions are outlined below.



### EV Infrastructure

Redmond is a leader in EV adoption. The City has prioritized EV adoption within its own operations, while also advancing multiple policies to increase access for community members. Key accomplishments include:

- A commitment to transition the municipal vehicle fleet to clean vehicles. As of late 2025 the City's fleet includes 16 EVs, 5 plug in hybrid EVs, 18 hybrids, and the state's first electric fire apparatus.
- Expanding fleet charging infrastructure, which now includes 25 fleet chargers. The City reduced its fleet's carbon footprint 14% since 2011 while saving thousands of dollars in fuel expenses.
- Updating the Redmond Zoning Code to require 100% EV ready parking in multifamily developments.
- Offering 12 public chargers to support community charging.

### Micromobility

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility can include both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus, are an important component of Redmond's transportation system. A first-last mile connection or transportation option refers to the mode of travel chosen for the first mile and/or last mile of one's journey.

After launching in summer 2019 as a pilot, the City's Shared Micromobility program has been a successful first-last mile mobility option for Redmond community members from 2019 through 2024. In 2024, City staff identified a primary vendor to manage the permanent program. The permanent program began on January 1, 2025, with Lime as the City's sole vendor.

Since 2019, the Shared Micromobility program has served over 300,000 riders, with a median trip length of 0.8 miles, confirming that micromobility is a viable first-last mile trip mode in Redmond. On average, 136 micromobility vehicles (e-scooters and e-bikes) are deployed each day (approximately 10-15% of which are e-bikes).

The City of Redmond currently has no designated charging infrastructure for e-bikes or personal micromobility devices. In partnership with Lime and Sound Transit, designated shared micromobility parking areas are established at all of Redmond's light rail stations; however, these areas do not include charging.

More information about the City's micromobility and bicycle strategy can be found in Section 5 – Bicycle Plan.

## City Review and Summary of Trends

As cities across the U.S. adapt to increasing EV adoption, many have developed policies and infrastructure plans to support transportation electrification. This section reviews EV strategies implemented by cities similar in size, urban structure, and mobility needs to Redmond. The review highlights best practices, policy trends, and implementation strategy, offering a roadmap for potential actions.

This high-level review found that cities leading in EV adoption typically have:

- Clear EV readiness policies integrated into broader climate and transportation plans.
- Stakeholder partnerships with utilities, transit agencies, and private developers.
- A strong emphasis on financial incentives and grant awards.

A detailed review of five cities provides insights into how communities are planning for EV adoption, infrastructure deployment, and policy development. Table 1 summarizes the outcomes of the city analysis.

**TABLE 1** | COMPARATIVE ANALYSIS OF MUNICIPAL EV INFRASTRUCTURE (2024)

| City | Population | Approx % Existing Single Family Land Use | Light-Duty Vehicles | EVs | EV % | L2 Ports | DC Fast Ports | Chargers/ 100 EVs |
|---|---|---|---|---|---|---|---|---|
| **Redmond, WA** | 82,380 | 46% | 54,000[1] | **5,700[1]** | **11%** | **92** | **19** | **2** |
| **Culver City, CA** | 41,000 | 29% | 34,850 | **8,792** | **25%** | **209** | **54** | **3** |
| **Centennial, CO** | 106,883 | 58% | 85,100 | **4,954** | **6%** | **87** | **20** | **2** |
| **Dublin, OH** | 49,000 | 16% | 41,393 | **1,348** | **3%** | **83** | **6** | **7** |
| **Newton, MA** | 88,000 | 61% | 57,919 | **4,484** | **8%** | **90** | **10** | **2** |
| **Seattle, WA** | 760,000 | 62%[2] | 460,000 | **34,000** | **7%** | **1,514** | **102** | **6** |

Notes: It should be noted that WA, CA, CO, and MA have mandates requiring EV adoption by a stated date.
[1] Data based on data.wa.gov "Electric Vehicle Population Map" and estimate of light duty vehicles based on city average.
[2] Includes both Neighborhood Residential and Residential Small Lot zoned areas

Trends shared by the five cities include:

- **Strong Focus on Infrastructure Deployments and Public Engagement:** All five cities prioritized investments in **EV charging infrastructure deployments and public outreach, engagement and education** programs that make EV charging easy to find and use, supporting increased adoption. In suburban communities, investments in public charging stations often support residential and commuter EV users. Cities also developed campaigns to inform the public about EV benefits and incentives, ensuring equitable access and widespread adoption.
- **Widespread Adoption of Foundational Policies:** Four out of five cities have enacted policies that support systemic change and long-term impact. Cities are updating zoning rules to ensure new buildings include EV charging, simplifying permitting to speed up installations, and setting goals to transition city-owned vehicles to electric. Specific policies include **Municipal Fleet Electrification Goals and Initiatives, Streamlined EV Infrastructure Permitting Process, EV Readiness Ordinances** (requiring new developments to include EV charging infrastructure), and Zoning and Code Updates (ensuring future land uses and developments can accommodate EV infrastructure). **Grant Application Strategies** are also widely used to secure federal and state funding for EV strategy implementation. These steps help cities stay ahead of growing demand and make EV adoption a natural part of the City's transportation system.
- **Moderate Use of Incentives and Adoption Targets:** Only three out of the five cities use targets or incentives to support adoption. Strong policies lay the groundwork for an EV-friendly city, but financial incentives and outcome-based goals may help speed up adoption. **Local Electrification Incentives,** such as rebates for home chargers or discounted charging make EVs more affordable. **Motorist EV adoption targets** help cities measure and focus on what matters most, making progress toward higher EV penetration. Not all cities use these tools, likely due to limited funds or concerns about being held accountable for measures they can only influence, not directly control.
- **Limited Focus on Long-Term Climate Action and Workforce Development Initiatives:** Only two cities **Incorporated EV Strategies into their Climate Action Plans** explicitly detailing EV-related GHG reduction goals and **Developed EV Charging Station Guidelines.** And only one city addressed **Workforce Development Initiatives.** This could point towards cities not yet fully connecting EV strategies to climate, accessibility or training and economic development outcomes, leaving room for future growth.
- **Other Considerations:** Cities tend to focus on priorities suited to their unique needs, resources and community demands. Most cities are seeking scalable, adaptable growth in city-led E-Mobility efforts, offering tailored pathways to expand EV accessibility and sustainability. Cities are also seeking public-private partnerships to expand charging infrastructure for homeowners and residents. These partnerships can come from Puget Sound Energy (PSE) or other private sector entities. Public-private partnerships will be important in expanding charging infrastructure.

## Community Feedback

Feedback from the Redmond community has been a key piece of developing the E-Mobility Strategy. Community feedback was solicited through a series of focused roundtable discussions in Fall 2024. Participants were recruited through an application process advertised via City communication channels. Each session, facilitated by a third-party and supported by City staff, targeted specific groups: EV owners and enthusiasts from underserved communities, multifamily building residents, commuters, and property managers. These sessions, held at the Redmond Senior and Community Center and City Hall, aimed to ensure diverse community representation and gather valuable insights for the City's future E-mobility initiatives.

During the E-mobility roundtable sessions, Redmond community members engaged in facilitated discussions, sharing their experiences and ideas. Their insightful feedback highlighted the benefits and challenges they face as EV owners or enthusiasts residing in or traveling to Redmond. Additionally, they proposed solutions to enhance Redmond's E-mobility, providing valuable input for the City's future strategies.

Benefits of E-mobility noted by the participants include:

- EVs offer significant cost savings, including lower operating costs, less frequent fill-ups, and reduced maintenance expenses, with government incentives further encouraging ownership.
- Environmentally, EVs contribute to a reduced carbon footprint and lower greenhouse gas emissions, supporting climate action.
- Charging at home, work, or public charging sites provides convenience.
- The variety of stylish and high-performing EVs catering to different budgets and needs continues to grow.

Challenges in E-mobility noted by the participants include:

- Limited availability of public chargers, long wait times, high public charging costs, and maintenance issues that affect infrastructure accessibility.
- Multifamily residential areas often lack adequate charging infrastructure, and communication barriers with property management and utility companies complicate installations.
- High installation costs, financial barriers, and permitting and regulatory restrictions for property owners and HOAs cause significant obstacles to EV ownership.

## STRATEGIES

### Strategy 1: Apply an equity lens when considering E-mobility infrastructure and focus on equitable access.

The City must center E-Mobility policies and investments on equity, which is a priority for the community, and a gap in the market. In the context of EV adoption and charging infrastructure, it is important for the community that investments are targeted to support those whose needs are greatest, such as people with limited means to purchase higher priced EVs and infrastructure, people who have difficulty navigating information related to EV ownership, and residents of multifamily housing whose barriers are greatest when accessing or installing charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestion to ensure equitable access to EV charging infrastructure.

**Strategy 1 supports the following Redmond 2050 policies:**

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

  **CR-2:** Prioritize equitable City investments, policies, programs, and projects so vulnerable and underserved communities lead the clean energy transition and are resilient to climate change.

- **CR-6:** Partner with regional organizations and underserved communities to equitably advance programs and policies to achieve net zero greenhouse gas emissions and resilient communities.

  **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.

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

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Ensure the needs of low-income and presently disadvantaged communities are prioritized within City E-Mobility actions, even for programs with broad community benefits. |
| **Action 1B** | Continue to engage populations of interest to understand their needs and perspectives, including young people and low-income people. |
| **Action 1C** | Track the potential development of and look for opportunities to participate in a regional "Mobility Wallet" program where individuals can use funds for transportation needs, including EV charging. |
| **Action 1D** | Continue to track grant funding opportunities, including the Washington State Climate Commitment Act to expand infrastructure and access to E-mobility opportunities. |

## Strategy 2: Assess policy opportunities to support electric vehicles

Many community members described specific areas where the City can take direct action to support EV drivers and property owners to simplify the regulatory landscape. The City can help simplify the permitting process and update local zoning and city codes to improve access to charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestions to support property owners and HOAs, update zoning, permitting, and building codes, and develop and support regulatory strategies.

**Strategy 2 supports the following Redmond 2050 policies:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Engage stakeholders to evaluate and inform e-mobility policy benefits and tradeoffs. |
| **Action 2B** | Support the installation of e-mobility infrastructure by providing clear informational resources and exploring opportunities to streamline permitting process. |
| **Action 2C** | Partner with Washington State legislators to align state EV regulatory framework with the priorities of Redmond communities (i.e. increased charging access at regional job centers, improved codes and standards to allow flexibility and effective outcomes on EV readiness for new developments, etc.). |
| **Action 2D** | Advocate for state and regional policies that ensure electric infrastructure and grid capacity can keep pace with anticipated EV demand. Partner with policymakers to address barriers, such as insufficient electrical capacity or slow infrastructure upgrades, that could limit the pace of EV adoption. |
| **Action 2E** | Promote and support shared-use and alternative access models for electric vehicles, such as EV car-share programs, subscription services, and charging-as-a-service, to expand mobility options without requiring personal vehicle ownership. |
| **Action 2F** | Provide resources to the Redmond community educating about the safety risks associated with EVs, including their weight, acceleration, and relative quietness, especially compared to gas vehicles. These resources can be provided via the Go Redmond program, the City's sustainability program, and City communication efforts. |



## Strategy 3: Explore and expand e-mobility infrastructure

Expanding access to charging infrastructure is a critical community priority. The City can explore partnerships with private sector businesses, utilities, and other local and regional public agencies to support E-Mobility infrastructure, such as charging facilities or micromobility and e-bike secured parking. This recommendation aligns with actions other cities are taking and addresses community feedback.

**Strategy 3 supports the following Redmond 2050 policies:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Explore partnerships with car share programs to offer EV car share sites in Redmond. |
| **Action 3B** | Assess opportunities to increase charging infrastructure deployments at sites identified as priority locations. |
| **Action 3C** | Work with businesses, property owners, and utilities to expand charging station access on private properties. |
| **Action 3D** | Encourage local employers to offer workplace charging incentives to their employees. |
| **Action 3E** | Explore public-private financing models that allow businesses to offset charger installation costs through tax incentives and grants. |
| **Action 3G** | Develop an implementation roadmap to align funding with EV charging program priorities and leverage public-private partnerships for cost-sharing opportunities. |
| **Action 3H** | Develop a comprehensive set of policies to effectively manage City owned charging infrastructure to support the ongoing maintenance, management, and expansion of infrastructure and programming. |

### Strategy 4: Adopt innovative strategies to reduce emissions and expand the application of clean technologies to freight movement that maintain consistency with City freight and delivery priorities.

As discussed in Section 7 – Freight and Goods Delivery, the adoption of EV charging infrastructure extends to facilities that can benefit delivery vehicles and reduce last-mile emissions. By establishing zero-emission delivery zones and encouraging the use of electric delivery vehicles, Redmond can further advance GHG reduction goals across a variety of transportation networks.

**Strategy 4 supports the following Redmond 2050 policies:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-29:** Monitor freight and service delivery patterns and adjust transportation system operations if warranted.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

**Recommended Actions**

| | |
|---|---|
| **Action 4A** | Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery (for more information, see Section 7 Strategy 4.3). |
| **Action 4B** | Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadracycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries (for more information, see Section 7 Strategy 4.3). |

### Strategy 5: Explore e-bike charging opportunities.

As discussed in Section 5 – Bicycle Network Strategy, e-bikes, e-scooters, and other personal micromobility devices have grown in popularity due to their ability to overcome challenging terrain and cover longer distances. These devices have become a viable alternative to motor vehicles and have the potential to reduce VMT and GHGs and contribute toward Redmond's sustainability goals. Offering e-bike and other personal micromobility users convenient public charging opportunities would further promote their use.

**Strategy 5 supports the following Redmond 2050 policies:**

- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- **CR-30:** Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures, including minimizing parking structures in favor of transit, rideshare, walking, and biking.
- **CR-31:** Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Explore providing e-bike charging with secure bicycle parking. |
| **Action 5B** | Explore adding e-bike charging infrastructure to publicly managed EV charging facilities. |
| **Action 5C** | Include e-mobility charging infrastructure in the development of neighborhood Mobility Hubs (see Section 6 Strategy 3) |
| **Action 5D** | Explore partnerships with transit agencies to establish e-mobility charging at transit centers and light rail stations where applicable (see Section 6 Strategy 3). |

# EMERGING TRENDS AND TECHNOLOGY

Transportation Master Plan

## INTRODUCTION

The Redmond 2050 Comprehensive Plan states that in 2050 Redmond's transportation system is resilient, sustainable, equitable and inclusive. The convergence of transportation technological innovations in data analysis and management, automation and electrification has the potential to make the City's transportation system not only more efficient, but also greener, safer and more inclusive. In Redmond, technology will be supporting many of the strategies defined in the City's Safer Streets Action Plan by reducing vehicle speeds, helping transportation system designers understand crash risk through data obtained from advanced cameras and software systems, and will make vehicles and interactions between vehicles and people outside of vehicles safer. Data collection and analysis using new technologies will allow planners and engineers to better monitor traffic operations; manage maintenance; and identify network deficiencies that need to be fixed. Technology will also support individuals as they plan their routes and best mode of travel, find parking, and get real-time information to help them navigate a multimodal transportation system to move throughout Redmond and connect to regional systems.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

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

### RESILIENCE

- Technology can support a resilient transportation system and safe access for all users as travel demand and patterns change over time and during major disruptions caused by natural disasters or other events. (See Redmond 2050 FW-TR-2)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

### SUSTAINABILITY

- New technologies can be used to reduce vehicle trips, optimize traffic, and manage transportation assets, resulting in reduced greenhouse gas emissions and environmental impacts, and more efficient use of resources. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4

### EQUITY & INCLUSION

- As new technologies are deployed in Redmond, it's essential to address the safety and accessibility of all (See Redmond 2050 TR-10).
- Strategies supporting the Guiding Principle of Equity include: Strategy 1, Strategy 3, and Strategy 6

## EMERGING TRENDS IN TRANSPORTATION TECHNOLOGY

Technology is driving many of the emerging trends in transportation systems and service delivery. From autonomous vehicles to shared micromobility to artificial intelligence, new technologies are providing both opportunities and challenges for cities. In most cases, cities like Redmond have the authority to manage new technologies and ensure that technological advancements translate into safer, more equitable and more resilient and sustainable transportation systems. However, it remains to be seen how much authority local agencies will have over where and how some technologies such as autonomous vehicles may be deployed. Technology has and will continue to offer new capabilities and approaches to transportation planning and system management in Redmond.

### Current Transportation Technology Systems at the City of Redmond

The following transportation technology systems at the City of Redmond are used to manage and deliver transportation services.

#### Asset Management and Condition Monitoring

Technology can help Redmond manage and monitor the condition of transportation-related assets such as sidewalks, street trees, signals, and streetlights. These systems aim to optimize asset utilization, ensure proper maintenance, and track work performed in Public Works, Parks, and Facilities. Asset management plans include elements for the state of local infrastructure (inventory, valuation, age, and condition) systems levels of service, asset management strategy) practices, procedures, tools, demand supportability, and lifecycle management and risk, financing strategy, and guidance for the continued improvement and monitoring of the plan. More information on asset management can be found in Section 13 – Monitoring Progress.

#### Client Relationship Management

Client Relationship Management systems manage and enhance communication, engagement, and interactions with the public. The City uses QAlert to manage all citizen requests and inquiries – including those that are transportation-related. Requests are catalogued by the City and are then dispatched to the appropriate department depending on their context.

#### Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) offer a data-driven approach to improving the safety, efficiency, and sustainability of transportation networks. By integrating advanced technologies such as sensors, communication networks, data analytics, and real-time monitoring, ITS enable smarter management of transportation infrastructure and vehicles. These systems aim to optimize traffic flow, reduce congestion, enhance safety, and improve overall user experience for both drivers and pedestrians.

The City of Redmond has used ITS for several years to great success, though enhancements can help to make the transportation system more efficient and effective and improving the safety and performance of the multimodal transportation system.  Areas that should be considered for future investments include continued advancements in traffic signal systems, flashing crosswalk beacon and school zone technology and strategies to make the fiber optic infrastructure more efficient and effective to support traffic operations and safety systems operated by the City.



#### Traffic Data Management and Analysis

Traffic Analysis systems comprise analytical tools and methodologies to assess and understand traffic pattern, behaviors, and characteristics. Traffic simulation models can predict development impact on traffic and analyze signal timings at intersections. Other software can report on and analyze traffic-related statistics in Redmond, such as traffic collision data to assist in planning efforts. The City of Redmond uses a variety of these technologies to support traffic monitoring and reporting, travel demand modeling and safety analysis, among other activities.

**FIGURE 1** | CITY OF REDMOND TRAFFIC OPERATIONS CENTER

#### City of Redmond Traffic Operations Center

The City's Traffic Operations Safety and Engineering Division staff monitor traffic conditions throughout the City from the Traffic Management Center (TMC). The TMC operates during City Hall business hours and monitors traffic and activity on public streets using traffic cameras at many of the City's traffic signal locations.  Interested parties can get on-line access to still photo images from Redmond's traffic cameras at roughly 70 intersections across the City (as of December 2024), showing traffic conditions on City streets in real-time. The TMC also provides information to the traveling public via its network of overhead electronic message signs.

### Transportation Modeling and Forecasting

Transportation modeling and forecasting involves the use of mathematical models and data analysis techniques to simulate and predict current and future year transportation patterns, demand, and outcomes. Models and forecasts provide insight into traffic flows, congestion, transit ridership, travel behavior, and future transportation needs.

For many years, the City of Redmond has used the Bellevue-Kirkland-Redmond travel demand forecasting model, referred to as the BKRCast model, to conduct multimodal transportation planning studies such as Sound Transit's Sound Move plan, GMA planning requirements and other efforts. Derived from the Puget Sound Regional Council's SoundCast model, the BKR model is an activity-based travel demand model configured to depict travel behaviors that depend on the built environment and demand from other users.

While the City of Redmond has been a partner with Bellevue and Kirkland, it has wrestled with the challenge of providing staff to operate and use the model outputs to meet its planning needs. As the City moves forward to work to fulfill the planning needs called for in Redmond 2050, it will need to address these challenges to make full use of this unique and effective planning tool.

## Emerging Technology Trends

### Artificial Intelligence

Artificial intelligence (AI) has the potential to enhance the efficiency of transportation systems and improve data-driven decision making in transportation planning. AI can be used to analyze large amounts of data from various sources.

AI-powered algorithms will play a more prominent role in optimizing traffic flows, improving safety in the public right-of-way, predicting transportation demand, and even personalizing mobility experiences for users. Cities will increasingly deploy AI to support management of truck fleet operations, ensuring they're in the right place at the right time. Expect AI to also enhance real-time curb management, reducing congestion and enabling seamless deliveries in busy urban areas.

### Big Data

Large datasets from various sources like traffic sensors, GPS tracking, and mobile phone data provide opportunities to gain insights into traffic patterns, trip length and purpose, identify congestion, optimize routes, predict future traffic conditions, and inform infrastructure development decisions. Leveraging big data may lead to more efficient and effective transportation systems.

### Goods Delivery Reservations

Technology that can leverage surveillance tools, historical trends on utilization rates, dynamic pricing information and curbside reservations can support more efficient deliveries, optimize access to businesses and smooth the flow of traffic.

### Dynamic Pricing

Dynamic pricing is a technology that would allow the City to adjust prices for parking, tolls, and other transportation systems in real-time based on market conditions and demand. It can help optimize capacity of the transportation system.



### Drones

Drones can be used to complement or replace traditional traffic sensors, such as cameras, loops, or radars. Drone-based imaging can also be used in combination with artificial intelligence and machine learning to analyze video data and create optimal, cost-effective solutions that would support the work of transportation planners. Drones are also being used for goods delivery, especially in last mile delivery. Within the City of Redmond, the Police Department is already using drones as part of their emergency response.

### Autonomous Vehicles

In research conducted by the American Planning Association, autonomous vehicles (AVs) could have a large impact on the automobile/small truck markets in the US. It is estimated that approximately 50% of cars will be AVs by the year 2040. This could cause a reduction in privately owned vehicles of over 43%. One shared AV could replace up to 9-to-11 private vehicles. This reduction in privately owned vehicles could have substantial benefits, including cost savings for households and allowing for the reallocation of space currently dedicated to parking and larger volumes of vehicle traffic to other uses such as greenspace and housing.

With the efforts into deploying and testing the viability of AVs in major cities around the U.S. underway, there is interest in developing policies to manage this new technology to ensure it aligns with local values and priorities around traffic safety, emergency response, and equity. The cities of Bellevue and Seattle have collaborated in the creation of an automated vehicle technology vision to address shared regional values and goals. From this vision a joint strategic policy and technical document has been prepared and multi-agency discussions about extending the vision and policies to more jurisdictions, including the City of Redmond, are underway. More information on autonomous drones and personal delivery devices can be found in Section 7 – Freight and Goods Delivery.

### Vehicles Connected to Everything (V2X)

Vehicles connected to everything (V2X) is technology that enables vehicles and wireless devices to communicate with each other, roadside infrastructure, and even nearby pedestrians and cyclists. These technologies have the potential to make a more safe, secure, and efficient transportation system. Examples of recent deployments using V2X technology include:

- A pedestrian crossing warning system for bus operators (Cleveland OH)
- Cloud-based digital advanced hazard warning alerting system for motorists (Connecticut)
- School bus signal priority (V2I) application that detects the approaching vehicles and extends green light signal phase (Fulton Co. Georgia)
- Reduced speed school zone warning application (Columbus OH)

### Redmond Data Governance Strategy Project

The City of Redmond is undertaking a Data Governance and Strategy project to build a citywide framework for managing data as a strategic asset. This initiative will enhance how data is collected, classified, accessed, and used, with a strong focus on accuracy, security, and accessibility. The Data Governance Strategy Project will implement and emphasize strong data privacy standards.

By establishing a Data Governance Committee, implementing data classification policies, and defining clear access protocols, the City aims to reduce inefficiencies, ensure compliance with legal and privacy standards, and improve decision-making across departments.

As the Transportation Master Plan is developed and implemented, this parallel effort in data governance will help ensure that transportation decisions and investments are guided by accurate, well-managed information.

The USDOT has recently released its national plan to accelerate the deployment of V2X technology. The Plan is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure. These technologies can enable a more safe, secure, and efficient transportation system while maintaining privacy and consumer protection. The Plan will contribute to the Safe System Approach adopted by the USDOT's National Roadway Safety Strategy, which is also the foundation for Redmond's Safer Streets Action Plan. More engagement with the community and technology partners would be needed before any V2X deployment occurs in Redmond.

### Mobility as a Service

Mobility as a Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through an integrated platform. Transportation services from public and private providers are combined through a unified gateway, usually via an app or website, that creates and manages the trip and payments, including subscriptions, with a single account. The key concept behind MaaS is to offer travelers flexible mobility solutions based on their travel needs, thus "mobility as a service" also refers to the broader concept of a shift away from personally owned modes of transportation and towards mobility provided as a service.

### Telematics

Telematics is a method of monitoring cars, trucks, equipment and their assets using GPS technology and on-board diagnostics to plot the asset movements on a computerized map. The City is using telematics to report on duration of City fleet vehicle use and diagnose technical issues for vehicle servicing needs. Telematics may also be used to monitor driver behavior (e.g., hard braking, speed, rapid acceleration, etc.) to focus City efforts around promoting driver safety.

## Other Trends

### Road User Charging

Road usage charging (RUC) applies fees to motorists based on the distance traveled or travel within specific corridors or zones. It is an alternative to a fuel tax from which revenues have steadily declined due to improved fuel efficiency and growth in the EV market. RUC can be used to fund road maintenance and construction as well as alternatives to driving alone. RUC can also be an effective tool for disincentivizing driving during certain times of day or within specific areas or corridors. Dynamic road usage charging opens new possibilities for managing automated vehicles by adjusting charges in real-time based on traffic conditions and vehicle occupancy.



## STRATEGIES AND ACTIONS

**Strategy 1: Employ technology in service of citywide goals, ensuring newly adopted technologies support priorities of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.**

Thriving communities rely on the effective movement of people and goods. The Redmond transportation system is evolving to meet the transportation needs of those who walk, roll, ride a bike, drive a car or truck, or take transit.

**Strategy 1 supports the following Redmond 2050 policies:**

- **FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
    - **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Develop a citywide Intelligent Transportation System plan to build upon existing ITS systems and strategically apply advanced technology to improve mobility, reduce collisions, and enhance sustainability. (Public Works) |
| **Action 1B** | Prepare a report that evaluates V2X technology and provides an assessment of the potential benefits and costs of the technology if implemented in Redmond. (Planning) |

**Strategy 2: Explore new and varied data sources to support strategic decision making and improve transportation system operations.**

A variety of new data sources continue to be made available to public agencies that can be used to more effectively plan and manage transportation systems. For example, "Big Data", or large and comprehensive data sets may be analyzed computationally to reveal patterns, trends, and associations, especially relating to human behavior and interactions. Such data provides transportation planners with new capabilities to make more informed decisions on how to optimize the transportation system for different users and travel demands, which can reduce congestion and emissions and improve safety for all users.

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

- **FW-TR-6:** Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them. Proactively manage and maintain transportation assets in a way that minimizes lifecycle costs and results in replacement or renovation in advance of need.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Support evidence-based decision making by using "big data" analytics to better understand travel patterns and demand and optimize the transportation network. (Planning, TIS) |

**Strategy 3: Develop staff skills and knowledge of advanced analytical tools and evaluation techniques that will advance transportation options, safety, and efficiency.**

The City of Redmond uses the Bellevue-Kirkland-Redmond (BKR) model to help estimate future transportation vehicle and person demand on the local city and transit highway networks. Over the years, the model has been used to evaluate the impacts of population and job growth, identify auto, transit and carpool demand, plus calculate traffic impact fees for new developments. The model has been instrumental in evaluating the impacts of a future (and now operating) Sound Transit Link light rail service on the Eastside of Lake Washington. The City will continue to use the model to forecast system performance and provide data that planners can use to target new multimodal transportation investments in areas of high growth.

**Strategy 3 supports the following Redmond 2050 policies:**

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.
- **TR-11:** Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Leverage the use of the Bellevue-Kirkland-Redmond regional travel demand model to support transportation planning analysis needs. Evaluate the usefulness of the model to address the planning needs of the city and make recommendations on the role and function of the model for future use, including how it may be supported or supplanted by big data. (Planning) |
| **Action 3B** | Promote the sharing of transportation-related data through an open data portal and APIs to allow third-party developers to create useful transportation apps and services. (TIS, Planning) |



**Strategy 4: Formulate public-private partnerships to implement innovative, ambitious, and scalable pilots that utilize new technologies and help meet the goals of the City of Redmond around transportation safety, efficiency, travel choices, or further citywide sustainability efforts.**

Public/private partnerships traditionally have proven to be a good tool to test new strategies for local governments. These partnerships can provide several benefits such as:

- Provide access to private capital, innovation, and efficiency of technology for governments.
- Provide investment opportunities for the private partner with public sector guarantees for private companies.
- Help to increase mobility, economic growth, jobs, safety, equity and environmental protection as public goals.
- Provide a reasonable return on investment, critical infrastructure, and economic growth as private goals.
- Provide access to additional capital and technical expertise for governments.

Despite the above benefits, there could be some challenges to consider before entering a public-private partnership (PPP). These may include:

- Misalignment of interests. While public entities prioritize social welfare, private firms are profit-driven, which can lead to conflicts. Transparent contracts and regulatory oversight are essential to maintain balance.
- Another significant challenge is risk distribution. If risks are not shared equitably, either party can suffer setbacks.
- Additionally, PPPs may involve complex regulatory and legal landscapes, which can delay projects. Navigating these complexities requires robust governance frameworks, clear legislative guidelines, and efficient dispute resolution mechanisms.

**Strategy 4 supports the following Redmond 2050 policies:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-12:** Implement transportation programs, projects, and services that prevent and mitigate the displacement of communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement.

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility. (Planning, Public Works, TIS) |

**Strategy 5: Leverage technological advancements in support of multimodal travel strategies.**

The advance of technology has given travelers many opportunities to make the best choices about how to use the transportation system. However, the simple question of "How do I get from point A to point B in the shortest amount of time?" is not so simple to answer. As shown in the graphic below, people who live, work and recreate in Redmond have many things to consider when determining their best transportation choices. Tools such as Google Maps, ORCA cards, and OneBusAway, a real-time bus tracker application have made using the public bus system simple and responsive. Integrating traveler information through Mobility as a Service (MaaS) technology to support travel on other modes is still relatively new and while they will continue to get better, local governments can support these efforts by providing a regulatory regime that is flexible and making public generated data accessible to the greatest extent possible.

**Strategy 5 supports the following Redmond 2050 policies:**

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

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Work with partners and vendors to implement integrated Mobility as a Service (MaaS) platforms that combine public transit, ridesharing, bike-sharing, and car-sharing services to promote multimodal transportation and reduce dependency on private vehicles. Work to ensure that these platforms align with the City's goals and guidelines for safety and equity. (Planning) |

**Strategy 6: Adopt regulations for the use of new technologies that support transportation safety, equity, and efficiency.**

As new technologies emerge it is critical that the City evaluate them to determine how they can advance Redmond's transportation vision and what new regulations may need to be put in place to ensure these technologies offer a net benefit to the Redmond community and any potential negative impacts to people, property or City operations are mitigated. One such case is the advent of managing the use of autonomous vehicles (AVs) in the City, which can include personal delivery devices and drones. Other technologies such as automated traffic enforcement and road usage charges could improve street safety and transit reliability, and create long-term sustainable transportation funding sources as gas tax revenue continues to decline, respectively.

**Strategy 6 supports the following Redmond 2050 policies:**

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

**Recommended Actions**

| | |
|---|---|
| **Action 6A** | Evaluate new technologies to understand potential positive and negative impacts on Redmond's transportation system, safety, equity, and overall community livability and develop regulations in support of community goals. Join state and national efforts to advocate for local control and regulation of AVs, drones, and other technologies that may adversely impact transportation infrastructure, safety, and community livability. (Planning) |
| **Action 6B** | Investigate and consider adoption of the Seattle/Bellevue Automated Vehicle Strategic Vision Plan to better prepare for the introduction of automated vehicles. (Planning) |
| **Action 6C** | Support efforts to expand the use of automated enforcement to improve safety and transit reliability. (Police, Planning) |
| **Action 6D** | Keep apprised of and support efforts at the State and County levels to explore road usage charges. (Planning) |

# MONITORING PROGRESS

Transportation Master Plan

## INTRODUCTION

Performance monitoring and reporting is the regular measurement, analysis, and reporting of the results of projects, programs, and policies. It is an integral part of the City of Redmond's approach to delivering the Transportation Master Plan (TMP), and offers several benefits for the City and stakeholders:

**Direction:** Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP. If they are not, the process gives decision makers the information they need to change course.

**Accountability:** Community members can judge how well the City of Redmond is delivering public services and whether those services are creating value for the public. Additionally, the City can use performance measurement data to improve efficiency within departments.

**Motivation:** Seeing progress toward goals can energize staff, decision makers, and the public. Communication: The results of a performance measurement system can form the basis of a discussion among community stakeholders, and elected officials about the progress toward achieving the community's vision for Redmond.

**Funding:** Performance measurement reveals relative return on investment for the efforts the City makes to improve its transportation system and where the City may want to adjust its level of investment.

## DASHBOARD MEASURES

The strategies and actions identified in the TMP are all aimed at achieving a more resilient, equitable, and sustainable transportation system. Seven performance measures have been identified to track progress towards these aims. These are referred to as the "dashboard" measures:

1. Network Completion
2. Mode Share
3. Vehicle Ownership Rates
4. Vehicle Miles Traveled (VMT)
5. Transit Ridership
6. Safety
7. Street and Sidewalk Condition

These seven measures are central to the evaluation of the progress of the TMP and will be highlighted in the City's data dashboard.

Other transportation- and land use-related performance measures that will help track progress toward reductions in greenhouse gas emissions identified in the Environmental Sustainability Action Plan, including electric vehicle ownership, commute distance, and jobs:housing ratio.

## NETWORK COMPLETION

The TMP identifies bicycle and pedestrian networks that highlight active transportation routes that connect major local and regional destinations. The networks also help the City allocate limited street space, and in some cases, they establish design standards and service levels to ensure adequate mobility for active modes.

Progress toward the completion of these two networks is an indication that the City is successfully delivering the Transportation Facilities Plan (TFP – see Section 14) and implementing a multimodal transportation system. The network completion measures reflect policies in Redmond 2050 that call for prioritizing walking, biking, and taking transit and TMP strategies focused on improving access to transit and Urban Centers and enhancing safety, particularly for active modes. It also indicates progress toward implementing the City's Complete Streets policy, which requires that projects accommodate active transportation users.

### PERFORMANCE MEASURES

- Bicycle network completion is defined as percent of planned low stress bicycle network completed in (i) spine, and (ii) neighborhood networks.
- Two measures are included in the pedestrian network completion, (i) percent of arterials that have sidewalks on both sides, and (ii) number of planned low-stress crossings complete.

## MODE SHARE

Redmond's street network can be considered a limited resource as it is constrained by development and environmental features, and the amount of financial resources the City is willing or able to dedicate to its expansion. Today, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. While drive-alone trips can be convenient, they are an inefficient way to use this limited resource, and they contribute disproportionately to congestion. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV when this makes sense and, in doing so, can prevent congestion and its many negative impacts.

Mode share is an indicator of how well the City and other agencies have provided attractive transportation choices for the public, and whether Redmond's urban centers are successfully accommodating the increase in travel demand that accompanies growth. But, like transit ridership, non-SOV mode share is influenced by external factors, and the City's influence on this measure is limited.

### PERFORMANCE MEASURES

- Mode share is defined as the percentage of daily trips made by each travel mode (i.e., walking, bicycling, transit, driving alone, and carpooling) within the city. Two measures are monitored, including all trips and commute-only trips.



## VEHICLE OWNERSHIP RATE

Vehicle ownership rate can be an indicator of household income as well as the accessibility and viability of other modes of travel such as walking, biking, and transit. The easier and cheaper (in terms of time and money) it is for people to walk, bike, or take transit, the more households may choose to own fewer or no vehicles. This measure directs the City to improve air quality, reduce traffic congestion, and build a more sustainable and resilient urban environment.

### PERFORMANCE MEASURES

- Vehicle ownership rate is defined as the number of vehicles registered per capita during previous calendar year.

## VEHICLE MILES TRAVELED (VMT)

Tracking VMT helps the City assess the efforts to reduce car dependency and prioritize investments in public transit and active transportation. Reducing VMT in Redmond is necessary to make progress on the goals related to greenhouse gas reduction, safety, and sustainability.

### PERFORMANCE MEASURES

- VMT is a unit to measure the total number of miles made by all motor vehicles in the City on an average weekday. To capture the increase in the population, VMT per capita is reported annually.

## TRANSIT RIDERSHIP

Increasing transit ridership has multiple benefits for the City of Redmond and the region and is a critical component of the City's growth strategy, which directs most additional housing and employment to the Downtown, Marymoor, and Overlake urban centers. With proper design and service level standards, transit systems can move large numbers of people quickly and comfortably.

A trend of increasing transit ridership can demonstrate the success of transit access and speed and reliability improvements, direct service purchases by the City, and education and encouragement efforts by the City and its partners. It also helps the City monitor transit demand considering changes in service levels and system capacity.

### PERFORMANCE MEASURES

- Transit ridership is measured as average weekday boardings for all (i) bus and (ii) light rail stops within the Redmond city limits, respectively. Vanpools, carpools, and other forms of paratransit are not included. Data is provided by King County Metro and Sound Transit annually.

## SAFETY

Ensuring the safety of all people is a fundamental goal for the City as it builds and maintains the transportation system. Traffic-related injuries and deaths have a variety of causes, including how transportation infrastructure is designed, operated and maintained, as well as the behaviors of the people using the transportation system. The City can create a transportation system that minimizes the risk of crashes occurring and the severity of crashes if and when they do occur. Examples of things the City can do to enhance safety include providing sidewalks and crossing facilities where they are needed, reducing vehicles speed limits and installing traffic calming treatments, and reconfiguring streets and intersections with known safety issues. Safety data will be used to determine whether the City of Redmond is maintaining its strong safety record, particularly among more vulnerable road users such as people walking, biking, and taking transit even while it encourages more people to use these modes of travel.

### PERFORMANCE MEASURES

- Safety considers two measures, (i) the number of total crashes, and (ii) the number of serious injuries and fatalities by mode. The data is collected from WSDOT and Redmond Police Department and is reported annually.

## STREET AND SIDEWALK CONDITION

The transportation system requires constant maintenance to function effectively. The City conducts a wide range of activities to preserve the physical and information technology components of this system, the most costly of which is the preservation of roadway and sidewalk pavement. Deferred pavement maintenance can lead to far more costly repairs once road surfaces become degraded.

Adequate pavement condition is essential to the proper functioning of the roadway network for private travel and for freight operations.

### PERFORMANCE MEASURES

- Street and sidewalk condition is presented as the percent of streets/sidewalks in poor (need immediate maintenance), fair (need maintenance but the segments are still safe to use), and good (no maintenance needed) conditions. Street pavement condition is updated every other year, while sidewalk condition is updated every 3 to 5 years.

# TRANSPORTATION FACILITIES PLAN

Transportation Master Plan

## INTRODUCTION

The Transportation Facilities Plan (TFP) is a long-range financially-constrained plan for capital investments that have been identified to provide a complete and well-maintained transportation system. It is the foundation for Redmond's concurrency program which ensures that public facilities and services are adequate to support new development without decreasing locally-established levels of service. Concurrency is a key goal of the Washington State Growth Management Act (GMA). Each project listed in the TFP has been prioritized into near-, medium-, and longer-term based on how well it supports Redmond 2050.

## REVENUE SOURCES AND FORECAST

Investments in Redmond's transportation system are made using a variety of revenue sources. Each revenue source has been forecasted through 2050. The forecast makes assumptions about basic considerations, such as the state of the economy, whether the City would continue to devote that revenue source to transportation, new revenue sources, and rate changes. The first five years of the TFP revenue forecast are derived from the revenue projections in the 2026-2030 Capital Investment Program (CIP) approved through the Budgeting by Priorities process in 2024. The remaining years (2031-2050) are calculated based on a flat rate (does not include inflation) to match revenue projections to moderate growth in revenues that reflect a conservatively growing economy and do not include any increases to rates or new sources of revenue.

## OVERVIEW OF REVENUE SOURCES AND ASSUMPTIONS

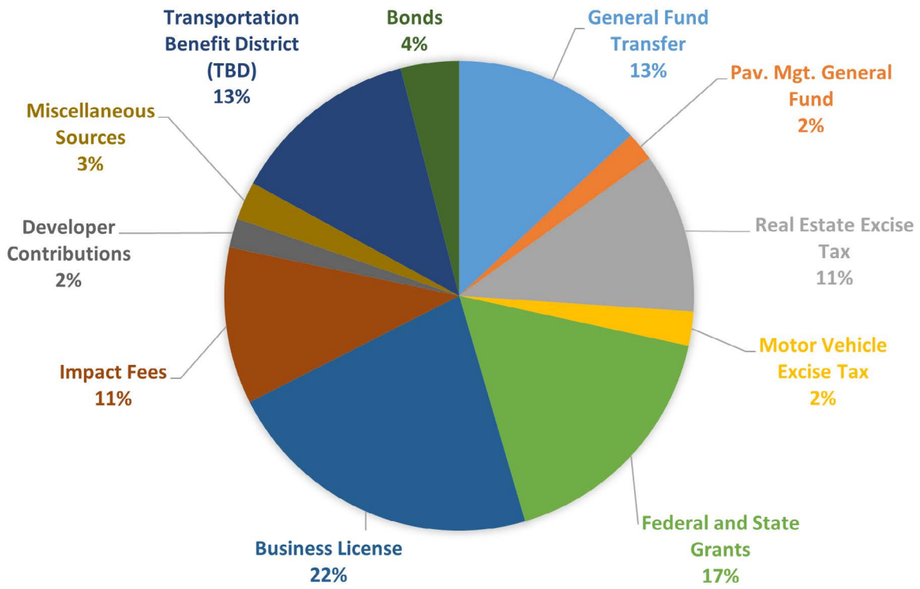
The City's transportation investments are supported by a variety of revenue sources (Table 1) that include:

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

**TABLE 1** | TFP REVENUE FORECAST (2026-2050)

| Revenue Source | Forecast ($M) 2026-2050 | Percent | Description of Source |
|---|---|---|---|
| **General Fund Transfer** | 63.1 | 14% | Council appropriation from City general fund |
| **Pav. Mgt. General Fund** | 7.5 | 2% | Council appropriation from City general fund |
| **Real Estate Excise Tax** | 49.4 | 11% | Tax on property sales in Redmond |
| **Motor Vehicle Excise Tax** | 10.6 | 2% | State transportation funds to Redmond |
| **Other Jurisdictions** | 0.0 | 0% | Cost participation by other agencies in Redmond projects |
| **Federal and State Grants** | 81.4 | 18% | Cost participation grants for specific projects |
| **Business License** | 101.4 | 22% | Employment based tax - Redmond employers |
| **Impact Fees** | 49.5 | 11% | Transportation impact fee cash payments by developers; or construction value by developers |
| **Developer Contributions** | 8.5 | 2% | Value of developer payments or construction for specific projects; not impact fee credited |
| **Miscellaneous Sources** | 12.8 | 3% | Interest earnings, rent, surplus property, revenue for completed projects for concurrency |
| **Transportation Benefit District (TBD)** | 63.0 | 14% | Council approve 1/10th of 1% sales tax earmarked for transportation projects |
| **Bonds** | 17.4 | 4% | Issuance of debt to finance transportation projects |
| | **464.4** | **100%** | |

**FIGURE 1** | FORECASTED TFP REVENUE SOURCES (2026-2050)




Individual revenue sources are described in more detail below:

- **General Fund:** This revenue source is comprised of sales tax, property tax, utility tax, and other licenses and fees. Transportation currently receives approximately 40 percent of the 5 percent General Fund revenues that are transferred to the CIP functional areas (minus development revenues and significant one-time collections). However, one-time monies can be received to support specific transportation capital projects. Forecast Assumption: assumes continuation of City Council appropriation at 40 percent of the 5 percent General Fund transfer to Transportation.
- **Transportation Benefit District (TBD):** Comprised of one tenth of one percent of sale tax collections, used exclusively for funding maintenance and improvements to city streets, public transportation, strategies to maximize safety and traveling choices, parking facilities, and other transportation projects designed to reduced congestion. Forecast Assumptions: assumes a steady increase in sale tax collections over time, while factoring in the rising cost of operational costs covered by the TBD.
- **Pavement Management General Fund Transfer:** By policy, $300,000 per year is transferred from the General Fund to the Pavement Management Program for the preservation of roadway asphalt. Forecast Assumption: assumes General Fund transfer will continue at historical level of $300,000 per year.
- **Real Estate Excise Tax (REET):** REET is a tax on all sales of real estate at a rate of 0.5 percent of the selling price of a property within Redmond city limits. King County collects REET funds for the City and distributes them to the City. REET is restricted to expenditures on capital projects. Transportation currently receives approximately 25 percent of the REET tax. Forecast Assumption: assumes transportation will continue to receive 25 percent of REET collected in the city.

- **Motor Vehicle Fuel Tax (Gas Tax):** In Washington State, cities receive a portion of the state-collected gasoline tax. Gas tax is imposed as a fixed amount per gallon of gas purchased and is dedicated to transportation capital improvements. Forecast Assumption: assumes continuation.
- **Transfers from Other Jurisdictions:** Cost participation from other agencies in Redmond projects. Forecast Assumption: based on historical collections.
- **Business License Fees:** Currently, a $153 fee is assessed per employee to businesses operating in Redmond to support transportation and transportation demand management projects. Forecast based on estimated growth in employment. Business license fees are instrumental in leveraging grants. Forecast Assumption: assumes continuation at rate of $153/FTE (full-time equivalent) and is projected to grow by approximately 1.2 percent per year, commensurate with projected employment growth in the city.
- **Impact Fees:** The City collects impact fees from developers for their impact on the transportation system. Impact fees are dedicated to transportation capital improvements that provide new capacity. The fees cannot pay for existing deficiencies in level of service for the public facilities or normal maintenance and repairs. Impact fee revenue is subject to credits for developer-constructed improvements for capacity projects within the TFP. Impact fee revenue is a blend of developer constructed improvements (credits to impact fees) and cash payments based on land use. Impact fees are instrumental in leveraging grants. Forecast Assumption: assumes a consistent rate of collections; fees per unit could increase over time, but the diminishing availability of land for new developments would negate any potential increases in the forecast.
- **Developer Contributions:** Comprised of cash payments towards specific projects or the value of developer constructed improvements that exceed impact fee credits. Forecast assumption: based on existing developer agreements or known contributions to specific projects. Forecast does not speculate contributions into the future beyond known agreements.
- **Federal and State Grants:** Contributions by a federal or state government to support a particular transportation improvement. Each grant has specific rules and guidelines about what type of projects they will fund. Grants generally require a funding match that the City must contribute towards the cost of the project. If a project uses federal funds the level of analysis, documentation, outreach, and commitment is generally more detailed or stringent. Forecast assumption: grants that have been awarded are included in the first six years. Future grant revenue forecast is conservative at 18 percent of revenue vs. a historical level closer to 25 percent.
- **Bonds:** Comprised of long-term debt instruments issued to raise funds for building or improving infrastructure. Forecast Assumptions: assumes sporadic use in the issuance of bonds to fund major transportation projects.
- **Miscellaneous Sources:** Comprised of interest earnings on cash balances in the transportation fund, rental income, surplus property sales, other miscellaneous sources, and carryforward fund balances associated with projects initiated in prior years. Forecast Assumptions: assumes a consistent rate of sources. Miscellaneous sources are hard to predict and demonstrate limited growth over time.



## OVERVIEW OF FORECAST AND GROWTH ASSUMPTIONS – 2026-2050

**Forecast Assumptions**

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

## DEVELOPMENT OF THE TRANSPORTATION FACILITIES PLAN

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

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

The TFP is balanced across travel modes. Figure 1 indicates that the City of Redmond continues to focus on multimodal improvements to provide travel choices and mobility while making significant strides to complete infrastructure for pedestrians and bicyclists. Vehicular capacity improvements at critical locations are included to relieve congestion and support freight mobility. While the City does not control transit service it can enhance street design and operations to improve transit speed and reliability, which represents 2% of the TFP.  The TFP is also balanced across urban centers and neighborhoods. Approximately 13% of all TFP projects are located in neighborhoods outside of urban centers (Figure 2).

**FIGURE 1** | INVESTMENT BY MODE

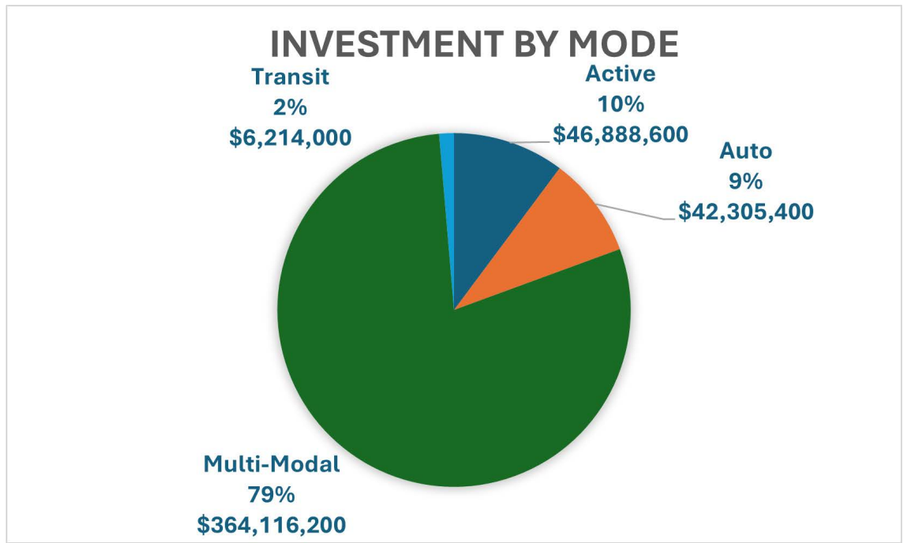



**FIGURE 2** | INVESTMENT BY NEIGHBORHOOD

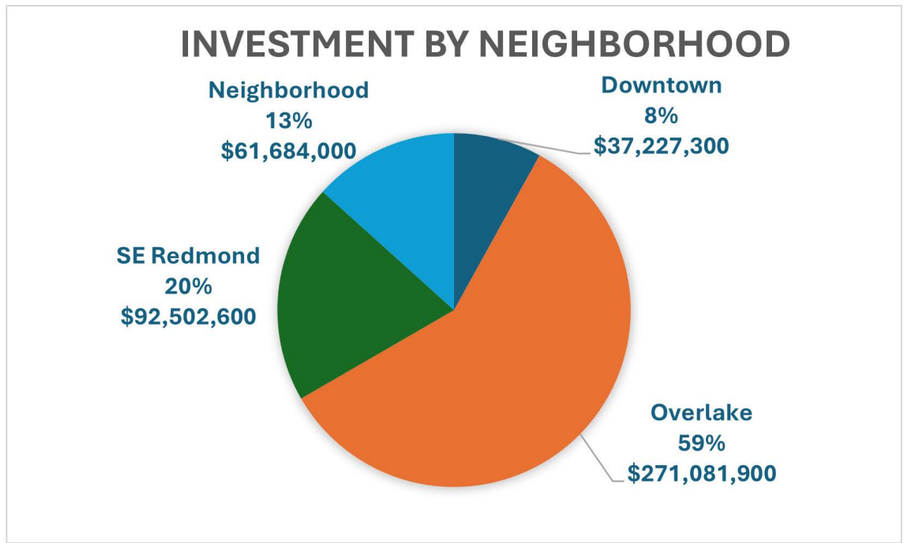



**TABLE 2** | DOWNTOWN

| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | Significant Support for These Strategies | |
|---|---|---|---|---|---|---|---|---|---|---|
| 119 | Avondale Way Extension | Redmond Way | NE 76th St | Construct an extension of Avondale Way south of Redmond Way to provide access to parking associated with new development. Extend pedestrian, bicycle and fire access only to NE 76th St. Incorporate utilities, street lights, trees, signs, and stormwater treatments. | $12,445,300 | Downtown | Near Term | Transportation Master Plan | 1 | 3 |
| 371 | Redmond Way Widening | 168th Ave NE | 168th Ave NE | Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements | $13,240,000 | Downtown | Medium Term | Downtown East-West Corridor Study | | 3 | 5 |
| 170 | 158th Ave NE Extension | Redmond Way | NE 83rd St | Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements. | $13,240,000 | Downtown | Long Term | Transportation Master Plan | | 3 | 5 |
| | | | | | $37,227,300.00 | | | | | |

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

## TABLE 3 | OVERLAKE

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 310 | Lumiere - NE 24th to NE 26th | NE 24th St | Hopper St | Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $13,338,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 311 | DaVinci - NE 27th to NE 28th | Hopper St | Shen St | Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail. | $9,776,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 312 | DaVinci - NE 24th to NE 26th | NE 24th St | Hopper St | Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane,parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail. | $22,484,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 313 | Hopper Street | 152nd Ave NE | DaVinci | Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $19,742,000 | Near Term | Overlake Master Plan | 1 3 4 5 |
| 314 | Turing Street | NE 27th St | 152nd Ave NE | Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $34,830,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 315 | Shen Street | Hopper St | 152nd Ave NE | Construct new street: Shen Street from Hooper Street to 152nd Avenue NE. | $10,750,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 502 | 24th St Multimodal Imp from 148 to Bel-Red | 148th Ave NE | Bel-Red Rd | Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan. | $9,560,000 | Medium Term | Transportation Master Plan | 1 3 4 |
| 288 | 151st Ave NE South-Da-Vinci | NE 20th St | NE 24th St | Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study. | $9,923,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 289 | NE 22nd St, West | 148th Ave NE | 152nd Ave NE | Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan. | $20,950,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 290 | NE 22nd St, East | 152nd Ave NE | Bel-Red Rd | Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan. | $8,270,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 1150 | Lumiere Ave | NE 20th St | NE 24th St | Lumiere Ave from NE 20th St to NE 24th St | $31,425,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 56.01 | NE 40th St Shared Use Path - West | 148th Ave NE | SR 520 | Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail | $9,483,500 | Near Term | Transportation Master Plan | 1 3 4 5 |
| 47.01 | 152nd Ave NE Main Stree-et North | 2600 Crossing | NE 31st St | Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities. New traffic signal at 152nd Ave and Davinci Ave. New frontage improvements and intersecti-on approach on the east side. | $12,846,042 | Near Term | Overlake Master Plan | 1 3 4 |
| 62.01 | NE 40th St Improvements | 163rd Ave NE | WLSP | Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Samma-mish Parkway | $7,107,000 | Near Term | Overlake Master Plan | 1 3 4 |
| 49 | 152nd Ave NE Main Street South of 24th | NE 24th | NE 20th St | Implement a multi-modal pedestrian cor-ridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village consistent with the Over-lake Village Street Design Guidelines. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, utilities and signalized intersection at DaVinci and 152nd Ave NE. | $11,005,300 | Medium Term | Overlake Master Plan | 1 3 4 |
| 51.01 | 156th Ave NE Shared Use Path | NE 40th St | NE 51st St | Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street | $9,306,100 | Near Term | Transportation Master Plan | 1 3 4 5 |
| 1151 | NE Koll Drive | 152nd Ave NE | DaVinci | NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible | $3,521,000 | Near Term | Overlake Village South Infrastructure Planning Report | 1 3 4 |
| 66.01 | 51st St Shared Use Path | 148th Ave | SR 520 | Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520. | $3,015,000 | Medium Term | Transportation Master Plan | 3 4 |
| 389 | West Lake Sammamish Parkway Roundabout | West Lake Sammamish Parkway | | Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road | $8,720,800 | Near Term | Overlake Residential Area Neighborhood Plan | 4 |
| 172 | 150th Ave NE Bicycle Lane Completion | NE 51st St | NE 40th St | Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen road-way to west and build retaining walls. | $2,972,000 | Near Term | Transportation Master Plan | 3 4 |

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 10 | SR 520 Trail Grade Separation at NE 51st St | 520 Trail | | Grade separate the 520 Trail at NE 51st Street. | $8,417,000 | Long Term | Overlake Residential Area Neighborhood Plan | 3 4 |
| 31 | 148th Ave NE and NE 51st St Right Turn Lanes | 520 Trail | 148th Ave NE | Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE. | $2,883,000 | Long Term | Overlake Master Plan | 5 |
| 46 | 150th Ave NE & NE 51st St Signal | NE 51st St | | Add north leg to intersection of 150th Ave and 51st St and signalize this intersection. | $2,696,000 | Long Term | Overlake Master Plan | |
| | | | | | **$273,020,742** | | | |

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



## TABLE 4 | SE REDMOND & MARYMOOR

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 378 | 173rd Ave NE Connection | NE 67th St | NE 70th St | Construct collector arterial (see RZC Appendix 8AA). | $6,243,900 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 392 | NE 70th St Retrofit | 173rd Ave NE | Redmond Way | Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE | $6,580,000 | Near Term | Greater SE Redmond Area Transportation Study | 1 3 4 |
| 360 | NE 70th Street Extension Phase 2 Construction | Redmond Way | 180th Ave NE | Construct a new street connection up to City standards on NE 70th Street between 180th Avenue NE and Redmond Way, consider transit only street. | $4,800,000 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 382 | 176th Ave NE Retrofit-LW Tech Segment | 6600 BLK | NE 65th St | Widen Roadway Per Appendix 8A | $2,159,200 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 384 | NE 65th St Retrofit | Marymoor Park boundary | East Lake Sammamish Parkway | Retrofit collector arterial (see RZC Appendix 8A) | $18,731,700 | Long Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 386 | NE 67th St Retrofit | 173rd Ave NE | 176th Ave NE | Retrofit collector arterial (see RZC Appendix 8A) | $12,487,800 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 404 | 176th Ave NE Retrofit-67th Segment | 6600 BLK | NE 67th St | Widen Roadway Per Appendix 8A | $1,079,600 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 405 | 176th Ave NE Retrofit-Middle Segment | NE 67th Ct | NE 69th Ct | Widen Roadway Per Appendix 8A | $3,160,400 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 406 | 176th Ave NE Retrofit- North Segment | NE 69th Ct | NE 70th St | Widen Roadway Per Appendix 8A | $2,750,700 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 90 | NE 76th St Widening 178th to 185th | 178th Pl NE | 185th Ave NE | Widen roadway to include a 12' center turn lane, two 12' travel lanes and two 5.5' bike lanes and 6' sidewalks on both sides of roadway. Coordinate with 91. | $3,473,000 | Long Term | NE 76th St Corridor Study | 4 5 |
| 88 | NE 76th St Widening 520 to 178th Pl | EB 520 Ramp | 178th Pl NE | Widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities. | $6,145,000 | Long Term | NE 76th St Corridor Study | 4 5 |

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| | 188th Multi-modal Path | Union Hill Road | NE 70th St | Construct a multi-modal path way on the east side of 188th Ave from Union Hill Road to NE 70th Street | $3,270,000 | Near Term | Transportation Master Plan | 1 3 4 |
| | NE 77th Street | 188th Ave NE | | Construct new street with curb/ gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE | $4,214,000 | Near Term | Transportation Master Plan | 3 5 |
| | NE 72nd Street | 188th Ave NE | | Construct new street with curb/gut-ter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE | $2,107,000 | Near Term | Transportation Master Plan | 3 5 |
| | 188th Ave Intersection Improvements | NE 70th St | NE 77th St | Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals | $6,198,100 | Near Term | Transportation Master Plan | 3 4 5 |
| | 187th Ave Widening | Redmond Way | East Lake Sam-mamish Parkway | Widen 187th Ave NE from Redmond Way to East Lake Sammamish Park-way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, and storm drainage. | $1,897,200 | Medium Term | Transportation Master Plan | 1 3 4 |
| | | | | | **$92,502,600** | | | |

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



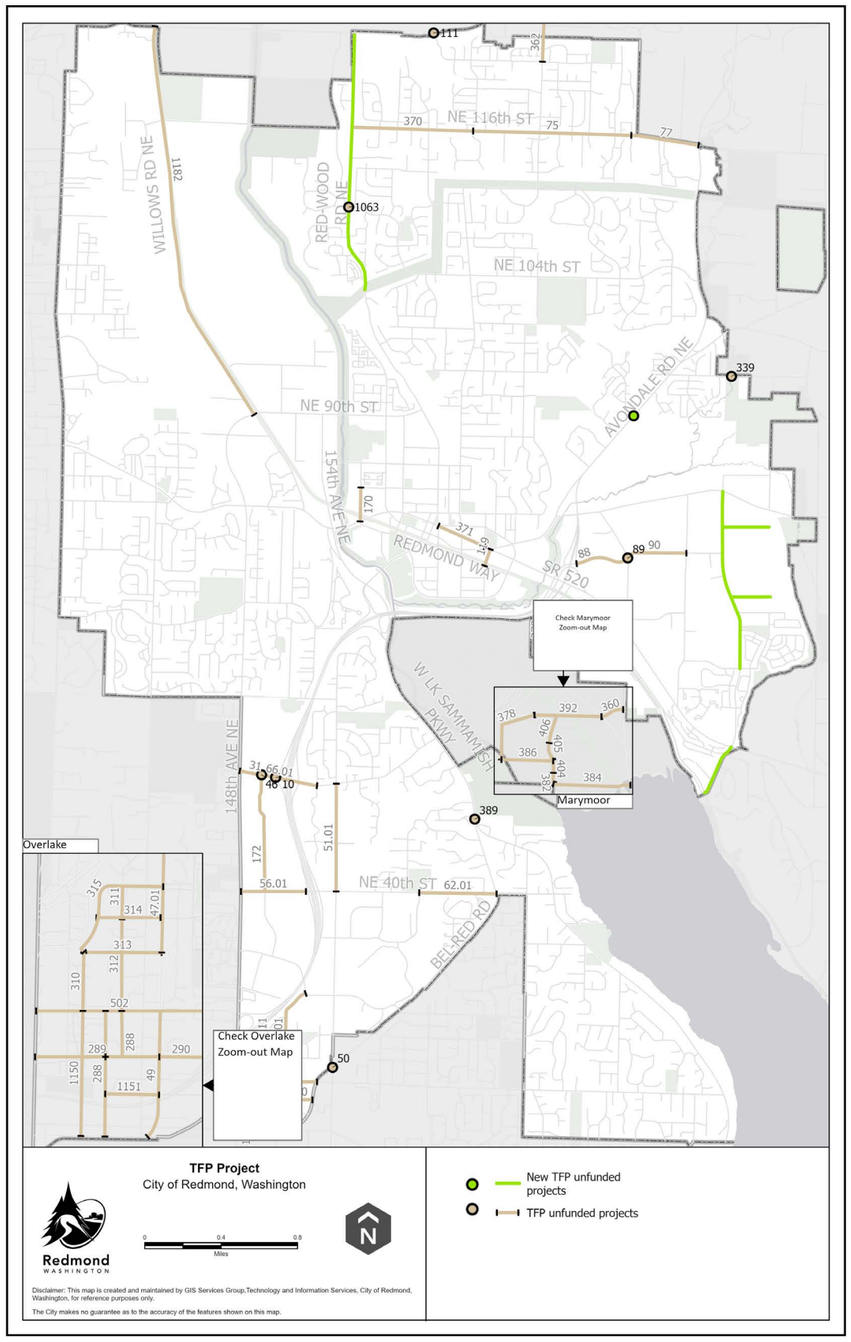
## TABLE 5 | NEIGHBORHOOD

| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|---|
| 339 | NE 95 St. Bridge Replace-ment | NE 95th St | | NE 95th Street Bridge Replacement. Consider bridge only for walking and biking. | $884,000 | Bear Creek | Near Term | Bear Creek Neighborhood Plan | 3 4 |
| | Avondale Road and 180th Ave Reconfi-guration | Avondale Road | 183rd Ave | Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE. | $4,681,500 | Bear Creek | Long Term | Transportation Master Plan | 3 4 |
| 1063 | Red-Wood Rd and NE 109th St Improve-ments | Red-Wood Rd | | North-Souths Corridors Study: This project would reconfigure the eastbound and westbound approaches to provide a dedicated left-turn lane and a shared through/ right-lane. This would be paired with removal of the split phasing at the intersection and extension of the westbound bicycle lane through the intersection. | $1,456,000 | Education Hill | Medium Term | North-South Corridor Study | 3 4 |
| 75 | NE 116th St Widening Segment II | 167th PL | 179th PL | Widen NE 116th St from 176th Ave to 178th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition. | $10,665,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |
| 77 | NE 116th St Segment III | 179th PL | Avon-dale Rd | NE 116th St Segment III. Location: NE 116th Street (East End) from 179th Avenue NE to Avondale Rd. Description: Widen remaining sections of NE 116th St from 179th Avenue to Avondale Road. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition. | $22,825,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |
| 370 | NE 116th St Widening Segment I, Phase II | Red-Wood Rd | 167th Pl NE | Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way, and easement acquisition. Improvements coordinate with project # 356: the construction of a roundabout at NE 116th Street and 162nd Avenue NE. Phase I is project ID # 76. | $6,856,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |

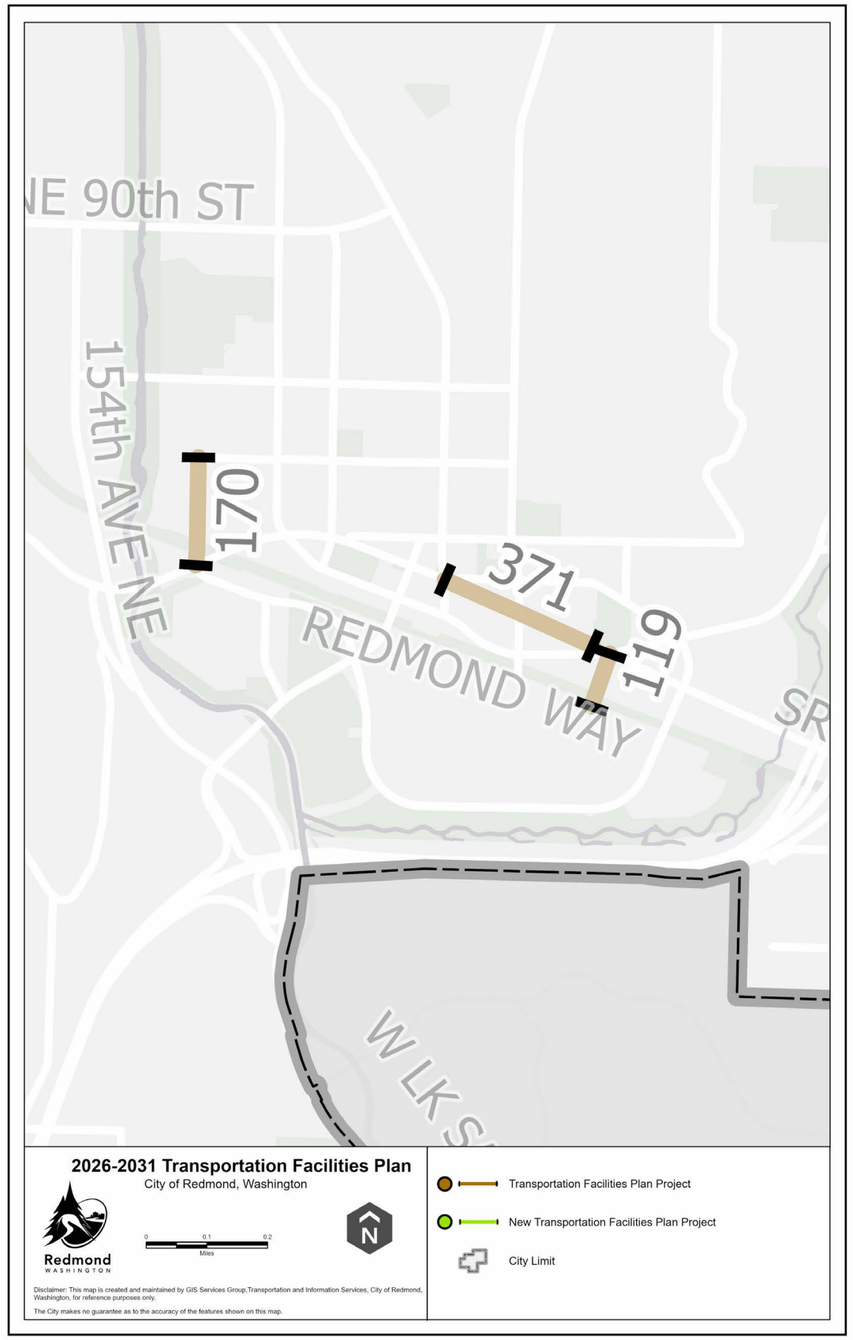
| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|---|---|
| 111 | 124th St and 162nd Pl Inter-section Improve-ments | 162nd Pl NE | | Construct a new traffic signal at 124th Ave NE and 162nd Pl NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Pl for sight distance. Expected to meet signal warrant with pending development, Alternatively, build roundabout. Just outside City limits. | $4,950,000 | North Redmond | Medium Term | North-South Corridor Study | | 3 4 |
| 362 | 172nd Ave NE Extension | NE 124th St | NE 128th St | 172nd Ave NE gate opening at NE 124th St and associated improvements (#122) | $1,450,000 | North Redmond | Medium Term | North-South Corridor Study | | 4 |
| | Redmond Woodin-ville Road Widening | Powerline Trail | NE 124th St | Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street. Improvements include 1 through lane in each direction, left turn lanes at specific intersections, access management, separated bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding. | $6,502,900 | North Redmond | Long Term | North-South Corridor Study | 1 | 3 4 |
| 1182 | Willows North Bus Lane | 90th Street | 124th Street | Add northbound bus only or HOV only lane. Replaces one general purpose lane south of 9900 Block and replaces bike lanes from 9900 Block to 124th Street - cannot remove bike lanes until Redmond Central Connector complete providing new, more comfortable bike facility. | $1,414,000 | Willows-Rose Hill | Near Term | North-South Corridor Study | 1 | 3 4 |
| | | | | | **$61,684,400** | | | | | |

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

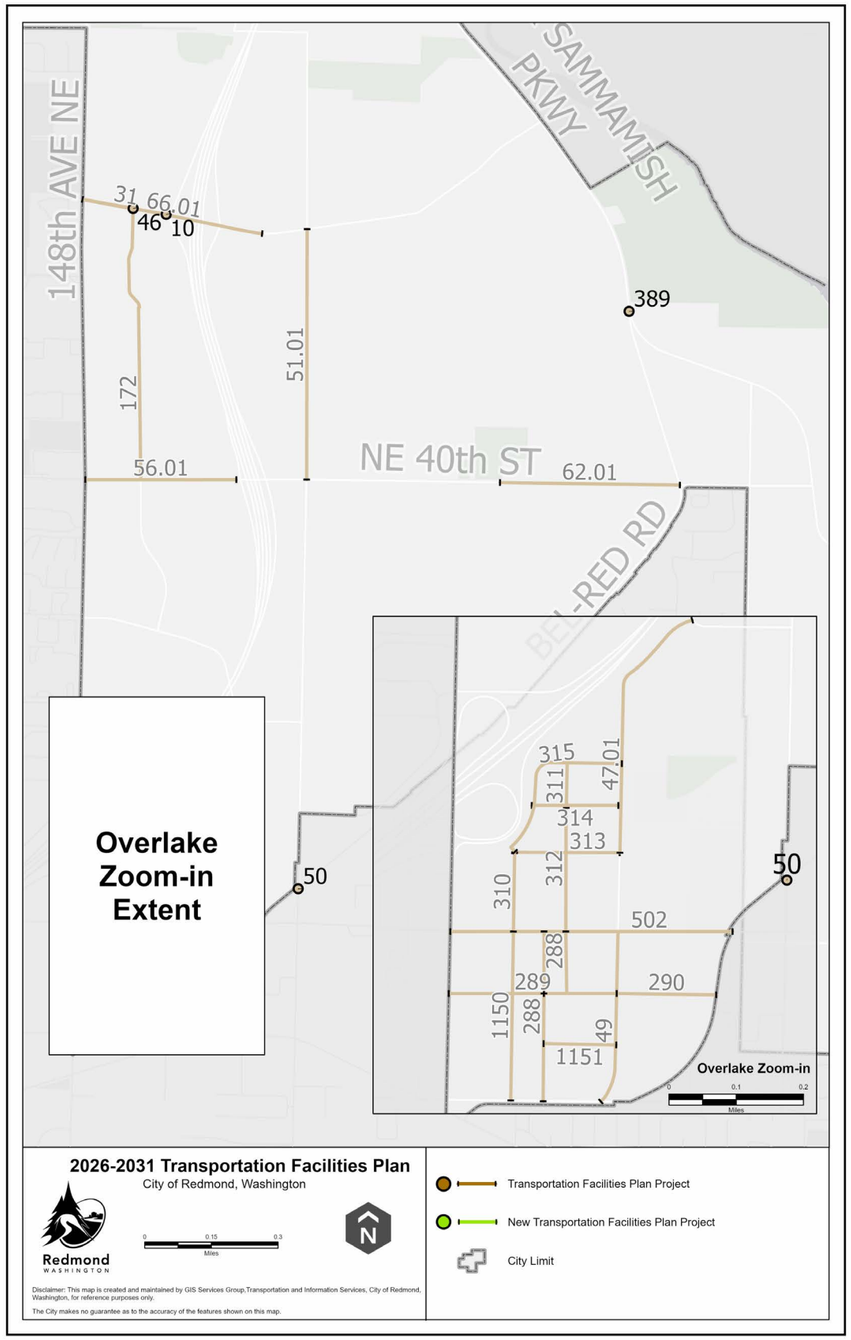
## MAP 1 | 2026-2031 TFP PROJECTS CITYWIDE



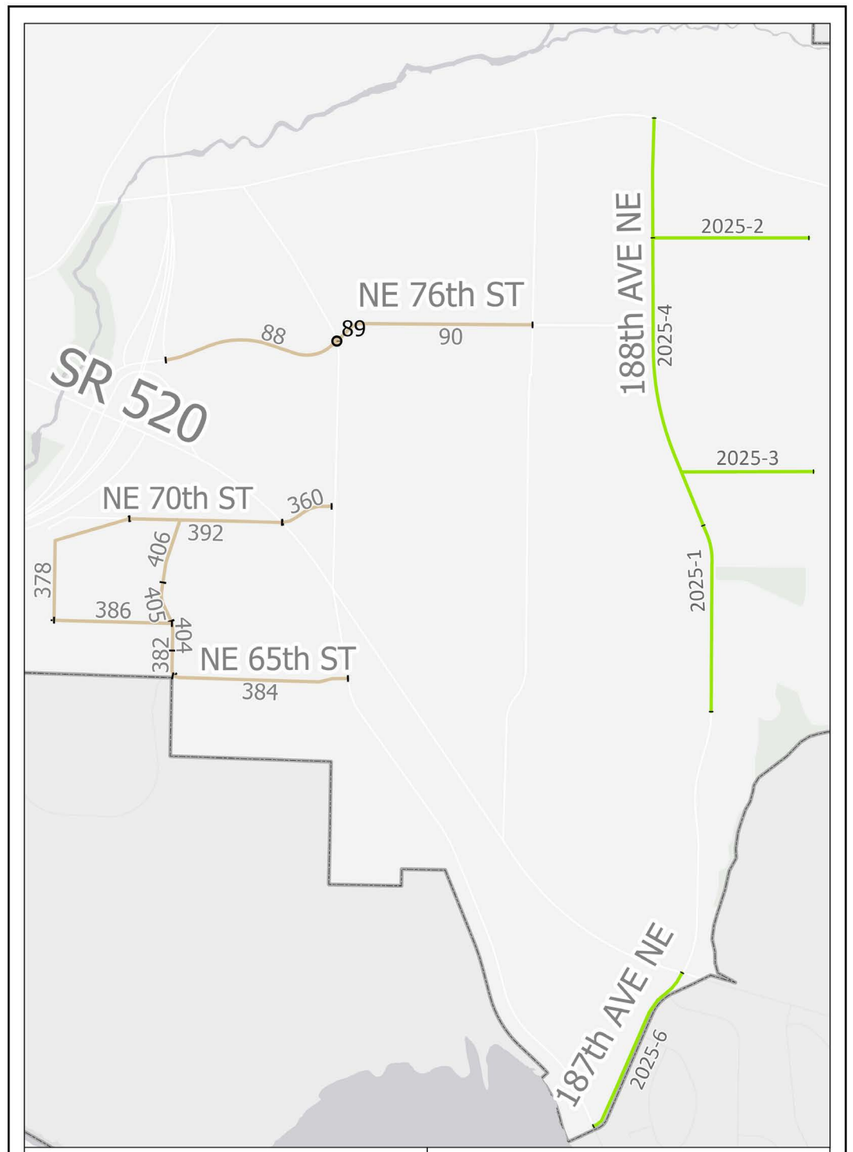
**MAP 2** | 2026-2031 TFP PROJECTS - DOWNTOWN



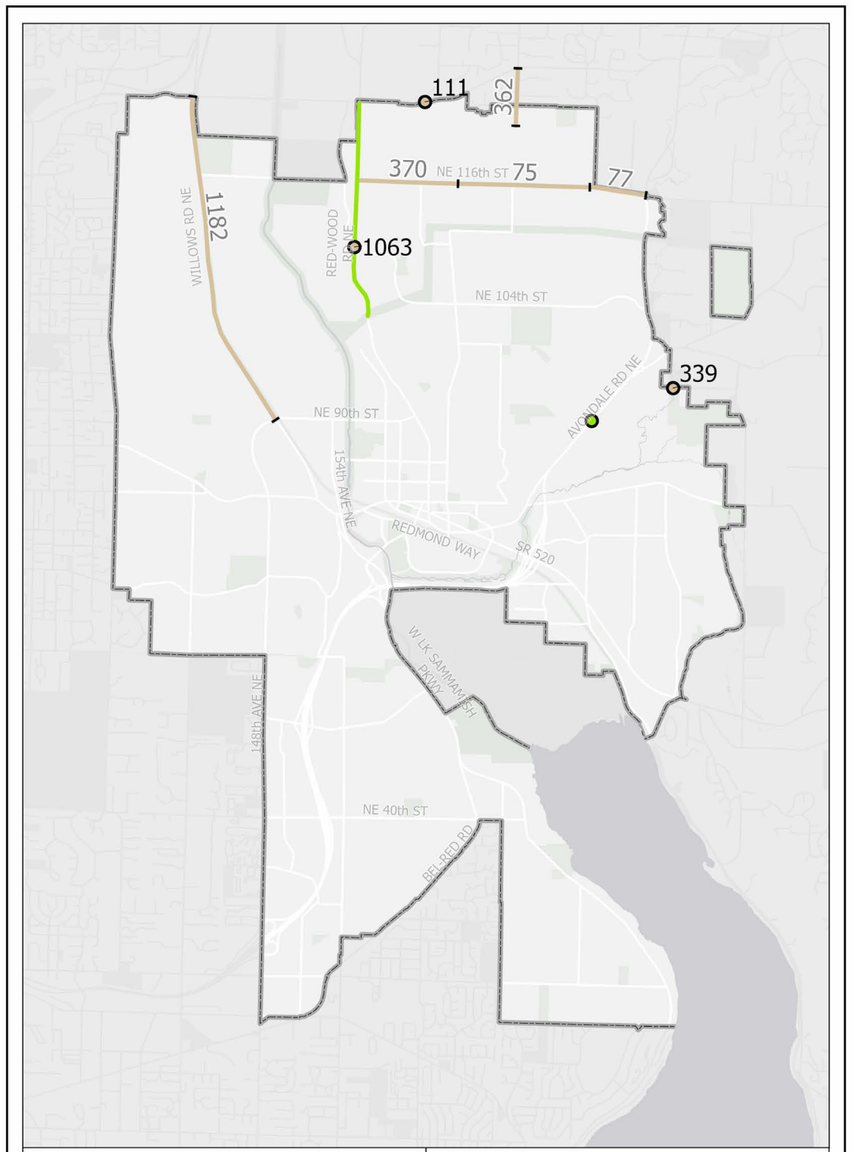

**MAP 3** | 2026-2031 TFP PROJECTS - OVERLAKE



## MAP 4 | 2026-2031 TFP PROJECTS - SE REDMOND/MARYMOOR




## MAP 5 | 2026-2031 TFP PROJECTS - NEIGHBORHOODS



# APPENDICES

Transportation Master Plan

APPENDIX A

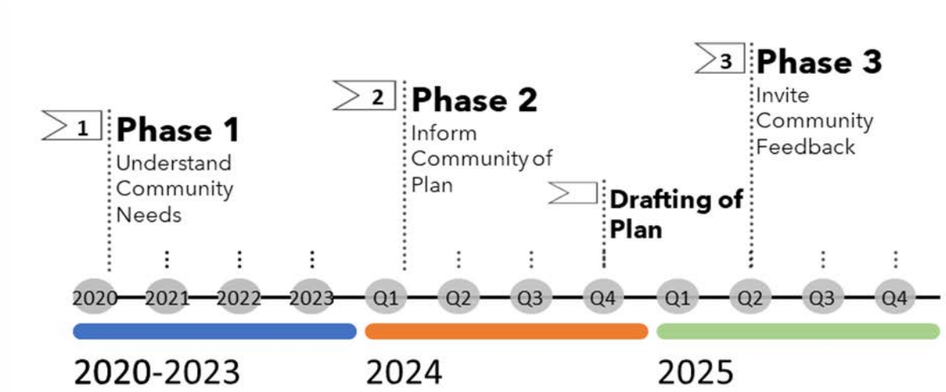
# COMMUNITY ENGAGEMENT SUMMARY

The City of Redmond's Transportation Master Plan (TMP) identifies strategies and actions for implementing the transportation vision and policies in Redmond 2050. It shapes the way the City plans and invests in the transportation system and how people get around Redmond.

## COMMUNITY ENGAGEMENT GOAL

The City engaged the Redmond community throughout the TMP development process to accurately understand community needs and desires and ensure these are reflected in strategies and modal networkrecommendations. This includes talking with community members to better understand their needs, explaining the TMP creation process, and allowing for community feedback prior to adoption of the plan.

## TIMELINE FOR COMMUNITY ENGAGEMENT




TMP Community Engagement Timeline

## Phase 1: Understand Community Needs

The first phase of community engagement took place from 2020-2023 and was focused on understanding the needs of the community regarding transportation in Redmond. This engagement took place through a variety of methods, including the Redmond 2050 plan outreach. The Redmond 2050 engagement process resulted in hundreds of interactions with community members. Specific to transportation questions were asked about community members' mobility needs and what they would like to see more of to improve their daily transportation experience. This feedback resulted in the formulation of the transportation vision and policies in the Transportation Element of the Redmond 2050 Comprehensive Plan. The Transportation Element of Redmond 2050 serves as the foundation for the TMP. TMP specific engagement also took place through the Capital Projects Ideas mapping activity (Spring 2020), Routes to Rails project (Spring 2023), and Derby Days questionnaire (2023). More information about these projects can be found at Transportation Master Plan Engagement | Redmond, WA

### Phase 1 Engagement Activities

- **Spring 2020: Capital Projects Mapping Activity**
  - Understand community transportation needs as part of Redmond 2050 outreach. The City provided an interactive online map to solicit community ideas for where the City can improve transportation and mobility.
  - Approximately 107 community interactions
- **Spring 2023: Routes to Rails Engagement**
  - Gather feedback via an online questionnaire to develop transportation safety improvements, including wayfinding signage at the Heron Rookery Trail and traffic calming measures at the 161st Avenue NE/Bear Creek Parkway intersection, as well as implementing an additional pedestrian crossing at the 166th Avenue NE/NE 79th Street intersection.
  - Approximately 108 community interactions
- **July 15, 2023: 2023 Derby Days**
  - Gather feedback on challenging locations for transportation and multimodal access.
  - Approximately 500 community interactions
- **August 26, 2023: 2023 Open Streets Festival**
  - Understand community transportation needs and multimodal access challenges at future light rail station locations
  - Approximately 300 community interactions

## Phase 2: Inform Community of Plan and Gather Feedback

The second phase of community engagement took place from April 2024 – August 2024 and is focused on informing the community about the TMP creation process and how they can stay involved. This includes staff being present at a variety of community events with materials to inform the community that TMP development is still underway and ensuring them that transportation is a priority for the City. This also includes sharing how the community can stay involved during the TMP development process, including through attending City Council and Planning Commission meetings, as well as participating in the Redmond Pedestrian and Bicycle Advisory Committee. This phase may also include a small degree of seeking feedback on specific strategies to be included in the TMP.



### Phase 2 Engagement Activities

- **March 11, 2024 – April 26, 2024: City of Redmond Parking Questionnaire**
  - Understand the impact of current parking restrictions on residents and visitors of Redmond's Downtown, Overlake, and Southeast Redmond neighborhoods.
  - Approximately 140 community interactions
- **April 17, 2024: Microsoft Transportation Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Approximately 85 community interactions
- **April 27, 2024: Sound Transit 2 Line Opening**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Over 1,000 community interactions
- **May 11, 2024: Community Road Safety Assessment**
  - Get community feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP (and Safety Action Plan).
  - Approximately 35 community interactions
- **May 13, 2024: Redmond Pedestrian and Bicycle Advisory Committee Transit Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process, strengthen community accessibility to Move Redmond, Sound Transit, Metro, and Hopelink.
  - Approximately 30 community interactions
- **May 15, 2024: City of Redmond Staff Sustainability Fair**
  - Share resources for accessing bicycle facilities, transit facilities, and multimodal transportation resources.
  - Approximately 100 community interactions
- **May 17, 2024: Bike Everywhere Day**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 100 community interactions
- **May 22, 2024 and June 5, 2024: Road Safety Assessment**
  - Get staff feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP and Safer Streets Action Plan.
  - Approximately 20 community interactions
- **June 22, 2024: Open Streets Festival (Overlake)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 130 community interactions

- **July 13, 2024: 2024 Derby Days Festival**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 754 community interactions
- **August 17, 2024: Open Streets Festival (Downtown)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 300 community interactions
- **Fall 2024: City of Redmond Parking Questionnaire**
  - Gather feedback to understanding opportunities and challenges for implementing parking management strategies in Redmond's urban centers.
  - Approximately 100 community interactions
- **November 2024: Fall 2024 Redmond Schools Parent/Guardian Transportation Questionnaire**
  - Gather community feedback from Redmond families to understand how students travel to and from schools and support transportation safety improvements.
  - Approximately 133 community interactions
- **December 2024: Electric Vehicle Ready Community Questionnaire**
  - Gather feedback to understand what Redmond residents and visitors need for electric vehicles and charging resources.
  - Approximately 149 community interactions
- **December 2024: Pedestrian and Bicycle Advisory Committee Meeting**
  - Gather feedback and share initial ideas for the Bicycle Strategy of the Transportation Master Plan.
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan.
  - Approximately 24 community interactions

## Phase 3: Invite Community Feedback and Share Results

The third and final phase of community engagement for the Redmond TMP took place from May-July 2025 and focused on sharing the draft TMP with the community and getting their feedback. This was a chance for staff to share with community members what types of strategies and actions were being proposed and how they relate to the feedback and needs identified in the initial two phases of engagement. Activities during this phase of engagement focused on informing people how to access and review the TMP and demonstrating how strategies will help achieve transportation targets set by the City. Engagement also included education for the community regarding how the TMP funnels into other plans and City initiatives.

**Phase 3 Engagement Activities**

- **January 13, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Transportation Demand Management (TDM) and Transit sections of the TMP.
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan.
  - Approximately 24 community interactions
- **March 10, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Freight & Goods Delivery section of the TMP.
  - Approximately 10 community interactions
- **April 8, 2025: Eastside for All Focus Group #1**
  - Gather input and hold strategy development discussion with Community Based Organizations.
  - Approximately 12 community interactions
- **April 14, 2025: Transit Open House**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program and in partnership with Move Redmond and Hopelink.
  - Approximately 30 community interactions
- **April 22, 2025: Eastside for All Focus Group #2**
  - Gather input and hold strategy development discussion with Community Based Organizations.
  - Approximately 12 community interactions
- **April 29, 2025: Eastside for All Focus Group #3**
  - Gather input and hold strategy development discussion with Community Based Organizations.
  - Approximately 12 community interactions
- **May 6, 2025: Eastside for All Focus Group #4**
  - Gather input and hold strategy development discussion with Community Based Organizations.
  - Approximately 12 community interactions
- **May 10, 2025: Downtown Redmond Link Extension Station Opening Event**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program.
  - Approximately 500 community interactions
- **June 9, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Streets Plan and Transit Plan sections of the TMP.
  - Approximately 10 community interactions
- **July 14, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Pedestrian Network section of the TMP.
  - Approximately 10 community interactions

- **September 8, 2025: Eastside for All Transportation Master Plan Open House**
  - In partnership with Eastside for All, share TMP progress and results from Spring 2025 Focus Groups with Community Business Organizations.
  - Approximately 55 community interactions
- **September 29, 2025: Community-wide Transportation Master Plan Open House**
  - Share TMP progress and gather feedback from the community.
  - Approximately 17 community interactions

### Key Findings

Throughout outreach and engagement for Redmond 2050 and the Transportation Master Plan, several key themes stood out from a variety of community members. The following represent a summary of the ideas and feedback heard from community members throughout the process:

- More reliable transit is needed in Redmond, especially in residential neighborhoods outside of urban centers.
- More high comfort separated bicycle facilities are needed in Redmond.
- Protected bicycle lanes help bicyclists and drivers feel safer.
- Create or promote intentional transportation education opportunities for specific groups and the community at-large.
- Increase opportunities for transportation information to be shared in multiple languages and in visual formats.
- Partnerships with other community resources, such as Hopelink or the King County Library, are important.
- Increased transit connections between eastside cities would be valuable and appreciated.
- Increased bicycle and pedestrian connections to existing transit networks would be valuable and appreciated.
- Emphasize safety and comfort at transit hubs through increased lighting, seating, and restroom access.
- Increase education of existing transit networks and provide easier access to transit resources.
- Many sidewalks can be broken or bumpy and provide navigation barriers for those with mobility challenges.
- Redmond needs better and safer sidewalk access through and/or around construction zones.
- Providing seating options along common pedestrian routes can make walking a much more pleasant option.
- Limiting right-turns on red for vehicles make intersections safer for pedestrians.
- Redmond needs more safe and secure bicycle storage.
- Clearer signage and more protection for bikes and pedestrians are needed in modal conflict zones such as shared use paths and bus stop facilities.
- Electric vehicle (EV) chargers can be expensive, and are often unavailable at multi-family housing locations.
- Current EV programs are directed towards high-income families. These programs need better access for people of all socioeconomic backgrounds.
- More education about Redmond's micromobility program is needed, including how to use shared e-bikes and e-scooters.
- Parking rules can be confusing, which can lead to increased ticketing.
- Parking restrictions and regulations should be clear and intuitive for all.
- Emergency response and access is an important consideration for all modes of transportation.





APPENDIX B

# MULTIMODAL LEVEL-OF-SERVICE STANDARDS

The Growth Management Act (GMA) (RCW 36.70A) requires that communities establish a level of service (LOS) standard for all locally owned roads and locally or regionally operated transit routes. The GMA gives wide latitude to communities about how to go about establishing LOS standards and does not prescribe any specific methodology. The primary function of establishing an LOS standard is to ensure that the community builds new infrastructure in a way that keeps pace with growth. The GMA amended by HB 1181 in 2023 to ensure that communities adopt LOS standards that focus more on just vehicle travel—in other words, communities must adopt multimodal LOS or MMLOS standards.

In addition to GMA requirements, PSRC's multi-county planning policies also require that communities consider all modes when planning.

## HOW LOS STANDARDS ARE USED

Before identifying MMLOS recommendations for Redmond, it is important to understand how LOS standards can be used by jurisdictions. There are two main ways that LOS standards are used:

- Transportation Concurrency – Transportation concurrency, often simply referred to as concurrency, is a fundamental element of the GMA. When LOS is referred to in the GMA, it is specifically related to transportation concurrency. At its core, the transportation concurrency LOS standard is established within the Transportation or Capital Facilities Element of the Comprehensive Plan to ensure that there is adequate transportation infrastructure in place to serve the planned growth identified in the Land Use Element. As noted earlier, the GMA does not prescribe a specific LOS standard, which is a recognition that communities may have differing expectations of how the transportation system functions and what constitutes a satisfactory LOS.
- Development Review and Permitting – Another area where LOS standards are frequently applied is for development review. In this case, the LOS standard is applied when preparing a transportation impact analysis or environmental impact statement. If the development causes the LOS standard not to be met or worsens an already substandard condition, mitigation can be identified to reduce or eliminate the conditions that caused the LOS standard violation. Permitting requirements can be set to require that LOS standards are met which can include frontage improvements, off-site mitigation, or a fee-in-lieu contribution.

  After the passage of the GMA in 1990, communities generally adopted vehicle LOS standards that were used for both transportation concurrency and development review and permitting. In other words, the same metric and standard were applied to both transportation concurrency and for a transportation impact analysis.

## MMLOS IN REDMOND

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

### Redmond's Transportation Concurrency LOS Standard

Redmond's LOS standard for transportation concurrency is rooted in the city's multimodal Transportation Facilities Plan (TFP). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus on the performance of the vehicle network, Redmond's concurrency standard tracks implementation of the improvements identified in the TFP and requires that the city build new investments ahead of or at-pace with growth identified in the Comprehensive Plan.

A simple way to think of Redmond's transportation concurrency LOS standard is as follows:

- Redmond can accommodate 20 percent of planned growth so long as it has built or committed funding to build 20 percent of the transportation improvements defined in the TMP.

Since the TFP is fundamentally multimodal, Redmond's transportation concurrency LOS standard is also multimodal since it does not focus on building infrastructure solely for vehicles.

## MMLOS ENHANCEMENTS FOR REDMOND

As part of Redmond 2050, Redmond is refining the way that transportation system supply and demand are calculated, shifting from a calculation based on person-miles traveled to a calculation based on person trips. This change is to simplify calculations and align with the proposed changes to Redmond's transportation impact fees, which are used, in part, to fund new transportation infrastructure using a one-time fee paid for by new development.

Of the other TMP performance measures that relate to MMLOS, they each have merit in evaluating the performance of the transportation system and identifying new projects.

- **Connectivity** – this performance measure can help to identify areas of Redmond that are physically proximate, but where the actual travel distance is long. The classic example is of a cul-de-sac neighborhood that might be a few hundred feet from a shopping area, but it might be more than a mile to get to that shopping area because there are no roads, paths, or sidewalks connecting the two. Connectivity is a key measure being explored by WSDOT as the agency looks to adopt MMLOS metrics and standards. This performance measure does not need to be recalculated frequently as it is complex to calculate and does not change unless a new connection is made.



›REDMOND 2050

- **Network Completion** – this is an important measure of how complete the street, active transportation, and transit networks are relative to an "ultimate" build-out condition.
- **Mode Share** – calculating the share of travel by means other than SOV travel is required for regional growth centers by the PSRC multi-county planning policies. This performance metric will be maintained to monitor progress on shifting how people travel through denser land uses and more multimodal connectivity.
- **Vehicular Congestion** – the current metric measured in average seconds of delay per mile is useful for a traffic engineer but may not be understandable to the layperson. This performance measure will be changed for how vehicular congestion is calculated using standard measures from the Highway Capacity Manual for intersection delay or roadway segment delay. Bellevue, for example uses both intersection volume/capacity ratios and HCM roadway segment delay to calculate vehicle delay. It is important to note that it is  not recommend to adopt a vehicular congestion LOS standard, but measuring vehicle congestion as part of a multimodal approach to identifying transportation projects is an important aspect of multimodal transportation planning.
- **Transit Ridership** – given the level of investment in transit in Redmond and surrounding communities. The City's current approach of reporting data from King County Metro and Sound Transit will continue.
- **Safety, Environment, and Street Preservation** – these performance measures are important for the city to track but are less-related to MMLOS.

## LEVEL OF TRAFFIC STRESS FOR MMLOS

One innovation that has occurred since the last TMP update is the idea of the Level of Traffic Stress, or LTS, as an MMLOS performance measure. LTS is similar to vehicle LOS in that it can consider various features of a sidewalk, roadway, bike lane, cycletrack, or trail and calculate how well it accommodates active modes (walking, biking, scooters, wheelchairs, etc.). However, unlike vehicle LOS and earlier active mode LOS calculations, it is not based on how crowded an active mode facility is, rather it is based on how comfortable people are using that facility.

The idea of LTS stems from research in the 1990s from the Mineta Transportation Institute at San Jose State University in California. Initially, the research focused on bicycling and found that many people were uncomfortable bicycling in a vehicle lane on busier streets with higher speeds. In fact, some people were uncomfortable enough to determine that bicycling was not a viable means of travel for them, even though it was permissible under the law. Similar findings were made for bicycle lanes—while they can work well on smaller, slower, lower-volume streets, most people do not feel comfortable bicycling in a bike lane on a high-speed arterial street. This lack of comfort pushes some people who might bike to drive instead. Since the initial work on bicycle LTS, the idea has also spread to pedestrian travel. Similarly, greater separation from fast, high-volume vehicle travel makes walking more comfortable and thus a more viable means of traveling between places. LTS is measured on a scale of 1 to 4, with 1 being the most comfortable and 4 being the least comfortable. Often LTS 1 is referred to as a facility where small children or the elderly would feel completely comfortable traveling and LTS 4 is where people will only travel out of absolute necessity. Keep in mind that it may not always be feasible to achieve LTS 1 when considering impacts to adjacent land uses, the cost to build a facility, or environmental issues. Therefore, cities that have adopted LTS tend to have a range of LTS targets, much like cities sometimes allow for poor vehicle operations in certain areas in consideration of other constraints.

## BICYCLE LEVEL OF TRAFFIC STRESS

The Redmond Bicycle Design Manual provides guidance on bicycle facility selection by analyzing characteristics of the street to determine the appropriate bicycle facility type for that street. Bicycle Level of Traffic Stress (LTS) is a key component that aims to address the needs, skills, and desires of a wide range of bicyclists. Figure 1 shows different levels of comfort with bicycling and the surveyed percentage of the population that falls within them. The "Interested but Concerned" percentage of the population - those who would like to ride a bicycle more but have concerns about their personal safety - is the largest percentage of the population and so is the design user for the facilities and treatments as shown in the manual.

A bicyclist's perception of their personal safety riding on a given street is greatly influenced by their proximity to and interaction with motorized traffic. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

›REDMOND 2050

**FIGURE 1** | BICYCLE FACILITY DESIGN USER PROFILES

**Comfort Typology of Bicyclists**

| Design User Profile | Non-Bicyclist | Interested but Concerned | Somewhat Confident | Highly Confident |
|---|---|---|---|---|
| Bicycling Preferences | Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle. | Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort. | Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be. | Comfortable riding with traffic, will use roads without bike lanes. |
| Percent of Population | 31-37% | 51-56% | 5-9% | 4-7% |

Note: the percentages above reflect only adults who have stated an interest in bicycling.

A bicycle level of traffic stress (LTS) rating from 1 to 4 is used in Redmond's Bicycle Design Manual to classify streets based on how stressful they are for riding a bicycle, with LTS 1 being the least stressful and LTS 4 being the most stressful.

Table 1 shows the LTS rating system created for the City of Redmond's streets. The LTS ratings consider characteristics of the street including posted speed limit and the amount of motor vehicle traffic (Average Annual Daily Traffic, or AADT) as well as characteristics of the bicycle facility on the street.

## TABLE 1 | BICYCLIST LEVEL OF TRAFFIC STRESS ON STREETS IN CITY OF REDMOND

| Roadway Characteristics | | Type of Bicycle Facility | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Posted Speed[1] | AADT | Mixed Traffic | Bicycle Boulevard | Bicycle Lane[2,3] (painted) | Buffered Bike Lane[2,3] (painted >/=2') | Buffered Bike Lane[4] (with vertical elements) | Separated Bike Lane[5] or Sidepath | Shared Use Path |
| < / = 20 | <1500 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 1501-3000 | 2 | 2 | 1 | 1 | 1 | 1 | |
| | 3001-6000 | 2 | n/a | 2 | 2 | 2 | 1 | |
| 25 | <1500 | 1 | 2 | 1 | 1 | 1 | 1 | |
| | 1501-3000 | 2 | 2 | 2 | 1 | 1 | 1 | |
| | 3001-6000 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 6000+ | 3 | n/a | 3 | 2 | 2 | 2 | |
| 30 | <1500 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 1501-3000 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 3001-6000 | 3 | n/a | 2 | 2 | 2 | 1 | |
| | 6000+ | 3 | n/a | 3 | 3 | 3 | 2 | |
| 35 | <1500 | 4 | n/a | 4 | 3 | 2 | 1 | |
| | 1501-3000 | 4 | n/a | 4 | 3 | 2 | 1 | |
| | 3001-6000 | 4 | n/a | 4 | 3 | 3 | 1 | |
| | 6000+ | 4 | n/a | 4 | 3 | 3 | 2 | |
| > / = 40 | Any | 4 | n/a | 4 | 3 | 3 | 2 | |

Notes:

1. Table assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2. On-street parking adjacent to the bicycle facility increases the level of traffic stress.
3. Number of driveways and volume of turning motor vehicles increase the level of traffic stress.
4. Buffer includes intermittent vertical elements (precast curbs, flexible posts, etc).
5. Bike lane separated from motor vehicle traffic by a landscape strip, parking, or other robust vertical protection.

Table adapted from: Mekuria, Maaza C.; Furth, Peter G.; Nixon, Hilary (2012) *Low-stress bicycling and network connectivity*: Mineta Transportation Institute. *WSDOT Design Bulletin Designing for Level of Traffic Stress* (2022) and NACTO *Urban Bikeway Design Guide*. Bicycle facility types as defined in the City of Redmond Bicycle Design Manual (2023).



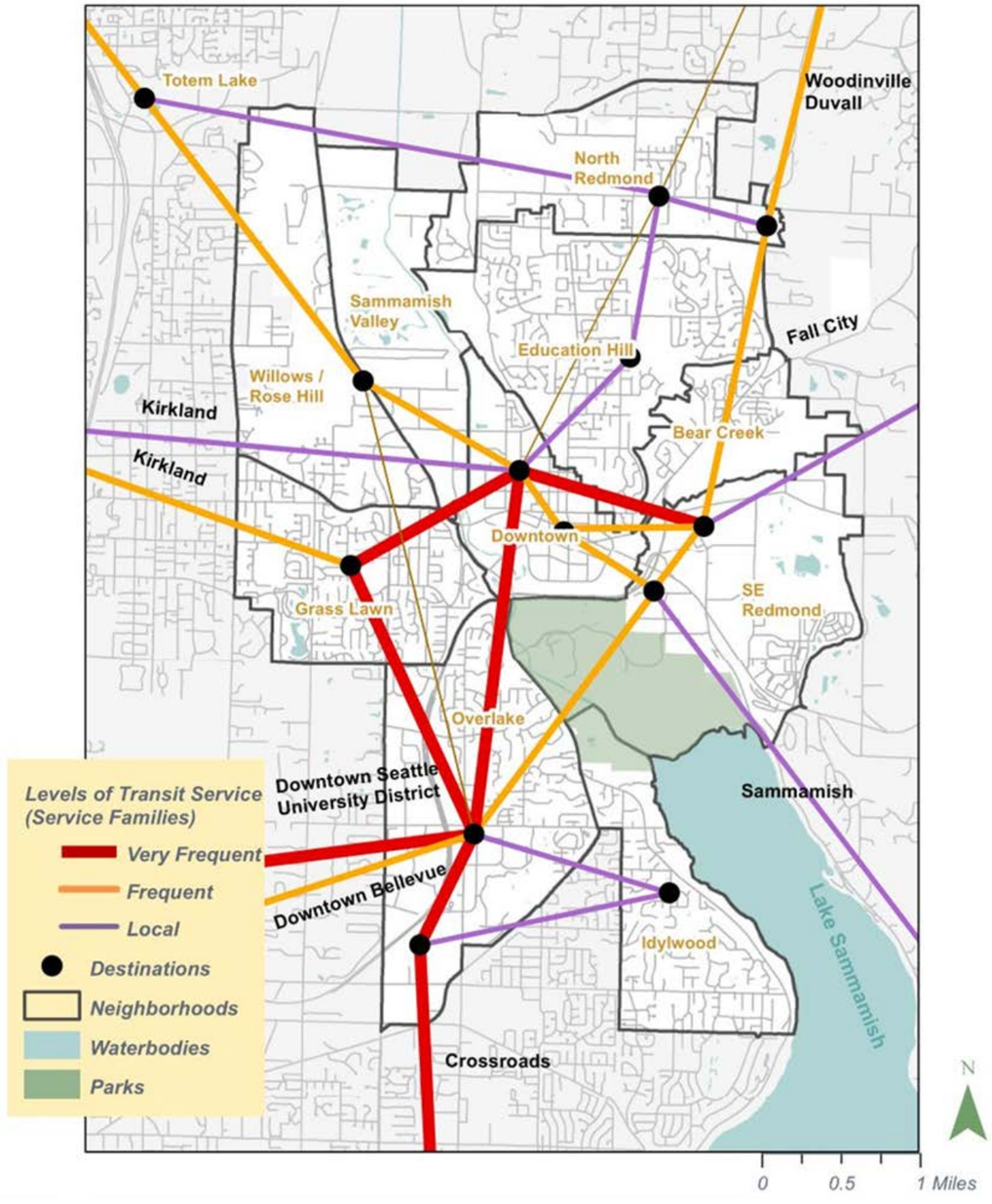
›REDMOND 2050

## TRANSIT LEVEL OF SERVICE STANDARDS AND PRIORITY CONNECTIONS

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

- Identify priority connections between key destinations, including neighborhood centers and major regional destinations, based on travel needs and demand, and desired connections between transit services.
- Apply network design principles, focusing on providing frequent transit service that connects Redmond's centers to the region, and Redmond neighborhoods to centers and the regional transit spine. Each connection is designed to meet a wide variety of user groups and trip purposes, and meet the needs of multiple markets.
- Identify preferred travel paths that represent a balance between travel speed and coverage (access to transit) for Redmond's centers and neighborhoods.
- Set appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day. These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along the corridor.

FIGURE 2






›REDMOND 2050

## VEHICLE MILES TRAVELED (VMT)

The HB 1181 (2023) amendments to the GMA require cities to identify actions that cities can take to reduce VMT as part of future Comprehensive Plan updates. In the Redmond 2050 EIS, an analysis was performed on VMT in Redmond. The results are shown in **Table 2.**

**TABLE 2** | AVERAGE WEEKDAY VMT, TOTAL AND PER CAPITA

| Existing Condition | | 2050 No Action | | 2050 Preferred Alternative | |
|---|---|---|---|---|---|
| VMT | VMT per Capita | VMT | VMT per Capita | VMT | VMT per Capita |
| 540,500 | 8.7 | 695,200 | 6.9 | 766,490 | 6.6 |

Redmond has established a 50% per-capita VMT reduction target from 2017 levels by 2050. It is anticipated to remain steady at 7,300 miles per person per year without local action. This VMT reduction target is set in consideration of ongoing vehicle electrification strategies and policies at the state and federal and local levels. The VMT reduction targets may need to be revised once WSDOT or PSRC establish state and regional VMT targets in the coming years.

APPENDIX C

# ESTIMATED MULTIMODAL LEVEL-OF-SERVICE IMPACTS TO STATE-OWNED FACILITIES

The Growth Management Act requires that jurisdictions evaluate the impact of planned land use and transportation network changes on state facilities. As part of the Environmental Impact Statement (EIS) for 2050 Redmond Comprehensive Plan update, the City of Redmond performed a multimodal transportation impact analysis across the entire city, including the two state routes that travel through Redmond: SR 202 and SR 520. This memorandum summarizes the findings of the multimodal LOS impacts on these two facilities.

## CONTEXT

SR 202 travels through much of the city as either a Principal or Minor Arterial. It extends from the north city limit at NE 124th Street where it is also known as Redmond-Woodinville Road into Downtown Redmond where the road name changes to 164th Avenue NE. SR 202 then turns east and follows the alignment Redmond Way/Redmond-Fall City Road until it leaves the city just east of 188th Avenue NE.

SR 520 runs as a freeway from the city limit at 148th Avenue NE to its terminus at the intersection of Union Hill Road/Avondale Road.

## IMPACT SUMMARY

Impacts to state owned facilities in Redmond were assessed by comparing the 2050 No Action alternative (which assumes that the current Comprehensive Plan remains unchanged) to the Action Alternatives. The EIS presents the full analysis for all three Action Alternatives, but for brevity, only the Preferred Alternative is presented in this memorandum. The 2019 Existing Conditions data is also presented for context.

Impacts are described quantitatively from the perspective of vehicle traffic operations and qualitatively for active modes and transit. Note that this analysis also considers MMLOS metrics related to Level of Traffic Stress (LTS) described in Appendix B.



FEHR PEERS

### Traffic Operations

Traffic operations were specifically evaluated at two intersections along SR 202 as part of the EIS (intersections are where arterial streets are most constrained and are commonly the basis for traffic operations impact assessments):

- Redmond Way/NE 70th Street
- Redmond Way/East Lake Sammamish Parkway

Freeway operations are evaluated along segments of roadway and two sections of SR 520 were evaluated as part of the EIS:

- West of 148th Avenue NE
- East of West Lake Sammamish Parkway

For simplicity, traffic operations results are converted from a quantitative measurement of traffic flow to a letter grade that describes the degree of congestion during the PM peak hour. LOS A represents a virtually empty road and LOS F indicates heavy congestion where the demand for travel exceeds the capacity of the road. Specific details on the LOS thresholds and quantitative units of measurement are provided in the EIS. WSDOT has set a LOS target of LOS E for SR 202 and LOS D for SR 520. These LOS targets seek to maximize the utilization of the roadway while keeping traffic congestion levels in a range that is typical for a large urban area.

The PM peak hour traffic operations results are summarized in **Table 1.**

**TABLE 1** | STATE OWNED FACILITY LOS

| State Facility | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **SR 202: Redmond Way/ NE 70th Street** | LOS B | LOS D | LOS F |
| **SR 202: Redmond Way/ E Lake Samm Pkwy** | LOS E | LOS F | LOS F |
| **SR 520: West of 148th Ave NE*** | LOS C | LOS D | LOS E |
| **SR 520: East of W Lake Samm Pkwy*** | LOS B | LOS B | LOS B |

Note:
* The peak direction of travel in the PM peak hour is eastbound. The results in this table are for eastbound travel only.

The results in Table 1 show that LOS is expected to degrade, indicating more traffic congestion by 2050 because of growth in Redmond and the region as a whole. The Preferred Alternative shows more LOS degradation at SR 202/Redmond Way/NE 70th Street and SR 520 west of 148th Avenue NE compared to the No Action Alternative. This additional traffic congestion is generally attributable to the fact that the Preferred Alternative has a greater level of population and employment growth compared to the No Action Alternative. As described in the Comprehensive Plan EIS, under the No Action Alternative, Redmond would not be able to accommodate its share of regional population or employment growth, which is inconsistent with regional planning policies and requirements set forth by PSRC.

The higher levels of growth under the Preferred Alternative would result in more traffic congestion, but it is important to consider that the Preferred Alternative has lower per-capita vehicle miles traveled (VMT) and higher non-private vehicle mode share compared to the No Action alternative. In other words, while Redmond would be accommodating more residents and jobs with the Preferred Alternative, the travel would be more efficient from the perspective of fewer people driving and more people waking, rolling, biking, or using transit. Reducing dependance on driving and the environmental impacts of vehicle travel is an important goal of the Comprehensive Plan.

### Transit Ridership

Based on data in the EIS, transit ridership is anticipated to grow between 2019 and 2050, with the highest levels of transit ridership under the Preferred Alternative. Additional people riding transit, particularly light rail, will reduce the impacts on WSDOT facilities; therefore, higher transit ridership is identified as a benefit to state owned facilities. **Table 2** summarizes average weekday transit boardings occurring anywhere in Redmond under the three scenarios.

**TABLE 2** | CITYWIDE TRANSIT RIDERSHIP

| Transit Ridership | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **Average Weekday Boardings** | 11,000 | 26,500 | 28,800 |

### Active Modes

Similar to transit ridership, additional growth in population and employment will increase the number of walking, rolling, and bicycling trips in Redmond. In addition, much of the growth planned for 2050 is expected to be in transit-oriented, mixed-use neighborhoods where people tend to use active modes more. The Comprehensive Plan EIS did not specifically evaluate active mode share, but it does track non-SOV mode share for all trips and commuting trips. The results are presented in **Table 3.**



FEHR PEERS

**TABLE 3** | CITYWIDE NON-SOV MODE SHARE

| Mode Share | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **Non-SOV Mode Share – All Trips** | 55% | 56% | 56% |
| **Non-SOV Mode Share – Commute Trips** | 36% | 43% | 44% |

The higher non-SOV mode shares under the 2050 Preferred Alternative are beneficial to state owned facilities from the perspective of reducing vehicular demand. However, additional people walking, rolling, and biking on or parallel to some state facilities could be an issue if there are not comfortable places for active mode users to travel. Along SR 520, this is not an issue because of the SR 520 trail and Bear Creek Trail, that parallel the freeway. Additionally, portions of Redmond Way are parallel to the Redmond Central Connector trail and many of the sidewalks through Downtown Redmond have parking and or landscape buffers to separate pedestrians from vehicle traffic. However, there are segments of Redmond-Woodinville Road (see **Figure 1**) and Redmond-Fall City Road that have unbuffered bike lanes and basic attached sidewalks that (while better than no facility) are not likely to meet WSDOT's target for LTS 2 or better on these facilities. To mitigate this potential impact to LTS, Redmond will look for opportunities to identify parallel bicycle routes, opportunities to enhance the pedestrian environment, and/or roadway improvements to improve active mode infrastructure in conjunction with WSDOT.

**FIGURE 1** | VIEW NORTH ALONG REDMOND-WOODINVILLE ROAD SHOWING STANDARD BIKE LANES AND AN UNBUFFERED SIDEWALK (SOURCE: GOOGLE, 2023)

APPENDIX D

# TRAVEL DEMAND FORECAST

## BACKGROUND

The City of Redmond's Comprehensive Plan update develops a comprehensive and multimodal vision for the future and will guide the City's transportation investments and activities through 2050. This memo delves specifically into the travel demand modeling undertaken to support the Comprehensive Plan update, and the associated model outputs that were analyzed. Specifically, the results of the travel demand modeling were used to inform and refine the projects included in the Transportation Facilities Plan

## PERFORMANCE MEASURES

The performance measures shown in **Figure 1** are used to demonstrate the City's progress toward meeting its transportation goals. The travel demand model was used to analyze selected measures under a 2050 timeframe, including mode share, transit boardings, congestion, and air quality. The City considered several future land use alternatives, as documented in the Redmond 2050 Environmental Impact Statement (EIS). For the sake of brevity, the travel demand modeling results for just the Preferred Alternative are presented here. As part of the TMP update some changes to performance measures have been made, including adding vehicle miles traveled (VMT), and removing vehicle congestion and connectivity measures.



REDMOND 2050

### Mode Share

Currently, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV and, in doing so, can reduce congestion and negative environmental consequences of driving.

To track progress on the goal of providing alternative transportation options, the City of Redmond set a target in 2013 that 53% of all trips and 45% of commute trips be taken via a non-SOV mode by 2030. As shown in **Table 1**, under the 2050 analysis horizon, 44% of commute trips are estimated to be made by non-SOV modes, missing the 2030 target by 1%. The share of all trips made by non-SOV modes is forecasted to be 56%, which surpasses the 2030 target. Under the Preferred Alternative, households and jobs are more concentrated near transit, including the new Link light rail stations in Overlake, Marymoor, and Downtown, which results in the higher non-SOV mode share for all trips. Redmond employment centers in Overlake and Downtown draw employees from across the Seattle-Bellevue metro region, and non-SOV modes may be less practical for some commuters, particularly those located away from high-frequency transit. This result indicates that there is room for transportation demand management strategies and the opportunity for further enhancements to the already widespread employer shuttle programs active in Redmond

**TABLE 1** | MODE SHARE, 2050 PREFERRED ALTERNATIVE

| Scenario | Non-SOV Mode Share | |
|---|---|---|
| | All Trips | Commute Trips |
| **2030 Target** | 53% | 45% |
| **2050 Preferred Alternative** | 56% | 44% |

### Transit

Transit ridership is defined as average weekday boardings for all transit stops/stations within Redmond. This includes boardings on Metro and Sound Transit buses, as well as Link light rail since service to Redmond will be operational by 2025.

**Table 2** summarizes the 2030 target transit boardings and the 2050 Preferred Alternative. The Preferred Alternative is expected to have about 2,000 more daily transit boardings than the 2030 target. Increasing transit ridership is a critical component of the City's growth strategy for the Preferred Alternative, which directs most additional housing and employment to the Downtown and Overlake urban centers.

**TABLE 2** | DAILY TRANSIT BOARDINGS, 2050 PREFERRED ALTERNATIVE

| Scenario | Daily Transit Boardings |
|---|---|
| **2030 Target** | 26,700 |
| **2050 Preferred Alternative** | 28,800 |

While it is notable that there are forecast to be more transit trips under the 2050 Preferred Alternative than the 2030 target, it is worth considering that there are another 20 years of growth in employment and population between the 2030 target and the 2050 Comprehensive Plan horizon. If we were to scale the 2030 target according to employment and population growth, we would find the forecasted 2050 target to be around 34,600 daily transit boardings, which is greater than the forecasted transit boardings in the 2050 Preferred Alternative.

### Congestion

Vehicular congestion is expressed as the average delay (in minutes and seconds) incurred during a one-mile trip on principal, minor, and collector arterials in Redmond during the p.m. peak hour (5 p.m.-6 p.m.). **Table 3** summarizes the arterial delay per mile for the 2030 target and the 2050 Preferred Alternative. Arterial delay under the Preferred Alternative is projected to be 56 seconds, ten seconds more than the 2030 target of 46 seconds.

While the Preferred Alternative does not meet the 2030 target, the City acknowledges that delay for roadways users will continue to grow as long as the number of jobs and housing units reliant on SOV travel increases in Redmond. Travelers can avoid peak-period delay by choosing travel modes that are not subject to congestion like biking, walking, or transit that operates in its own lane/right-of-way; shifting the timing of trips; and by reducing unnecessary trips during peak periods. Realistically, Redmond cannot expand roadways to hold congestion levels constant in the future as many streets are already built out to the edge of the right-of-way. While there may be limited and strategic widening of roadways and intersections to address bottlenecks, widespread road widenings that would impact many homes and businesses are counter to the City's growth strategy.

**TABLE 3** | PEAK HOUR ARTERIAL DELAY, 2050 PREFERRED ALTERNATIVE

| Alternative | Arterial Delay per Mile |
|---|---|
| **2030 Target** | 46 seconds |
| **2050 Preferred Alternative** | 56 seconds |





*Level of Service*

Level of Service (LOS) is a qualitative measure that assesses the operational conditions of a roadway or intersection. The Highway Capacity Manual (HCM) is a widely used reference for evaluating and defining LOS. It categorizes LOS from A to F, with A representing free-flow conditions and F indicating congestion and conditions where demand exceeds the supply during the analysis period (typically the peak hour of the day). The City of Redmond has not set a target for intersection LOS, as it is impractical to provide a target LOS at all intersections during the peak hour when considering fiscal, environmental, and right-of-way constraints. It is important to note that every property in the City of Redmond has a roadway/vehicular connection and that the overall capacity of the transportation system increases when more people choose to walk, bike, or take transit, which take up far less space and fewer resources than driving a vehicle.

Because there is no 2030 target to compare the 2050 Preferred Alternative against, **Table 4** summarizes the expected traffic operations at key study intersections for the 2050 Preferred Alternative and the 2050 No Action Alternative. Under the Preferred Alternative, all study intersections are expected to operate at LOS E or F. Intersections that would operate with higher delay under the Preferred Alternative than the No Action Alternative are shown in bold. The traffic operations results for intersections near the city limits of Redmond also provide an indication of how traffic volumes and congestion may be affected in neighboring jurisdictions.

**TABLE 4** | INTERSECTION LEVEL OF SERVICE, 2050 PREFERRED ALTERNATIVE

| ID | Intersection | LOS / Delay (seconds) | |
|---|---|---|---|
| | | 2050 No Action | 2050 Preferred Alternative |
| 1 | NE 124th St/Willows Rd | F / >120 | F / >120 |
| 2 | NE 90th St/Willows Rd | F / 104 | F / 104 |
| 3 | Redmond Way/148th Ave NE | F / >120 | F / >120 |
| 4 | Leary Way/W Lake Sammamish Pkwy | E / 65 | E / 65 |
| 5 | Union Hill Rd/Avondale Way | F / >120 | F / >120 |
| 6 | NE 70th St/Redmond Way (SR 202) | F / >120 | F / >120 |
| 7 | Redmond Way (SR 202)/E Lake Sammamish Pkwy | F / 106 | F / 106 |
| 8 | NE 51st St/148th Ave NE | F / 85 | F / 85 |
| 9 | NE 40th St/148th Ave NE | E / 63 | E / 63 |
| 10 | NE 24th St/148th Ave NE | F / 116 | F / 116 |

| ID | Intersection | LOS / Delay (seconds) | |
|---|---|---|---|
| | | 2050 No Action | 2050 Preferred Alternative |
| 11 | NE 20th St/148th Ave NE | F / >120 | F / >120 |
| 12 | NE 24th St/152nd Ave NE | E / 61 | F / 93 |
| 13 | NE 40th St/156th Ave NE | E / 68 | E / 73 |
| 14 | Turing St/156th Ave NE | F / 117 | F / >120 |
| 15 | Bel-Red Rd/156th Ave NE | E / 69 | E / 62 |

Note: All study intersections are signalized.
Source: Fehr & Peers, 2023.

Table 4 shows that several intersections are expected to operate with greater levels of delay and lower LOS scores under the 2050 Preferred Alternative compared to the 2050 No Action Alternative. The primary reason for this difference is the 2050 Preferred Alternative includes about 10,000 greater households, and 15,000 greater jobs than the 2050 No Action Alternative.

**Table 5** shows projected 2050 volumes and LOS under the No Action Alternative and the Preferred Alternative for SR 520. Compared to the No Action Alternative, the Preferred Alternative would increase SR 520 volumes up to 7%, with the largest increase occurring in the eastbound direction east of West Lake Sammamish Parkway. However, this roadway segment is still expected to operate at LOS C[1]. The increased housing and job growth concentration in the Overlake and Downtown areas under the Preferred Alternative result in higher volumes on SR 520 west of 148th Ave NE, and LOS could fall to LOS E in both directions at this location. In addition, the increased volumes under the Preferred Alternative could exacerbate the eastbound queue spillback from the signals at NE Union Hill Road/ Avondale Road and SR 202/East Lake Sammamish Parkway.

[1] This eastbound segment of SR 520 experiences PM peak hour congestion under 2023 conditions, but this is due to queues spilling back from the intersections Avondale Road and Union Hill Road and SR 202 and East Lake Sammamish Parkway. The freeway segment of SR 520 has enough capacity to meet current and future travel demands.



REDMOND 2050

**TABLE 5** | SR 520 OPERATIONS, 2050 PREFERRED ALTERNATIVE

| Location | 2050 No Action | | | |
|---|---|---|---|---|
| | 2050 No Action | | 2050 Preferred Alternative | |
| | EB | WB | EB | WB |
| East of West Lake Sammamish Parkway | 4,250 / B | 3,530 / B | 4,540 / C | 3,650 / B |
| West of 148th Avenue NE | 5,540 / D | 5,580 / D | 5,620 / E | 5,750 / E |

Note: EB = eastbound and WB = westbound.
Source: Fehr & Peers, 2023.

WSDOT also considers the number of additional trips that may be added to a state highway segment. Per Design Manual Section 1130.09(2)(a), WSDOT considers a proposal to have a probable significant adverse impact to the state highway system if it meets either or both of these thresholds:

- Addition of ten (10) or more AM or PM peak-hour vehicle trips assigned to an individual approach leg to a state highway intersection.
- Addition of twenty-five (25) or more AM or PM peak-hour vehicle trips assigned to a state highway segment (2-way travel) or intersection (total 25 trips all legs).

Based on the projected growth, it is expected that the Preferred Alternative would exceed those thresholds on SR 520 from its terminus at Avondale Rd NE to I-405, SR 202 from NE 80th Street to NE 124th Street, and I-405 from NE 8th Street in Bellevue to NE 128th Street in Kirkland.
The increase in travel on WSDOT facilities is not driven solely by growth in Redmond. The surrounding cities and unincorporated King County are all expecting growth over the coming decades in line with the regional growth strategy outlined by PSRC.

## Air Quality

The Comprehensive Plan recognizes the environment as a community priority. Transportation Element policies strive to improve access to environmentally friendly travel choices like walking, biking, and transit, and through individual project design. The following measures, which focus on air quality and vehicle-miles-traveled (VMT), provide insight into whether the transportation system in and around Redmond is doing its part for the environment.

The Preferred Alternative could result in approximately 65% more total greenhouse gas (GHG) emissions than the 2050 No Action Alternative. The increase in transportation emissions of the Preferred Alternative is driven by both the higher number of households and jobs as well as the type; the Preferred Alternative includes higher numbers of retail and industrial jobs as well as single family homes relative to the other alternatives.

Per capita emissions in the 2050 Preferred Alternative would be roughly 6% higher than in the 2050 No Action Alternative. The No Action Alternative is expected to generate approximately 208 MTCO2e per Redmond resident/employee, while the Preferred Alternative is expected to generate approximately 221 MTCO2e per Redmond resident/employee (driven by the energy emissions associated with greater employment growth).

**TABLE 6** | LIFESPAN GHG EMISSIONS (MTCO2E)

| Type of Emissions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|
| **2030 Target** | 901,300 | 1,507,000 |
| **2050 Preferred Alternative** | 9,547,400 | 15,611,800 |
| **2030 Target** | 1,091,100 | 1,965,400 |
| **2050 Preferred Alternative** | 11,539,800 | 19,084,200 |
| **Emissions Per Capita** | **208** | **221** |

Notes: Data above reflects emissions expected to be generated by new development and does not include existing land uses and transportation. Lifespan emissions assume an average building lifespan of 62.5 years.
Sources: King County SEPA GHG Emissions Worksheet completed by Fehr & Peers, 2023; BKR Travel Demand Model and EMFAC2021 database analysis completed by Fehr & Peers, 2023.

Because the City's energy, fossil fuel, and GHG emissions goals are based on total reductions, the Preferred Alternative is less likely to meet the City's targets than the No Action. However, the contribution of the increment of growth under the Preferred Alternative should be considered relative to both the No Action Alternative's planned growth as well as the existing land uses. The primary differences in growth and land use between the No Action and Preferred Alternative is that the Preferred Alternative would meet the Puget Sound Regional Council multi-county growth requirements for the City, while No Action would not. Moreover, the projected emissions per capita are expected to be less than similar development located elsewhere in the region given Redmond's proximity to light rail connecting to residential and employment centers around the region.

*Vehicle Miles Traveled*

The City aims to reduce per capita VMT by at least 50% by 2050. The travel demand model was used to assess the likelihood of achieving this goal under each alternative. For this analysis, VMT was summarized for all trips generated by households in Redmond (including the miles traveled both within and outside city limits).[2] Results for the Existing Condition and the 2050 Preferred Alternative are summarized in **Table 7**.

[2] Note that this is a different type of VMT summary than referenced in the GHG emissions section which includes 100% of VMT for trips that occur entirely within Redmond and 50% of VMT for trips that have only one end in Redmond, such as a commute trip made by someone who lives in Redmond but works outside Redmond).





The Preferred Alternative would result in an increase of total VMT by over 41% compared to the Existing Condition, but the per capita VMT would decrease by 24%. The increase in total VMT is in line with projected population and job growth in the Preferred Alternative. The 24% reduction in VMT per capita in the Preferred Alternative as compared to the Existing Condition would not meet the City's goal of 50% reduction by 2050. To achieve this goal, broader action at the county and state level would likely be required to address factors beyond the City's control.

**TABLE 7** | DAILY VEHICLE MILES TRAVELED

| Existing Condition | | 2050 Preferred Alternative | |
|---|---|---|---|
| **VMT** | **VMT per Capita** | **VMT** | **VMT per Capita** |
| 540,500 | 8.7 | 766,490 | 6.6 |

Note: Per capita calculation is based on total projected population in Redmond.
Source: Fehr & Peers, 2023.

APPENDIX E

# IMPACTS TO NEIGHBORING JURISDICTIONS

## BACKGROUND

As part of the Redmond 2050 Comprehensive Plan Update a transportation evaluation was conducted in support of an Environmental Impact Statement (EIS). The EIS analysis incorporates a run of the Bellevue-Kirkland-Redmond (BKR) travel demand model which includes an evaluation of all major roadways in and around Redmond. Using output from the BKR model, we are able to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in the surrounding jurisdictions. The results in this memorandum include the following:

- Existing Conditions – the modeled traffic volumes from the base year 2019 BKR model.
- No Action – the 2050 forecast of traffic volumes assuming no change to Redmond's Comprehensive Plan and background growth in the surrounding communities.
- Preferred Alternative – the 2050 forecast of traffic volumes assuming the Redmond 2050 Comprehensive Plan Preferred Alternative and background growth in the surrounding communities.

These three BKR model run results were selected to show the degree of change that will happen regardless of any change on Redmond's part (the difference between 2050 No Action and Existing Conditions) and the specific effects of the Preferred Alternative (the difference between the Preferred Alternative and the No Action).

## RESULTS TABLE

**Table 1** presents the results of the BKR model runs for Existing Conditions, No Action, and the Preferred Alternative.



FEHR PEERS

**TABLE 1** | PM PEAK HOUR BKR MODEL VOLUMES FOR ROADWAYS BETWEEN REDMOND AND NEIGHBORING JURISDICTIONS

| Roadway | Location | Existing (2019) Conditions | 2050 No Action | 2050 No Action – Existing* | 2050 Preferred Alternative | Pref Alt – No Action |
|---|---|---|---|---|---|---|
| **East Lake Sammamish Parkway** | South of SR 202 | 1,990 | 2,690 | 700 (1.0%) | 2,150 | -540 |
| **SR 202** | East of 188th Ave NE | 3,320 | 3,430 | 110 (<0.5%) | 3,480 | 50 |
| **Union Hill Road** | West of 196th Ave NE | 2,080 | 2,430 | 350 (0.5%) | 2,460 | 30 |
| **Novelty Hill Road** | West of 196th Ave NE | 1,260 | 1,360 | 100 (<0.5%) | 1,380 | 20 |
| **Avondale Road** | North of NE 116th St | 2,000 | 2,670 | 670 (1.0%) | 2,630 | -40 |
| **Red-Wood Road (SR 202)** | North of NE 124th St | 2,450 | 3,040 | 590 (0.7%) | 3,050 | 10 |
| **NE 124th St** | West of Willows Rd | 3,890 | 5,210 | 1,320 (1.0%) | 5,290 | 80 |
| **Redmond Way** | West of 132nd Ave NE | 2,650 | 3,640 | 990 (1.1%) | 3,590 | -50 |
| **SR 520** | West of 148th Ave NE | 7,920 | 10,980 | 3,060 (1.1%) | 11,210 | 230 |
| **NE 24th St** | West of 148th Ave NE | 1,170 | 1,920 | 750 (1.7%) | 2,060 | 140 |
| **Bel-Red Road** | South of NE 20th St | 2,030 | 2,680 | 650 (0.9%) | 2,750 | 70 |
| **148th Ave NE** | South of NE 20th St | 2,750 | 3,600 | 850 (0.9%) | 3,670 | 70 |
| **156th Ave NE** | South of NE 24th St | 2,150 | 2,960 | 810 (1.1%) | 3,080 | 120 |
| **West Lake Sammamish Parkway** | South of NE 24th St | 330 | 760 | 430 (2.8%) | 760 | 0 |

Note:
* This column shows the absolute difference and annual growth rate between 2050 No Action and Existing Conditions.

## CONCLUSIONS

Table 1 indicates that traffic volumes are expected to grow between the 2050 No Action and Existing Conditions. This growth is typical for Western Washington, which continues to see robust job growth and migration from many parts of the United States as well as other countries. For the most part the annual growth rate is about 1.0% (with a few locations higher or lower). This growth rate lower than the regional growth rate of 1.6% per year observed between 2010 and 2020, a period of rapid growth, and more in line with long-term average growth for the Puget Sound Region.

Some of the notable changes in traffic volumes shown in Table 1 include strong growth NE 24th Street (1.7%) which is reflection of long-planned growth in Redmond's Overlake regional growth center and Bellevue's Bel-Red neighborhood. However, growth on other Overlake-area roadways is more moderate, showing the benefit of light rail to provide mobility in one of the fastest-growing areas of King County. West Lake Sammamish Parkway also shows strong growth (2.8%) which is driven by a relatively low initial volume of traffic under existing conditions and busier traffic on parallel roads between SR 520 and I-90 like 156th Ave NE and 148th Ave NE. There may be opportunities to work with the City of Bellevue to manage demand on West Lake Sammamish Parkway, which otherwise is not expected to see substantial changes in land uses.

When comparing the growth between No Action and the Preferred Alternative, most roadways see a modest change in PM peak hour traffic of less than 100 vehicles per hour. At this level, most drivers would not be able to notice a change in traffic congestion levels. However, under the Preferred Alternative there are larger increases in traffic (greater than 100 vehicles per hour) on SR 520, NE 24th Street, and 156th Ave NE near the Overlake regional growth center. This change in traffic is caused by the greater land use intensities planned in Overlake under the Preferred Alternative compared to No Action. Adding more growth to Overlake allows Redmond to meet the regional growth targets in the most employment and transit-rich part of the city. The only other notable change in traffic between the Preferred Alternative and No Action condition is on East Lake Sammamish Parkway, which is expected to see a decrease of 540 PM peak hour vehicles. In reviewing the model files, this change in volume is a combination of traffic redistributing to other routes and some traffic diverting through the Marymoor neighborhood to reach new destinations in this redevelopment area as well as light rail. However, the model may be overstating the degree to which people would shift away from this major arterial.

Overall, Redmond can meet its commitment to accommodate a reasonable share of regional growth with relatively modest changes to traffic in surrounding jurisdictions. This result reflects a future condition where people have more options to travel than driving a vehicle because of transit oriented development and a strong investment in expanding multimodal travel options in Redmond.



APPENDIX F

# DESIGN GUIDANCE

Design guidance is an implementation tool for the street, transit, pedestrian, bicycle, and freight plans in the Transportation Master Plan. Together with these modal plans, this guidance helps clarify the intent for amending design standards and regulations contained in Redmond Zoning Code, Redmond Construction Design Standards, and other relevant documents as needed to be in alignment with the TMP. Also, design guidance directs the selection of engineering design parameter values for capital improvements, such as those included in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

As a member of the National Association of City Transportation Officials (NACTO), the City of Redmond fully endorses design guidance issued by that organization, including, but not limited to, the Urban Bikeway Design Guide, Urban Street Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide, Designing Streets for Kids, and Global Street Design Guide. Together, these guides will inform updates to City of Redmond design standards and regulations and provide direction for any design questions not adequately addressed by existing City of Redmond's standards and guidance.

## TRANSIT DESIGN SPEED AND RELIABILITY

The City of Redmond can improve the speed and reliability of bus transit through a combination of operations and street and stop design strategies. The level of speed and reliability investment made should correlate with the service types discussed in the Transit Plan. Frequent transit and RapidRide which have service frequencies of less than 15 minutes and less than 10 minutes during peak periods, respectively, should see a higher level of speed and reliability investment. Table 1 summarizes a variety operational and design treatments that enhance speed and reliability.

**TABLE 1** | TRANSIT SPEED AND RELIABILITY TREATMENTS

| Treatment | Treatment Description | Treatment Purpose |
|---|---|---|
| **Queue Jump Lane** | A bus only lane with a dedicated signal call that advances the bus only lane ahead of the general-purpose lanes at a signalized intersection. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. Between 5-25 percent reduction in travel times at a signal. |
| **Transit Signal Priority (TSP)** | Signal communication device used to trigger a bus only signal phase to speed bus movement. | Typically used for reliability, may also be used for speed. Up to 10 percent time savings at signals. |
| **Business Access and Transit (BAT) Lanes** | A through lane exclusively for use by buses and general purpose right-turn movements. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times. |
| **Transit-only lanes** | A through lane exclusively for use by buses typically where no business access exists. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times. |
| **Bus- Supportive Roadway Surface** | Roadway-wide or spot (bus stop or general-purpose lane with bus traffic) pavement thicker and stronger than typical pavement. | Improves pavement life cycle. Also maintains bus service reliability and passenger comfort. |
| **Bus Bulbs** | Bus stop extended to be adjacent to travel lane where on-street parking or other roadway configuration would locate bus stop away from general purpose and require bus to pull out of general-purpose lane to serve bus stop. | Removes the need for the bus to merge back into traffic and adds queuing space for riders at busy transit stops. Speed improvement of eight seconds per stop has been demonstrated locally. |
| **Level Boarding Platforms** | Boarding platform raised to height of bus floor. | Remove the need to hydraulically lift mobility- impaired passengers onto the vehicle. Only applicable for low floor buses with no stairs. Notable reliability benefit. |
| **Bus stop spacing** | The distance between bus stops. | Balance access needs with improved speed by removing underutilized stops that do not meet spacing criteria. Stop consolidation to standard distance can improve route speed by 2-20 percent. |



## SIDEWALK ALTERNATIVES

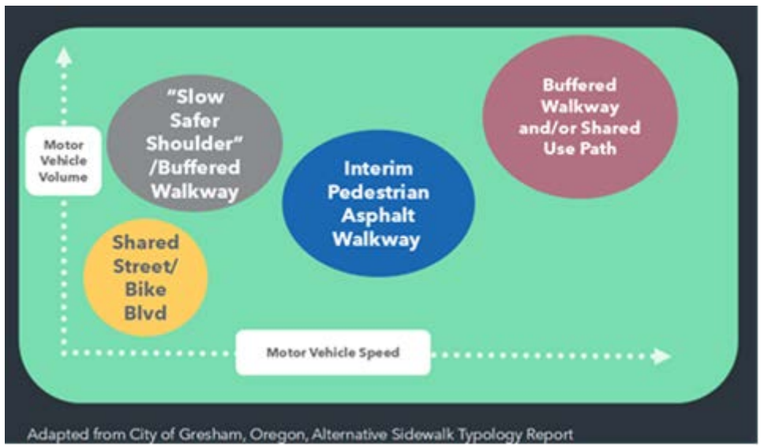
As of 2025, less than 10 percent of arterials have no sidewalks and 24 percent have sidewalk on only one side of the street. Similarly, the vast majority of local neighborhood streets have sidewalks on one (10 percent) or both sides (75 percent) of the street. Nonetheless, these gaps in the sidewalk network present access barriers and detract from a comfortable and connected pedestrian network. Sidewalks may be missing due to constraints such as topography, critical areas (steep slopes, wetlands, shoreline areas, stream buffers, poor soil conditions), utility location, limited right-of-way or because it is not physically feasible to install the standard sidewalk cross-section. It is estimated that filling all sidewalk gaps within the city would cost more than $63 million. When factoring in environmental and other constraints that may need to be mitigated or involve higher levels of engineering, the cost could be much greater. Lower-cost sidewalk alternatives to conventional curb and gutter sidewalks can help fill existing sidewalk gaps and improve network connectivity. Sidewalk alternatives may include asphalt pathways, buffered walkways, and shared streets.  Table 2 shows appropriate sidewalk alternatives based on general existing conditions.

**TABLE 2** | APPROPRIATE SIDEWALK ALTERNATIVE BASED ON EXISTING CONDITIONS

| Existing Conditions | Shared Street/Bike Boulevard | "Slow Safer Shoulder"/ Buffered Walkway | Interim Pedestrian Asphalt Walkway | Buffered Walkway and /or Shared Use Path | Shared Use Path |
|---|---|---|---|---|---|
| **Local, narrow, curbed** | X | X | X | | |
| **Local, narrow, curbless with ditch or swale** | X | | X | | |
| **Local Street, wide curbed or curbless** | X | X | X | | |
| **Arterial, curbless** | | | | X | X |
| **Arterial with curbs** | | | | | X |

Figure 1 further indicates the selection of an alternative sidewalk in relationship to motor vehicle speed and traffic volumes along the roadway.

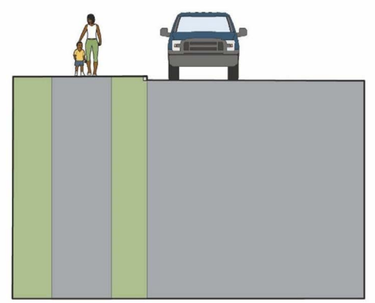
**FIGURE 1** | APPROPRIATE SIDEWALK ALTERNATIVE IN RELATION TO MOTOR VEHICLE VOLUMES AND SPEED



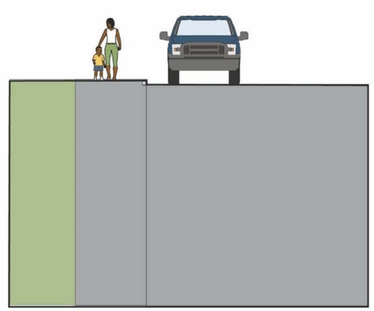

The following cross sections in Figure 2 further illustrate what sidewalk alternative facilities could look like:

**FIGURE 2** | SIDEWALK ALTERNATIVE FACILITIES

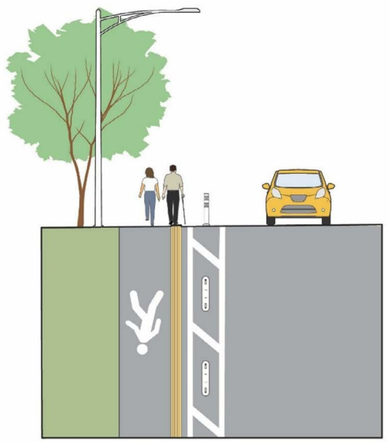
**Alternative Sidewalk:**
Interim Pedestrian Asphalt Walkway



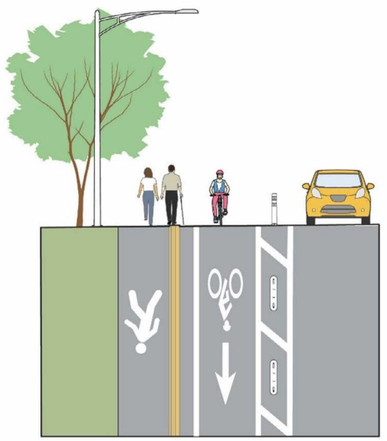
**Alternative Sidewalk:**
Interim Pedestrian Asphalt Walkway



**Alternative Sidewalk:**
Buffered Walkway



**Alternative Sidewalk:**
Buffered Walkway with Bike Facility



## SHARED STREETS

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

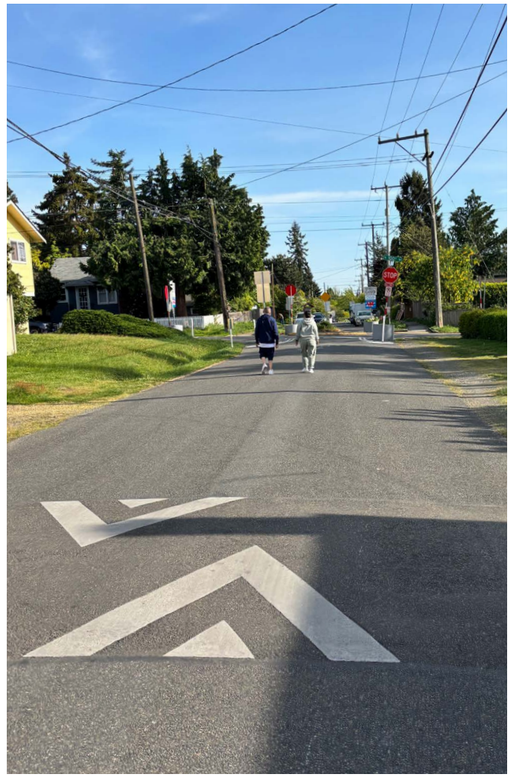
Shared Streets components that help create a people-oriented space can include:

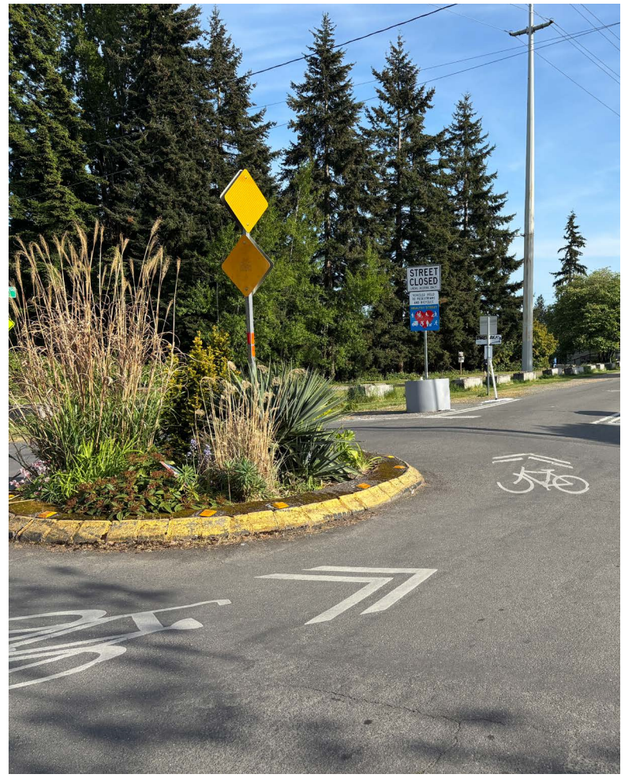
- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for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

Figure 3 and Figure 4 include examples of shared streets.

**FIGURE 3** | 162ND AVENUE NE IN REDMOND, WA

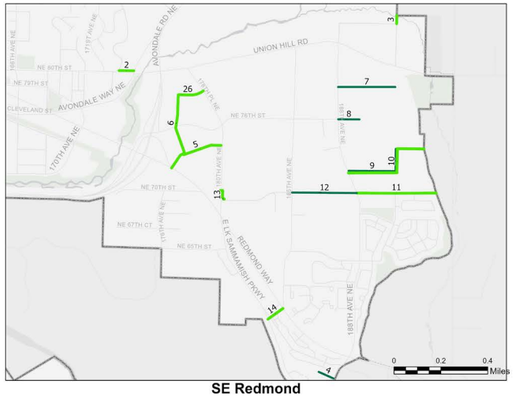
**FIGURE 4** | EXAMPLES OF "HEALTHY STREETS" IN SEATTLE, WA

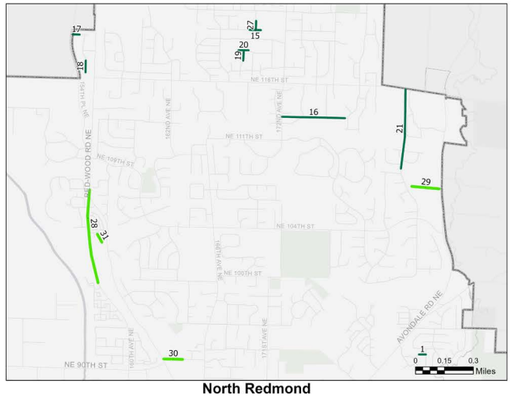


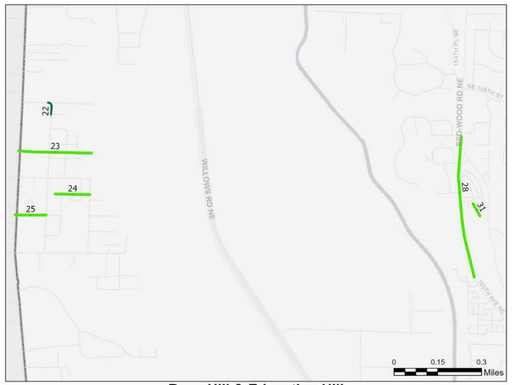


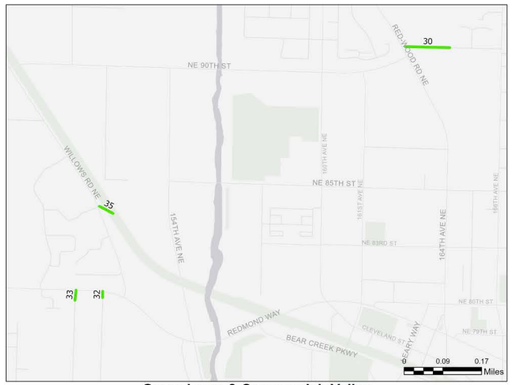
## APPENDIX G

### FIGURE 1 | PLANNED NEIGHBORHOOD CONNECTIONS




**Planned Neighborhood Connection by Neighborhood**
City of Redmond, Washington

Planned Neighborhood Connection

Planned Street

Disclaimer: This map is created and maintained by GIS Services Group,Technology and Information Services, City of Redmond, Washington, for reference purposes only.

The City makes no guarantee as to the accuracy of the features shown on this map.

### TABLE 1 | PLANNED NEIGHBORHOOD CONNECTIONS

| ID | Neighborhood | Connection Type | Street | From | To | Description |
|---|---|---|---|---|---|---|
| **1** | Bear Creek | Planned Street | | NE 92nd Ct | Nisqually Trail | 92nd extension; New street connecting east end of NE 92nd Ct in Avondale Green to Nisqually Trail in Friendly Village |
| **2** | Bear Creek | Planned Neighborhood Connection | | 172nd AVE NE | Avondale Way NE | 80th St staircase connecting 172nd to Avondale Way |
| **3** | SE Redmond | Planned Neighborhood Connection | | 192nd Ave NE | Bear & Evans Creek Trail | Non-motorized connection from north end of 192nd Ave NE to Bear and Evans Creek Greenway |
| **4** | SE Redmond | Planned Street | | 187th Ave NE | | Extension of NE 54th Pl from 187th Ave NE west for about one block |
| **5** | SE Redmond | Planned Neighborhood Connection | | 180th Ave NE | Trail | Non-motorized connection |
| **6** | SE Redmond | Planned Neighborhood Connection | | 202 | 178th Pl NE | Construct a "Pedestrian Spine" or corridor that connects the future light rail station and Southeast Redmond retail commercial area and other transit facilities in the vicinity |
| **7** | SE Redmond | Planned Street | | 188th Ave NE | 192nd Ave NE | Street |
| **8** | SE Redmond | Planned Street | NE 76th St | 188th Ave NE | 192nd Ave NE | Construct new NE 76th St from 188th Ave NE to 192nd Ave NE. Improvements include 1 through lane in each direction, left turn lanes or medians to create a 3 lane section, bike lanes, sidewalks, street lights, traffic control, storm drainage, right-of-way |
| **9** | SE Redmond | Planned Street | | 188th Ave NE | 192nd Ave NE | New street connection in approximately 7100 block from 188th Ave NE to 192nd Ave NE. |
| **10** | SE Redmond | Planned Neighborhood Connection | | 192nd Ave NE | City Limit | Non-motorized connection from 192nd Ave NE east to city limit and north-south trail at 7100 block |

| ID | Neighborhood | Connection Type | Street | From | To | Description |
|---|---|---|---|---|---|---|
| **11** | SE Redmond | Planned Neighborhood Connection | NE 68th St | 185th Ave NE | City Limit | Extension of NE 68th St from 185th Ave NE to east city limit |
| **12** | SE Redmond | Planned Street | NE 68th St | 185th Ave NE | 188th Ave NE | |
| **13** | SE Redmond | Planned Neighborhood Connection | 180th Ave NE | 68th Street | 70th Street | Shared Path on the east side of 180th Avenue linking cycle tracks on 68th Street and 70th Street together. Part of comfortable bike system connecting Marymoor Station to SE Redmond |
| **14** | SE Redmond | Planned Neighborhood Connection | | ELSP | 202 | Non-motor connection |
| **15** | North Redmond | Planned Street | 169th Pl NE | | | Street |
| **16** | North Redmond | Planned Street | | 172nd Ave NE | 177th Ave NE | New street connection at approximatley the 11300 block from 172nd Ave NE connecting to 177th Ave NE |
| **17** | North Redmond | Planned Street | | 154th Pl NE | NE 119th Way | New street connection |
| **18** | North Redmond | Planned Street | | 155th AVE NE | trail | New street connection; staircase between 116th and 155th Ave |
| **19** | North Redmond | Planned Street | 168th Pl NE | | | Extend 168th Pl NE |
| **20** | North Redmond | Planned Street | NE 118th Way | | | Extend NE 118th Way |
| **21** | North Redmond | Planned Street | | NE 111th St | NE 116th St | Full street + Non-motorized connection between NE 111 St and NE 112th Way at approximately the 18200 block, and then extending north to NE 116th St |
| **22** | NE Rose Hill Subarea | Planned Street | | | NE 108th St | Extend 134th Ave NE between north edge and NE 108th St |
| **23** | NE Rose Hill Subarea | Planned Neighborhood Connection | | 132nd Ave NE | 136th Ave NE | Non-motorized connectilon in 10500 block between 132nd Ave NE and 136th Ave NE |



| ID | Neighborhood | Connection Type | Street | From | To | Description |
|---|---|---|---|---|---|---|
| **24** | NE Rose Hill Subarea | Planned Neighborhood Connection | | 134th Pl NE | 136th Ave NE | Non-motorized connection west from 136th Ave NE to just beyond 134th Pl NE |
| **25** | NE Rose Hill Subarea | Planned Neighborhood Connection | | 132nd Ave NE | 134th Pl NE | Non-motorized connection in 10200 block from 132nd Ave NE to 134th Ave NE |
| **26** | SE Redmond | Planned Neighborhood Connection | | | | Construct a "Pedestrian Spine" or corridor that connects the future light rail station and Southeast Redmond retail commercial area and other transit facilities in the vicinity |
| **27** | North Redmond | Planned Street | | | | New street connection at approximately the 16900 block connecting NE 122nd St and NE 121st St, with stubs to the east and west |
| **28** | Education Hill | Planned Neighborhood Connection | | End of 160th Ave NE | | Construct multi-use path from 160th current terminus to 156th Ave NE |
| **29** | Education Hill | Planned Neighborhood Connection | | West Valley Trail | Avondale Rd | Provide west/east 8 foot wide paved trail access from Valley View Trail to Avondale Road NE (approximately NE 108th Street) |
| **30** | Education Hill | Planned Neighborhood Connection | | | | Trail |
| **31** | Education Hill | Planned Neighborhood Connection | | NE 102nd Way | Powerline Trail | Trail |
| **32** | Grass Lawn | Planned Neighborhood Connection | | Redmond Way | 152nd Ave NE N. Terminus | Connecting 152nd to Redmond Way |
| **33** | Grass Lawn | Planned Neighborhood Connection | | Redmond Way | 151st Ave NE N. Terminus | Connecting 151st to Redmond Way |
| **34** | Idylwood | Planned Neighborhood Connection | NE 27th Place | 175th Ave NE | 176th Pl NE | Neighborhood sidewalk connection; the NE 27th Place trail connection |
| **35** | Grass Lawn | Planned Neighborhood Connection | | 8400 block | Redmond Central Connector | Purchase ROW and construct ped and bike trail connecting local streets to future RCC; connection to RCC at 8400 block |

Docusign Envelope ID: C8EFE944-0E3A-4507-9720-A7523A70BC8C

Redmond
WASHINGTON

# PLANNING COMMISSION REPORT AND RECOMMENDATION TO CITY COUNCIL

January 14, 2026

| | | |
|---|---|---|
| **Project File Number:** | **LAND-2025-00282 \| SEPA-2020-00934** | |
| **Proposal Name:** | **Transportation Master Plan** | |
| **Applicant:** | **City of Redmond** | |
| **Staff Contacts:** | Michael Hintze, Transportation Planning Manager<br>Francesca Liburdy, Senior Transportation Planner | 425-556-2406<br>425-556-2476 |

## FINDINGS OF FACT

### Public Hearing and Notice

a. Planning Commission Study Sessions and Public Hearing Dates
   i. The City of Redmond Planning Commission held study sessions on October 23, 2024, June 11, 2025, October 22, 2025, November 19, 2025, December 3, 2025, and December 17, 2025.
   ii. The City of Redmond Planning Commission held a public hearing on the proposed amendment on December 3, 2025. Comments were received and are provided in Appendix C and Appendix D.

b. Notice and Public Involvement
   The public hearing notice was published in the Seattle Times on November 12, 2025, in accordance with RZC 21.76.080 Review Procedures (see Appendix E). Notice was also provided by including the hearing schedule in Planning Commission agendas and extended agendas and distributed by email to various members of the community. Additional public outreach included:
   i. Email to Plans, Policies, and Regulations email list;
   ii. Email to the Pedestrian and Bicycle Advisory Committee email list.

### Redmond Comprehensive Plan Amendment Summary and Criteria Evaluation

The TMP is the functional strategic plan that guides transportation investment and programmatic activities to support the Comprehensive Plan vision. The TMP was last updated in 2013. Once updated the TMP will communicate the strategies, actions, and programs to implement the policies of the Comprehensive Plan and achieve current City priorities as they relate to the transportation system.

This amendment repeals the 2013 TMP and subsequent amendments and will adopt by reference the sections of the 2025 Transportation Master Plan that fulfill Growth Management Act requirements. Those sections are:

3. Street System Plan
4. Pedestrian Plan
5. Bicycle Plan
6. Transit System Plan
10. Transportation Demand Management
14. Transportation Facilities Plan
15. Appendices B, C, D, and E

Docusign Envelope ID: C8EFE944-0E3A-4507-9720-A7523A70BC8C



The Transportation element will also be amended by removing Transportation Appendix A (Inventory of Transportation Facilities and Services), Transportation Appendix F (Demand Management Strategies), Transportation Appendix G (Transportation Facilities Plan), and Transportation Appendix H (Transit and Active Transportation Networks) as this information has been updated and is now available in the Transportation Master Plan. Additionally, the Transportation element will be amended by moving Transportation Appendix B (Multimodal Level of Service), Transportation Appendix C (Estimated Multimodal Level of Service Impacts to State-Owned Facilities), Transportation Appendix D (Travel Demand Forecast), and Transportation Appendix E (Impacts to Neighboring Jurisdictions) to the Appendices of the Transportation Master Plan for consistency and ease of future updates.

All references to the Transportation Master Plan in the Comprehensive Plan are also updated as part of this action. The full plan is provided as Attachment A.

The Transportation Master Plan fulfills GMA requirements (RCW 36.70A.070 (6)) through the following:

- Street System Plan – Describes Redmond's roadway system. Outlines Redmond's layered Complete Streets approach and optimizing the roadway network for multimodal safety and comfort.
- Pedestrian Plan – Describes Redmond's pedestrian network. Focuses on accessibility and connectivity on Redmond's pedestrian network of sidewalks, shared use paths, crossings, and neighborhood connections.
- Bicycle Plan – Describes Redmond's bicycle network. Outlines how Redmond will connect the bicycle/micromobility network to transit and other key destinations with high-comfort bikeways for all ages and abilities.
- Transit System Plan – Describes Redmond's transit network. Establishes Redmond's future transit vision and goals for citywide and regional transit connectivity.
- Transportation Demand Management section – Focuses on strategies to shift travel modes in Redmond away from drive-alone vehicles and toward more sustainable travel modes such as transit, walking, and biking.
- Transportation Facilities Plan – A long-term, financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.
- Appendix B: Multimodal Level of Service – Establishes Redmond's multimodal level of service standards per the GMA (RCW 36.70A)
- Appendix C: Estimated Multimodal Level of Service Impacts to State-Owned Facilities – Estimates multimodal level of service impacts to state-owned facilities per GMA requirements. State-owned facilities in Redmond include State Routes 202 and 520.
- Appendix D: Travel Demand Forecast – Describes the travel demand modeling undertaken to support Redmond's Comprehensive Plan Update (Redmond 2050).
- Appendix E: Impacts to Neighboring Jurisdictions – Describes the results of the transportation evaluation and model run of the Bellevue-Kirkland-Redmond (BKR) travel demand model to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in Redmond's neighboring jurisdictions.

### Staff Analysis

Staff analysis for this proposal can be found in Appendix E (Technical Committee Report - Attachment A).

## Recommended Conclusions of the Technical Committee

On November 5, 2025, the Technical Committee reviewed amendments to Comprehensive Plan, as documented in Appendix E, and found the amendments to be consistent with applicable review criteria and therefore recommended approval with no additional conditions.

Docusign Envelope ID: C8EFE944-0E3A-4507-9720-A7523A70BC8C



# RECOMMENDED CONCLUSIONS

The Planning Commission has reviewed:

A. *Applicable criteria for approval: RZC 21.76.070 Criteria for Evaluation and Action, and*
B. *The Technical Committee Report* ***(Appendix E).***

The Planning Commission discussion can be found in Appendix A – Issues Matrix. Discussion topics included but were not limited to:

- Clarification and addition of language regarding e-bike safety to the Bicycle Plan (page 108, 112, 114, 123) and Transportation Demand Management section (page 225).
- Clarification of reasoning for removal, addition, or adjustment to projects in the Transportation Facilities Plan (pages 258-278).
- Discussion of language for speed reduction, reinforcing Redmond's Safer Streets Action Plan, and setting the policy direction for safe vehicle speeds in Redmond (page 59).
- Clarification and addition of language regarding equity in transportation project prioritization and how the TMP incorporates equitable transportation projects and programs (page 31).
- Updates and revisions to maps in the Bicycle Plan, including an additional map illustrating Redmond's existing bicycle level of traffic stress (page 105).
- Addition of an action related to educating the public about electric vehicle (EV) safety (page 234).
- Addition of language specific to educating community members living outside of centers about how to get to light rail (page 217).

## Recommendation

The Planning Commission reviewed the amendments to the Redmond 2050 Comprehensive Plan and found the amendments to be **consistent** with applicable review criteria and therefore recommends **approval with the condition noted below**.

- The TMP is cited in the Capital Facilities element, which will be updated to reference the updated TMP. All other TMP references are also updated.
- The Transportation Element will be amended to **remove** Transportation Appendix A (Inventory of Transportation Facilities and Services), Transportation Appendix F (Demand Management Strategies), Transportation Appendix G (Transportation Facilities Plan), and Transportation Appendix H (Transit and Active Transportation Networks) as this information has been updated and is now available in the Transportation Master Plan.
- The Transportation Element will be amended to **move** Transportation Appendix B (Multimodal Level of Service), Transportation Appendix C (Estimated Multimodal Level of Service Impacts to State-Owned Facilities), Transportation Appendix D (Travel Demand Forecast), and Transportation Appendix E (Impacts to Neighboring Jurisdictions) to the Appendices of the Transportation Master Plan for consistency and ease of future updates.

**The Planning Commission recommends that Redmond City Council adopt the sections of the Transportation Master Plan fulfilling Growth Management Act requirements (sections 3-6, 10, 14, and 15: Appendices B-E) with the following condition:**

Docusign Envelope ID: C8EFE944-0E3A-4507-9720-A7523A70BC8C



Wayfinding, connectivity, and education: Commissioners recommend a new action item to create educational materials specific to individual neighborhoods, to help Redmond residents learn how to reach centers and connect to the light rail without a car. This could include pointers to specific bus routes or transit apps, neighborhood signage, or other methods.

DocuSigned by:
Carol Helland
DA525C34AC764BC...

Carol Helland
Planning and Community Development Director

Signed by:
Susan Weston
2E66B184628E4A6...

Susan Weston
Planning Commission Chair

## Attachments

**A. Transportation Master Plan – PC Recommended**

## Appendices

**A. Planning Commission Issues Matrix**
**B. Public Hearing Notice**
**C. Planning Commission Meeting Minutes for Dec. 3, 2025**
**D. Written Public Comments**
**E. Technical Committee Report with Exhibits**

Appendix A - Planning Commission Issues Matrix

# Transportation Master Plan Update

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| 1 | 10/22/25 Opened<br><br>12/17/25 Closed | Transportation Demand Management Strategy 5 on school safety does not include information on e-mobility, especially regarding safety of high-powered e-bikes and e-dirt bikes.<br><br>Looking for more clarity in the TMP on intersections, speed limits, and where e-bikes are appropriate in each scenario: bike lane, pavement, road especially where they share way with pedestrians.<br><br>Some info is on the page but it should be part of the masterplan as these are here to stay. Action 5i and some other sections have information but not all of it is there. (Commissioner Aparna) | A discussion of bicyclist safety, including e-bikes, is included in the Bicycle Plan section of the Transportation Master Plan. Redmond Planning Department staff are working closely with the Communications team and Police Department on an awareness campaign for improved understanding of the regulations and safety concerns regarding high-powered e-bikes and e-dirt bikes. A new webpage has been published that provides e-bike safety guidance.<br><br>Bicyclist safety is addressed in the Bicycle Plan in a callout box on page 108. Text will be added to this callout box to clearly state which actions in the TMP address bicyclist safety education. Text will be added that states: "Actions 3C in the Bicycle Plan and 5I in the Transportation Demand Management section in the Transportation Master Plan address bicyclist safety education."<br><br>A call-out box has been added that discusses compatibility of high-speed e-bikes and micromobility devices and all ages and abilities bike network (page 123):<br>"Redmond's bikeway network strategy is focused on accommodating people of all ages and abilities. At the same time, there are many types of micromobility devices and e-bikes that travel at speeds exceeding 20 mph that may impact the safety and comfort of people walking and casually biking.<br><br>Currently, in King County class 3 e-bikes (with speeds up to 28 mph) are not allowed on trails unless they parallel highways (e.g. 520 trail) and the speed limit for all trail users is 15 mph. Class 3 e-bikes and micromobility devices that exceed 20 mph may not be compatible with bike lanes intended for people of all ages and abilities. Users of faster speed e-bikes and micromobility may be better accommodated in vehicle lanes where the posted speed limit is 25-30 mph. Prohibiting such devices from operating in bike lanes would require enforcement action. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | | There are also education and engineering approaches to reducing conflicts between users on higher speed devices and those traveling at slower speeds. For example, encouraging higher speed users to slow down when approaching slower users and use their voice or bell when passing. From an engineering perspective, designing wider bikeways that allow more room for passing or provide dedicated space for faster devices may be a solution to explore." Added Action 4J in Bicycle section (page 114): "Consider safe accommodation of higher speed e-bikes and micromobility devices in bikeway and street design to reduce conflicts between people traveling at significantly different speeds." |
| 2 | 10/22/25 Opened<br><br>12/3/25 Closed | Expand the strategies around Go Redmond and SchoolPool specifically to include e-bike safety and e-bike education. Can we feature more of this information on GoRedmond? (Commissioner Weston) | Yes, e-bike safety and education will be featured in upcoming blog posts on the Go Redmond site. In addition, Action 3C in the Bicycle Plan addresses a safety and education campaign specifically addressing e-bike and e-motorcycle regulations and safety. Language was added to Action 3C to clearly state that this will include safety education and communication for the community.<br><br>Action 5I was added to the Transportation Demand Management section that states, "Establish a bicycle and pedestrian education curriculum in Redmond schools that is in alignment with Washington State's Statewide School-Based Bicycle and Pedestrian Education Program and includes e-bike safety and regulations." (page 225) |
| 3 | 10/22/25 Opened<br><br>12/3/25 Closed | Do we address drone activity as part of "air transportation facilities" as stated in the GMA requirements? (Commissioner Weston) | Drone activity is addressed in the TMP through the Emerging Trends and Technology section. Action 6A calls for evaluating new technologies to understand community impacts and joining state and regional efforts advocating for local control and regulation of AVs, drones, and other technologies that may impact Redmond's transportation vision and goals. |
| 4 | 10/22/25 Opened<br><br>12/3/25 Closed | We need to make sure we're addressing all neighborhoods and not just urban centers, so that ideally every neighborhood has a way to get to key corridors. Are we designing the transportation network in a holistic way or | The TMP Street System Plan section discusses the layered modal network approach Redmond will implement for the transportation system. This is a holistic approach that ensures that the mobility and access needs of all people and modes are met, while also recognizing that every mode of travel or function can't be prioritized on every street due to spatial and |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | focusing on corridors before connections? (Commissioner Aparna) | operational constraints. A layered network approach is necessary to appropriately respond to land use contexts and balance diverse and competing needs of pedestrians, bicyclists, drivers, transit, and freight within constrained rights-of-way. The Street System Plan in the TMP is grounded in this layered network approach to design the city's transportation network in a holistic way. |
| 5 | 10/22/25 Opened<br><br>12/3/25 Closed | Regarding the Avondale bus pull-out project, what does the data show for what those pull-outs would add for safety? Explain more about why this project will be removed from the Transportation Facilities Plan. (Commissioner Van Niman) | There is no data available on the safety benefits of proposed bus pull-outs. An overall corridor study is necessary to understand the full scope of safety and mobility improvements needed on Avondale Road beyond just school bus pull-outs. The scope of the bus pull-outs could potentially be combined with other safety and operational improvements to the corridor, if they are determined to provide safety and mobility benefits. |
| 6 | 10/22/25 Opened<br><br>12/3/25 Closed | When does the TFP get revisited again? There is potential to improve safety and throughput on 148th Avenue NE. The congestion on 148th (south of NE 24th St) often comes from lane changing—if we removed lane capacity, could we reduce congestion? (Commissioner Weston) | The TFP is typically revisited on a similar cadence to the Transportation Master Plan (every 8-10 years) with the potential for minor updates to occur more frequently if conditions change.<br><br>Typically, reducing lane capacity does not reduce vehicle congestion; however, throughput can be improved with the addition of transit signal priority or other signal timing improvements that can provide better operations at signalized intersections. Access management (i.e., restricting certain turning movements) may be another strategy to study in the future. Any improvements in the corridor would need to be coordinated with the City of Bellevue since half the street is in its jurisdiction. |
| 7 | 10/22/25 Opened<br><br>12/17/25 Closed | Planning Commission agrees that the equestrian access project on NE 116th Street should be removed from the TFP. Was this project removed and if not, why? (Commissioner Van Niman) | The NE 116th Street widening and segment improvement projects (NE 116th St Widening Segment II, NE 116th St Segment III, and NE 116th St Widening Segment I, Phase II) are included in the TFP due to their multimodal network improvements, including bike lanes, sidewalks, and lighting that will improve safety for non-motorized users. References to equestrian have been removed from the project description. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| 8 | 10/22/25 Opened<br><br>12/13/25 Closed via email | Explain more about the rationale for the removal of the Sammamish River Trail extension project. What is the lower cost option? (Commissioner Coleman) | The Sammamish River Trail extension from 51st Street to Bel-Red Road project was removed due to its high overall project cost and impacts to critical areas. A lower-cost option of a shared-use path is being added to the Capital Improvement Program in its place that will provide an equivalent benefit at lower cost and time to construct. |
| 9 | 11/19/25 Opened<br><br>12/17/25 Closed | Regarding Strategy 4 for speed reduction – this is the first time noticing different speed limits for different road types. I am concerned about sudden speed limit drops where drivers are used to driving fast or in areas that abut jurisdictions with higher speed limits.<br><br>Revisit Strategy 4 and recommending language that is towards studying speeds rather than prescribing speed limits for certain roadway types. (Commissioner Weston) | The Redmond Public Works Department is conducting a citywide speed study that will evaluate existing speed limits based on adjacent land uses, pedestrian and bicycle activity, crash history, and vehicle operating speeds. Recommendations from this study will include roadway design changes and traffic calming strategies that are needed to reduce operating speeds (i.e. the current speed of roadway users) to target speeds (i.e. the safe speed we want drivers to travel at). In many instances, additional design and traffic calming work will be necessary to lower operating speeds, beyond solely lowering posted limits.<br><br>Safe Speeds is a pillar of the Safe System Approach that is the foundation for Redmond's' Safer Streets Action Plan, which includes several actions focused on safe speeds – from automated speed enforcement to education and speed management. Slower vehicle speeds both reduce the risk of crashes and the severity of crashes when they do happen. Research has determined the average risk of death for a pedestrian increases with speed, reaching 10% at 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph (AAA Foundation).<br><br>It is appropriate for the TMP to reinforce the SSAP and generally set the policy direction for safe speeds in Redmond.<br><br>Revisions have been made to the action including defining "target speed" as the desired safe speed and replacing "for individual arterial and collectors" to "most arterials and collectors" |
| 10 | 11/19/25 Opened | Page 112 action 3C talks about safety and connects to TDM section – what are we doing | Action 3C in the Bicycle Plan includes e-bikes within the discussion of bike safety. The TMP establishes a strategic approach to how bike and e-bike |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | 12/17/25 Closed | form a safety perspective regarding e-bikes? How should the public navigate the TMP to understand this? (Commissioner Coleman) | safety will be addressed in Redmond, while implementation of safety measures will come from Police enforcement, Go Redmond program education, and continued City communications efforts. A new webpage has been published that provides e-bike safety guidance. It was created in collaboration with Police and the Communications team. A new action (Action 3D) will be added to the Bicycle Plan that states: **"Pass a city ordinance or advocate for better state-level guidance defining e-bikes vs. e-motorcycles to provide clearer enforcement."** (page 112).This language was revised to read:<br>"First draft and pass a City Ordinance defining what are e-bikes v e-motorcycles, who may operate them, and detail specific responsibilities of parents and children (16 and under) along with clear enforcement details. In parallel, advocate for a statewide legislation that addresses these same e-bike issues to create uniformity within Washington State."<br><br>In addition, language was added to Action 3C to clearly state that this will include safety education and communication for the community. Action 3C will now state: **"Educate the community about e-bike and e-motorcycle safety practices and applicable laws and regulations. Develop safety and etiquette campaign that targets e-bike users and clarifies laws and possible enforcement actions around e-motorcycles. Bicycle safety education is also discussed in Section 10 – Transportation Demand Management and the Safer Streets Action Plan."** (page 112)<br><br>Language changes to be incorporated based on Commissioner Coleman's email. |
| 11 | 11/19/25 Opened<br><br>12/3/25 Closed | Map on page 105, figure 3 – converting trips under 2 miles to micromobility and where the investment will go to ensure that things are safe; doesn't seem to incorporate school trips by students, needs to be updated if used for decision-making purposes or consider | The analysis that informed Figure 3 included an analysis of all trips citywide, including trips to/from schools. While a small dot shows up in one block group in Education Hill indicating 225-1000 trips, other block groups with schools in them do not register because the number of trips did not meet the threshold. Recognizing that there are some data limitations with the analysis and that this map is not telling the whole story, Figure 3 will be removed. The analysis did inform the bicycle network but was only one of |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | removing figure if not applicable to decision-making (Commissioner Weston) | several factors. Proximity to schools was another factor used to prioritize the bike network. Redmond public schools are adjacent to the planned bike network. |
| 12 | 11/19/25 Opened<br><br>12/17/25 Closed | Liked neighborhood connections figure on page 44; would love to see or understand more about how the focus on increased neighborhood connections will be made – is it based on safety data or on vulnerable populations? How will these connections be prioritized?<br><br>Would love to see more granular detail about how equity was factored into pedestrian connections. (Commissioner Gagner) | Strategy 4 in the Pedestrian Plan discusses how new and improved neighborhood connections will be implemented in Redmond. A map of planned connections has been made and was intended to be included in the TMP but was accidentally excluded. A new Figure 7 will be inserted that shows planned new street and neighborhood connections that will enhance pedestrian network connectivity. This figure will be available in the materials for the 12/17 study session.<br><br>As noted in the 12/3 Planning Commission meeting, the neighborhood connections shown in the TMP are carried over from previous neighborhood planning efforts associated with Redmond 2030 and no additional analysis, including equity analysis was conducted. Action 4A states that all off-street neighborhood connections will be evaluated for safety, accessibility, and comfort, including tracking any accessibility barriers due to topography, vegetation, lighting, or mobility challenges. Action 4C states that new locations for additional neighborhood connections will be identified where pedestrian connectivity can be enhanced. This process will be data-based and will utilize the Redmond 2050 guiding principles of resilience, sustainability, and equity and inclusion.<br><br>A callout box will be added to page 31 discussing transportation equity and how it will be applied to transportation projects and programs. This callout box includes definitional language from Redmond 2050 and how it applies to transportation: "Equity refers to how individuals are given tools specific to their needs and socioeconomic status to move towards similar outcomes. An equitable transportation system is one that ensures equal access to safe, reliable, and affordable transportation options and aims to eliminate barriers that prevent people from accessing essential services and opportunities. Beyond the TMP's emphasis on developing a multimodal |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | | system that provides a variety of safe and reliable transportation options for people of all ages and abilities, equity measures have been considered in prioritization of the Transportation Facilities Plan and will be applied during annual updates to the Transportation Improvement Plan starting in 2026. Equity measures include socioeconomic factors such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density." (page 31)<br><br>Language was also added in the prioritization framework discussion in the Bicycle section: **"The Opportunity dashboard uses socioeconomic data such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density." (page 129)** |
| 13 | 11/19/25 Opened<br><br>12/13/25 Closed via email | Street system plan and EVs – don't see anything around relative impact of EVs vs gas vehicles given that EVs are heavier and silent and potentially more dangerous on impact even at low speeds; Streets Plan strategies 2 and 4, need more actions there regarding EVs in pedestrian zones and increased momentum with quieter vehicles (Commissioner Coleman) | Action 2F will be added to Strategy 2 in the E-Mobility Strategy section of the TMP that states: **"Provide resources to the Redmond community educating about the safety risks associated with EVs, including their weight, acceleration, and relative quietness, especially compared to gas vehicles. These resources can be provided via the Go Redmond program, the City's sustainability program, and City communication efforts."** (page 234) |
| 14 | 11/19/25 Opened<br><br>12/17/25 Closed | Bike level of traffic stress map – can we cross reference that with current bike system map that we have? Bike map should not include shoulders or non-standard bike lanes as bike facilities (see 80th near schools and 151st near Marymoor); Sammamish River Trail not allowed to bike after dark – should not be included; Can we add a category on the map for these facilities with caveats? Can we include a map of the existing bike level of traffic stress for the network? (Commissioner Weston) | An existing bicycle level of traffic stress (LTS) map will be prepared and included in the Bicycle Plan section of the TMP. This figure will be included as Figure 3 in the Bicycle Plan in the materials for the 12/17 study session (page 105). Narrative accompanying this figure will discuss the percentage the existing bike network that is comprised of low-stress bikeways. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| 15 | 11/19/25 Opened<br><br>12/17/25 Closed | Street Plan table on page 50 with list of projects (Modal Corridors Improvements) – like this table but could we add some sort of priority to this table with color coordinating or icons?<br><br>Could we add this narrative information to the plan to point to where these prioritized lists can be found? (Commissioner Weston) | Table 3 is intended to show where improvements are needed to achieve a layered Complete Streets network and which mode(s) would benefit from the planned improvements. Action 1A and 1B in the Street System Plan focus on updating the Transportation Facilities Plan and the Transportation Improvement Plan (TIP) to prioritize projects so Redmond 2050 goals around sustainability, equity and inclusion, and resiliency are implemented. The Transportation Facilities Plan (TFP) reflects this prioritization already, and the TIP projects will be prioritized starting in 2026. These Plans directly inform the Capital Improvement Program.<br><br>More information pointing the reader to the Transportation Facilities Plan and Transportation Improvement Plan has been added to page 46, prior to Table 3. The text states: **"Table 3 is intended to show where improvements are needed to achieve a layered Complete Streets network and which mode(s) would benefit from the planned improvements. The Transportation Facilities Plan (TFP) and Transportation Improvement Plan (TIP) will prioritize improvement projects so Redmond 2050 goals around sustainability, equity and inclusion, and resiliency are implemented. These Plans directly inform the Capital Improvement Program." (page 46)** |
| 16 | 11/19/25 Opened<br><br>12/17/25 Closed | First- and last-mile micromobility – not a clear story for local communities on how to get to the light rail, needs more storytelling (Commissioner Coleman) | The following strategies and actions in the TMP address first- and last-mile connections to transit:<br>• Bicycle Plan, Action 2A: Prioritize high-comfort bicycle facilities that connect to light rail and bus stops.<br>• Bicycle Plan, Action 2C: Ensure consistent availability of bike/scooter share at Transit Centers.<br>• Bicycle Plan, Action 7E: Collaborate with Sound Transit to ensure sufficient secure bicycle parking is provided at light rail stations as bicycle use grows.<br>• Transit System Plan, Strategy 2: Promote seamless connections to light rail and bus networks |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|

- Transit System Plan, Action 2A: Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops.
- Transit System Plan, Action 2C: Work with Sound Transit to establish designated micromobility parking zones at all light rail stations in Redmond
- Transit System Plan, Strategy 3: Establish Mobility Hubs that promote multimodal first/last mile connections and enhance micromobility usage
- Transit System Plan, Action 3A: Establish at least one Regional Transit Mobility Hub in each of Redmond's centers, including every light rail station.

While the TMP includes future strategies and actions for implementing first- and last-mile micromobility and access to light rail, day to day resources for community members looking to access Redmond's light rail stations via micromobility can be found at www.goredmond.com, Redmond Scooter & Bike Share | Redmond, WA, and Bicycling | Redmond, WA.

Item will be included in PC Recommendation for more language around getting between neighborhoods outside of urban centers and light rail.

Staff made some additional edits to try to address this issue, including:

1. Changes to the introductory narrative of the Transportation Demand Management section (page 217):

Redmond's TDM team engages residents and employers through existing programs like Commute Trip Reduction (CTR), Mobility Management Program (MMP), and SchoolPool, and is always looking for new ways to encourage community members to travel using more sustainable modes than driving. A major focus of the City's TDM efforts is getting community members to and from Redmond's four light rail stations in Downtown, Marymoor, and Overlake urban centers. These stations connect Redmond

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | | community members to surrounding cities and regional destinations without the need for a car. TDM strategies for getting people to light rail include educating community members about available travel options, building out safe and comfortable networks for people to get around by foot, bicycle, and micromobility, and for community members for whom walking, biking or scooting are not options, making riding transit easy by providing route information and transit passes while also advocating for more frequent and comprehensive bus service and first- last-mile solutions. Other TDM and first-last-mile strategies the City is pursuing include promoting e-bikes through rebate programs and lending libraries or subscriptions, secure bike parking and e-bike charging, clear wayfinding to help people navigate the transportation network, flexible microtransit, and establishing mobility hubs where multiple travel modes converge with convenient and comfortable amenities. *GoRedmond* is the City of Redmond's go-to site for community members and employers to find the most current information on getting around Redmond using a variety of travel modes.<br><br>2. Modification to Action 1A in the TDM section:<br>Action 1A: Manage and update the City of Redmond transportation demand management website (GoRedmond) and program **to educate and inform community members about their options for getting to light rail and other destinations using a variety of travel options, including transit, micromobility, biking, carshare, microtransit, etc.** Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. (bolded language added) |
| 17 | 12/3/25 Opened<br><br>12/3/25 Closed | How will the city monitor whether light rail actually shifts people from cars to transit? (Do we rely on studies done by Sound Transit or Metro... or does the City do its own separate analysis?) | The Monitoring Progress section of the TMP identifies two performance measures that will help track overall mode shift in Redmond. Transit boarding data acquired from Sound Transit and King County Metro will track transit ridership and vehicle miles traveled (VMT) data will help estimate trips shifted from vehicle modes to light rail and transit. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | (Commissioner Gagner via email) | |
| 18 | 12/3/25 Opened<br><br>12/3/25 Closed | How will the City report out progress to the community in an accessible way? (Commissioner Gagner via email) | The performance measures identified in the Monitoring Progress section of the TMP will be featured on City's website and reported annually. Staff are looking into developing a data dashboard visible to the community that will feature key metrics in an intuitive and accessible way. |
| 19 | 12/3/25 Opened<br><br>12/17/25 Closed | I had mentioned this last time we reviewed this document but I don't see the changes reflected. Figure 4 is listed twice in the streets chapter. Figure 13 is listed twice in the bikes chapter. There is no legend/explanation for what this graphic is showing. (Commissioner Van Niman via email) | These figures have been updated and revised versions will be included with the materials in the 12/10 PC packet for the 12/17 study session. |
| 20 | 12/3/25 Opened<br><br>12/3/25 Closed | Hearing from community that a bus is needed from Woodinville to Downtown Redmond light rail station, especially will be important for World Cup in 2026. (Commissioner Copley) | The Transit System Plan Strategy 1 establishes a Strategic Transit Plan Network for Redmond. This network includes the ideal future transit system that meets the needs and desires of the Redmond community. The development of this network was built upon the East Link Connections network from King County Metro. The East Link Connections network includes a planned bus route between the Downtown Redmond light rail station, Woodinville, and Cottage Lake. Based on information received from King County Metro and their phased implementation schedule it is anticipated that this route will be in service in 2026. |
| 21 | 12/3/25 Opened<br><br>12/17/25 Closed | Are micromobility, e-mobility, and pedestrian from transit hubs the only proposed solutions for the first mile/ last mile problem? Are there any solutions that take into equity considerations for people who cannot bike, walk, or use scooters or bad weather? (Commissioner Aparna) | Additional first-last mile solutions include King County Metro's Paratransit and Community Van programs. All King County Metro buses are accessible, providing transit solutions to those with mobility devices. In addition, the City is developing the RedLink on-demand microtransit shuttle with funding from WSDOT's Regional Mobility Grant program. It is anticipated that the RedLink shuttle will be operational in early 2026. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| 22 | 12/3/25 Opened<br><br>12/17/25 Closed | Could we add an action requesting signage at the entrance to all roundabouts and extra caution before building multi-lane roundabouts (Commissioner Weston) | Text will be added to Action 5A in the Street System Plan to clarify that signage will be incorporated into the updated Roundabout Design Manual. Action 5A now states: **"Update the Roundabout Design Manual to incorporate current best practice, features to ensure roundabout operations are intuitive to the user (e.g., signage), approved Public Right of Way Accessibility Guidelines, and a prescribed process for evaluating the feasibility and cost-benefit of roundabout versus other traffic control."** (page 60) |
| 23 | 12/3/25 Opened<br><br>12/17/25 Closed | If possible could we address climate risk assessment before big projects are undertaken? Could we add a note that before projects begin, climate risk and material assessment will be done as due diligence? Not as a way for delaying projects but as a constructive tool to develop more sustainable and durable options. (Commissioner Aparna) | Text will be added to Action 7C in the Street System Plan to note that climate risk assessment should be considered. Action 7C now states: **"Build resilient transportation infrastructure to withstand the effects of climate change. For major capital projects, consider conducting climate risk assessment related to materials, life cycle, etc." (page 62)**<br><br>Changed language from "consider" to "commit to" |
| 24 | 12/3/25 Opened<br><br>12/17/25 Closed | Could we add to the TMP issues matrix a concern that was brought up in public comment about guidance for seniors using transit to access out of city orb regional medical facilities? (Commissioner Copley) | Text will be revised in Action 1D in the Transportation Demand Management section to clarify the older adult mobility program includes resources for travel to medical facilities. Action 1D now states: **"Establish an older adult mobility program through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles. This program could include transportation options for traveling to medical appointments, shopping, and other activities." (page 219)** |

Appendix B - Public Hearing Notice

**NOTICE OF PUBLIC HEARING**
**CITY OF REDMOND**

**Redmond Comprehensive Plan Amendment**
**(LAND-2025-00282)**

The City of Redmond Planning Commission will hold a Public Hearing at Redmond City Hall Council Chambers, 15670 NE 85th Street, Redmond, Washington on **December 3, 2025 at 7 p.m.** or as soon thereafter, on:

**SUBJECT:** The City of Redmond Planning and Community Development Department is proposing an amendment to the Transportation Element of the Redmond 2050 Comprehensive Plan, including moving appendices material from the Comprehensive Plan to the Transportation Master Plan (TMP). This amendment also intends to remove Redmond 2050 appendix material that is not required by the GMA and would fit better within the TMP. This amendment also adopts GMA-required portions of the Transportation Master Plan by reference into the Redmond 2050 Comprehensive Plan.

**REQUESTED ACTION:** Planning Commission recommendation on the proposed amendment(s) to the Redmond Comprehensive Plan.

**PUBLIC PARTICIPATION:** Join in-person at City Hall, watch live at redmond.gov/RCTV, Comcast channel 21, Ziply channel 34, on facebook.com/CityofRedmond, or listen live by phone by calling 510-335-7371.

Public comment can be provided in-person at City Hall. Public comment can also be made by phone during the meeting by providing a name and phone number to PlanningCommission@redmond.gov no later than 5 p.m. on the day of the hearing.

Written public comments should be submitted prior to the hearing by email to PlanningCommission@redmond.gov no later than 5 p.m. on the hearing date. Comments may also be sent by mail to: Planning Commission, MS: 4SPL, P.O. Box 97010, Redmond, Washington, 98073-9710.

A copy of the proposal is available at https://www.redmond.gov/TMP

If you have any comments, questions, or would like to be a Party-of-Record on this proposal, **please contact Michael Hintze, Transportation Planning Manager, 425-556-2406, mhintze@redmond.gov.**

If you are hearing or visually impaired, please notify Planning Department staff at 425-556-2441 one week in advance of the hearing to arrange for assistance.

**LEGAL NOTICE**: November 12, 2025

Appendix C - Planning Commission Meeting Minutes for Dec. 3, 2025

Docusign Envelope ID: D5F9B330-6708-45C8-8C98-D31E7A08402F



# MEETING MINUTES

## REDMOND PLANNING COMMISSION MEETING

**Wednesday, December 3, 2025 – 7:00 p.m.**

1. Call to Order & Roll Call – 7:00 p.m.

| | |
|---|---|
| Commissioners Present: | Chair Susan Weston, Commissioners Bryan Copley, Denice Gagner (virtual), Tara Van Niman, and Aparna Varadharajan (virtual) |
| Commissioners Absent: | Commissioner Adam Coleman (Excused) and Vice-Chair Jeannine Woodyear (Unexcused) |
| Staff Present: | Odra Cardenas, Jeff Churchill, Michael Hintze, Francesca Liburdy, and Chris Wyatt |
| Recording Secretary: | Carolyn Garza, LLC |

2. Approval of the Agenda

   - *Motion to approve the Agenda by Commissioner Copley, seconded by Commissioner Van Niman. The Motion passed.*

3. Approval of Meeting Minutes & Summaries

   - *Motion by Commissioner Van Niman to approve the November 19, 2025 Meeting Summary. Motion seconded by Commissioner Copley. The Motion passed unanimously.*

Docusign Envelope ID: D5F9B330-6708-45C8-8C98-D31E7A08402F



4. Items from the Audience (General)

- David Morton, Redmond 98053, spoke regarding the Cumulative Effects Analysis for the 6900 – 188th Avenue Northeast Land Use Amendment relating to strategic planning priorities. Redmond 2050 prioritizes both housing growth and economic vitality and the proposal advances one at the expense of the other, citing several examples. The recommendation to Council should reflect careful consideration of whether a conversion serves the complete long-term interests of Redmond or only immediate development pressures.

5. Transportation Master Plan (TMP) Update - Public Hearing & Study Session

Michael Hintze, Transportation Planning Manager, presented the topic.

*Public Hearing*

- Kelli Refer, Move Redmond, stated that the TMP charts a great path forward and that maintaining current roads, focusing on ADA, and pedestrianizing spaces make Redmond safer and more sustainable. Access to light rail and curb management including loading, parking, and delivery zones are important and stated support for the TMP.
- David Morton, Redmond 98053, stated appreciating the emphasis on completing high comfort bicycle facilities, the pedestrian network strategies, and integration of the Safe System Approach. Concerns are regarding climate commitments and equity.
- Linda Seltzer, senior apartment complex resident, stated that access to services such as a direct transit route from the eastside to major medical centers on First Hill in Seattle and the University of Washington are lacking. Older people with bone and joint issues will not be able to use e-bikes to reach care. Stable parking near residence doorways is necessary for people with children and when carrying groceries. A bus route is needed from downtown Redmond light rail to the Woodinville park and ride.
- Brian Buck (virtual), Lake Washington School District, Executive Director Support Services, stated that an extension of 192nd Avenue Northeast would have bisected a property owned by the School District intended for a future school site, and upon speaking with city staff the extension was removed. The ongoing partnership between the city and School District is appreciated.

Chair Weston closed the verbal portion of the Public Hearing, leaving the written portion open.

*Study Session*

Planning Manager Hintze presented the Issues Matrix.

Docusign Envelope ID: D5F9B330-6708-45C8-8C98-D31E7A08402F



Regarding Issue one, Commissioner Aparna asked that the Issue remain open and that more clarity regarding intersections between modes, e-bike speed limits, and where e-bikes are appropriate in each scenario should be included.

Regarding Issue two, Chair Weston stated that continued conversations will be necessary but a plan for now is captured and the Issue could be closed. Commissioner Van Niman stated that efforts can begin at the school level and that public outreach through Go Redmond at community events will be welcomed.

Regarding Issue three, Chair Weston stated that there is a good policy foundation in the existing Comprehensive Plan and that the Issue could be closed.

Regarding Issue four, Commissioner Aparna stated that the Issue could be closed.

Regarding Issue five, Commissioner Van Niman stated that the Issue could be closed.

Regarding Issue six, Chair Weston stated that traffic flow will continue to be affected by new development, cannot be resolved yet, and that the Issue could be closed.

Regarding Issue seven, Commissioner Van Niman stated that widening would be required.
Regarding Issue eight, Chair Weston asked that the Issue remain open as Commissioner Coleman was not present.

Regarding Issue nine, Chair Weston stated that a Planning Commission recommendation should be to change verbiage to the idea that studies will be conducted regarding where speeds should be reduced rather than stating firmly that reduced speed will occur. Commissioner Copley asked if the Public Works department has a timeline to finish and publish a study, and Planning Manager Hintze replied that the study will initiate in January, an analysis phase, followed by recommendations and public engagement. Commissioner Copley asked if speed reductions should be delayed until the study is complete and Planning manager Hintze replied that the TMP does not call for specific speed reductions but rather echoes what is in the Safer Streets Action Plan, and that when speeds are lowered both crash risk and severity are reduced. Senior Planner Liburdy replied that the TMP and Safer Streets Action Plan call for the study that the Public Works department will be undertaking in January, 2026, not making recommendations but calling for the study. Chair Weston stated that strategy four A does give specific speed limit details, in example for 140th Avenue Northeast, and that language should be geared toward conducting studies and building community consensus around lower speeds rather than a prescriptive approach to specific speeds on specific roads.

Commissioner Gagner stated support for the recommendation by Chair Weston, offered a related personal anecdote, and asked how changes in speed limits are

Docusign Envelope ID: D5F9B330-6708-45C8-8C98-D31E7A08402F



communicated to the community in advance. Planning Manager Hintze stated not being able to address specifics but that there is an engagement phase ahead of time and drivers paying attention will see the new speed limit signs, but that language will be examined. Chair Weston reiterated that the plan should be more measured with speeds listed as examples and not prescriptive. Chair Weston asked that the Issue remain open.

Regarding Issue 10, the Issue would remain open until Commissioner Coleman is present.

Regarding Issue 11, Chair Weston stated that the Issue could be closed.

Regarding Issue 12, Commissioner Gagner asked that the Issue remain open until a figure is entered for the next Study Session, and an additional question to add is how equity is factored into decision making.

Regarding Issue 13, Chair Weston asked that the Issue remain open, and that Commissioner Coleman would be contacted regarding possibly moving Issues ahead offline before the next meeting.

Regarding Issue 14, Chair Weston stated the Issue should remain open until the map described can be examined at the next Study Session.

Regarding Issue 15, Chair Weston asked if pointers could be included in the plan so that average community members will know what the Planners know, and that the Prioritized Bike Projects on page 50 would be helpful to the community also, for transparency. Chair Weston asked that the Issue remain open until changes are captured.

Regarding Issue 16, the issue would remain open until Commissioner Coleman can address.

Planning Manager Hintze stated that several comments from Commissioners had been received. Chair Weston asked for a topic list of comments received via email. Planning Manager Hintze replied with responses to topics including how light rail shifts of people from cars to transit will be monitored, how progress will be reported to the community, and missing maps which will be included in the next packet.

Commissioner Copley stated, regarding Public Comment, that transit from Woodinville, Cottage Lake, Duvall, and Carnation to Redmond light rail should be studied before the FIFA games in 2026. Chair Weston asked how much control the city has regarding bus routes and Senior Planner Liburdy replied that Sound Transit and King County Metro have ownership over bus routes, that there are strategies and actions in the city Transit System Plan for more coordination and points of contact regarding what Redmond

Docusign Envelope ID: D5F9B330-6708-45C8-8C98-D31E7A08402F



needs, and that East Link includes a route that will make the Redmond to downtown Woodinville connection in Spring 2026. Chair Weston asked that the Issue and answer be captured in the Issues Matrix to ensure Council is aware. Planning Manager Hintze replied that King County Metro will also be revisiting the Metro Connects Plan beginning in 2026. Commissioner Copley stated that the Issue had been opened and could be closed.

Commissioner Aparna asked if other modes of transportation are being considered for those unable to use bikes, scooters, or in severe weather in the first mile/last mile and asked that it be added to the Matrix and answered officially.

Chair Weston stated that clear signage at the entry to roundabouts is needed and that double-barrel roundabouts require further entry signage as they are more confusing. Planning Manager Hintze replied that the issue would be addressed in a Roundabout Design Manual, but that a recommendation to avoid multi-lane roundabouts could be included for clarity. Commissioner Copley stated that consistency in signage prior to entry at all roundabouts would be helpful.

Commissioner Aparna stated that per a Public Comment, addressing climate risk and material assessment prior to undertaking large projects should be included. Chair Weston replied with support, not to delay or stop projects but as a constructive tool to find sustainable options. Commissioner Aparna replied also durable options, due diligence of a project.

*(Five-Minute Break)*

## 6. 2025-26 Annual Docket: Analysis of Cumulative Effects – Briefing

Planning Manager Churchill gave the presentation.

Commissioner Van Niman asked for clarification regarding timing and next steps. Planning Manager Churchill replied that the docket is addressed by the Commission in December, the Transportation Master Plan having been introduced at this meeting, and the Map Amendment in Southeast Redmond at the next meeting. Study Sessions will continue to be held until recommendations can be made to City Council. City Council will address in the first part of 2026.

Commissioner Aparna asked when Map Amendment proposal questions should be introduced to staff. Planning Manager Churchill replied that the Map Amendment will be on the Dec. 17 meeting agenda.

Commissioner Copley thanked staff for the presentation.

Docusign Envelope ID: D5F9B330-6708-45C8-8C98-D31E7A08402F



Chair Weston asked for clarification regarding job numbers and reducing Business Parks. Planning Manager Churchill replied that email questions prior to the next meeting are welcome, and if received by Friday, December 5, 2025 questions can be added into the Issues Matrix with preliminary responses. If received by next Tuesday, December 9, 2025, questions can be added to the Matrix but without a response.

## 7. 2026 Code Amendment Series – Briefing

Planning Manager Churchill gave the presentation.

There were no comments or questions from Commissioners.

## 8. Staff & Commissioner Updates

Senior Planner Cardenas stated that the next meeting includes a Public Hearing on December 17, 2025 continuing with the TMP and zoning, land use changes for 6900 – 188th Avenue, and to contact staff with any attendance issues.

On December 2, 2025 City Council adopted the Fire Functional and Capital Facilities Plans.

Planning Manager Churchill stated that the 2026 meeting calendar is attached to the agenda, and that a Council joint meeting is scheduled for late May, 2026. Council is in high demand in 2026. The Annual Planning Commission Workshop is tentatively planned for the 5th Wednesday of April, 2026.

## 9. Adjourn

- Motion to adjourn at 8:48 p.m. by Commissioner Copley, seconded by Commissioner Van Niman. The Motion passed.

Minutes approved on:

12/17/2025

Planning Commission Chair

Signed by:
Susan Weston
2E66B184628E4A6...

Appendix D - Written Public Comments

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, November 19, 2025 3:46 PM
**To:** Francesca Liburdy; Michael Hintze
**Subject:** FW: "Items from the Audience," a comment at the Redmond Planning Commission meeting on 10/22/25 by David Morton
**Attachments:** Seventy second talk to Redmond Planning Commission.docx

Please see comments on TMP.

Thanks,
OC

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** David Morton <davidwardmorton@yahoo.com>
**Sent:** Tuesday, October 21, 2025 3:30 PM
**To:** Planning Commission <planningcommission@redmond.gov>
**Cc:**
**Subject:** "Items from the Audience," a comment at the Redmond Planning Commission meeting on 10/22/25 by David Morton

**External Email Warning!** Use caution before clicking links or opening attachments.

Dear Redmond Planning Commissioners:

I wish to provide a spoken public comment during "Items from the Audience" in the **October 22, 2025 meeting** of the Redmond Planning Commission. I will be speaking on the **Transportation Master Plan (TMP) Update**.

I plan to be present at City Hall on October 22 to present my public comment in person at the podium.

My comment is attached as a Word document (containing **blue and underlined hyperlinks**) and is inserted in the body of this email below.

**★★★The Following Is My Public Comment for Items from the Audience★★★**

I'd like to speak about the **Transportation Master Plan update**.

I've reviewed the materials for this item on the agenda, and I want to commend staff for the comprehensive work on this plan. However, I have concerns about the **Transportation Facilities Plan** that deserve your attention.

First, regarding **project removals**: I understand the rationale for removing projects **not aligned with Redmond 2050**, but I'm concerned about **removing the Avondale Road school bus pullouts** without a clear alternative. The justification states this "**needs further evaluation as part of (a) broader corridor study**," but students need safe bus access now. Please ensure safety concerns are addressed through other means or that the broader corridor study is prioritized in the near-term timeframe.

Second, I'm troubled by the revenue forecast assumptions. The TFP projects **flat revenue growth through 2050 without accounting for inflation or rate increases**. This seems unrealistic given rising construction costs and the ambitious scope of planned projects. The plan needs **$462 million** and relies on **federal and state grants** that provide **18% of total funding**. What happens when grants don't materialize? Should contingency plans that consider more stable funding mechanisms be developed?

Third, while I appreciate the emphasis on **multimodal investments which make up 79 percent of the TFP budget**, I'm concerned about equity across neighborhoods. Only **13 percent of TFP investments serve neighborhoods outside urban centers**, yet these areas also need safe walking, biking, and transit connections to reach downtown, Overlake, and other destinations. Residents throughout Redmond need viable transportation alternatives to driving.

Finally, regarding **Transportation Demand Management** (TDM): The strategies are excellent, but enforcement mechanisms remain vague. **Mobility Management Plans historically "have lacked attention beyond initial completion,"** according to the TDM chapter. **Action 2B mentions developing renewal requirements**, but how will compliance be monitored? Consider dedicated funding for TDM staff and clear enforcement procedures with consequences for non-compliance.

This plan shapes decades of growth. **Please address school bus safety concerns, funding contingencies, neighborhood equity, and TDM enforcement.** Thank you.

★★★ **End of My Public Comment** ★★★

Sincerely,

David Morton
Redmond, WA 98053
206-909-5680

## Francesca Liburdy

**From:** Edward Wang <wangedwa@gmail.com>
**Sent:** Wednesday, November 12, 2025 12:05 PM
**To:** Francesca Liburdy
**Subject:** TMP comments

**External Email Warning!** Use caution before clicking links or opening attachments.

Hi Francesca,

Thank you for your work on the Transportation Master Plan update. Overall, I love the direction the city is taking.

I noticed on pages 49-51 that the proposed modal corridors project table (Table 3) doesn't match up with the map (Figure 5). Also, project #2 suggests we would be building a low-cost bicycle boulevard on Redmond Way -- it should be a shared-use path per the bicycle section.

In the bicycle section, it looks like some figures have not been updated to reflect changes to the Spine Network figure (Figure 13). For instance, Figures 15 and 16 are missing some of the new neighborhood connections in the Grasslawn neighborhood.

For the transit plan, it would be nice to have stronger language about generally prioritizing buses over general purpose traffic whenever feasible, and encouraging redesignating lanes to BAT lanes even if it may add some delay to general purpose traffic. This would be really nice all along the B-line route, for instance. Without bus priority, the bus will always be slower than driving, and people with the means to drive will never ride the bus.

Also, I am strongly opposed to the proposed extension of Avondale Way across the Redmond Central Connector for motor vehicles. This creates an additional barrier to nonmotorized station access from the east, an additional interruption to the RCC, and takes away a pedestrian/bike access plaza, while providing a minimal and negligible time savings for vehicles.

Thank you!
Ed Wang
Grasslawn

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, November 12, 2025 12:14 PM
**To:** Michael Hintze; Francesca Liburdy
**Subject:** FW: Draft Transportation Master Plan Available for Review!

Hi Michael and Francesca

Please see feedback on the TMP that was sent to the Planning Commission. I have also forwarded this to the Commissioners.

Thanks,

Odra C.

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Ian Replinger <ianreplinger@gmail.com>
**Sent:** Wednesday, November 12, 2025 11:53 AM
**To:** Planning Commission <planningcommission@redmond.gov>
**Subject:** Fwd: Draft Transportation Master Plan Available for Review!

**External Email Warning!** Use caution before clicking links or opening attachments.

Good morning,

I would like to give some bicycle related feedback. I take a company shuttle to work and bike home (1 way bus, 1 way bike) almost every day. I take Novelty Hill road (this portion is likely unicoperated King Count) to Union Hill Road to Bear Creen path, then get on the 520 bike path.

I find riding this route every day dangerous due to the lack up maintenance and poor bike infrastructure.

There is no bike lane and only a small shoulder along Novelty Hill Road. After any sort of weather/wind the shoulder is often full of debries. It is also intermittently blocked due to glass or roadkill. There is also a specific driveway where 0.5 to 1" gravel goes into the shoulder. All of this forces me to take the lane.

Frequently, including on downhill segemnts when I am going 35 mph (the speed limit), cars pass me on a double yellow or honk.

Along Union Hill Road, the bike lane exists; but a bit of paint on the road does not stop cars from hitting me on my bike. This bike lane too is often full of debries (right now, this is leaves). This forces me to take the lane which can be dangerous when cars are going even the speed limit (which is 35, but they frequently go 45 mph or more given the road naturally feels fast).

Lastly, the merge to Bear Creek Parkway starting at 178th place and Union Hill Rd is awful. The bike lane just ends and merges with traffic for a block with no clear way to navigate between the striaght lane and right turn lane to get onto the sidewalk and then the Bear Creek Parkway. This block also connects Bear Creek Trail (and therefore the 520) to the bear creek park and ride.

These are constatny struggles I face almsot every weekday. Improving bicule infrasucture in general is needed, and the specific areas I highlighted are painful. At bare minimum, there neeeds to be better protectons along NE Union Hill Rd. Paint does not stop cars from hitting me. Armadillos (as shown on page 112), a concrete barrier, or even the silly plastic sticks with reflections would be better deterrents. I see some green squiggles on page 127 / figure 15 that show some sort of shared use pathway. that could connect Bear Creek Trail to Evans Creek trail. If this is proposed, I urge rapid implementation.

I would addiontally urge better connectioins between Redmond and Redmond Ridge, but reconize this likely requires some county parternship.

I have been hit by a car in Seattle. They ran and 911 did nothing even though I got their plate. Don't let Redmond, the bicycle capital of the northwest, have anything similar happen.

Ian Replinger
503-484-4219

---------- Forwarded message ---------
From: **Ped Bike Committee** <pedbikecommittee@redmond.gov>
Date: Wed, Nov 12, 2025 at 10:22 AM
Subject: Draft Transportation Master Plan Available for Review!
To: Ped Bike Committee <pedbikecommittee@redmond.gov>

Good morning PBAC members,

City of Redmond staff are excited to announce that the Draft Transportation Master Plan is available to read and provide feedback! Thank you to all members of PBAC for your input throughout the plan development process. A very special thank you to PBAC members Aspen, Paulette, and TJ for their input. You can see their photos and quotes highlighted on pages 47, 89, 148, 165, and 224!

## Visit www.redmond.gov/TMP to review the draft plan.

The City of Redmond Planning Commission will hold a Public Hearing on the Draft Transportation Master Plan at Redmond City Hall Council Chambers, 15670 NE 85th Street, Redmond, Washington on December 3, 2025 at 7 p.m. Join in-person at City Hall, watch live at redmond.gov/RCTV, Comcast channel 21, Ziply channel 34, on facebook.com/CityofRedmond, or listen live by phone by calling 510-335-7371.

Public comment can be provided in-person at City Hall. Public comment can also be made by phone during the meeting by providing a name and phone number to PlanningCommission@redmond.gov no later than 5 p.m. on the day of the hearing. Written public comments should be submitted prior to the hearing by email to PlanningCommission@redmond.gov no later than 5 p.m. on the hearing date. Comments may also be sent by mail to: Planning Commission, MS: 4SPL, P.O. Box 97010, Redmond, Washington, 98073-9710. If you are hearing or visually impaired, please notify Planning Department staff at 425-556-2441 one week in advance of the hearing to arrange for assistance.

As always, please reach out if you have any questions. PBAC meetings will resume in 2026.

Thank you!

**Pedestrian Bicycle Advisory Committee**

Transportation Planning & Engineering, City of Redmond

pedbikecommittee@redmond.gov

www.redmond.gov/580

MS:4SCC • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Monday, November 17, 2025 9:39 AM
**To:** Michael Hintze; Francesca Liburdy
**Subject:** FW: Disabilities below the level of the ADA and Medicaid -Transportation Master Plan

Forwarding comments sent to Planning Commission

Odra C.

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Linda Seltzer <lseltzer@alumni.princeton.edu>
**Sent:** Sunday, November 16, 2025 2:38 PM
**To:** Planning Commission <planningcommission@redmond.gov>; Ped Bike Committee <pedbikecommittee@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Menka Soni <votemenkasoni@gmail.com>; vivek.prakriya@gmail.com; Vandana.Slatter@leg.wa.gov
**Subject:** Disabilities below the level of the ADA and Medicaid -Transportation Master Plan

**External Email Warning!** Use caution before clicking links or opening attachments.

At a previous Council meeting, one of the presenters asked what people need in order to not have a car.

This article discusses one of the main issues of concern: persons with disabilities and medical problems that don't meet Medicaid or ADA requirements.

https://www.medpagetoday.com/opinion/second-opinions/118483

For example, Access transportation is for people who cannot walk four blocks. Medicaid (Hopelink) transportation for medical care involves a very long scrutiny process and Medicaid spend down, and the requirements exclude people who need or would benefit from public transportation.

This article addresses the question in part. There are people with disabilities that don't qualify for Medicaid or the ADA. Add tho this the need for transportation of grocery bags or other bulky items.

I don't think the report goes beyond the ADA and considers the population of disabilities and medical conditions that don't meet ADA and Medicaid requirements.

Linda Seltzer

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, December 10, 2025 11:34 AM
**To:** Francesca Liburdy; Michael Hintze
**Subject:** FW: "Items from the Audience" and Public Hearing on "Transportation Master Plan (TMP) Update," 2 comments at the Redmond Planning Commission meeting on 12/3/25 by David Morton
**Attachments:** Seventy fourth talk to Redmond Planning Commission.docx; Seventy fifth talk to Redmond Planning Commission.docx

Forwarding public comments for the TMP from the Dec 3rd public hearing

OC

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** David Morton <davidwardmorton@yahoo.com>
**Sent:** Tuesday, December 2, 2025 10:48 AM
**To:** Planning Commission <planningcommission@redmond.gov>
**Cc:** Odra Cardenas <ocardenas@redmond.gov>; Glenn Coil <gcoil@redmond.gov>; Susan Weston (City Volunteer) <sweston@redmond.gov>; Jeannine Woodyear (City Volunteer) <jwoodyear@redmond.gov>; Adam Coleman (City Volunteer) <acoleman@redmond.gov>; Bryan Copley (City Volunteer) <bcopley@redmond.gov>; Tara Van Niman (City Volunteer) <tvanniman@redmond.gov>; Aparna Varadharajan (City Volunteer) <avaradharajan@redmond.gov>; Denice Gagner (City Volunteer) <dgagner@redmond.gov>; Jeff Churchill <jchurchill@redmond.gov>; Michael Hintze <mhintze@redmond.gov>; Francesca Liburdy <fliburdy@redmond.gov>; Carol Helland <chelland@redmond.gov>; Aaron Bert <abert@redmond.gov>; Beckye Frey <bfrey@redmond.gov>; Sustainability <Sustainability@redmond.gov>; Amee Virelle <avirelle@redmond.gov>; Micheal Despain (MED Enterprises) <mdespain@redmond.gov>; Lauren Alpert <lalpert@redmond.gov>; Ian Lefcourte <ilefcourte@redmond.gov>; Tim McHarg <tmcharg@redmond.gov>; Tom W. Hardy <TWHARDY@redmond.gov>; David Lee <dlee@redmond.gov>; Kim Dietz <KDIETZ@REDMOND.GOV>; Haritha Narra <hnarra@redmond.gov>; PLAN - Redmond 2050 - Technical Advisory Committee <Planning-Redmond2050-TechnicalAdvisoryCommittee@RedmondGov.onmicrosoft.com>; Cameron Zapata <czapata@redmond.gov>; Aaron Moldver <amoldver@redmond.gov>; Todd Rawlings <trawlings@redmond.gov>; Lauren Anderson <landerson@redmond.gov>; Josh Mueller <jmueller@redmond.gov>; Amanda Balzer <ABALZER@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Council <Council@redmond.gov>; Mayor (Internet) <Mayor@redmond.gov>; Chris Stenger <cstenger@redmond.gov>; Malisa Files <mfiles@REDMOND.GOV>; Jill E. Smith <jesmith@redmond.gov>; Cheryl D. Xanthos <cdxanthos@redmond.gov>; Seraphie Allen <sallen@redmond.gov>; City Clerk <CityClerk@redmond.gov>; eugene.radcliff@ecy.wa.gov; Oneredmond Info <info@oneredmond.org>; Patrick Jurney <pjurney@communityclimate.org>; Andrea Martin <andream@cascadiaconsulting.com>; pwilliams@redmond.gov; Mike Brent <mbrent@cascadewater.org>; Andy Swayne <andy.swayne@pse.com>; David Hoffman <david.hoffman@pse.com>; jor_mig_santos@hotmail.com; James Terwilliger

<james.terwilliger@hotmail.com>; Anastasiya Warhol <awarhol@kenmorewa.gov>; David Baker <dbaker@kenmorewa.gov>; Milton Curtis <mcurtis@kenmorewa.gov>; Joe Marshall <jmarshall@kenmorewa.gov>; Nigel Herbig <nherbig@kenmorewa.gov>; Mellor Caroline (ECY) <caroline.mellor@ecy.wa.gov>; Melanie OCain <mocain@kenmorewa.gov>; Andrew McClung <andrewm@kcls.org>; Jon Culver <jon.c.culver@gmail.com>; David Barnes <dbarnes@kirklandwa.gov>; Brian Stewart <brianstewart@electrifynow.net>; Brian Buck <bbuck@lwsd.org>; Arielle Dorman <dorman.arielle@gmail.com>; Kim Faust <kfaust@mspgroupllc.com>; Tom Hitzroth <thitzroth1@outlook.com>; Marilyn Lazaro (City Volunteer) <mlazaro@redmond.gov>; Yeni Li <yli@gglo.com>; Christy Sanders-Meena <csandersmeena@frontier.com>; David Bain <dbaing17@gmail.com>; Marissa Aho <marissa.aho@kingcounty.gov>; Claudia Balducci <claudia.balducci@kingcounty.gov>; Sarah Perry <sarah.perry@kingcounty.gov>; Prideacrossthebridge Info <info@prideacrossthebridge.org>; Axton Burton <axton@prideacrossthebridge.org>; Jessica Atlakson <jatlakson@redmond.gov>; Tess Larson <tlarson@redmond.gov>; Brian Coats <BCOATS@REDMOND.GOV>; Ernest C. Fix <ECFIX@redmond.gov>; Vanessa Kritzer <vkritzer@redmond.gov>; gwolff@redmond.gov; Kelley Cochran <KCOCHRAN@REDMOND.GOV>; Loreen Hamilton <lhamilton@redmond.gov>; David Tuchek <DTUCHEK@REDMOND.GOV>; Gary Smith <garydsmithx@outlook.com>; Tom Markl - Economic Development Board of Directors <tommarkl@nelrem.com>; Shannon Braddock <shannon.braddock@kingcounty.gov>; Shannon Braddock <kcexec@kingcounty.gov>
**Subject:** "Items from the Audience" and Public Hearing on "Transportation Master Plan (TMP) Update," 2 comments at the Redmond Planning Commission meeting on 12/3/25 by David Morton

**External Email Warning!** Use caution before clicking links or opening attachments.

Dear Redmond Planning Commissioners:

I wish to provide 2 spoken public comments at the **December 3, 2025 meeting** of the Redmond Planning Commission.

During "Items From the Audience," my 1st comment is about the portion of **Agenda Item 6** that applies to **proposed land use map and zoning map amendments - 6900 188th Ave NE**.

My 2nd comment pertains to **Agenda Item 5, the Public Hearing on the TMP**.

I plan to be present at City Hall on December 3 to present my public comments in person at the podium.

My comments are attached as Word documents (containing **blue and underlined hyperlinks**) and are inserted in the body of this email below.

**★★★The Following Is My Public Comment for Items from the Audience★★★**

I'd like to address the **cumulative effects analysis for just the 6900 188th Avenue NE land use amendment** as it relates to Redmond's strategic planning priorities.

The **Analysis of Cumulative Effects document** acknowledges that converting nearly five acres of Business Park land "**may reduce employment as well as related business taxes**." This understated language masks a significant policy tension. Redmond 2050 explicitly prioritizes both housing growth and economic vitality. This proposal advances one at the expense of the other.

The cumulative effects analysis suggests job losses might be "**mitigated by the creation of jobs and businesses in the Mixed-Use zone**." This optimistic assumption deserves scrutiny. Business Park zones support research, development, and advanced manufacturing, which offer middle-to-upper wage employment with

substantial tax revenue generation. Mixed-use zones typically generate retail and service jobs at lower wage scales with correspondingly lower fiscal benefits.

It's stated that this amendment "**may not advance**" several Economic Vitality policies, including **EV-2 on job growth targets**, **EV-3 on economic development**, and **EV-26 on diversified businesses**. These aren't peripheral policies; they're foundational to Redmond's economic sustainability.

The cumulative effects matrix rates the overall docket as having "**positive impact on economic vitality**," yet the only docket item affecting employment land has acknowledged negative economic consequences. This apparent contradiction warrants explanation.

Consider the timing. The **Technical Committee Report** notes the property owner cited "**less demand for manufacturing and commercial uses**" and "**challenges attracting a viable tenant**." Is Redmond making permanent land use decisions based on cyclical market conditions? The tech sector experiences regular fluctuations. Will Redmond regret eliminating employment capacity when market dynamics shift?

What's the quantified difference in tax revenue between a functioning business park and residential development? How does this affect Redmond's long-term service delivery capacity? The Commission needs concrete numbers, not speculation about potential offsets.

Could Business Park standards be modified to preserve job-generating uses while making development more viable?

Please ensure that your recommendation to Council reflects careful consideration of whether this conversion serves Redmond's complete long-term interests or simply responds to immediate development pressures.

★ ★★ **End of Public Comment** ★★★

★ ★★**The Following Is My Public Comment for Agenda Item 5, Public Hearing on the TMP** ★ ★★

I'd like to comment on **Redmond's Transportation Master Plan**.

I particularly appreciate three aspects of this plan.

**First,** there's emphasis on completing **high-comfort bicycle facilities**, especially the **Spine Network** by 2035. The **Level of Traffic Stress analysis** showing that **79% of current bikeways are high-stress** demonstrates why **separated bicycle lanes** matter for attracting "**Interested but Concerned**" riders who represent **the largest potential for mode shift**.

**Second,** the pedestrian network strategy's focus on **filling sidewalk gaps** and implementing **low-stress crossings** addresses real barriers to walking in Redmond. The commitment to developing an **ADA Transition Plan** demonstrates meaningful attention to accessibility and equity.

**Third,** the integration of the **Safe System Approach** throughout the plan aligns well with the **Safer Streets Action Plan**'s goal of **eliminating fatal and serious injury crashes by 2035**.

However, I have concerns about climate commitments and equity.

**Regarding climate goals**: While the plan acknowledges the **71% greenhouse gas reduction target** and **50% Vehicle Miles Traveled reduction goal**, several **Transportation Facilities Plan** projects seem misaligned

with these objectives. **Arterial road widening projects**, like the **NE 116th Street** and **Willows Road** projects, historically **increase traffic rather than reduce it**. These may temporarily relieve congestion but ultimately encourage more driving. I urge requiring climate impact assessments for all capacity expansion projects and prioritizing **mode shift** investments instead.

**On equity**: While equity analysis was applied to **bicycle network** and **sidewalk gap** prioritization, greater transparency about **the City's Equity Analysis tool** would strengthen public confidence in these decisions. Could community members see the methodology, data sources, and weighting criteria used in this tool? Can this tool be used for transit improvements, maintenance prioritization, and all capital projects? An **Equity Advisory Committee** could be established to ensure consistent equity evaluation across all transportation investments..

I appreciate the innovative approaches to **e-mobility**, **mobility hubs**, and **transportation demand management**. I also support **Action 5I establishing bicycle education in schools**, which addresses community e-bike safety concerns.

But I urge the Commission to strengthen commitments to climate goals and equity before recommending adoption.

★ ★★ **End of Public Comments** ★★★

Sincerely,

David Morton, PhD
Redmond, WA 98053
206-909-5680

I'd like to address the **cumulative effects analysis for just the 6900 188th Avenue NE land use amendment** as it relates to Redmond's strategic planning priorities.

The **Analysis of Cumulative Effects document** acknowledges that converting nearly five acres of Business Park land "**may reduce employment as well as related business taxes**." This understated language masks a significant policy tension. Redmond 2050 explicitly prioritizes both housing growth and economic vitality. This proposal advances one at the expense of the other.

The cumulative effects analysis suggests job losses might be "**mitigated by the creation of jobs and businesses in the Mixed-Use zone**." This optimistic assumption deserves scrutiny. Business Park zones support research, development, and advanced manufacturing, which offer middle-to-upper wage employment with substantial tax revenue generation. Mixed-use zones typically generate retail and service jobs at lower wage scales with correspondingly lower fiscal benefits.

It's stated that this amendment "**may not advance**" several Economic Vitality policies, including **EV-2 on job growth targets**, **EV-3 on economic development**, and **EV-26 on diversified businesses**. These aren't peripheral policies; they're foundational to Redmond's economic sustainability.

The cumulative effects matrix rates the overall docket as having "**positive impact on economic vitality**," yet the only docket item affecting employment land has acknowledged negative economic consequences. This apparent contradiction warrants explanation.

Consider the timing. The **Technical Committee Report** notes the property owner cited "**less demand for manufacturing and commercial uses**" and "**challenges attracting a viable tenant**." Is Redmond making permanent land use decisions based on cyclical market conditions? The tech sector experiences regular fluctuations. Will Redmond regret eliminating employment capacity when market dynamics shift?

What's the quantified difference in tax revenue between a functioning business park and residential development? How does this affect Redmond's long-term service delivery capacity? The Commission needs concrete numbers, not speculation about potential offsets.

Could Business Park standards be modified to preserve job-generating uses while making development more viable?

Please ensure that your recommendation to Council reflects careful consideration of whether this conversion serves Redmond's complete long-term interests or simply responds to immediate development pressures.

I'd like to comment on **Redmond's Transportation Master Plan**.

I particularly appreciate three aspects of this plan.

**First,** there's emphasis on completing **high-comfort bicycle facilities**, especially the **Spine Network** by 2035. The **Level of Traffic Stress analysis** showing that **79% of current bikeways are high-stress** demonstrates why **separated bicycle lanes** matter for attracting "**Interested but Concerned**" riders who represent **the largest potential for mode shift**.

**Second,** the pedestrian network strategy's focus on **filling sidewalk gaps** and implementing **low-stress crossings** addresses real barriers to walking in Redmond. The commitment to developing an **ADA Transition Plan** demonstrates meaningful attention to accessibility and equity.

**Third,** the integration of the **Safe System Approach** throughout the plan aligns well with the **Safer Streets Action Plan**'s goal of **eliminating fatal and serious injury crashes by 2035**.

However, I have concerns about climate commitments and equity.

**Regarding climate goals**: While the plan acknowledges the **71% greenhouse gas reduction target** and **50% Vehicle Miles Traveled reduction goal**, several **Transportation Facilities Plan** projects seem misaligned with these objectives. **Arterial road widening projects**, like the **NE 116th Street** and **Willows Road** projects, historically **increase traffic rather than reduce it**. These may temporarily relieve congestion but ultimately encourage more driving. I urge requiring climate impact assessments for all capacity expansion projects and prioritizing **mode shift** investments instead.

**On equity**: While equity analysis was applied to **bicycle network** and **sidewalk gap** prioritization, greater transparency about **the City's Equity Analysis tool** would strengthen public confidence in these decisions. Could community members see the methodology, data sources, and weighting criteria used in this tool? Can this tool be used for transit improvements, maintenance prioritization, and all capital projects? An **Equity Advisory Committee** could be established to ensure consistent equity evaluation across all transportation investments..

I appreciate the innovative approaches to **e-mobility**, **mobility hubs**, and **transportation demand management**. I also support **Action 5I establishing bicycle education in schools**, which addresses community e-bike safety concerns.

But I urge the Commission to strengthen commitments to climate goals and equity before recommending adoption.

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, December 3, 2025 6:31 PM
**To:** Michael Hintze; Francesca Liburdy
**Subject:** FW: TMP Comment Letter
**Attachments:** 2025 TMP - Planning Commission Comment Letter.pdf

Forwarding public comments on the TMP.

Thanks,
OC

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Kelli Refer <kellir@moveredmond.org>
**Sent:** Wednesday, December 3, 2025 5:58 PM
**To:** Planning Commission <planningcommission@redmond.gov>
**Cc:** Albert, Lauren <lauren.albert@soundtransit.org>; Seraphie Allen <sallen@redmond.gov>; Michael Hintze <mhintze@redmond.gov>
**Subject:** TMP Comment Letter

**External Email Warning!** Use caution before clicking links or opening attachments.

Hello,

I'll be giving in person public comment at the planning commission meeting in addition to submitting this letter of support for the Draft TMP.

Thank you,
**Kelli Refer** (she/her)
Executive Director | Move Redmond
8525 163rd Ct NE, Suite 150 | Redmond, WA 98052
425-702-9628| kellir@moveredmond.org | moveredmond.org

Move Redmond

Stay up to date on our work. Sign up for our updates

Move Redmond

**Board of Directors**

**President**
Shannon Mangan
*Cascade Bicycle Club*

**Secretary**
Carlos Cruz
*Redmond Resident*

***Treasurer***
Wes Mills
*Redmond Employee*

Angela Rozymn
*Natural & Built Environments*

Jeff Aumell
*Microsoft*

Charles Duba
*DigiPen*

Sue Stewart
*Redmond Resident*

Eugene Vidales
*Redmond Resident*

Phil Miller
*Redmond Resident*

Redmond Planning Commission
15670 85th Street
Redmond, WA 98052

December 3, 2025

RE: Transportation Master Plan

Dear Commissioners,

Move Redmond is a Transportation Management Association. We advocate for safer streets and frequent, reliable transportation options. We focus on improving mobility options for people who live, work and go to school in Redmond and support people in shifting their transportation habits. Our membership represents the many people who work in Redmond and commute from around the region.

We appreciate the opportunity to comment on the Transportation Master Plan. It plays a central role in guiding transportation policy, funding and infrastructure. Move Redmond is thrilled with the direction and approach that the City of Redmond is taking with regards to transportation. With a clear focus on safety and sustainability, this plan outlines a path forward that will serve both the residents of Redmond and provides a model for other cities in the region to follow.

The City of Redmond has the opportunity to be visionary leaders in transportation for the region by creating pedestrianized areas in each of the urban growth centers, implementing shared streets near schools and prioritizing an ADA transition plan. While part of the TMP highlights innovation with AI and new technology, the real way to lead in transportation is get back to the basics: moving people safely, sustainably, and connecting them to the places they need to go. The draft TMP sets Redmond well on its way to a vision where people have options how they want to get around, shifting away from a historic car-first approach by right-sizing multimodal investments. The City of Redmond also has the chance to be the first city in Washington state to adopt Shared Streets and kick start implementation of this new tool around schools, neighborhoods and shopping districts. Finally, focusing on an ADA transition plan paves the way for new sidewalks, curb cuts and a more accessible city for all people.

Prioritizing maintenance of streets and facilities is vital to a functioning transportation system. The TMP offers guidance on sidewalk and street maintenance that take into account new infrastructure, like separated bike lanes

Move Redmond

and investing in sidewalk repair. We applaud this effort to ensure that Redmond takes care of the facilities it has currently and sidewalks, bike lanes, and streets are maintained for accessibility.

Another key component of the TMP is managing curbspace and on-street parking. Prioritizing curbspace for loading zones and drop off zones helps serve both freight and rideshare, without creating conflicts like blocking pedestrian crosswalks or bike lanes. Paid parking also plays a key role in behavior change and Transportation Demand Management. When the city gets parking pricing and demand right, many of the other pieces fall into place. Paid parking incentivizes people to bike, take transit or walk, while still meeting the demands of people who must drive.

Transportation is an intersectional issue that weaves together issues of safety, sustainability, access to economic opportunity, and building community. The City of Redmond is on the right path with the Transportation Master Plan. Move Redmond urges the Planning Commission to recommend passage of the Transportation Master Plan to the Redmond City Council.

Sincerely,

Kelli Refer
Executive Director

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, December 3, 2025 3:07 PM
**To:** Michael Hintze; Francesca Liburdy
**Subject:** FW: Transportation Master Plan comments document
**Attachments:** LSeltzerRedmondTransitPlanComments.docx

Please see comments on TMP.

Thanks,
OC

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Linda Seltzer <lseltzer@alumni.princeton.edu>
**Sent:** Wednesday, December 3, 2025 2:45 PM
**To:** Planning Commission <planningcommission@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Ped Bike Committee <pedbikecommittee@redmond.gov>; vivek.prakriya@gmail.com; Menka Soni <votemenkasoni@gmail.com>
**Subject:** Transportation Master Plan comments document

**External Email Warning!** Use caution before clicking links or opening attachments.

Good afternoon Planning Commission,
Attached is my comments document.
Linda Seltzer

From: Linda Seltzer
To: PlanningCommission@redmond.gov
Re:Transportation Master Plan Update Document

Please excuse any typos. I don't have time to proofread everything.

Overall problems:
I don't see a mandate to increase pedestrian crossing times everywhere. I don't see a mandate to get rid of flashing orange lights and provide definitive green arrows for left turns. I don't see a discussion of how flashing orange lights operate too quickly and distract drivers from looking across the entire field of vision.

p. 3 – Community Based Organizations (CBOS)
The list of community organizations fails to include Jewish organizations. It includes Eastside for All, which does not include Jews as one of its constituencies. Groups such as Jewish Family Service or Chabad should be included. In August 2022, Eastside for All held an event against hate in conjunction with the Muslim group, and they had a broad range of groups represented on the stage, but no Jewish groups. They invited all of the Eastside police Chiefs or their deputies to be on the stage. But according to FBI statistics every year, the number of hate crimes against Jews in Washington State far exceeds the number against Muslims and Arabs. Redmond needs to correct its failure to include Jews as an equal category along with other minority groups. And this does mean Jews with just one point of view. Just as Hispanics may have a spectrum of viewpoints, Jews have the same viewpoint diversity. These processes need to be opened up and not just to favored groups and cliques. I saw on the internet that Eastside for All held input sessions in September for some groups, but others did not have an open invitation group to attend.

p. 4
Figure 2. Road Usage Charges
Charging individuals excessive amounts to drive on the roads is a regressive tax that disproportionately affects low-income workers.

p. 5 “The TMP reinforces the Safe System approach that serves as the foundation for the City’s transportation safety efforts with actions focused on reducing vehicle speeds”

During the past few months, the safety problems in the streets of Redmond have become worse and not better. The number of incidences of hostile, aggressive, angry, male speeding and tailgating drivers has increased dramatically. Drivers are openly going through red lights on 166th Ave. In mid-November a driver suddenly made a left turn when I had the right of way to ride across a street. In October I witnessed two incidents of drivers ignoring a red light and speeding across 80th St on 166th Ave. There are too many drivers considering driving to be a contest of who goes first rather than a system where people try to accommodate each other.

There are also numerous incidents of bus and shuttle drivers in Seattle inching while a pedestrian is in the crosswalk and crossing the street, trying to make scare the pedestrian into walking faster.

The traffic light system seems to be prioritizing automobile throughput. Cars exiting 520 onto Avondale Way, then 79th St and then north on 166th Ave, and in the opposite direction, are driving as if this is a speedway. They aggressively follow closely if you slow down to make a right turn into the Safeway plaza From Avondale Way.

p. 5 Figure: “Death/Serious Injury is Unacceptable”
Please edit this to say “Death and injury are unacceptable.
Don’t allow sloppy language to imply a statistical margin in which injuries are considered acceptable. “Responsibility is shared” – I don’t see some drivers showing any responsibility. There are too many drivers who view it as a competition over who gets there first. Need a stronger system to combat aggressive and competitive driving.

p. 10 Acknowledgements
Again, the list of community organization contains many populations:
Africans – Africans on the Eastside
Big Hug – Korean
Eastside for All – Works closely with Muslim groups and includes Asian groups
Native Americans – ENAEP
Indian American Community Services

United Hub – “At United Hub, we are dedicated to empowering underserved communities, especially within the Asian demographic”

Again, as with human services, there has been no organized community outreach for Jewish input and no Jewish organization conducting outreach.

I don’t understand why Redmond thinks that Jews are wealthier and more privileged than some of the groups that are included. According to the Pew Charitable Trust, 10% of all Jews have an income below 32,000 per year and 40% can’t afford to buy a home. The home ownership number is probably even worse now than it was when surveys were done in 2019 and 2013.

Fortunately, the Recreation Department did agree to and conduct outreach to organized Jewish communities for the Teen Center outreach. And this included the more traditional organizations.

I don’t understand why people think that no Jews have disabilities, no Jews commute to work on the buses or become retired senior citizens.

If people are making an assumption that Jews are “white” and not “people of color,” please be aware this kind of binary distinction is meaningless in light of ancient DNA and in light of European history. If people think that Jews never suffered from colonialism, they don’t know Middle East history.

p. 11

General comment on parking: the main parking problem is Redmond is the design of parking lots to have smaller spaces. Meanwhile, most people are riding as a family and using vans and SUVs. This means that people are parking more frequently in every other space or are ignoring the lines. The most effective use of all spaces is to go back to the hold fashioned spacing with the double lines between each space.

replace “time-of day” and demand-based parking charges with “Protect the need for free on-street parking for persons with ADA and non-ADA disabilities, seniors and families with children in proximity to their residence.”

Seniors, persons with Ada and non-ADA disabilities and families, tenants and other residents need to have stable and dependable parking, including “Protect the need of residents of a street to have dependable space for loading and unloading of groceries and packaging.”

While paid and regulated parking sound good on paper, it is disastrous for the case of senior citizens, people with ADA and non-ADA disabilities and families with children, especially for shopping and for unloading groceries and bulky purchase items, especially in the rain.

The difference between the theoretical and lived experience needs to be understood.

This also includes the case of families and caregivers, because people bring groceries, supplies and furnishing to residents of apartment complexes.

I live in a senior apartment complex, and the children of some residents are always bringing and unloading groceries and household items. Also, when senior citizens are in their final months, relatives are moving their furniture and household items.

p. 11 Limiting Vehicle Miles Traveled

This should be approached by offering real practical alternatives to driving, rather than making it difficult for people who own a car to perform basic tasks such as buying groceries and loading and unloading packages.

Vehicle miles would also be saved with direct route bus service from the Eastside to the medical centers on First Hill. Transit to Swedish Medical Center on First Hill is the worst problem. This should also include UW Medicine Roosevelt clinic because of the change from Rt 65 to the new, inconvenient Rt 67, as well as transit to the UW and Neighborcare medical centers along Meridian in Northwest Seattle. When the bus routes connecting to the 20 Line light rail were planned, planning for the Eastside didn’t include planning for Seattle, and the lack of joint planning between the Eastside and Seattle resulted in this gap in service availability.

The lack of transit coordination between counties and the lack of public transit tourism buses is a main contributor to excessive vehicle miles traveled. For example, there are no seasonal buses to the tulip farms, which means that the roads to that area are clogged, with long idling time in and near Mt. Vernon and highway delays at some times per day.

Also there is no recreational bus service to waterfalls, Lake Stevens, La Connor, the berry farms in East King County or in northern Washington State.

There is no regional arts transportation plan, so people attending the symphony, opera or theaters have no choice except to drive.

Service on the 545 at rush hour needs to be increased, rather than decreased.

The main thing that would reduce emissions is staggered working hours and not forcing all employees to be at work at the same time if their type of work permits a flexible schedule. For example, software development can take place from 8-5, but it can also take place from 11-7. And some employees can work from home part of the time. This is especially true for engineering and software development. Which are major industries here

p. 11 Greater emphasis on increasing housing density and diversifying zoning citywide so residents don't need to drive far distances to access services.

This sound theoretical, but it does not work in practice. It is based on density, but is not based on use cases.

Looking from the standpoint of use cases, one needs to consider shopping, such as multiple bags of groceries in the rain, and shipping by seniors, disabled and non-ADA disabled and families with small children. There is currently housing density near where I live, and the shuttle experiment is excluding our street. Also, the bus stop for the 250 on 79$^{th}$ St was removed rather than preserved. Having shuttle buses going from major stores could help. But when you have packages and/or children or if you have a disability, you need door-to-door service.

The other use case is health care. People are not going to access health care where it is the nearest. They are going to access healthcare by where the location of the practitioner. For example, for various reasons, such as anterior surgery and guided robotics, as well as the ability to coordinate after-care and in-network insurance processing, the place for my surgery was Swedish on First Hill. The physical therapy was at Swedish in Issaquah. The fact that other places are closer doesn't mean that they are set up to provide for all patients with all needs. Prior to the surgery, I did not have an ADA disability, but I had severe problems walking very far.

My dentistry is in Issaquah because that where there is an in-network good dentist who processes insurance accurately and efficiently. There was no reliable in-network dentist able to process my Medicare dental plan properly.

Increasing density will make everything worse, with more traffic delays.

The light rail station in Redmond and the increased density have resulted in worse traffic jams.

The real problem is the human resources policies of tech companies, with high turn-over, revolving door employment rather than hiring fewer people and providing them with continuous re-training, job security and the ability to raise a family.

p. 12 "Death/Serious Injury is Unacceptable"
This is an embarrassing statement. Are injuries that aren't serious acceptable? Eliminate the word "Serious."

p. 13 Create wider, protected and more reliable bicycle paths and keep them free of debris.

p. 13. "Shift short vehicle trips to bicycling and micromobility. • Implement safe and high-comfort bicycle facilities for people of all ages and abilities,"
This is unreasonable and not practical, especially for older women.
On eighth of all women in the US get breast cancer. This means that a large population of women take estrogen blocker medicines for at least five years. This causes loss of bone density and is a reason why senior citizens are at severe risk of serious injury if they fall. If some elders feel that they can ride a bicycle, that is laudable, but it is dangerous and risky for a large

population, especially women.  You cannot accurately state that one can reasonably expect substantial populations at all ages to ride a bicycle or an e-bike.

Bicycles will not provide safe and reliable transportation for numerous older women.

p. 14
First-last mile service
The problem is that we keep hearing about this year-after-year, but there is never the funding to implement it. The decisions about where to put it seem to never reach the locations of low-income, high-density housing.

“Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bike shed of frequent transit stops.”
The current traffic light systems are making pedestrian travel less safe rather than more safe. The path from the end of 520 through Avondale Way, to 79th St and then north on 166th Ave has become a speedway. I have seen drivers speed through a red light across 80th on 166th Ave. Young, male and middle-aged drivers are exhibiting road rage at people for driving within the speed limits and for trying to make a right-turn from Avondale Way into the Bear Creek Safeway plaza.
If the adaptive signaling is in effect, it is producing speedways rather than prioritizing driving within speed limits or the needs of pedestrians. The street crossing times are not long enough for people with impaired walking or walking with shopping carts and baby carriages, or with small children who are walking.

Freight delivery:
Often people have to carry packages and boxes into their apartments. You cannot depend on delivery services for everything.

p. 15
“manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.”
Add the word “school” to the list.
In my neighborhood, the parking report ignored the main use of the nearby parking: mothers transporting their children to and from school.

p. 16

Access to charging infrastructure should be available to all Redmond community members regardless of socioeconomic status.

It is not reasonable to expect people to transition to electric vehicles, given the high cost of the cars and of replacement parts.
The problem is that when everything is based on a circuit board, if the circuit board needs to be replaced the expense is huge and prohibitive. Insurance companies know this and therefore the insurance premiums are also exorbitant. If a circuit board stops functioning, the car is essentially totaled and the insurance companies know it.
Cars are becoming overpriced with the addition of too many extra features.

p. 19
“New advanced adaptive traffic signals have been installed at key intersections in the downtown area, helping to reduce travel times, lower emissions due to less idling, and improve pedestrian safety through adaptive crosswalk timing.”
I feel that the opposite is occurring. Perhaps emissions are being lowered, but the adaptive signaling has not improved or increased crossing times for pedestrians and has resulted in a speedway from the end of Rt 520 through Avondale Way, and continuing on 166th Ave north. Drivers are going faster and becoming more aggressive.
I am an engineering, and started learning about adaptive algorithms in the time frame of 1979-80, and worked on them beginning in 1990.
I don’t think the algorithm is maximizing pedestrian crossing times and making it safer to cross the streets.
I have also seen severe traffic lines develop on cross streets perpendicular to the main thoroughfares.

The public has not had the opportunity to actually look at the mathematical algorithm and computer program being used to determine what it is really prioritizing.

Reducing emissions and increasing pedestrian crossing times might be opposing quantities in a decision algorithm. We don’t know until we can see it.

p. 20 – I have previously commented here about the need to preserve parking for apartment residents for shopping and for the associated loading and unloading.

p. 21 Why are employers not subjected to any regulations, while local governments are trying to micromanage where senior citizens and families with small children can park a car? Again, all of the hardship is being shifted onto individuals and employers are not being asked to do anything.

p. 21
“Redmond is a growing city, with a 2024 population of 80,040. By 2050 it is projected there will be over 118,000 residents and an additional 24,800 housing units, and nearly 30,000 additional jobs. An influx of this size will put strain on the existing transportation system.”
Why is the city not challenging tech companies’ high turnover HR policies, where, at the entry end, it claims to recruit the stop students and workers, but then lays off numerous people within a year at Amazon and within 3-7 years at Microsoft.
People may know my story of moving here for a signed contact for contract work through a large, reputable national agency, only to find that there was no job because the people who hired me weren’t authorized to hire someone. And there was no oversight about this from Microsoft. Tech companies are bringing people here in droves  and then dumping them into the unemployment system, and governments are not taxing companies for the real cost of this.

p. 22
“The City has committed to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and eliminating all fatal and serious injury crashes by 2035.”
What is acceptable about 50%. Does it mean that some deaths and injuries are all right? How does this make the city liable for damages is someone becomes one of the 50% not being prevented? Is this how the adaptive algorithm is programmed?

p. 29 – the figure is not explained.

p. 30 – crash results – Crash results may be low because people are afraid to walk and aren’t walking as much.

p. 33

Redmond-Woodinville Road – This road and 140th Ave in Woodinvile need a bus routes. This is in discussion in King County Metro Transit, but a Marriott hotel opened at the circles and the workers don't have transit and have to walk long distances to get to their jobs. This bus needs to go into operation immediately From the Downtown Redmond light rail station to the Woodinville Park & Ride, or added to the new route 222 to make it a long, circular route, to alleviate all of the congestion there.

p. 36 Reduce vehicle operating speeds- strongly support this, especially on streets where there is a school.

p. 37
Regulate groups of bicyclists speeding down the hills from 172nd Ave down the hill on 80th St and crossing 170th Ave and the other cross streets with no regard to traffic at intersections.

p. 38 Traffic cameras
It is a problem when it takes about half a second for a driver to react to the change in a light, but the traffic camera can record the presence of a driver in the intersection at the speed of light plus the time for the microprocessor to executive some lines of computer code. People need some leeway in the time to enter an intersection when the light changes.

p. 40

Preserve and plant native Douglas Fir trees in their natural tendency to grow in clusters. Preserve and plant more native evergreen trees rather than using the trees characteristic of states outside the Pacific Northwest.

Provide information that landlords can use on a voluntary basis to decide what trees and bushes to plant on slopes and at the bottom of slopes. Remember that the concrete may be only 1 ft. under a building, so there is no room for a tree with a large ball in some locations.

Hopefully, most landlords will want to use professional information on tree and bus selection.

Also, include the chose of trees and bushes that prevent rats from gathering in an area.

p. 41
166th Ave needs very serious traffic calming.

Two people have already died on 166th St.
Fails to mention that traffic light crossing times are not long enough.

P, 47 Redmond definitely needs more street signs guiding people to 520, to Redmond Way, etc.
For a newcomer, people don't understand Bear Creek Rd in unincorporated Woodinville and Bear Creek shopping center off of Avondale Way and Bear Creek Rd south of Redmond Way and near the 520 exit.

p. 50 low stress crosswalks.
Add 166th Ave and 80th St. near Redmond Elementary. Not just 169th St.
Add 166th Ave at 183th St.
Make every crossing on Redmond Way from 160th to the Whole Foods plaza low stress.
These are very stressful places to cross the street.

Also crossing Old Redmond Road from the south parking lot of Grasslawn to the single family home street east of 140th Ave. There are not enough parking spaces in Grasslawn Park, so people need to walk from the bus stop or park on the residential streets. There is not traffic signal there at all.

People in the neighborhood on the north side of 116th St between Redmond-Woodinville and Avondale Roads are concerned about cars speeding where children seek to play in the streets.

About p. 60 and after
Bicycle Section – I am glad that it acknowledges that not everyone is able.

There has been a problem of a group of bicyclists speeding down 80th St from 172nd Ave to 169th Ave with no regard for the traffic that could occur at intersections. This might be some kind of bicycle club that starts or ends at the senior and community center.

p. 77ff Transit system

Main issue – lack of direct and efficient routes from the Eastside to the large medical centers on First Hill in Seattle: Swedish at the top of First Hill, and Harborview at 9th & Jefferson.
This is a very serious problem, as these facilities are in-network with most insurance and have excellent doctors.
Some surgeries need to be done at Swedish, such as Swedish Orthopedics.
For disability, diversity and inclusion: Note that Evergreen does not administer patient financial assistance programs efficiently or in a timely manner and that Proliance doesn't cooperate and often won't do surgery. Patients need to go to First Hill to get competent health care and use the benefits they are eligible for.

A route is needed immediately on Redmond-Woodinville Road from the Downtown Redmond light rail station to the Woodinville Park & Ride off of 140th Ave. The large hotel at the circles just opened and the workers don't have transportation, and Red-Wood road has too much congestion.

p. 82 – I would prefer not to drive, but shopping and grocery bags make it necessary. Also, it's just not safe for women to walk alone at night.

p. 84 – Metro Flex has excessively long waiting times in Issaquah and the vans aren't accessible for disabilities.

p. 85 – Valet parking is needed for the Marymoor parking structure because not everyone can navigate a multilevel parking structure, due to visual or mobility problems. This includes non-ADA disabilities.

p. 87
Dial a Ride on the 930 bus is only for the north part of Willows Road. It doesn't cover the apartment complexes in downtown Redmond near its route. DART isn't covering downtown Redmond.

"Community Van: Program providing a van for pre-scheduled trips. Rides must have at least 2 riders" This is completely counter to how senior citizens live their lives. People need to be able to travel independently. This is an example of undue micromanaging of individuals, whereas corporations are unregulated.

p. 88 Alleviate speeding conditions from the 520 and Union Hill intersection through Avondale Way and 79th St and 166th Ave. 166th Ave has become a speedway.

p. 112
“Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown.”
Don’t interfere with the need of residents to park in the neighborhood near Anderson Park. This is very harmful.

Preserve street-level Bear Creek Park & Ride. People with ADA and non-ADA disabilities need the flat parking area.

p. 165
Prioritize valet parking for public multilevel park & rides. One of the main barriers to the use of a multilevel garage is that some people have ADA or non-ADA disabilities and can’t navigate it. Fred Hutch Cancer Center has valet parking, and UW Medicine also has it now on Pacific St. This is wonderful.

p. 177
“Establish an older adult mobility group through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles.”
Older people don’t need to be educated. They need to be listened to. A group is not needed to get between senior citizens and the city. That should be direct community with the City Council. The City Council is elected and represents us. Don’t move communication outside the City Council.

p. 119
“While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some,”
The word “frustrating” is diminishing and makes valid concerns seem like childish whims. People’s need for parking is not a matter of frustration. Senior citizens, people with ADA and non-ADA disabilities and families with children are not “frustrated.” They have valid needs that should be listened to. The question of how a senior citizen travels with multiple grocery bags is not “frustration” and it is not acceptable language to reduce it to such.

“Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers.” This again is demeaning. Corporations and landlords are not being regulated at all, but senior citizens with groceries and mothers with small children are being told how to live their lives and whom to travel with.

“TR-35: Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking rations above or below required ratios.” Not unless the needs of the residents are accommodated.

p. 121
I had to buy a gasoline car last year because electrical vehicles are priced out of range and the insurance is prohibitive, even with incentives.
I would like to have an electric car. But an electric Honda Accord is at least $52,000, where as my gas-powered low-mileage used Accord was $18,500.

p. 137
When Sound Transit 3 was passed, there was no corporate tax and the entire cost was shifted to the individual taxpayer. Since corporate HR and working hours policies cause the congestion, corporations should bear the responsibility for the taxes.

p. 138 The dependence on the federal government might not work at this time.

I don’t see any emphasis on corporations paying for this.
Business licenses as a revenue source only penalize individual freelancers.

Appendix E - Technical Committee Report with Exhibits

Redmond
WASHINGTON

# TECHNICAL COMMITTEE REPORT AND RECOMMENDATION TO THE PLANNING COMMISSION

November 5, 2025

| | |
|---|---|
| **Project File Number:** | **LAND-2025-00282; SEPA-2020-00934** |
| **Proposal Name:** | **Redmond Transportation Master Plan** |
| **Applicant:** | **City of Redmond** |
| **Staff Contacts:** | Michael Hintze, Transportation Planning Manager, 425-556-2406 |
| | Francesca Liburdy, Senior Transportation Planner, 425-556-2476 |

## TECHNICAL COMMITTEE COMPLIANCE REVIEW AND RECOMMENDATION

Technical Committee shall make a recommendation to the Planning Commission for all Type VI reviews (RZC 21.76.060.E). The Technical Committee's recommendation shall be based on the decision criteria set forth in the Redmond Zoning Code. Review Criteria:

*A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment*

## REDMOND COMPREHENSIVE PLAN AMENDMENT SUMMARY

The City of Redmond Planning and Community Development Department is proposing an amendment to the Transportation Element of the Redmond 2050 Comprehensive Plan, including moving appendices material from the Comprehensive Plan to the Transportation Master Plan (TMP). Among these appendices is the Transportation Facilities Plan (TFP), which will now be a chapter in the TMP. This amendment intends to streamline the Transportation Element while continuing to meet GMA requirements and allowing for the TMP to be updated more easily (i.e., without amending the Comprehensive Plan) and on a more frequent cadence. This amendment also intends to remove Redmond 2050 appendix material that is not required by the GMA and would fit better within the TMP. This amendment also adopts GMA-required portions of the Transportation Master Plan by reference into the Redmond 2050 Comprehensive Plan.

| **RZC 21.76.070.J COMPREHENSIVE PLAN AMENDMENT CRITERIA** *(Full staff analysis attached as Attachment A)* | | **MEETS/ DOES NOT MEET** |
|---|---|---|
| a. | Consistency with the Growth Management Act (GMA), the State of Washington Department of Commerce Procedural Criteria, Vision 2050 or its successor, and the King County Countywide Planning Policies (CPPs); | Meets |
| b. | Consistency with the Comprehensive Plan policies and the designation criteria; | Meets |
| c. | Potential impacts to vulnerable community members; | Meets |

| **RZC 21.76.070.J COMPREHENSIVE PLAN AMENDMENT CRITERIA** *(Full staff analysis attached as Attachment A)* | | **MEETS/ DOES NOT MEET** |
|---|---|---|
| d. | Potential economic impacts; | Meets |
| e. | Potential impacts to the ability of the City to provide equitable access to services; | Meets |
| f. | Potential impacts to the natural environment, such as impacts to critical areas and other natural resources; | Meets |
| g. | The capability of the land for development, including the prevalence of environmentally critical areas; | N/A (No land use change proposed) |
| h. | Whether the proposed land use designations or uses are compatible with nearby land use designations or uses; | N/A (No land use change proposed) |
| i. | If the amendment proposes a change in allowed uses in an area, the need for the land uses that would be allowed and whether the change would result in the loss of the capacity to accommodate other needed land uses; | N/A (No land use change proposed) |
| j. | Consistency with the preferred growth and development pattern in the Land Use Element of the Comprehensive Plan; | Meets |
| k. | The proposed amendment addresses significantly changed conditions. In making this determination the following shall be considered:<br>i. Unanticipated consequences of an adopted policy, or<br>ii. Changed conditions on the subject property or its surrounding area, or,<br>iii. Changes related to the pertinent plan map or text; and<br>iv. Where such change of conditions creates conflicts in the Comprehensive Plan of a magnitude that would need to be addressed for the Comprehensive Plan to function as an integrated whole. | Meets |

## STATE ENVIRONMENTAL POLICY ACT (SEPA)

The Transportation Master Plan is being updated as part of the Redmond 2050 Comprehensive Plan periodic update.

The lead agency for this proposal has determined that the periodic update to the Redmond Comprehensive Plan, known as Redmond 2050, is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c). An EIS scoping period was held from October 12 to November 25, 2020. A draft EIS was issued June 16, 2022 and a comment period for the draft EIS was open through August 26, 2022. A supplemental draft EIS was published on September 20, 2023 and a comment period for the supplemental draft EIS

was open through October 20, 2022. A final EIS was published on December 15, 2023. Additional information can be found at https://www.redmond.gov/1442/Documents under tab "Environmental Review."

## STAFF RECOMMENDATION

Based on the compliance review of the decision criteria set forth in

*A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment*

Staff recommends approval of the proposed amendments. Staff compliance review and analysis is provided in Attachment A.

## TECHNICAL COMMITTEE RECOMMENDATION

The Technical Committee has reviewed the proposed amendments identified in Attachment B and finds the amendments to be **consistent** with review criteria identified below:

*A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment*

## REVIEWED AND APPROVED BY

Carol Helland,
Planning and Community Development Director

Aaron Bert,
Public Works Director

Attachments

A. Staff Compliance Review and Analysis
B. Proposed Comprehensive Plan Amendments

## Comprehensive Plan Amendment Criteria (RZC 21.76.070.J)

| CRITERIA | ANALYSIS |
|---|---|
| a.<br><br>Consistency with the Growth Management Act (GMA), the State of Washington Department of Commerce Procedural Criteria, Vision 2050 or its successor, and the King County Countywide Planning Policies (CPPs); | The Transportation Master Plan (TMP) meets all transportation-related GMA requirements as listed in RCW 36.70A.070 through the following sections: |

| GMA Requirement | TMP Section Meeting Requirement |
|---|---|
| Traffic impacts to state-owned transportation facilities | Street System Plan, Appendix C |
| Inventory of air, water, and ground transportation facilities and services | Street System Plan, Transit Plan |
| Pedestrian and bicycle component | Bicycle Plan, Pedestrian Plan |
| Land use assumptions used in estimating travel | Appendix D |
| Level of service standards for locally owned arterials and transit routes | Appendix B |
| Level of service standards for state-owned highways | Appendix C |
| Actions for bringing below-standard facilities into compliance | Appendix B |
| Traffic forecasts for at least 10 years based on adopted land use plan | Appendix D |
| Intergovernmental coordination efforts for an assessment of impacts | Appendix E |
| Demand-management strategies | Transportation Demand Management |
| State and local system needs to meet current and future demands | Transportation Facilities Plan |

| CRITERIA | ANALYSIS |
|---|---|
| | <table><tr><td>Analysis of funding capability to judge needs vs. probable funding sources</td><td>Transportation Facilities Plan</td></tr><tr><td>Multilayer financing plan based on funding needs identified</td><td>Transportation Facilities Plan</td></tr><tr><td>Discussion of how funding would be raised to meet needs if necessary</td><td>Transportation Facilities Plan</td></tr><tr><td>Ordinance requiring development to mitigate transportation impacts</td><td>RMC 3.10.100 (“Calculation of transportation impact fees using adopted impact fee schedule”), Ord. 3217</td></tr><tr><td>Consistency across 6-year transportation improvement plan and investments</td><td>Transportation Facilities Plan (aligned with Transportation Improvement Plan)</td></tr></table><br>The TMP will meet the State of Washington Department of Commerce Procedural Criteria by publishing a 60-day notice on November 12, 2025, over 60 days in advance of proposed adoption by City Council on February 3, 2026.<br><br>The Transportation Master Plan is consistent with applicable King County CPP’s, including T-1, T-3, T-4, T-5, T-7, T-8, T-9, T-10, T-11, and T-12, and incorporates its projections for household and employment growth. |
| b.<br><br>Consistency with the Comprehensive Plan policies and the designation criteria; | The strategies and actions within the TMP are consistent with Redmond 2050 policies, including but not limited to the following Transportation Framework Policies:<br>• 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.<br>• FW-TR-2 Maintain the transportation system in a state of good repair for all users. |

| CRITERIA | ANALYSIS |
|---|---|
| | • FW-TR-3 Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.<br>• FW-TR-4 Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.<br>• FW-TR-5 Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.<br><br>The Transportation Master Plan advances Redmond's goals for a sustainable transportation system and safe multimodal travel for all. |
| c. Potential impacts to vulnerable community members; | The Transportation Master Plan prioritizes non-motorized travel with strategies that will advance Redmond's bicycle and pedestrian networks. By advocating for safe and accessible non-motorized facilities, Redmond prioritizes the networks that greatly benefit vulnerable community members, especially those with mobility challenges. |
| d. Potential economic impacts; | The Transportation Master Plan promotes a multimodal transportation system that will create a more walkable, bikeable, and transit-friendly city, which in turn will attract tourists, residents, and businesses. It also emphasizes freight access to support business and maintenance and preservation to ensure long-term financial sustainability of the transportation system. |
| e. Potential impacts to the ability of the City to provide equitable access to services; | By adopting the Transportation Master Plan, the City reinforces its commitment to providing equitable transportation facilities and resources. The Transportation Master Plan provides strategies for expanding access to multimodal networks, including increased bike lanes, low-stress pedestrian crossings, and flexible transit access. |

| CRITERIA | | ANALYSIS |
|---|---|---|
| f. | Potential impacts to the natural environment, such as impacts to critical areas and other natural resources; | The TMP includes strategies for preserving Redmond's tree canopy and balancing the need for improved transportation facilities with the need to preserve environmental resources. |
| g. | The capability of the land for development, including the prevalence of environmentally critical areas; | Not applicable. The Transportation Master Plan does not propose land use changes or land use designations. |
| h. | Whether the proposed land use designations or uses are compatible with nearby land use designations or uses; | Not applicable. The Transportation Master Plan does not propose land use changes or land use designations. |
| i. | If the amendment proposes a change in allowed uses in an area, the need for the land uses that would be allowed and whether the change would result in the loss of the capacity to accommodate other needed land uses; | Not applicable. The Transportation Master Plan does not propose land use changes or land use designations. |
| j. | Consistency with the preferred growth and development pattern in the Land Use Element of the Comprehensive Plan; | The Transportation Master Plan supports the preferred growth and development pattern in the Redmond 2050 Land Use Plan by establishing strategies that will improve connectivity and increase system capacity sufficient to support proposed growth in urban centers and citywide. |
| k. | The proposed amendment addresses significantly changed conditions. In making this determination the following shall be considered:<br>i. Unanticipated consequences of an adopted policy, or<br>ii. Changed conditions on the subject property or its surrounding area, or,<br>iii. Changes related to the pertinent plan map or text; and<br>iv. Where such change of conditions creates conflicts in the Comprehensive Plan of a magnitude that would need to be addressed for the Comprehensive Plan to function as an integrated whole. | The Transportation Master Plan reflects an updated analysis of transportation facilities, leveraging new light rail, and evolving the transportation system to better meet the travel demand needs of an urbanizing city. |

Redmond
WASHINGTON

# TRANSPORTATION MASTER PLAN

CREATING CHOICE. CONNECTING COMMUNITY.

# TABLE OF CONTENTS

5 Executive Summary
22 Introduction
34 Street System Plan
66 Pedestrian Plan
98 Bicycle Plan
136 Transit System Plan
166 Freight and Goods Delivery Plan
178 System Maintenance and Preservation
198 Curbspace and Parking Management
216 Transportation Demand Management Strategy
226 E-Mobility
240 Emerging Trends and Technology
252 Monitoring Progress
258 Transportation Facilities Plan
278 Appendices


Redmond
WASHINGTON



## Letter from Mayor Angela Birney

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

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

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

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

In partnership,

Angela Birney
Mayor, City of Redmond


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

# ACKNOWLEDGEMENTS


## MAYOR

- Mayor Angela Birney
- Malisa Files, Chief Operating Officer

## CITY COUNCIL

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

## PLANNING COMMISSION

- Susan Weston, Chair
- Jeannine Woodyear, Vice-Chair
- Adam Coleman
- Bryan Copley
- Denice Gagner
- Tara Van Niman
- Aparna Varadharajan

## CONSULTANT SUPPORT

- Fehr & Peers
- HNTB
- Parametrix
- Toole Design

## COMMITTEES

- Redmond Pedestrian and Bicycle Advisory Committee (PBAC)

## COMMUNITY BASED ORGANIZATIONS (CBOS)

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

## CITY STAFF

- Seraphie Allen
- Lauren Alpert
- Aaron Bert
- Micah Bonkowski
- Caroline Chapman
- Paul Cho
- Jeff Churchill
- Isabel Diaz
- Hannah Dunaway
- Vangie Garcia
- Carol Helland
- Michael Hintze
- Mary L'Heureux
- Kim Keeling
- Francesca Liburdy
- Chang Liu
- Jenny Lybeck
- Josh Mueller
- Triston Osborne
- Micah Ross
- LaNaya Taylor
- Hidemi Tsuru
- Christina Wilner
- Cameron Zapata




# EXECUTIVE SUMMARY

## WHAT IS THE TRANSPORTATION MASTER PLAN?

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

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

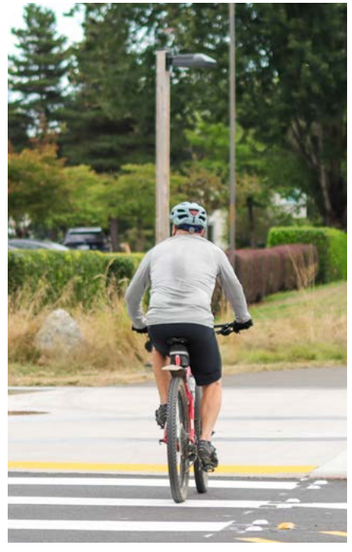
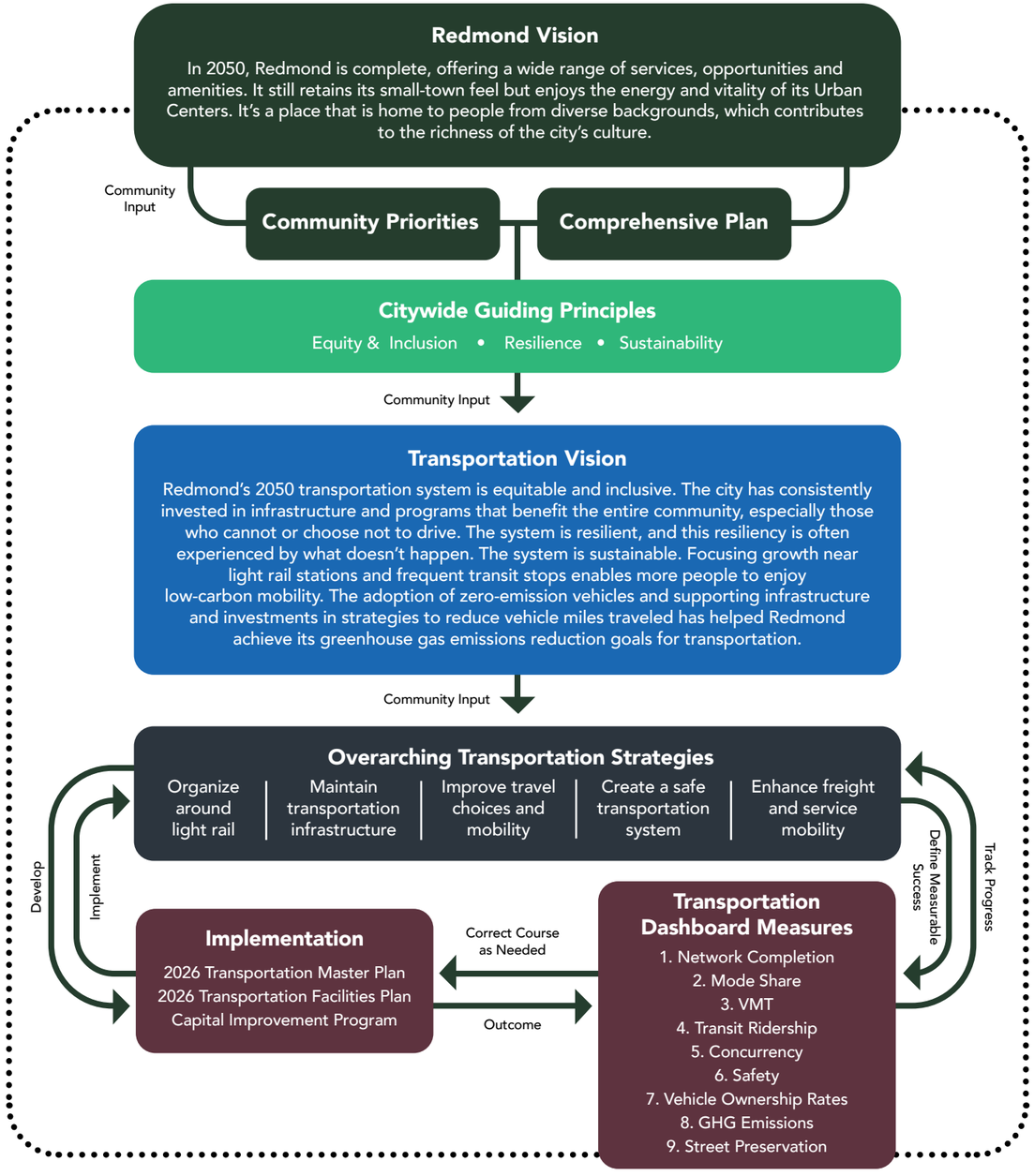


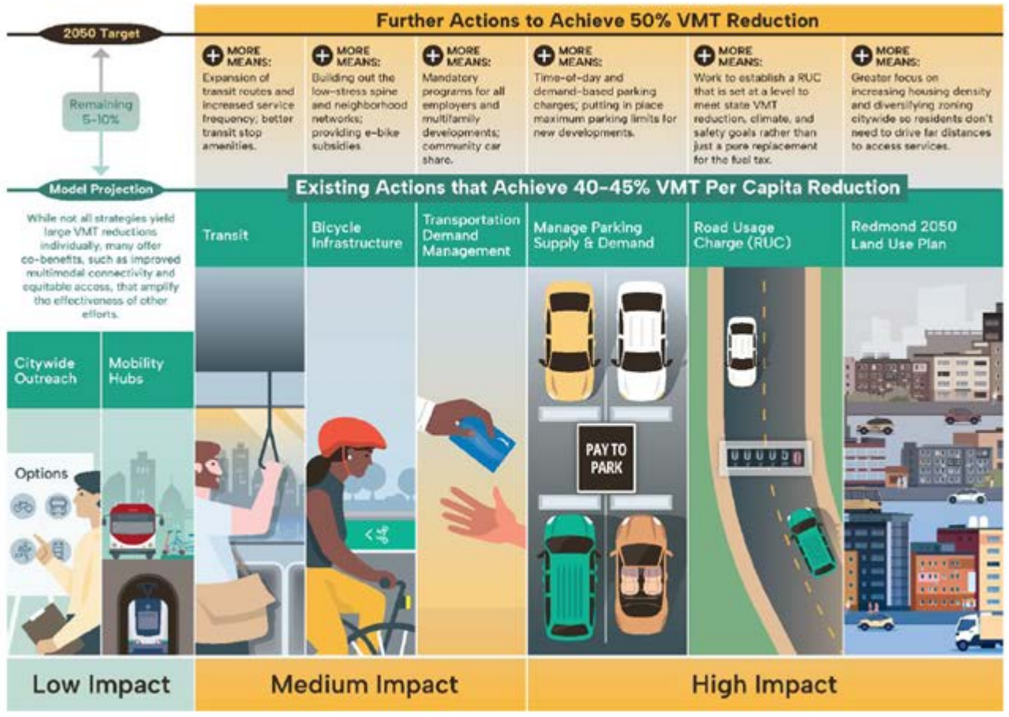
**FIGURE 1** | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK




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

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

**FIGURE 2** | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES



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

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

**FIGURE 3** | SAFE SYSTEM APPROACH

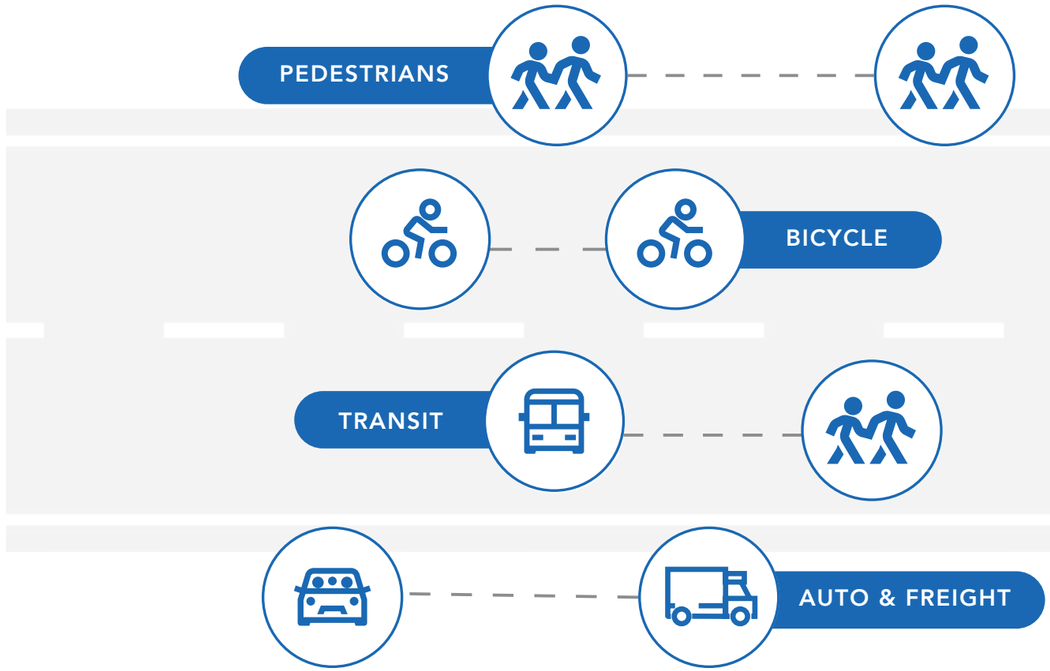
## WHAT IS INCLUDED IN THE TRANSPORTATION MASTER PLAN?

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



## STREET SYSTEM PLAN

**FIGURE 4** | LAYERED NETWORK APPROACH




### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## PEDESTRIAN PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



## BICYCLE PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## TRANSIT SYSTEM PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



## FREIGHT AND GOODS DELIVERY PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## SYSTEM MAINTENANCE AND PRESERVATION

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



## CURBSPACE AND PARKING MANAGEMENT

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## TRANSPORTATION DEMAND MANAGEMENT

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## E-MOBILITY STRATEGY

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## EMERGING TRENDS AND TECHNOLOGY

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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



## MONITORING PROGRESS

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

## TRANSPORTATION FACILITIES PLAN

### KEY THEMES

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

### KEY STRATEGIES AND ACTIONS

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

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

**4,500**

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

**2** Light Rail Station Opening Events

**3** Open Streets Festivals

**5** Open Houses

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

**2** Road Safety Assessments

**8** Focus Groups or Roundtable Sessions

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

Approximately **382** responses to community questionnaires

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

# INTRODUCTION

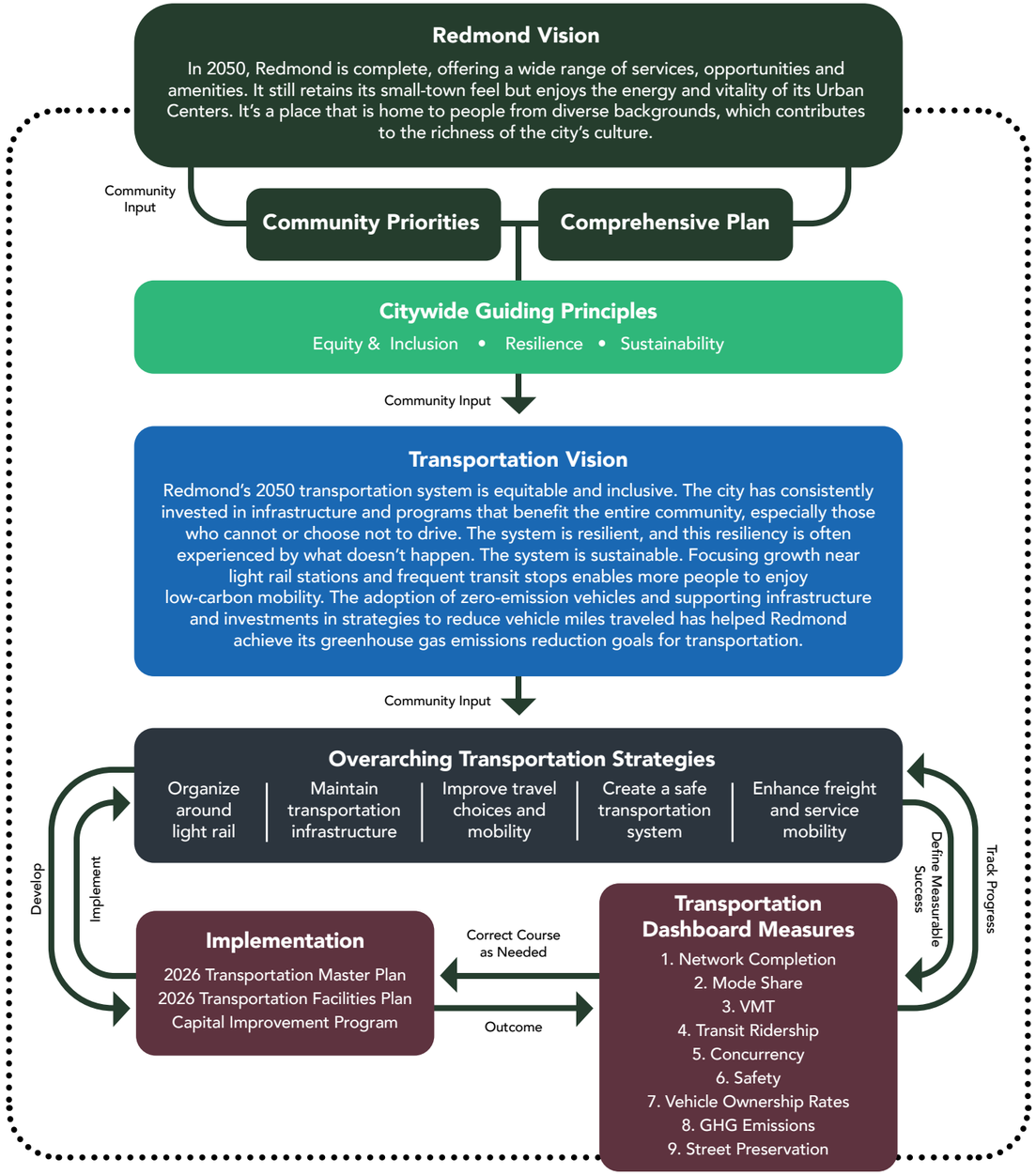
The Redmond Transportation Master Plan (TMP) is a strategic functional plan of Redmond 2050, the City's Comprehensive Plan. It guides Redmond's transportation projects, programs, and investments over the next twenty-five years. The strategies and actions in the TMP are focused on building a multimodal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

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

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

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

**FIGURE 1** | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK



# FIVE OVERARCHING STRATEGIES

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

The five overarching strategies are:

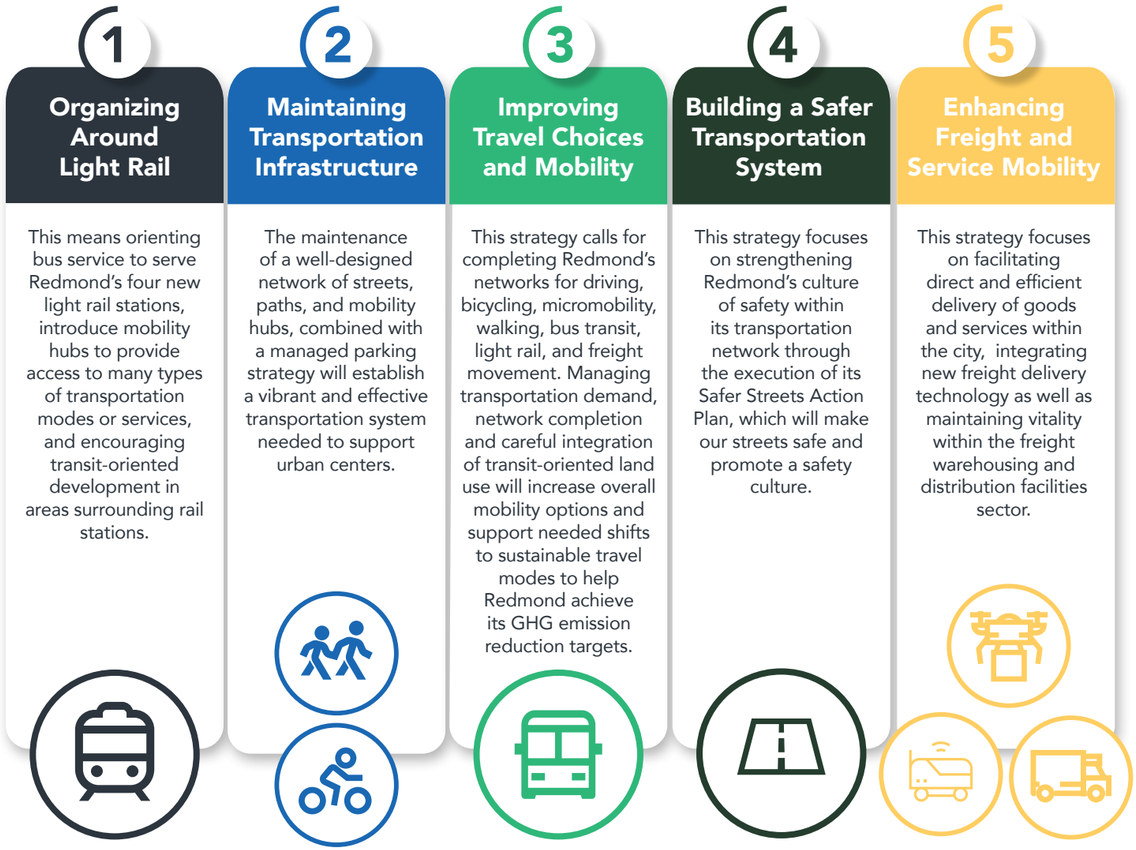



**FIGURE 2** | FIVE OVERARCHING TRANSPORTATION STRATEGIES

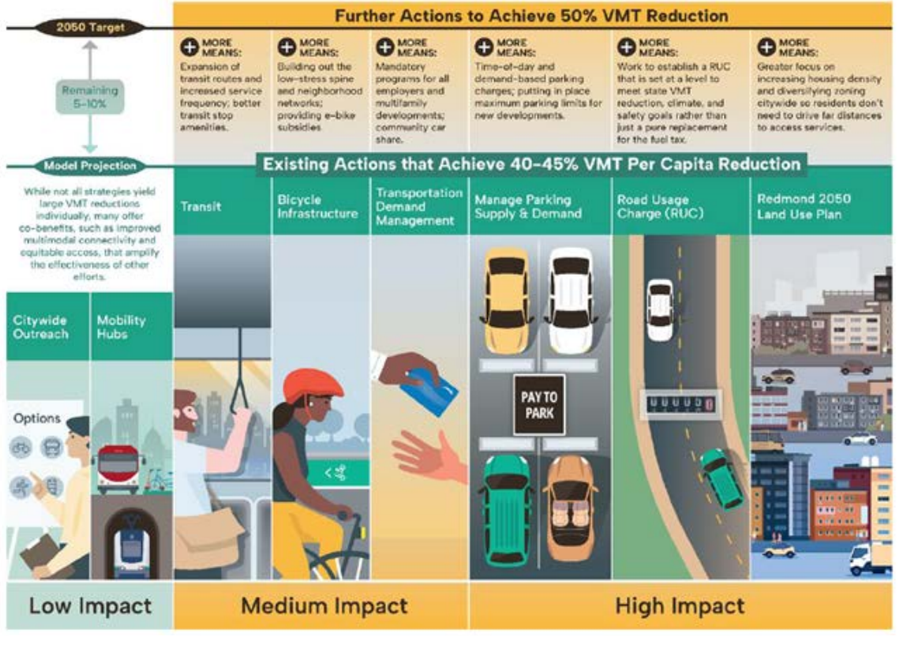


**Reducing Vehicle Miles Traveled and Greenhouse Gas Emissions**

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

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

**FIGURE 3** | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES




[1] The transportation sector contributes over a quarter of the Redmond community's greenhouse gas emissions, the second-largest contributor to greenhouse gas emissions after commercial electricity (42%).

## Community Engagement

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

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

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

**FIGURE 4 |** TRANSPORTATION MASTER PLAN COMMUNITY OUTREACH EVENTS

## How People Move in Redmond Today and Tomorrow

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

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

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

## Key Partnerships

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



## Related Plans and Guiding Policy

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

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

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

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

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

## CREATING COMPLETE STREETS IN REDMOND

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

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

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

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

**How to Read This Document**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# STREET SYSTEM PLAN

Transportation Master Plan

# STREET SYSTEM PLAN

## INTRODUCTION

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

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

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

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

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

Sound Transit Bus

## RESILIENCE

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

## SUSTAINABILITY

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

## EQUITY & INCLUSION

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

## AN INTEGRATED "COMPLETE STREETS" APPROACH

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

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

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

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

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



## OVERVIEW OF REDMOND'S STREET SYSTEM AND ASSETS

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

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

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

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

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

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

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

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

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

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

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

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

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

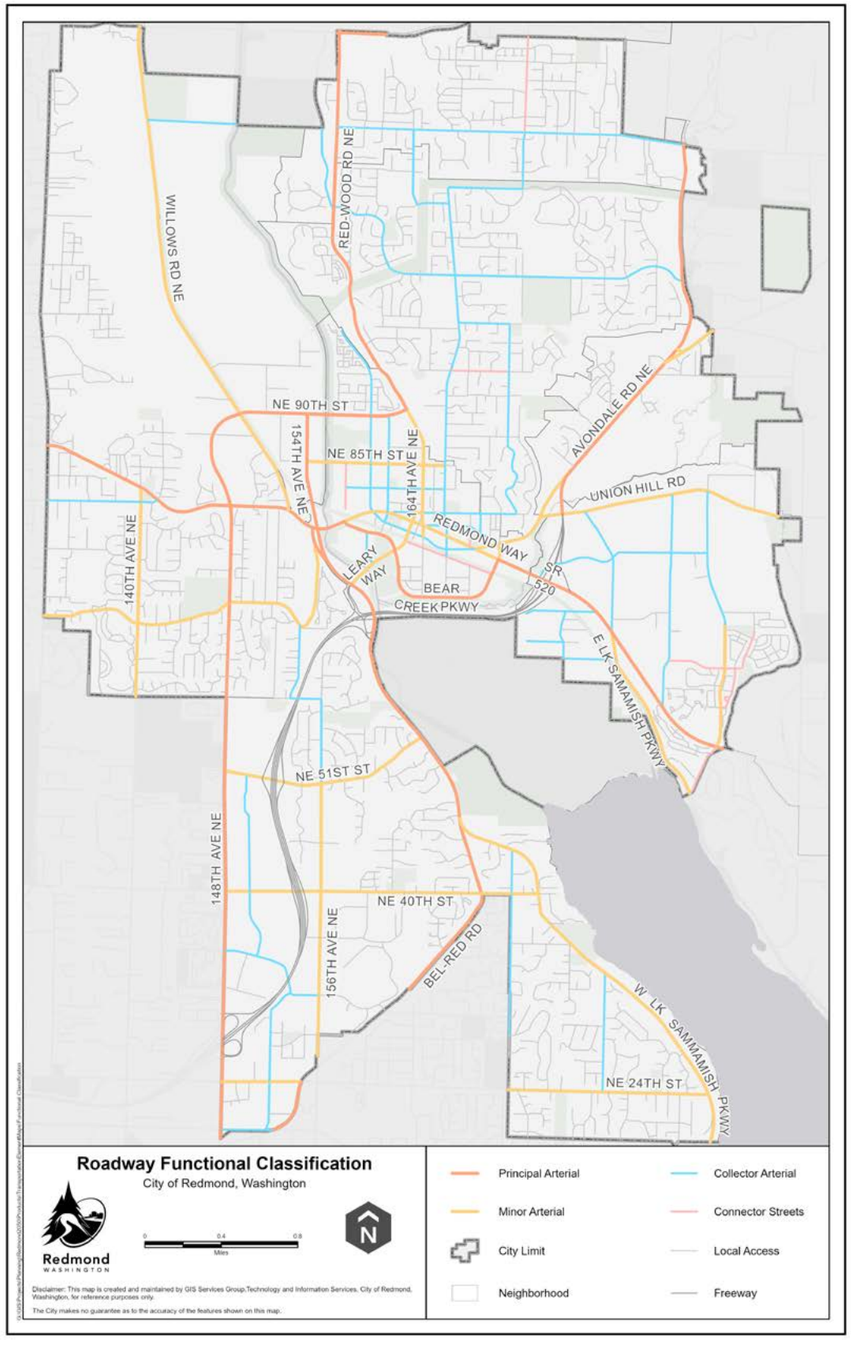
- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for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

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

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

KEY: ✓ Prevalent ◐ Common/Possible

**FIGURE 1** | REDMOND ROADWAY FUNCTIONAL CLASSIFICATION




**Redmond's Transportation Assets**

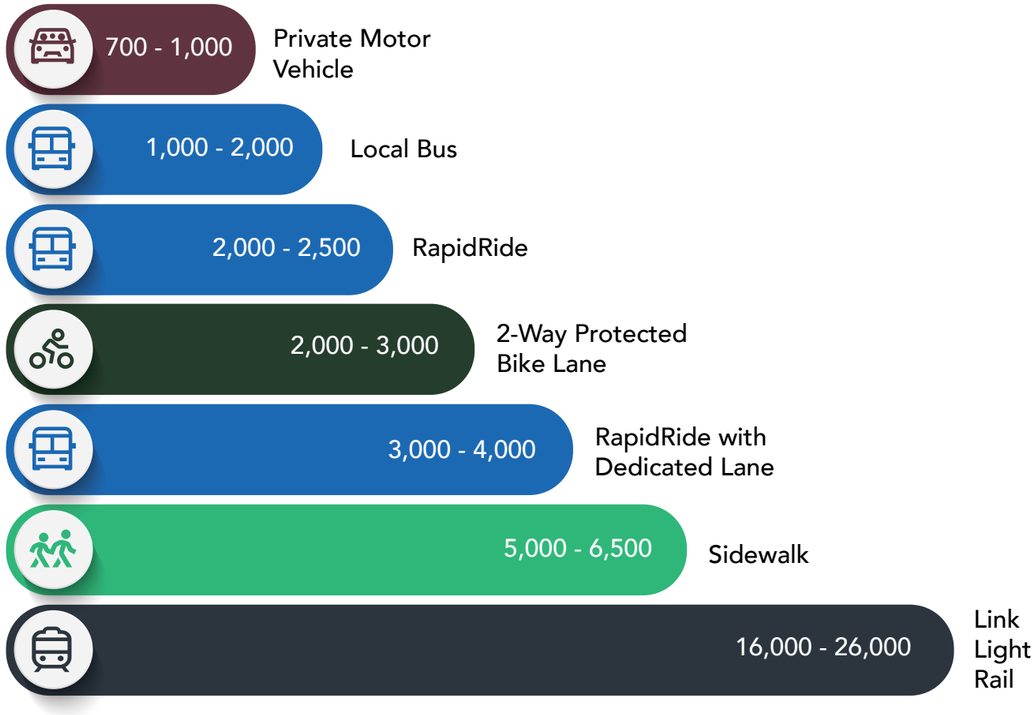
Redmond's transportation assets represent a level of investment that has been made to ensure the safe and efficient movement of goods and people. Some key transportation assets are listed in Table 2 but there are others. Each asset must be managed and maintained to sustain a defined level of service.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

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

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

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

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




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

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

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

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

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

Biker on path

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

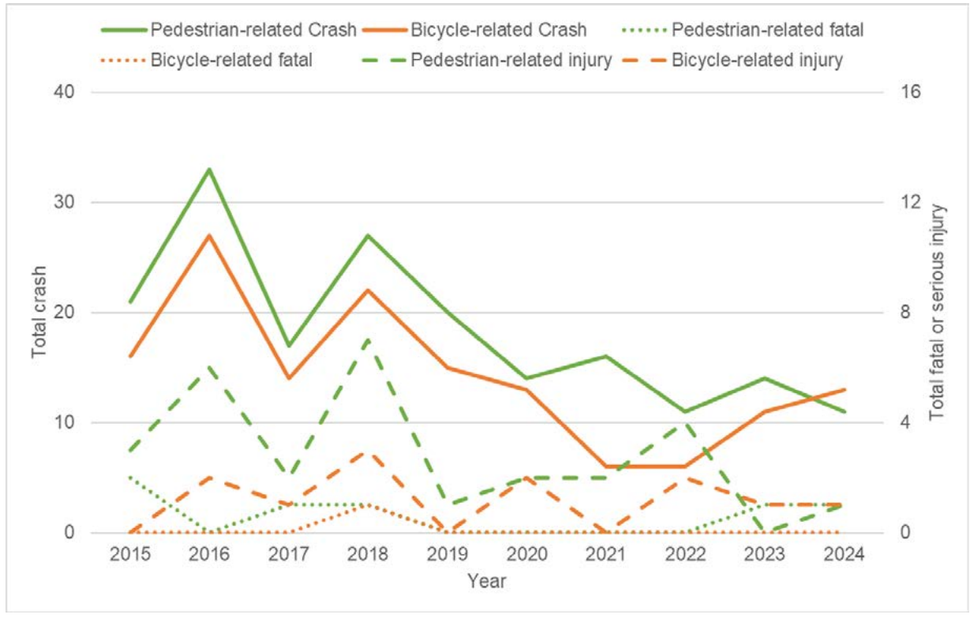
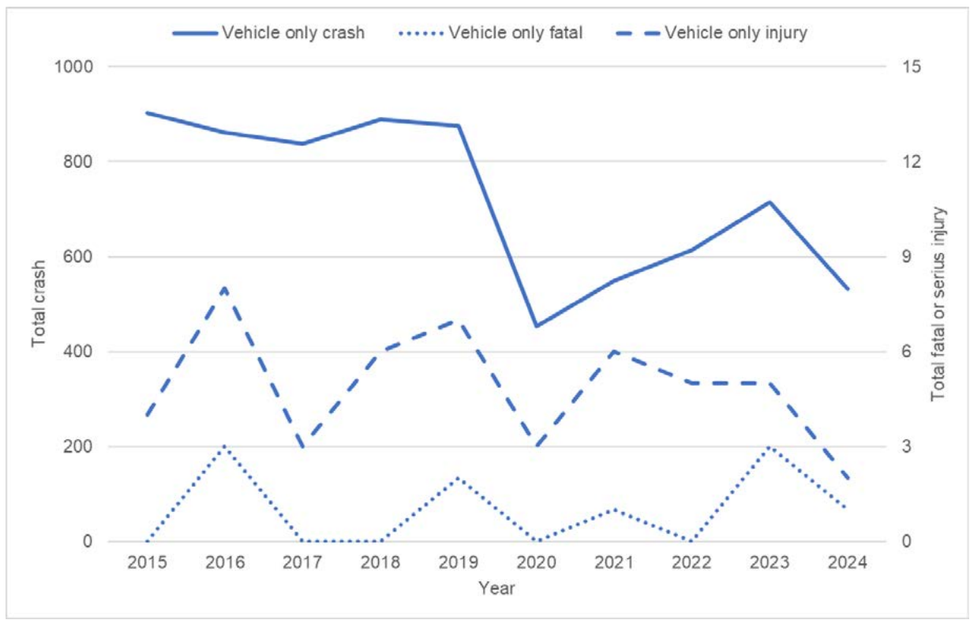



**FIGURE 3** | VEHICLE ONLY CRASHES (2015-2024)



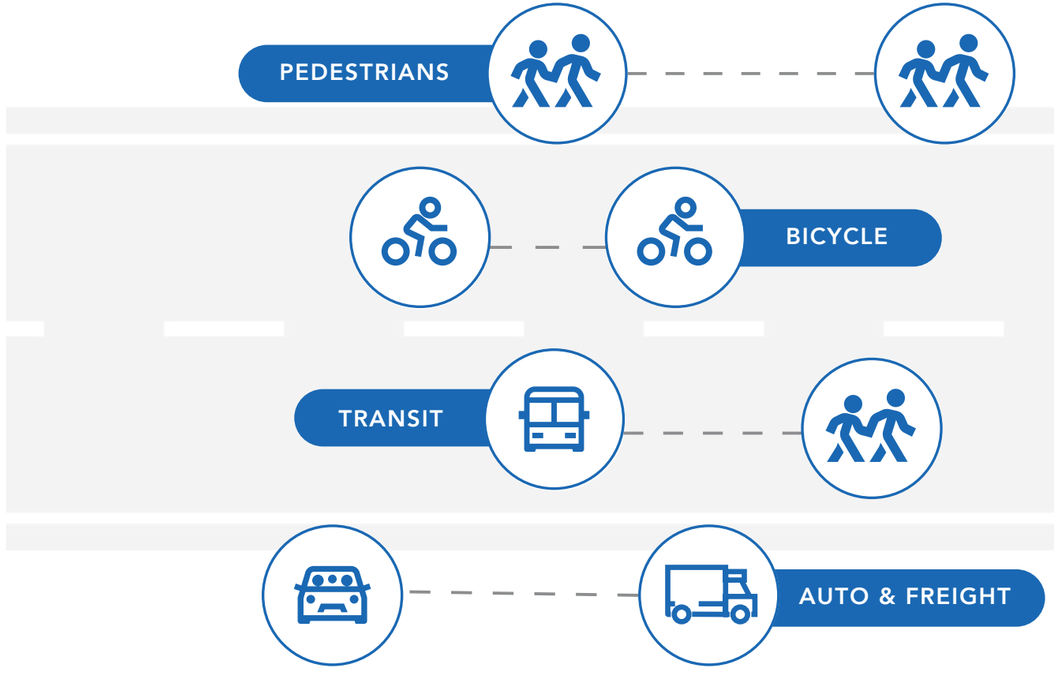

## STRATEGIES AND ACTIONS

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

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

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

**FIGURE 4** | LAYERED NETWORK APPROACH



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

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

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

**Recommended Actions**

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

"I love the flexibility and beauty of living in Redmond! I can drive when I want to, but I can also park and take the bus or train to other cities when I don't feel like dealing with traffic. When I'm staying in Redmond, the entire downtown core feels safe to bike. And when I don't have a particular destination in mind, I can take a long walk on one of the trails that start in downtown. Redmond is my favorite place on the eastside."

*- Aspen Richter*

**FIGURE 4** | PLANNED INTEGRATED MODAL CORRIDORS NETWORK

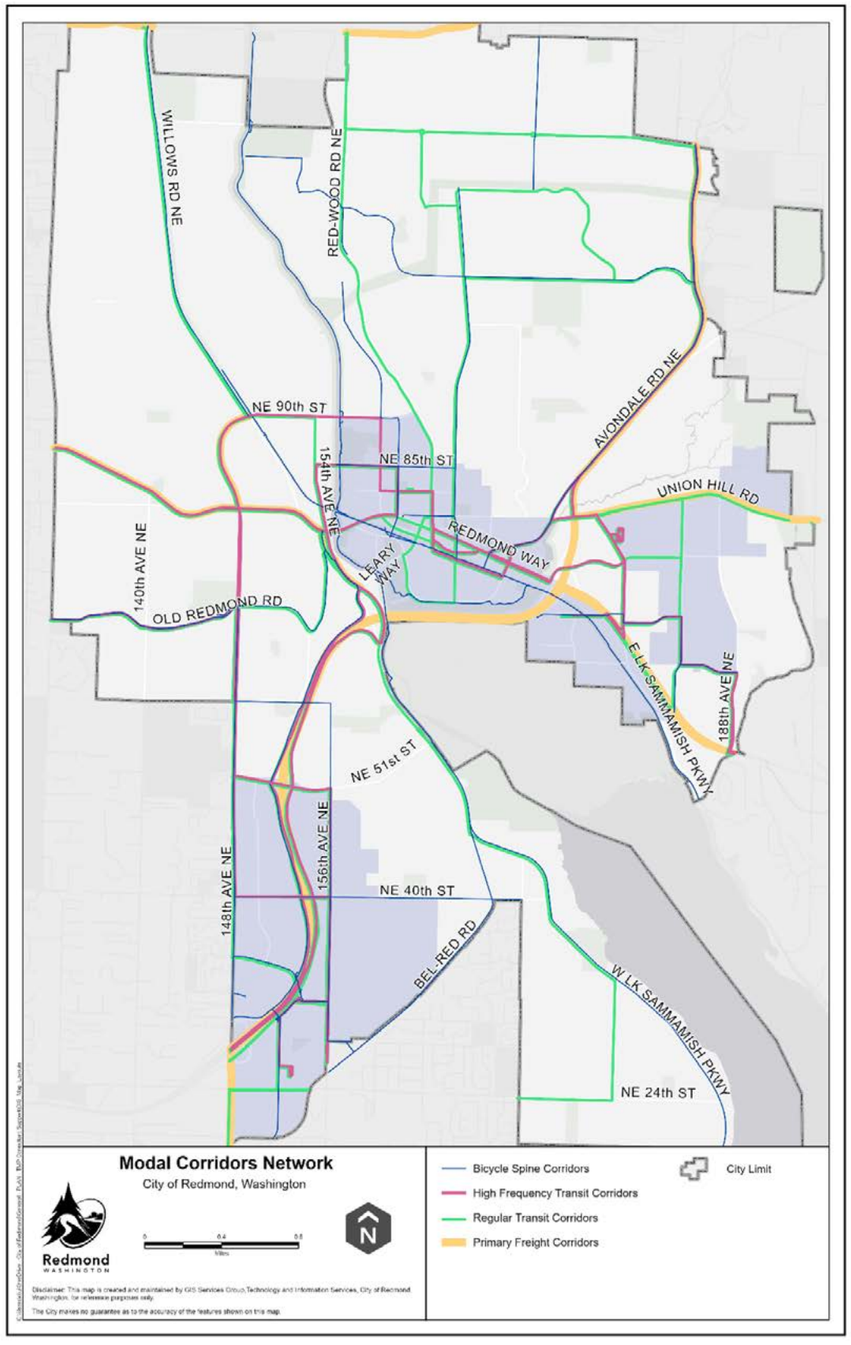
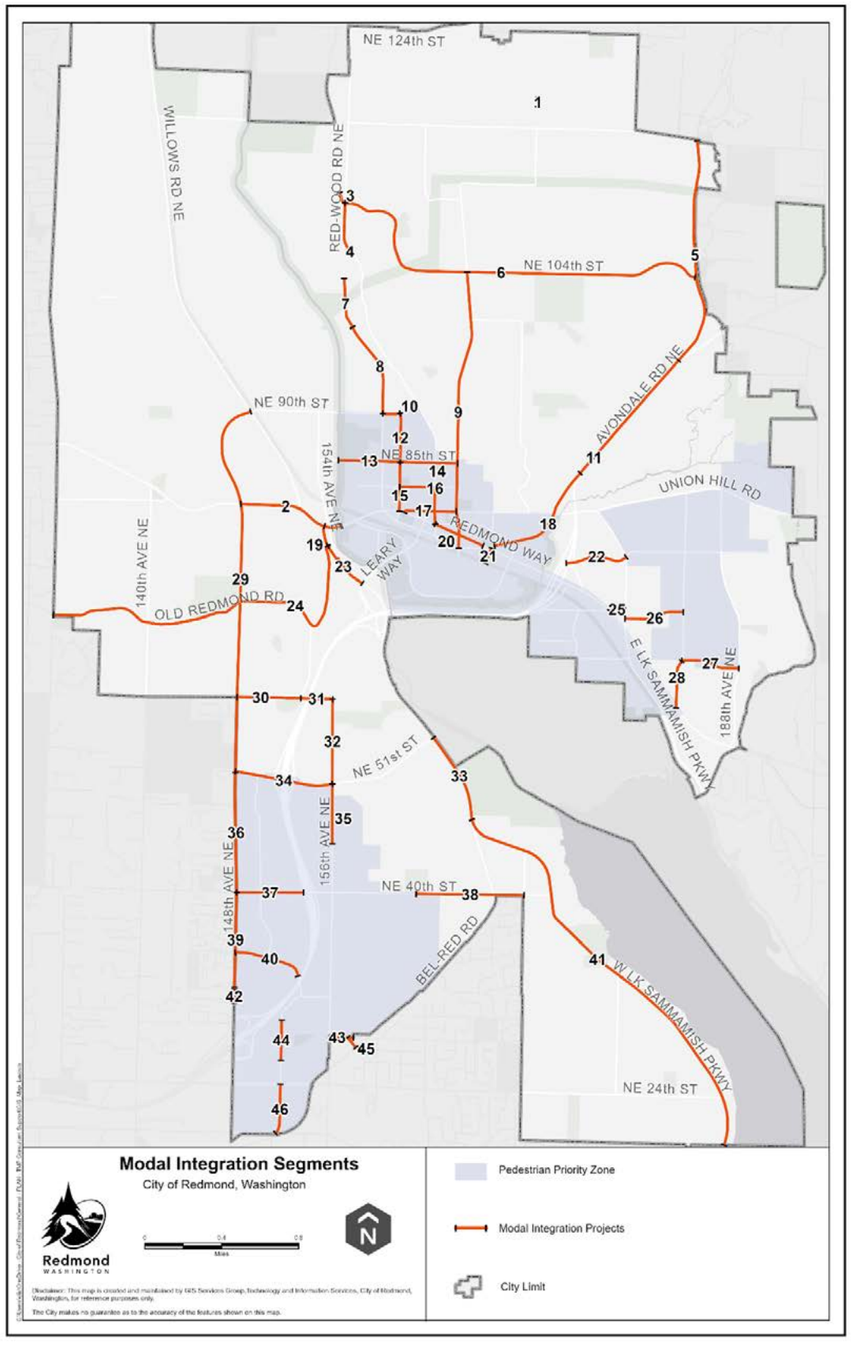



**FIGURE 5** | MODAL CORRIDORS PROJECT IDENTIFICATION MAP



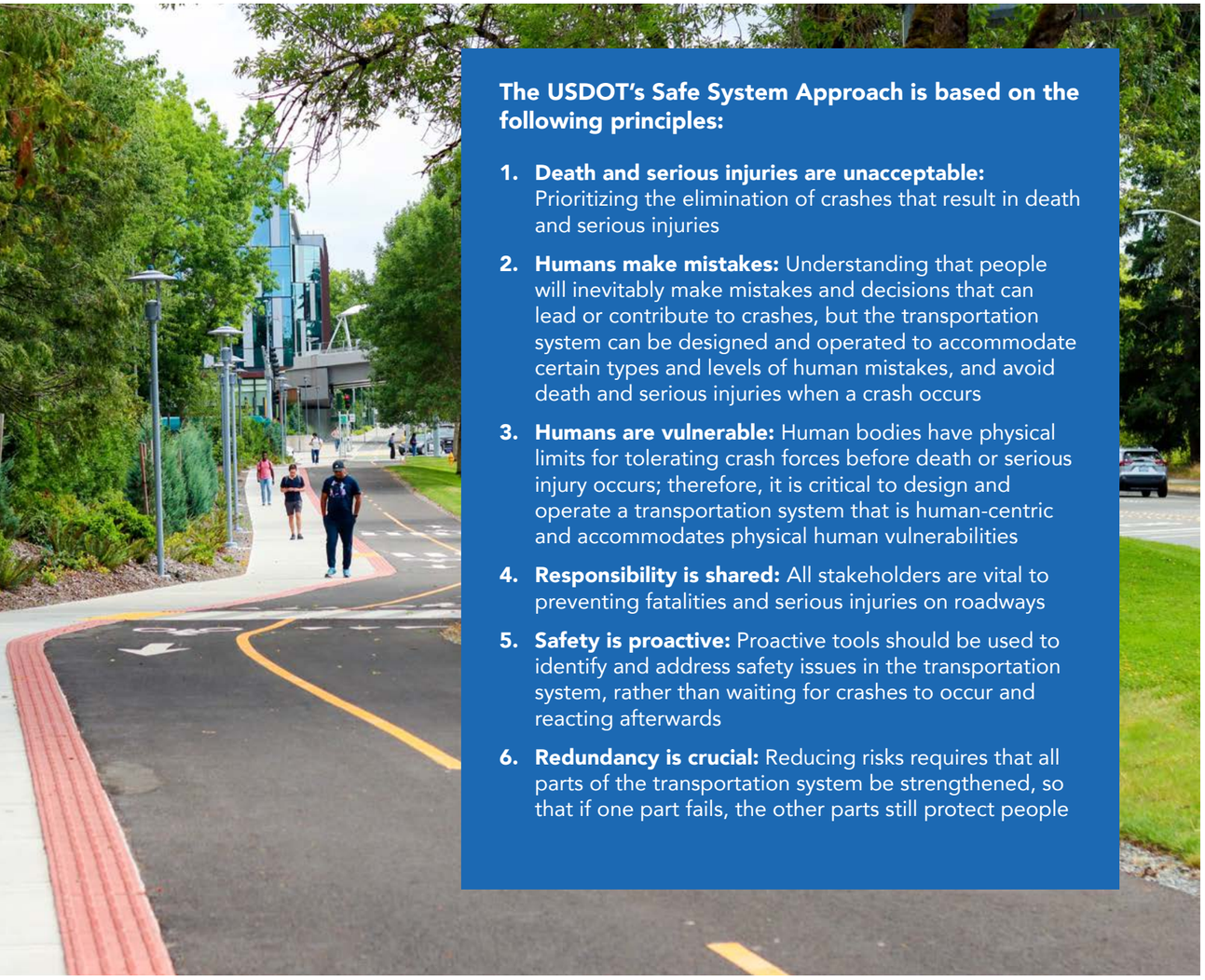
## TABLE 3 | MODAL CORRIDORS PLANNED IMPROVEMENTS

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

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | Planned Improvements |
|---|---|---|---|---|---|---|---|---|
| 26 | NE 65th St from 185th Ave NE to 188th Ave NE | Connector Street | X | X | | | | Construct a separated bike lane by replacing the existing on-street parking. |
| 27 | 185th Ave NE from NE 65th St to Redmond Way | Collector Arterial | X | X | | X | | Construct a separated bike lane by replacing narrowing vehicle travel lanes. Some segments may require re-purposing existing travel lanes. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity. |
| 28 | 148th Ave NE from Old Redmond Rd to NE 51st St Extend to Willows Rd | Principal Arterial | X | | | | | Construct a shared use pathway that extends from NE 51st St to Bridle Crest Trail, then to Old Redmond Rd. Extend facility to Willows Rd. Regional trail, minimum 12' wide with 2' graded area.<br><br>Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline replacement opportunity. |
| 29 | NE 60th St from 154th Ave NE to 148th Ave NE | Collector Arterial | X | | | | | Construct a shared-use pathway. Waterline replacement opportunity |
| 30 | NE 60th St from 154th AVE NE to 156th AVE NE | Collector Arterial | X | | | | | Construct a separated bike lane. |
| 31 | 156th Ave NE from NE 51st St to NE 60th St | Minor Arterial | X | | | | | Construct a separated bike lane by reconfiguring the cross section to include a southbound parking-protected bike lane, two travel lanes, and a buffered northbound bike lane. |
| 32 | W Lake Sammamish Pkwy from Bel-Red Rd to NE 51st St | Principal Arterial | X | | | | | Construct a shared-use pathway. Implement "quick-build" two-way path on east side of corridor. Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road. Stormwater replacement opportunity. |
| 33 | NE 51st St from 520 Trail to 520 Trail | Minor Arterial | | X | | X | X | Grade separate the 520 Trail at NE 51st Street. |
| 34 | 156th Ave NE from 4300 Block to NE 51st St | Minor Arterial | X | X | | | X | Extend the current shared use pathway from its terminus on the 4300 block of 156th Ave NE to NE 51st St. Evaluate if the B Line is getting stuck in congestion trying to merge from the NB curb lane to the NBL turning lanes at NE 40th St/156th Ave NE to identify potential speed and reliability improvements. |
| 35 | 148th Ave NE from NE 51st St to NE 40th St | Principal Arterial | X | | | X | | Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline and stormwater replacement opportunity. |
| 36 | NE 40th St from 148th Ave NE to SR 520 | Minor Arterial | X | | | | X | Construct a shared-use pathway. Regional trail minimum 12' wide with 2' graded area. |
| 37 | NE 40th St from 163rd Ave NE to 172nd Ave | Minor Arterial | X | | | | X | Construct a shared-use pathway. Shared path on the south side of 40th Street with segments of cycle track where appropriate. Waterline replacement opportunity. |
| 38 | 148th Ave NE from NE 40th St to NE 31st St | Principal Arterial | X | | | | | Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail minimum 12' wide with 2' graded area. Waterline replacement opportunity. |
| 39 | NE 36th St from 148th Ave NE to SR 520 | Collector Arterial | X | | | | | Construct separated bike lanes. |
| 40 | W Lake Sammamish Pkwy from Southern City Limit to Bel-Red Rd | Minor Arterial | X | | | | | Construct a separated bikeway using combination of bike lane and shared-use pathway. Waterline replacement opportunity. |
| 41 | 148th Ave NE from NE 31st St to NE 31st Way | Principal Arterial | X | | | X | | Construct a shared use pathway. |
| 42 | NE 28th Ave NE from 156th Ave NE to Shared-Use Path between Bel-Red Road and NE 28th St | Collector Arterial | X | | | | | Remove TWCTL install 2-way separated bike lane on south side. |
| 43 | 152nd Ave NE from NE Hopper Way to Da Vinci Ave NE | Collector Arterial | X | X | | | X | Construct a separated bike lane. Consider transit access along the corridor to improve safety between bikes and buses. Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area. |
| 44 | SUP between Bel-Red Road and NE 28th St from Bel-Red Rd to NE 28th St | N/A | X | | | | | Construct a shared-use pathway by re-purposing public ROW right on the COB/COR border. Or consider widening the existing, narrow, soft surface trail to the west of the Capgeni North America building to provide a connection between the two adjacent bikeways. |
| 45 | 152nd Ave NE from NE 20th St to NE 24th St | Collector Arterial | X | | | | X | Construct a separated bike lane by removing the landscaped buffer or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area. |

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

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



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

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

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

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

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Design roadway environments using proven safety countermeasures to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, reduce vehicle speeds, and to facilitate safe travel by the most vulnerable users. (Public Works) |
| **Action 2B** | Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement (See Strategy 4) (Public Works) |
| **Action 2C** | Wherever possible, separate travel modes moving at different speeds (i.e. pedestrians, bicyclists, and vehicles) to minimize conflicts. These separations can occur in space (i.e. sidewalks, separated bike lanes, or dedicated vehicle turn lanes) or in time (i.e. protected pedestrian or bicycle phases at intersections). (Public Works) |
| **Action 1D** | Increase the visibility of road users through infrastructure changes such as high-visibility pedestrian crossings, leading pedestrian intervals, and street lighting. (Public Works) |
| **Action 2C** | Increase the attentiveness of road users through infrastructure changes such as rumble strips, roundabouts (see Strategy 5), automated enforcement, and warning devices such as Rectangular Rapid Flashing Beacons (RRFBs). (Public Works) |

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

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

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

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

**Redmond 2050 Policies that support strategy 3:**

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

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

**Recommended Actions**

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

## Strategy 4: Reduce vehicle operating speeds

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

**Redmond 2050 Policies that support strategy 4:**

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

Speed Safety Camera

**Recommended Actions**

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

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

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

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

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

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

- **TR-8 Design and build a resilient transportation system. Develop and update incident and disaster prevention and recovery strategies and coordinate them with local and regional partners.**
- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

### Recommended Actions

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

Roundabout



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

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

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

- **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.
- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-26**: Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

### Recommended Actions

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

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

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

**Redmond 2050 Policies that support strategy 7:**

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

### Recommended Actions

| | |
|---|---|
| **Action 7A** | Use outputs from the new Citywide asset management systems to help plan for future capital investments and maintenance activities. (Public Works) |
| **Action 7B** | Use the asset management plan and associated data management systems to identify opportunities to bundle street and utility projects to reduce costs and minimize disruption to the transportation system. (Public Works) |
| **Action 7C** | Build resilient transportation infrastructure to withstand the effects of climate change. (Public Works) |



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

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

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

**Redmond 2050 Policies that support strategy 8:**

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

## Recommended Actions

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

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

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

**Redmond 2050 Policies that support strategy 9:**

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



## Recommended Actions

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

# PEDESTRIAN PLAN

Transportation Master Plan

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

## INTRODUCTION

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

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

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

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

### SUSTAINABILITY

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

### EQUITY & INCLUSION

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

## DESIGNING A PEDESTRIAN NETWORK THAT WORKS FOR EVERYONE

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

- The walking environment should be safe and comfortable. Sidewalks, crossings, and shared-use paths should be free of hazards and minimize conflicts with vehicular traffic and external factors such as protruding architectural elements, utility vaults,or vegetation. The pedestrian network should provide additional separation from vehicle travel lanes with higher speeds and volumes. Adequate sidewalk width that is clear of obstacles should be provided to allow people to comfortably walk or roll in social groups and engage with the surrounding walking environment.

- The pedestrian network should be accessible. Sidewalks, shared-use paths, curb ramps, and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability. In areas with specific needs (e.g., schools), improvements should accommodate the needs of the target population.

- The pedestrian network should connect to places people want to go. The pedestrian network should provide continuous direct routes and convenient connections between destinations such as homes, schools, shopping areas, public services, recreational opportunities, and transit.

- The pedestrian network should be clear and easy to use with intuitive way finding signage. Sidewalks, shared-use paths, and crossings should allow people of all abilities to easily find a direct route to a destination with minimal delays.

- The pedestrian environment should include inviting public spaces that contribute to complete neighborhoods. Good design should integrate with and support the development of complementary uses and should encourage preservation and construction of art, landscaping, and other items that add value to public ways. These components might include open spaces such as plazas, courtyards and squares, and amenities like street furniture, banners, art, plantings, and special paving. Along with historical elements and cultural references, complementary uses should promote a sense of place. Public activities should be encouraged, and the municipal code should permit commercial activities such as dining, vending, and advertising on sidewalks when they do not interfere with safety and accessibility. The pedestrian environment is a key component to develop and enhance Redmond's complete neighborhoods.

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

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

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

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

## OVERVIEW OF REDMOND'S PEDESTRIAN SYSTEM

**Sidewalk Network**
The City of Redmond has a high coverage of sidewalks on arterials and transit routes, with sidewalks on one or both sides of the street across approximately 92% of the city's arterial network, as shown in Table 2. Approximately 89% of Redmond's local streets include sidewalks on one or both sides of the street, as shown in Table 3. More information about the City's goals to increase sidewalk coverage on the local street network can be found in the Strategies in this section.

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

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

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

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

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

**Trail and Off-Street Connections Network**
The City of Redmond has an extensive park and trail system. Redmond's trail network provides comfortable pedestrian connections through and between many of Redmond's neighborhoods. Many of Redmond's trails offer special recreation features, including equestrian riding and opportunities for hiking.

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

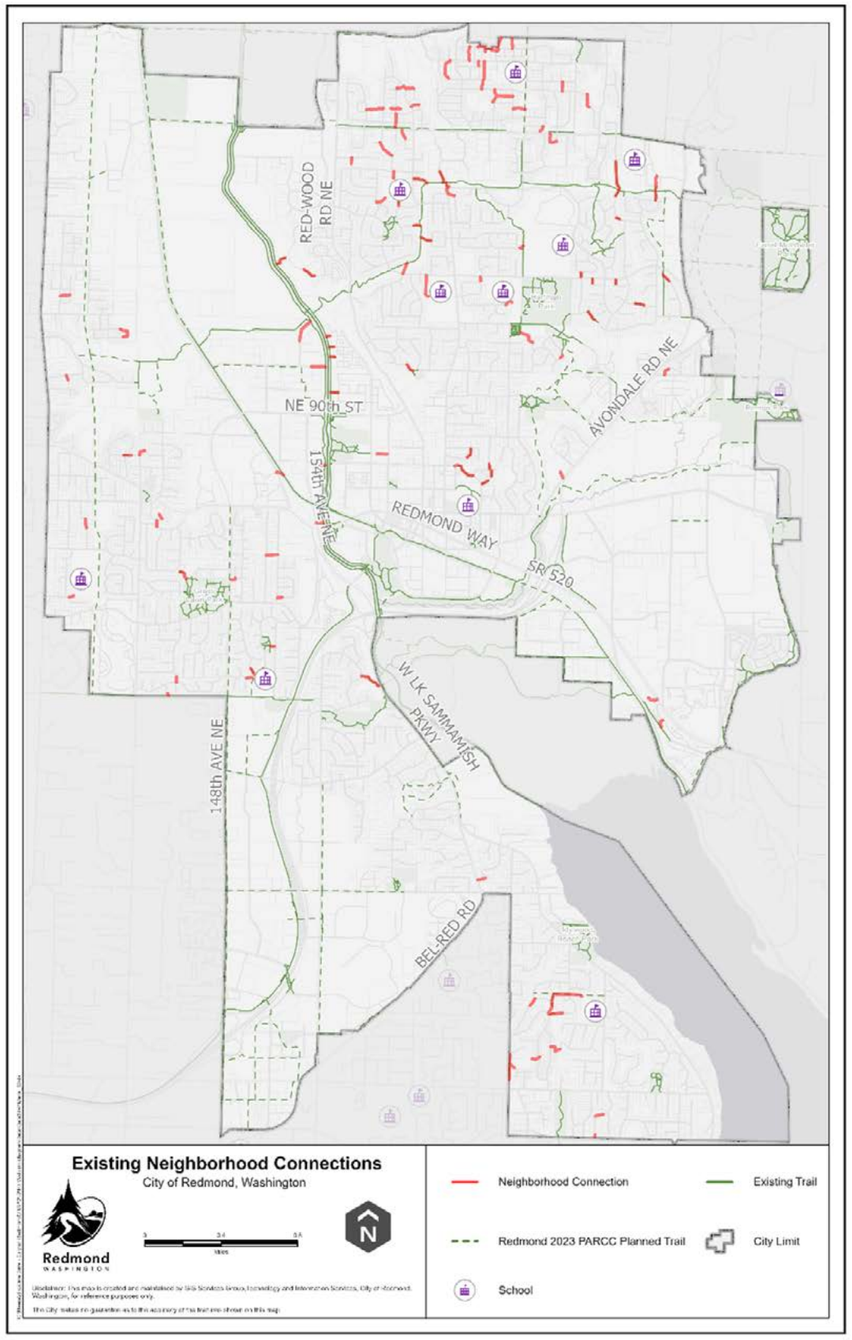
**TABLE 4** | REDMOND PAVED TRAILS BY AGENCY

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

In addition to Redmond's paved and unpaved recreational trail network, the city's pedestrian network also consists of short off-street pathways that often connect dead-end streets. These neighborhood connections offer more direct access to local destinations, and in some cases, allow people to avoid Redmond's busiest streets. Many of these neighborhood connections do not have official street or trail names and may or may not be labeled with pedestrian signage. Figure 1 below shows a neighborhood connection pathway in the Education Hill neighborhood adjacent to a signed pedestrian crossing. More information about neighborhood connections can be found in the Strategies and Actions section in this section. A map of the neighborhood connections in Redmond is shown in Figure 2.

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

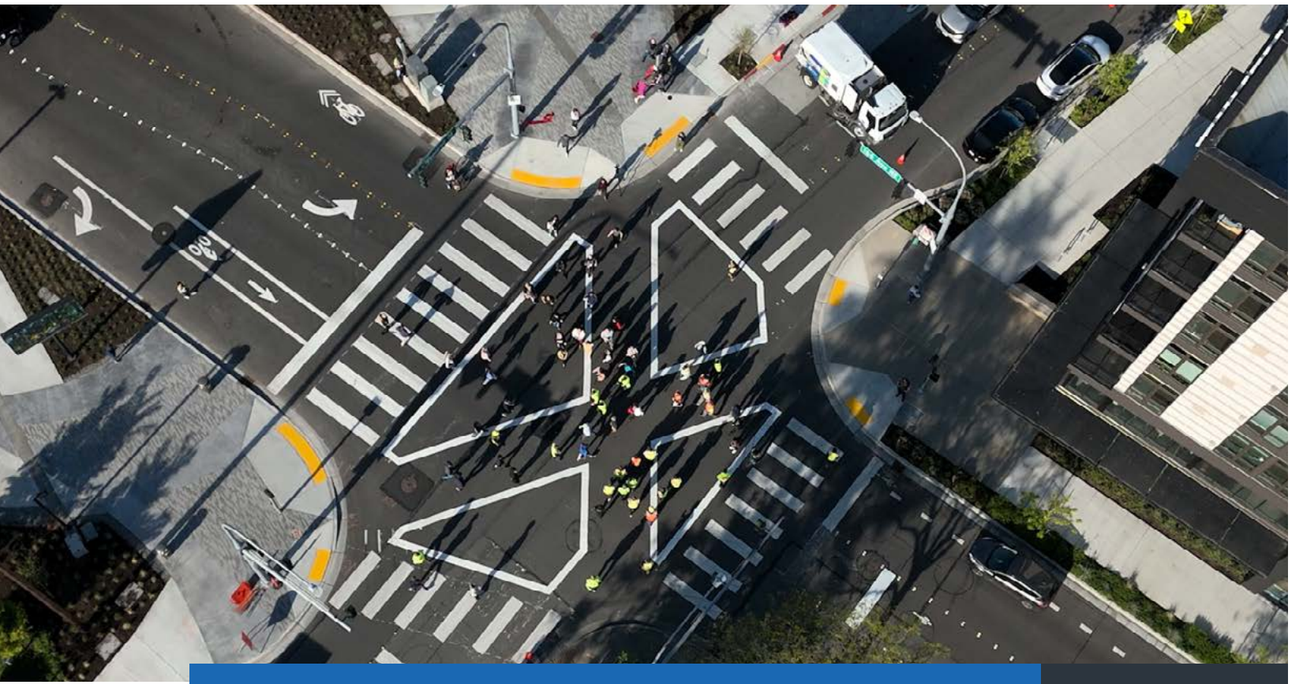
**FIGURE 2** | NEIGHBORHOOD CONNECTIONS



**Pedestrian Crossings**
A Low Stress Pedestrian Crossing (LSPC) provides safe and comfortable infrastructure for pedestrians to cross a roadway mid-block or at an intersection. While Redmond's pedestrian network includes many pedestrian crossings[1], not all are considered Low Stress Pedestrian Crossings (LSPCs). Low-stress pedestrian crossings (LSPCs) are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, all-way stop control (AWSC) intersections, and may also have geometric features such as raised crossings, curb extensions or crossing islands that reinforce pedestrian visibility, reduce crossing distance and achieve better driver compliance with stopping for pedestrians entering or walking in a crosswalk.

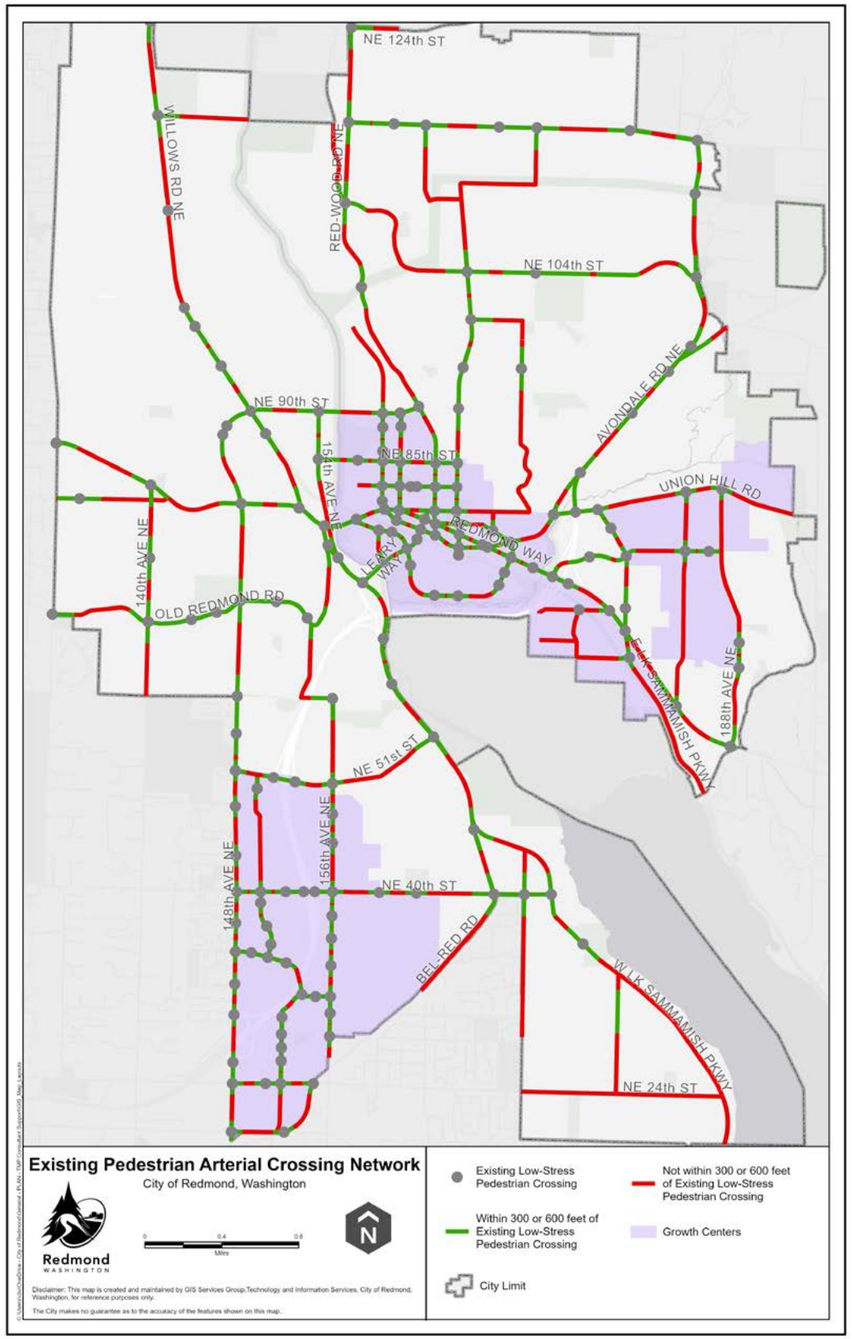
Redmond's current network of LSPCs includes 112 signalized intersections, 40 existing RRFB crossings, and two HAWK signal crossings. This inventory was taken for intersection crossings and does not include highway crossings such as pedestrian bridges.

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



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

**FIGURE 3** | EXISTING ARTERIAL PEDESTRIAN CROSSINGS



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

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

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

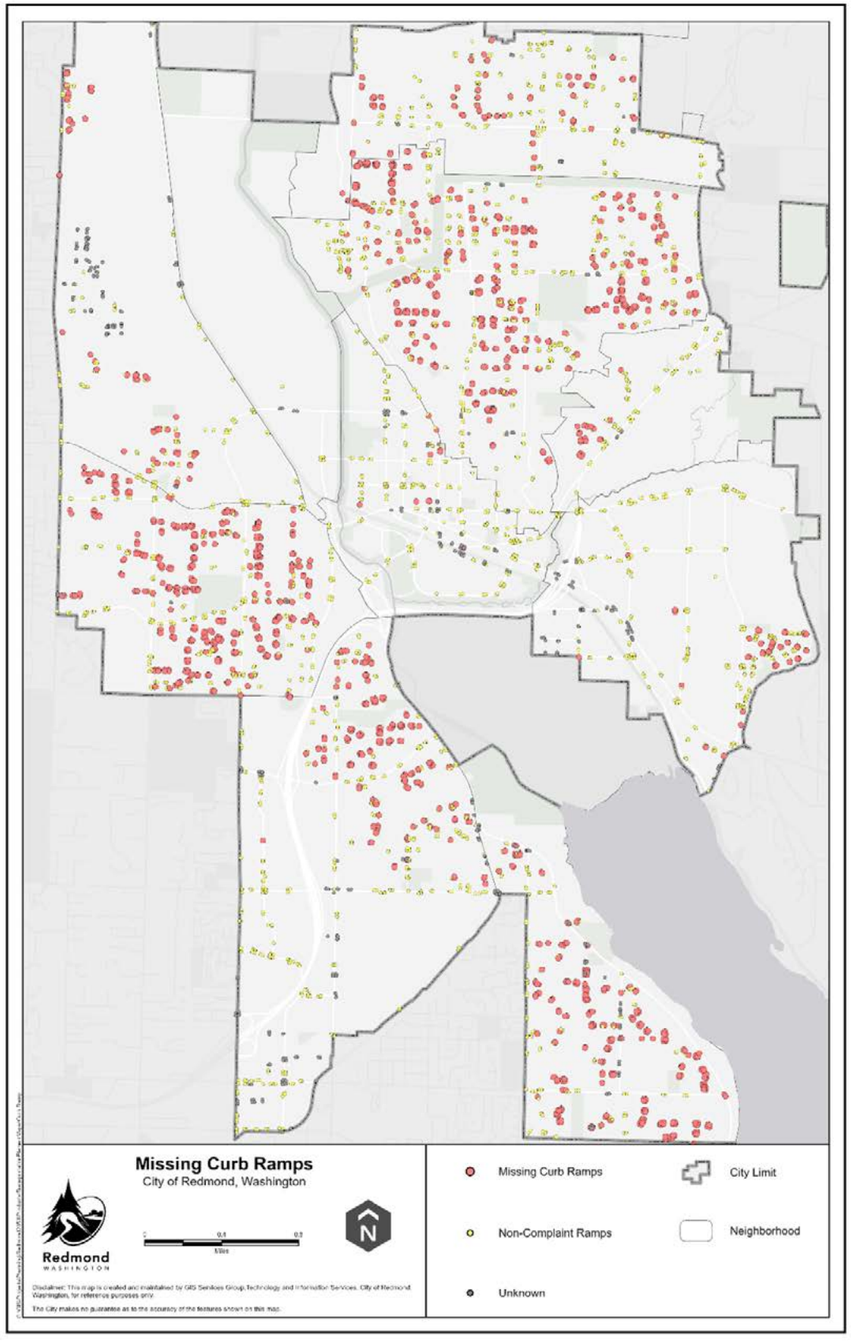
**Compliant Curb Ramps**
Compliant curb ramps meet all ADA standards, including proper slope, width, landing area, alignment, and the presence of detectable warning surfaces. These ramps ensure accessibility and safety for all users, including those with mobility impairments or visual disabilities.

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

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

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

**FIGURE 4** | MISSING AND NON-COMPLIANT CURB RAMP LOCATIONS



## Pedestrian Amenities

### Street Trees

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

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

### Lighting

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

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

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

### Wayfinding

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

The City's Parks & Recreation Department is assessing wayfinding signage and developing a wayfinding plan in 2025/2026. As this plan develops, it will be important to reevaluate and update the pedestrian system wayfinding signage to maintain consistency with other wayfinding efforts. More information about the City's wayfinding goals is discussed in Strategy 9 below.

### Other Amenities

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

### Development of Pedestrian Network in Urban Centers

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

Pedestrians

## STRATEGIES AND ACTIONS

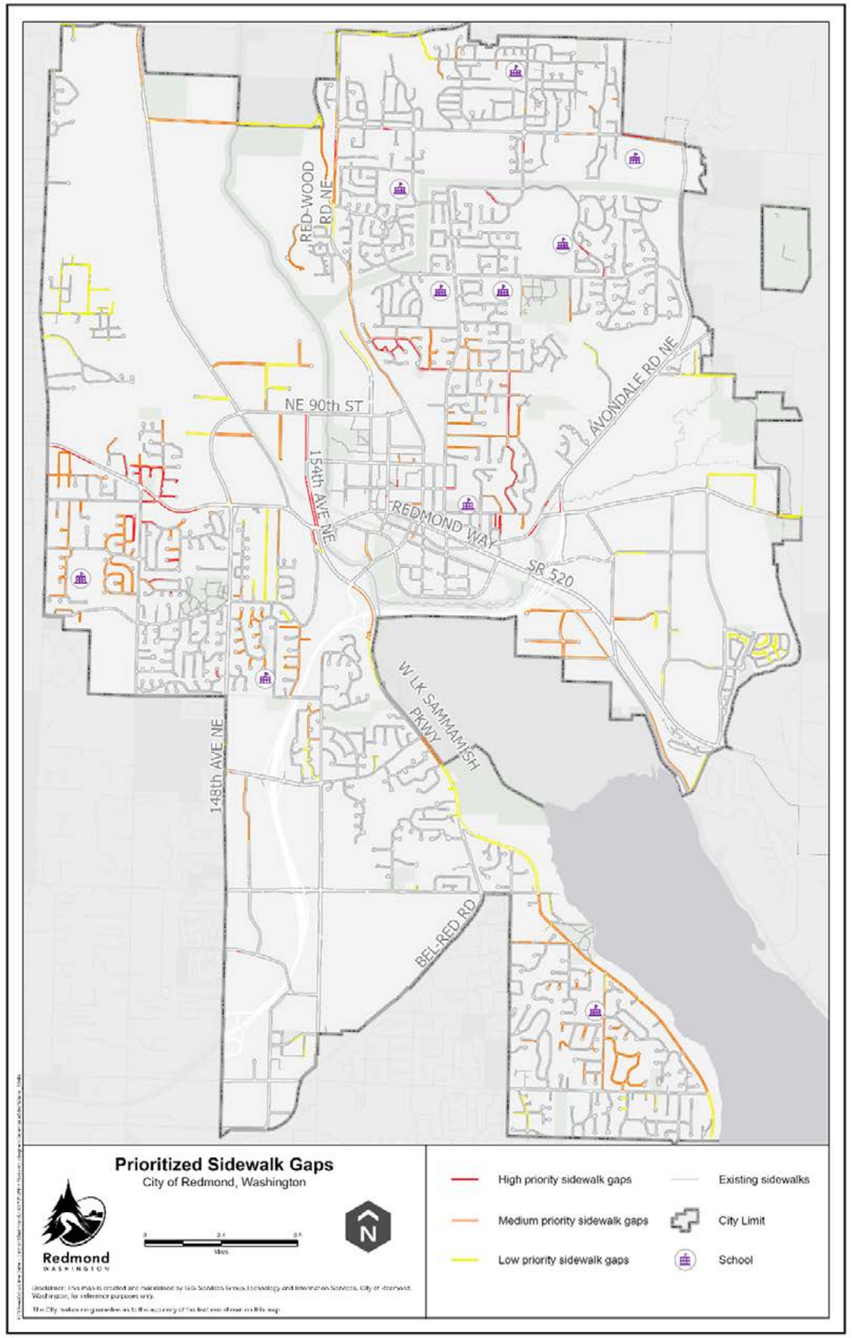
### Strategy 1: Complete Redmond's pedestrian network by filling sidewalk gaps and prioritizing new connections

The City's strategic focus on completing connected pedestrian networks in neighborhoods and urban centers to provide direct access to transit, schools, employment, and services will improve safety and reduce reliance on vehicles. Redmond's pedestrian network currently includes sidewalk gaps where portions of sidewalks are missing on one or both sides of the street. The City will work to fill these gaps, connecting walking routes and establishing safe and comfortable pathways for active transportation. The City's goal is to provide safe and comfortable pedestrian facilities along all streets with traditional sidewalks or alternative sidewalk strategies. A discussion of sidewalk alternatives can be found in Strategy 5 below. Figure 5 illustrates existing gaps in Redmond's sidewalk network. These gaps have been prioritized for improvement based on the following criteria:

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

Many existing sidewalks in Redmond also do not meet the City's sidewalk standard or ADA requirements. The latter will be identified in the evaluation conducted for the ADA Transition Plan. Existing sidewalks that don't meet standards are often reconstructed through new development or capital projects. Redmond has been fortunate to have had a high level of commercial and residential development. Any development must pay transportation impact fees and may also be required to build infrastructure that has been identified in the City's Transportation Facilities Plan or determined to be necessary to mitigate impacts to the transportation system. The implementation timeline for these projects tends to be longer as it depends on new development occurring and often new development projects can take several years to construct from the time of initial application. As Redmond continues to grow there will be more opportunities to leverage this growth to fill gaps in the pedestrian network. In some cases, where sidewalks are severely damaged and new development is unlikely to occur, a capital project may be developed to reconstruct the sidewalk to current standards. In addition, the City's concrete crew, which was funded by the voter-approved Transportation Benefit District is also addressing smaller-scale sidewalk maintenance and gap filling.

**FIGURE 5** | PRIORITIZED SIDEWALK GAPS



**Redmond 2050 Policies Supporting Strategy 1:**

- **FW-TR-3:** Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.

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

## Recommended Actions

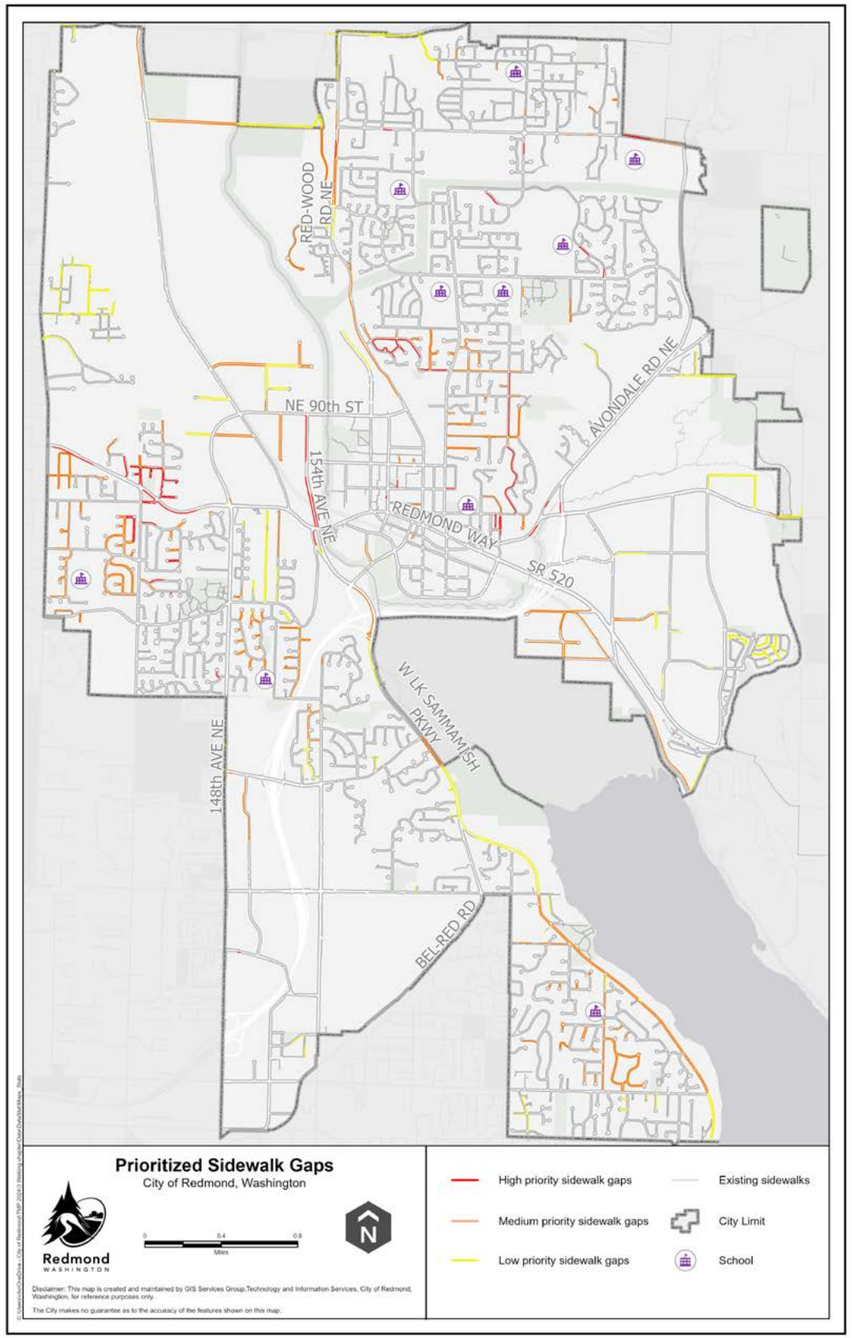
| | |
|---|---|
| **Action 1A** | Complete the citywide pedestrian network by filling sidewalk gaps. (Public Works, Planning) |
| **Action 1B** | Upgrade existing sidewalks that do not meet ADA requirements or the City's current sidewalk standard through new development, capital improvement projects,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

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

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

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

**FIGURE 6 |** EXISTING AND PRIORITY FUTURE ARTERIAL PEDESTRIAN CROSSINGS



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

| ID | Destination Type | Name | Arterial Road Name | Midblock or Intersection? | Extents | Existing Crossing? |
|---|---|---|---|---|---|---|
| 1 | Hospital | Swedish Hospital | NE Union Hill Road | Midblock | NE Union Hill Road between 178th Place NE & 185th Avenue NE, approximately 1000 ft east of 178th Place of NE | No |
| 2 | Park | Viewpoint Open Space Park | NE 24th Street | Intersections | NE 24th Street & 176th Court NE | No |
| 3 | Park | Viewpoint Neighborhood ParkPark | NE 24th Street | Intersection | NE 24th Street & 184th Avenue NE | No |
| 4 | Park | Westside Park | 156th Avenue | Intersection | 156th Avenue NE & NE 58th Place | Yes |
| 5 | Park | Southeast Redmond Park | 188th Avenue NE | Intersection | 188th Avenue NE & NE 68th Street | No |
| 6 | Park | Park | Redmond Way | Intersection | Redmond Way & 142nd Avenue NE | No |
| 7 | Park | Nike Park | 171st Avenue NE | Intersection | 171st Avenue NE & NE 92nd Street | Yes |
| 8 | Park | Meadow Park | 160th Avenue NE | Intersection | 160th Avenue NE & NE 107th Way | Yes |
| 9 | Park | Heron Rookery | Leary Way | Midblock | Approximately 150 ft east of 159th Place | No |
| 10 | Park | Hartman Park | NE 104th St | Midblock | Approximately 618 ft east of 172nd Ave NE | Yes |
| 11 | Park | Marymoor Connector Trail | Redmond-Fall City Rd NE | Midblock | Approximately 437 ft northeast of Marymoor connector trail access | No |
| 12 | School | Redmond Elementary School | NE 80th Street | Intersection | NE 80th Street & 169th Avenue NE | Yes |
| 13 | School | Norman Rockwell Elementary School | 162nd Avenue NE | Midblock | 162nd Avenue NE between NE 109th Street/NE 110th Street & NE 112th Street, approximately 600 ft north of NE 109th Street/ NE 110th Street | No |
| 14 | School | John James Audubon Elementary School | 180th Ave NE | Midblock | Approximately 437 ft north of NE 30th St | Yes |
| 15 | School | Redmond High School | NE 104th St | Midblock | Approximately 413 ft west of 178th Ave NE | Yes |
| 16 | High Frequency Bus Stop | Avondale Road NE & NE 114th Street | Avondale Road NE | Midblock | Avondale Road NE between NE 116th Street & NE 113th Street, approximately 430 ft south of NE 116th Street | No |
| 17 | High Frequency Bus Stop | Avondale Road NE & NE 85th Place | Avondale Road NE | Intersection | Avondale Road NE & NE 85th Place | No |
| 18 | High Frequency Bus Stop | Avondale Way NE & 170th Place NE | Avondale Way NE | Midblock | Avondale Way NE between NE 79th Street & NE Union Hill Road, approximately 250 ft east of NE 79th Street | No |
| 19 | High Frequency Bus Stop | Future Transit Stop - Route 269 | NE 70th Street | Midblock | NE 70th Street between 176th Avenue NE & Redmond Way, approximately 335 ft east of 176th Avenue NE | No |
| 20 | High Frequency Bus Stop | Future Transit Stop - Route 269 | NE 70th Street | Intersection | NE 70th Street & 176th Avenue NE | No |
| 21 | High Frequency Bus Stop | West Lake Sammamish Parkway NE & Leary Way | West Lake Sammamish Parkway NE | Midblock | West Lake Sammamish Parkway NE between Leary Way & 154th Avenue NE, approximately 350 ft west of Leary Way | No |
| 22 | High Frequency Bus Stop | 148th Avenue NE & NE Redmond Way | 148th Avenue NE | Midblock | 148th Avenue NE between Redmond Way & NE 76th Street, approximately 365 ft south of Redmond Way | No |
| 23 | High Frequency Bus Stop | NE Redmond Way & 140th Avenue NE | Redmond Way | Intersections | Redmond Way & 139th Avenue NE | No |
| 24 | High Frequency Bus Stop | NE Redmond Way & 145th Avenue NE | Redmond Way | Intersection | Redmond Way & 145th Avenue NE | No |
| 25 | High Frequency Bus Stop | NE Redmond Way & Willows Road NE | Redmond Way | Midblock | Redmond Way between NE 82nd Street & 150th Court NE, approximately 195 ft east of NE 82nd Street | No |
| 26 | High Frequency Bus Stop | NE 90th Street & 151st Avenue NE | NE 90th Street | Midblock | NE 90th Street between 152nd Avenue NE & 151st Avenue NE, approximately 260 ft east of 152nd Avenue NE | No |
| 27 | High Frequency Bus Stop | NE 90th Street & 154th Avenue NE | NE 90th Street | Midblock | NE 90th Street between 154th Avenue NE & 152nd Street, approximately 330 ft west of 154th Avenue NE | No |
| 28 | High Frequency Bus Stop | 148th Avenue NE & NE 61st Way | 148th Avenue NE | Intersection | 148th Avenue NE & NE 61st Court/NE 61st Way | No |
| 29 | High Frequency Bus Stop | 148th Avenue NE & NE 66th Street | 148th Avenue NE | Intersection | 148th Avenue NE & NE 66th Street | No |
| 30 | High Frequency Bus Stop | NE Old Redmond Road & 147th Court NE | Old Redmond Road & 147th Court NE | Intersection | Old Redmond Road & 147th Court NE | No |
| 31 | High Frequency Bus Stop | NE Old Redmond Road & 137th Avenue NE | Old Redmond Road & 147th Court NE | Midblock | Old Redmond Road between 137th Avenue NE & 138th Avenue NE, approximately 100 ft east of 137th Avenue NE | Yes |
| 32 | High Frequency Bus Stop | NE 51st Street & 154th Avenue NE | NE 51st Street Court NE | Intersection | NE 51st Street & 154th Avenue NE/154th Place NE | No |
| 33 | High Frequency Bus Stop | 148th Avenue NE & NE 40th Street | 148th Avenue NE | Midblock | 148th Avenue NE between NE 40th Street & NE 51st Street, approximately 380 ft north of NE 40th Street | No |
| 34 | High Frequency Bus Stop | NE 65th Street & 185th Avenue NE | 185th Avenue NE | Intersection | 185th Avenue NE & NE 65th Street | No |
| 35 | High Frequency Bus Stop | 185th Avenue NE & NE 68th Street | 185th Avenue NE | Midblock | 185th Avenue NE between NE 68th Street & NE 67th Court, approximately 230 ft south of NE 68th Street | No |
| 36 | High Frequency Bus Stop | 152nd Avenue between NE 20th Street and NE 24th Street | 152nd Avenue NE | Midblock | 152nd Avenue between NE 20th Street and NE 24th Street | No |
| 37 | High Frequency Bus Stop | Bear Creek Parkway & 168th Avenue NE | Bear Creek Parkway | Intersection | Bear Creek Parkway & 168th Avenue NE | Yes |
| 38 | High Frequency Bus Stop | 151st Avenue NE & NE 90th Street | 151st Avenue NE | Intersection | 151st Avenue NE & NE 90th Street | Yes |
| 38 | Other | NE 104th St & 179st Ave NE | NE 104th St | Intersection | NE 104th St & 179st Ave NE | Yes |

**Redmond 2050 Policies Supporting Strategy 2:**

- **TR-14**: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

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

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

As discussed in Strategy 2, low-stress pedestrian crossings are needed at many locations citywide, with 30 locations identified and prioritized in Table 5 above. Standardizing low-stress crosswalk design and processes would advance implementation of these low-stress pedestrian crossings. Design strategies to achieve low-stress crossings include shortening the crossing distance with curb extensions or crossing islands, reducing the speed of approaching vehicles with speed humps or raised crossings, and increasing visibility and awareness using active warning devices. In addition, signalized intersections can achieve safer and more comfortable pedestrian crossings by implementing automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles, where appropriate and applicable. Ensuring sufficient lighting at crossings also helps to ensure low-stress crossings at night. These strategies are consistent with the guidance described in Redmond's Safer Streets Action Plan.

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

**Redmond 2050 Policies Supporting Strategy 3:**

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



### Recommended Actions

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

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

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

**Redmond 2050 Policies Supporting Strategy 4:**

- **TR-14**: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

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

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

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

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

**Redmond 2050 Policies Supporting Strategy 5:**

- **TR-14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Develop and adopt a sidewalk alternative decision process and design guidance that considers vehicle speed, vehicle volume, roadway classification, land uses, environmental goals and constraints, and other factors. Couple this effort with development of a traffic calming toolkit and potentially a dedicated program that would fund and implement lower-cost safety improvements. (Public Works, Planning) |

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

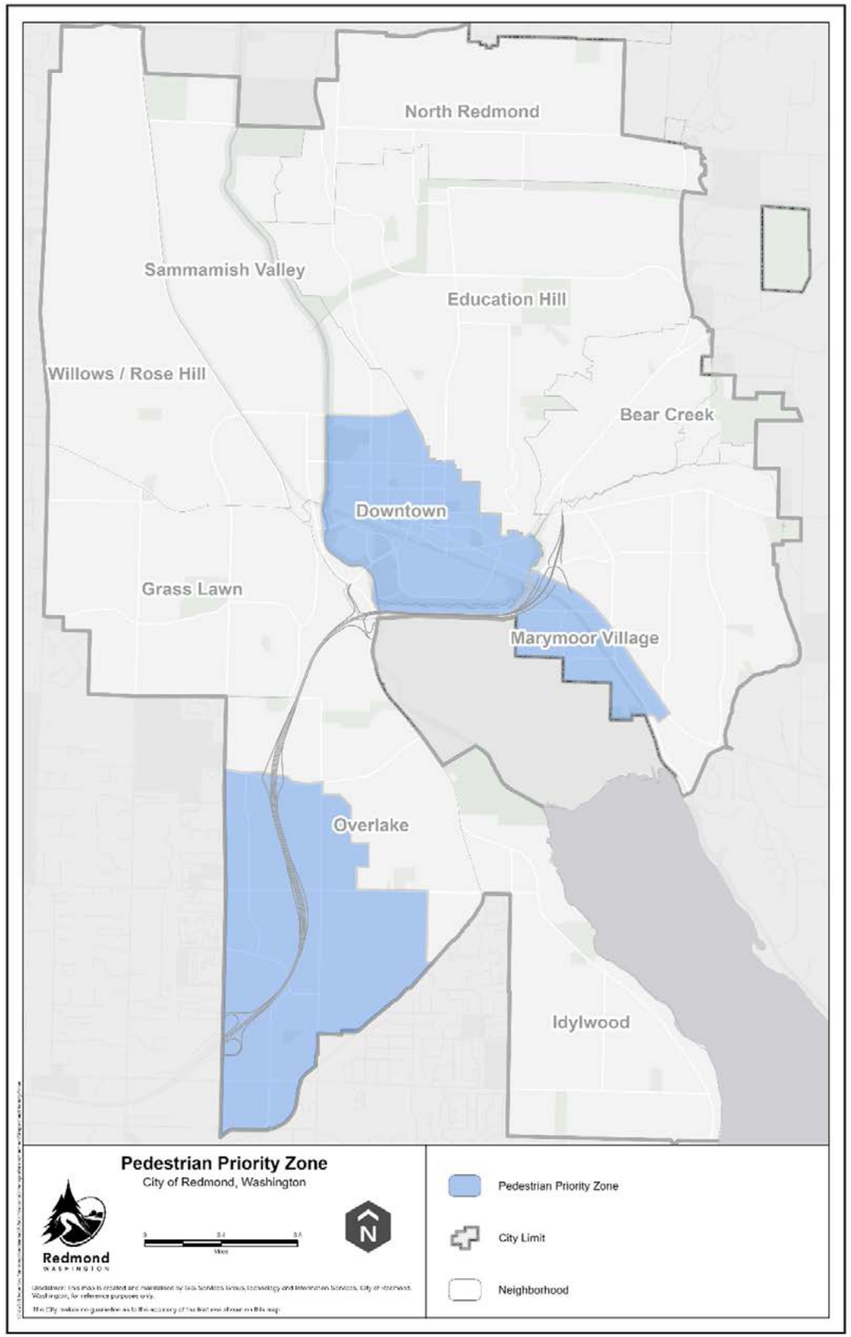
Pedestrian Priority Zones are intended to provide vibrant streetscapes and quality pedestrian environments that support high levels of pedestrian activity and economic vitality. These zones are designed to enhance pedestrian comfort and safety through targeted infrastructure improvements, pedestrian-prioritized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

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

- **Street design strategies:** traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting
- **Operational strategies:** automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles (where appropriate and applicable)

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

**FIGURE 7** | REDMOND PEDESTRIAN PRIORITY ZONES




**Redmond 2050 Policies Supporting Strategy 6:**

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

## Recommended Actions

| | |
|---|---|
| **Action 6A** | Add signage consistent with the Downtown Pedestrian Priority Zone to denote the boundaries of the Overlake Pedestrian Priority Zone and Marymoor Pedestrian Priority Zone. (Public Works) |
| **Action 6B** | Consistent with recommendations in the Safer Streets Action Plan, develop a list of recommended operational and street design strategies that prioritize pedestrian mobility within Pedestrian Priority Zones. Operational strategies would include but are not limited to automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red, and pedestrian scrambles, where appropriate and applicable. Street design strategies would include but are not limited to raised crosswalks/intersections, curb extensions, narrowed streets, and other traffic calming measures. (Planning, Public Works) |
| **Action 6C** | Explore opportunities for increased frequency of temporary street closures in Redmond's centers for open street festivals and other events that highlight pedestrian priority. (Planning, Public Works) |
| **Action 6D** | Consistent with recommendations in the Safer Streets Action Plan, consider implementing a High Visibility Enforcement program within all three Pedestrian Zones to focus on education of the requirements for drivers to yield to pedestrians in crosswalks. (Police, Communications) |

## Strategy 7: Develop a Right-of-Way ADA Transition Plan

The City of Redmond is committed to creating a fully accessible transportation system. An ADA Transition Plan will serve as a strategic framework to identify, prioritize, and implement upgrades across the City's pedestrian network, including sidewalks, curb ramps, and signals. This plan will ensure compliance with Americans with Disabilities Act standards.

The development of the Right-of-Way ADA Transition Plan will be led by the Public Works Department and will focus on the following efforts:

- **Conducting Field Assessments:** Evaluating existing pedestrian infrastructure related to curb ramps, sidewalks, and signal pushbuttons to evaluate data accuracy for transition plan
- **Prioritizing Upgrades:** Identifying a prioritization strategy that includes focus on areas with high pedestrian traffic, proximity to transit, schools, and public facilities
- **Securing Funding:** Pursuing local, state, and federal funding opportunities to support the replacement of non-compliant ramps, sidewalks and signal pushbuttons.
- **Establishing a Phased Implementation Plan:** Developing a timeline for upgrades, with a focus on addressing the highest priority needs first and achieving compliance over time.
- **Engaging Stakeholders:** Consulting with individuals with disabilities, advocacy groups, and the broader community to ensure the plan reflects diverse needs and priorities.

The ADA Transition Plan will be a key step in addressing accessibility challenges across Redmond's pedestrian network. By committing to this effort, the City is taking proactive steps to meet ADA standards and ensure that all residents, regardless of ability, have safe and equitable access to Redmond's transportation network.

**Redmond 2050 Policies Supporting Strategy 7:**

- **TR-15:** Adopt and implement a plan for active and accessible transportation and an ADA Transition Plan as part of the Transportation Master Plan that results in connected neighborhoods with safe, comfortable, and convenient access to opportunity in Redmond and the region.
- **TR-17:** Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

### Recommended Actions

| | |
|---|---|
| **Action 7A** | Develop an ADA Transition Plan for the City of Redmond's public right-of-way. (Public Works, Planning) |
| **Action 7B** | Develop performance measures and processes to track the removal of accessibility barriers based on recommendations in the ADA Transition Plan. (Public Works, Planning) |



## Strategy 8: Upgrade pedestrian lighting with a focus on areas with high pedestrian activity

Pedestrian lighting is an important component of the overall comfort and safety of a sidewalk or other walking facilities. In 2019, the City of Redmond began evaluating elementary school walking routes in need of street lighting upgrades. The city identified seven elementary schools that were in need of lighting upgrades along frequent walking routes:

1. **John James Audubon Elementary**
2. **Clara Barton Elementary**
3. **Albert Einstein Elementary**
4. **Horace Mann Elementary**
5. **Redmond Elementary**
6. **Norman Rockwell Elementary**
7. **Benjamin Rush Elementary**

To maintain safe walking routes, the City began upgrading high-pressure sodium (HPS) streetlights to light-emitting diode (LED) streetlights in the vicinities of the schools. The upgrade process began in 2021, and as of 2025, upgrades are complete at Redmond Elementary School and slated to be completed in the near-term at Norman Rockwell Elementary School. The City plans to continue to work to upgrade the street lighting around these elementary schools and other middle and high schools citywide.

**In addition to school walking routes, other areas of high pedestrian activity should be prioritized for lighting upgrades, including near high-frequency transit stops,parks, and potentially along some shared use paths and neighborhood connections.**

**Redmond 2050 Policies Supporting Strategy 8:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

### Recommended Actions

| | |
|---|---|
| **Action 8A** | Fund the Street Lighting Program at a higher level and seek grant funding to accelerate the upgrading of streetlights to LED. (Public Works, Planning) |
| **Action 8B** | Complete the upgrading of HPS streetlights to LED streetlights along all school walking routes in Redmond. (Public Works) |
| **Action 8C** | Establish a prioritization process for pedestrian lighting upgrades citywide that includes frequent transit routes, parks, and other destinations that generate pedestrian activity. (Public Works, Planning) |
| **Action 8D** | Evaluate the provision of lighting on shared use paths and neighborhood connections utilizing best practices to reduce skyglow and environmental impacts. (Planning, Public Works) |

## Strategy 9: Ensure safe and accessible pedestrian travel through construction areas

Redmond's growth has resulted in high levels of construction activity particularly in its urban centers where walking is intended to be a primary mode of travel. Often construction activities impact pedestrian accessibility by closing sidewalks or pathways. The City is making changes to better ensure the provision of accessible pedestrian routes through construction areas. For example, the City's recently adopted fee structure for Right of Way Use permitting incentivizes developers to minimize their impacts on the public right-of-way. Detailed traffic control plans that include consideration for pedestrian accommodations such as accessible detours, protected pathways, and temporary crosswalks are required of all development. These plans must be reviewed and approved before work begins. Redmond's inspection and compliance processes play a critical role in ensuring that contractors adhere to approved plans. City inspectors monitor construction sites to ensure safety standards are met, including verifying the placement of temporary infrastructure like detour routes, signage, lighting, and safe crossings. Redmond can leverage GIS platforms and digital tools to provide real-time updates to residents, improving communication.

**Redmond 2050 Policies Supporting Strategy 9:**

- **TR-17:** Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

### Recommended Actions

| | |
|---|---|
| **Action 9A** | Improve processes to ensure accessible pedestrian routes are provided with all construction projects. (Public Works)<br>• 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.<br>• 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.<br>• Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant. |

## Strategy 10: Improve consistency in pedestrian wayfinding signage

Clear and consistent wayfinding helps people navigate the transportation system. For people walking and biking, wayfinding can be especially helpful for understanding the best routes for getting to key destinations such parks, schools, transit, and shopping. As such, wayfinding can be an effective tool for encouraging active travel. Redmond's wayfinding network guidelines have not been updated since the Redmond Bicycle Wayfinding Design Manual was developed in 2015. Prior to this, the Downtown Redmond Wayfinding Manual and Overlake Wayfinding Design Manual were developed in 2006 and 2009, respectively. Redmond includes a variety of different wayfinding signage that can be inconsistent, as shown in Figure 8 below. The City should work to adjust signage for consistency and clarity throughout parks, facilities, and the public right-of-way. The Redmond Parks & Recreation Department will begin a parks and facilities wayfinding signage analysis and update in 2025. The pedestrian network wayfinding signage should maintain consistency in look, design, and functionality with signage at Redmond Parks and Recreation while providing an intuitive signage network for those using pedestrian facilities citywide. To the extent possible, Redmond's wayfinding network should intuitively merge with the signage used by neighboring jurisdictions and King County. A unified wayfinding approach will improve clarity and create a more intuitive experience for residents and visitors navigating the broader Eastside network.

**FIGURE 8** | WAYFINDING SIGNAGE IN REDMOND

**Redmond 2050 Policies Supporting Strategy 10:**

- **TR-17:** Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

## Recommended Actions

| | |
|---|---|
| **Action 10A** | Based on results of citywide wayfinding effort, undergo a citywide pedestrian wayfinding signage update focusing on clarity and modernization and prioritizing key destinations including all four Redmond light rail stations. (Parks, Planning) |
| **Action 10B** | Seek to promote consistency in wayfinding design and functionality across jurisdictional boundaries through coordination with regional partners such as King County, neighboring Eastside cities, and regional transit agencies. |

# BICYCLE PLAN

Transportation Master Plan

## INTRODUCTION

Bicycling (and the use of other micromobility devices) will play a key role in creating a more sustainable, equitable, and livable Redmond. The bicycle provides a level of efficiency, affordability, accessibility, and freedom of movement unmatched by other forms of transportation while integrating easily with transit systems. Advancements in electric bike (e-bike) technology, affordability, and accessibility stand to further increase the importance of biking. The keys to unlocking the potential of bicycling in Redmond is to provide a bike network that most people feel safe using and conveniently connects people to where they need to go, and providing secure and convenient bike parking at destinations. By doing so, Redmond can encourage more people to bike more often while driving less.

### What is Micromobility?

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility includes both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus are an important component of Redmond's transportation system. In Redmond, micromobility devices are generally expected to operate within bikeways and trails, and not on sidewalks. While this section largely discusses bicycles, all network strategies pertain equally to micromobility.

## HOW BICYCLING SUPPORTS REDMOND 2050 GUIDING PRINCIPLES

### Equity and Inclusion

The Bicycle Network Strategy presented in this section will allow people of all ages and abilities to get from anywhere to everywhere by bicycle, or other micromobility device, safely, directly, and comfortably. In doing so, all Redmond community members will have an affordable, efficient, and healthy transportation option that complements other sustainable travel modes such as walking and transit.

### Sustainability and Resilience

Redmond 2050 sets goals of a 50% reduction in per capita vehicle miles traveled (VMT)[1] and 71% reduction in transportation sector greenhouse gasses (GHG)[2] by 2050. The Redmond Environmental Sustainability Action Plan (2020) identifies intermediate targets to help move toward the 2050 goals. Namely, reducing GHG transportation emissions 50% by 2030 and reducing single-occupancy vehicle trips by 30% by 2025. Shifting trips from driving to biking can help Redmond achieve these goals and is a key objective of Redmond's Bicycle Strategy. Promoting new technologies such as the e-bike will create opportunities for increased mode shift away from motor vehicles (both internal combustion and electric). In addition to reducing VMT and GHG emissions, shifting more trips to active travel and public transportation will offer other benefits like reduced congestion, more community space, improved air quality, and improved public health.

[1] From 2017 levels.
[2] From 2011 levels.

**FIGURE 1** | MICROMOBILIY SUCH AS E-SCOOTERS ARE A FLEXIBLE TRAVEL OPTION SUPPORTED BY THE BIKEWAY NETWORK.

Image Credit: City of Redmond

### Goals and Performance Measures

Shifting vehicle trips to bicycling and micromobility is one component of a larger strategy to reduce vehicle miles traveled, particularly single occupancy vehicle trips. To shift trips from driving to biking, Redmond must expand and enhance its bikeway network and make biking an attractive choice, especially for short trips. The following outcome goals and related performance measures will be used to track and evaluate Redmond's implementation of this Bicycle Strategy, especially the development and expansion of the bikeway network.

| Outcome Goal | Measures |
|---|---|
| Bicycle and micromobility mode share at 15% of all trips in urban centers by 2035 | Bicycle and Micromobility mode share in Downtown<br>Bicycle and Micromobility mode share in Overlake<br>Bicycle and Micromobility mode share in Marymoor Village |
| Bicycle and micromobility mode share at 5% of all trips within city of Redmond by 2035 | Bicycle mode share city wide for all trips |
| Connect all key destinations within the City with low stress bikeways by making consistent progress toward bicycle network completion by 2035 | Network completion is expressed as the percent of planned bicycle network complete, including measures for spine network, local network, and total network completion. |

## BICYCLING IN REDMOND TODAY

Estimates from the 2022 American Community Study and Move Redmond's recent surveys of Redmond employees, suggest that only 2% of work trips are by bicycle. Researchers and practitioners have categorized people based on their confidence interacting with motor vehicle traffic while biking. While the percentage varies by community, a national survey found that about 5 out of every 10 adults in major urban areas, labeled as "Interested but Concerned" riders, would like to ride a bicycle but do not currently do so, primarily due to concerns about traffic safety.[4]

The 2024 Bicycle Friendly Community Public Survey[5] received over 300 responses from Redmond community members about their experiences using Redmond's bicycle network. Of the survey responders, approximately 70% ride a bike in Redmond. Survey respondents use bicycle travel for varying purposes in Redmond, with approximately 35% primarily taking transportation or utilitarian trips (commuting, running errands, etc.), approximately 30% primarily riding a bicycle for recreation or leisure, and approximately 25% primarily riding a bicycle for exercise or fitness.

The City of Redmond's focus for the development of the bicycle network is serving people of all ages and abilities, which means building bikeways that are comfortable for the Interested but Concerned population. This strategy will encourage more bicycle trips, which will advance the City's goals around VMT and GHG reduction, while creating a more equitable transportation system that provides affordable and healthy travel options.

[4] Dill, J, and Nathan McNeil, 2016, Revisiting the Four Types of Cyclists: Findings from a National Survey, Transportation Research Record: Journal of the Transportation Research Board, 2587, Retrieved from https://journals.sagepub.com/doi/10.3141/2587-11

[5] League of American Bicyclists 2024 Bicycle Friendly Community Public Survey

### Existing Bike Network

Bicycle facility types in Redmond include:

- **Bicycle boulevard:** Streets with low vehicle traffic volumes and speeds, designed to give bicyclists priority by using signs, pavement markings, traffic calming, and improved crossings of arterial streets. They are also referred to as neighborhood greenways, slow streets, or bicycle priority streets.
- **Bike lane:** A portion of the street that has been designated for preferential or exclusive use by bicycles by pavement markings and, if used, signs
- **Buffered bike lane:** A bike lane with pavement markings delineating a buff er space between the bike lane and adjacent motor vehicle lane or parking lane. The buff er may include vertical elements (flexible posts, precast curbs, etc.) placed in the buff er space at regular intervals.
- **Separated bike lane:** A bicycle facility physically separated from vehicle traffic and distinct from the sidewalk. The physical separation includes a designed vertical element between the motor vehicle traffic and the bikeway; these vertical elements may include curb (i.e. the curb of a sidewalk or intermediate-level bike lane), concrete buff er curbs, parking, or other elements that provide similar levels of protection.
- **Shared lane:** A lane where vehicles and bicycles share operating space.
- **Shared use path:** A facility used by pedestrians, bicyclists, and other modes of active transportation in an exclusive right of way with minimal crossflow by motor vehicles.
- **Sidepath:** A facility used by pedestrians, bicyclists, and other modes of active transportation that is physically separated from vehicle traffic on a parallel street and is within the street right-of-way.

More information on bicycle facility design and characteristics can be found in the City of Redmond's Bicycle Facility Design Manual.

The existing bicycle network is comprised of 98.8 miles of bikeways[6] of varying condition and suitability for people of all ages and abilities. This includes:

- 73.5 miles of bicycle lanes (includes buffered bike lanes)
- 2.5 miles of separated bicycle lanes
- 4.2 miles of shared lanes/bicycle boulevard
- 15.2 miles of paved shared use pathways

In addition to the formal bike network, other streets in Redmond can serve people biking. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

[6] Includes funded bikeways to be constructed by 2027, including NE 40th St and 156th Ave NE shared use paths.



### Progress Made

Redmond has made notable progress in implementing important bikeway network connections over the past decade through both its capital investment program and requirements for new development. These investments include two new bridges over SR 520 at the Redmond Technology Center and Overlake Village light stations, substantial completion of the Redmond Central Connector, the striping of miles of bike lanes, and bringing e-bike/scooter share to the city. These accomplishments and others contribute to Redmond being the "Bicycle Capital of Washington", but there is much more work that needs to be done to honestly be able to claim that title. The work that needs to be done is the focus of this section.

### Level of Traffic Stress

Redmond's existing bikeways were assessed to determine their relative level of comfort using a bicycle Level of Traffic Stress (LTS) analysis, which factors vehicle speeds, vehicle volumes and the degree to which bicyclists are separated from vehicle traffic.[7] Higher vehicle speeds and volumes and less separation between bicyclists and vehicles results in stress and discomfort for bicyclists and according to research and feedback received from the Redmond community.

The results of the LTS analysis based on 2024 conditions show that 79% of existing designated on-street bikeway miles are high stress.[8] That means many of the major bicycle connections in Redmond are LTS 3 or 4. Research and real world examples show that LTS 1 and 2 bikeways are what will get a greater proportion of the population to feel comfortable bicycling.

#### What is Level of Traffic Stress?

The Level of Traffic Stress (LTS) analysis, based on a methodology developed by Mekuria, Furth, and Nixon (2012), is a system that rates road segments or crossings based on the level of stress they place on bicyclists, ranging from LTS 1 (minimal stress) to LTS 4 (high stress). LTS 1 and 2 are considered suitable for most bicyclists, including children and Interested but Concerned riders, as they involve minimal interaction with traffic. LTS 3 and 4 are for more confident bicyclists, with LTS 4 being the most stressful, requiring high levels of skill and tolerance for high-speed traffic. The overall LTS for a route is determined by the highest stress level encountered along the route's segments.

The updated Redmond Bicycle Facility Design Manual (2023) designates the "Interested but Concerned" bicyclist as the design user. Recent bikeway network investments reflect the City's focus on building out a low-stress network, including separated bicycle lanes recently constructed on 156th Avenue NE and 152nd St Avenue NE, the protected intersection at 152nd Avenue and NE 24th Street, shared use path on NE 40th St, and the pedestrian and bicycle bridge connections to the Overlake Village Light Rail Station and the Redmond Technology Light Rail Station.

[7] Mekuria, Maaza C. , Peter G. Furth, and Hilary Nixon. 2012. "LOW-STRESS BICYCLING and NETWORK CONNECTIVITY." Https://Transweb.sjsu.edu/Sites/Default/Files/1005-Low-Stress-Bicycling-Network-Connectivity.pdf. Mineta Transportation Institute. May 2012.

[8] Includes funded bikeways to be constructed by 2027.

**FIGURE 2** | SEPARATED BIKE LANES LIKE THIS ONE ON 156TH AVE NE PROVIDE A HIGHER LEVEL OF COMFORT AND SAFETY AND ATTRACT BICYCLISTS OF ALL AGES AND ABILITIES.

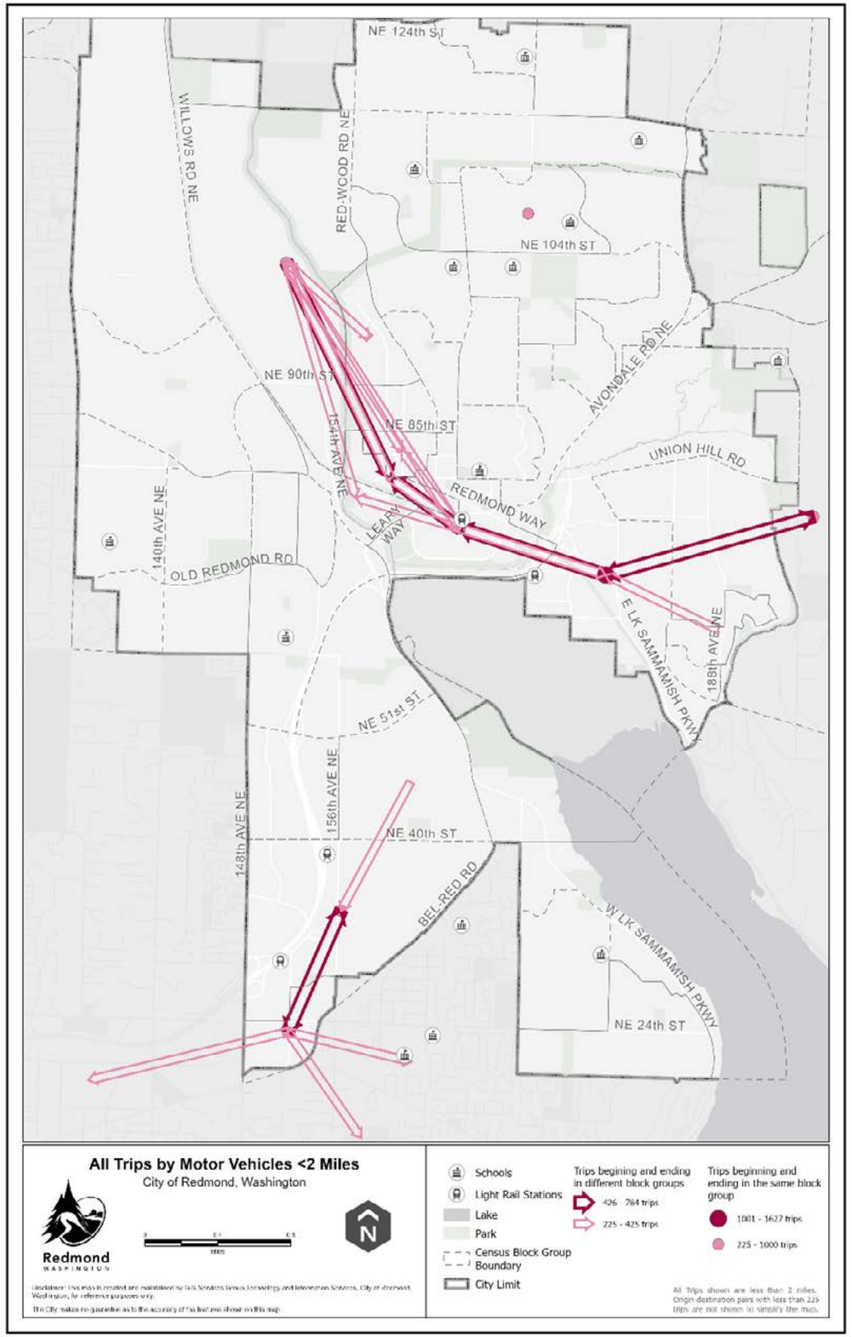
Image Credit: City of Redmond

## OPPORTUNITIES FOR SHIFTING TRIPS FROM VEHICLES TO BICYCLES AND MICROMOBILITY

Converting short motor vehicle trips of less than 2 miles to bicycling and micromobility offers a significant opportunity to reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions.

In Redmond, areas with high numbers of short motor vehicle trips have been identified as key locations for targeted policies and infrastructure improvements that can encourage a shift from motor vehicle trips to more sustainable modes of transportation such as bicycling, micromobility, walking, and transit. As shown in Figure 3 the data suggests that Downtown Redmond, Overlake, and Southeast Redmond are the primary destinations for short motor vehicle trips under 2 miles. These areas, and routes connecting to these areas, are ripe for improved bicycle connections to facilitate access to the new light rail stations and other destinations and reduce reliance on motor vehicles.

**FIGURE 3** | AREAS WHERE MOST TRIPS UNDER TWO MILES OCCUR IN REDMOND



## COURAGING MORE PEOPLE TO BICYCLE

When people are faced with the choice of whether to bike or take another mode of transportation for a trip, research suggests that there are several major categories of reasons that influence people's choice. These reasons may include:

- Physical ability
- Seeing people biking
- Understanding benefits
- Automobile ownership
- Weather
- Topography
- Trip length
- Bicycle ownership or presence of bikeshare
- Traffic stress along the entire route
- Crashes
- Personal skill level
- Personal security
- Theft
- Access to transit

The relative weight between the above factors will vary by a person's individual needs and abilities. However, the aforementioned research indicates that the Interested but Concerned population (about half of all people) cite **traffic safety concerns as the main barrier to bicycling more**, and cite low-stress infrastructure (LTS 1 or 2) as the types of bikeways they feel comfortable using.  This indicates that to increase bicycle mode share among the largest group of potential bicyclists, people need access to safer, lower-stress bicycling facilities.

**Peer City Focus: Palo Alto, CA**

The City of Palo Alto is similar to Redmond in terms of demographics, size and having an abundance of tech companies. Palo Alto is a Gold Bicycle Friendly Community and is currently updating its Bicycle and Pedestrian Transportation Plan (BPTP) to be completed in 2025.

Many of Palo Alto's proposed BPTP Update programs align with Redmond's TMP strategies and actions, including: developing a wayfinding plan, conducting an inventory of bike parking and monitoring bike parking usage, and implementing a proactive speed management program to lower speed limits and design speeds on streets within the city's bike network. Additionally, Palo Alto continues to focus on building high-comfort bikeways, especially as first/last mile connections to rapid transit at Caltrain stations. Palo Alto's Traffic Calming Program identifies speed management and multimodal safety measures that can be implemented quickly, and the City is prioritizing the addition of staff to this program who can focus on administering quick-build efforts.

The 2024 Bicycle Friendly Community Public Survey  asked respondents what their top priorities would be to make Redmond a better community for bicyclists. Three key themes emerged: providing more bicycle lanes and bicycle paths, improving existing bicycle lanes to add protection for cyclists, and reducing vehicle speeds. Of the approximately 300 responses, 234 listed additional bike paths or bike lanes as a high priority, 179 listed improving existing bike lane protection, and 77 listed reducing vehicle speeds or providing traffic calming options. This data enforces that increasing bike lane milage and bike lane protection (e.g., making bike lanes more comfortable/less stressful) are high priorities for community members.

[9] Schneider, Robert J. "Theory of Routine Mode Choice Decisions: An Operational Framework to Increase Sustainable Transportation." Transport Policy, vol. 25, 2013, pp. 128–137., doi:10.1016/j.tranpol.2012.10.007.

[10] Sanders, Rebecca L., and Belinda Judelman. "Perceived Safety and Separated Bike Lanes in the Midwest: Results from a Roadway Design Survey in Michigan." Transportation Research Record: Journal of the Transportation Research Board, vol. 2672, no. 36, 2018, pp. 1–11., doi:10.1177/0361198118758395.

[11] League of American Bicyclists, 2024 Bicycle Friendly Community Public Survey



## STRATEGIC APPROACH TO INCREASING THE NUMBER OF PEOPLE BICYCLING

Cities around the world have achieved their goals to increase the number of bicycling trips (i.e., mode shift) by applying focused strategies to improve bicycle network connectivity and comfort. While some of the examples that are show cased in this section may differ in size or urban form from Redmond, the commonality they all share is they have moved the needle in creating a more connected, high comfort bicycle network or have policies or programs that have increased bicycle ridership. These strategies can be wholly or partially applied in Redmond to significantly increase bicycle ridership.

### **Strategy 1:** Convert Short Trips to Bicycle Trips

Focusing on providing bicycle infrastructure to serve trips under approximately 2 miles in length can maximize the mode shift return on investment. Short trips between 0.5 – 2 miles is a distance range where bicycling and micromobility can be the preferred mode of transportation, as they can be faster and more flexible than driving or using public transit and more time competitive than walking. Making biking (and micromobility) the most convenient choice for these short trips will encourage more people to bicycle and maximize the City's return on investment of bicycle infrastructure, reduce vehicle trips, and reduce GHG emissions. Complementary land use policies that support mixed use development and neighborhood siting of educational and care- facilities provides residents access to a variety of nearby destinations that are easier to get to by bicycle. Redmond 2050 embraces this "complete neighborhood concept" and expands mixed-use development opportunities throughout the city.

**Short Trip Focus**

Austin's 2014 and 2023 Bicycle Plans focused on expanding bicycle facilities on routes with high concentrations of short trips in central Austin as well as to destinations such as schools, parks, business, and shopping districts in neighborhoods throughout the city. Protected bicycle lanes to transit stations and secure bicycle parking at these stations support linking shorter bicycle trips with longer trips on transit. Separated bicycle facilities, urban trails, and "quiet streets" with traffic calming devices for motor vehicles and wayfinding signage for bicyclists are key features of Austin's bicycle infrastructure.

**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Prioritize bike infrastructure investments in areas where most short trips are occurring (Downtown Redmond, Overlake, and Southeast Redmond) |
| **Action 1B** | Implement Redmond 2050 land use policies that reduce distances between residences and destinations that serve people's every day needs and support:<br>• Higher residential densities<br>• Transit-oriented development<br>• Mixed-use development<br>• Reduced parking requirements |
| **Action 1C** | Support Transportation Demand Management (See Section 10) and Safe Routes to Schools programs that encourage bicycling and walking, and reduce traffic volumes around schools. [12] |

[12] "City of Austin Bicycle Plan." 2023. https://www.austintexas.gov/sites/default/files/files/Transportation/Adopted%202023%20Bicycle%20Plan_FULL.pdf.

**FIGURE 4 |** BICYCLING AND MICROMOBILITY ARE EASY AND FLEXIBLE WAYS TO ACCESS THE SERVICES AND AMENITIES OFFERED BY MIXED USE DEVELOPMENT

Image Credit: City of Redmond

**Bicyclist Safety**

Building safe bicycle infrastructure and reducing vehicles speeds are the most effective strategies for making bicycling a safe mode of transportation. Good bikeway design and slower vehicle speeds promote safe interactions between bicyclists, micromobility users, pedestrians, and vehicles. Education does have a role to play in bicycle safety and should be focused on basic bicycle handling skills, understanding laws, e-bikes, and familiarizing people with new bicycle infrastructure such as bicycle signals, bike boxes, separated bike lanes, etc. Section 10 – Transportation Demand Management includes actions that address bicycle safety education (also as means of encouraging bicycling) and the Safer Streets Action Plan also includes an action focused bicycle safety.



### Strategy 2: Connect to Light Rail and Bus

Creating low-stress bikeway connections to bus stops and light rail stations is an impactful "first-last mile" strategy to increase access to transit for both local and regional trips.

The new Overlake Village, Redmond Technology, Downtown Redmond, and Marymoor Village light rail stations are fantastic opportunities to connect bicycling with transit. Projected ridership of the East Link extension is 43,000-52,000 daily riders by 2026[13] . Building bicycle facilities that connect with these stations will expand the catchment area of the stations, help form new habits for light rail passengers to reach the station by bicycle and help grow transit ridership. Bicycle facilities that connect stations to destinations such as grocery stores, daycare centers, and schools will allow for trip chaining en route between transit and residences. These facilities are prioritized for implementation as described later in this section.

All Sound Transit and King County Metro buses have bicycle racks on which riders connecting by bicycle can place their bikes to have them transported to their destination. Ensuring that bus stops are accessible by the low-stress bikeway network can encourage bike to bus and bus to bike trips, particularly for more regional bus trips.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Prioritize high-comfort bicycle facilities that connect to light rail and bus stops. |
| **Action 2B** | Provide sufficient secure bicycle parking at transit centers and mobility hubs (see Section 6 - Transit). |
| **Action 2C** | Ensure consistent availability of bike/scooter share at Transit Centers. |

[13] "Downtown Redmond Link Extension | Project Map and Summary | Sound Transit." Www.soundtransit.org, www.soundtransit.org/system-expansion/downtown-redmond-link-extension.
Kager, Roland. 2022. Review of The Bike+Train Land-Use/Transportation System. Presented at the Planning the Cycling City Summer Course, July 2022.
"Renting the OV-Fiets | Door to Door | NS." n.d. Dutch Railways. https://www.ns.nl/en/door-to-door/ov-fiets.

**FIGURE 5 |** THE NEW REDMOND TECHNOLOGY STATION BRIDGE CONNECTS BIKEWAYS, TRANSIT, AND EMPLOYMENT CENTERS

Image Credit: City of Redmond

### **Strategy 3:** Promote E-Bikes and E-Scooters

The growing popularity of electric bikes (e-bikes) can be attributed to their ability to overcome challenging terrain and cover longer distances, making them a viable alternative to motor vehicles. The City of Redmond currently has a contract with a vendor that provides e-scooters and e-bikes for rent throughout the city. This service has proven to be very popular, with over 282,000 rides completed since the pilot program began in 2019. The median distance per trip has increased from 0.5 miles in 2020 to 0.9 miles in 2024, proving that Redmond's Shared Micromobility program is a viable first-last mile transportation mode.

Personal e-bike ownership is rapidly growing in the US and is expected to grow more than 15 percent annually between 2023 and 2030[14]. The rate of e-bike adoption (and its impact on greenhouse gas emissions and vehicle miles traveled) depends on the cost of e-bikes, individual choices, and the provision of infrastructure that is safe and comfortable for e-bike users.

[14] U.S. E-bike Market Size, Share & Trends Analysis Report By Propulsion Type, By Drive Type, By Application, By Battery, By End-use (Personal, Commercial), And Segment Forecasts, 2023 - 2030



An e-bike lending libraries is a strategy Redmond should explore to provide opportunities for more people to see what it is like to ride an e-bike. Such libraries lend e-bikes for an extended period of time (typically 1 to 3 months) so people can experience an e-bike and have time to use it for a variety of trip purposes to discover how they can effectively integrate an e-bike into their daily travel demands.

Another way the City of Redmond can further influence e-bike adoption by providing financial incentives for people to purchase e-bikes. The Rocky Mountain Institute (RMI) developed a calculator that allows users to explore the potential benefits of e-bike incentives of various funding amounts and time horizons. The table below illustrates potential incentive scenarios and anticipated outcomes in terms of reductions in vehicle miles traveled and greenhouse gas emissions.

---

The RMI calculator estimates that replacing 25% of weekly car trips under 3 miles and 10% of trips under 5 miles with e-bikes over the next 10 years could reduce CO2 emissions and vehicle miles traveled (VMT) by 17% in Redmond. This tool can help Redmond assess the potential impact of various e-bike incentive programs. For example, with an annual $150,000 incentive over 10 years, annual citywide GHG reduction equates to approximately 3%. When annual incentives increase to $500,000 and $1,000,000 over 10 years, GHG reduction increases to 9% and 17%, respectively. More details are included in the appendix of the report.

---

E-bike

**E-Bike Incentives**

Denver has gained recognition for its successful e-bike incentives. The city launched an e-bike voucher program in April 2022, offering $400 vouchers for all residents and up to $1,200 for income-qualified individuals, with additional funds for e-cargo bikes. Since its launch, Denver has invested $4.7 million, providing vouchers to 4,734 residents.

A survey of recipients suggested notable changes in transportation habits, with participants riding an average of 26 miles per week and replacing 3.4 vehicle trips, collectively reducing vehicle miles traveled by 100,000 miles per week. Lower-income recipients were particularly active, averaging 32 miles per week.

Washington State DOT is launching its own e-bike rebate program in 2025. This program will offer qualifying applicants rebates for either $1,200 or $300 depending on household income. They expect to give out about 8,500 vouchers, an amount far less than expected demand.

## Recommended Actions

| | |
|---|---|
| **Action 3A** | Support the establishment of e-bike lending libraries. |
| **Action 3B** | Offer financial incentives for e-bike purchase at time of purchase.[15]<br>• Prioritize extensive and early outreach about e-bike incentive programs among lower income populations.<br>• Keep the e-bike incentive program application process simple and easy.<br>• Leverage relationships with local bike shops to support e-bike incentive program rollout and promote local purchase of e-bikes.<br>• Make a plan for how to collect data from individuals once they have purchased the e-bike.[16] |
| **Action 3C** | Develop safety and etiquette campaign that targets e-bike users and clarifies laws and possible enforcement actions around e-motorcycles. Bicycle safety education is discussed more in Section 10 – Transportation Demand Management and the Safer Streets Action Plan. |

[15] If e-cargo bikes receive a different level of incentive, try to make the definition of e-cargo bike as objective as possible.

[16] City and County of Denver et al. Review of Denver's 2022 Ebike Incentive Program Results and Recommendations.



**FIGURE 6 |** SHARED E-SCOOTERS AND E-BIKES ARE INCREASINGLY POPULAR IN REDMOND

Image Credit: City of Redmond

### Strategy 4: Implement a High Comfort, Spine Network

The Spine Network (Figure 14) provides the primary, most direct connections between all of Redmond's neighborhoods and one or more Urban Centers. It is envisioned to be comprised of high comfort bikeways (level of traffic stress 1 and 2), including trails such as the Redmond Central Connector, Sammamish River Trail, and East Lake Sammamish Trail, separated bike lanes such as 156th Ave NE and Bel Red Rd, and bicycle boulevards such as 150th Ave NE in the Grass Lawn neighborhood.

Implementation of the Spine Network is a high priority as these routes are expected to have the highest return on investment in terms of ridership given their directness to the major destinations people want to connect to. Some corridors on the Spine Network will take longer to implement due to costs while other segments can be more rapidly implemented using low-cost, "quick-build" materials. See Bicycle Network Strategy below.

Bicycle wayfinding and enhanced lighting along bikeways and shared use paths are investments that can increase the appeal of biking. Wayfinding signage helps direct bicyclists to key destinations. Good lighting and visibility at bicycle parking areas, on shared use trails, and at intersections will help enhance safety, personal security, and comfort.

## Recommended Actions

| | |
|---|---|
| **Action 4A** | Complete "Spine Network" to include 100% high comfort bicycle facilities by 2035. |
| **Action 4B** | Install wayfinding, lighting, and other features such as lean bars, bicycle near-side signals to enhance safety and comfort on the Spine Network. |
| **Action 4C** | Install traffic diverters and traffic calming interventions on bike boulevards to complete local neighborhood network. |
| **Action 4D** | Craft tailored messaging with compelling case studies and data to support bike network build out, especially when tradeoffs might be involved.[17] |
| **Action 4E** | Deploy quick build and pilot projects.[18] |
| **Action 4F** | Evaluate quick build and pilot projects, iterate designs as needed. |
| **Action 4G** | Develop effective maintenance strategies for all bikeways (See Section 8-Maintenance and Preservation). |
| **Action 4H** | Update quick build and pilot projects with more durable, permanent infrastructure. |
| **Action 4I** | Update the Bicycle Wayfinding Design Manual (2015) to align with current best practices and design standards. |

[17] "The Final Mile." 2022. Peopleforbikes.org. 2022. https://finalmile.peopleforbikes.org/.

[18] Streetfilms®. 2019. "Jersey City Uses Surveys, Rides & Tactical Urbanism to Generate a Bike Master Plan." YouTube. August 15, 2019. https://www.youtube.com/watch?v=G3I1_ud5c94.



**FIGURE 7 |** QUICK BUILD MATERIALS SUCH AS THESE "ARMADILLOS" ON THE 150TH AVE NE BIKE LANE CAN BE USED TO ROLL OUT NEW HIGHER COMFORT BIKEWAYS MORE RAPIDLY

Image Credit: City of Redmond

**Quick Build, Funding, and Communication**

Jersey City, New Jersey, successfully implemented 10 miles of protected bike lanes in one year using quick-build materials, completing about a quarter of its planned bike network. Seattle used similar techniques for a rapid roll out of separated bike lanes on 2nd and 4th Avenues, with 4th Avenue recently receiving a permanent upgrade.

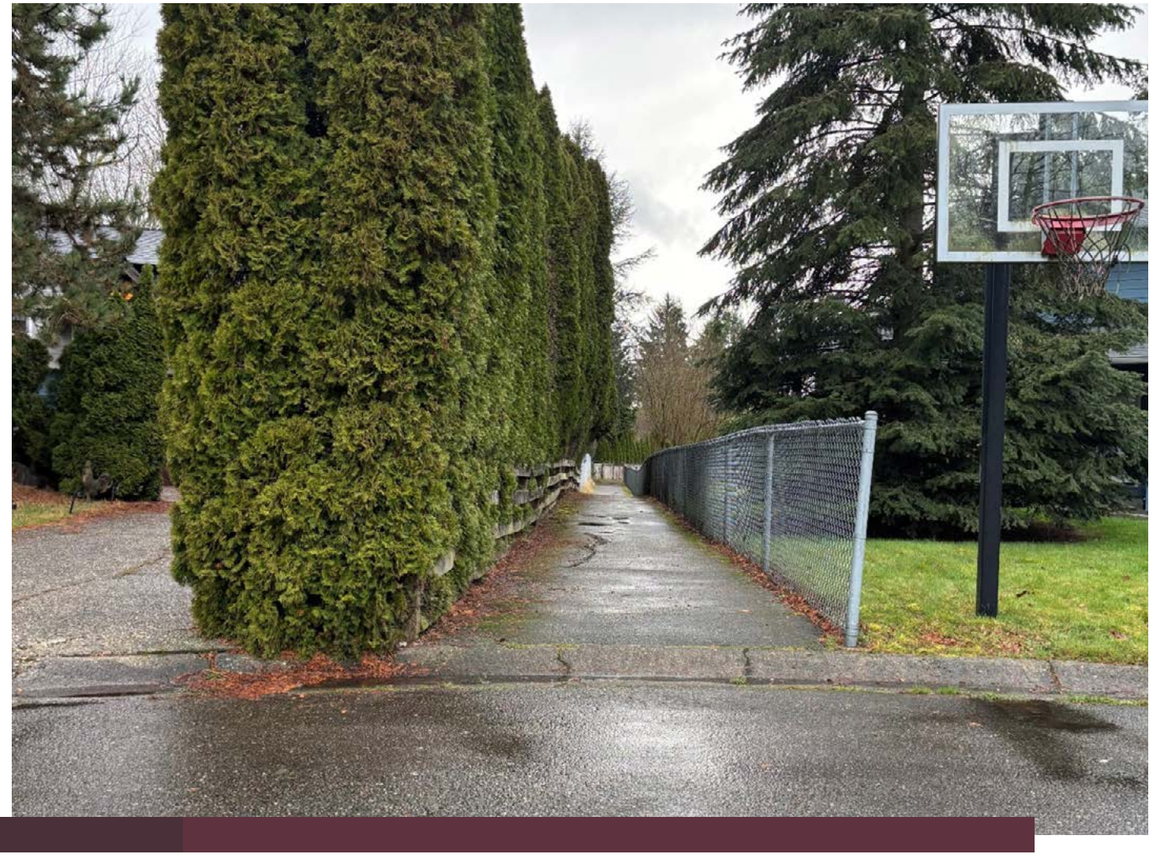
In 2020, the Cambridge, MA City Council amended its Cycling Safety Ordinance, setting ambitious requirements for 25 miles of separated bike lanes within seven years. Using a "quick build" approach with lightweight materials like flex posts and on-street parking lanes, the City rapidly installed 14.22 miles of separated lanes in four years.

In addition to infrastructure funding, coalition building, and targeted messaging are key to gaining community support for more rapid bike network expansion. The People for Bikes "Final Mile" program illustrates this point.

## Strategy 5: Implement the Neighborhood Bikeway Network

The Neighborhood Bikeway Network provides local connections between neighborhood destinations such as schools and parks, connects people to the Bicycle Spine Network and provides first-last mile connections to transit. The Neighborhood Bikeway Network is comprised primarily of bike boulevards, bike lanes, and short off-street paved pathway connections. Low vehicle speeds achieved through traffic calming, wayfinding signage to help people navigate the network, and safe crossings of major streets are important components of the Neighborhood Bikeway Network. Infrastructure investments for the Neighborhood Bikeway Network include traffic calming, signage, pavement markings, and in some cases may require enhanced crossing treatments such as signals, crossing islands, etc. at major street crossings.

**FIGURE 8 |** PATHWAYS SUCH AS THIS ONE CONNECTING TO 161ST COURT NE ENHANCE THE NEIGHBORHOOD BIKEWAY AND PEDESTRIAN NETWORKS BY PROVIDING MORE DIRECT ROUTING AND ACCESS TO SCHOOLS AND OTHER NEIGHBORHOOD DESTINATIONS.



## Strategy 6: Balance Modes

Fulfilling Redmond 2050 goals and policies, and shifting trips from motor vehicles to bicycles requires making bicycling a competitive choice for travel in Redmond. Achieving this requires taking actions to rebalance Redmond's transportation system to strive for modal parity i.e., how Redmond allocates its public right of way and financial investments. It is important to consider how the entire population's transportation needs are being served, especially those unable to drive and those who choose not to (potentially up to 25 percent of the driving age population[19]).

Balancing modes requires various actions that may reduce the convenience of driving, such as reducing motor vehicle speeds or space allocated to vehicle traffic or parking to create safer and more comfortable conditions for bicycling, as well as enacting various policies to discourage driving, especially for short trips (reducing car parking availability, charging more for parking, etc.).[20,21]

### Recommended Actions

| | |
|---|---|
| **Action 6A** | Implement traffic calming and traffic diversion measures to create higher comfort conditions for bicyclists of all ages and abilities. |
| **Action 6B** | Establish parity in transportation funding and street space allocation to achieve mode shift and equity goals. For example, if the goal is to achieve 15 percent bicycle mode share, it would be reasonable to spend at least 15 percent of transportation funding on building a high comfort bike network. |
| **Action 6C** | Within constrained corridors evaluate the expected costs and benefits of removing vehicle lanes to create space for high comfort bikeways, taking into account safety, vehicle congestion, VMT and GHG reduction. |
| **Action 6D** | Prioritize high comfort bicycle access over on-street parking (see Section 9 – Curbspace Management). |
| **Action 6E** | Evaluate bicycle signal timing at intersections to align with vehicle signal timing and balance the operations between vehicle and bicycle movements so bicycles can travel efficiently along the bikeway. |

### **Strategy 7:** Provide Convenient, Plentiful, and Secure Bike Parking

The bicycle can be a door-to-door travel mode if bicycle parking is sufficient for both short- and long-term needs at neighborhood commercial centers, grocery stores, schools, transit facilities, and multi-family housing. Bike parking should be ubiquitous, easy to use, and free or very low-cost.

### Recommended Actions

| | |
|---|---|
| **Action 7A** | Conduct inventory of existing public bike parking and update inventory as new bike parking is installed. |
| **Action 7B** | Explore partnerships to establish an on-demand secure bike parking system throughout the city with initial focus within Urban Centers. |
| **Action 7C** | Incentivize existing multi-family housing to retrofit property to include secure bicycle parking inside property or contribute to other secure, sheltered parking facilities in the public right of way adjacent to the property. |
| **Action 7D** | Retrofit existing public facilities such as parks and schools to provide secure and easy to access bicycle parking.<br><br>Partner with Lake Washington School District to ensure that secure bike parking is provided for e-bikes and other high-value micromobility devices. |
| **Action 7E** | Collaborate with Sound Transit to ensure sufficient secure bicycle parking is provided at light rail stations as bicycle use grows. |
| **Action 7F** | Create a city program for short-term bicycle parking, for example, providing businesses and organizations bike racks within the adjacent public right-of-way upon request, which could include conversion of an on-street parking spot(s) to a bicycle parking corral where multiple bicycles can be parked[22, 23] |
| **Action 7G** | Update City of Redmond Long-term Bicycle Parking Guidelines and Bicycle Parking Requirements and Standards in the Redmond Municipal Code to reflect best practices and bicycle owner feedback. |

**Changing Priorities**

Portland, Oregon expanded its bike network in the 1990s by leveraging traffic calming and diversion in residential areas, creating a network of 100 miles of neighborhood greenways that are considered the "backbone of the city's Safe Routes to School network" and connect neighborhoods, parks, schools, business districts, and residences.

In addition to its neighborhood greenway program, Portland has a long history of supporting multimodal trips to its downtown central business district when it began limiting motor vehicle parking availability in the 1970s to address air quality issues. From 1975 to 1997, Portland maintained a cap on the total number of parking spaces allowed Downtown, even as the metro area's population increased by 50%.

[22 22] "Apply to Install Bike Racks on the Sidewalk." 2018. Portland.gov. 2018. https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-sidewalk.

[22] "Apply to Install Bike Racks in the Street." 2024. Portland.gov. 2024. https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-street.

[23] "Bicycle Parking | Ddot." 2022. Dc.gov. 2022. https://ddot.dc.gov/page/bicycle-parking.



**FIGURE 9 |** SECURE BIKE PARKING CONVENIENTLY LOCATED IN THE STREET ENCOURAGES PEOPLE TO USE BICYCLES FOR RUNNING ERRANDS AND ACCESSING SERVICES.

Image Credit: Cycle Hoop

**Retrofitting Bike Parking**

Portland's Bureau of Transportation (PBOT) offers a bike parking program in commercial districts, allowing property owners to request up to two free bike racks for installation on the sidewalk in front of the property, with additional racks available for $150 each. PBOT also has a program that converts on-street parking spots into bike corrals (groups of 6-12 racks), which can accommodate 12-24 bikes in the space of one or two parking spots. These corrals are prioritized at street corners to increase parking, improve pedestrian crossings, and boost business visibility.

## BICYCLE NETWORK STRATEGY

### Equity and Inclusion

The bicycle network strategy includes planned new connections and upgrades to existing bikeways to create higher comfort bikeways. The network builds upon the existing bikeways in Redmond and past planning efforts, with the ultimate goal of people of all ages and abilities being able to get from anywhere to everywhere by bike or other micromobility devices. The build out of the Spine Network and a local neighborhood network will support this goal. The prioritized implementation of the bicycle network will maximize the opportunity to convert short driving trips to biking. The bicycle network also includes connections to surrounding communities such as Bellevue, Kirkland, Sammamish, and Woodinville and their bikeways.

The planned bicycle network is grounded in the following principles:

- **Connected:** It is possible to get from anywhere to everywhere by bicycle. Emphasis is placed on creating a Spine Network and connecting people to light rail, schools, major employment centers, and commercial centers.
- **Direct:** Going by bicycle offers the most direct route to important destinations.
- **Cohesive:** Similar designs provide consistency, so bicyclists, pedestrians, and motorists know what to expect when they encounter a bicycle facility.[24]
- **Safe and Comfortable:** On streets with high motor vehicle traffic volumes and speeds, high comfort, separated bicycle lanes or shared use paths are provided. Protected intersections and other treatments provide safer continuity for bicycle facilities at intersections. Bicycle boulevards provide further comfort on streets with lower traffic volumes and speeds.
- **Multimodal:** Bicycling is the preferred mode to reach light rail stations and bus stops for trips 0.5 – 3.0 miles in length, with high comfort bicycle facilities provided to all existing and future light rail stations and other mobility hubs. Bicycle racks on buses support connections to transit in areas not connected by light rail.

### The Bicycle Spine Network

Figure 14 below shows the foundation of Redmond's planned network of bikeways, a Bicycle Spine Network, which includes key links providing connectivity from and within each of Redmond's neighborhoods to key destinations and activity centers. The Spine Network will consist of high comfort (LTS 1 or LTS 2) bicycle facilities—primarily shared-use pathways, separated bike lanes, and bicycle boulevards. The City of Redmond's goal is to complete the Spine Network by 2035, recognizing that some corridors that have significant physical or environmental constraints and high costs could take longer to implement.

### The Neighborhood Bikeway Network

This network will connect people's homes to neighborhood schools, parks, the Bicycle Spine Network, and serve as first-last mile connections to bus routes. It will focus on traffic calming and be comprised primarily of bike boulevards, bike lanes, and short off-street paved pathway connections.

[24] The 2023 updated Bicycle Facility Design Manual will support consistency in the design and construction of future bicycle facilities in Redmond.



### Bikeway Types

Figure 15 later in this section shows the planned bicycle network, identifying existing bikeways and planned bikeways by bikeway type (e.g., separated bike lane, shared use path, etc.). These bikeway types, their design parameters, and compatibility with various contexts and conditions are explained in the Bicycle Facility Design Manual (2023). Figure 10, Figure 11, Figure 12, and Figure 13 illustrate some examples of existing high comfort bikeways in Redmond.

**FIGURE 10** | SEPARATED BIKE LANE ON 152ND AVENUE NE

Image Credit: City of Redmond

**FIGURE 11 |** TRAFFIC CALMED BICYCLE BOULEVARDS SUCH AS THIS ONE ON 152ND AVENUE NE IN REDMOND PROVIDE IMPORTANT CONNECTIONS BETWEEN HOMES AND NEIGHBORHOOD DESTINATIONS LIKE SCHOOLS AND PARKS.

Image Credit: Toole Design

**FIGURE 12 |** REDMOND'S SHARED USE PATHS (REDMOND CENTRAL CONNECTOR TRAIL SHOWN HERE) ARE POPULAR TRANSPORTATION AND RECREATIONAL FACILITIES.

Image Credit: City of Redmond

**FIGURE 13** | WAYFINDING SIGNAGE HELPS BICYCLISTS NAVIGATE THE NETWORK AND CONNECT TO THEIR FINAL DESTINATION.

Image Credit: City of Redmond

**FIGURE 13** | SPINE NETWORK

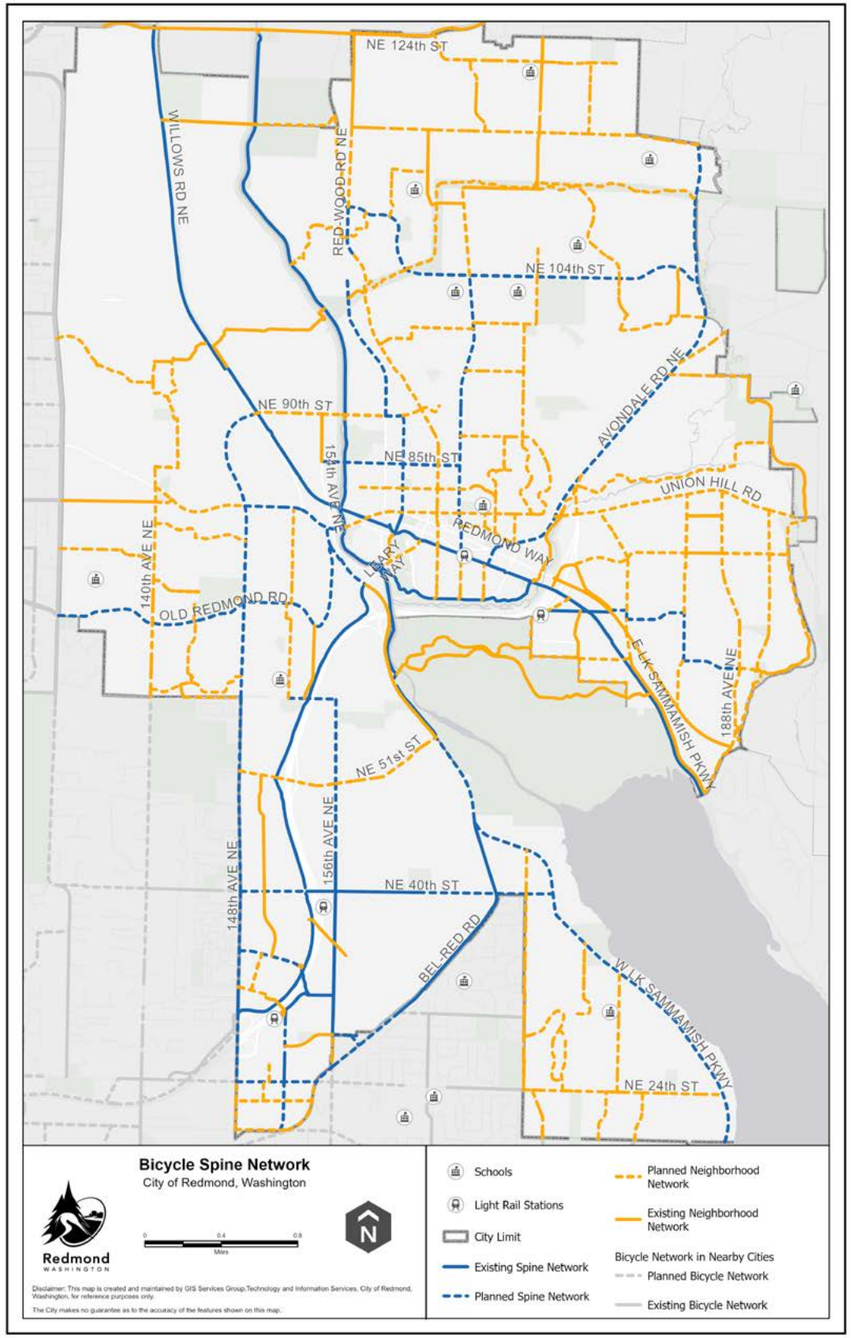
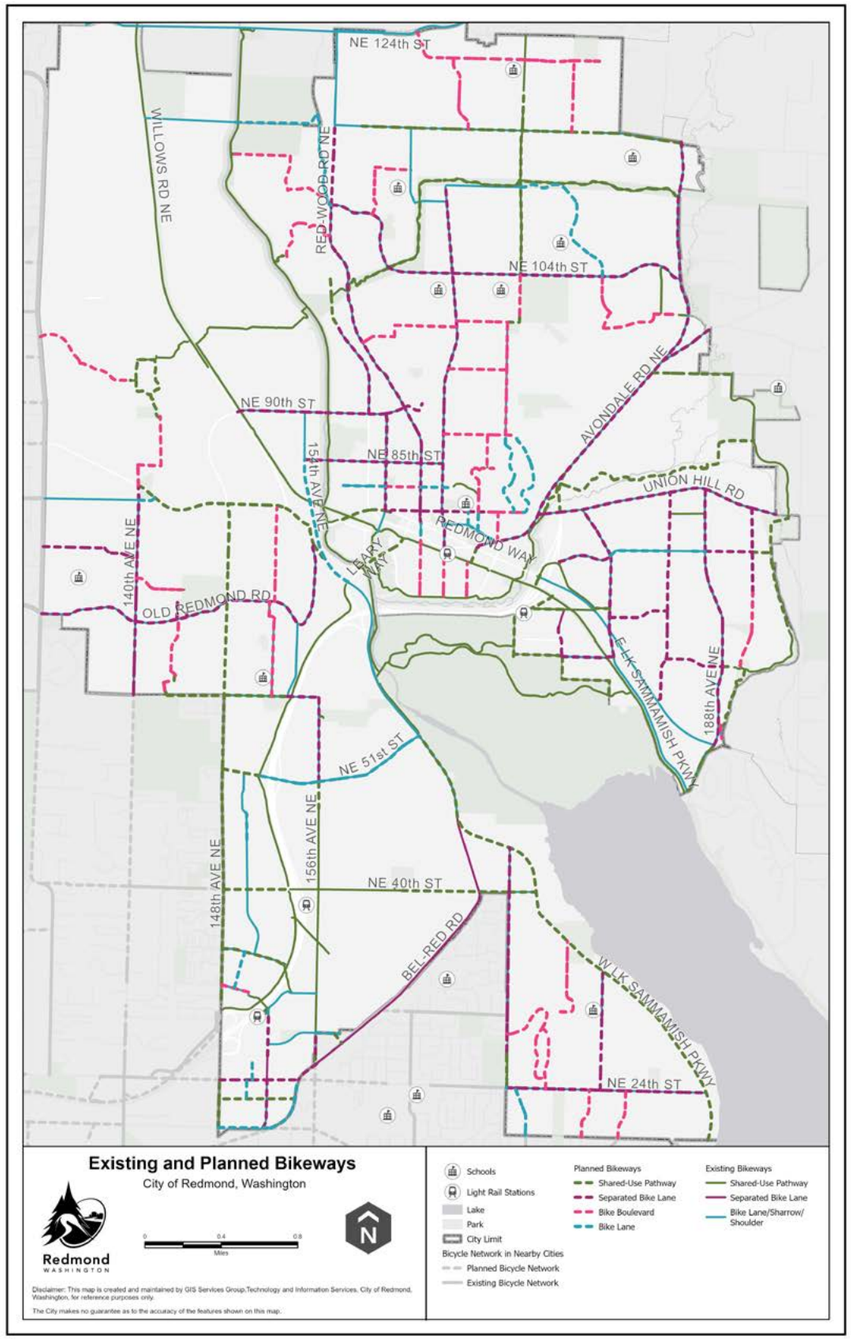


**FIGURE 15** | EXISTING AND PLANNED BICYCLE FACILITIES






### Implementation

The City of Redmond will focus on implementing the Spine Network and other high priority projects identified in Figure 16 below. However, the City will also consider other factors when deciding what to build each year, such as the feasibility and cost of each project; opportunities to "piggyback" on other capital projects (e.g., stormwater); and time needed to plan, apply for grant funding, and conduct engineering and design.

## NEAR-TERM VS. LONG-TERM IMPLEMENTATION

To maximize bicycle and micromobility ridership the City of Redmond needs to implement a connected network of low-stress bikeways that connect people to destinations and allow them to meet their everyday needs, including schools, transit, parks, shopping, and services. Communities that have had the most success in significantly increasing the number of people bicycling have strategically invested in building out their bike networks and doing so quickly. Often these cities have relied on so called rapid implementation with a focus on using lower- cost quick build materials. While some critical connections in the planned bicycle network can be accomplished in the near-term (0-5 years) using rapid implementation methods, others will be longer-term (5-10 years or more) due to physical or environmental constraints and associated high costs.

## IMPLEMENTATION THROUGH CAPITAL PROJECTS

Typically, bikeway projects such as separated bike lanes, shared use paths, and bicycle boulevards are implemented through the City's capital improvement program, which dedicates City funds to implement capital projects (i.e., major infrastructure projects). These types of projects tend to have longer implementation timeframes as it may take time to allocate sufficient City funds to cover the total project costs given many other competing capital project funding needs and/or secure grant funding. Examples of bikeways that have been implemented in this way include the Bel-Red buffered bike lanes and Redmond Central Connector Trail.

## IMPLEMENTATION THROUGH DEVELOPMENT

Redmond has been fortunate to have had a high level of commercial and residential development. Any development must pay transportation impact fees and may also be required to build infrastructure that has been identified in the City's Transportation Facilities Plan or determined to be necessary to mitigate impacts to the transportation system. The implementation timeline for these projects tends to be longer as it depends on new development occurring and often new development projects can take several years to construct from the time of initial application. Several key segments of Redmond's Bicycle Spine Network have been built by development, including shared use paths on NE 40th St and 156th Ave NE and separated bike lanes on 152nd Ave NE.  As Redmond continues to grow there will be more opportunities to leverage this growth to build the planned bikeway network.

## RAPID IMPLEMENTATION

More rapid implementation of bikeways is possible, in some cases. Such projects use lower cost quick build materials (e.g., flexible posts, c-curb) to separate bicyclists from motor vehicles. Projects that do not require modifications to other infrastructure such as traffic signals, drainage, etc., and that can be designed and implemented by City staff are typically the best candidates for rapid implementation. Many parts of the Neighborhood Bikeway Network are good candidates for more rapid implementation, however it is necessary to prioritize these connections given the extensiveness of the network and budget limitations. The City will look for these rapid implementation opportunities to close priority gaps in the bikeway network in the nearer-term until funding can be secured for longer-term, more permanent solutions.

## PRIORITIZATION FRAMEWORK

Planned bicycle facilities have been prioritized using a framework that reflects the goals and strategies outlined earlier in this section. Specifically, the following metrics were used to prioritize segments of the bicycle network for implementation:

- **Safety:** Locations with high density of fatal and serious injury (FSI) crashes received higher priority.
- **Equity:** This metric prioritized projects that would serve people with greater needs for active transportation, based on the City of Redmond's Equity Analysis tool.
- **Proximity to key destinations** (transit, schools, daycare centers, parks, and grocery stores): Prioritizes projects close to clusters of pedestrian and bicycle activity centers
- **Comfort:** Facilities designed to serve All Ages and Abilities provide a higher level of comfort and may attract more users. On steep streets, providing higher comfort is even more important to serve all users.
- **Route Connectivity:** Connection to one or more existing bikeways or modal corridors serves to extend the bike network and increase the ability for people to use the network to access destinations.
- **Topography:** Factors hilly routes into the prioritization of bicycle facility projects
- **Spine Network:** Projects along the Spine Network receive additional priority
- **Short trip density areas:** Locations where the highest density of short trips occur have the greatest potential for mode shift to reduce VMT and GHG emissions. Facilities in hilly areas with high short trip density may receive higher priority because if an area is flat, we may see more trip conversion from vehicle to bikes.

Table 1 below provides a summary of the planned bicycle facility mileage by bikeway type and priority level. The planned bikeway network includes 72.8 miles total of planned bikeways, including 22.4 miles of shared-use pathways and 29.3 miles of separated bike lanes. The planned Spine Network includes 24.7 miles of bikeways.

**FIGURE 16** | PRIORITIZED BICYCLE NETWORK

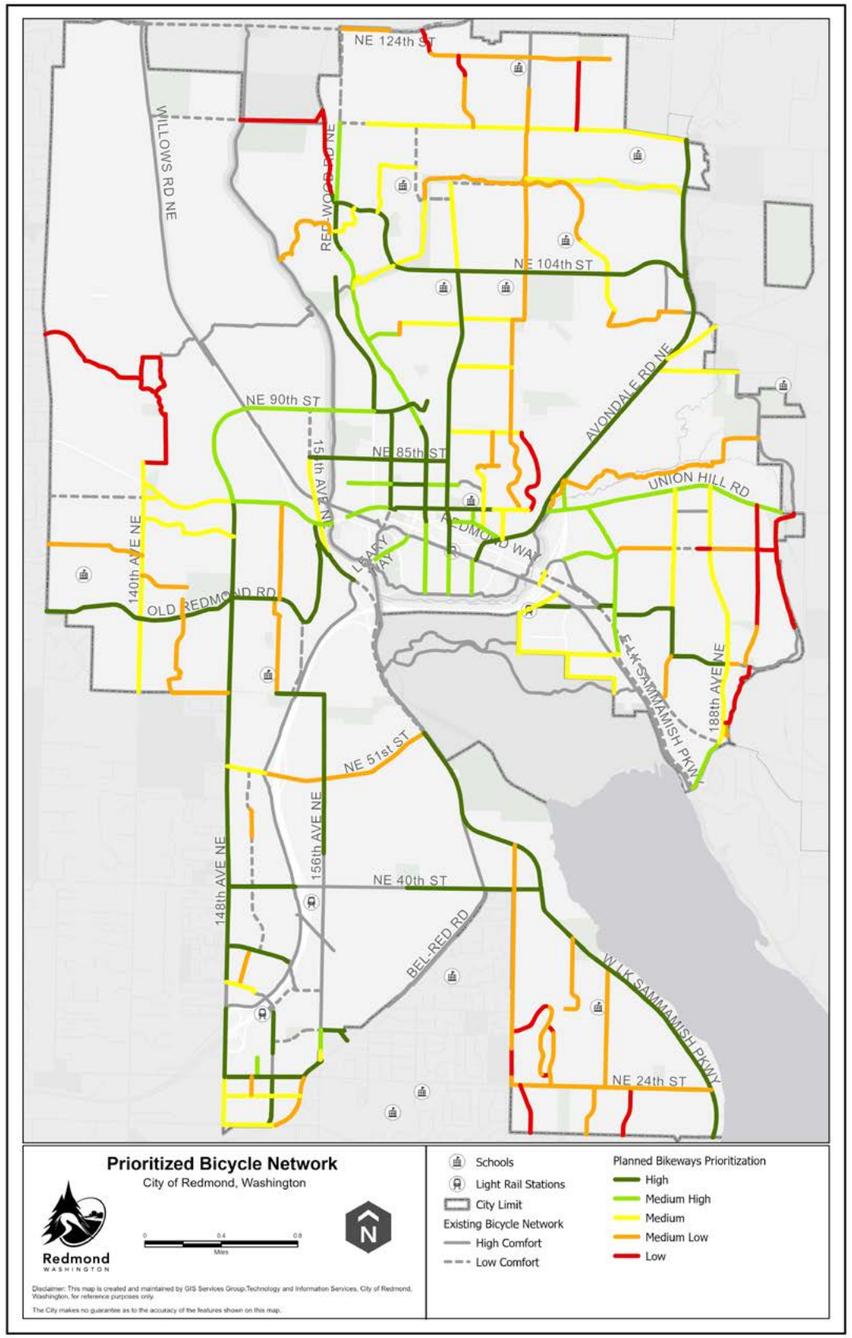


**TABLE 1** | PLANNED BICYCLE NETWORK MILEAGE BY BIKEWAY TYPE AND PRIORITY LEVEL

| Priority Level → / ↓ Bikeway Type | High No. Miles | Medium High No. Miles | Medium No. Miles | Medium Low No. Miles | Low No. Miles | Total No. Miles by Bikeway Type |
|---|---|---|---|---|---|---|
| **Shared-Use Pathway** | 8.9 | 1.82.5 | 7.6 | 3.2 | 1.6 | 23.7 |
| **Separated Bike Lane** | 15.9 | 4.7 | 4.9 | 3.6 | 0.4 | 29.5 |
| **Bicycle Boulevard** | 0.2 | 1.1 | 3.7 | 6.8 | 1.9 | 13.8 |
| **Bike Lane** | 0.6 | 0.6 | 1.4 | 3.3 | 1.7 | 7.5 |
| **Total No. Miles by Priority** | **25.5** | **8.8** | **17.2** | **16.9** | **5.6** | **74.8** Total Miles Planned Bikeways |
| | | | | | | |
| **Spine Network** | 22.5 | 2.4 | 1.0 | 0.0 | 0.0 | **26** Total Miles Spine Network |

### Spine Network

The Spine Network consists of separated bike lanes, shared use paths, and bicycle boulevards on low-speed, low-volume neighborhood streets. Table 2 below summarizes the remaining segments of the Spine Network and the anticipated timeframe (Near-term, or 0-5 years and Long-term, or 5-10 years) for their implementation. Some segments with near-term implementation timeframes may be good candidates for more rapid implementation (0 – 2 years), which will be determined by staff capacity, street work capabilities, and whether there are major costs items related to drainage, signals, etc.

**TABLE 2** | REDMOND PAVED TRAILS BY AGENCY

| Street Name | From | To | Planned Bikeway | Status | Timeframe |
|---|---|---|---|---|---|
| 148th Avenue NE | Old Redmond Rd | NE 60th Streets | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | NE 51st Street | NE 40th Street | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | NE 40th Street | NE 31st Street | Shared-Use Path | Planned | 0 - 5 years |
| 148th Avenue NE | NE 24th Street | 3000 Block | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | Old Redmond Rd | NE 40th Street | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | Willows Road | Old Redmond Rd | Shared-Use Path | Planned | 5 - 10 years |
| 152nd Avenue NE | NE Hopper Wy | Da Vinci Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |
| 152nd Avenue NE | NE 20th Street | NE 24th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| 160th Avenue NE | NE 90th Street | Road End | Seperated Bike Lane | Planned | 0 - 5 years |
| 160th Avenue NE | Road End | NE 102nd Way | Shared-Use Path | Planned | 5 - 10 years |
| NE 109th Street / 160th Avenue NE / NE 104th Street | Red-Wood Road NE | Avondale Road NE | Seperated Bike Lane | Planned | 5 - 10 years |
| 161st Avenue NE | NE 90th Street | Redmond Way | Seperated Bike Lane | Planned | 0 - 5 years |
| 28th Avenue NE | 156th Avenue NE | Shared-Use Path between Bel-Red Road and NE 28th Street | Bike Lane | Planned | 0 - 5 years |
| NE 36th Street | 148th Avenue NE | SR 520 | Seperated Bike Lane | Planned | 0 - 5 years |
| Old Redmond Rd | W Lake Sammamish Parkway NE | 132nd Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |
| W Lake Sammamish Parkway NE | Bel-Red Road | NE 51st Street | Shared-Use Path | Planned | 0 - 5 years |
| W Lake Sammamish Parkway NE | Southern City Limit | Bel-Red Road | Shared-Use Path | Planned | 5 - 10 years |
| W Lake Sammamish Parkway NE | Old Redmond Rd | Redmond Way | Shared-Use Path | Planned | 0 - 5 years |

| Street Name | From | To | Planned Bikeway | Status | Timeframe |
|---|---|---|---|---|---|
| 166th Avenue NE | Cleveland Street | NE 91st Street | Seperated Bike Lane | Planned | 5 - 10 years |
| Avondale Road NE | Redmond Way | NE Novelty Hill Road | Seperated Bike Lane | Planned | 5 - 10 years |
| Avondale Road NE | NE Novelty Hill Road | NE 116th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| NE 40th Street | 163rd Avenue NE | 172nd Avenue | Shared-Use Path | Constructed by 2028 | 0 - 5 years |
| NE 40th Street | 148th Avenue NE | SR 520 | Shared-Use Path | Planned | 0 - 5 years |
| NE 40th Street | 172nd Avenue NE | W Lake Sammamish Parkway NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 85th Street | 166th Avenue NE | Sammamish River Trail | Seperated Bike Lane | Constructed by 2027 | 0 - 5 years |
| NE 70th ST to 180th Avenue NE Connector | Redmond Way | 180th Avenue NE | Shared-Use Path | Constructed by 2026 | 0 - 5 years |
| NE 90th Street | 160th Avenue NE | 161st Avenue NE | Seperated Bike Lane | Planned | 5 - 10 years |
| Red-Wood Road NE | NE 106th Street | NE 109th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| Redmond Way | 148th Avenue NE | Sammamish River Trail | Shared-Use Path | Planned | 0 - 5 years |
| 154th Avenue NE | Old Redmond Road | Leary Way/ SR 520 Trail | Shared-Use Path | Planned | 0 - 5 years |
| 154th Place NE | NE 110th Place | Red-Wood Road NE | Shared-Use Path | Planned | 5 - 10 years |
| 156th Avenue NE | NE 51st Street | NE 60th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| 166th Avenue NE | Cleveland Street | NE 76th Street | Shared-Use Path | Planned | 0 - 5 years |
| 180th Avenue NE | NE 70th Street | NE 68th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| 185th Avenue NE | NE 68th Street | NE 65th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| Amli Development Trail | NE 76th Street | Redmond Way | Shared-Use Path | Planned | 0 - 5 years |
| NE 60th Street | 154th Street NE | 156th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 60th Street | 154th Street NE | 148th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 60th Street | 154th Street NE | 156th Street NE | Shared-Use Path | Planned | 0 - 5 years |
| NE 65th Street | 185th Street NE | 188th Street NE | Shared-Use Path | Planned | 0 - 5 years |
| NE 68th Street | 180th Street NE | 185th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 80th Street | Redmond Way | 164th Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |

## Related Plans, Policies, and Programs

The Bicycle Network implementation is supported by several complementary plans, policies, and programs, including:

- **Bicycle Facility Design Manual (2023):** The recently updated manual provides design guidance for bikeways to ensure consistent design of new bikeways in Redmond. Notably, the design user for the Manual is the "Interested but Concerned" bicyclist, someone who is not comfortable with bike lanes and may bike on sidewalks if bike lanes are provided. These bicyclists prefer LTS 1 or 2, off-street or separate bikeways or quiet traffic-calmed residential streets.
- **City of Redmond Municipal Code: 12.06 Complete the Streets:** Code requiring all transportation projects to provide appropriate accommodation for persons of all ages and all abilities, including bicyclists, pedestrians, transit users, as well as automobiles, freight and buses, in comprehensive and connected networks defined in the City's Transportation Master Plan.
- **City of Redmond Municipal Code: 21.52.010 Transportation Concurrency:** All proposed new developments are required to analyze its impacts to the transportation system. If the new development is located in an area identified in the Transportation Facilities Plan for an improvement, such as a planned bikeway or sidewalk, the developer would be required to incorporate this as part of the project or pay impact fees to the City for its implementation. Many of Redmond's existing bikeways have been constructed as part of new development through the Transportation Concurrency program.
- **City of Redmond Municipal Code: 21.52.020 Mobility Management Program:** Requires building owners to implement a mobility management program to reduce the level of traffic generation during the a.m. and p.m. peak hours. Requires all development applications that warrant transportation mitigation to comply with this code's requirements.
- **City of Redmond Municipal Code 21.40.020 Bicycle Parking Requirements and Standards:** Purpose is to (1) Promote bicycling as an important and integral mode of transportation which enables healthy lifestyles, is affordable, and reduces greenhouse gas emissions; (2) Provide requirements and standards efficient and safe bicycling parking meeting the parking needs of specific uses; and (3) Provide the necessary bicycle parking facilities for a bicycle-friendly community.

- **Safer Streets Action Plan (2025):** This plan provides a roadmap for achieving zero fatal and serious injury crashes in Redmond. Grounded in the Safe System approach, it identifies policy, programmatic, a high risk network where safety improvements should be prioritized, and provides details on infrastructure improvements that should be made on specific corridors.
- **Redmond School Pool Program:** City of Redmond active travel to school encouragement program that works with Lake Washington School District schools located in Redmond to provide marketing materials, education on alternative commuting safety topics, and ideas for events like Walk to School Days to encourage a reduction in drive alone trips to school and Bike Rodeos to learn about road safety and bike handling.
- **Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan:** This plan identified completing and expanding trail system connections as one of the highest capital project priorities during the community engagement process, and walking was the top activity for Redmond residents. The plan supports improving trail access for transportation options as essential to maintaining a healthy and livable community and promoting alternatives to motor vehicle use.
- **Stormwater and Surface Water System Plan:** The City of Redmond Stormwater and Surface Water Systems Plan (SSWSP) guides actions to reduce and prevent flooding, protect and restore natural habitat, keep pollutants away from fish and wildlife, protect our drinking water aquifer, and keep our lake, river, and streams healthy for everyone to enjoy. The SSWSP identifies where stormwater and water system infrastructure needs be built or replaced, which can present opportunities to make modifications to the street, including construction of bikeways. Capital transportation projects are also opportunities to upgrade stormwater and water system facilities.
- **Transportation Facilities Plan:** The Transportation Facilities Plan (TFP) guides transportation investments that the City of Redmond expects to deliver by 2050.
- **Six-Year Transportation Improvement Program:** The six-year Transportation Improvement Program (TIP) is an annual planning document that outlines Redmond's transportation projects and programs for the next six years, based on the city's Comprehensive Plan and Transportation Facility Plan. It includes a list of projects with secured or expected funding, with the first three years typically fully funded, and the last three years often partially or completely unfunded.

## PLANNING FOR MAINTENANCE OF REDMOND'S BIKEWAY NETWORK

As Redmond plans and builds new bikeways, there will be a need for additional maintenance, potentially requiring increased staffing levels, additional funding, and/or the development of new maintenance protocols to maintain a level of service that supports safe and comfortable bicycling and micromobility use. This is particularly true for separated bike lanes that may require more frequent seasonal maintenance, specialized equipment, and have more pavement markings and other features requiring periodic maintenance and replacement. It is important for the City to proactively plan and account for these needs. Section 8 – Maintenance and Preservation provides more discussion on maintenance of the bikeway network.

# TRANSIT SYSTEM PLAN

Transportation Master Plan

## INTRODUCTION

This section establishes a transit vision and strategies for achieving this vision. This section describes how Redmond will work to:

1. Influence regional transit investments in the community;
2. Make investments in street system infrastructure to optimize transit service and projects in Redmond; and finally,
3. Make investments in first/last mile solutions.

Redmond's transit network serves all Redmond community members, including residents, commuters, and visitors. In this section, references to the transit network include fixed-route bus and light rail routes provided by King County Metro and Sound Transit. With the recent growth and opening of the Sound Transit Link Light Rail 2 Line, the vision for Redmond's future builds on better regional connectivity and calls for more connections to neighboring jurisdictions and more frequent service. The transit network also includes flexible options that deviate from a fixed route.

Transit trips have steadily increased since the precipitous decline in transit ridership during and following the COVID-19 pandemic. At the same time, travel demand and patterns have changed with more people working from home. The times of day when people use transit are more distributed rather than being primarily focused during peak commute travel times. As the Puget Sound Region grows, the destinations people want to connect to are changing. Redmond's transportation planning accommodates for a level of uncertainty, as the city acknowledges that travel patters continue to be in a state of flux. A reevaluation of transit routes and service to accommodate new travel behaviors is needed and the City of Redmond will be an active participant in these conversations with regional transit agencies. transit agencies.

Transit is an essential element of the transportation system in Redmond which serves several important functions:

- Primary method of travel for Redmond community members who rely on transit for their daily travel needs.
- Affordable travel option.
- Provides freedom to live in, work in, and visit vibrant urban areas without the hassle of finding and paying for vehicle parking.
- Essential to supporting the Redmond 2050 land use vision.
- Key to supporting City goals for reducing greenhouse gas emissions and vehicle miles traveled.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transit Section identifies strategies that support these principles, as shown below.

### RESILIENCE

- Increased transit ridership decreases single-occupant vehicle trips, which in turn allows for less wear and tear on Redmond roadways and allows for reduced vehicle congestion. (See Redmond 2050 FW-TR-2)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 4,and Strategy 7

### SUSTAINABILITY

- Increasing transit access and ridership enables more people to enjoy low-carbon mobility. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9

### EQUITY & INCLUSION

- Transit access provides an equitable and affordable non-auto transportation mode available to every Redmond community member. (See Redmond 2050 TR-10)
- Strategies in this section supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

## OVERVIEW OF REDMOND'S TRANSIT SYSTEM

### Transit Service in Redmond

Transit service in Redmond is provided by King County Metro (Metro) and Sound Transit, with 11 Metro routes and 4 Sound Transit routes serving stops in Redmond. Metro, established in 1973, serves approximately 260,000 passengers per day.[1] Sound Transit is an independent transit authority that was created by the King, Pierce, and Snohomish County Councils with the purpose of establishing a network of light rail, bus, and commuter heavy rail services. Both agencies offer targeted transit options for populations with specific mobility needs.

King County Metro fixed-route bus service includes a variety of service levels, as defined in Table 1. Based on Metro's 2021 Service Guidelines, routes are classified into six service levels defined by the frequency and span of service provided.

[1] Source: Average weekday daily boardings, 2024, Metro ridership performance report



**TABLE 1** | SUMMARY OF TYPICAL SERVICE TYPES

| Service Level | Service Level Frequency (Minutes between trips) | | | | Days of Service | Daily Hours of Service |
|---|---|---|---|---|---|---|
| | Peak Period | Off-Peak Period | Night | Weekend | | |
| Very frequent or RapidRide | ≤10 minutes | ≤15 minutes | ≤15 minutes | ≤15 minutes | 7 days | 16 - 24 hours |
| Peak frequent | ≤15 minutes | ≤30 minutes | ≤30 minutes | ≤30 minutes | 7 days | 16 - 24 hours |
| Local | ≤30 minutes | ≤30 minutes | ≤60 minutes | ≤60 minutes | 5 - 7 days | 12 - 18 hours |
| Hourly | ≤60 minutes | ≤60 minutes | | | 5 days | 8 - 12 hours |
| Peak only | 8 trips per day minimum | | | | 5 days | Peak |

Source: Metro Connects 2021 Service Guidelines

**TABLE 2** | KING COUNTY METRO ROUTES SERVING REDMOND

| Route | Service Area | Service Type | Approximate Weekday Hours of Service |
|---|---|---|---|
| B | Redmond, Overlake Crossroads, Bellevue | RapidRide | 4:00 a.m. – 1:00 a.m. |
| 222 | Cottage Lake, Redmond Technology Station | Local* | 5:30 a.m. – 12:00 a.m. |
| 223 | Eastgate P&R, Downtown Redmond Station | Frequent* | 5:00 a.m. – 12:00 a.m. |
| 224 | Redmond, Duvall | Hourly | 5:00 a.m. – 8:00 p.m. |
| 225 | Kenmore, Kingsgate, Totem Lake, Redmond, Overlake | Local | 6:00 a.m. – 10:30 p.m. |
| 226 | Bellevue, Overlake, Crossroads, Lake Hills, Bellevue College, Eastgate P&R | Local | 5:30 a.m. – 12:00 a.m. |
| 245 | Kirkland, Houghton, Overlake, Crossroads, Bellevue College, Eastgate, Factoria | Frequent | 6:00 a.m. – 11:30 p.m. |
| 249 | Redmond Technology Station, Overlake, South Kirkland, Bellevue, Beaux Arts, South Bellevue Station | Local | 6:00 a.m. – 7:00 p.m. |
| 250 | Avondale, Bear Creek P&R, Redmond, Kirkland, Bellevue | Frequent | 5:00 a.m. – 11:30 p.m. |
| 251 | Woodinville P&R, Marymoor Village Station | Local | 6:00 a.m. – 9:00 p.m. |
| 269 | Issaquah, Pine Lake, Sahalee, Bear Creek P&R, Overlake | Local | 6:45 a.m. – 7:00 p.m. |

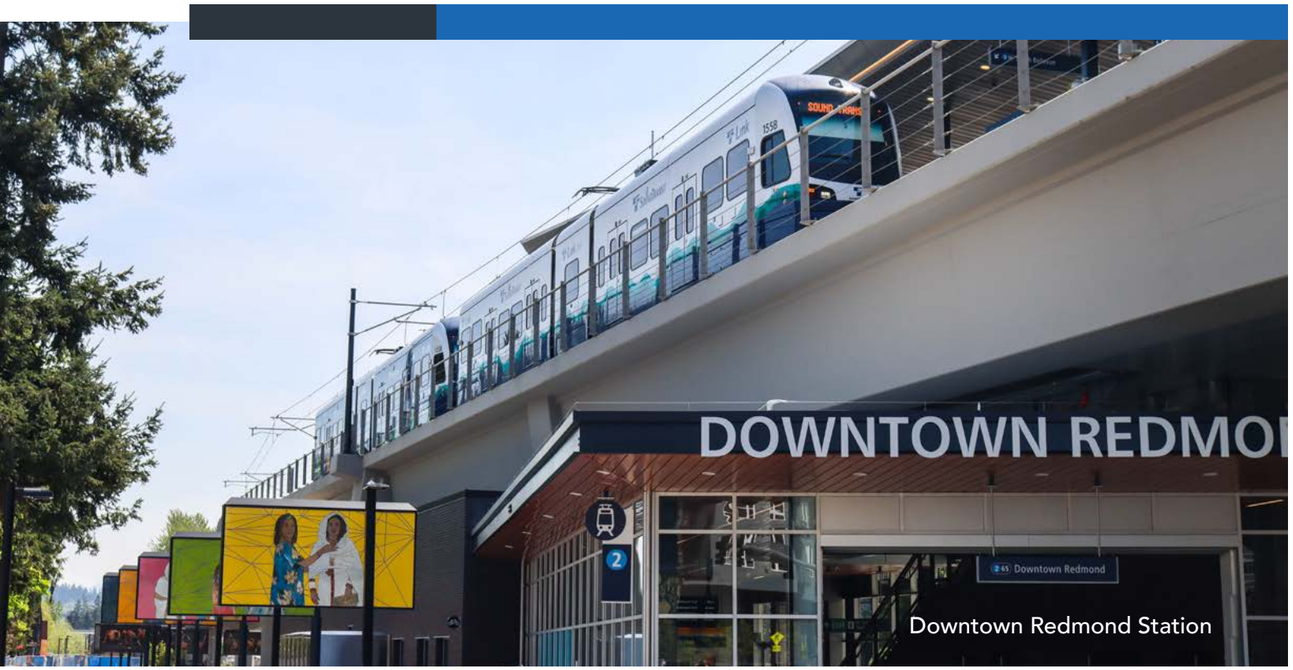
Source: King County Metro East Link Connections Network, as of adoption in March 2025
*Route will be implemented with the East Link Connections Network, anticipated in fall 2025

Sound Transit began serving customers in 1999 and now carries approximately 127,000 passengers per weekday across all Link Light Rail, ST Express Bus, Sounder Train, and T Line Light Rail modes[2].

**TABLE 3 |** SOUND TRANSIT ROUTES SERVING REDMOND

| Route | Service Area | Service Type | Hours of Service |
|---|---|---|---|
| 2 Line | Redmond, South Bellevue, Seattle, Lynnwood* | Link Light Rail | 6:00 a.m. – 10:00 p.m. |
| 542 | Redmond, University District | Local | 5:30 a.m. – 11:15 p.m. |
| 544 | Overlake, South Lake Union | Peak Only** | 6:30 a.m. – 9:30 a.m.<br>3:30 p.m. – 6:30 p.m. |
| 545 | Redmond, Downtown Seattle | Frequent | 4:30 a.m. – 12:35 a.m. |

Source: King County Metro East Link Connections Network, as of adoption in March 2025
*2 Line will connect to Seattle and Lynnwood with the completion of the Eastlink Extension I-90 segment, anticipated in spring 2026
**Route will be implemented with the East Link Connections Network, anticipated in fall 2025




Downtown Redmond Station

[2] Source: Average weekday boardings, 2024, Sound Transit Ridership System Performance Tracker

**FIGURE 1 |** EXISTING TRANSIT NETWORK

Figure 1 illustrates Redmond's existing transit network. This map incorporates Metro's East Link Connections Network, adopted in March 2025.

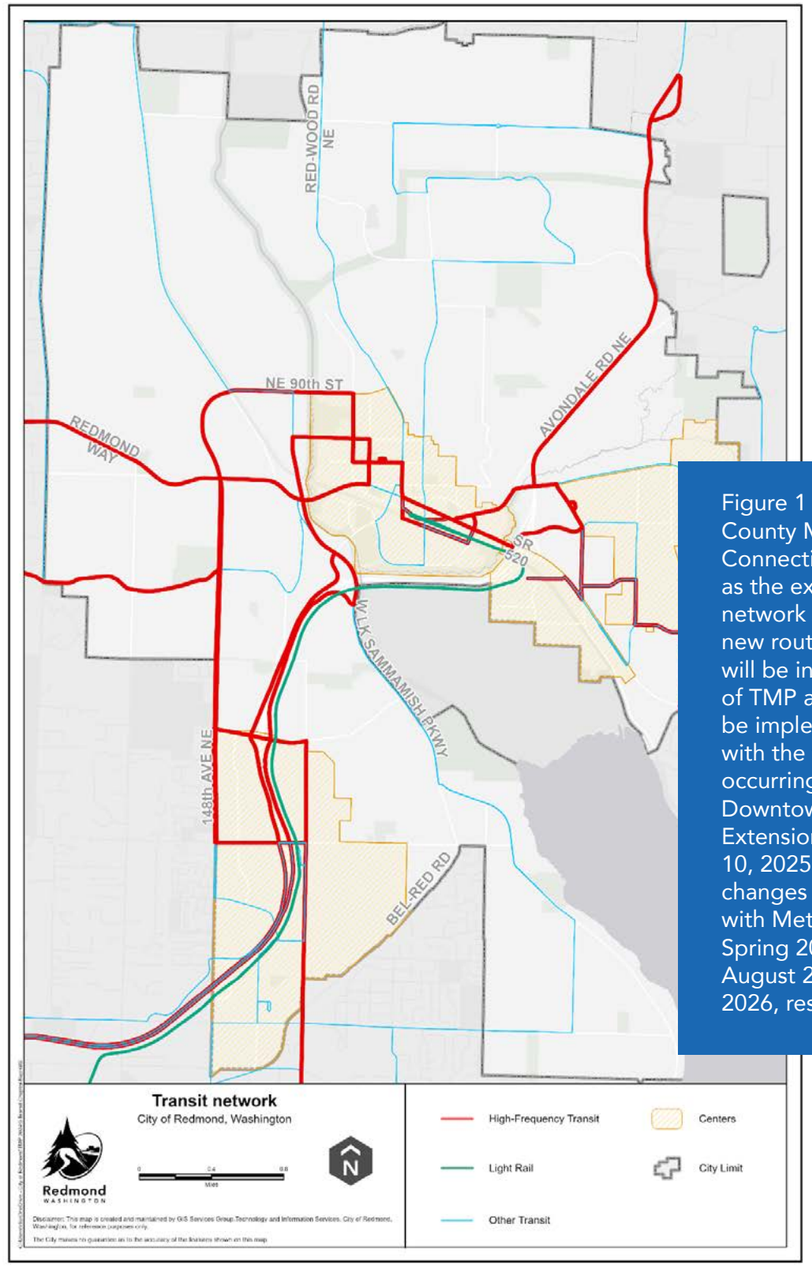



Figure 1 includes King County Metro's East Link Connections Network as the existing transit network as it is anticipated new routes and revisions will be in place by the time of TMP adoption. ELC will be implemented in phases, with the first changes occurring alongside the Downtown Redmond Link Extension opening on May 10, 2025. Additional route changes are anticipated with Metro's Fall 2025 and Spring 2026 Service in August 2025 and March 2026, respectively.

As shown in Table 4 below, the 2 Line and B Line lead Redmond's fixed transit routes for route-wide average daily ridership. Other commonly utilized transit routes in Redmond include the 545 to Seattle and the 245 to Kirkland and Bellevue. It should be noted that transit service routes and scheduling are determined by King County Metro and Sound Transit, respectively, and are outside of the City of Redmond's control and subject to change.

**TABLE 4 |** REDMOND TRANSIT ROUTES WITH HIGHEST WEEKDAY RIDERSHIP

| Route | Service Provider | Service Type | Average Weekday Daily Boardings for the entire route |
|---|---|---|---|
| 2 Line | Sound Transit Link Light Rail | Link Light Rail | 5,650 |
| B Line | King County Metro RapidRide | RapidRide | 4,790 |
| 545 | Sound Transit Express | Frequent | 4,740 |
| 245 | King County Metro | Frequent | 3,000 |
| 554 | Sound Transit Express | Local | 2,670 |
| 250 | King County Metro | Frequent | 2,380 |
| 542 | Sound Transit Express | Local | 1,330 |
| 221 | King County Metro | Local | 1,030 |
| 269 | King County Metro | Local | 870 |
| 225 | King County Metro | Local | 570 |

Source: King County Metro, 2024

**TABLE 5 |** REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS

| Stop ID Number | Stop Name | Routes Serviced | Average Daily Boardings |
|---|---|---|---|
| 71335 | SR 520 Ramp & NE 40th St | 542E, 545E, 566E | 834 |
| 71961 | NE 83rd St & 161st Ave NE | 221, 250, 672 | 592 |
| 81755 | Bear Creek P&R Access Rd & 178th Pl NE | 250, 269, 545E, 982E | 399 |
| 71954 | NE 83rd St & 161st Ave NE | 545E | 393 |
| 68398 | 156th Ave NE & NE 40th St | 245, 672 | 287 |
| 71341 | SR 520 Ramp & NE 51st St | 542E, 545E | 268 |
| 71960 | Redmond Transit Center Access Rd & NE 83rd St | 221, 542E | 240 |
| 73758 | NE 85th St & 160th Ave NE | 542E, 545E | 200 |
| 72487 | Redmond Way & 166th Ave NE | 250, 545E | 167 |
| 71346 | Redmond Tech Station Access Rd & 156th Ave NE | 245, 672 | 157 |
| 71331 | 152nd Ave NE & Overlake P&R Access Rd | 221, 249, 672 | 142 |
| 71326 | 152nd Ave NE & Overlake P&R Access Rd | 221, 249, 269, 672 | 140 |
| 72456 | West Lake Sammamish Pkwy NE & Leary Way NE | 542E, 545E | 135 |
| 72305 | NE 76th St & 177th Pl NE | 269, 545E | 122 |
| 68498 | 156th Ave NE & Redmond Technology Station Access Rd | 245, 672 | 116 |
| 98750 | NE 83rd St & 161st Ave NE | 250 | 110 |
| 71345 | Redmond Technology Station Access Rd & 156th Ave NE | 225, 249, 566E | 108 |
| 71322 | NE 24th St & Bel-Red Rd | 249, 672 | 99 |
| 73407 | NE 40th St & 148th Ave NE | 225, 269, 672 | 84 |
| 71336 | SR 520 Ramp & NE 40th St | 542E, 545E, 566E, 982E | 82 |

Source: King County Metro, 2024

**TABLE 5 |** REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS

| Stop ID Number | Stop Name | Routes Serviced | Average Daily Boardings |
|---|---|---|---|
| 2-62 | Overlake Village Station | 2 Line | 362 |
| 2-63 | Redmond Technology Station | 2 Line | 1,366 |
| 2-64 | Marymoor Village Station | 2 Line | TBD |
| 2-65 | Downtown Redmond Station | 2 Line | TBD |

Source: Sound Transit, May 2024 through February 2025

### The Connection between Transit and Land Use

Redmond will accommodate most of its future growth in the Downtown, Overlake Village, and Marymoor Village centers. With increased density in these areas comes changes to the transportation context, and therefore the transit network. Redmond will bring a multimodal approach to its centers, prioritizing transit, walking, and biking over auto capacity.

Transit vehicles are highly space-efficient and allow Redmond to accommodate growth while meeting increases in travel demand. Shifting drive-alone trips to transit will support and accommodate Redmond's growth throughout the city and especially within centers. Transit is necessary to support the vibrant, dense, walkable Downtown that is emerging in Redmond, and will be critical to the success of Overlake Village and Marymoor Village as they grow. Increased transit use also supports Redmond's Environmental Sustainability Action Plan (ESAP) goals and desired outcomes.

Demand for transit is linked to the land uses near transit service. More homes, jobs, schools, and other activities (origins and destinations) with safe and convenient access to transit increases the number of potential transit riders. As a result, the number of transit trips increases. Aligning transit service levels with land use has many benefits for local communities and helps Redmond realize its economic, environmental, and equity goals. Four characteristics that support transit demand include:

- **Density:** More people and activities in an area increase the number of potential riders.
- Mix of uses: More types of uses in an area increase the number of potential origins and destinations, such as home, work, school, shopping, medical, and transit connections, at all times of day.
- **Connections:** More compact development with good multimodal connections for walking and biking increases access to nearby transit service.
- **Transit supportive policies and programs:** These might include zoning changes, affordable housing incentives, and removal of parking requirements. Policies and programs in a corridor or subarea can support the development of equitable transit-oriented communities, improve access for all people—particularly historically disadvantaged communities and people of color—and increase the number of potential riders. These would be consistent with Metro's Equitable Transit-oriented Communities policy.

Aligning service levels with land use helps ensure transit service is productive and supports the demand for service. Local jurisdictions can improve transit service levels and increase demand by implementing the four land use characteristics above. Examples of supporting actions include:

- Rezoning land within walking distance of transit routes to allow for higher densities and more types of uses. Redmond implemented rezones in Overlake (November 2024), Downtown (June 2025), and Marymoor Village (June 2025) to accommodate additional growth. In addition, Redmond implemented transit-oriented development (TOD) focus areas in each of these three centers where additional height and density are possible.
- Establishing policies and programs to increase the amount of affordable housing and reduce the displacement of existing residents near transit service (e.g. affordable housing incentives). Redmond 2050 has prioritized the expansion of affordable housing as a key pillar of the Housing Element.
- Removing or reducing parking minimums for new development near transit service. With the adoption of Redmond 2050 in November 2024, Redmond removed parking minimums for multifamily development within the city's centers.
- Improving street and sidewalk connections around bus stops and corridors.

As shown in the Figure 2 and Figure 3 below, under existing conditions, 43% of Redmond's total housing units were within a 0.5-mile walkshed of a frequent transit stop; however, using Redmond 2050 land use and population growth projections, Redmond is projected to have 54% of total housing units within a 0.5-mile walkshed of frequent transit in 2050. Considering this growth, it is important to acknowledge the need for more frequent transit in Redmond as well as the need for safe and accessible walking and biking connections to frequent transit stops.

**FIGURE 2** | EXISTING CONDITIONS HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT

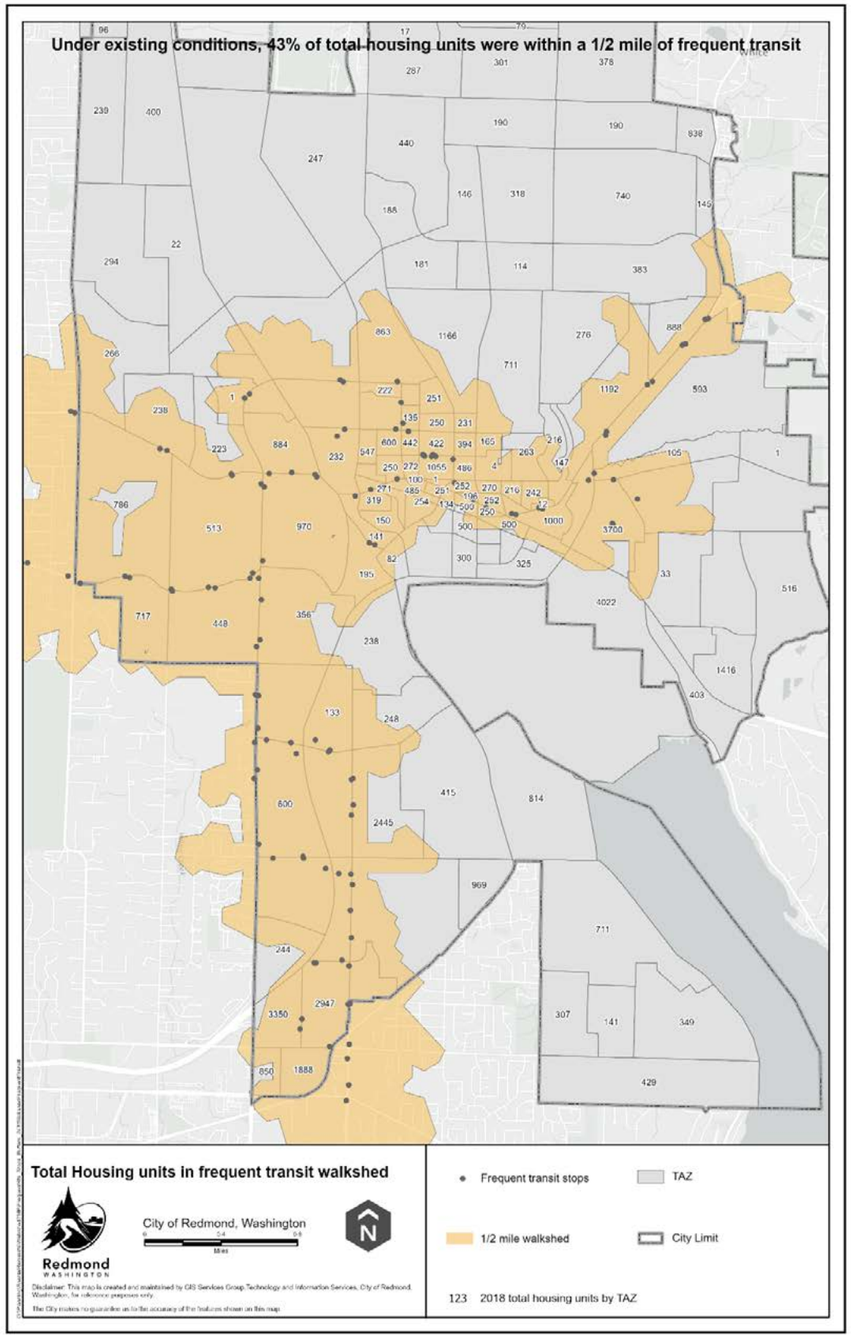
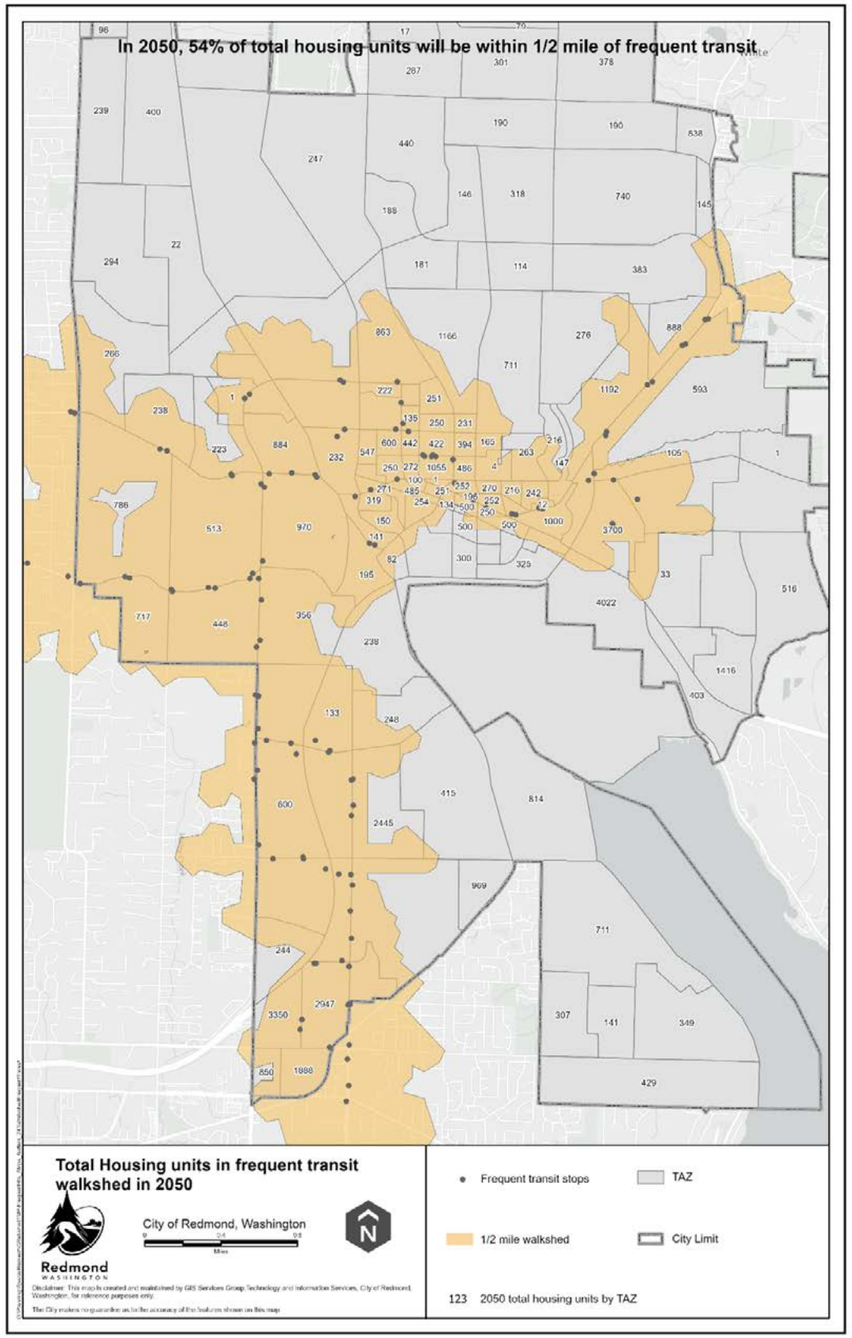



**FIGURE 3** | PROJECTED 2050 HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT



## Park & Ride Facilities

**TABLE 6 |** REDMOND PARK & RIDE FACILITY UTILIZATION

| Park & Ride Facility | Available Parking Spaces | Occupied Parking Spaces | Average Daily Utilization |
|---|---|---|---|
| Redmond Transit Center | 377 | 330 | 88% |
| Bear Creek Park & Ride | 283 | 112 | 40% |
| Redmond Technology Center Garage | 314 | TBD* | TBD* |
| Overlake Park & Ride | 203 | 77 | 38% |
| Marymoor Village Garage | TBD* | TBD* | TBD* |

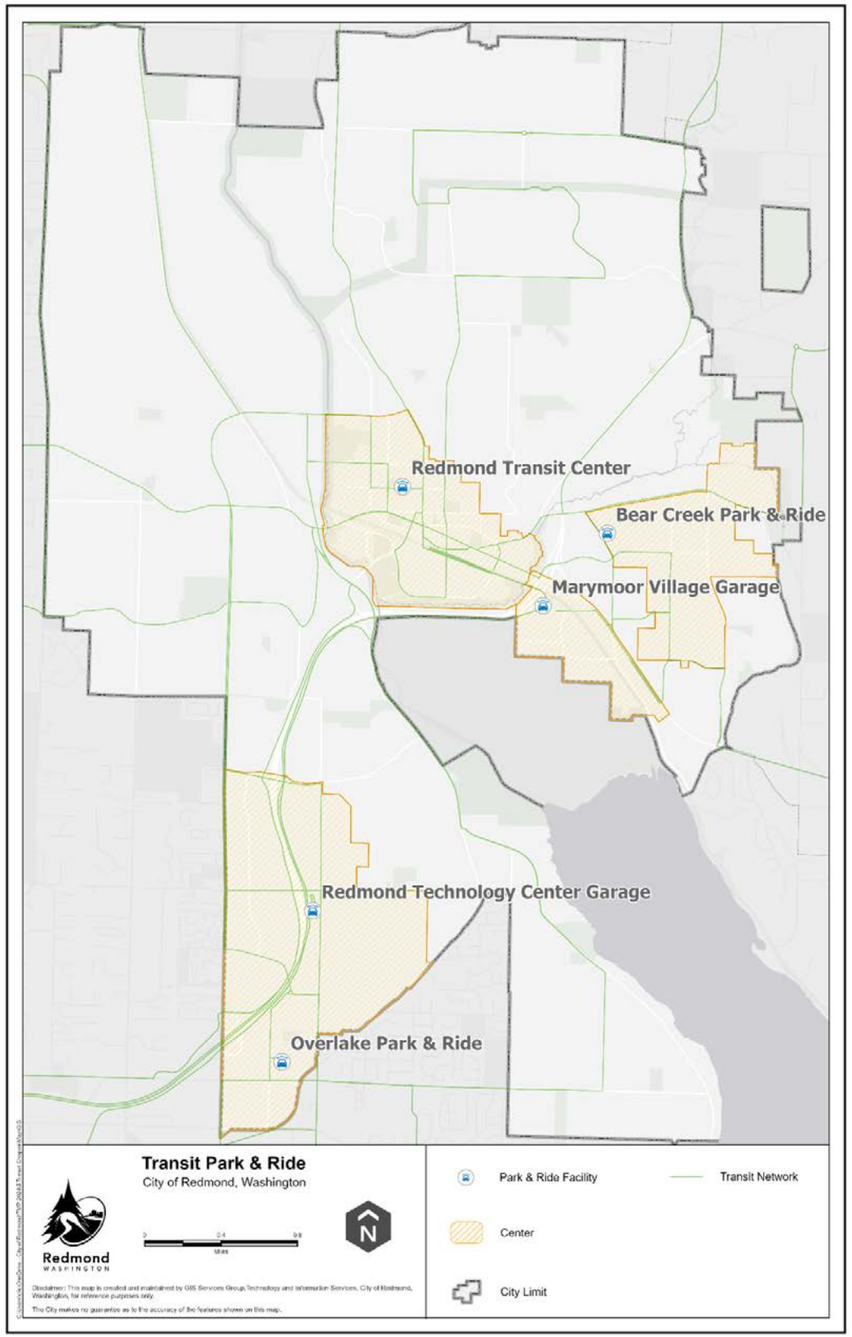
Source: King County Metro, 2024
*Note: Complete occupancy and utilization data not yet available. Data to be updated when Downtown Redmond Link Extension is operational.

"WHY DO YOU PREFER BIKING, WALKING, OR TAKING TRANSIT OVER DRIVING?"

"There are several different reasons, but honestly driving is such a stressful activity for me that, even though I have a drivers license, I'd rather just avoid it entirely—to my own benefit, but also to that of everyone else on the road. Not owning a car also saves a significant amount of money which I can instead save up or put toward other expenses. And it undoubtedly has by far the biggest impact on my personal carbon footprint."

*- Tj Horner*

**FIGURE 4 |** EXISTING PARK & RIDE LOCATIONS



## FUTURE TRANSIT RIDERSHIP PROJECTIONS

### Ridership Growth Trends

Throughout the Puget Sound region, transit ridership is expected to grow in the coming years. Based on the Puget Sound Regional Council (PSRC) Regional Transportation Plan (RTP) for 2022-2050, continued growth to the regional transit system and to boardings is expected. By 2050, PSRC anticipates that approximately 36% of all households will live within 0.25 mile of the region's anticipated 2050 high-capacity transit system (up from 9% in 2018) and 59% of households will live within 0.5 mile of high-capacity transit in the region (up from 25% in 2018). Based on a sensitivity test of PSRC's regional travel demand model, implementation of multimodal access improvements (such as improving walk/bike access to transit stations) could result in an approximate 40% increase in transit boardings.

Based on housing and employment growth projections in Redmond 2050, Redmond's growth is anticipated primarily within the city's centers of Downtown, Overlake, and Marymoor. Given the expansion of light rail to Overlake in April 2024 and to Marymoor and Downtown Redmond in May 2025, the city anticipates these centers will draw increased transit, walking, and biking trips. Significant transit changes are coming to the Eastside in 2025 and 2026 as Sound Transit's 2 Line extends across Lake Washington to Seattle and into downtown Redmond. To prepare for this expansion, Sound Transit and King County Metro developed East Link Connections, a coordinated effort to redesign transit service across the Eastside. This process aims to integrate Metro's updated bus network with the new 2 Line, and improve connections between Seattle, Mercer Island, downtown Bellevue, the Spring District, Overlake, and downtown Redmond. Because these service changes take effect late 2025/early 2026, East Link Connections serves as the foundation for Redmond's Strategic Transit Plan Network described in Strategy 1 below.

East Link Connections introduces two additional frequent service routes[3] to the current transit service in Redmond, enhancing both regional and local connections. Route 269, which currently operates between Redmond and Issaquah, will see increased frequency and be extended to Mercer Island instead of terminating in Issaquah. Route 542, which currently connects Redmond to the University of Washington, will also operate more frequently. Additionally, a new Route 544 (which replaces the existing Route 545) will provide a high-frequency connection between Overlake and South Lake Union.

In addition to these service changes, the existing frequent routes serving Redmond today—including the 245, 250, and RapidRide B-Line—will remain in place.

While these service changes will improve regional and local transit access, the project team's analysis of East Link Connections revealed gaps in service for Redmond's existing population, including:

- Limited route options and less frequent service along Willows Road NE than along other key Redmond modal corridors
- Service gap for residents north of downtown due to limited transit access along Redmond-Woodinville Road NE and infrequent service
- Lack of transit connections to Downtown for residents in Southeast Redmond
- Limited service for areas of Overlake and Idylwood

[3] Frequent service routes are defined as routes with a headway of 15 minutes or less during peak hours.



In the interim time period before King County Metro updates their Long Range Transit Plan, Metro Connects, the City of Redmond can continue to identify transit enhancements that will improve multimodal connectivity. Strategy 3 and Strategy 6 below discuss Mobility Hubs and flexible transit options that can bring transit connectivity outside of traditional fixed-route transit. Additionally, the Bicycle Strategy presented in Section 5 of this plan outlines methods for promoting nonmotorized mobility in Redmond.

## STRATEGIES AND ACTIONS

**Strategy 1: Establish a Strategic Transit Plan Network that Complements Redmond's Growth Vision in Redmond 2050.**

- **Supports Redmond 2050 FW-TR-3:** Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system particularly for more regional bus trips.
- **Supports Redmond 2050 TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

The Strategic Transit Plan Network builds on the East Link Connections to establish priorities for future transit improvements, ensuring alignment with other modal networks and Redmond's long-term growth vision. The East Link Connections network was analyzed to determine how well it serves Redmond's current population and how it will accommodate future growth. With transit propensity mapping, census data, and Redmond 2050 land use projections, key service gaps were highlighted that could limit access to frequent and reliable transit.

Additionally, the project team reviewed King County Metro's Long Range Transit Plan, Metro Connects, to identify additional bus routes, service areas, and connections that could further enhance transit access. While Metro Connects is the current vision for transit service over the next 30 years, the plan will be updated in 2026. This Strategic Transit Plan identifies Redmond's vision for future transit service, which the City will use to communicate their priorities during the forthcoming Metro Connects update.

In addition to evaluating how the East Link Connections network will serve Redmond's existing population, analysis of projected household and job growth in Redmond was used to assess future transit access. While most of the projected growth is expected to occur within 0.25 miles of a bus stop or 0.5 miles of a Link station in the East Link Connections network, key service gaps remain:

- Service gap for expected residential and job growth adjacent to Bel-Red Road and NE 40th Street [4]
- Limited transit connections to Link stations for growth along Willows Road NE

[4] The Microsoft Campus is primarily served by an internal shuttle program rather than public transit.

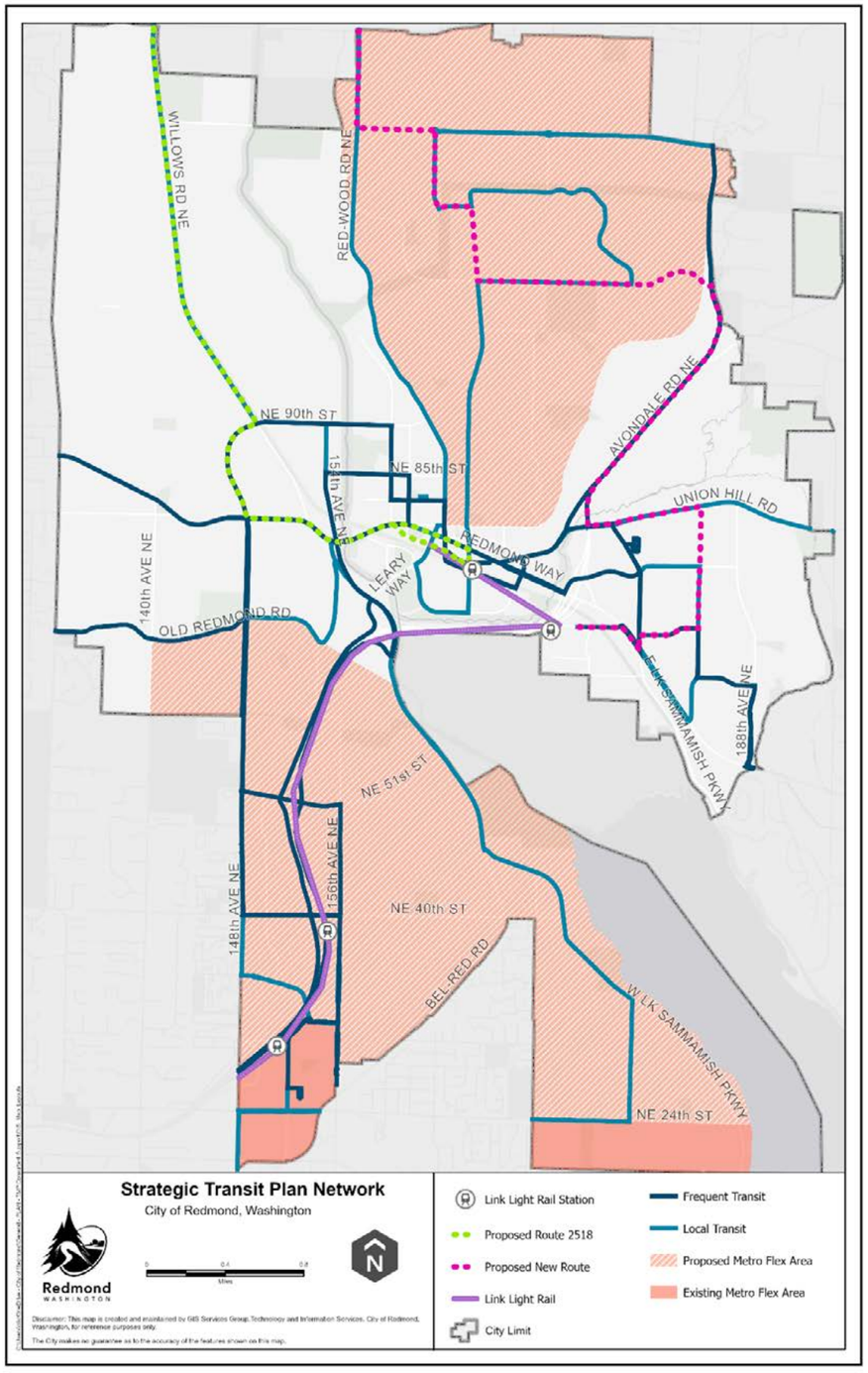
The Strategic Transit Plan network shown below identifies the need for the following priorities, detailed in the remaining Strategies of this section:

- **Increased service frequency** – Aiming for all routes to operate at least every 15-20 minutes.
- **Stronger connections** – Enhancing transit links between Education Hill, Willows Road NE/NE 90th Street, downtown Redmond, and regional destinations like Woodinville and Totem Lake.
- **Metro Flex service** – Continuing to prioritize on-demand service in areas where fixed-route transit is not feasible or practical.
-

In addition to the proposed expansion of the Metro Flex service area, the Strategic Transit Plan builds upon the East Link Connections network by adding two new frequent routes. The first, Route 2518 from Metro Connects, would enhance regional connectivity between downtown Redmond and Edmonds, serving Totem Lake, Woodinville, Bothell, Lake Forest Park, and Mountlake Terrace while also improving transit access along the Willows Road NE corridor to support anticipated job growth. This route would replace the relatively infrequent Route 930. The second proposed route would connect downtown Redmond to Kenmore via Education Hill. Expanding transit options to this neighborhood.

Beyond adding these routes, the city advocates for more frequent service to advance the city's goal of 15-20-minute frequency on all routes serving Redmond. The remaining East Link Connections routes align with the city's identified transit needs and are therefore incorporated into the Strategic Transit Plan Network. The Strategic Plan Network is shown in Figure 5.

**FIGURE 5** | STRATEGIC TRANSIT PLAN NETWORK



### Recommended Actions

| | |
|---|---|
| **Action 1A** | Advocate to King County Metro for better service frequency (e.g., 15-20 minute headways) on Redmond transit routes, especially focusing on local routes. |
| **Action 1B** | Collaborate with neighboring jurisdictions (such as Bellevue, Kirkland, Woodinville, and Sammamish) to align transit priorities and communicate these priorities to King County Metro in a unified manner. |
| **Action 1C** | Explore models and methods for City of Redmond to pay King County Metro for additional transit service if regional funding timeframes are insufficient for meeting Redmond community needs. |

### Strategy 2: Promote seamless connections to light rail and bus networks

- **TR-16:** Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

Redmond 2050 includes the goal to create a citywide transportation system that is designed for people. This includes enabling affordable and sustainable mobility options. By organizing around light rail and promoting transit accessibility, Redmond's transit network aspires to seamlessly connect community members from all Redmond neighborhoods to light rail.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops. |
| **Action 2B** | Establish regular coordination meetings between agency staff from Sound Transit, King County Metro, and the City of Redmond to discuss mobility needs. |
| **Action 2C** | Work with Sound Transit to establish designated micromobility parking zones at all light rail stations in Redmond. |



### Strategy 3: Establish Mobility Hubs that promote multimodal first/last mile connections and enhance micromobility usage

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- **TR-21:** Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.

Mobility Hubs are established and designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. For example, a Mobility Hub could include any of the following:

- **Bicycle options:** Long-term and short-term bicycle parking and storage; connection to separated bicycle lanes or multiuse trails.
- **Transit options:** Fixed route or flexible transit service.
- **Shared mobility options:** Micromobility designated parking; shared e-bikes or e-scooters available; carshare parking; or designated rideshare pick-up and drop-off zones.
- **Vehicle options:** Passenger pick-up/drop-off; Community Van parking.
- **Amenities:** Benches or street furniture; restrooms; water fountains; options for buying a snack or beverage; free Wi-Fi. The level of amenity would depend on scale and level of service of available transportation options.

Mobility Hubs can have a regional transportation focus, or can focus on neighborhood connections, as shown in the Figure 6 below:

**FIGURE 6** | MOBILITY HUB TYPES (CREDIT: FEHR & PEERS)

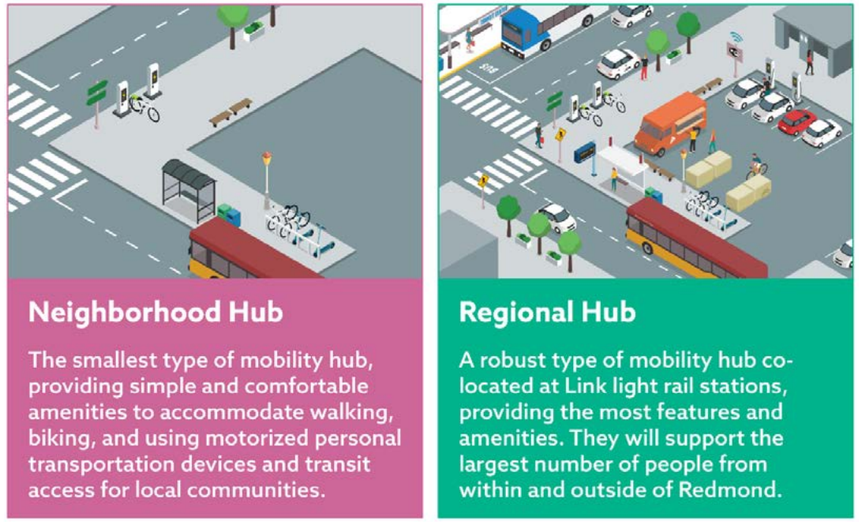


**Table 7 includes a comparison of mobility hub attributes.**

**TABLE 7 |** REDMOND MOBILITY HUB COMPARISON

| Mobility Hub Element | Regional Mobility Hub | Neighborhood Mobility Hub |
|---|---|---|
| Primary Objective | Facilitate connections to employment and recreation within Redmond and in surrounding cities for those living in, working in, and visiting Redmond | Facilitate residential connections to surrounding Redmond neighborhoods and to centers |
| Potential Location Type | Light rail stations, transit centers, and park & rides within Redmond's centers | Residential neighborhoods, shopping centers, schools, or other neighborhood destinations outside of Redmond's centers |
| Example Locations to Consider | Overlake Village Station, Redmond Technology Station, Downtown Redmond Station, Marymoor Village Station | Redmond Transit Center, Bear Creek Park & Ride, Avondale Road PCC shopping center, Hartman Park, NE 76th Street Fred Meyer or Target shopping centers, Grass Lawn Park |
| Target Trip Types | Regional and Local Trips | Local Trips |

Establishing designated Regional and Neighborhood Mobility Hubs in Redmond will provide connections between Redmond's transportation networks and facilitate pedestrian and bicycle connections, in addition to encouraging transit use. Redmond's light rail stations currently serve as Regional Mobility Hubs in practice, and undertaking the following strategies will establish the title of Regional Mobility Hub and continue to prioritize these locations for multimodal connectivity.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Establish at least one Regional Transit Mobility Hub in each of Redmond's centers, including every light rail station. |
| **Action 3B** | Develop a process for identifying and prioritizing Neighborhood Mobility Hub locations. |
| **Action 3C** | Establish Neighborhood Mobility Hubs in every Redmond neighborhood that does not include a light rail station. |

### Strategy 4: Promote transit stop facility comfort and safety

- **TR-20:** Work with transit providers and community members to address:
  - Placement of shelters and lighting at bus stops, including accessibility for people using mobility assistance devices; and
  - Student access to and from school and school-related activities.

The safety and comfort of transit users are critical for a successful transit network. Transit riders should feel that a transit system is an easy and intuitive transportation option. If the transit system offers convenient, safe, clean, and comfortable facilities at bus stops and onboard transit vehicles, then community members are more likely to use it. Dignity should be at the core of the transit experience in Redmond, meaning transit users should feel like their safety, comfort, and convenience matters and has been considered in the way that transit stops are designed and the amenities they provide.

Many of Redmond's bus stops are not ADA-compliant, and do not include a shelter, bench, or other street furniture sufficient lighting. The City will work with Metro to bring more comfortable and accessible bus stop facilities to Redmond to create a more dignified transit experience and encourage more transit use.

Redmond requested community feedback on transit access via an online questionnaire in early 2025, ahead of the Downtown Redmond Link Extension opening on May 10, 2025. The questionnaire focused on how community members choose to access transit and what current barriers to transit ridership exist in Redmond. The questionnaire received 261 responses.

Of the 261 respondents, 63% ride bus transit and 79% ride light rail transit in Redmond, with the majority riding transit between a few times per week and a few times per month. Of those taking transit, work, social events, and errands are popular destinations. In addition, approximately 30% indicated that they utilize bus service to access regional transit networks such as Link Light Rail service.

The questionnaire responses indicated that the most impactful barriers to transit ridership in Redmond are frequency of bus service, prevalence of bus stops within walking distance to riders' origins and destinations, and improved lighting or weather protection at bus stop facilities.

**Redmond community members weighed in on how they feel about the City's current transit network:**

> "Metro Flex, please! Education Hill is a tough area for us in terms of transit. The one-way loop makes getting to downtown difficult. Ed Hill to RSCC is a 7-minute drive, a 33-minute walk, and a 33-minute bus ride. Why would I choose the bus?"

> "I'm thrilled with all of the transit options available from Redmond Transit Center, would appreciate more frequent buses and safety checks at night so I can go to events downtown."

> "Cannot wait for the light rail to begin."

> "I would ride transit/bus to Seattle more frequently if my local bus stop was more frequent instead of 30-minute gaps. AND ran later in the night after events. Currently I drive a mile and park at the transit [Park & Ride]."

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Establish a city capital program that allows the city to easily partner with King County Metro on bus stop facility improvements that could include shelters, benches, lighting, and ensuring stops are fully ADA-accessible. |

### Strategy 5: Encourage education of transit options and ease of information on transit use

- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.
- **TR 11:** Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

Encouraging transit ridership also involves improving access to information and awareness about Redmond's transit system. If community members can easily access resources that clearly explain their transit travel options, then transit ridership will become more readily available and accessible. The Transportation Demand Management (TDM) section (Section 10) of the Transportation Master Plan expands upon this concept with strategies that will reduce drive-alone trips in Redmond and encourage transit use. These TDM strategies will improve awareness of transit in Redmond and improve accessibility to transit.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Manage and update GoRedmond resources to ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. |
| **Action 5B** | Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations. |

### Strategy 6: Bring more flexible transit service to Redmond

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

Flexible transit programs offer additional sustainable mobility options to access transit for those living in areas that are not as well-served by frequent or local bus and light rail routes. King County Metro has four flexible transit programs, including:



**DART (Dial-A-Ride Transit):** Fixed-route service operated under contract with Hopelink; can go off-route to pick up and drop off passengers within a defined service area. Uses a smaller transit vehicle that is equipped for wheelchairs and bicycles. Requests for rides taken on first-come first-serve basis via online form up to 30 days in advance, at least 2-hours before pick-up time.

**Community Van:** Program providing a van for pre-scheduled trips. Rides must have at least 2 riders and must be matched with a volunteer driver. Rides must be scheduled at least 2 days in advance. Redmond's Community Van program in partnership with Hopelink includes 2 vans stationed in the city and is looking to expand to 3 vans total.

**Vanpool and Vanshare:** Vanpool joins 5 or more commuters who share a similar route and schedule and provides a van for a direct route commute in areas where fixed-route options are not available. Vanshare connects commuters with similar routes and schedules to split driving and connects to another mode of public transportation.

**Metro Flex:** An on-demand transit service providing rides within multiple King County neighborhoods. Service is currently limited to service areas in Juanita, Kent, Othello, Rainier Beach/Skyway, Renton Highlands, Tukwila, Issaquah, and Sammamish. Rides must start and end within the service area. This service provides another option for people to connect to transit and other points of interest in areas that are difficult to serve with traditional fixed route bus service.

As a part of the East Link Connections network, King County Metro is proposing a two-year pilot Metro Flex service area that covers the southeast area of Overlake and northeast Bellevue.
Based on the expected future growth along Bel-Red Road and NE 40th Street east of SR 520, and 148th Avenue NE west of SR 520, this plan proposes expanding the Metro Flex service area (as shown in the Redmond Strategic Plan Network – see Strategy 1) to provide transit access to these growing communities. Note also that these areas are identified as "Highest Equity Priority Areas" by King County Metro as part of the East Link Connections project.

Education Hill is another area of the city with high demand for better transit service; the East Link Connections includes just one non-frequent fixed bus route to serve the neighborhood. This area is expected to grow quickly with new middle housing and mixed-use developments. Redmond has applied for a Regional Mobility Grant to provide on-demand shuttle service to a portion of this neighborhood, and if the program is successful, it could be a candidate area for Metro Flex operations in the future. The Redmond Strategic Transit Plan Network (see Strategy 1) shows the proposed service area for future Metro Flex service, covering Education Hill and parts of the North Redmond neighborhood.

### Recommended Actions

| | |
|---|---|
| **Action 6A** | Promote participation in Redmond's existing flexible transit programs, including Community Van, Vanpool, Paratransit, and Metro Flex. Continue to work with Metro and Hopelink to spread Community Van program awareness and encourage participation in the volunteer driver program. |
| **Action 6B** | Advocate for expansion of Metro Flex to Redmond neighborhoods outside of the Overlake service area with fewer connections to frequent transit routes. Prioritized neighborhoods for future Metro Flex include Education Hill, Rose Hill/Willows, and Idylwood (as shown on the Strategic Transit Plan Network in Strategy 1) |

### Strategy 7: Identify and prioritize transit-supportive capital projects

- **TR 14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.
- **TR-51:** Ensure that all transportation planning and investment decisions:
  - Support the preferred land use pattern contained in the Land Use Element
  - Advance equity and inclusion, sustainability, resiliency, and safety
  - Advance the strategies of organizing around light rail, maintaining transportation infrastructure, improving travel choices and mobility, and enhancing freight and service mobility; and
  - Leverage funding

Although Metro and Sound Transit determine the ultimate transit service networks in Redmond, the City of Redmond can influence bus operations through the design of local streets and transit access through the design of the transportation network around bus stops, especially pedestrian and bicycle connections. A transit-supportive local transportation network holds equal importance to transit service in determining the quality of transit mobility. The purpose of this strategy is to identify capital projects with the potential to benefit the speed, reliability, and accessibility of Redmond's transit system.

**Transit speed**, meaning the average travel time between two given points, determines whether a route is time-competitive with other modes of travel including driving. A transit route that offers time savings over driving has obvious benefits, especially for riders who have the option of selecting other modes.

**Reliability** is another important factor that includes the consistency of trip lengths on a given route. A common symptom of low reliability is bus bunching, in which some of the buses fall behind in their schedule (usually due to congestion), to the point of overlapping with later trips. This can leave passengers waiting for extended periods of time for a bus. Chronic unreliability forces riders to build extra time into their trip to compensate, decreasing the attractiveness of transit. Eventually riders may shift to other, more reliable forms of transportation. It also consumes more financial resources from the transit agency by forcing them to run additional trips in response. Service that is unreliable is more expensive to operate and provides a lower quality of service to the customer. Nationally as congestion increases and there is more demand on our roadways, communities that do not invest in speed and reliability fall behind. To achieve Redmond's transportation vision, it is important to get ahead of this trend and make the prudent, forward-thinking investments to ensure that our transit service gets better, faster, and more reliable over time.

Congestion analysis was conducted to identify where frequent transit routes may encounter significant vehicle congestion and assessed how all routes access light rail stations, a key component of Redmond's future transit network. The analysis revealed likely candidates for transit speed and reliability improvements.

Table 8 summarizes planned and potential transit supportive capital projects in Redmond. The potential projects listed that are not currently included in a Redmond planning document will be evaluated for inclusion in the Transportation Facilities Plan (TFP) or existing Capital Improvement Program project. In addition to these recommended projects, Redmond should continue to collaborate with King County Metro and Sound Transit to monitor transit speed and reliability and identify additional improvements as needed after the East Link Connections network is implemented.

**TABLE 8 |** POTENTIAL REDMOND TRANSIT-SUPPORTIVE PROJECTS

| Project ID | Project | Description | Transit-Supportive Component |
|---|---|---|---|
| 1 | Willows Road Widening | Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, streetlights, storm drainage, underground power, right-of-way and easement acquisition. | Transit amenities, possible queue jump or transit-only lane |
| 2 | 150th Ave NE/NE 51st Street Traffic Signal | Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, streetlights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection. | Transit stop amenities, possible transit signal phasing |
| 3 | Adaptive Signal System – Overlake | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals throughout Overlake. | Transit signal phasing |
| 4 | Adaptive Signal System – South-east Redmond | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals in Southeast Redmond and on Avondale Road. | Transit signal phasing |
| 5 | Adaptive Signal System – Neigh-borhood Arterials | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. | Transit signal phasing |
| 6 | NE 70th Street/ Redmond Way intersection | Consider building out the westbound approach of the NE 70th Street/Redmond Way intersection for general purpose traffic with turn restrictions that would limit left turns, or for transit traffic only. Building out this intersection approach provides a more reliable and less circuitous route for buses to access Marymoor Village station instead of navigating through the Redmond Way/180th Avenue NE intersection. | Transit-only lane and transit signal phasing |
| 7 | 156th Avenue NE between NE 36th Street and NE 40th Street | Evaluate if the B Line is delayed trying to merge from the northbound curb lane on 156th Avenue NE to the northbound left turn lanes at NE 40th Street/156th Avenue NE. Consider a queue jump or transit only left turn lane at the NE 40th Street/156th Avenue NE intersection if congestion is an issue. This lane could also be utilized by private shuttles, if there is adequate capacity. | Transit only-lane and transit signal phasing |

| Project ID | Project | Description | Transit-Supportive Component |
|---|---|---|---|
| 8 | SR 520 Restriping | Restripe SR 520 in the northbound/eastbound direction at the NE 40th Street exist to add a peak-only hard shoulder for northbound transit. Would require coordination and partnership with WSDOT. | Transit-only lane |
| 9 | Redmond Way between 168th Avenue NE and 164th Avenue NE | Consider implementing additional transit Intelligent Transportation System (ITS) strategies for the section of 164th Avenue NE between Cleveland Street and Redmond Way, such as transit green time extension. To accommodate the heavy southbound left bus turning movement at 164th Avenue NE/Cleveland Street, consider extending the southbound left turn pocket for additional storage, or extending the turn pocket by removing the northbound left turn at 164th Avenue NE/Redmond Way. Eliminating the northbound left turn may help to eliminate some general-purpose vehicle conflict with buses traveling northbound through. | Transit signal phasing |
| 10 | 164th Avenue NE/NE 83rd Street intersection | After the East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability at the intersection of NE 83rd Street/164th Avenue NE. This intersection serves multiple high frequency bus routes traveling northbound left/through, and westbound right. | Transit only lane and/or transit signal phasing |
| 11 | 148th Avenue NE between Old Redmond Road and NE 40th Street | After the East Link Restructure is implemented, evaluate transit speed and reliability along the corridor and consider bus queue jumps at intersections. | Transit signal phasing |
| 12 | Avondale Road between Avondale Way and NE Novelty Hill Road | If the street is reconstructed or modified, consider adding queue jump lanes at signalized intersections. | Transit only lane and/or transit signal phasing |
| 13 | Willows Road between NE 90th Street and NE 124th Street | In conjunction with the Willows Road Widening project (see line 4), add northbound bus only or HOV only lane, replacing one general purpose lane south of 9900 Block and replacing bike lanes from 9900 Block to 124th Street following completion of the Redmond Central Connector trail. | Transit only lane |



### Recommended Actions

| | |
|---|---|
| **Action 7A** | Partner with Metro and Sound Transit to identify transit-supportive capital projects that can be incorporated into Redmond's capital planning processes. |
| **Action 7B** | Consider transit improvements when planning capital projects with roadway repaving or redesign. |
| **Action 7C** | Prioritize implementation of transit signal phasing and/or queue jumps within Redmond's centers. |

## Strategy 8: Create regular coordination between private transit operators and agencies in Redmond

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

In addition to the public transit agencies operating in Redmond (Sound Transit and King County Metro), some of Redmond's major employers also operate their own private transit shuttles. These private transit operators offer shuttles for employees commuting to and from large technology industry campuses in Redmond. With more knowledge about private employer shuttle ridership, the City of Redmond can better understand the full scope of transit usage in the city.

### Recommended Actions

| | |
|---|---|
| **Action 8A** | Track private employer shuttle ridership data via Commute Trip Reduction program participation to better understand private transit shuttle operations and tailor the City's transportation demand management efforts. |
| **Action 8B** | Establish metrics such as origin-destination data to track private transit shuttle usage on a regular basis |

## Strategy 9: Maintain consistency with King County Metro and Sound Transit policies to align Redmond's vision with the regional transit landscape

- **FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.

Continuity in policy and planning efforts across agencies will help bring Redmond's transit goals to reality in a more efficient manner. Redmond's efforts should align with King County Metro's and Sound Transit's

long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro's and Sound Transit's long-range plans so that they align with the city's objectives. Redmond already incorporates many of Metro's policies for transit planning, including:

- Prioritizing improvements for people to walk/bike/roll safely to connect to transit service within half-mile walkshed and 3-mile bikeshed of frequent transit
- Including Transportation Demand Management strategies that support transit use (see Section 10 for TDM strategies)
- Planning for increased density within a quarter mile of frequent transit service, such as RapidRide or Link light rail
- Including a mix of residential, commercial, and institutional land uses within a quarter mile of transit service
- Including housing policies for reductions in parking requirements and zoning flexibility to increase density within one-quarter mile of RapidRide and frequent transit
- Including housing policies for anti-displacement including incentives for affordable housing development near transit

Metro recommends additional transit planning policies that the City of Redmond does not yet actively incorporate into the city's processes, as shown in the Recommended Actions below.

### Recommended Actions

| | |
|---|---|
| **Action 8A** | Prioritize transit speed & reliability in project prioritization process (see Strategy 7). |
| **Action 8B** | Consider curb management and parking strategies that remove or reduce parking near transit stops to facilitate bus operations in future parking management implementation work and as part of the Curbspace Management Plan. |
| **Action 8C** | Accommodate bus layover to support growth in fixed route transit service. |
| **Action 8D** | Consider implementing electric charging infrastructure that could be utilized by an electrified bus fleet (see Section 11 for E-Mobility strategies) |

"WHAT EXCITES YOU MOST ABOUT REDMOND'S GROWING ACTIVE TRANSPORTATION NETWORK?"

> Especially with the recent and upcoming 2 Line projects, I'm really excited to see Redmond's trail network expand even further, such as with the Redmond Central Connector Phase 3 opening and the trail connection over Bear Creek to East Lake Sammamish Trail as part of the 2 Line extension. These allow easy and safe access to southeast Redmond and Kirkland from downtown Redmond and help make a car-free or car-lite lifestyle accessible to more people, creating a truly connected network across the entire eastside.
>
> *- Tj Horner*

# FREIGHT AND GOODS DELIVERY PLAN

Transportation Master Plan

## INTRODUCTION

The movement of freight and goods is a critical component of Redmond's transportation system. Between long-haul arrivals and last-mile deliveries, Redmond's entire street system is used in the movement of goods. The Southeast Redmond Industrial Center is an important freight hub for the Eastside, where long-haul trucks arrive with goods that are then sent to destinations across the Eastside in smaller vehicles. E-commerce is expected to have sustained growth resulting in more package deliveries to residents. Between 2017 and 2050, the Puget Sound Regional Council forecasts that freight transported within Washington state will increase by more than 40%, and that imports and exports will grow by more than 50%. These trends point to a need to maintain Redmond's designated truck routes to ensure timely and reliable movement of goods and to be forward thinking in terms of new approaches and technologies last-mile delivery solutions.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

- Promote freight delivery strategies that minimize disruptions and impacts to the surface transportation network and livable Urban Centers. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 2

### SUSTAINABILITY

- Reduce overall GHG emissions by implementing electric or low emissions delivery and pick up systems. (TR-31, TR-38)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5

### EQUITY & INCLUSION

- Ensure freight and goods delivery access is available to all Redmond residents and businesses. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Equity and Inclusion include: Strategy 1, Strategy 3

## FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

Redmond's freight route network consists of truck routes that connect to regional truck routes and provide local access to industrial areas such as the Southeast Redmond Industrial Center. Lacking direct rail and port access, Redmond's freight network is completely road-based.
The Redmond truck route system is based on the Washington State Department of Transportation's Freight and Goods Transportation System (FGTS). The FGTS features a ranking system of truck routes based on volume data and estimated tonnage. T-1 and T-2 class routes, or primary truck routes, are recognized as the highest volume and tonnage truck routes in the State, carrying at least four million tons of gross truck tonnage per year. Secondary truck routes are made up of T-3 and T-4 truck routes. T-3 class truck routes carry between 300,000 to 4 million tons per year. T-4 class truck routes carry at least 100,000 to 300,000 tons per year.

Redmond maintains a 39.7-mile four-tiered freight route system that includes local arterials. The 7.3-mile section of SR 520 freeway within the city limits is maintained by WSDOT and included as part of the City's freight route network. These routes currently have higher volumes of trucks and are predicted to have higher volumes of trucks in the future. Truck routes also connect the major industrial and commercial area in the Southeast Redmond neighborhood and support the movement of goods between manufacturing companies and regional truck routes, which are important to the economic vitality of manufacturing and freight distribution companies in Redmond. All truck routes are built to a standard that accommodates heavy truck loads and may be designed to also provide safe access for people walking, biking and taking transit as is discussed in Section 3- Street System Plan.

It should be noted that two FGTS-designated T-3 truck routes are not included in the City's truck route network. These are West Lake Sammamish Parkway, from the Bellevue City Limits to Bel-Red Road and NE 116th Street, from Avondale Road NE to SR 202. The reason for excluding these two routes is that they operate in heavily residential neighborhoods and there are alternative truck routes. These are corridors where the city will take future action to discourage through truck traffic.

Figure 1-1 below shows a map of the Redmond truck route system. Table 1-1 below summarizes Redmond's truck route system miles by truck route classification.

**FIGURE 1-1** | REDMOND TRUCK ROUTES

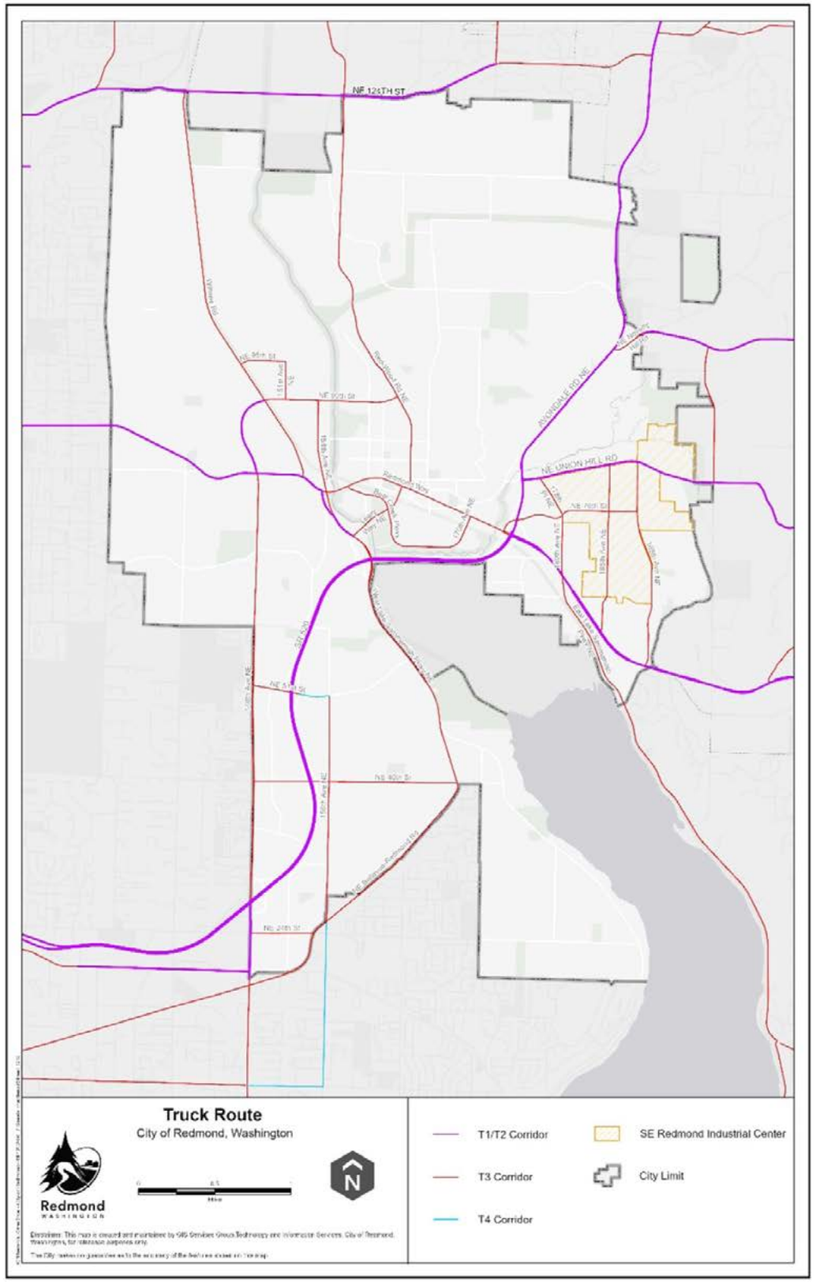


**TABLE 1-1** | REDMOND TRUCK ROUTE SYSTEM

| Truck Route Classification | Centerline Miles |
|---|---|
| (Primary) T1/T2 Truck Route | 17.9 (including 7.3 miles of SR 520) |
| (Secondary) T3 Truck Route | 28.9 |
| (Secondary) T4 Truck Route | 0.2 |
| | **Total Miles: 47.0** |

## PRIMARY TRUCK ROUTES (T-1 AND T-2) INCLUDE:

- 148th Ave NE, from south city limits to SR 520
- 148th Avenue NE, from Redmond Way to Willows Road
- West Lake Sammamish Parkway NE, from Leary Way NE to Redmond Way
- Avondale Road, from NE Union Hill Road to north city limits
- NE Union Hill Road, from Avondale Road NE to east city limits
- Redmond Way, from 132nd Avenue NE to West Lake Sammamish Parkway NE

**Secondary Truck Routes (T3 and T-4) include:**

- 148th Avenue NE, from SR 520 to Redmond Way
- NE 90th Street, from Willows Road to SR 202 (Redmond-Woodinville Rd NE)
- 151st Avenue NE, from NE 90th Street to NE 95th Street
- NE 95th Street from 151st Ave NE to Willows Road
- West Lake Sammamish Parkway NE, Bel-Red Road to Leary Way NE
- 154th Avenue NE, from West Lake Sammamish Parkway NE to NE 90th Street
- 156th Avenue NE, from NE 28th Street to NE 40th Street
- 156th Avenue NE, from NE 40th Street to NE 51st Street
- Bear Creek Parkway, from Redmond Way to 168th Ave NE PVT
- 170th Avenue NE, from 168th Ave NE to SR 202 (Redmond Way)
- East Lake Sammamish Parkway NE, from South City Limits to SR 202 (Redmond Way)
- 180th Avenue NE from SR 202 (Redmond Way) to NE 76th Street
- 178th Place NE, from NE 76th Street to NE Union Hill Road
- 185th Avenue Northeast from SR 202 (Redmond Way) to NE Union Hill Road
- 188th Place NE, from SR 202 (Redmond Way) to NE Union Hill Road
- Bel-Red Road from NE 20th Street (City Limits) to NE 24th St (City Limits)
- Bel-Red Road, from 3200 Block (City Limits) to NE 40th Street
- Bel-Red Road, from NE 40th St, West Lake Sammamish Parkway NE
- Leary Way NE, from West Lake Sammamish Parkway, Redmond Way
- NE 124th Street, from SR 202 (W C/L), East City Limits
- NE 24th Street, from 148th Avenue NE (C/L), Bellevue-Redmond Rd (C/L)
- NE 40th Street, from 148th Avenue NE, SR 520
- NE 40th Street, from SR 520, Bel-Red Road
- NE 51st Street, from 148th Avenue NE, SR 520
- NE 76th Street, from SR 202 (Redmond Way) to 180th Ave NE
- NE 76th Street, from 180th Ave NE to 188th Ave NE
- NE Novelty Hill Road, from Avondale Road NE to East City Limits
- Redmond Way from West Lake Sammamish Parkway NE to SR 202 (164th Avenue NE)
- Willows Road from Redmond Way to NE 124th Street (Kirkland City Limits)
- NE 51st Street, from SR 520 to 156th Avenue NE

## STRATEGIES AND ACTIONS

**Strategy 1: Maintain Designated Primary and Secondary Truck Routes:**
Redmond's freight network includes a two-tier street system comprising:

- **Primary T-1 and T-2 Truck Routes:** Key routes for high truck volumes, directly connecting Redmond with regional highways such as SR 520 and SR 202. These roads are designed for durability with features like strong pavement to support heavy vehicles. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles.
- **Secondary T-3 and T-4 Truck Routes:** These streets will generally operate with lower truck volumes and weight and provide more local access to businesses. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles but there is more flexibility to reduce lane widths.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Consider efficient and safe truck movement in all street planning and design. (Planning, Public Works) |

### Strategy 2: Restrict or Discourage Truck Traffic Where Incompatible

Whereas all Redmond streets are open to some degree of truck traffic – whether through truck traffic on major roads or last mile delivery on local streets – there may be streets where certain types of truck traffic is incompatible with surrounding land uses or other expected transportation modes.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Establish internal policies and procedures for restricting or discouraging truck traffic in corridors where such traffic is deemed incompatible with surrounding land users and/or transportation modes. (Public Works) |

### Strategy 3: Investigate Options for Improving Freight Data Collection

Redmond uses traditional multi-modal traffic count methods for collecting freight data, which are time consuming, expensive and don't capture the performance of new and emerging freight movement strategies. New technologies, such as using commercial vehicle truck fleet data and other technology sources such as onboard GPS-enabled navigation systems, and cellphone-derived data supplied by third-party vendors for tracking vehicles may provide more efficient ways to collect freight data that can be used to better manage freight vehicle performance, thereby improving mobility on local city streets.

**Recommended Actions**

| | |
|---|---|
| **Action 3A** | Explore and adopt new technologies or data sources to better track freight movement within the City. (Planning) |

### Strategy 4.1: Adopt innovative strategies to provide for safe and enhanced freight movement, reduced emissions, and application of clean technology.

**Recommended Actions**

| | |
|---|---|
| **Action 4.1A** | Dedicated Loading Zones and Parking Regulations: Reduce congestion in high-demand areas like Downtown through strategically placed loading and unloading zones combined with improved parking regulations ensures smooth freight delivery operations and fair usage of high-demand urban areas. (Public Works) |
| **Action 4.1B** | Curb Space Delivery Reservations: As Redmond's Urban Centers attract more residents and businesses, demand for curb space will continue to intensify. Efficient, safe, and timely delivery of goods to businesses is critical to supporting thriving businesses and livable Urban Centers. As part of its overall curb space management efforts, the city will explore the use of an app-based curb space delivery reservation system where curb space demands are highest within Urban Centers. Preference within specific zones in Urban Centers could be given to zero-emission delivery vehicles. (Public Works, TIS) |
| **Action 4.1C** | Urban Micro-Consolidation Centers (UMCCs): UMCC's are locations where deliveries within a certain radius are dropped and reconsolidated to be delivered by more sustainable last-leg modes. They may be located within the public right-of-way or off-street sites. The City will work with shipping and logistic providers and support siting of UMCCs within or proximate to its Urban Centers where there are higher concentrations of package deliveries. (Planning, Public Works) |
| **Action 4.1D** | Parcel Lockers and Pickup Points: Explore regulatory or incentive-based approaches to implementation of parcel lockers and/or pickup points in Urban Centers to reduce the number of individual deliveries and resultant congestion and curbspace demand generated by delivery vehicles. Parcel lockers are convenient, centralized locations where consumers retrieve packages, cutting down on individual deliveries. Amazon Locker is an example of a parcel locker service. Pickup points are locations where online orders or parcels can be sent to or dropped off. This service is also known as out-of-home delivery. Customers can choose the pickup location based on their convenience and schedules. UPS Stores are an example of a pickup point. |

### **Strategy 4.2:** Autonomous Goods Delivery

Commercial unmanned aerial vehicles (UAV, aka drones) are already being used in some communities to deliver goods to businesses and customers. The main concerns over commercial drone use have to do with legal liability, public safety, and negative externalities such as noise pollution and disturbing plant and animal life. Regulations and rulemaking applicable to UAVs is evolving at the federal-level and could potentially impact or preempt regulatory areas currently under local control, including land use and zoning powers, nuisance laws, and establishing no-fly zones. The final rule is expected to be issued in early 2026.

Commercial drone

Personal Delivery Devices (PDDs) are small autonomous vehicles that offer door-to-door delivery services. PDDs can offer an alternative to larger delivery vehicles and help reduce single-occupancy vehicle trips. PDDs promise to offer greater accessibility to delivery services while reducing delivery-based street congestion and emissions, however ensuring safety and accessibility of pedestrians and other users of Redmond's streets is critically important. PDD operation in Redmond would require a right-of-way permit and be subject to criteria to ensure safety and accessibility. These criteria and other permit requirements would need to be developed and codified.

Personal delivery device (PDD)

### Recommended Actions

| | |
|---|---|
| **Action 4.2A** | Develop regulations to support safe, efficient delivery of goods by Unmanned Aerial Vehicle (UAV) to the extent not pre-empted by applicable federal (e.g., Federal Aviation Administration) and state regulations. Regulations should support and balance livability, safety, privacy, accessibility the pedestrian network, and economic development, and hold operators accountable for safe and orderly deployment. |
| **Action 4.2B** | Develop regulations to support safe, efficient delivery of goods by Personal Delivery Devices (PDDs). Regulations should address maximum speed and weight of PDDs, where they can operate, applicable traffic rules, visibility, and obligations of operators to rapidly respond to mechanical malfunction. |

## Strategy 4.3: Emissions Reduction and Clean Technology

### Recommended Actions

| | |
|---|---|
| **Action 4.3A** | Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery. |
| **Action 4.3B** | Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadricycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries or exempting light-urban delivery vehicles from any delivery fee that could be implemented at the state or local level. |
| **Action 4.3C** | Advocate for legislative change in Washington State to allow local jurisdictions to apply climate impact fees to high-emission goods delivery vehicles. |



## Strategy 5: Consider Application of Freight-and-Bus Only Lanes

In the Puget Sound region, jurisdictions and transit agencies have adopted a strategy to reconfigure travel lanes on congested arterials to allow for special use conditions. One of these strategies are Business and Transit-only Lanes, or BAT lanes, which are curb lanes used only by right-turning vehicles and buses. This type of reconfiguration would improve the speed and reliable of transit and freight while removing slower operating transit and freight vehicles from general purpose lanes thereby, improving operations for all vehicles.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Explore opportunities for establishing BAT lanes to improve transit reliability and more efficient goods movement. As an initial trial, Willows Road, a designated Secondary truck route, may present an opportunity for a variation of BAT lanes that would also permit freight vehicles. A northbound freight and bus only lane (FAB lane) would be added by re-purposing existing bike lanes (no longer needed with the Redmond Central Connector) north of the 9900 Block to 124th Street and replacing one general purpose lane south of 9900 Block. |

## RELATED PLANS OR POLICIES

- WSDOT Freight System Plan—Freight Policies
- Puget Sound Regional Council, Regional Transportation Plan, Freight Policies
- King Countywide Planning Policies-Freight

# SYSTEM MAINTENANCE AND PRESERVATION

Transportation Master Plan

## INTRODUCTION

A well-maintained transportation system is critical to ensuring that all people living in, working in, or visiting Redmond can get around safely, conveniently, and comfortably. It is also critical to Redmond's long-term fiscal well-being and sustainability goals. Redmond's transportation infrastructure is aging, highlighting the importance of maintenance and lifecycle planning. The City must proactively assess, plan and budget maintenance and repair needs so that infrastructure can be maintained at or returned to identified level of service.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

- A well-maintained transportation system prevents network disruptions.
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2, Strategy 3, and Strategy 5

### SUSTAINABILITY

- Transportation system maintenance prolongs the life of system assets and helps prevent harmful substances from entering sensitive areas.
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1 and Strategy 2

### EQUITY & INCLUSION

- Maintaining sidewalks, curb ramps, and bikeways supports safe and equitable access
- Strategies supporting the Guiding Principle of Equity include: Strategy 1and Strategy 4

## FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

The City of Redmond maintains a wide range of transportation-related assets that require periodic maintenance, repair, or replacement. These assets are discussed in other sections of the TMP and summarized below:

**TABLE 1** | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

| Asset | Number/Mileage |
|---|---|
| Street Centerline Miles | 152 |
| Street Lane Miles | 364 |
| Bridges | 20 |
| Sidewalks | 240 |
| Curb ramps | 1308 |
| Bike lanes | 61.7 |
| Separated bike lanes | 2.7 |
| Neighborhood Connections (Special Purpose Pathways) | 5.8 |
| Traffic Signals | 112 |
| Street Lights | 2100 City-owned and 2700 PSE-owned |
| Signs | 9,301 |
| Pavement Markings | 14,180 Markings (X-walk, Stop Bar, Legends) |

### Maintenance and Preservation Needs

Redmond's transportation system requires constant maintenance. The Public Works Department engages in a variety of maintenance activities, including pothole and pavement repair, ensuring signs and markings are visible, street lighting is operational, street sweeping, snow and ice response, and vegetation management. Routine maintenance of the system is prioritized based on quantitative measures such as Pavement Condition Index (PCI), the anticipated life cycle of a given asset, and inspections. The Public Works Department also responds to community requests or identified safety risks.

The City of Redmond is contending with aging infrastructure that requires more maintenance than current funding levels can address. Although regular maintenance is carried out each year, a funding gap exists. Addressing the funding gap is critical and actions such as the development of asset management plans and condition analysis will assist in identifying where to allocate limited resources to provide maximum benefit.

### Pavement Management

The City oversees approximately 364 lane miles of pavement, representing an infrastructure asset with a replacement value of $300+million.

To monitor pavement condition, the City uses the Pavement Condition Index (PCI), a standardized method for evaluating roadway health. PCI scores categorize pavement as being in very good, good, poor, or very poor condition. A PCI above 70 indicates a street is in good condition, while a PCI below 55 signifies poor condition, often characterized by widespread cracking, ruts, and potholes. Figure 1 provides a visual representation of the PCI scale.

**FIGURE 1** | VISUAL EXAMPLES OF PAVEMENT CONDITION

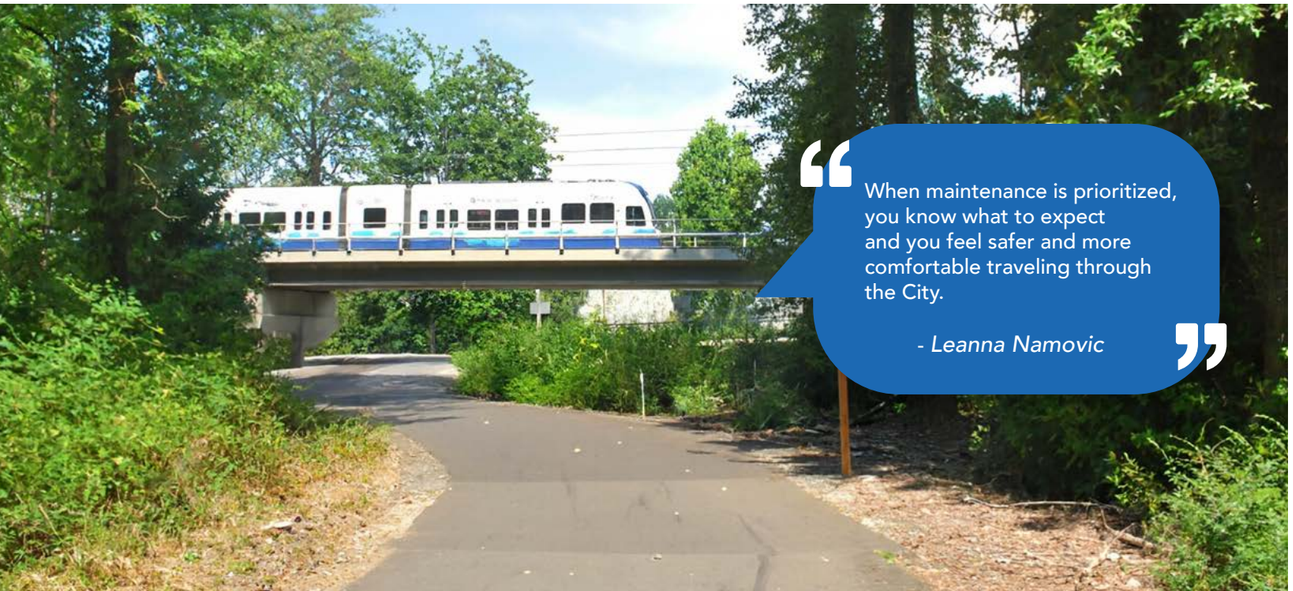
Currently, Redmond's average PCI is 65—below the level of service target of 70. This figure has declined over the past two decades, largely due to an increase in vehicular traffic, the growth of the system, and underinvestment in pavement management.  Preliminary estimates suggest that bringing the network back to a PCI of 70 and maintaining it through 2050 would require an average annual investment of $11 million.

About 30% of the City's principal arterials are in poor condition with a PCI below 55. These roadways serve as high-capacity corridors for vehicular traffic and often support transit routes and truck traffic. Several arterials have up to four through lanes and additional turn lanes. Examples include Avondale Road, Redmond Way, and Bellevue-Redmond Road. Rehabilitation of streets that are in poor condition typically involves full-depth removal and replacement at an estimated cost of $700,000 per lane mile. Preventative maintenance treatments such as crack sealing help to extend the life of pavement and reduce costs associated with full-depth removal and replacement. Minor arterials often connect major corridors and have less traffic than principal arterials. Collector arterials carry traffic from local roads to the arterial network. Examples include NE 40th Street and NE 116th Street. Approximately 40% of the City's minor and collector arterials have a PCI below 70, and about 12% fall below a PCI of 55. Over the next five years, more than half of these roads are expected to require major rehabilitation. The PCI of Redmond's arterial network is shown in Figure 2.

In contrast, Redmond's local and neighborhood streets are generally in better shape and are prime candidates for preventative maintenance. Techniques such as slurry seals, chip seals, and crack sealing are cost-effective ways to extend pavement life and are most effective when applied to roads with a PCI over 70. Currently, about 240 lane miles in Redmond meet this criterion.

To slow deterioration, the Public Works Department is expanding its crack seal program and has begun applying slurry seals to neighborhood streets. Still, without increases in funding, maintaining a citywide PCI of 70 will be a challenge. Projections show that by 2030, over 55% of the arterial network could have a PCI below 55, and the citywide network average may fall below that threshold within the next decade.

In response to these challenges, the City is developing a formal Pavement Strategic Plan. This strategic plan will explore funding scenarios, maintenance techniques, and resource needs to improve and preserve the condition of Redmond's roadway infrastructure for the long term.



> When maintenance is prioritized, you know what to expect and you feel safer and more comfortable traveling through the City.
>
> *- Leanna Namovic*

**FIGURE 2** | ARTERIAL PAVEMENT CONDITION INDEX (PCI)

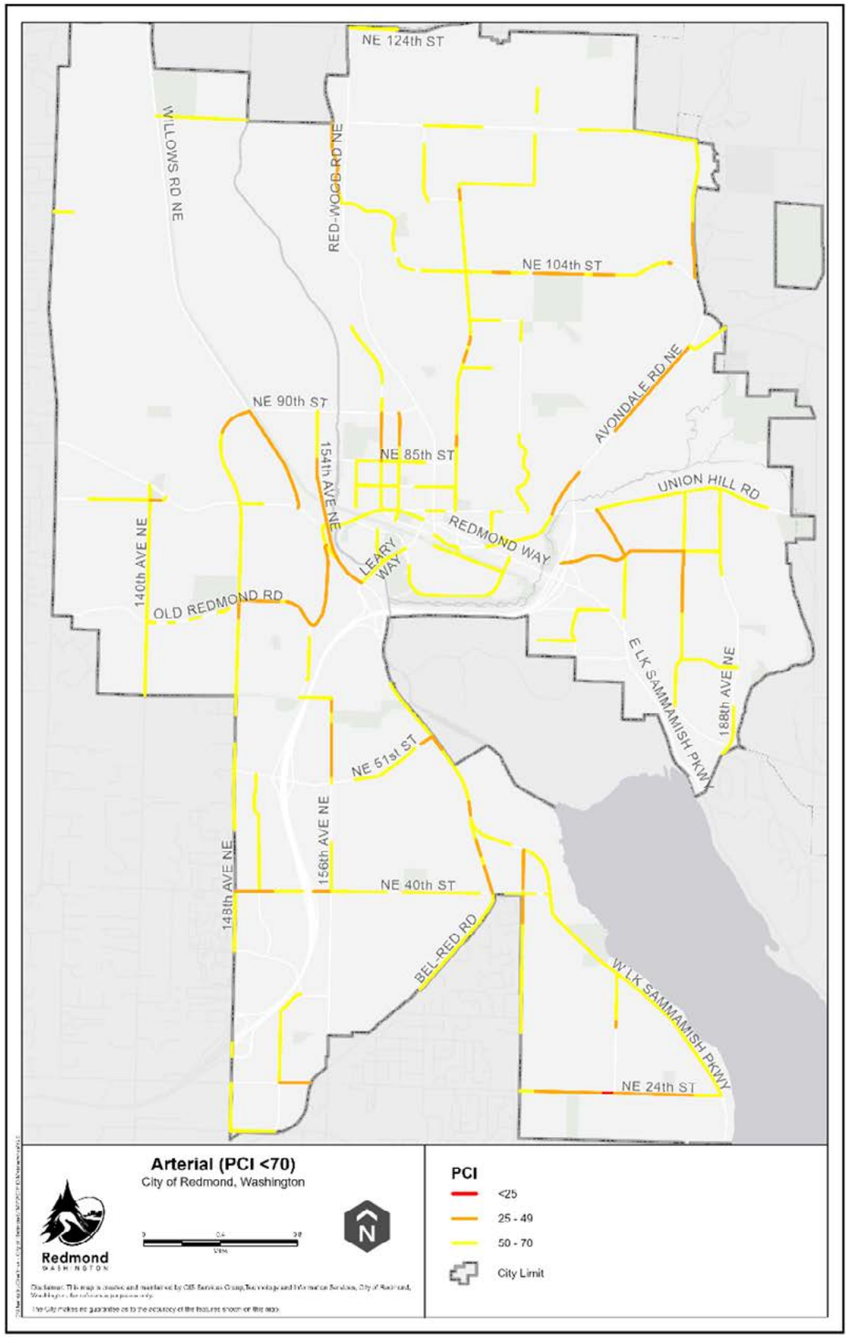
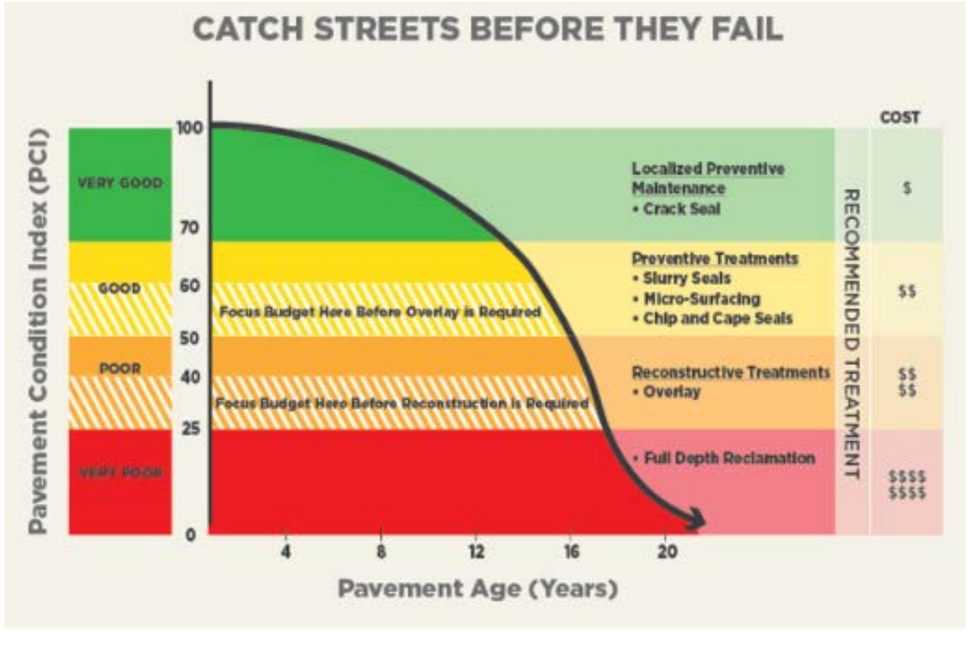


**FIGURE 3** | PAVEMENT PRESERVATION CONCEPT (CREDIT: CITY OF

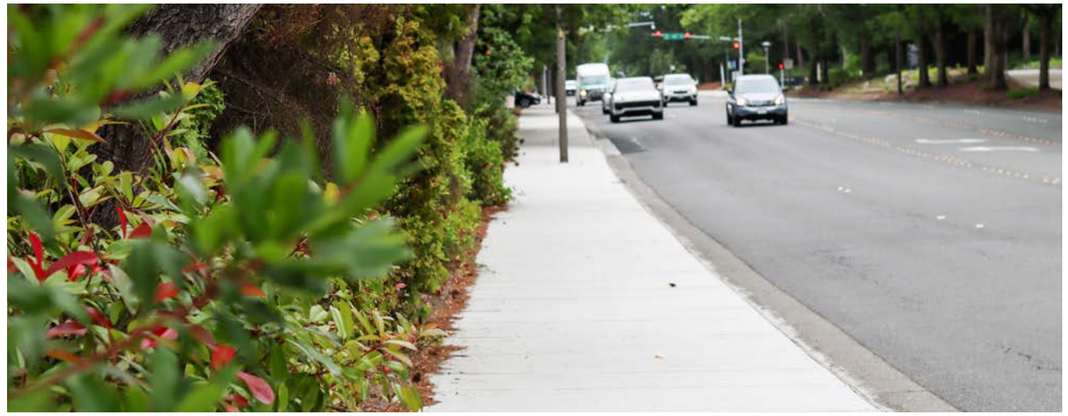



## Sidewalks

Redmond has over 240 miles of sidewalks and continues to construct sidewalks to fill gaps in the sidewalk network and provide better access to transit, schools, parks, and other destinations people want to walk and roll. Sidewalk condition varies throughout the city. In areas where a substantial amount of new development is occurring, older sidewalks are replaced and new sidewalks are constructed, so sidewalk conditions are generally good. In older areas of the city, such as parts of downtown and some residential neighborhoods, sidewalks may be in poor condition due to tree root upheaval and other factors.

Redmond's trees are part of what makes it a livable community. Many trees along Redmond's streets and sidewalks were planted decades ago. A combination of inadequate soil structure for tree root growth and inappropriate tree species selection has resulted in sidewalks that have major heaves and cracks, creating challenging conditions for people using mobility devices or pushing strollers. Fortunately, much more is now understood about soil structure and tree selection, which is currently being applied in new sidewalk projects that include street trees, so these conditions can be avoided in the future. However, many damaged sidewalks in Redmond will need to be reconstructed to meet ADA requirements and make them accessible. An example of a sidewalk that is being reconstructed due to damage from adjacent trees is NE 40th St.





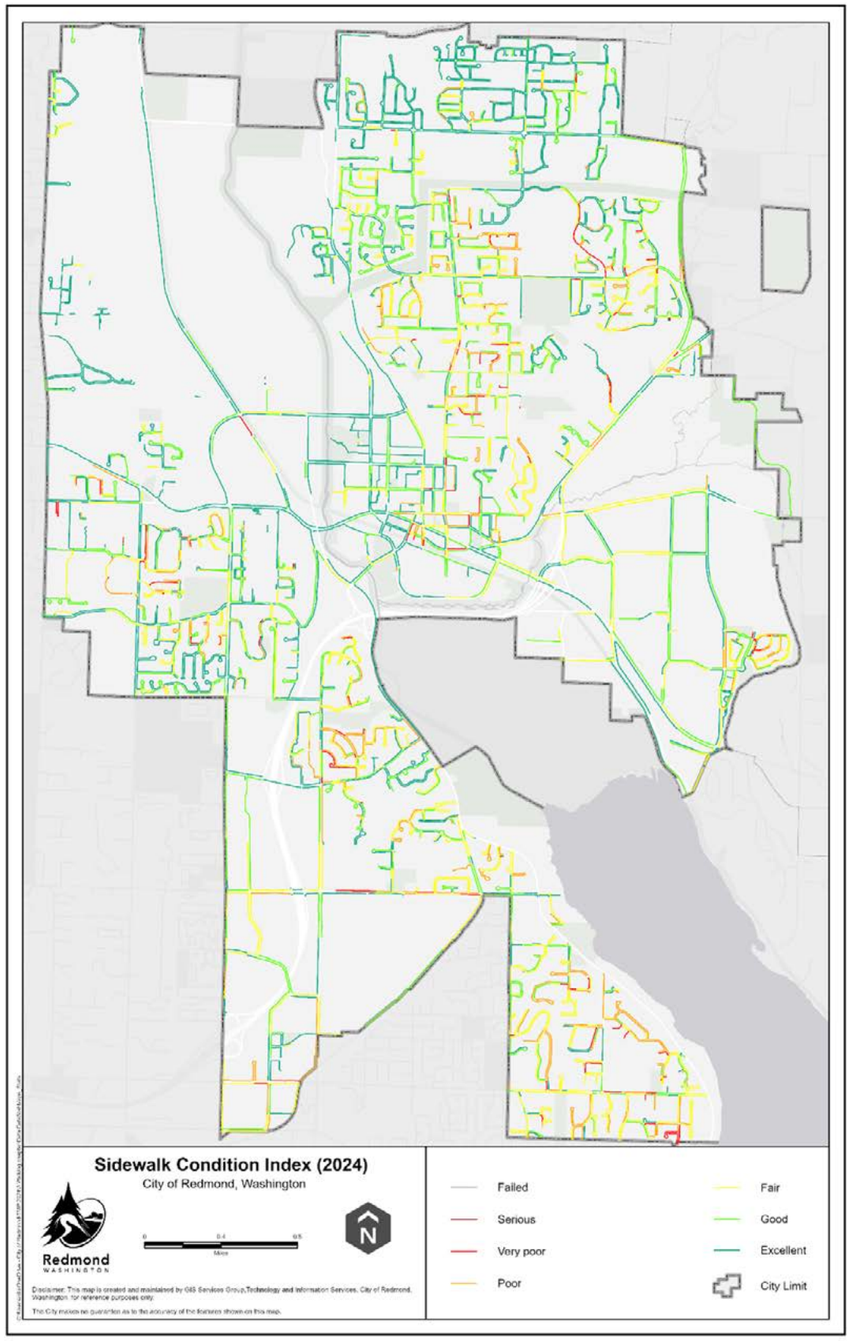
In 2024, the City collected sidewalk condition data for arterial streets, which is summarized in Table 2. Over half of arterial sidewalks are in good to excellent condition. Sidewalks found to be in fair to failed condition will be prioritized for repair or replacement by the City's concrete crew or will be replaced as part of capital improvement or development projects. See Figure 4 below for a summary of Redmond's Sidewalk Condition Index data.

In 2025-2026, the City will develop its Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way, which will identify deficiencies in the pedestrian network that impact accessibility and make it difficult or impossible for persons with disabilities to travel using this network. The plan will identify a list of sidewalks, paths, accessible push buttons, and curb ramps that need to be repaired or replaced to comply with the ADA and requirements in the Public Right-of-Way Accessibility Guidelines (PROWAG). Sidewalks with Sidewalk Condition Index (SCI) of Fair to Failed will be evaluated to determine whether they exceed ADA thresholds.

**TABLE 1** | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

| Asset | Length (miles) | Percent of Total Sidewalk Network |
|---|---|---|
| Excellent (93-100) | 40.83 | 43% |
| Good (85-92) | 26.71 | 28% |
| Fair (71-84) | 20.65 | 22% |
| Poor (55-70) | 5.18 | 5% |
| Very Poor (30-54) | 1.55 | 2% |
| Serious (11-29) | 0 | <1% |
| Failed (0-10) | 0.02 | <1% |

**FIGURE 4** | SIDEWALK CONDITION INDEX




## TRENDS IMPACTING SYSTEM MAINTENANCE AND PRESERVATION NOW AND IN THE FUTURE

### Impacts of Heavier Vehicles

As the level of transit service increases in Redmond, so too do the impacts of heavy buses on pavement condition. These impacts are most pronounced at bus stops where buses decelerate and accelerate, applying additional forces on the underlying pavement structure. Asphalt pavement, which comprises the majority of Redmond's arterial street network, is particularly susceptible to the impacts of heavy buses.

Heavier passenger vehicles also negatively impact pavement conditions. The average weight of a passenger vehicle in the U.S. has been trending upward since the early 1980s. The average weight across all passenger vehicle types is just over 4,000 pounds. As the number of heavier passenger vehicles increases, street pavement will deteriorate more quickly, requiring more frequent maintenance.

Changing the city's arterial street standard to be concrete instead of asphalt is a strategy that can extend pavement life, but concrete is more costly. Applying a concrete standard along frequent transit routes, at intersections, or at bus stops may be another more cost-effective strategy to reduce long-term maintenance costs. The use of asphalt and concrete both comes with environmental benefits and drawbacks; the use of these materials can be evaluated for alignment with the priorities of the Environmental Sustainability Action Plan (ESAP).

**FIGURE 5** | CONCRETE BUS PADS REDUCE IMPACTS OF HEAVY BUSES ON PAVEMENT

## Multimodal Streets Require a Different Maintenance Approach

As Redmond streets are redesigned to better accommodate walking, biking, transit, and auto traffic the methods and equipment that are used to maintain streets must also change. For example, the TMP Bicycle Strategy calls for a network of high comfort bikeways, many of which will be separated bike lanes. Separated bike lanes typically can't be swept with conventional street sweepers, so they require smaller specialized sweepers or other equipment, and additional staff resources since the sweeping would be a separate activity from sweeping the adjacent street. Similarly, snow removal for separated bike lanes requires special equipment and additional staff resources. Table 3 compares maintenance costs of conventional bike lanes (i.e., no vertical elements between the bike and vehicle lanes) and separated bike lanes.

Multimodal streets also may incorporate features such as pavement markings, signage, vertical delineators, etc. which require maintenance. Each of these features has a life cycle and needs to be replaced on a routine basis. Further, multimodal streets that divide available street space create more constrained conditions to conduct maintenance.

**TABLE 3** | MAINTENANCE COST COMPARISON BETWEEN CONVENTIONAL AND SEPARATED BIKE LANES

| Category | Open Bike Lanes (per mile/year) | Separated Bike Lanes (per mile/year) |
|---|---|---|
| Sweeping & Debris Removal | $500-$2,000 | $2,000–$5,000 |
| Snow Removal (where applicable) | $1,000–$3,000 | $2,500–$6,000 (May require dedicated staff or closing facility until conditions improve) |
| Markings & Signage Maintenance | $200–$700 | $300–$1,000 |
| Barrier/Planter/Bollard Maintenance | N/A | $500–$2,000 |
| Equipment Depreciation (Annual Share) | Minimal (shared sweeper fleet) | Moderate–High (dedicated sweeper fleet) |
| Total Annual Maintenance (Estimate) | $1,700–$5,700 | $5,300–$14,000 |

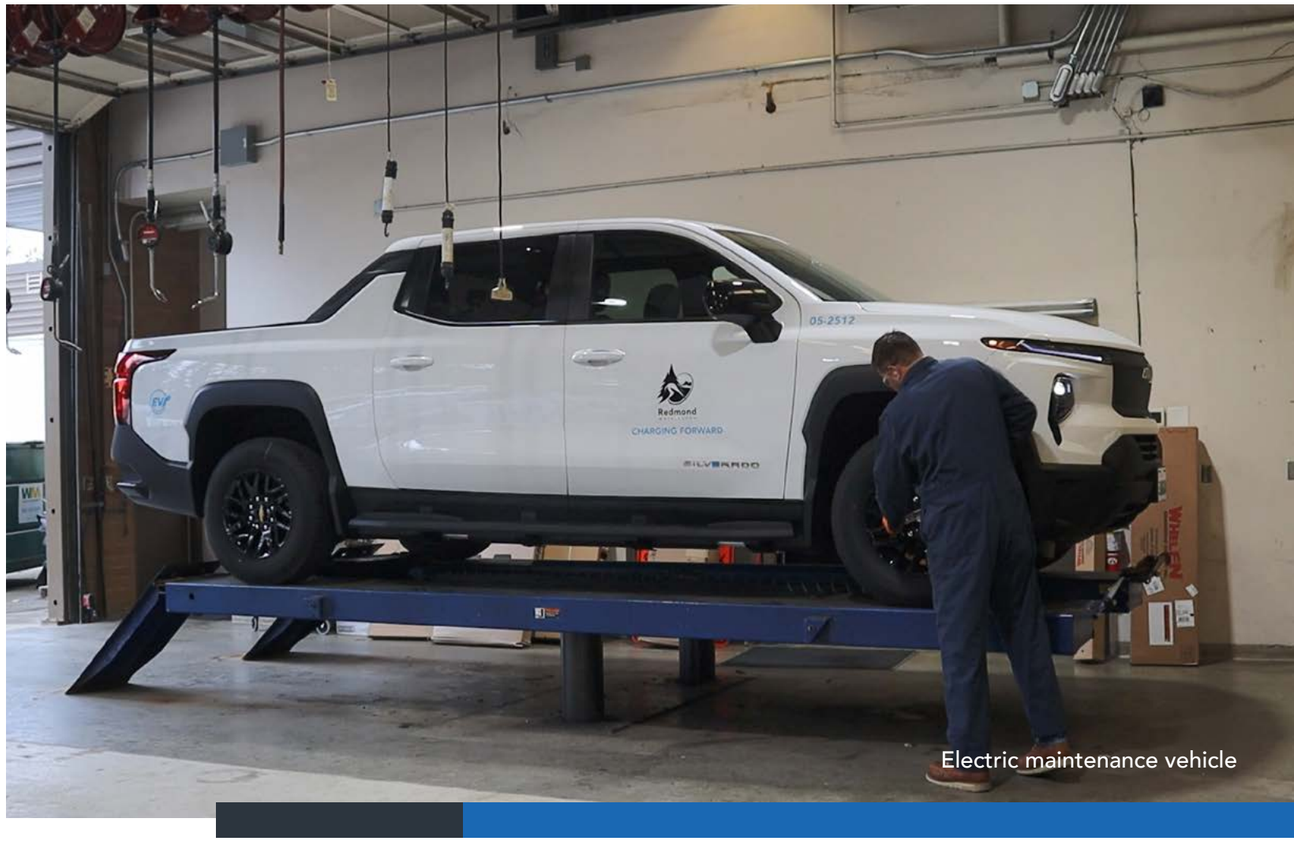
## More People Walking, Biking, and Rolling Requires a Higher Level of Maintenance

Redmond's transportation policies and planning efforts are focused on encouraging more people to walk, bike, and roll. These human-powered modes of travel are more susceptible to injurious crashes resulting from poorly maintained infrastructure – whether it's a crack in the pavement, or ice on a sidewalk. To maintain a safe system, it is important to establish a higher maintenance standard for sidewalks, bike lanes, and multiuse trails.

## Reducing Environmental Impacts

Redmond's Environmental Sustainability Action Plan (ESAP) calls for increasing City-led tree planting on public properties (including public rights-of-way) and increasing the use of pervious pavement. Both actions have maintenance implications. More trees result in the need for more vegetation management (e.g., pruning, clearing tree litter). Over time, trees can also impact sidewalks and streets; however, better planting techniques and proper tree species selection can minimize these impacts. Pervious pavement, which is more appropriate for low volume parking lots, maintenance access roads, and sidewalks, requires different maintenance practices than more traditional pavements to prevent these pavements from being clogged by dirt, moss, etc., which compromise their pervious function.

As Redmond continues to grow and prioritize sustainability, transitioning the maintenance fleet toward electric-powered vehicles is a key strategy to reduce environmental impacts, enhance operational efficiency, and align with climate goals. By converting an increasing share of its vehicle inventory to electric models, Redmond can lower greenhouse gas emissions, decrease dependency on fossil fuels, and potentially realize long-term cost savings through reduced fuel consumption and simplified routine maintenance.



Electric maintenance vehicle

However, electrifying the fleet also introduces new operational considerations. Maintenance personnel may require specialized training to safely handle high-voltage equipment and address the diagnostic needs of electric drivetrains. Infrastructure investments, such as installing charging stations at municipal facilities, represent up-front costs that must be integrated into the City's capital planning. Additionally, thoughtful scheduling and route planning will be necessary to account for charging times and vehicle ranges, ensuring that critical maintenance tasks remain on track.

Over time, these costs can be offset by savings from less frequent vehicle servicing and reduced fuel expenditures. Grants, rebates, and other funding opportunities may further streamline this transition. By systematically evaluating vehicle types, developing a phased replacement schedule, and monitoring performance, Redmond can maintain a strong and reliable maintenance program while embodying the City's commitment to a cleaner, more sustainable future.

## STRATEGIES AND ACTIONS

### Strategy 1: Establish a Maintenance Level of Service Standard for Infrastructure Assets

For sidewalks, federal laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Right of Way Accessibility Guidelines (PROWAG), establish accessibility standards that dictate when assets such as sidewalks and curb ramps need to be maintained for accessibility. For other assets, a level of service standard - both for seasonal maintenance and longer-term system maintenance - is established by the City. A level of service standard may be tied to safety, longevity, aesthetics, user comfort, and other factors. This standard, in turn, dictates the frequency and level of maintenance performed.

Seasonal Maintenance



**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Establish asset management plans that include a level of service maintenance standard for all transportation system assets and incorporate them into the City's asset management system. (Public Works) |
| **Action 1B** | Modify seasonal maintenance practices, staffing, and budget to meet the established level of service standard. (Public Works) |

### Strategy 2: Plan for and adequately fund maintenance and preservation of Redmond's transportation system.

Ensuring sidewalks, streets, and other transportation assets are well-maintained is critical to achieving a safe, multimodal network. Funding for ongoing maintenance and preservation in Redmond is drawn from various sources—the General Fund, the Transportation Benefit District (TBD), and grant programs—which can fluctuate in availability from year to year. As the city grows and travel demands increase, allocating sufficient, stable funding is essential to meet safety and mobility goals. Robust financial support for maintenance not only addresses immediate repair needs but also helps avoid more costly overhauls in the future.

#### Capital Projects

For new capital projects, long-term maintenance costs are calculated, and sufficient budgets are set aside during the capital improvement program (CIP) project scoping phase to ensure there is sustainable funding for the maintenance requirements. Maintenance costs should account for all aspects of life-cycle asset management and replacement.

#### Transportation Benefit District

Redmond's Transportation Benefit District (TBD) was formed in 2023 to fund maintenance and improvements to city streets, public transportation, strategies aimed at maximizing safety and traveling choices, and other transportation projects designed to reduce congestion. The TBD is funded through a sales tax of 1/10th of one percent. In its first year, Redmond's TBD generated approximately $5 million and is expected to generate a similar amount each year. TBD funds have been used to improve the City's capabilities to build and repair sidewalks, curb ramps, and other transportation features typically constructed of concrete, and augmenting paving projects with additional resources to expand existing scope.

### Grants

The City has received federal funding for pavement preservation projects via the Puget Sound Regional Council (PSRC) grant competitions, which occur in even years. Grant amounts are generally in the range of $1.3 and $1.5 million, and typically include separate design and construction phases. Pavement Condition Index for the road segment is the biggest factor in scoring for these grants, with a PCI of 50-59 receiving the highest points. Roads must be functionally classified (i.e., part of the arterial network) to be eligible, with higher functional classes receiving higher points. Freight routes and bus service can also contribute to higher scores.

### Project Piggybacking

As Redmond's stormwater, sewer, and water utilities age, there is a need to replace underground infrastructure that is placed within the street right-of-way. These utility projects offer opportunities to resurface streets, fix sidewalks, and conduct other maintenance activities. Asset management planning efforts will allow the City to better align priority infrastructure projects and identify opportunities to achieve cost savings by piggybacking different types of infrastructure projects occurring within the same corridor. The City should also continue to coordinate with private development projects and Puget Sound Energy (PSE) projects to find opportunities for project piggybacking.

## Recommended Actions

| | |
|---|---|
| **Action 2A** | Incorporate, as standard practice, the cost of annual maintenance into all operational budgets. Update existing cost-estimation tools and CIP processes to ensure accurate maintenance costs are identified early and long-term funding is appropriately allocated as part of the biennial budget process. (Public Works) |
| **Action 2B** | Establish a Project Transportation Maintenance Fund to ensure sustained financial support for maintaining Redmond's transportation system, preventing deferred maintenance and unexpected funding shortfalls. (Public Works) |
| **Action 2C** | Create an asset management dashboard that more easily allows identification of opportunities to combine infrastructure maintenance/replacement projects across functional areas and coordinate with non-City utility providers and private development. The dashboard may also be used to report on capital project and programmatic efforts. (Public Works) |

### Redmond's Concrete Crew Improves Pedestrian Access While Saving the City Money

Redmond's newly formed Concrete Crew is already demonstrating the value of relying on internal resources to address the City's infrastructure needs. Their recent work at the 90th Street and Woodinville-Redmond Road intersection illustrates both the flexibility and cost-effectiveness this approach can offer. After a car accident damaged a traffic signal pole, the crew quickly removed the old foundation, prepared a new one, and took the opportunity to remove and replace the curb and gutter at the corner. They also upgraded two ADA-compliant wheelchair ramps and repaired sections of sidewalk to restore safe and accessible conditions for all users.

Without this in-house capability, these repairs would have required a lengthier contracting process and higher overall costs, likely delaying completion and inconveniencing residents. In addition to saving time and money, the project showcased strong coordination between the Concrete Crew and the Traffic Operations and Safety Engineering Division, reflecting the benefits of enhanced collaboration within the City's maintenance operations. By investing in a dedicated crew, Redmond can respond more rapidly to unanticipated infrastructure needs, maintain higher quality standards, and reduce reliance on outside contractors, ultimately supporting a more resilient and efficient transportation system.

## Strategy 3: Explore alternative approaches to addressing bikeway, sidewalk, and shared-use path maintenance needs

### Community-driven maintenance initiatives

As the City continues to build out its active transportation network and encourages year-round walking and biking, the maintenance needs for sidewalks, paths, and bikeways will continue to grow. This is particularly true for seasonal maintenance such as the clearing of leaves or other tree litter, and snow and ice removal from sidewalks and bikeways to maintain safe and accessible facilities. City maintenance crews may not always be able to address these seasonal maintenance needs in a timely manner. In some communities across the US community organizations have formed to address certain maintenance needs such as trimming vegetation and clearing debris from sidewalks and bike lanes. Examples include StreetFixers in Seattle, which organizes groups of people to sweep, rake, trim vegetation, etc. to make sidewalks and bikeways more passable.

Another approach to community-driven maintenance initiatives is to establish an "Adopt-a-Neighbor" program, which pairs neighbors who are unable to rake or shovel their sidewalk with volunteers who are willing to help.

### City-subsidized sidewalk maintenance

The Revised Code of Washington 35.70.020 establishes that it's the responsibility of the abutting property owner to bear the burden and expense of constructing or repairing existing sidewalks along the side of any street or public place. This approach to sidewalk maintenance can lead to inequitable outcomes and often results in maintenance being deferred or not happening at all unless there are complaints from the public or a compliance program in place. In Redmond, adjacent property owners are responsible for maintaining the sidewalk in front of their homes, but historically there has been little enforcement or formal procedure in place to address degrading conditions. The City remains ultimately responsible for ensuring the sidewalks are safe for all users, and it typically responds to customer requests on a case-by-case basis to provide temporary or interim fixes.

To ensure an accessible sidewalk network the City should enforce the city ordinance requiring adjacent property owners to address sidewalk conditions that are impacting accessibility. Property owners can choose to hire a contractor or request the City to make the repair and be billed for the work. In some cases, repairing or replacing a sidewalk can be a financial burden to lower-income households. Income-qualifying households could have a portion, or all of the costs covered by the City using funds from the Transportation Benefit District.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Assess the viability of establishing volunteer programs such as "Adopt-a-Neighbor" for seasonal sidewalk maintenance or "Adopt-a-Bike-Lane" program where organized groups commit to performing seasonal maintenance activities such as leaf clearing within defined segments. (Planning, Public Works) |
| **Action 3B** | Develop a policy and guidelines to facilitate community-driven maintenance initiatives and ensure that such initiatives are safe for participants and meet defined level of service maintenance standards. (Planning, Public Works) |
| **Action 3C** | Increase compliance efforts for inaccessible sidewalks and establish a program to assist property owners in addressing sidewalk maintenance needs, which could include providing a list of contractors, having City crews conduct the maintenance activity and bill the property owner, and establishing an income-qualifying sidewalk maintenance subsidy program. (Public Works) |

### Prioritizing Transportation Infrastructure Maintenance

Redmond's transportation system should serve everyone equitably, ensuring that no person or neighborhood is left behind due to historical underinvestment or physical barriers. Older residential areas can sometimes lack the infrastructure and maintenance levels found in newer developments, resulting in uneven conditions for sidewalks, streets, and transit access. Redmond's approach to equity in transportation maintenance focuses on identifying and prioritizing high-need locations to ensure a consistent and reliable level of service throughout the city.

To achieve this, the City considers demographic data, infrastructure conditions, and community input to guide where resources are most urgently required. Areas with a greater proportion of older adults, people with disabilities, or households without access to a personal vehicle may receive additional attention for sidewalk repairs, curb ramp upgrades, and street resurfacing. Beyond physical improvements, Redmond will continue to refine how it engages with these neighborhoods—whether by holding workshops in multiple languages, meeting people where they are, or partnering with local organizations to identify and address maintenance concerns. By applying an equity lens to all aspects of maintenance and preservation, the City seeks to create a transportation network that works for every resident, regardless of age, ability, or income.

### Strategy 4: Coordinate Regional Shared Use Path Maintenance

Redmond is fortunate to have several regional shared use paths that serve both a recreation and transportation function. These include the SR 520 Trail, West Lake Sammamish Trail, and East Lake Sammamish Trail, and Pipeline Trail. These trails are owned and maintained by other entities, including WSDOT, King County, and PSE. The condition of trails can impact the safety and comfort of users, as well as people's willingness to use them. The City of Redmond has a role to play in advocating for consistent trail maintenance that meets its level of service standard and potentially partner with the agencies who own and operate regional trails to help expedite maintenance activities.

**FIGURE 6** | MANY SHARED USE PATHS IN REDMOND ARE MAINTAINED BY OTHER AGENCIES

#### Recommended Actions

| | |
|---|---|
| **Action 4A** | Document maintenance needs on regional shared use path facilities. (Parks) |
| **Action 4B** | Coordinate with agencies to understand their maintenance schedules for regional trail facilities, and to potentially enter into maintenance agreements that would allow the City of Redmond (or its contractors) to perform maintenance and be compensated by the trail owner. (Parks, Public Works) |

### Strategy 5: Assess Feasibility of Shifting Major Maintenance Activities to Off-Peak Hours

As Redmond transitions from a suburb to a city, the activity and demands on its streets will continue to increase, adding to the complexity of performing maintenance and resulting in greater disruptions to traffic from maintenance activities. Shifting maintenance activities that require street or lane closures or other significant modifications to traffic flow to off-peak hours is a strategy to mitigate traffic impacts, but doing so would be a fundamental shift for Redmond's maintenance crews.

If the City were to pursue off-peak maintenance, several considerations would need to be evaluated. Such a shift may necessitate redefining roles to oversee night or weekend work, as well as engaging in discussions with labor unions regarding contract terms and work schedules. Pilot programs could be conducted to determine whether scheduling certain maintenance activities outside of peak hours effectively reduces congestion, remains cost-effective, and is operationally feasible. Coordination with other agencies would also be needed to minimize noise or other disturbances to businesses and residents. In addition, the City would need to ensure adequate budgeting for any specialized equipment, training, and ongoing performance monitoring. Although not a preferred approach, implementing off-peak maintenance could be further examined as the demands on Redmond's transportation system continue to grow.

#### Recommended Actions

| | |
|---|---|
| **Action 5A** | Establish criteria that would help determine when off-peak maintenance may be justified. Such criteria may relate to the scale and duration of the maintenance activity, anticipated impacts on traffic, emergency response times, businesses, and whether there are viable detour routes. (Public Works) |
| **Action 5B** | Investigate and document the resources needed to stand up a night maintenance crew on an as-needed basis. (Public Works) |

# CURBSPACE AND PARKING MANAGEMENT

Transportation Master Plan

## INTRODUCTION

With the growth of transportation network companies (TNCs) and associated curbside pickups and drop-offs, online shopping and associated package deliveries, as well as transit, accessibility, and vehicle storage, there is high demand for curb space. Curb space is the part of the street that marks the transition from the space where people and vehicles travel to the space where people walk on the sidewalk and adjacent land uses. Curb space is also the place where both movement and access may conflict, but where both movement and access are needed to serve convenience and commerce.

Curb space management seeks to inventory, optimize, allocate, and manage curb space to maximize mobility, safety, and access for the wide variety of curb demands. By comparison, parking management focuses on the use of the curb for parking purposes but also addresses off-street parking (i.e., parking lots and garages). When managed together, effective curb and parking management optimizes parking utilization, decreases time spent searching for parking, and reduces congestion.

To meet the needs of its curb space, the City of Redmond is developing a curbside management plan for Redmond's three urban centers—Downtown Redmond, Marymoor Village and Overlake Village. This system will balance the needs of various curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, Americans with Disabilities Act compliant (ADA) parking spaces, deliveries, vendors, planned bikeways, and time-limited parking for visitors.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Curb Space and Parking Management strategies identified in this section support these principles, as shown below.

### RESILIENCE

- Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption. (See Redmond 2050 FW-TR-33)
- Strategies supporting the Guiding Principle of Resilience include: Strategies 5, 7, and 9.

### SUSTAINABILITY

- Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. (See Redmond 2050 FW-TR-35)
- Strategies supporting the Guiding Principle of Sustainability include: Strategies 1, 2, and 8.

### EQUITY & INCLUSION

- Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities . (See Redmond 2050 TR-17)
- Strategies supporting the Guiding Principle of Equity include: Strategies 3, 4, and 6.

**Existing Conditions**

Redmond is a growing city with a vision for future growth in employment and housing primarily occurring in the City's three urban centers in Downtown Redmond, Marymoor Village, and Overlake Village. Curb space is a key piece of Redmond's transportation infrastructure and will help support Redmond's future growth and provide access to everyday needs and important destinations for residents, customers, visitors, and employees. Management of the city's curb space and parking resources can help contribute to transportation goals for equitable mobility, improving access to transportation choices, and building a more sustainable transportation system.

Early in 2025, the City completed an inventory to document existing parking conditions in its three urban centers—Downtown Redmond, Overlake Village, and Marymoor Village. The report provides a foundation for updating the City's parking management strategies and policies, aligning them with the recently adopted Redmond 2050 Comprehensive Plan.



Downtown Redmond and Overlake Village have higher population densities than Marymoor Village, which has a smaller population owing to the presence of Marymoor Park. Out of the three, Overlake Village is the largest neighborhood with 7,000 residents and more than 45,000 jobs, followed by Downtown Redmond with 6,000 residents and 10,000 jobs.

The 2023 American Community Survey states that the primary commuting travel choice of Redmond residents, employees, and visitors is the single occupancy vehicle, with 53% of all trips. Considering the dominance of the tech industry in employment, the high percentage of work-from-home as a commute option at 25% expected. Transit usage follows next at 10%. However, these figures likely do not reflect the ebb and flow of traffic and parking in the city throughout the day. This is because Redmond has various commercial office spaces, especially in Overlake Village and Downtown Redmond, attracting commuters from outside the city who are not captured in travel surveys.

As of April 2025, Redmond has four fully operational Sound Transit Link light rail Line 2 stations, serving this segment of Link Light Rail. It is anticipated that the Lake Washington segment of Line 2, which will be operational in early 2026, will provide important connections to Seattle and cities north and south, which will change the Redmond parking system dynamics for years to come.

**Downtown Redmond**
**On-Street Parking:**

The Downtown Redmond urban center has a total of 12,800 parking spaces 1,130 of which are on-street spaces. In 2024, peak on-street parking occupancy for the entire area occurred at 12 PM when 70% of spaces were occupied, while the least number of spaces were occupied at 4 PM with half the spaces empty. This is up from 2019 when on-street parking in downtown peaked at 62.5% occupancy. Taken together, the overall occupancy remained within the 50-70% band in the hours surveyed. That is well below the 85% industry threshold.[1]

**TABLE 1** | ON-STREET PARKING INVENTORY BY TYPE – DOWNTOWN REDMOND

| Parking Space Type | Parking Space Type | Percent of Total |
|---|---|---|
| Unrestricted Parking | 410 | 36.3% |
| Time Limited | 625 | 55.3% |
| Loading Zones | 55 | 4.9% |
| Other (ADA, Business only, Motorcycle Only, Future resident) | 34 | 3.0% |
| Total Spaces | 1,130 | 100.0% |

[3] 85% parking threshold: This level of occupancy in a parking zone is an industry-wide standard for optimum occupancy to balance parking demand and supply. At this level of occupancy, the supply of parking is efficiently used while also providing some parking availability.

In Downtown Redmond there are ten times as many off-street parking spaces compared to on-street locations. These 11,429 public and private parking spaces are spread among 164 facilities, with their capacities ranging from 5 to 851 spaces.

Like on-street parking occupancy, off-street occupancy peaks late in the morning to early afternoon and then trends down during the rest of the day. While occupancy varies among parking facilities the occupancy of all off-street facilities together is just over 50% during peak times.

The City has had a parking permit program since November 2009. This program offers monthly permits for on-street parking without time limits in certain areas of downtown. Permits are issued on a first come-first serve basis. There are currently no programs specifically for residential parking permit or employee permit programs.

Parking revenue is collected from the on-street parking permit program and at the City-owned Redmond Central Connector lot.

## Marymoor Village

Marymoor Village is the smallest of the three urban centers and consequently also has the least parking capacity, with a total of 3,028 parking spaces distributed between on street and off-street locations.

### On-Street Parking:

Marymoor Village has 216 on-street parking spaces. Table  shows that all 180 open spaces have no time limitations. At the time of the survey in early 2025, thirty-six spaces were unavailable for parking due to construction-related activities and therefore were not included in the occupancy analysis.

**TABLE 2 |** ON-STREET PARKING INVENTORY BY TYPE - MARYMOOR VILLAGE

| Parking Space Type | Number of Spaces | Percent of Total |
|---|---|---|
| Unrestricted Parking | 180 | 83% |
| Under Construction | 36 | 17% |
| Total Inventory | 216 | 100.0% |

The average occupancy across all on-street spaces during the survey period from 9 AM to 8 PM peaked at 50% at 11 AM, and then reaching sparse occupancy after 3 PM, hovering around 15% for the remainder of the period. It is expected that as new development occurs in Marymoor Village demand for parking and other curb uses will increase.



### Off-Street Parking:

Like the other urban centers, most parking availability in Marymoor Village is in off-street facilities — 2,812 spaces. Similarly, the ownership of most of these spaces is private, with only 77, or less than 3% of the spaces, are being provided by public agencies.  While the Marymoor Village Station Parking Garage wasn't open at the time of the inventory, it opened in early May 2025.  It contains 1,400 parking stalls. Occupancy at off-street facilities is like that at on-street spaces in that the levels are low and go down further as the day progresses. They peak at 50% at 11 AM and reduce to 28% by 7 PM.

## Overlake Village

### On-Street Parking:

Overlake Village is a subarea within the southernmost portion of the Overlake Metro Center. Within this area there are 134 on-street spaces. The land use of this area is currently dominated by lower density office commercial and car-oriented retail (with surface parking) but is rapidly transitioning to mixed-use residential. Of the on-street parking spaces,129 of 134 spaces are unrestricted parking, three are loading zones, and two are for emergency vehicles only. In contrast to Downtown, there are zero restricted, ADA-only, and permit spaces in Overlake Village.

**TABLE 3 |** ON-STREET PARKING INVENTORY BY TYPE - OVERLAKE VILLAGE

| Parking Space Type | Number of Spaces | Percent of Total |
|---|---|---|
| Unrestricted parking | 129 | 95.8% |
| 30-minute Loading Zone | 3 | 2.5% |
| Emergency Vehicle Only | 2 | 1.7% |
| Total Spaces | 134 | 100.0% |

Parking occupancy reaches its peak in the evening at 7 PM at 83%. This is well after the commute-related peak hours and nearly reaches the 85% occupancy threshold Parking demand is associated with residents choosing not to park within the buildings in which they live. The lowest occupancy is observed at 3 PM with 65% of all the spaces occupied.

### Off-Street Parking:

There are 6,635 off-street spaces .  More than 90% of these off-street lots are privately-owned, while less than 10% are present in publicly owned facilities, these being the King County Metro Overlake Park-and-Ride lot and the Sound Transit Redmond Technology Station Parking Garage.

Unlike the late evening peak occupancy observed for on-street spaces, the off-street facilities follow a more expected peak hour trend during the day. However, overall occupancy itself is low, reaching a high of 37% around 11 AM and down to 24% at 7 PM.

## GOALS FOR PARKING MANAGEMENT

As described below, Redmond has five goals for managing the City's parking supply while supporting other City goals related to Redmond's urban centers and a sustainable and equitable transportation system. The Strategies and Action steps defined below will provide implementation steps to help achieve Redmond's curb space and parking management goals.

1. Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.
2. Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.
3. Manage curb space in Redmond equitably with consideration of community benefits and multiple transportation modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.
4. Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.
5. Use innovative parking management strategies and technologies to manage Redmond's future parking system.

**Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.**

Redmond will take a coordinated approach to parking via land use and zoning code strategies to "right size" parking requirements for new development. The City will also work to implement proactive parking management that optimizes the value of Redmond's limited public parking inventory. As Redmond's urban centers continue to grow around transit, there will be more demand for parking near destinations, such as retail and light rail stations. The Downtown Parking Management Strategic Plan found that, overall, there is an adequate supply of parking in Downtown Redmond and recommended parking management strategies to more efficiently utilize available parking. Managing parking facilities so that the most convenient spaces are available to priority users, such as customers or freight deliveries, will help support local businesses in urban centers. Parking management strategies, such as paid parking and time limits that are consistent between the city's urban centers, will allow Redmond to target a specific curbside parking occupancy rate that balances utilization and availability. Easily understandable restrictions, enforcement, and parking availability could help improve perceptions of parking convenience and availability in high-demand areas.

**Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.**

Parking access interacts with other travel modes, in particular, people walking, rolling, and biking. Parking should be incorporated into street design to maximize roadway safety and should be designed around pedestrian and bicycle facilities to help minimize conflicts with vehicles. Public parking on Redmond's streets is subject to City standards defined in the Redmond Zoning Code (see Section 21.52 and Appendix 2).



Driveway access to off-street parking facilities can create conflicts with pedestrians and cyclists where access points mix with vehicular modes. The vehicular access locations for new development are regulated by the development standards in the Redmond Zoning Code. This includes design standards that regulate distance from other driveways and intersections, turning radii, and design aspects that affect how driveways interact with multiple modes of transportation. The standards should align closely with Redmond's transportation goals and priorities to minimize conflicts.

**Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.**

Curb space is a limited public asset that serves many functions in Redmond's transportation system. Redmond will strive to allocate curb space equitably and in a way that considers community needs and benefits from potential uses based on the local neighborhood context. Because there are competing demands for curb space in Redmond's urban centers, the City will work to manage a finite inventory of curbside parking and loading spaces to consider diverse community needs.

Management of Redmond's parking system should promote equitable outcomes in the community. Effective management of the city's parking inventory can help ensure more uniform utilization of public parking in Redmond's urban centers. In areas with high parking demand, targeted strategies can improve access to transit, public spaces, and other destinations from parking areas. A curb space management strategy that allocates curb space equitably, manages Redmond's finite supply of on-street parking effectively, and leaves space for multiple transportation modes and curb space uses can better respond to community needs.

**Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.**

Implementing a coordinated approach to parking that decreases new off-street parking in Redmond reduces potential impacts on the local community and natural environment and supports the City's environmental sustainability goals.  The vision for the future of Redmond's transportation system is a sustainable multimodal network, with growth focused on light rail and frequent transit.
With Redmond 2050, minimum parking requirements have been eliminated within urban centers. Integrating parking into streetscape standards that include space for landscaping, green stormwater infrastructure, and other sustainable travel modes such as walking and biking would help the City create a more sustainable transportation system.

**Use innovative parking management strategies and technologies to manage Redmond's future parking system.**

Innovations in technology are changing the way parking is managed. This includes methods for collecting and monitoring data on parking, communicating with people trying to access parking, and integrating parking with other elements of intelligent transportation systems. Novel practices have been implemented by other Washington cities in the past two decades that allow for dynamic pricing based on fluctuations in parking demand throughout the day, flexible parking payment systems, and integration with a variety of platforms. Redmond will consider emerging best practices for managing parking using technologies that can support broader curb space management strategies and the City's transportation goals.

## STRATEGIES AND ACTIONS

**Strategy 1: Develop a comprehensive curbside management plan for Redmond's three urban centers that prioritizes on-street curb space functions based on land use context, access and mobility needs, placemaking, and other functions.**

Curb space is in high demand in Redmond, and parking is only one potential use of the City's limited curb space resources. Different neighborhood contexts in Redmond have competing priorities for curb space; Redmond's urban centers have the most competing needs for curb space.

As shown in Table 4 below, curb space priorities are presented by land use. The different curb space uses are categorized broadly on the overall intent and function of the curb space and do not correlate with a particular mode of travel. Planning Priorities, while not a specific use, include public infrastructure and capital projects that are defined priorities of investment for both the City and partner agencies.

1. **City Planning Priorities:** Investments in public facilities included in plans from the City and partner agencies regardless of curb use. City Planning Priorities include investments by the City and other partner agencies, such as green stormwater infrastructure; bus facilities, lanes, and layover; and bike lanes or other improvements specifically included in plans by the City or partner agencies.
2. **Safety:** Daylighting for intersection safety and pedestrian crossings and pedestrian and bicycle safety improvements.
3. **Parking:** Time-limited, paid, or unrestricted on-street parking.
4. **Access:** Bus stops, passenger loading, bike parking, bike or scooter share, emergency and service vehicle access.
5. **Goods Movement:** Commercial loading areas or package or food deliveries.
6. **Activation:** Parklets, dining areas, public art, street furniture, or other pedestrian amenities.

**TABLE 2** | CURB SPACE PRIORITIES

| Priority | Residential* | Mixed- Use | Main Street | Office and Commercial | Industrial |
|---|---|---|---|---|---|
| 1 | City Planning Priorities | | | | |
| 2 | Safety | | | | |
| 3 | Access | Access | Access | Access | Goods Movement |
| 4 | Parking | Activation | Activation | Goods Movement | Access |
| 5 | Goods Movement | Goods Movement | Goods Movement | Activation | Parking |
| 6 | Activation | Parking | Parking | Parking | Activation |

*Land Use Definitions:

**Residential:** Predominantly residential uses, including detached and attached single-family housing and multifamily apartment buildings with limited retail or other nonresidential uses (excluding parking) at street level.

**Mixed Use:** Mixed-use neighborhood streets with a combination of residential, retail, office uses at street level, with lower pedestrian traffic or at lower densities than Main Street contexts (defined in 3).

**Main Streets:** Mixed-use areas with predominantly retail and commercial services at ground level and heavy pedestrian traffic.

**Office and Commercial:** Areas with predominantly retail and office functions regardless of density, including shopping centers and office campuses.

**Industrial:** Areas with predominantly light industrial, warehousing, distribution and logistics, or businesses that include small-scale manufacturing or fabrication on site.

A Curbside Management Plan is currently under development and will consider how to balance the many needs of curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, ADA parking needs, deliveries, planned bikeways, and time-limited parking for visitors. Another emerging curb use is electric vehicle (EV) charging, which should generally be excluded from areas with higher curb use demand. The Environmental Sustainability Action Plan and Section 12, E-Mobility, discuss EV charging in more detail.

The five goals for the future of Redmond's parking system described earlier in this document are intended to balance the community's parking needs with Redmond's urban centers and the future of the City's transportation system. Redmond 2050 envisions the City's urban centers as hubs of residential, commercial, and cultural activity. Downtown is and will remain the civic heart of Redmond; Overlake has begun to transform into a regional hub for technology, research, and development; and Marymoor Village is developing into a transit-oriented and inclusive community.

**Redmond 2050 Policies that support strategy 1:**

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Develop a comprehensive urban center curbside management plan based on the curb space priorities established in the TMP. |
| **Action 1B** | Implement programs and strategies identified in urban center curbside management plan and other planning documents, including the TMP, that impact curb space. |

## Strategy 2: Manage on-street parking in Redmond to optimize utilization of the City's limited on-street parking inventory.

Redmond should pursue parking management strategies that balance systemwide consistency and sensitivity to the local context in the City's three urban centers of Downtown Redmond, Marymoor Village, and Overlake. Both on-street and off-street parking facilities seek to ensure that the available parking supply is optimized and used efficiently, and that the overall parking system is functioning well for users. When compared to the inventory of private, off-street lots and garages, Redmond has a limited supply of on-street parking. On-street parking is generally targeted to those who need immediate short-term access to nearby businesses.  Off-street parking facilities can offer customers, employees, and residents more time to park their car, larger capacity to accommodate more vehicles.

Redmond will continue to manage on-street parking as a valuable public resource through existing City programs and new efforts to increase parking efficiency. The City's goal in implementing these parking management strategies should be to keep parking in high-demand areas within the optimal range of parking occupancy rates between 70% and 85%. The following actions will help the City manage its parking system.



**Redmond 2050 Policies that support strategy 2:**

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Revise parking permit program to better meet parking needs and reflect market pricing. |
| **Action 2B** | Implement a paid parking system in high-demand parking areas of Redmond's urban centers with metering and mobile payment options to ensure parking turnover, which benefits businesses, and generate revenue for a parking enterprise fund to make the parking program self-sustaining rather than supporting the program from the City's General Fund. |
| **Action 2C** | Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown. |
| **Action 2D** | Create parking management and enforcement areas in Marymoor Village and Overlake Village that include time-limited parking and paid parking. |

## Strategy 3: Implement a parking system that is user-friendly and easy to navigate.

To be successful, the overall parking system should be easy to use and understand for people who live, work in, or visit Redmond. Through a review of the current system, it has been determined that the development and implementation of a wayfinding system that is easy to identify, navigate, and understand should be considered. A wayfinding system for parking could be integrated with other wayfinding and signage in Redmond designed for motor vehicles. Attributes of successful parking signage and wayfinding systems include user friendly designs, clear messaging, simple icons to ensure drivers can understand the information quickly.  An effective wayfinding system directs drivers efficiently to parking facility entrances, exits and available spaces, saving time and reducing unnecessary circling and resultant congestion and emissions.

Parking location information should also be readily available online on the City's website and could also be made available through an easy-to-use application or popular mapping applications.

Parking restrictions that are consistent and easy to understand will also help the public understand parking management and enforcement in Redmond's urban centers. The following actions will make Redmond's parking system more user-friendly and understandable as parking management efforts expand outside of downtown.

**Redmond 2050 Policies that support strategy 3:**

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

## Recommended Actions

| | |
|---|---|
| **Action 3A** | Develop a legible wayfinding system that directs drivers to off-street public parking and potentially includes real-time availability information. |
| **Action 3B** | Create uniform parking restrictions and regulations throughout the city as parking management programs expand to new areas. |
| **Action 3C** | Encourage development and integration of local parking system information for web-based map apps. |

### Strategy 4: Enforce clear and understandable parking restrictions in Redmond's urban centers.

Enforcement is critical for the effective implementation of parking management strategies. Expansions of time-limited parking and the implementation of paid parking will require enforcement. The goal of parking enforcement is to ensure that the parking management systems and programs are operating as intended.

The Redmond Police Department enforces parking restrictions, including fire lanes, loading zones, disabled parking and will be increasing parking enforcement efforts with the growth of the parking management program in all urban centers and the implementation of paid parking in specific areas within urban centers. The Police Department also manages contracts for enforcement of City-owned off-street parking facilities.

The following actions will help the City enforce clear and understandable parking regulations in Redmond's urban centers.

**Redmond 2050 Policies that support strategy 4:**

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.



## Recommended Actions

| | |
|---|---|
| **Action 4A** | Ensure parking signage and restrictions are consistent and easy to understand throughout the city so that time limits, restrictions, and enforcement are clear to users. |
| **Action 4B** | Implement a paid parking system in areas of high parking demand that tracks vehicle information for consistent enforcement of time limits and parking rates. |

### Strategy 5: Further align parking regulations with goals for affordable, people-centered urban centers.

Right-sizing the amount of available parking and effectively managing parking are critical for achieving Redmond's transportation and land use vision. The design of on-and-off street public parking on Redmond's streets is regulated by street and access standards in the Redmond Zoning Code (Section 21.52 and Appendix 2). Standard design specifications for streets, including on-street parking, are applied to different street types. Parking design and location should also reflect other goals of the City's transportation system, including complete pedestrian and bicycle networks and high-quality transit.

Dedicated structured parking is expensive to construct and increases the cost development, which is passed on to tenants. As an acknowledgement of this cost and to promote more affordable housing, Redmond 2050 code updates adopted in December 2024 eliminated parking minimum requirements for new residential developments in urban centers. Despite the elimination of parking minimums, new development may still build parking to meet what is understood to be the current market demand for parking. Often this results in the overbuilding of parking, perpetuating the increased costs associated with parking. Many communities are also establishing parking maximums, or an upper limit for the number of spaces allowed for specific uses. Parking maximums ensure that new development right-sizes parking facilities to support more affordable housing, reduce vehicle miles traveled, and generally, support the creation of more people-centered communities. Consideration should be given to eliminating parking minimums and establishing parking maximums citywide.

Other strategies that could be effective in managing parking supply include:

- Regulating and Pricing: Implement pricing strategies that increase the costs for longer parking durations to reduce demand and congestion.
- Data Analytics: Utilizing data to analyze parking trends and optimize pricing and demand management strategies.

**Redmond 2050 Policies that support strategy 5:**

- **TR-25:** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Continue to regularly evaluate parking requirements, including parking maximums, elimination of citywide parking minimums, time-based pricing strategies, and other policies to more effectively manage parking supply and align with City goals and priorities for the transportation system and affordable, people-centered development. |
| **Action 5B** | Use data analytics to understand parking demand and optimize pricing. |

### Strategy 6: Designate accessible parking spaces to meet community needs.

Redmond's parking system includes some disabled parking stalls, but the City does not have a standard or policy for providing designated disabled parking spaces as part of public on-street parking. To meet U.S. Access Board Public Right-of-Way Accessibility standards, the City will need to establish a standard ratio of designated disabled parking spaces. Access to nearby pedestrian crossings and entrances to major destinations should also be considered when locating designated disabled parking stalls.

All streets with public on-street parking should have designated disabled parking spaces on the same block perimeter. The City should prioritize implementation of disabled parking standards in Redmond's urban centers. The following actions will help Redmond address existing community needs for accessible on-street parking.

**Redmond 2050 Policies that support strategy 6:**

- **TR-35:** Establish off-street parking requirements that meet the U.S. Access Board Public Right of Way standards, which prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

**Recommended Actions**

| | |
|---|---|
| **Action 6A** | Through the Curbside Management Plan, evaluate where there are deficiencies in designated disabled parking spaces and identify where additional spaces should be in Downtown Redmond, Marymoor Village, and Overlake Village. |
| **Action 6B** | Design designated disabled parking spaces so as to minimize distance to pedestrian crosswalks and other access points, and to minimize conflicts with bicyclists and micromobility users if adjacent to a bikeway. |



### Strategy 7: Work with community, transit agency, and local business partners in the development and execution of parking plans in station areas that foster equitable, inclusive, sustainable and resilient transit-oriented communities.

Redmond currently has partnerships with community organizations and employers in Redmond. The City should continue to build and strengthen relationships with its current partners and work with other agencies to help manage the parking system. Sound Transit manages the parking facility at the Redmond Technology Station, which contains spaces for 300 cars and 44 spaces for bicycles. King County manages parking at Marymoor Park, and Sound Transit manages parking at a 1,400-stall parking structure at the Marymoor Village light rail station. Partnerships with both agencies are important to Redmond's parking management initiatives in Marymoor Village. Partnerships with other major employers like Microsoft and organizations could help achieve the transportation goals in Marymoor Village and Overlake.

City partnerships with community members, local organizations, and employers are important to the success of the parking management program. Redmond should continue to strengthen relationships with local organizations and other agencies and enhance collaboration among different City departments through the actions described below.

**Redmond 2050 Policies that support strategy 7:**

- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

**Recommended Actions**

| | |
|---|---|
| **Action 7A** | Partner with King County and Sound Transit to manage parking near Marymoor Park and the Marymoor Village light rail station, and coordinate on Transportation Demand Management efforts to encourage access by non-SOV modes. |
| **Action 7B** | Continue to engage with community organizations, King County, and employers in Redmond's urban centers to develop parking management programs that will effectively serve the Marymoor Village and Overlake communities. |

### Strategy 8: Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses and/or development.

Shared parking allows a single parking resource to be shared between different adjacent land uses to take advantage of different periods of peak parking demand. Shared parking reduces the total amount of parking necessary to accommodate demand by balancing the peaks in demand within an area. This can take the form of a single private lot shared between two or more nearby uses or a central parking area for a neighborhood or district.

Shared parking is currently allowed in the Redmond Zoning Code and can be used by developers to reduce the overall amount of parking provided within a single development. For shared parking arrangements to be successful, the peaks in parking demand for different uses should be balanced and should not happen concurrently. For example, shared parking between office and retail uses is often successful because the demands for the two uses occur at different times.

Some developments in Redmond's urban centers currently have shared parking arrangements or a public parking component. These may be shared between uses in the same development or between neighboring developments through arrangements between property owners and managers or lease agreements with individual tenants.

The City will be implementing a shared parking pilot program to optimize the use of existing parking facilities and reduce congestion. Funded by a 2026 Washington State Regional Mobility Grant, the pilot will test connecting underused parking in the evening hours with those in need of parking, offering a reliable parking solution while supporting small businesses and improving access to downtown businesses and light rail transit.

**Redmond 2050 Policies that support strategy 8:**

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

**Recommended Actions**

| | |
|---|---|
| **Action 8A** | Work with property managers and developers to understand opportunities for shared parking as part of existing and incoming development. (Planning) |
| **Action 8B** | In the near-term develop a shared parking pilot program in downtown, where developers can make underutilized parking available to the public or other nearby uses. (Planning) |
| **Action 8C** | Support an expanded shared parking program in all urban centers by facilitating connection between demand and supply, providing information to interested parties, and promoting shared public parking facilities through wayfinding, mapping, and other channels. |



## Strategy 9: Monitor parking occupancy and utilization in Redmond's urban centers and the performance of the City's parking and curb space management programs.

The evolution of development in Redmond's urban centers will change the way people use parking. Regular monitoring of the program will help the City understand shifts in parking utilization and the effectiveness of parking management programs.

The following actions will help the Redmond achieve its objectives for parking management efforts in its urban centers.

**Redmond 2050 Policies that support strategy 9:**

- **TR-25:** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

**Recommended Actions**

| | |
|---|---|
| **Action 9A** | Continue to monitor occupancy of on-street parking on blocks in Downtown Redmond, Marymoor Village, and Overlake Village. |
| **Action 9B** | Monitor the effectiveness of parking management strategies in urban centers and adjust parking programs based on observed patterns in peak demand and response to implementation of paid parking and time limits in the future. |
| **Action 9C** | Conduct a parking study for Marymoor Village and Overlake Village after the Sound Transit Link 2 Line light rail service to Seattle begins in early 2026 to establish a baseline inventory and occupancy and utilization rates with light rail service. |

# TRANSPORTATION DEMAND MANAGEMENT

Transportation Master Plan

# TRANSPORTATION DEMAND MANAGEMENT

## WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

Transportation Demand Management (TDM) is a general term for strategies that result in a more efficient and sustainable use of transportation resources. Many programs and projects within TDM aim to provide more competitive transportation options than driving alone in order to reduce trips and improve traffic congestion. Traditionally, TDM has been seen as a tool to manage and mitigate peak period congestion with an emphasis on impacting commuters. Over time, TDM has expanded to apply more broadly to policies and programs designed to support and incentivize healthier, more environmentally sustainable transportation behaviors.

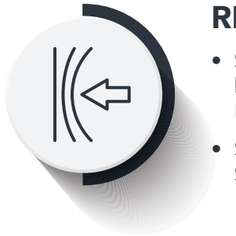
The Covid-19 pandemic resulted in a drastic shift to telework and hybrid work schedules. Between 2019 and 2022, state Commute Trip Reduction (CTR) surveys found that the percent of telework grew from 5% to 41%. While telework is still prominent and likely to remain in many sectors, many companies and organizations have shifted back to a higher expectation of in-office time, and some are beginning to require all employees to be back in office full time. Redmond has also grown significantly, with a population that has increased to over 80,000 residents bringing about an increase in traffic. TDM is a strategy to reduce all vehicle traffic within the city, not just single occupancy vehicle commuters who are going to and from work.

## CITY OF REDMOND TRANSPORTATION DEMAND MANAGEMENT EFFORTS

Current TDM efforts in Redmond include expansion of public transit, including the opening of four new light rail stations in the Downtown, Marymoor, and Overlake Urban centers. These stations connect Redmond community members to surrounding cities and region with high-capacity frequent transit and are expected to decrease personal vehicle use. The Transit Section speaks to the transit system and how the City envisions the future of transit. TDM efforts are focused on the personal attitudes and behaviors pertaining to use of transit. The current Redmond transportation demand management program, Go Redmond, is another example of current TDM efforts, as it seeks to support state CTR requirements, manage the SchoolPool program to support reduction of traffic in school zones, and educate and incentivize the community regarding travel choices to reduce overall drive-alone rates in Redmond.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transportation Demand Management Section identifies strategies that support these principles, as shown below.



## RESILIENCE

- Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows (see Redmond 2050 FW-TR-3, FW-TR-)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

## SUSTAINABILITY

- Decreasing drive-alone rates in Redmond decreases overall greenhouse gas emissions by shifting vehicle trips to transit, walking, and biking. (See Redmond 2050 FW-TR-21, FW-TR-31)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5

## EQUITY & INCLUSION

- A variety of transportation options and sufficient education and advertisement of them allows for all Redmond residents and visitors to get around the community, regardless of personal circumstances. (See Redmond 2050 TR-10, FW-TR-13)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

## STRATEGIES

**Strategy 1: Reduce the number of trips starting and ending in Redmond that utilize drive-alone methods and shift trip method choice to transit, carpooling, biking (or other micromobility), and walking through education and incentives.**

As the Redmond population and job market grows, the increase of trips in, out, and through Redmond will outpace the vehicle capacity of Redmond streets. Balancing all modes of transportation, including driving, public transit, biking and other micromobility will be key to ensuring that all Redmond community members are able to reach their destinations efficiently and safely.

Redmond's transportation demand management efforts can reduce the number of drive-alone trips by creating opportunities for people to learn more about what travel options are available and how they could use these options for a variety of trip purposes. Redmond's transportation demand management programs also provide incentives to encourage people use other modes of travel.



**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Manage and update the City of Redmond transportation demand management website and program. Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. |
| **Action 1B** | Support small businesses not impacted by Washington State Commute Trip Reduction requirements in providing commute alternatives and benefits for their employees. This includes things such as creating grants for bike racks or other infrastructure on site, assistance with navigating transit pass options for employees, support efforts to facilitate carpooling or other ride sharing, and other creative options for small businesses. |
| **Action 1C** | Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations. |
| **Action 1D** | Establish an older adult mobility group through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles. |

**Redmond 2050 Policies that support strategy 1:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **TR-36:** Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

### Strategy 2: Develop regulations within the City to support and redevelop Mobility Management Plans and meet statewide requirements.

Mobility Management Plans (MMP's) are a tool in Redmond where new developments are required to create plans and tools for their residents and employees to reduce drive-alone rates, effectively improving traffic, reducing parking demand, reducing the environmental impact of driving, and supporting Redmond community members in their efforts to utilize transit and non-driving methods of transportation. MMPs have been a central part of transportation demand management work in Redmond but historically have lacked attention beyond initial completion. As building use and commute patterns have shifted over time, many MMP's have become less effective than originally written, and readdressing the MMP could benefit those who are working and visiting the location as well as the greater Redmond community around it. Revisiting MMP requirements and taking a more firm, yet supportive, approach to compliance will help ensure the MMP's are effectively meeting their targets and contributing to the City's overarching goals around reducing vehicle miles traveled and greenhouse gas emissions while also encouraging new development. Regulations can also be used to support the City in meeting the statewide Commute Trip Reduction Act requirements and supporting businesses beholden to them within city limits.

**Recommended Actions**

| | |
|---|---|
| **Action 2A** | Support the implementation of Mobility Management Plans for new development in Redmond, taking a flexible approach that aligns with Redmond's goals around affordable housing, better parking management, environmental preservation, and promoting more sustainable transportation options. |
| **Action 2B** | Redevelop Mobility Management Plan requirements to allow for greater flexibility depending on site type. Allow for differing requirements depending on whether building will be commercial, mixed-use, residential, or other types to best fit the needs of the residents and surrounding neighborhood. Develop renewal time frame and requirements to ensure existing and future structures have MMP's relevant to their uses throughout their lifetime as building occupants and the surrounding neighborhood change. |
| **Action 2C** | Maintain and implement the Redmond Commute Trip Reduction Plan to assist with reaching state mandated CTR targets among Redmond's largest employers. |

**Redmond 2050 Policies that support strategy 2:**

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **TR-38:** Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the Commute Trip Reduction Law (RCW 70.94.521), and requirements of Section 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."

### Strategy 3: Incorporate transportation demand management strategies into neighborhood plans.

With the completion of the Redmond 2050 Comprehensive Plan, planning efforts within Redmond will shift to neighborhood plans to ensure that the non-urban center neighborhoods in the city are also effectively prepared to grow. Priorities for neighborhoods in Redmond are often different, as some are more residential in character and others are commercial and employment hubs within the city. Redmond neighborhoods are going to see growth and an increase in travel demand, and maintaining acceptable travel times and expanding travel options is an important quality of life factor for Redmond residents and visitors. Many of these plans will center around the corridors connecting different neighborhoods and communities in Redmond, and TDM can play a key role in ensuring that plans focus on making these corridor connections safe and accessible for a wide variety of travel modes.

The Redmond 2050 plan also emphasizes and supports complete neighborhoods, where there are shops, services, and other places to meet your basic needs within a short walk or bicycle ride from residences. Supporting this type of neighborhood development supports TDM goals by allowing individuals in the community to meet their needs without needing to get in a car and drive to a store or other location.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Ensure that transportation demand management strategies are incorporated into individual neighborhood plans. |
| **Action 3B** | Emphasize complete neighborhood design to support transportation demand management and reduce personal vehicle use in neighborhood hubs. |
| **Action 3C** | Continue to support transit use and access in urban centers and ensure that parking management strategies match the needs of the community and businesses. |

**Redmond 2050 Policies that support strategy 3:**

- **TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

- **TR-23:** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.

- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.



### Strategy 4: Support parking changes that encourage individuals to consider non-drive-alone transportation options.

One factor that many people consider when deciding to drive somewhere is what the parking situation at their destination will be. While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some, it is an important transportation demand management tool for shifting individual behavior to non-vehicle modes, such as transit or bicycle. While most strategies pertaining to parking are addressed in the curb space management section, it is important to recognize the influence that parking and transportation demand management have on each other and highlight strategies pertaining to transportation demand management that can support parking efforts in Redmond.

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers. |
| **Action 4B** | Implement more restrictive on-street parking management strategies in Redmond within urban centers to encourage less long term on-street vehicle storage. |

**Redmond 2050 Policies that support strategy 4:**

- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, way finding, and l localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

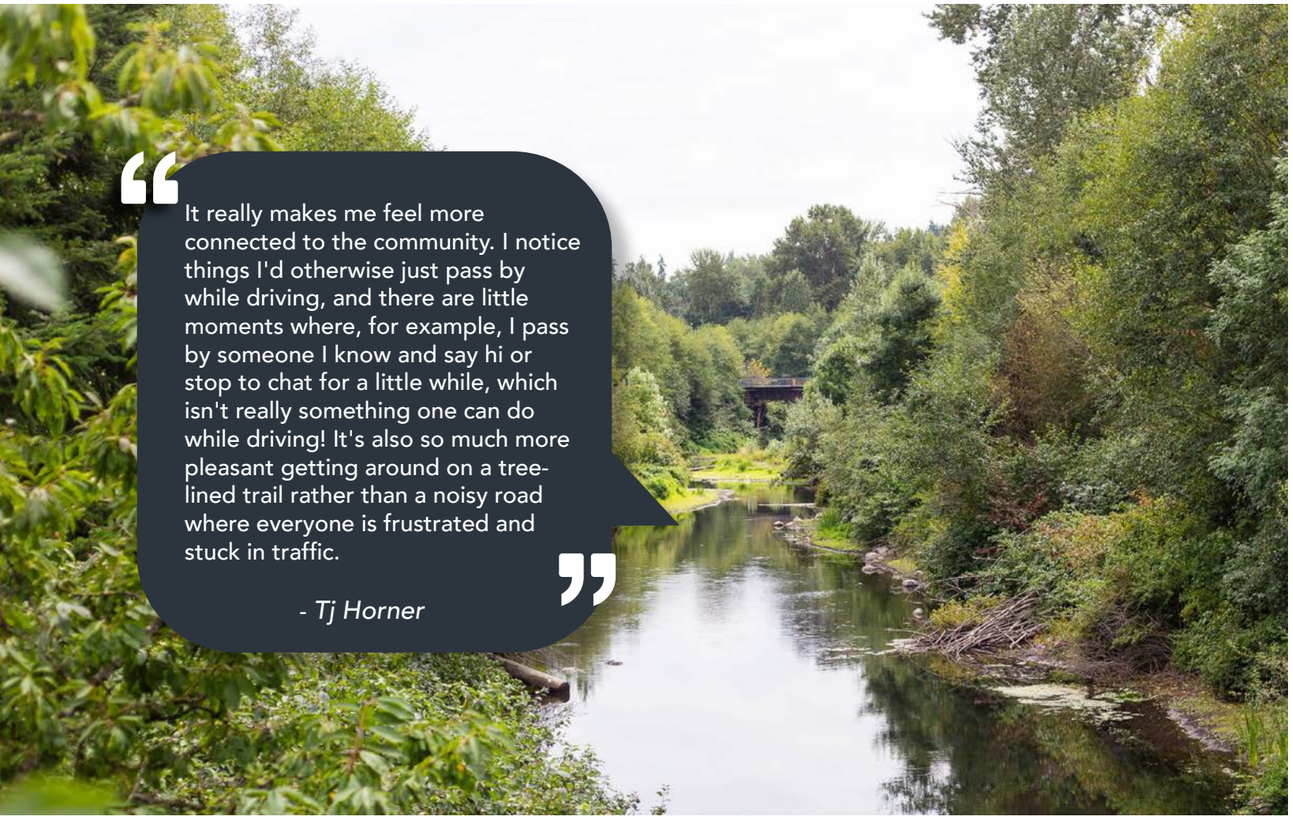
- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking rations above or below required ratios.

**Strategy 5: Emphasize transportation demand management strategies to combat traffic congestion and safety concerns in school zones throughout Redmond.**

The safety and accessibility of students within Redmond is especially important as the city grows. Traffic around school drop-off and pick-up times is often high and can cause significant back-ups within neighborhoods. It can also impact the safety of students who choose to walk or bike to school. As Redmond grows, an emphasis on shifting school traffic away from private vehicles to buses, walking, and biking will contribute to safer and happier journeys through school zones.

Safe Routes to School is a national campaign to provide safe routes for active travel for children to get to and from school, via walking, biking, or other forms of rolling. Washington state and King County support these efforts and offer a variety of funding opportunities for local jurisdictions to implement programs and projects to encourage active transportation. Within Redmond, the SchoolPool program works to encourage students to walk, bike, bus, or carpool to school in an effort to support our student's safety on their commute.

"HOW DOES CHOOSING TO BIKE, WALK, OR TAKE TRANSIT MAKE YOUR DAY BETTER?"




**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Strengthen relationships and partner with the Lake Washington School District to work collaboratively on effective strategies to increase student safety during transportation to and from school. |
| **Action 5B** | Develop and/or update Redmond municipal codes to include traffic mitigation plans for individual schools and school zones within Redmond, including compliance procedures. |
| **Action 5C** | Continue to manage and promote the Redmond SchoolPool program through partnerships with King County Metro. |
| **Action 5D** | Develop a three-year SchoolPool plan in conjunction with King County Metro's SchoolPool funding. |
| **Action 5E** | Apply for WSDOT Safe Routes to School grants to enact projects and pilot programs to enhance student safety near schools and encourage a greater number of students (and their families) to walk and bike to school. |
| **Action 5F** | Continue to utilize Parent Teacher Student Association (PTSA) and school support for existing programs and to develop opportunities for student and/or youth lead leadership of Safe Routes efforts. |
| **Action 5G** | Coordinate with CIP efforts to ensure that school safety related projects are sufficiently prioritized in the project matrix. |
| **Action 5H** | Network and develop working relationships with other organizations such as Safe Routes to School or nearby jurisdictions that have experience with similar programs to apply lessons learned and increase efficacy of safe routes to school efforts. |
| **Action 5I** | Establish a bicycle education curriculum in Redmond schools that is in alignment with Washington State's Statewide School-Based Bicycle Education Program and includes e-bike safety and regulations. |

**Redmond 2050 Policies that support strategy 5:**

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.

# E-MOBILITY STRATEGY

Transportation Master Plan

# E-MOBILITY STRATEGY

## INTRODUCTION

The City is committed to creating an accessible, safe, and low-carbon transportation system. At the heart of this strategy is the development of walkable, bikeable neighborhoods and connecting community members to transit, as outlined in Redmond 2050 and other sections of the Transportation Master Plan.

While reducing vehicle trips is at the core of the City's strategy, we also recognize that vehicles will continue to play a role in Redmond's transportation system. To achieve the community goal of net zero greenhouse gas emissions by 2050, Redmond must electrify vehicle and micromobility trips and transition away from carbon-based fossil fuels. Similarly, Redmond already has a higher EV adoption rate than much of the state, and the City must ensure EV infrastructure keeps pace to accommodate upcoming state mandates that require all new light duty vehicle sales to be electric starting in 2035.

The E-Mobility Strategy outlines Redmond's goals for advancing electric-mobility and EV infrastructure, while also acknowledging the need to reduce vehicle trips overall. The City's E-Mobility Strategy builds upon the work established in the City's Environmental Sustainability Action Plan (ESAP), the City's roadmap to reduce greenhouse gas emissions to net zero by 2050. The ESAP identifies actions to reduce emissions across multiple sectors, including the transportation system, which is the second largest source of emissions in Redmond.

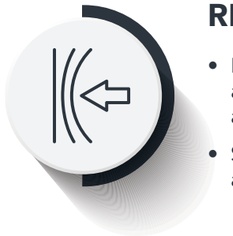
The City's approach to E-Mobility policy development has included data analysis, research of other cities, community questionnaires, and roundtable discussions with community members, all aimed at identifying challenges, opportunities, and potential solutions for the future of E-Mobility in Redmond. Special emphasis is placed on reaching historically marginalized and underserved communities, ensuring their perspectives are central to the city's long-term mobility planning. While early adopters—primarily single-family homeowners—have had the advantage of home charging, many residents, particularly those in multifamily housing or underserved communities, face significant barriers to EV ownership and charging access. As demand for EVs grows, ensuring a comprehensive and equitable charging network is essential for meeting climate goals and supporting Redmond's evolving transportation needs.

The E-Mobility Strategy will help Redmond prioritize programming and investments in EV infrastructure, pursue partnerships and funding opportunities, and establish policies that remove barriers to adoption. To ensure that these policies reflect the needs of the community, the City has implemented an engagement-driven approach by gathering input from key stakeholders, including residents, businesses, advisory councils, property owners, and community-based organizations.

A thoughtful E-Mobility Strategy represents a crucial step toward addressing critical transportation needs, reducing transportation emissions, expanding clean mobility options, and ensuring that Redmond remains at the forefront of sustainable urban development.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The E-Mobility Section identifies strategies that support these principles, as shown below.



### RESILIENCE

- Electricfication reduces greehouse gas emissions that contribute to climate change and associated negative impacts on environment, infrastructure, and community. (FW-TR-2 and CR-28)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 3

### SUSTAINABILITY

- Increasing E-Mobility infrastructure contributes to reduced GHGs and forwards Redmond's sustainability and climate goals. (FW-CR-3 and CR-28)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5, and Strategy 6

### EQUITY & INCLUSION

- Access to EVs, e-bikes, micromobility, and charging infrastrucutre should be available to all Redmond community members regardless of socioeconomic status. (FW-CR-1 and CR-2)
- Strategies supporting the Guiding Principle of Equity include: Strategy 1 and Strategy 6

## REDMOND'S E-MOBILITY INFRASTRUCTURE LANDSCAPE

Redmond continues to make progress to increase use of e-mobility options, as outlined in the City's Environmental Sustainability Action Plan (ESAP). The ESAP offers an initial framework for coordinated and beneficial sustainability action across the city and community. A periodic update to the ESAP is underway and anticipated to be completed in late 2025. This E-Mobility Strategy is intended to complement the work the ESAP is undertaking, specifically in the transportation realm with the goal to reduce transportation emissions and enhance community mobility.

E-mobility is growing in Redmond – from high EV adoption rates, growing EV infrastructure, and micromobility solutions that rely on clean electricity. Key e-mobility existing conditions are outlined below.



### EV Infrastructure

Redmond is a leader in EV adoption. The City has prioritized EV adoption within its own operations, while also advancing multiple policies to increase access for community members. Key accomplishments include:

- A commitment to transition the municipal vehicle fleet to clean vehicles. The City fleet now includes 16 EVs, 5 plug in hybrid EVs, 18 hybrids, and the state's first electric fire apparatus.
- Expanding fleet charging infrastructure, which now includes 25 fleet chargers. The City reduced its fleet's carbon footprint 14% since 2011 while saving thousands of dollars in fuel expenses.
- Updating the Redmond Zoning Code to require 100% EV ready parking in multifamily developments.
- Offering 12 public chargers to support community charging.

Current public EV infrastructure available across the city, as well as adoption trends is summarized in Table 1.

**TABLE 1** | REDMOND EV INFRASTRUCTURE SUMMARY

| City | Population | Approx % Existing Single Family Land Use | Light-Duty Vehicles | EVs | EV % | L2 Ports | DC Fast Ports | Chargers/ 100 EVs |
|---|---|---|---|---|---|---|---|---|
| **Redmond, WA** | 82,380 | 46% | 54,000[1] | 5,700[1] | 11% | 92 | 19 | 2 |

Notes:
[1] Data based on data.wa.gov "Electric Vehicle Population Map" and estimate of light duty vehicles based on city average.

### Micromobility

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility can include both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus, are an important component of Redmond's transportation system. A first-last mile connection or transportation option refers to the mode of travel chosen for the first mile and/or last mile of one's journey.

After launching in summer 2019 as a pilot, the City's Shared Micromobility program has been a successful first-last mile mobility option for Redmond community members from 2019 through 2024. In 2024, City staff identified a primary vendor to manage the permanent program. The permanent program began on January 1, 2025, with Lime as the City's sole vendor.

Since 2019, the Shared Micromobility program has served over 300,000 riders, with a median trip length of 0.8 miles, confirming that micromobility is a viable first-last mile trip mode in Redmond. On average, 136 micromobility vehicles (e-scooters and e-bikes) are deployed each day (approximately 10-15% of which are e-bikes).

The City of Redmond currently has no designated charging infrastructure for e-bikes or personal micromobility devices. In partnership with Lime and Sound Transit, designated shared micromobility parking areas are established at all of Redmond's light rail stations; however, these areas do not include charging.

More information about the City's micromobility and bicycle strategy can be found in Section 5 – Bicycle Strategy.

## City Review and Summary of Trends

As cities across the U.S. adapt to increasing EV adoption, many have developed policies and infrastructure plans to support transportation electrification. This section reviews EV strategies implemented by cities similar in size, urban structure, and mobility needs to Redmond. The review highlights best practices, policy trends, and implementation strategy, offering a roadmap for potential actions.

This high-level review found that cities leading in EV adoption typically have:

- Clear EV readiness policies integrated into broader climate and transportation plans.
- Stakeholder partnerships with utilities, transit agencies, and private developers.
- A strong emphasis on financial incentives and grant awards.

A detailed review of five cities provides insights into how communities are planning for EV adoption, infrastructure deployment, and policy development. Table 2 summarizes the outcomes of the city analysis.

**TABLE 2 |** CITY DATA ANALYSIS

| City | Population | Approx % Existing Single Family Land Use | Light-Duty Vehicles | EVs | EV % | L2 Ports | DC Fast Ports | Chargers/ 100 EVs |
|---|---|---|---|---|---|---|---|---|
| **Redmond, WA** | 82,380 | 46% | 54,000[1] | **5,700[1]** | **11%** | **92** | **19** | **2** |
| **Culver City, CA** | 41,000 | 29% | 34,850 | **8,792** | **25%** | **209** | **54** | **3** |
| **Centennial, CO** | 106,883 | 58% | 85,100 | **4,954** | **6%** | **87** | **20** | **2** |
| **Dublin, OH** | 49,000 | 16% | 41,393 | **1,348** | **3%** | **83** | **6** | **7** |
| **Newton, MA** | 88,000 | 61% | 57,919 | **4,484** | **8%** | **90** | **10** | **2** |
| **Seattle, WA** | 760,000 | 62%[2] | 460,000 | **34,000** | **7%** | **1,514** | **102** | **6** |

Notes: It should be noted that WA, CA, CO, and MA have mandates requiring EV adoption by a stated date.
[1] Data based on data.wa.gov "Electric Vehicle Population Map" and estimate of light duty vehicles based on city average.
[2] Includes both Neighborhood Residential and Residential Small Lot zoned areas

Trends shared by the five cities include:

- **Strong Focus on Infrastructure Deployments and Public Engagement:** All five cities prioritized investments in **EV charging infrastructure deployments and public outreach, engagement and education** programs that make EV charging easy to find and use, supporting increased adoption. In suburban communities, investments in public charging stations often support residential and commuter EV users. Cities also developed campaigns to inform the public about EV benefits and incentives, ensuring equitable access and widespread adoption.
- **Widespread Adoption of Foundational Policies:** Four out of five cities have enacted policies that support systemic change and long-term impact. Cities are updating zoning rules to ensure new buildings include EV charging, simplifying permitting to speed up installations, and setting goals to transition city-owned vehicles to electric. Specific policies include **Municipal Fleet Electrification Goals and Initiatives, Streamlined EV Infrastructure Permitting Process, EV Readiness Ordinances** (requiring new developments to include EV charging infrastructure), and Zoning and Code Updates (ensuring future land uses and developments can accommodate EV infrastructure). **Grant Application Strategies** are also widely used to secure federal and state funding for EV strategy implementation. These steps help cities stay ahead of growing demand and make EV adoption a natural part of the City's transportation system.
- **Moderate Use of Incentives and Adoption Targets:** Only three out of the five cities use targets or incentives to support adoption. Strong policies lay the groundwork for an EV-friendly city, but financial incentives and outcome-based goals may help speed up adoption. **Local Electrification Incentives,** such as rebates for home chargers or discounted charging make EVs more affordable. **Motorist EV adoption targets** help cities measure and focus on what matters most, making progress toward higher EV penetration. Not all cities use these tools, likely due to limited funds or concerns about being held accountable for measures they can only influence, not directly control.
- **Limited Focus on Long-Term Climate Action and Workforce Development Initiatives:** Only two cities **Incorporated EV Strategies into their Climate Action Plans** explicitly detailing EV-related GHG reduction goals and **Developed EV Charging Station Guidelines.** And only one city addressed **Workforce Development Initiatives.** This could point towards cities not yet fully connecting EV strategies to climate, accessibility or training and economic development outcomes, leaving room for future growth.
- **Other Considerations:** Cities tend to focus on priorities suited to their unique needs, resources and community demands. Most cities are seeking scalable, adaptable growth in city-led E-Mobility efforts, offering tailored pathways to expand EV accessibility and sustainability. Cities are also seeking public-private partnerships to expand charging infrastructure for homeowners and residents. These partnerships can come from Puget Sound Energy (PSE) or other private sector entities. Public-private partnerships will be important in expanding charging infrastructure.

## Community Feedback

Feedback from the Redmond community has been a key piece of developing the E-Mobility Strategy. Community feedback was solicited through a series of focused roundtable discussions in Fall 2024. Participants were recruited through an application process advertised via City communication channels. Each session, facilitated by a third-party and supported by City staff, targeted specific groups: EV owners and enthusiasts from underserved communities, multifamily building residents, commuters, and property managers. These sessions, held at the Redmond Senior and Community Center and City Hall, aimed to ensure diverse community representation and gather valuable insights for the City's future E-mobility initiatives.

During the E-mobility roundtable sessions, Redmond community members engaged in facilitated discussions, sharing their experiences and ideas. Their insightful feedback highlighted the benefits and challenges they face as EV owners or enthusiasts residing in or traveling to Redmond. Additionally, they proposed solutions to enhance Redmond's E-mobility, providing valuable input for the City's future strategies.

Benefits of E-mobility noted by the participants include:

- EVs offer significant cost savings, including lower operating costs, less frequent fill-ups, and reduced maintenance expenses, with government incentives further encouraging ownership.
- Environmentally, EVs contribute to a reduced carbon footprint and lower greenhouse gas emissions, supporting climate action.
- Charging at home, work, or public charging sites provides convenience.
- The variety of stylish and high-performing EVs catering to different budgets and needs continues to grow.

Challenges in E-mobility noted by the participants include:

- Limited availability of public chargers, long wait times, high public charging costs, and maintenance issues that affect infrastructure accessibility.
- Multifamily residential areas often lack adequate charging infrastructure, and communication barriers with property management and utility companies complicate installations.
- High installation costs, financial barriers, and permitting and regulatory restrictions for property owners and HOAs cause significant obstacles to EV ownership.

## STRATEGIES

### Strategy 1: Apply an equity lens when considering E-mobility infrastructure and focus on equitable access.

The City must center E-Mobility policies and investments on equity, which is a priority for the community, and a gap in the market. In the context of EV adoption and charging infrastructure, it is important for the community that investments are targeted to support those whose needs are greatest, such as people with limited means to purchase higher priced EVs and infrastructure, people who have difficulty navigating information related to EV ownership, and residents of multifamily housing whose barriers are greatest when accessing or installing charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestion to ensure equitable access to EV charging infrastructure.

**Redmond 2050 Policies that support strategy 1:**

- **FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.

  **CR-2:** Prioritize equitable City investments, policies, programs, and projects so vulnerable and underserved communities lead the clean energy transition and are resilient to climate change.

- **CR-6:** Partner with regional organizations and underserved communities to equitably advance programs and policies to achieve net zero greenhouse gas emissions and resilient communities.

  **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Ensure the needs of low-income and presently disadvantaged communities are prioritized within City E-Mobility actions, even for programs with broad community benefits. |
| **Action 1B** | Continue to engage populations of interest to understand their needs and perspectives, including young people and low-income people. |
| **Action 1C** | Track the potential development of and look for opportunities to participate in a regional "Mobility Wallet" program where individuals can use funds for transportation needs, including EV charging. |
| **Action 1D** | Continue to track grant funding opportunities, including the Washington State Climate Commitment Act to expand infrastructure and access to E-mobility opportunities. |

## Strategy 2: Assess policy opportunities to support electric vehicles

Many community members described specific areas where the City can take direct action to support EV drivers and property owners to simplify the regulatory landscape. The City can help simplify the permitting process and update local zoning and city codes to improve access to charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestions to support property owners and HOAs, update zoning, permitting, and building codes, and develop and support regulatory strategies.

**Redmond 2050 Policies that support strategy 2:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Engage stakeholders to evaluate and inform e-mobility policy benefits and tradeoffs. |
| **Action 2B** | Support the installation of e-mobility infrastructure by providing clear informational resources and exploring opportunities to streamline permitting process. |
| **Action 2C** | Partner with Washington State legislators to align state EV regulatory framework with the priorities of Redmond communities (i.e. increased charging access at regional job centers, improved codes and standards to allow flexibility and effective outcomes on EV readiness for new developments, etc.). |
| **Action 2D** | Advocate for state and regional policies that ensure electric infrastructure and grid capacity can keep pace with anticipated EV demand. Partner with policymakers to address barriers, such as insufficient electrical capacity or slow infrastructure upgrades, that could limit the pace of EV adoption. |
| **Action 2E** | Promote and support shared-use and alternative access models for electric vehicles, such as EV car-share programs, subscription services, and charging-as-a-service, to expand mobility options without requiring personal vehicle ownership. |



## Strategy 3: Explore and expand e-mobility infrastructure

Expanding access to charging infrastructure is a critical community priority. The City can explore partnerships with private sector businesses, utilities, and other local and regional public agencies to support E-Mobility infrastructure, such as charging facilities or micromobility and e-bike secured parking. This recommendation aligns with actions other cities are taking and addresses community feedback.

**Redmond 2050 Policies that support strategy 3:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Explore partnerships with car share programs to offer EV car share sites in Redmond. |
| **Action 3B** | Assess opportunities to increase charging infrastructure deployments at sites identified as priority locations. |
| **Action 3C** | Work with businesses, property owners, and utilities to expand charging station access on private properties. |
| **Action 3D** | Encourage local employers to offer workplace charging incentives to their employees. |
| **Action 3E** | Explore public-private financing models that allow businesses to offset charger installation costs through tax incentives and grants. |
| **Action 3G** | Develop an implementation roadmap to align funding with EV charging program priorities and leverage public-private partnerships for cost-sharing opportunities. |
| **Action 3H** | Develop a comprehensive set of policies to effectively manage City owned charging infrastructure to support the ongoing maintenance, management, and expansion of infrastructure and programming. |

**Strategy 4: Adopt innovative strategies to reduce emissions and expand the application of clean technologies to freight movement that maintain consistency with City freight and delivery priorities.**

As discussed in Section 7 – Freight and Goods Delivery, the adoption of EV charging infrastructure extends to facilities that can benefit delivery vehicles and reduce last-mile emissions. By establishing zero-emission delivery zones and encouraging the use of electric delivery vehicles, Redmond can further advance GHG reduction goals across a variety of transportation networks.

**Redmond 2050 Policies that support strategy 4:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-29:** Monitor freight and service delivery patterns and adjust transportation system operations if warranted.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery (for more information, see Section 7 Strategy 4.3). |
| **Action 4B** | Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadracycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries (for more information, see Section 7 Strategy 4.3). |

**Strategy 5: Explore e-bike charging opportunities through micromobility partnerships.**

As discussed in Section 5 – Bicycle Network Strategy, e-bikes, e-scooters, and other personal micromobility devices have grown in popularity due to their ability to overcome challenging terrain and cover longer distances. These devices have become a viable alternative to motor vehicles and have the potential to reduce VMT and GHGs and contribute toward Redmond's sustainability goals. Offering e-bike and other personal micromobility users convenient public charging opportunities would further promote their use.

**Redmond 2050 Policies that support strategy 5:**

- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- **CR-30:** Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures, including minimizing parking structures in favor of transit, rideshare, walking, and biking.
- **CR-31:** Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Explore providing e-bike charging with secure bicycle parking and designated shared micromobility parking zones at transit stations. |
| **Action 5B** | Explore adding e-bike charging infrastructure to publicly managed EV charging facilities. |

### Strategy 6: Incorporate e-bike charging infrastructure into neighborhood and regional Mobility Hubs.

As discussed in Section 6 – Transit Network Strategy, Mobility Hubs are designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. Mobility Hubs can have a regional transportation focus, or a can focus on neighborhood connections. Charging infrastructure for both EVs and e-bikes adds an important element to Mobility Hubs and encourages sustainable travel.

**Redmond 2050 Policies that support strategy 6:**

- **FW-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **CR-31:** Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- **FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
- **FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.
- **TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

### Recommended Actions

| | |
|---|---|
| **Action 6A** | Include e-mobility charging infrastructure in the development of neighborhood Mobility Hubs (see Section 6 Strategy 3) |
| **Action 6B** | Explore partnerships with transit agencies to establish e-mobility charging at transit centers and light rail stations where applicable (see Section 6 Strategy 3). |

# EMERGING TRENDS AND TECHNOLOGY

Transportation Master Plan

## INTRODUCTION

The Redmond 2050 Comprehensive Plan states that in 2050 Redmond's transportation system is resilient, sustainable, equitable and inclusive. The convergence of transportation technological innovations in data analysis and management, automation and electrification has the potential to make the City's transportation system not only more efficient, but also greener, safer and more inclusive. In Redmond, technology will be supporting many of the strategies defined in the City's Safer Streets Action Plan by reducing vehicle speeds, helping transportation system designers understand crash risk through data obtained from advanced cameras and software systems, and will make vehicles and interactions between vehicles and people outside of vehicles safer. Data collection and analysis using new technologies will allow planners and engineers to better monitor traffic operations; manage maintenance; and identify network deficiencies that need to be fixed. Technology will also support individuals as they plan their routes and best mode of travel, find parking, and get real-time information to help them navigate a multimodal transportation system to move throughout Redmond and connect to regional systems.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Emerging Trends and Technology Section identifies strategies that support these principles, as shown below.

### RESILIENCE

- Technology can support a resilient transportation system and safe access for all users as travel demand and patterns change over time and during major disruptions caused by natural disasters or other events. (See Redmond 2050 FW-TR-2)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

### SUSTAINABILITY

- New technologies can be used to reduce vehicle trips, optimize traffic, and manage transportation assets, resulting in reduced greenhouse gas emissions and environmental impacts, and more efficient use of resources. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4

### EQUITY & INCLUSION

- As new technologies are deployed in Redmond, it's essential to address the safety and accessibility of all (See Redmond 2050 TR-10).
- Strategies supporting the Guiding Principle of Equity include: Strategy 1, Strategy 3, and Strategy 6

## EMERGING TRENDS IN TRANSPORTATION TECHNOLOGY

Technology is driving many of the emerging trends in transportation systems and service delivery. From autonomous vehicles to shared micromobility to artificial intelligence, new technologies are providing both opportunities and challenges for cities. In most cases, cities like Redmond have the authority to manage new technologies and ensure that technological advancements translate into safer, more equitable and more resilient and sustainable transportation systems. However, it remains to be seen how much authority local agencies will have over where and how some technologies such as autonomous vehicles may be deployed. Technology has and will continue to offer new capabilities and approaches to transportation planning and system management in Redmond.

### Current Transportation Technology Systems at the City of Redmond

The following transportation technology systems at the City of Redmond are used to manage and deliver transportation services.

#### Asset Management and Condition Monitoring

Technology can help Redmond manage and monitor the condition of transportation-related assets such as sidewalks, street trees, signals, and streetlights. These systems aim to optimize asset utilization, ensure proper maintenance, and track work performed in Public Works, Parks, and Facilities. Asset management plans include elements for the state of local infrastructure (inventory, valuation, age, and condition) systems levels of service, asset management strategy) practices, procedures, tools, demand supportability, and lifecycle management and risk, financing strategy, and guidance for the continued improvement and monitoring of the plan. More information on asset management can be found in Section 13 – Monitoring Progress.

#### Client Relationship Management

Client Relationship Management systems manage and enhance communication, engagement, and interactions with the public. The City uses QAlert to manage all citizen requests and inquiries – including those that are transportation-related. Requests are catalogued by the City and are then dispatched to the appropriate department depending on their context.

#### Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) offer a data-driven approach to improving the safety, efficiency, and sustainability of transportation networks. By integrating advanced technologies such as sensors, communication networks, data analytics, and real-time monitoring, ITS enable smarter management of transportation infrastructure and vehicles. These systems aim to optimize traffic flow, reduce congestion, enhance safety, and improve overall user experience for both drivers and pedestrians.

The City of Redmond has used ITS for several years to great success, though enhancements can help to make the transportation system more efficient and effective and improving the safety and performance of the multimodal transportation system.  Areas that should be considered for future investments include continued advancements in traffic signal systems, flashing crosswalk beacon and school zone technology and strategies to make the fiber optic infrastructure more efficient and effective to support traffic operations and safety systems operated by the City.

#### Traffic Data Management and Analysis

Traffic Analysis systems comprise analytical tools and methodologies to assess and understand traffic pattern, behaviors, and characteristics. Traffic simulation models can predict development impact on traffic and analyze signal timings at intersections. Other software can report on and analyze traffic-related statistics in Redmond, such as traffic collision data to assist in planning efforts. The City of Redmond uses a variety of these technologies to support traffic monitoring and reporting, travel demand modeling and safety analysis, among other activities.

**FIGURE 1** | CITY OF REDMOND TRAFFIC OPERATIONS CENTER

#### City of Redmond Traffic Operations Center

The City's Traffic Operations Safety and Engineering Division staff monitor traffic conditions throughout the City from the Traffic Management Center (TMC). The TMC operates during City Hall business hours and monitors traffic and activity on public streets using traffic cameras at many of the City's traffic signal locations.  Interested parties can get on-line access to still photo images from Redmond's traffic cameras at roughly 70 intersections across the City (as of December 2024), showing traffic conditions on City streets in real-time. The TMC also provides information to the traveling public via its network of overhead electronic message signs.

### Transportation Modeling and Forecasting

Transportation modeling and forecasting involves the use of mathematical models and data analysis techniques to simulate and predict current and future year transportation patterns, demand, and outcomes. Models and forecasts provide insight into traffic flows, congestion, transit ridership, travel behavior, and future transportation needs.

For many years, the City of Redmond has used the Bellevue-Kirkland-Redmond travel demand forecasting model, referred to as the BKRCast model, to conduct multimodal transportation planning studies such as Sound Transit's Sound Move plan, GMA planning requirements and other efforts. Derived from the Puget Sound Regional Council's SoundCast model, the BKR model is an activity-based travel demand model configured to depict travel behaviors that depend on the built environment and demand from other users.

While the City of Redmond has been a partner with Bellevue and Kirkland, it has wrestled with the challenge of providing staff to operate and use the model outputs to meet its planning needs. As the City moves forward to work to fulfill the planning needs called for in Redmond 2050, it will need to address these challenges to make full use of this unique and effective planning tool.

## Emerging Technology Trends

### Artificial Intelligence

Artificial intelligence (AI) has the potential to enhance the efficiency of transportation systems and improve data-driven decision making in transportation planning. AI can be used to analyze large amounts of data from various sources.

AI-powered algorithms will play a more prominent role in optimizing traffic flows, improving safety in the public right-of-way, predicting transportation demand, and even personalizing mobility experiences for users. Cities will increasingly deploy AI to support management of truck fleet operations, ensuring they're in the right place at the right time. Expect AI to also enhance real-time curb management, reducing congestion and enabling seamless deliveries in busy urban areas.

### Big Data

Large datasets from various sources like traffic sensors, GPS tracking, and mobile phone data provide opportunities to gain insights into traffic patterns, trip length and purpose, identify congestion, optimize routes, predict future traffic conditions, and inform infrastructure development decisions. Leveraging big data may lead to more efficient and effective transportation systems.

### Goods Delivery Reservations

Technology that can leverage surveillance tools, historical trends on utilization rates, dynamic pricing information and curbside reservations can support more efficient deliveries, optimize access to businesses and smooth the flow of traffic.

### Dynamic Pricing

Dynamic pricing is a technology that would allow the City to adjust prices for parking, tolls, and other transportation systems in real-time based on market conditions and demand. It can help optimize capacity of the transportation system.



### Drones

Drones can be used to complement or replace traditional traffic sensors, such as cameras, loops, or radars. Drone-based imaging can also be used in combination with artificial intelligence and machine learning to analyze video data and create optimal, cost-effective solutions that would support the work of transportation planners. Drones are also being used for goods delivery, especially in last mile delivery. Within the City of Redmond, the Police Department is already using drones as part of their emergency response.

### Autonomous Vehicles

In research conducted by the American Planning Association, autonomous vehicles (AVs) could have a large impact on the automobile/small truck markets in the US. It is estimated that approximately 50% of cars will be AVs by the year 2040. This could cause a reduction in privately owned vehicles of over 43%. One shared AV could replace up to 9-to-11 private vehicles. This reduction in privately owned vehicles could have substantial benefits, including cost savings for households and allowing for the reallocation of space currently dedicated to parking and larger volumes of vehicle traffic to other uses such as greenspace and housing.

With the efforts into deploying and testing the viability of AVs in major cities around the U.S. underway, there is interest in developing policies to manage this new technology to ensure it aligns with local values and priorities around traffic safety, emergency response, and equity. The cities of Bellevue and Seattle have collaborated in the creation of an automated vehicle technology vision to address shared regional values and goals. From this vision a joint strategic policy and technical document has been prepared and multi-agency discussions about extending the vision and policies to more jurisdictions, including the City of Redmond, are underway. More information on autonomous drones and personal delivery devices can be found in Section 7 – Freight and Goods Delivery.

### Vehicles Connected to Everything (V2X)

Vehicles connected to everything (V2X) is technology that enables vehicles and wireless devices to communicate with each other, roadside infrastructure, and even nearby pedestrians and cyclists. These technologies have the potential to make a more safe, secure, and efficient transportation system. Examples of recent deployments using V2X technology include:

- A pedestrian crossing warning system for bus operators (Cleveland OH)
- Cloud-based digital advanced hazard warning alerting system for motorists (Connecticut)
- School bus signal priority (V2I) application that detects the approaching vehicles and extends green light signal phase (Fulton Co. Georgia)
- Reduced speed school zone warning application (Columbus OH)

### Redmond Data Governance Strategy Project

The City of Redmond is undertaking a Data Governance and Strategy project to build a citywide framework for managing data as a strategic asset. This initiative will enhance how data is collected, classified, accessed, and used, with a strong focus on accuracy, security, and accessibility. The Data Governance Strategy Project will implement and emphasize strong data privacy standards.

By establishing a Data Governance Committee, implementing data classification policies, and defining clear access protocols, the City aims to reduce inefficiencies, ensure compliance with legal and privacy standards, and improve decision-making across departments.

As the Transportation Master Plan is developed and implemented, this parallel effort in data governance will help ensure that transportation decisions and investments are guided by accurate, well-managed information.

The USDOT has recently released its national plan to accelerate the deployment of V2X technology. The Plan is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure. These technologies can enable a more safe, secure, and efficient transportation system while maintaining privacy and consumer protection.  The Plan will contribute to the Safe System Approach adopted by the USDOT's National Roadway Safety Strategy, which is also the foundation for Redmond's Safer Streets Action Plan. More engagement with the community and technology partners would be needed before any V2X deployment occurs in Redmond.

### Mobility as a Service

Mobility as a Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through an integrated platform. Transportation services from public and private providers are combined through a unified gateway, usually via an app or website, that creates and manages the trip and payments, including subscriptions, with a single account. The key concept behind MaaS is to offer travelers flexible mobility solutions based on their travel needs, thus "mobility as a service" also refers to the broader concept of a shift away from personally owned modes of transportation and towards mobility provided as a service.

### Telematics

Telematics is a method of monitoring cars, trucks, equipment and their assets using GPS technology and on-board diagnostics to plot the asset movements on a computerized map. The City is using telematics to report on duration of City fleet vehicle use and diagnose technical issues for vehicle servicing needs. Telematics may also be used to monitor driver behavior (e.g., hard braking, speed, rapid acceleration, etc.) to focus City efforts around promoting driver safety.

## Other Trends

### Road User Charging

Road usage charging (RUC) applies fees to motorists based on the distance traveled. It is an alternative to a fuel tax from which revenues have steadily declined due to improved fuel efficiency and growth in the EV market. RUC can be used to fund road maintenance and construction as well as alternatives to driving alone. RUC can also be an effective tool for disincentivizing driving during certain times of day or within specific areas or corridors. Dynamic road usage charging opens new possibilities for managing automated vehicles by adjusting charges in real-time based on traffic conditions and vehicle



## STRATEGIES AND ACTIONS

**Strategy 1: Employ technology in service of citywide goals, ensuring newly adopted technologies support priorities of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.**

Thriving communities rely on the effective movement of people and goods. The Redmond transportation system is evolving to meet the transportation needs of those who walk, roll, ride a bike, drive a car or truck, or take transit.

**Redmond 2050 Policies that support strategy 1:**

- **FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
    - **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Develop a citywide Intelligent Transportation System plan to build upon existing ITS systems and strategically apply advanced technology to improve mobility, reduce collisions, and enhance sustainability. (Public Works) |
| **Action 1B** | Prepare a report that evaluates V2X technology and provides an assessment of the potential benefits and costs of the technology if implemented in Redmond.  (Planning) |

**Strategy 2: Explore new and varied data sources to support strategic decision making and improve transportation system operations.**

A variety of new data sources continue to be made available to public agencies that can be used to more effectively plan and manage transportation systems. For example, "Big Data", or large and comprehensive data sets may be analyzed computationally to reveal patterns, trends, and associations, especially relating to human behavior and interactions. Such data provides transportation planners with new capabilities to make more informed decisions on how to optimize the transportation system for different users and travel demands, which can reduce congestion and emissions and improve safety for all users.

**Redmond 2050 Policies that support strategy 2:**

- **FW-TR-6:** Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them. Proactively manage and maintain transportation assets in a way that minimizes lifecycle costs and results in replacement or renovation in advance of need.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Support evidence-based decision making by using "big data" analytics to better understand travel patterns and demand and optimize the transportation network. (Planning, TIS) |

**Strategy 3: Develop staff skills and knowledge of advanced analytical tools and evaluation techniques that will advance transportation options, safety, and efficiency.**

The City of Redmond uses the Bellevue-Kirkland-Redmond (BKR) model to help estimate future transportation vehicle and person demand on the local city and transit highway networks. Over the years, the model has been used to evaluate the impacts of population and job growth, identify auto, transit and carpool demand, plus calculate traffic impact fees for new developments. The model has been instrumental in evaluating the impacts of a future (and now operating) Sound Transit Link light rail service on the Eastside of Lake Washington. The City will continue to use the model to forecast system performance and provide data that planners can use to target new multimodal transportation investments in areas of high growth.

**Redmond 2050 Policies that support strategy 3:**

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.
- **TR-11:** Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Leverage the use of the Bellevue-Kirkland-Redmond regional travel demand model to support transportation planning analysis needs. Evaluate the usefulness of the model to address the planning needs of the city and make recommendations on the role and function of the model for future use, including how it may be supported or supplanted by big data. (Planning) |
| **Action 3B** | Promote the sharing of transportation-related data through an open data portal and APIs to allow third-party developers to create useful transportation apps and services. (TIS, Planning) |



**Strategy 4: Formulate public-private partnerships to implement innovative, ambitious, and scalable pilots that utilize new technologies and help meet the goals of the City of Redmond around transportation safety, efficiency, travel choices, or further citywide sustainability efforts.**

Public/private partnerships traditionally have proven to be a good tool to test new strategies for local governments. These partnerships can provide several benefits such as:

- Provide access to private capital, innovation, and efficiency of technology for governments.
- Provide investment opportunities for the private partner with public sector guarantees for private companies.
- Help to increase mobility, economic growth, jobs, safety, equity and environmental protection as public goals.
- Provide a reasonable return on investment, critical infrastructure, and economic growth as private goals.
- Provide access to additional capital and technical expertise for governments.

Despite the above benefits, there could be some challenges to consider before entering a public-private partnership (PPP). These may include:

- Misalignment of interests. While public entities prioritize social welfare, private firms are profit-driven, which can lead to conflicts. Transparent contracts and regulatory oversight are essential to maintain balance.
- Another significant challenge is risk distribution. If risks are not shared equitably, either party can suffer setbacks.
- Additionally, PPPs may involve complex regulatory and legal landscapes, which can delay projects. Navigating these complexities requires robust governance frameworks, clear legislative guidelines, and efficient dispute resolution mechanisms.

**Redmond 2050 Policies that support strategy 4:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-12:** Implement transportation programs, projects, and services that prevent and mitigate the displacement of communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement.

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility. (Planning, Public Works, TIS) |

### Strategy 5: Leverage technological advancements in support of multimodal travel strategies.

The advance of technology has given travelers many opportunities to make the best choices about how to use the transportation system. However, the simple question of "How do I get from point A to point B in the shortest amount of time?" is not so simple to answer. As shown in the graphic below, people who live, work and recreate in Redmond have many things to consider when determining their best transportation choices. Tools such as Google Maps, ORCA cards, and OneBusAway, a real-time bus tracker application have made using the public bus system simple and responsive. Integrating traveler information through Mobility as a Service (MaaS) technology to support travel on other modes is still relatively new and while they will continue to get better, local governments can support these efforts by providing a regulatory regime that is flexible and making public generated data accessible to the greatest extent possible.

**Redmond 2050 Policies that support strategy 5:**

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Work with partners and vendors to implement integrated Mobility as a Service (MaaS) platforms that combine public transit, ridesharing, bike-sharing, and car-sharing services to promote multimodal transportation and reduce dependency on private vehicles. Work to ensure that these platforms align with the City's goals and guidelines for safety and equity. (Planning) |

### Strategy 6: Adopt regulations for the use of new transportation-supportive technologies in Redmond.

As new technologies emerge it is critical that the City evaluate them to determine how they can advance Redmond's transportation vision and what new regulations may need to be put in place to ensure these technologies offer a net benefit to the Redmond community and any potential negative impacts to people, property or City operations are mitigated. One such case is the advent of managing the use of autonomous vehicles (AVs) in the City, which can include personal delivery devices and drones. Other technologies such as automated traffic enforcement and road usage charges could improve street safety and transit reliability, and create long-term sustainable transportation funding sources as gas tax revenue continues to decline, respectively.

**Redmond 2050 Policies that support strategy 5:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

**Recommended Actions**

| | |
|---|---|
| **Action 6A** | Evaluate new technologies to understand potential positive and negative impacts on Redmond's transportation system, safety, and overall community livability and develop regulations in support of community goals. Join state and national efforts to advocate for local control and regulation of AVs, drones, and other technologies that may adversely impact transportation infrastructure, safety, and community livability. (Planning) |
| **Action 6B** | Investigate and consider adoption of the Seattle/Bellevue Automated Vehicle Strategic Vision Plan to better prepare for the introduction of automated vehicles. (Planning) |
| **Action 2C** | Support efforts to expand the use of automated enforcement to improve safety and transit reliability. |
| **Action 2D** | Keep apprised of and support efforts at the State and County levels to explore road usage charges. |

# MONITORING PROGRESS

Transportation Master Plan

## INTRODUCTION

Performance monitoring and reporting is the regular measurement, analysis, and reporting of the results of projects, programs, and policies. It is an integral part of the City of Redmond's approach to delivering the Transportation Master Plan (TMP), and offers several benefits for the City and stakeholders:

**Direction:** Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP. If they are not, the process gives decision makers the information they need to change course.

**Accountability:** Community members can judge how well the City of Redmond is delivering public services and whether those services are creating value for the public. Additionally, the City can use performance measurement data to improve efficiency within departments.

**Motivation:** Seeing progress toward goals can energize staff, decision makers, and the public. Communication: The results of a performance measurement system can form the basis of a discussion among community stakeholders, and elected officials about the progress toward achieving the community's vision for Redmond.

**Funding:** Performance measurement reveals relative return on investment for the efforts the City makes to improve its transportation system and where the City may want to adjust its level of investment.

## DASHBOARD MEASURES

The strategies and actions identified in the TMP are all aimed at achieving a more resilient, equitable, and sustainable transportation system. Seven performance measures have been identified to track progress towards these aims. These are referred to as the "dashboard" measures:

1. Network Completion
2. Mode Share
3. Vehicle Ownership Rates
4. Vehicle Miles Traveled (VMT)
5. Transit Ridership
6. Safety
7. Street and Sidewalk Condition

These seven measures are central to the evaluation of the progress of the TMP and will be highlighted in the City's data dashboard.

Other transportation- and land use-related performance measures that will help track progress toward reductions greenhouse gas emissions identified in the Environmental Sustainability Action Plan, including electric vehicle ownership, commute distance, and jobs:housing ratio.

## NETWORK COMPLETION

The TMP identifies two modal networks: bicycle and pedestrian. The networks are intended to highlight active transportation routes that connect major local and regional destinations. The networks also help the City allocate limited street space, and in some cases, they establish design standards and service levels to ensure adequate mobility for active modes.

Progress toward the completion of these two networks is an indication that the City is successfully delivering the Transportation Facilities Plan (TFP – see Section 14) and implementing the policies contained in the TMP. The network completion measures reflect policies in Redmond 2050 that call for prioritizing walking, biking, and taking transit and TMP strategies focused on improving access to transit and Urban Centers and enhancing safety, particularly for active modes. It also indicates progress toward implementing the City's Complete Streets policy, which requires that projects accommodate active transportation users.

### PERFORMANCE MEASURES

- Network completion is expressed as the percent of each modal network that is considered complete, by length.
- Bicycle network completion is defined as percent of planned low stress bicycle network completed in (i) spine, and (ii) neighborhood networks.
- Two measures are included in the pedestrian network completion, (i) percent of arterials that have sidewalks on both sides, and (ii) number of planned low-stress crossings complete.

## MODE SHARE

Redmond's street network can be considered a limited resource as it is constrained by development and environmental features, and the amount of financial resources the City is willing or able to dedicate to its expansion. Today, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. While drive-alone trips can be convenient, they are an inefficient way to use this limited resource, and they contribute disproportionately to congestion. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV when this makes sense and, in doing so, can prevent congestion and its many negative impacts.

Mode share is an indicator of how well the City and other agencies have provided attractive transportation choices for the public, and whether Redmond's urban centers are successfully accommodating the increase in travel demand that accompanies growth. But, like transit ridership, non-SOV mode share is influenced by external factors, and the City's influence on this measure is limited.

### PERFORMANCE MEASURES

- Mode share is defined as the percentage of daily trips made by each travel mode (i.e., walking, bicycling, transit, driving alone, and carpooling) within the city. Two measures are monitored, including all trips and commute-only trips.



## VEHICLE OWNERSHIP RATE

Vehicle ownership rate can be an indicator of household income as well as the accessibility and viability of other modes of travel such as walking, biking, and transit. The easier and cheaper (in terms of time and money) it is for people to walk, bike, or take transit, the more households may choose to own fewer or no vehicles. This measure directs the City to improve air quality, reduce traffic congestion, and build a more sustainable and resilient urban environment.

### PERFORMANCE MEASURES

- Vehicle ownership rate is defined as the number of vehicles registered per capita during previous calendar year.

## VEHICLE MILES TRAVELED (VMT)

Tracking VMT helps the City assess the efforts to reduce car dependency and prioritize investments in public transit and active transportation. Reducing VMT in Redmond is necessary to make progress on the goals related to greenhouse gas reduction, safety, and sustainability.

### PERFORMANCE MEASURES

- VMT is a unit to measure the total number of miles made by all motor vehicles in the City on an average weekday during the Fall season. To capture the increase in the population, VMT per capita is reported annually.

## TRANSIT RIDERSHIP

Increasing transit ridership has multiple benefits for the City of Redmond and the region and is a critical component of the City's growth strategy, which directs most additional housing and employment to the Downtown Marymoor, and Overlake urban centers. With proper design and service level standards, transit systems can move large numbers of people quickly and comfortably.

A trend of increasing transit ridership can demonstrate the success of transit access improvements, direct service purchases by the City, and education and encouragement efforts by the City and its partners. It also helps the City monitor transit demand considering changes in service levels and system capacity.

### PERFORMANCE MEASURES

- Transit ridership is measured as average weekday boardings for all (i) bus and (ii) light rail stops within the Redmond city limits, respectively. Vanpools, carpools, and other forms of paratransit are not included. Data is provided by King County Metro and Sound Transit annually.

## SAFETY

Ensuring the safety of all people is a fundamental goal for the City as it builds and maintains the transportation system. Traffic-related injuries and deaths have a variety of causes, including how transportation infrastructure is designed, operated and maintained, as well as the behaviors of the people using the transportation system. The City can create a transportation system that minimizes the risk of crashes occurring and the severity of crashes if and when they do occur. Examples of things the City can do to enhance safety include providing sidewalks and crossing facilities where they are needed, reducing vehicles speed limits and installing traffic calming treatments, and reconfiguring streets and intersections with known safety issues. Safety data will be used to determine whether the City of Redmond is maintaining its strong safety record, particularly among more vulnerable road users such as people walking, biking, and taking transit even while it encourages more people to use these modes of travel.

### PERFORMANCE MEASURES

- Safety considers two measures, (i) the number of total crashes, and (ii) the number of serious injuries and fatalities by mode. The data is collected from WSDOT and Redmond Police Department and is reported annually.

## STREET AND SIDEWALK CONDITION

The transportation system requires constant maintenance to function effectively. The City conducts a wide range of activities to preserve the physical and information technology components of this system, the most costly of which is the preservation of roadway and sidewalk pavement. Deferred pavement maintenance can lead to far more costly repairs once road surfaces become degraded.

Adequate pavement condition is essential to the proper functioning of the roadway network for private travel and for freight operations.

### PERFORMANCE MEASURES

- Street and sidewalk condition is presented as the percent of streets/sidewalks in poor (need immediate maintenance), fair (need maintenance but the segments are still safe to use), and good (no maintenance needed) conditions. Street pavement condition is updated every other year, while sidewalk condition is updated every 3 to 5 years.

# TRANSPORTATION FACILITIES PLAN

Transportation Master Plan

## INTRODUCTION

The Transportation Facilities Plan (TFP) is a long-range financially-constrained plan for capital investments that have been identified to provide a complete and well-maintained transportation system. It is the foundation for Redmond's concurrency program which ensures that public facilities and services are adequate to support new development without decreasing locally-established levels of service. Concurrency is a key goal of the Washington State Growth Management Act (GMA). Each project listed in the TFP has been prioritized into near-, medium-, and longer-term based on how well it supports Redmond 2050.

## REVENUE SOURCES AND FORECAST

Investments in Redmond's transportation system are made using a variety of revenue sources. Each revenue source has been forecasted through 2050. The forecast makes assumptions about basic considerations, such as the state of the economy, whether the City would continue to devote that revenue source to transportation, new revenue sources, and rate changes. The first five years of the TFP revenue forecast are derived from the revenue projections in the 2026-2030 Capital Investment Program (CIP) approved through the Budgeting by Priorities process in 2024. The remaining years (2031-2050) are calculated based on a flat rate (does not include inflation) to match revenue projections.

## OVERVIEW OF REVENUE SOURCES AND ASSUMPTIONS

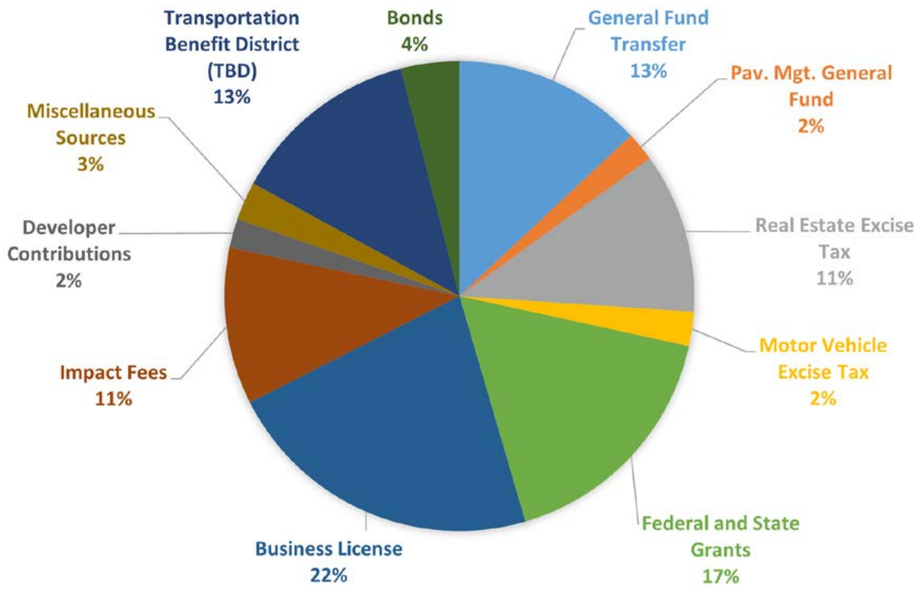
The City's transportation investments are supported by a variety of revenue sources (Table 1) that include:

- City taxes and fees – General funds from property and sales taxes, Business Transportation Tax, transportation impact fees, etc.
- Funds from other governmental agencies – Grants from state and federal transportation agencies, cost participation by other cities in Redmond projects, and transfers of funds pursuant to agreements.
- Developer payments – Funds provided by developers to ensure access and mitigate site-related transportation impacts.
- Miscellaneous – Interest earnings, carry-forward fund balances associated with projects initiated in prior years, intergovernmental transfers, and other funds.

**TABLE 1** | TFP REVENUE FORECAST (2026-2050)

| Revenue Source | Forecast ($M) 2026-2050 | Percent | Description of Source |
|---|---|---|---|
| **General Fund Transfer** | 62.7 | 14% | Council appropriation from City general fund |
| **Pav. Mgt. General Fund** | 7.5 | 2% | Council appropriation from City general fund |
| **Real Estate Excise Tax** | 49.2 | 11% | Tax on property sales in Redmond |
| **Motor Vehicle Excise Tax** | 10.5 | 2% | State transportation funds to Redmond |
| **Other Jurisdictions** | 0.0 | 0% | Cost participation by other agencies in Redmond projects |
| **Federal and State Grants** | 81.4 | 18% | Cost participation grants for specific projects |
| **Business License** | 100.8 | 22% | Employment based tax - Redmond employers |
| **Impact Fees** | 49.2 | 11% | Transportation impact fee cash payments by developers; or construction value by developers |
| **Developer Contributions** | 8.5 | 2% | Value of developer payments or construction for specific projects; not impact fee credited |
| **Miscellaneous Sources** | 12.7 | 3% | Interest earnings, rent, surplus property, revenue for completed projects for concurrency |
| **Transportation Benefit District (TBD)** | 62.6 | 14% | Council approve 1/10th of 1% sales tax earmarked for transportation projects |
| **Bonds** | 17.4 | 4% | Issuance of debt to finance transportation projects |
| | **462.5** | **100%** | |

**FIGURE 1** | FORECASTED TFP REVENUE SOURCES (2026-2050)




Individual revenue sources are described in more detail below:

- **General Fund:** This revenue source is comprised of sales tax, property tax, utility tax, and other licenses and fees. Transportation currently receives approximately 40 percent of the 5 percent General Fund revenues that are transferred to the CIP functional areas (minus development revenues and significant one-time collections). However, one-time monies can be received to support specific transportation capital projects. Forecast Assumption: assumes continuation of City Council appropriation at 40 percent of the 5 percent General Fund transfer to Transportation.
- **Transportation Benefit District (TBD):** Comprised of one tenth of one percent of sale tax collections, used exclusively for funding maintenance and improvements to city streets, public transportation, strategies to maximize safety and traveling choices, parking facilities, and other transportation projects designed to reduced congestion. Forecast Assumptions: assumes a steady increase in sale tax collections over time, while factoring in the rising cost of operational costs covered by the TBD.
- **Pavement Management General Fund Transfer:** By policy, $300,000 per year is transferred from the General Fund to the Pavement Management Program for the preservation of roadway asphalt. Forecast Assumption: assumes General Fund transfer will continue at historical level of $300,000 per year.
- **Real Estate Excise Tax (REET):** REET is a tax on all sales of real estate at a rate of 0.5 percent of the selling price of a property within Redmond city limits. King County collects REET funds for the City and distributes them to the City. REET is restricted to expenditures on capital projects. Transportation currently receives approximately 25 percent of the REET tax. Forecast Assumption: assumes transportation will continue to receive 25 percent of REET collected in the city.

- **Motor Vehicle Fuel Tax (Gas Tax):** In Washington State, cities receive a portion of the state-collected gasoline tax. Gas tax is imposed as a fixed amount per gallon of gas purchased and is dedicated to transportation capital improvements. Forecast Assumption: assumes continuation.
- **Transfers from Other Jurisdictions:** Cost participation from other agencies in Redmond projects. Forecast Assumption: based on historical collections.
- **Business License Fees:** Currently, a $153 fee is assessed per employee to businesses operating in Redmond to support transportation and transportation demand management projects. Forecast based on estimated growth in employment. Business license fees are instrumental in leveraging grants. Forecast Assumption: assumes continuation at rate of $153/FTE (full-time equivalent) and is projected to grow by approximately 1.2 percent per year, commensurate with projected employment growth in the city.
- **Impact Fees:** The City collects impact fees from developers for their impact on the transportation system. Impact fees are dedicated to transportation capital improvements that provide new capacity. The fees cannot pay for existing deficiencies in level of service for the public facilities or normal maintenance and repairs. Impact fee revenue is subject to credits for developer-constructed improvements for capacity projects within the TFP. Impact fee revenue is a blend of developer constructed improvements (credits to impact fees) and cash payments based on land use. Impact fees are instrumental in leveraging grants. Forecast Assumption: assumes a consistent rate of collections; fees per unit could increase over time, but the diminishing availability of land for new developments would negate any potential increases in the forecast.
- **Developer Contributions:** Comprised of cash payments towards specific projects or the value of developer constructed improvements that exceed impact fee credits. Forecast assumption: based on existing developer agreements or known contributions to specific projects. Forecast does not speculate contributions into the future beyond known agreements.
- **Federal and State Grants:** Contributions by a federal or state government to support a particular transportation improvement. Each grant has specific rules and guidelines about what type of projects they will fund. Grants generally require a funding match that the City must contribute towards the cost of the project. If a project uses federal funds the level of analysis, documentation, outreach, and commitment is generally more detailed or stringent. Forecast assumption: grants that have been awarded are included in the first six years. Future grant revenue forecast is conservative.
- **Bonds:** Comprised of long-term debt instruments issued to raise funds for building or improving infrastructure. Forecast Assumptions: assumes sporadic use in the issuance of bonds to fund major transportation projects.
- **Miscellaneous Sources:** Comprised of interest earnings on cash balances in the transportation fund, rental income, surplus property sales, other miscellaneous sources, and carryforward fund balances associated with projects initiated in prior years. Forecast Assumptions: assumes a consistent rate of sources. Miscellaneous sources are hard to predict and demonstrate limited growth over time.



## OVERVIEW OF FORECAST AND GROWTH ASSUMPTIONS – 2026-2050

**Forecast Assumptions**

- Forecasts flat to moderate growth in revenues that reflect a conservatively growing economy.
- The forecast does not include any increases to rates or new sources of revenue.
- Revenues and project costs also include the portion of CIP-funded projects that have occurred prior to 2026 and are continuing into the 2026-2050 timeframe.
- Ensures debt obligations are paid from existing revenues.

## DEVELOPMENT OF THE TRANSPORTATION FACILITIES PLAN

The TFP is part of the overall City of Redmond Capital Investment Strategy (CIS) or "Vision Blueprint", which is a comprehensive listing of all public infrastructure projects needed and funded through 2050. Transportation is the largest of the individually funded capital plans and integral to coordinating with the other capital projects within the city, particularly with utility projects, stormwater improvements, and parks and trails. Transportation tends to provide a framework for how to consider the design and timing of many other City capital projects so all of the City infrastructure can be integrally designed and provided in the most efficient manner possible.

The prioritization of specific transportation projects includes those expected to make meaningful progress towards advancing the City vision for transportation. Individually, all capital improvements in the TFP are closely aligned with Redmond 2050's five overarching strategies: Organize around light rail, maintain transportation infrastructure, improve travel choices and mobility, create a safe transportation system, enhance freight and service mobility.

The TFP is balanced across travel modes. Figure 1 indicates that the City of Redmond continues to focus on multimodal improvements to provide travel choices and mobility while making significant strides to complete infrastructure for pedestrians and bicyclists. Vehicular capacity improvements at critical locations are included to relieve congestion and support freight mobility. While the City does not control transit service it can enhance street design and operations to improve transit speed and reliability, which represents 2% of the TFP.  The TFP is also balanced across urban centers and neighborhoods. Approximately 13% of all TFP projects are located in neighborhoods outside of urban centers (Figure 2).

**FIGURE 1** | INVESTMENT BY MODE

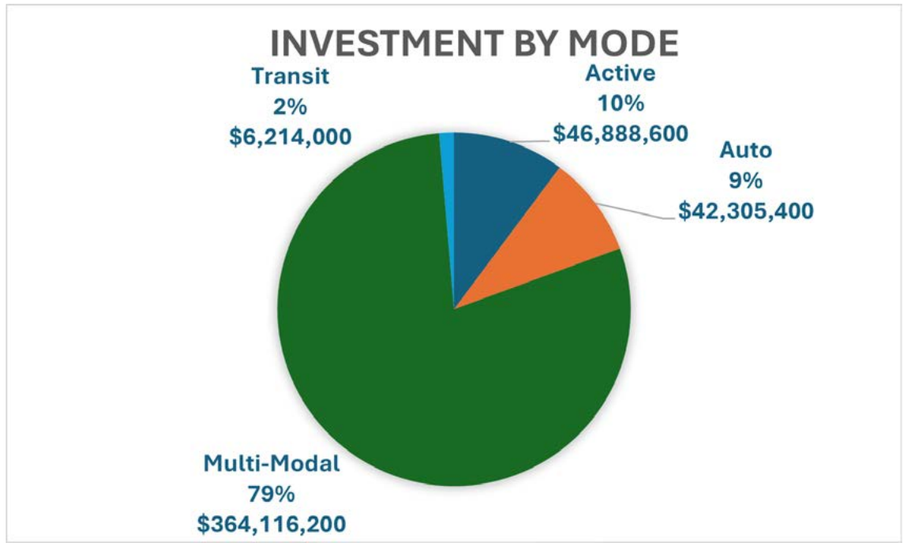



**FIGURE 2** | INVESTMENT BY NEIGHBORHOOD

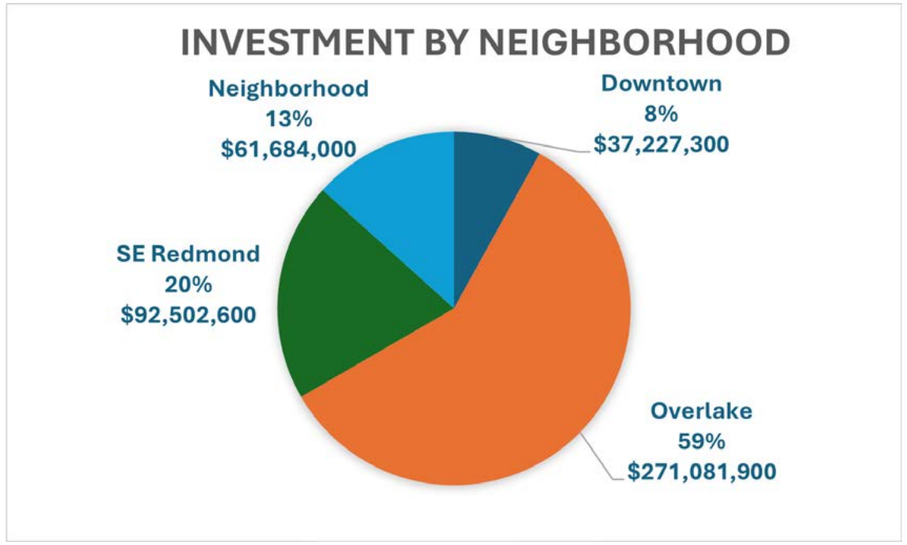



**TABLE 2** | DOWNTOWN

| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | Significant Support for These Strategies | |
|---|---|---|---|---|---|---|---|---|---|---|
| 119 | Avondale Way Extension | Redmond Way | NE 76th St | Construct a new north/south connection between Redmond Way and NE 76th Street. Improvements include one lane in each direction, sidewalks, bicycle lanes, utilities, street lights, trees, signs, and stormwater treatments. | $12,445,300 | Downtown | Near Term | Transportation Master Plan | 1 | 3 |
| 371 | Redmond Way Widening | 168th Ave NE | 168th Ave NE | Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements | $13,240,000 | Downtown | Medium Term | Downtown East-West Corridor Study | 3 | 5 |
| 170 | 158th Ave NE Extension | Redmond Way | NE 83rd St | Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements. | $13,240,000 | Downtown | Long Term | Transportation Master Plan | 3 | 5 |
| | | | | | $37,227,300.00 | | | | | |

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

## TABLE 3 | OVERLAKE

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 310 | Lumiere - NE 24th to NE 26th | NE 24th St | Hopper St | Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $13,338,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 311 | DaVinci - NE 27th to NE 28th | Hopper St | Shen St | Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail. | $9,776,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 312 | DaVinci - NE 24th to NE 26th | NE 24th St | Hopper St | Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane,parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail. | $22,484,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 313 | Hopper Street | 152nd Ave NE | DaVinci | Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $19,742,000 | Near Term | Overlake Master Plan | 1 3 4 5 |
| 314 | Turing Street | NE 27th St | 152nd Ave NE | Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $34,830,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 315 | Shen Street | Hopper St | 152nd Ave NE | Construct new street: Shen Street from Hooper Street to 152nd Avenue NE. | $10,750,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 502 | 24th St Multimodal Imp from 148 to Bel-Red | 148th Ave NE | Bel-Red Rd | Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan. | $9,560,000 | Medium Term | Transportation Master Plan | 1 3 4 |
| 288 | 151st Ave NE South-Da-Vinci | NE 20th St | NE 24th St | Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study. | $9,923,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 289 | NE 22nd St, West | 148th Ave NE | 152nd Ave NE | Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan. | $20,950,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 290 | NE 22nd St, East | 152nd Ave NE | Bel-Red Rd | Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan. | $8,270,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 1150 | Lumiere Ave | NE 20th St | NE 24th St | Lumiere Ave from NE 20th St to NE 24th St | $31,425,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 56.01 | NE 40th St Shared Use Path - West | 148th Ave NE | SR 520 | Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail | $9,483,500 | Near Term | Transportation Master Plan | 1 3 4 5 |
| 47.01 | 152nd Ave NE Main Stree-et North | 2600 Crossing | NE 31st St | Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities | $10,907,200 | Near Term | Overlake Master Plan | 1 3 4 |
| 62.01 | NE 40th St Improvements | 163rd Ave NE | WLSP | Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway | $7,107,000 | Near Term | Overlake Master Plan | 1 3 4 |
| 49 | 152nd Ave NE Main Street South of 24th | NE 24th | NE 20th St | Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, utilities and signalized intersection at DaVinci and 152nd Ave NE.. | $11,005,300 | Medium Term | Overlake Master Plan | 1 3 4 |
| 51.01 | 156th Ave NE Shared Use Path | NE 40th St | NE 51st St | Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street | $9,306,100 | Near Term | Transportation Master Plan | 1 3 4 5 |
| 1151 | NE Koll Drive | 152nd Ave NE | DaVinci | NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible | $3,521,000 | Near Term | Overlake Village South Infrastructure Planning Report | 1 3 4 |
| 66.01 | 51st St Shared Use Path | 148th Ave | SR 520 | Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520. | $3,015,000 | Medium Term | Transportation Master Plan | 3 4 |
| 389 | West Lake Sammamish Parkway Roundabout | West Lake Sammamish Parkway | | Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road | $8,720,800 | Near Term | Overlake Residential Area Neighborhood Plan | 4 |
| 172 | 150th Ave NE Bicycle Lane Completion | NE 51st St | NE 40th St | Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway to west and build retaining walls. | $2,972,000 | Near Term | Transportation Master Plan | 3 4 |

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 10 | SR 520 Trail Grade Separation at NE 51st St | 520 Trail | | Grade separate the 520 Trail at NE 51st Street. | $8,417,000 | Long Term | Overlake Residential Area Neighborhood Plan | 3 4 |
| 31 | 148th Ave NE and NE 51st St Right Turn Lanes | 520 Trail | 148th Ave NE | Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE. | $2,883,000 | Long Term | Overlake Master Plan | 5 |
| 46 | 150th Ave NE & NE 51st St Signal | NE 51st St | | Add north leg to intersection of 150th Ave and 51st St and signalize this intersection. | $2,696,000 | Long Term | Overlake Master Plan | |
| | | | | | **$271,081,900** | | | |

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility



## TABLE 4 | SE REDMOND & MARYMOOR

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 378 | 173rd Ave NE Connection | NE 67th St | NE 70th St | Construct collector arterial (see RZC Appendix 8AA). | $6,243,900 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 392 | NE 70th St Retrofit | 173rd Ave NE | Redmond Way | Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE | $6,580,000 | Near Term | Greater SE Redmond Area Transportation Study | 1 3 4 |
| 360 | NE 70th Street Extension Phase 2 Construction | Redmond Way | 180th Ave NE | Construct a new street connection up to City standards on NE 70th Street between 180th Avenue NE and Redmond Way, consider transit only street. | $4,800,000 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 382 | 176th Ave NE Retrofit-LW Tech Segment | 6600 BLK | NE 65th St | Widen Roadway Per Appendix 8A | $2,159,200 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 384 | NE 65th St Retrofit | Marymoor Park boundary | East Lake Sammamish Parkway | Retrofit collector arterial (see RZC Appendix 8A) | $18,731,700 | Long Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 386 | NE 67th St Retrofit | 173rd Ave NE | 176th Ave NE | Retrofit collector arterial (see RZC Appendix 8A) | $12,487,800 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 404 | 176th Ave NE Retrofit-67th Segment | 6600 BLK | NE 67th St | Widen Roadway Per Appendix 8A | $1,079,600 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 405 | 176th Ave NE Retrofit-Middle Segment | NE 67th Ct | NE 69th Ct | Widen Roadway Per Appendix 8A | $3,160,400 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 406 | 176th Ave NE Retrofit- North Segment | NE 69th Ct | NE 70th St | Widen Roadway Per Appendix 8A | $2,750,700 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 90 | NE 76th St Widening 178th to 185th | 178th Pl NE | 185th Ave NE | Widen roadway to include a 12' center turn lane, two 12' travel lanes and two 5.5' bike lanes and 6' sidewalks on both sides of roadway. Coordinate with 91. | $3,473,000 | Long Term | NE 76th St Corridor Study | 4 5 |
| 88 | NE 76th St Widening 520 to 178th Pl | EB 520 Ramp | 178th Pl NE | Widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities. | $6,145,000 | Long Term | NE 76th St Corridor Study | 4 5 |

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| | 188th Multi-modal Path | Union Hill Road | NE 70th St | Construct a multi-modal path way on the east side of 188th Ave from Union Hill Road to NE 70th Street | $3,270,000 | Near Term | Transportation Master Plan | 1 3 4 |
| | NE 77th Street | 188th Ave NE | | Construct new street with curb/ gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE | $4,214,000 | Near Term | Transportation Master Plan | 3 5 |
| | NE 72nd Street | 188th Ave NE | | Construct new street with curb/gut-ter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE | $2,107,000 | Near Term | Transportation Master Plan | 3 5 |
| | 188th Ave Intersection Improvements | NE 70th St | NE 77th St | Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals | $6,198,100 | Near Term | Transportation Master Plan | 3 4 5 |
| | 187th Ave Widening | Redmond Way | East Lake Sam-mamish Parkway | Widen 187th Ave NE from Redmond Way to East Lake Sammamish Park-way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, and storm drainage. | $1,897,200 | Medium Term | Transportation Master Plan | 1 3 4 |
| | | | | | **$92,502,600** | | | |

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility



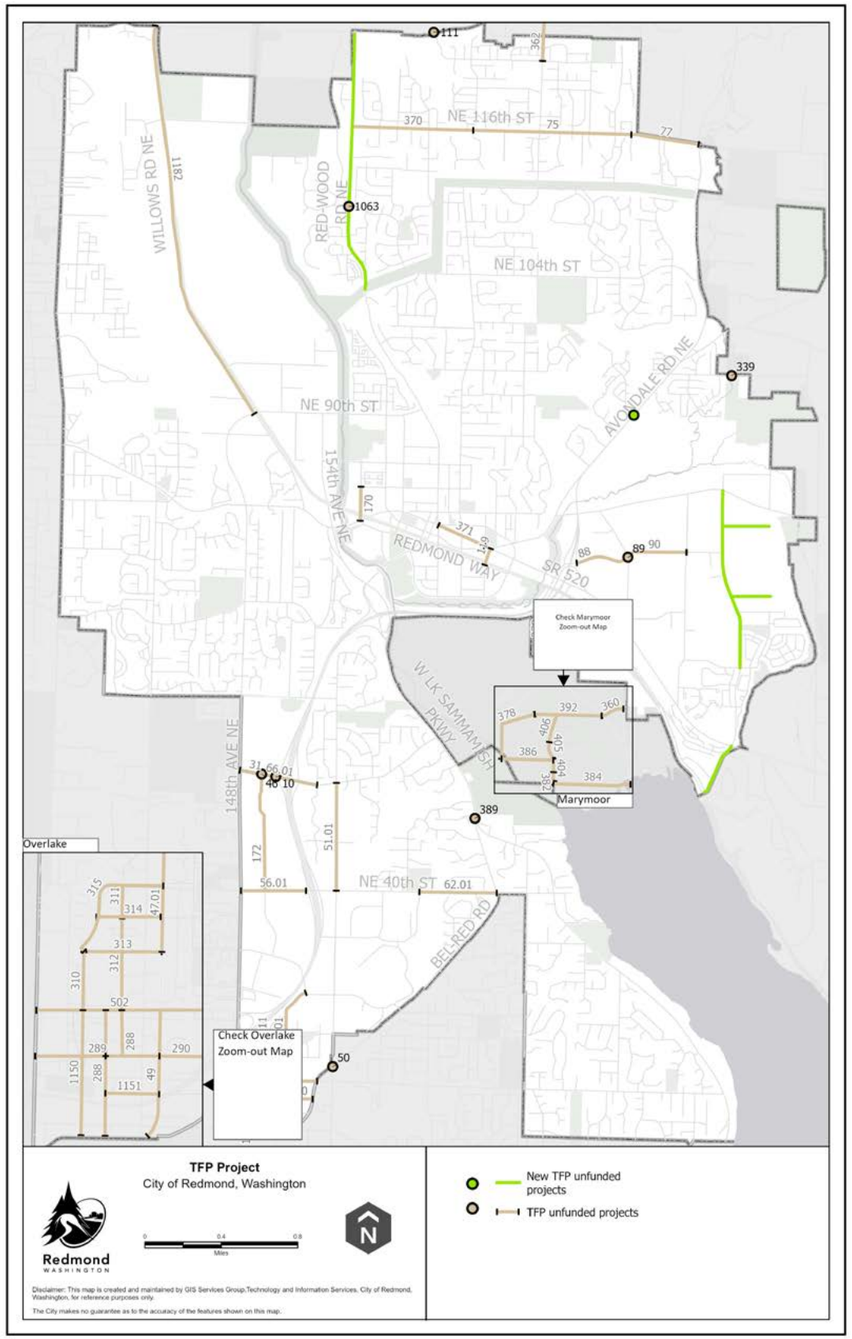
## TABLE 5 | NEIGHBORHOOD

| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|---|
| 339 | NE 95 St. Bridge Replace-ment | NE 95th St | | NE 95th Street Bridge Replacement. Consider bridge only for walking and biking. | $884,000 | Bear Creek | Near Term | Bear Creek Neighborhood Plan | 3 4 |
| | Avondale Road and 180th Ave Reconfi-guration | Avondale Road | 183rd Ave | Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE. | $4,681,500 | Bear Creek | Long Term | Transportation Master Plan | 3 4 |
| 1063 | Red-Wood Rd and NE 109th St Improve-ments | Red-Wood Rd | | North-Souths Corridors Study: This project would reconfigure the eastbound and westbound approaches to provide a dedicated left-turn lane and a shared through/ right-lane. This would be paired with removal of the split phasing at the intersection and extension of the westbound bicycle lane through the intersection. | $1,456,000 | Education Hill | Medium Term | North-South Corridor Study | 3 4 |
| 75 | NE 116th St Widening Segment II | 167th PL | 179th PL | Widen NE 116th St from 176th Ave to 178th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition. | $10,665,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |
| 77 | NE 116th St Segment III | 179th PL | Avon-dale Rd | NE 116th St Segment III. Location: NE 116th Street (East End) from 179th Avenue NE to Avondale Rd. Description: Widen remaining sections of NE 116th St from 179th Avenue to Avondale Road. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition. | $22,825,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |
| 370 | NE 116th St Widening Segment I, Phase II | Red-Wood Rd | 167th Pl NE | Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way, and easement acquisition. Improvements coordinate with project # 356: the construction of a roundabout at NE 116th Street and 162nd Avenue NE. Phase I is project ID # 76. | $6,856,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |

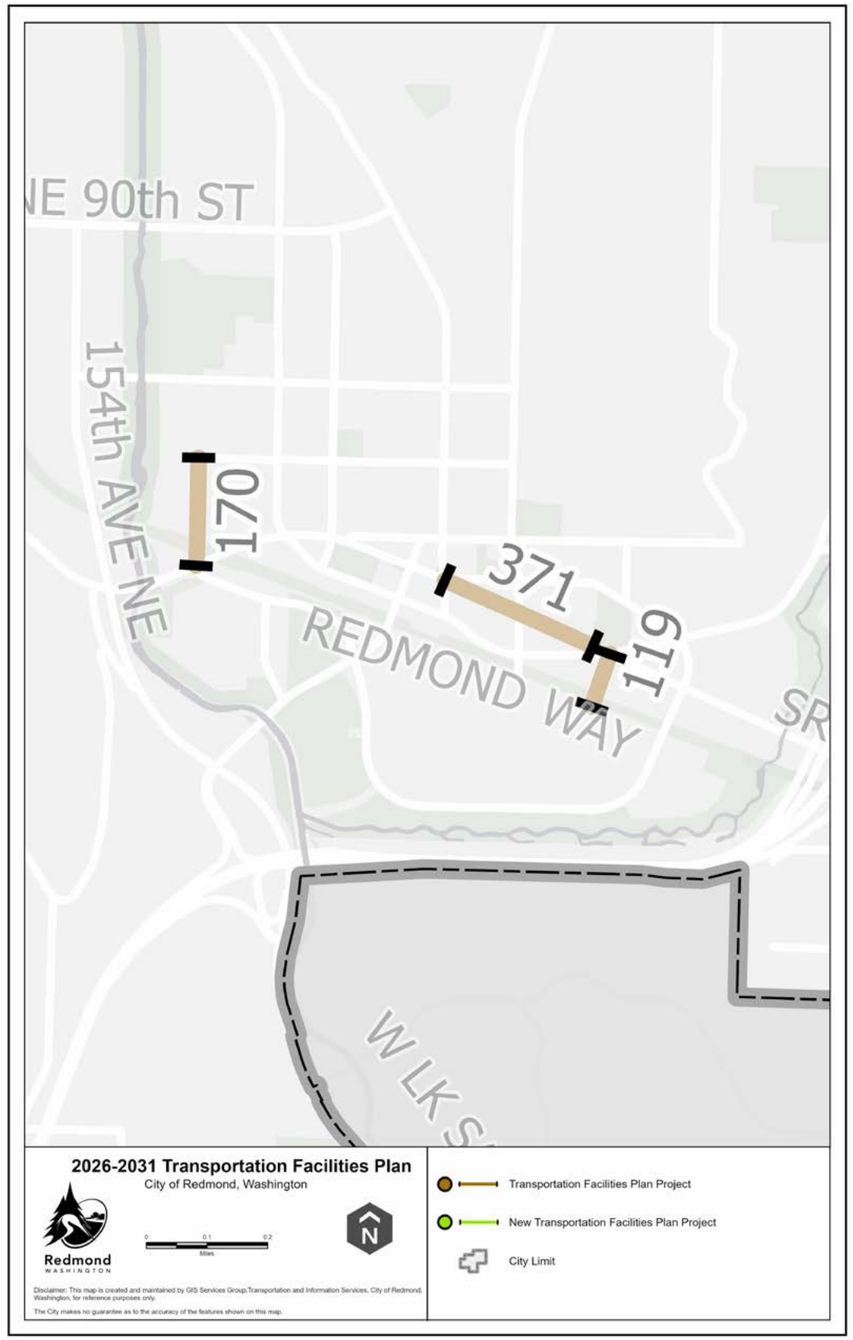
| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|---|---|
| 111 | 124th St and 162nd Pl Inter-section Improve-ments | 162nd Pl NE | | Construct a new traffic signal at 124th Ave NE and 162nd Pl NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Pl for sight distance. Expected to meet signal warrant with pending development, Alternatively, build roundabout. Just outside City limits. | $4,950,000 | North Redmond | Medium Term | North-South Corridor Study | | 3 4 |
| 362 | 172nd Ave NE Extension | NE 124th St | NE 128th St | 172nd Ave NE gate opening at NE 124th St and associated improvements (#122) | $1,450,000 | North Redmond | Medium Term | North-South Corridor Study | | 4 |
| | Redmond Woodin-ville Road Widening | Powerline Trail | NE 124th St | Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street. Improvements include 1 through lane in each direction, left turn lanes at specific intersections, access management, separated bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding. | $6,502,900 | North Redmond | Long Term | North-South Corridor Study | 1 | 3 4 |
| 1182 | Willows North Bus Lane | 90th Street | 124th Street | Add northbound bus only or HOV only lane. Replaces one general purpose lane south of 9900 Block and replaces bike lanes from 9900 Block to 124th Street - cannot remove bike lanes until Redmond Central Connector complete providing new, more comfortable bike facility. | $1,414,000 | Willows-Rose Hill | Near Term | North-South Corridor Study | 1 | 3 4 |
| | | | | | **$61,684,400** | | | | | |

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

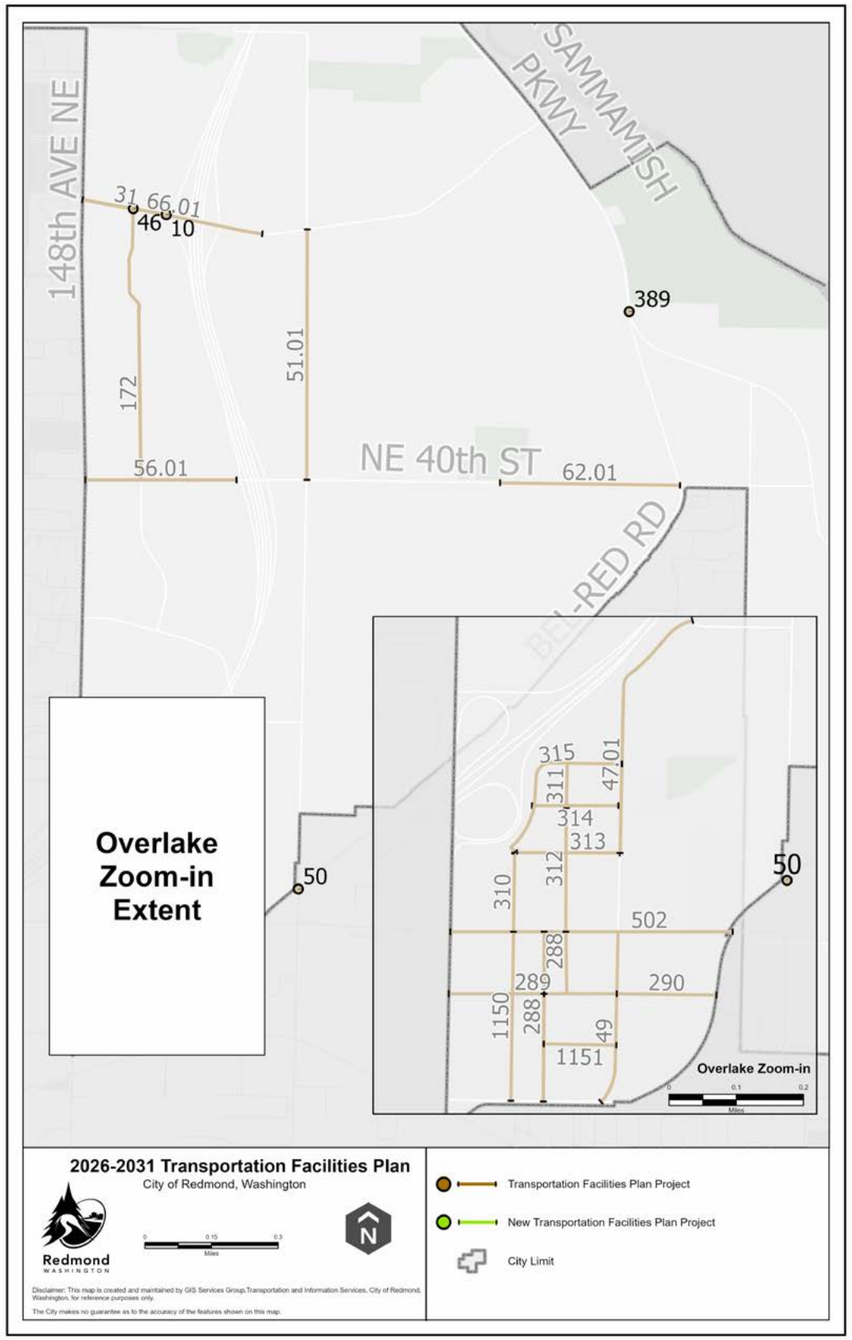
## MAP 1 | 2026-2031 TFP PROJECTS CITYWIDE



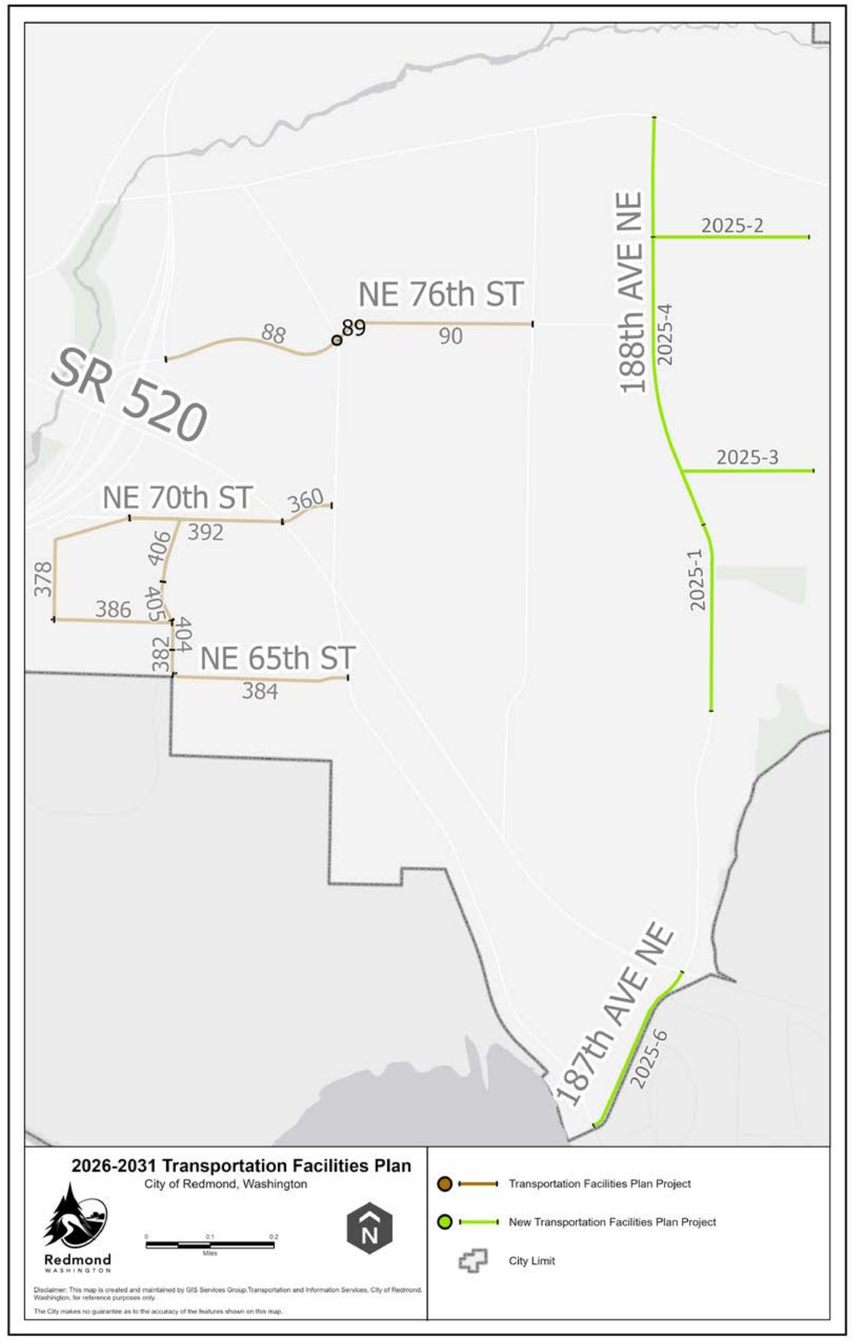
**MAP 2** | 2026-2031 TFP PROJECTS - DOWNTOWN



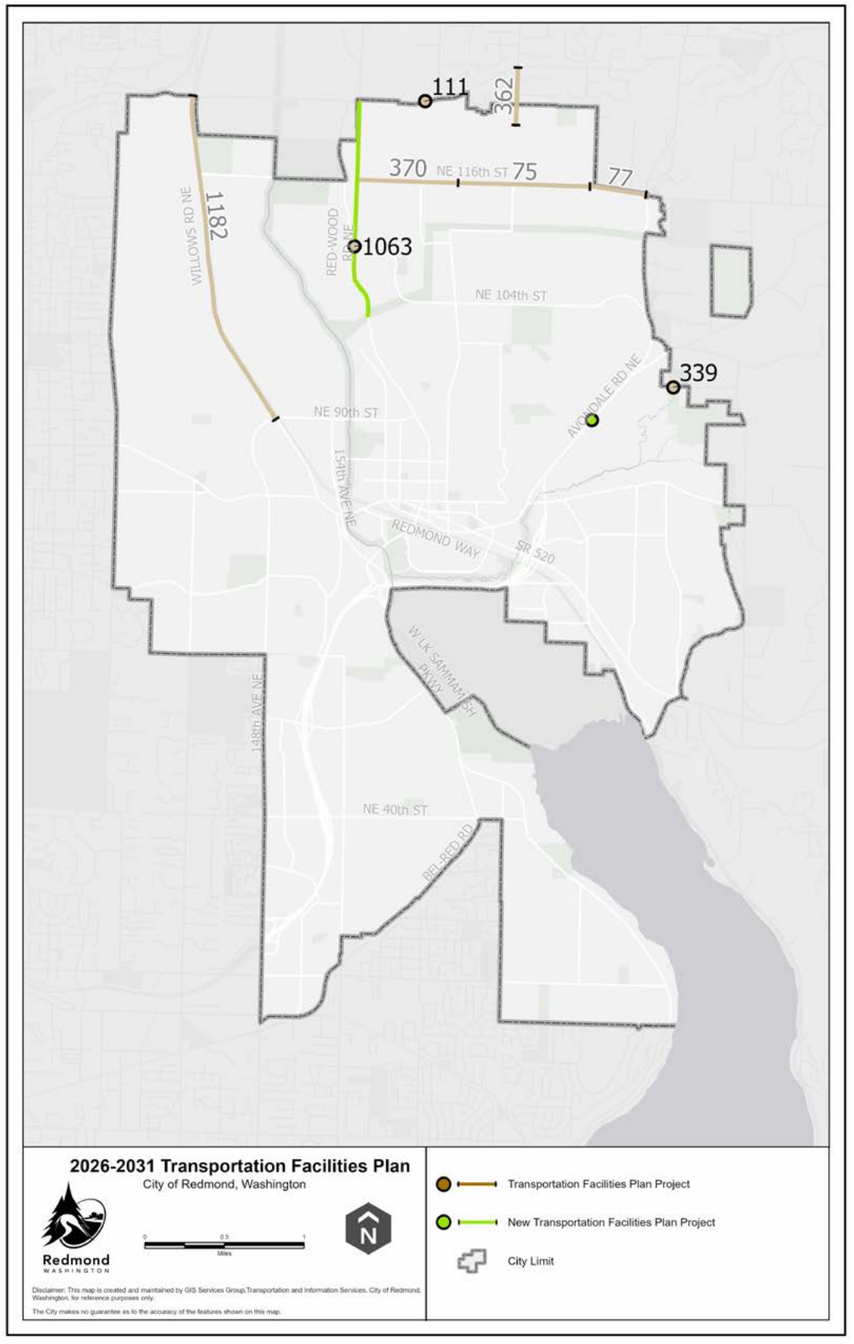

**MAP 3** | 2026-2031 TFP PROJECTS - OVERLAKE



**MAP 4** | 2026-2031 TFP PROJECTS - SE REDMOND/MARYMOOR




**MAP 5** | 2026-2031 TFP PROJECTS - NEIGHBORHOODS



# APPENDICES

Transportation Master Plan



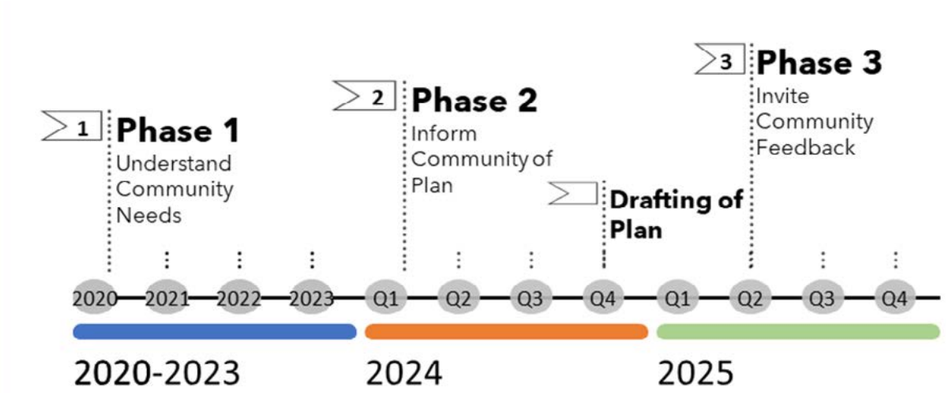
# COMMUNITY ENGAGEMENT SUMMARY

The City of Redmond's Transportation Master Plan (TMP) identifies strategies and actions for implementing the transportation vision and policies in Redmond 2050. It shapes the way the City plans and invests in the transportation system and how people get around Redmond.

## COMMUNITY ENGAGEMENT GOAL

The City engaged the Redmond community throughout the TMP development process to accurately understand community needs and desires and ensure these are reflected in strategies and modal networkrecommendations. This includes talking with community members to better understand their needs, explaining the TMP creation process, and allowing for community feedback prior to adoption of the plan.

## TIMELINE FOR COMMUNITY ENGAGEMENT




TMP Community Engagement Timeline

## Phase 1: Understand Community Needs

The first phase of community engagement took place from 2020-2023 and was focused on understanding the needs of the community regarding transportation in Redmond. This engagement took place through a variety of methods, including the Redmond 2050 plan outreach. The Redmond 2050 engagement process resulted in hundreds of interactions with community members. Specific to transportation questions were asked about community members' mobility needs and what they would like to see more of to improve their daily transportation experience. This feedback resulted in the formulation of the transportation vision and policies in the Transportation Element of the Redmond 2050 Comprehensive Plan. The Transportation Element of Redmond 2050 serves as the foundation for the TMP. TMP specific engagement also took place through the Capital Projects Ideas mapping activity (Spring 2020), Routes to Rails project (Spring 2023), and Derby Days questionnaire (2023). More information about these projects can be found at Transportation Master Plan Engagement | Redmond, WA

### Phase 1 Engagement Activities

- **Spring 2020: Capital Projects Mapping Activity**
  - Understand community transportation needs as part of Redmond 2050 outreach. The City provided an interactive online map to solicit community ideas for where the City can improve transportation and mobility.
  - Approximately 107 community interactions
- **Spring 2023: Routes to Rails Engagement**
  - Gather feedback via an online questionnaire to develop transportation safety improvements, including wayfinding signage at the Heron Rookery Trail and traffic calming measures at the 161st Avenue NE/Bear Creek Parkway intersection, as well as implementing an additional pedestrian crossing at the 166th Avenue NE/NE 79th Street intersection.
  - Approximately 108 community interactions
- **July 15, 2023: 2023 Derby Days**
  - Gather feedback on challenging locations for transportation and multimodal access.
  - Approximately 500 community interactions
- **August 26, 2023: 2023 Open Streets Festival**
  - Understand community transportation needs and multimodal access challenges at future light rail station locations
  - Approximately 300 community interactions

## Phase 2: Inform Community of Plan and Gather Feedback

The second phase of community engagement took place from April 2024 – August 2024 and is focused on informing the community about the TMP creation process and how they can stay involved. This includes staff being present at a variety of community events with materials to inform the community that TMP development is still underway and ensuring them that transportation is a priority for the City. This also includes sharing how the community can stay involved during the TMP development process, including through attending City Council and Planning Commission meetings, as well as participating in the Redmond Pedestrian and Bicycle Advisory Committee. This phase may also include a small degree of seeking feedback on specific strategies to be included in the TMP.



### Phase 2 Engagement Activities

- **March 11, 2024 – April 26, 2024: City of Redmond Parking Questionnaire**
  - Understand the impact of current parking restrictions on residents and visitors of Redmond's Downtown, Overlake, and Southeast Redmond neighborhoods.
  - Approximately 140 community interactions
- **April 17, 2024: Microsoft Transportation Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Approximately 85 community interactions
- **April 27, 2024: Sound Transit 2 Line Opening**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Over 1,000 community interactions
- **May 11, 2024: Community Road Safety Assessment**
  - Get community feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP (and Safety Action Plan).
  - Approximately 35 community interactions
- **May 13, 2024: Redmond Pedestrian and Bicycle Advisory Committee Transit Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process, strengthen community accessibility to Move Redmond, Sound Transit, Metro, and Hopelink.
  - Approximately 30 community interactions
- **May 15, 2024: City of Redmond Staff Sustainability Fair**
  - Share resources for accessing bicycle facilities, transit facilities, and multimodal transportation resources
  - Approximately 100 community interactions
- **May 17, 2024: Bike Everywhere Day**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 100 community interactions
- **May 22, 2024 and June 5, 2024: Road Safety Assessment**
  - Get staff feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP and Safer Streets Action Plan.
  - Approximately 20 community interactions
- **June 22, 2024: Open Streets Festival (Overlake)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 130 community interactions

- **July 13, 2024: 2024 Derby Days Festival**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 754 community interactions
- **August 17, 2024: Open Streets Festival (Downtown)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 300 community interactions
- **Fall 2024: City of Redmond Parking Questionnaire**
  - Gather feedback to understanding opportunities and challenges for implementing parking management strategies in Redmond's urban centers
  - Approximately 100 community interactions
- **November 2024: Fall 2024 Redmond Schools Parent/Guardian Transportation Questionnaire**
  - Gather community feedback from Redmond families to understand how students travel to and from schools and support transportation safety improvements
  - Approximately 133 community interactions
- **December 2024: Electric Vehicle Ready Community Questionnaire**
  - Gather feedback to understand what Redmond residents and visitors need for electric vehicles and charging resources
  - Approximately 149 community interactions
- **December 2024: Pedestrian and Bicycle Advisory Committee Meeting**
  - Gather feedback and share initial ideas for the Bicycle Strategy of the Transportation Master Plan
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan
  - Approximately 24 community interactions

## Phase 3: Invite Community Feedback and Share Results

The third and final phase of community engagement for the Redmond TMP took place from May-July 2025 and focused on sharing the draft TMP with the community and getting their feedback. This was a chance for staff to share with community members what types of strategies and actions were being proposed and how they relate to the feedback and needs identified in the initial two phases of engagement. Activities during this phase of engagement focused on informing people how to access and review the TMP and demonstrating how strategies will help achieve transportation targets set by the City. Engagement also included education for the community regarding how the TMP funnels into other plans and City initiatives.

**Phase 3 Engagement Activities**

- **January 13, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Transportation Demand Management (TDM) and Transit sections of the TMP
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan
  - Approximately 24 community interactions
- **March 10, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Freight & Goods Delivery section of the TMP
  - Approximately 10 community interactions
- **April 8, 2025: Eastside for All Focus Group #1**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **April 14, 2025: Transit Open House**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program and in partnership with Move Redmond and Hopelink
  - Approximately 30 community interactions
- **April 22, 2025: Eastside for All Focus Group #2**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **April 29, 2025: Eastside for All Focus Group #3**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **May 6, 2025: Eastside for All Focus Group #4**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **May 10, 2025: Downtown Redmond Link Extension Station Opening Event**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program
  - Approximately 500 community interactions
- **June 9, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Streets Plan and Transit Plan sections of the TMP
  - Approximately 10 community interactions
- **July 14, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Pedestrian Network section of the TMP
  - Approximately 10 community interactions

- **September 8, 2025: Eastside for All Transportation Master Plan Open House**
  - In partnership with Eastside for All, share TMP progress and results from Spring 2025 Focus Groups with Community Business Organizations
  - Approximately 55 community interactions
- **September 29, 2025: Community-wide Transportation Master Plan Open House**
  - Share TMP progress and gather feedback from the community
  - Approximately 17 community interactions

### Key Findings

Throughout outreach and engagement for Redmond 2050 and the Transportation Master Plan, several key themes stood out from a variety of community members. The following represent a summary of the ideas and feedback heard from community members throughout the process:

- More reliable transit is needed in Redmond, especially in residential neighborhoods outside of urban centers.
- More high comfort separated bicycle facilities are needed in Redmond.
- Protected bicycle lanes help bicyclists and drivers feel safer.
- Create or promote intentional transportation education opportunities for specific groups and the community at-large.
- Increase opportunities for transportation information to be shared in multiple languages and in visual formats.
- Partnerships with other community resources, such as Hopelink or the King County Library, are important.
- Increased transit connections between eastside cities would be valuable and appreciated
- Increased bicycle and pedestrian connections to existing transit networks would be valuable and appreciated.
- Emphasize safety and comfort at transit hubs through increased lighting, seating, and restroom access.
- Increase education of existing transit networks and provide easier access to transit resources
- Many sidewalks can be broken or bumpy and provide navigation barriers for those with mobility challenges.
- Redmond needs better and safer sidewalk access through and/or around construction zones
- Providing seating options along common pedestrian routes can make walking a much more pleasant option.
- Limiting right-turns on red for vehicles make intersections safer for pedestrians.
- Redmond needs more safe and secure bicycle storage.
- Clearer signage and more protection for bikes and pedestrians are needed in modal conflict zones such as shared use paths and bus stop facilities.
- Electric vehicle (EV) chargers can be expensive, and are often unavailable at multi-family housing locations.
- Current EV programs are directed towards high-income families. These programs need better access for people of all socioeconomic backgrounds.
- More education about Redmond's micromobility program is needed, including how to use shared e-bikes and e-scooters.
- Parking rules can be confusing, which can lead to increased ticketing.
- Parking restrictions and regulations should be clear and intuitive for all.
- Emergency response and access is an important consideration for all modes of transportation.





APPENDIX B

# MULTIMODAL LEVEL-OF-SERVICE STANDARDS

The Growth Management Act (GMA) (RCW 36.70A) requires that communities establish a level of service (LOS) standard for all locally owned roads and locally or regionally operated transit routes. The GMA gives wide latitude to communities about how to go about establishing LOS standards and does not prescribe any specific methodology. The primary function of establishing an LOS standard is to ensure that the community builds new infrastructure in a way that keeps pace with growth. The GMA amended by HB 1181 in 2023 to ensure that communities adopt LOS standards that focus more on just vehicle travel—in other words, communities must adopt multimodal LOS or MMLOS standards.

In addition to GMA requirements, PSRC's multi-county planning policies also require that communities consider all modes when planning.

## HOW LOS STANDARDS ARE USED

Before identifying MMLOS recommendations for Redmond, it is important to understand how LOS standards can be used by jurisdictions. There are two main ways that LOS standards are used:

- Transportation Concurrency – Transportation concurrency, often simply referred to as concurrency, is a fundamental element of the GMA. When LOS is referred to in the GMA, it is specifically related to transportation concurrency. At its core, the transportation concurrency LOS standard is established within the Transportation or Capital Facilities Element of the Comprehensive Plan to ensure that there is adequate transportation infrastructure in place to serve the planned growth identified in the Land Use Element. As noted earlier, the GMA does not prescribe a specific LOS standard, which is a recognition that communities may have differing expectations of how the transportation system functions and what constitutes a satisfactory LOS.
- Development Review and Permitting – Another area where LOS standards are frequently applied is for development review. In this case, the LOS standard is applied when preparing a transportation impact analysis or environmental impact statement. If the development causes the LOS standard not to be met or worsens an already substandard condition, mitigation can be identified to reduce or eliminate the conditions that caused the LOS standard violation. Permitting requirements can be set to require that LOS standards are met which can include frontage improvements, off-site mitigation, or a fee-in-lieu contribution.

  After the passage of the GMA in 1990, communities generally adopted vehicle LOS standards that were used for both transportation concurrency and development review and permitting. In other words, the same metric and standard were applied to both transportation concurrency and for a transportation impact analysis.

## MMLOS IN REDMOND

Within the transportation planning community, Redmond has long been recognized as a leader in multimodal transportation planning. Specifically, Redmond adopted the first plan-based multimodal transportation concurrency LOS standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond's plan-based concurrency LOS standard.

### Redmond's Transportation Concurrency LOS Standard

Redmond's LOS standard for transportation concurrency is rooted in the city's multimodal Transportation Facilities Plan (TFP). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus on the performance of the vehicle network, Redmond's concurrency standard tracks implementation of the improvements identified in the TFP and requires that the city build new investments ahead of or at-pace with growth identified in the Comprehensive Plan.

A simple way to think of Redmond's transportation concurrency LOS standard is as follows:

- Redmond can accommodate 20 percent of planned growth so long as it has built or committed funding to build 20 percent of the transportation improvements defined in the TMP.

Since the TFP is fundamentally multimodal, Redmond's transportation concurrency LOS standard is also multimodal since it does not focus on building infrastructure solely for vehicles.

## MMLOS ENHANCEMENTS FOR REDMOND

As part of Redmond 2050, Redmond is refining the way that transportation system supply and demand are calculated, shifting from a calculation based on person-miles traveled to a calculation based on person trips. This change is to simplify calculations and align with the proposed changes to Redmond's transportation impact fees, which are used, in part, to fund new transportation infrastructure using a one-time fee paid for by new development.

Of the other TMP performance measures that relate to MMLOS, they each have merit in evaluating the performance of the transportation system and identifying new projects.

- **Connectivity** – this performance measure can help to identify areas of Redmond that are physically proximate, but where the actual travel distance is long. The classic example is of a cul-de-sac neighborhood that might be a few hundred feet from a shopping area, but it might be more than a mile to get to that shopping area because there are no roads, paths, or sidewalks connecting the two. Connectivity is a key measure being explored by WSDOT as the agency looks to adopt MMLOS metrics and standards. This performance measure does not need to be recalculated frequently as it is complex to calculate and does not change unless a new connection is made.



›REDMOND 2050

- **Network Completion** – this is an important measure of how complete the street, active transportation, and transit networks are relative to an "ultimate" build-out condition.
- **Mode Share** – calculating the share of travel by means other than SOV travel is required for regional growth centers by the PSRC multi-county planning policies. This performance metric will be maintained to monitor progress on shifting how people travel through denser land uses and more multimodal connectivity.
- **Vehicular Congestion** – the current metric measured in average seconds of delay per mile is useful for a traffic engineer but may not be understandable to the layperson. This performance measure will be changed for how vehicular congestion is calculated using standard measures from the Highway Capacity Manual for intersection delay or roadway segment delay. Bellevue, for example uses both intersection volume/capacity ratios and HCM roadway segment delay to calculate vehicle delay. It is important to note that it is  not recommend to adopt a vehicular congestion LOS standard, but measuring vehicle congestion as part of a multimodal approach to identifying transportation projects is an important aspect of multimodal transportation planning.
- **Transit Ridership** – given the level of investment in transit in Redmond and surrounding communities. The City's current approach of reporting data from King County Metro and Sound Transit will continue.
- **Safety, Environment, and Street Preservation** – these performance measures are important for the city to track but are less-related to MMLOS.

## LEVEL OF TRAFFIC STRESS FOR MMLOS

One innovation that has occurred since the last TMP update is the idea of the Level of Traffic Stress, or LTS, as an MMLOS performance measure. LTS is similar to vehicle LOS in that it can consider various features of a sidewalk, roadway, bike lane, cycletrack, or trail and calculate how well it accommodates active modes (walking, biking, scooters, wheelchairs, etc.). However, unlike vehicle LOS and earlier active mode LOS calculations, it is not based on how crowded an active mode facility is, rather it is based on how comfortable people are using that facility.

The idea of LTS stems from research in the 1990s from the Mineta Transportation Institute at San Jose State University in California. Initially, the research focused on bicycling and found that many people were uncomfortable bicycling in a vehicle lane on busier streets with higher speeds. In fact, some people were uncomfortable enough to determine that bicycling was not a viable means of travel for them, even though it was permissible under the law. Similar findings were made for bicycle lanes—while they can work well on smaller, slower, lower-volume streets, most people do not feel comfortable bicycling in a bike lane on a high-speed arterial street. This lack of comfort pushes some people who might bike to drive instead. Since the initial work on bicycle LTS, the idea has also spread to pedestrian travel. Similarly, greater separation from fast, high-volume vehicle travel makes walking more comfortable and thus a more viable means of traveling between places. LTS is measured on a scale of 1 to 4, with 1 being the most comfortable and 4 being the least comfortable. Often LTS 1 is referred to as a facility where small children or the elderly would feel completely comfortable traveling and LTS 4 is where people will only travel out of absolute necessity. Keep in mind that it may not always be feasible to achieve LTS 1 when considering impacts to adjacent land uses, the cost to build a facility, or environmental issues. Therefore, cities that have adopted LTS tend to have a range of LTS targets, much like cities sometimes allow for poor vehicle operations in certain areas in consideration of other constraints.

## BICYCLE LEVEL OF TRAFFIC STRESS

The Redmond Bicycle Design Manual provides guidance on bicycle facility selection by analyzing characteristics of the street to determine the appropriate bicycle facility type for that street. Bicycle Level of Traffic Stress (LTS) is a key component that aims to address the needs, skills, and desires of a wide range of bicyclists. Figure 1 shows different levels of comfort with bicycling and the surveyed percentage of the population that falls within them. The "Interested but Concerned" percentage of the population - those who would like to ride a bicycle more but have concerns about their personal safety - is the largest percentage of the population and so is the design user for the facilities and treatments as shown in the manual.

A bicyclist's perception of their personal safety riding on a given street is greatly influenced by their proximity to and interaction with motorized traffic. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

›REDMOND 2050

**FIGURE 1** | BICYCLE FACILITY DESIGN USER PROFILES

**Comfort Typology of Bicyclists**

| Design User Profile | Non-Bicyclist | Interested but Concerned | Somewhat Confident | Highly Confident |
|---|---|---|---|---|
| Bicycling Preferences | Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle. | Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort. | Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be. | Comfortable riding with traffic, will use roads without bike lanes. |
| Percent of Population | 31-37% | 51-56% | 5-9% | 4-7% |

Note: the percentages above reflect only adults who have stated an interest in bicycling.

A bicycle level of traffic stress (LTS) rating from 1 to 4 is used in Redmond's Bicycle Design Manual to classify streets based on how stressful they are for riding a bicycle, with LTS 1 being the least stressful and LTS 4 being the most stressful.

Table 1 shows the LTS rating system created for the City of Redmond's streets. The LTS ratings consider characteristics of the street including posted speed limit and the amount of motor vehicle traffic (Average Annual Daily Traffic, or AADT) as well as characteristics of the bicycle facility on the street.

## TABLE 1 | BICYCLIST LEVEL OF TRAFFIC STRESS ON STREETS IN CITY OF REDMOND

| Roadway Characteristics | | Type of Bicycle Facility | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Posted Speed[1] | AADT | Mixed Traffic | Bicycle Boulevard | Bicycle Lane[2,3] (painted) | Buffered Bike Lane[2,3] (painted >/=2') | Buffered Bike Lane[4] (with vertical elements) | Separated Bike Lane[5] or Sidepath | Shared Use Path |
| < / = 20 | <1500 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 1501-3000 | 2 | 2 | 1 | 1 | 1 | 1 | |
| | 3001-6000 | 2 | n/a | 2 | 2 | 2 | 1 | |
| 25 | <1500 | 1 | 2 | 1 | 1 | 1 | 1 | |
| | 1501-3000 | 2 | 2 | 2 | 1 | 1 | 1 | |
| | 3001-6000 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 6000+ | 3 | n/a | 3 | 2 | 2 | 2 | |
| 30 | <1500 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 1501-3000 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 3001-6000 | 3 | n/a | 2 | 2 | 2 | 1 | |
| | 6000+ | 3 | n/a | 3 | 3 | 3 | 2 | |
| 35 | <1500 | 4 | n/a | 4 | 3 | 2 | 1 | |
| | 1501-3000 | 4 | n/a | 4 | 3 | 2 | 1 | |
| | 3001-6000 | 4 | n/a | 4 | 3 | 3 | 1 | |
| | 6000+ | 4 | n/a | 4 | 3 | 3 | 2 | |
| > / = 40 | Any | 4 | n/a | 4 | 3 | 3 | 2 | |

Notes:

1. Table assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2. On-street parking adjacent to the bicycle facility increases the level of traffic stress.
3. Number of driveways and volume of turning motor vehicles increase the level of traffic stress.
4. Buffer includes intermittent vertical elements (precast curbs, flexible posts, etc).
5. Bike lane separated from motor vehicle traffic by a landscape strip, parking, or other robust vertical protection.

Table adapted from: Mekuria, Maaza C.; Furth, Peter G.; Nixon, Hilary (2012) *Low-stress bicycling and network connectivity*: Mineta Transportation Institute. *WSDOT Design Bulletin Designing for Level of Traffic Stress* (2022) and NACTO *Urban Bikeway Design Guide*. Bicycle facility types as defined in the City of Redmond Bicycle Design Manual (2023).



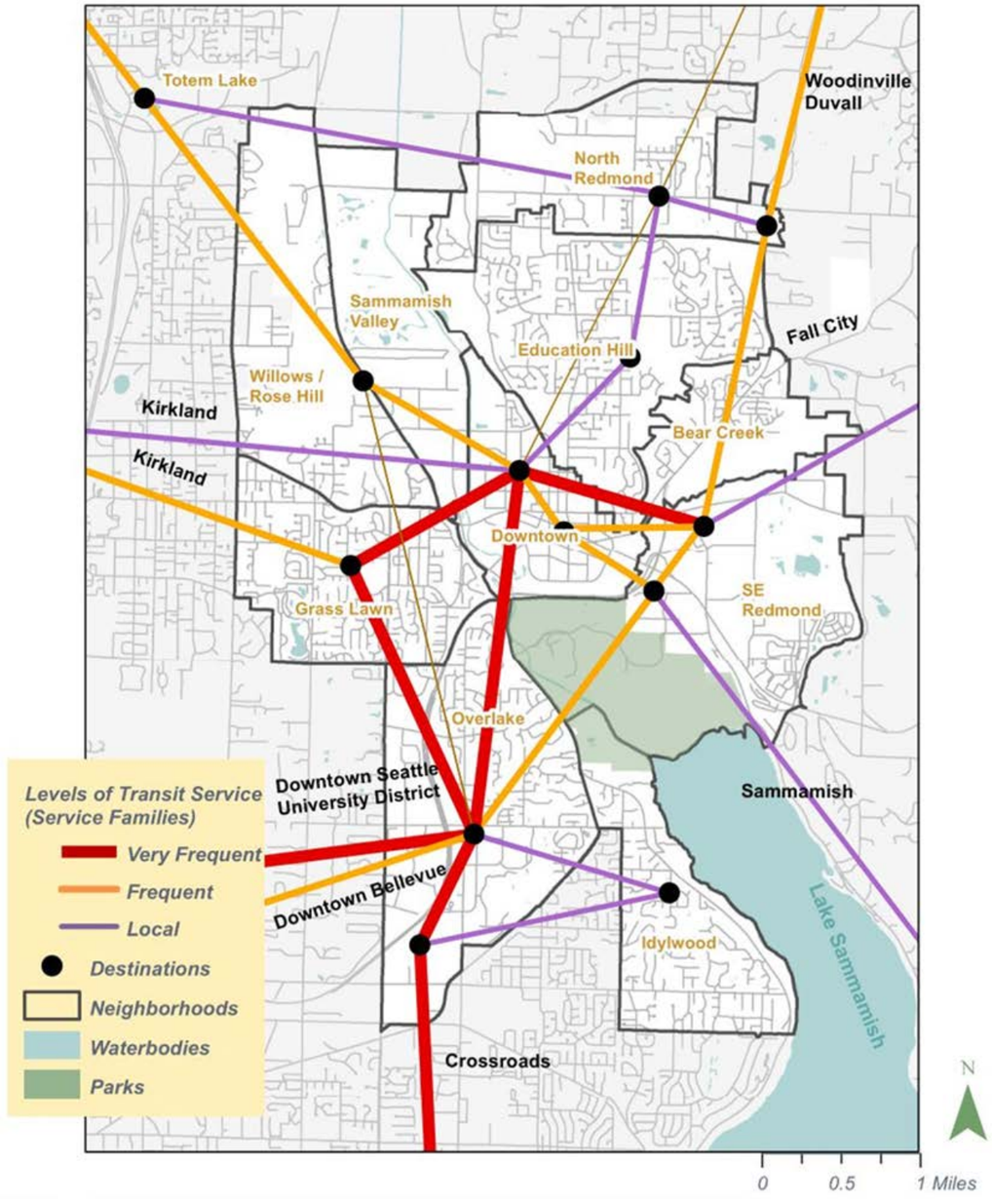
›REDMOND 2050

## TRANSIT LEVEL OF SERVICE STANDARDS AND PRIORITY CONNECTIONS

The priority connections and service standards in the following map identify the most important local and regional connections for Redmond and the levels-of-service needed to meet community needs. The following process was used to develop the priority connections and service standards:

- Identify priority connections between key destinations, including neighborhood centers and major regional destinations, based on travel needs and demand, and desired connections between transit services.
- Apply network design principles, focusing on providing frequent transit service that connects Redmond's centers to the region, and Redmond neighborhoods to centers and the regional transit spine. Each connection is designed to meet a wide variety of user groups and trip purposes, and meet the needs of multiple markets.
- Identify preferred travel paths that represent a balance between travel speed and coverage (access to transit) for Redmond's centers and neighborhoods.
- Set appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day. These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along the corridor.

FIGURE 2








## VEHICLE MILES TRAVELED (VMT)

The HB 1181 (2023) amendments to the GMA require cities to identify actions that cities can take to reduce VMT as part of future Comprehensive Plan updates. In the Redmond 2050 EIS, an analysis was performed on VMT in Redmond. The results are shown in **Table 2.**

TABLE 2 | AVERAGE WEEKDAY VMT, TOTAL AND PER CAPITA

| Existing Condition | | 2050 No Action | | 2050 Preferred Alternative | |
|---|---|---|---|---|---|
| VMT | VMT per Capita | VMT | VMT per Capita | VMT | VMT per Capita |
| 540,500 | 8.7 | 695,200 | 6.9 | 766,490 | 6.6 |

Redmond has established a 50% per-capita VMT reduction target from 2017 levels by 2050. It is anticipated to remain steady at 7,300 miles per person per year without local action. This VMT reduction target is set in consideration of ongoing vehicle electrification strategies and policies at the state and federal and local levels. The VMT reduction targets may need to be revised once WSDOT or PSRC establish state and regional VMT targets in the coming years.

APPENDIX C

# ESTIMATED MULTIMODAL LEVEL-OF-SERVICE IMPACTS TO STATE-OWNED FACILITIES

The Growth Management Act requires that jurisdictions evaluate the impact of planned land use and transportation network changes on state facilities. As part of the Environmental Impact Statement (EIS) for 2050 Redmond Comprehensive Plan update, the City of Redmond performed a multimodal transportation impact analysis across the entire city, including the two state routes that travel through Redmond: SR 202 and SR 520. This memorandum summarizes the findings of the multimodal LOS impacts on these two facilities.

## CONTEXT

SR 202 travels through much of the city as either a Principal or Minor Arterial. It extends from the north city limit at NE 124th Street where it is also known as Redmond-Woodinville Road into Downtown Redmond where the road name changes to 164th Avenue NE. SR 202 then turns east and follows the alignment Redmond Way/Redmond-Fall City Road until it leaves the city just east of 188th Avenue NE.

SR 520 runs as a freeway from the city limit at 148th Avenue NE to its terminus at the intersection of Union Hill Road/Avondale Road.

## IMPACT SUMMARY

Impacts to state owned facilities in Redmond were assessed by comparing the 2050 No Action alternative (which assumes that the current Comprehensive Plan remains unchanged) to the Action Alternatives. The EIS presents the full analysis for all three Action Alternatives, but for brevity, only the Preferred Alternative is presented in this memorandum. The 2019 Existing Conditions data is also presented for context.

Impacts are described quantitatively from the perspective of vehicle traffic operations and qualitatively for active modes and transit. Note that this analysis also considers MMLOS metrics related to Level of Traffic Stress (LTS) described in Appendix B.



FEHR PEERS

### Traffic Operations

Traffic operations were specifically evaluated at two intersections along SR 202 as part of the EIS (intersections are where arterial streets are most constrained and are commonly the basis for traffic operations impact assessments):

- Redmond Way/NE 70th Street
- Redmond Way/East Lake Sammamish Parkway

Freeway operations are evaluated along segments of roadway and two sections of SR 520 were evaluated as part of the EIS:

- West of 148th Avenue NE
- East of West Lake Sammamish Parkway

For simplicity, traffic operations results are converted from a quantitative measurement of traffic flow to a letter grade that describes the degree of congestion during the PM peak hour. LOS A represents a virtually empty road and LOS F indicates heavy congestion where the demand for travel exceeds the capacity of the road. Specific details on the LOS thresholds and quantitative units of measurement are provided in the EIS. WSDOT has set a LOS target of LOS E for SR 202 and LOS D for SR 520. These LOS targets seek to maximize the utilization of the roadway while keeping traffic congestion levels in a range that is typical for a large urban area.

The PM peak hour traffic operations results are summarized in **Table 1.**

**TABLE 1** | STATE OWNED FACILITY LOS

| State Facility | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **SR 202: Redmond Way/ NE 70th Street** | LOS B | LOS D | LOS F |
| **SR 202: Redmond Way/ E Lake Samm Pkwy** | LOS E | LOS F | LOS F |
| **SR 520: West of 148th Ave NE*** | LOS C | LOS D | LOS E |
| **SR 520: East of W Lake Samm Pkwy*** | LOS B | LOS B | LOS B |

Note:
* The peak direction of travel in the PM peak hour is eastbound. The results in this table are for eastbound travel only.

The results in Table 1 show that LOS is expected to degrade, indicating more traffic congestion by 2050 because of growth in Redmond and the region as a whole. The Preferred Alternative shows more LOS degradation at SR 202/Redmond Way/NE 70th Street and SR 520 west of 148th Avenue NE compared to the No Action Alternative. This additional traffic congestion is generally attributable to the fact that the Preferred Alternative has a greater level of population and employment growth compared to the No Action Alternative. As described in the Comprehensive Plan EIS, under the No Action Alternative, Redmond would not be able to accommodate its share of regional population or employment growth, which is inconsistent with regional planning policies and requirements set forth by PSRC.

The higher levels of growth under the Preferred Alternative would result in more traffic congestion, but it is important to consider that the Preferred Alternative has lower per-capita vehicle miles traveled (VMT) and higher non-private vehicle mode share compared to the No Action alternative. In other words, while Redmond would be accommodating more residents and jobs with the Preferred Alternative, the travel would be more efficient from the perspective of fewer people driving and more people waking, rolling, biking, or using transit. Reducing dependance on driving and the environmental impacts of vehicle travel is an important goal of the Comprehensive Plan.

### Transit Ridership

Based on data in the EIS, transit ridership is anticipated to grow between 2019 and 2050, with the highest levels of transit ridership under the Preferred Alternative. Additional people riding transit, particularly light rail, will reduce the impacts on WSDOT facilities; therefore, higher transit ridership is identified as a benefit to state owned facilities. **Table 2** summarizes average weekday transit boardings occurring anywhere in Redmond under the three scenarios.

**TABLE 2** | CITYWIDE TRANSIT RIDERSHIP

| Transit Ridership | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **Average Weekday Boardings** | 11,000 | 26,500 | 28,800 |

### Active Modes

Similar to transit ridership, additional growth in population and employment will increase the number of walking, rolling, and bicycling trips in Redmond. In addition, much of the growth planned for 2050 is expected to be in transit-oriented, mixed-use neighborhoods where people tend to use active modes more. The Comprehensive Plan EIS did not specifically evaluate active mode share, but it does track non-SOV mode share for all trips and commuting trips. The results are presented in **Table 3.**



**TABLE 3** | CITYWIDE NON-SOV MODE SHARE

| Mode Share | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **Non-SOV Mode Share – All Trips** | 55% | 56% | 56% |
| **Non-SOV Mode Share – Commute Trips** | 36% | 43% | 44% |

The higher non-SOV mode shares under the 2050 Preferred Alternative are beneficial to state owned facilities from the perspective of reducing vehicular demand. However, additional people walking, rolling, and biking on or parallel to some state facilities could be an issue if there are not comfortable places for active mode users to travel. Along SR 520, this is not an issue because of the SR 520 trail and Bear Creek Trail, that parallel the freeway. Additionally, portions of Redmond Way are parallel to the Redmond Central Connector trail and many of the sidewalks through Downtown Redmond have parking and or landscape buffers to separate pedestrians from vehicle traffic. However, there are segments of Redmond-Woodinville Road (see **Figure 1**) and Redmond-Fall City Road that have unbuffered bike lanes and basic attached sidewalks that (while better than no facility) are not likely to meet WSDOT's target for LTS 2 or better on these facilities. To mitigate this potential impact to LTS, Redmond will look for opportunities to identify parallel bicycle routes, opportunities to enhance the pedestrian environment, and/or roadway improvements to improve active mode infrastructure in conjunction with WSDOT.

**FIGURE 1** | VIEW NORTH ALONG REDMOND-WOODINVILLE ROAD SHOWING STANDARD BIKE LANES AND AN UNBUFFERED SIDEWALK (SOURCE: GOOGLE, 2023)

APPENDIX D

# TRAVEL DEMAND FORECAST

## BACKGROUND

The City of Redmond's Comprehensive Plan update develops a comprehensive and multimodal vision for the future and will guide the City's transportation investments and activities through 2050. This memo delves specifically into the travel demand modeling undertaken to support the Comprehensive Plan update, and the associated model outputs that were analyzed. Specifically, the results of the travel demand modeling were used to inform and refine the projects included in Appendix G, Transportation Facilities Plan

## PERFORMANCE MEASURES

The performance measures shown in **Figure 1** are used to demonstrate the City's progress toward meeting its transportation goals. The travel demand model was used to analyze selected measures under a 2050 timeframe, including mode share, transit boardings, congestion, and air quality. The City considered several future land use alternatives, as documented in the Redmond 2050 Environmental Impact Statement (EIS). For the sake of brevity, the travel demand modeling results for just the Preferred Alternative are presented here. As part of the TMP update some changes to performance measures have been made, including adding vehicle miles traveled (VMT), and removing vehicle congestion and connectivity measures.





### Mode Share

Currently, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV and, in doing so, can reduce congestion and negative environmental consequences of driving.

To track progress on the goal of providing alternative transportation options, the City of Redmond set a target in 2013 that 53% of all trips and 45% of commute trips be taken via a non-SOV mode by 2030. As shown in **Table 1**, under the 2050 analysis horizon, 44% of commute trips are estimated to be made by non-SOV modes, missing the 2030 target by 1%. The share of all trips made by non-SOV modes is forecasted to be 56%, which surpasses the 2030 target. Under the Preferred Alternative, households and jobs are more concentrated near transit, including the new Link light rail stations in Overlake, Marymoor, and Downtown, which results in the higher non-SOV mode share for all trips. Redmond employment centers in Overlake and Downtown draw employees from across the Seattle-Bellevue metro region, and non-SOV modes may be less practical for some commuters, particularly those located away from high-frequency transit. This result indicates that there is room for transportation demand management strategies and the opportunity for further enhancements to the already widespread employer shuttle programs active in Redmond

**TABLE 1** | MODE SHARE, 2050 PREFERRED ALTERNATIVE

| Scenario | Non-SOV Mode Share | |
|---|---|---|
| | All Trips | Commute Trips |
| **2030 Target** | 53% | 45% |
| **2050 Preferred Alternative** | 56% | 44% |

### Transit

Transit ridership is defined as average weekday boardings for all transit stops/stations within Redmond. This includes boardings on Metro and Sound Transit buses, as well as Link light rail since service to Redmond will be operational by 2025.

**Table 2** summarizes the 2030 target transit boardings and the 2050 Preferred Alternative. The Preferred Alternative is expected to have about 2,000 more daily transit boardings than the 2030 target. Increasing transit ridership is a critical component of the City's growth strategy for the Preferred Alternative, which directs most additional housing and employment to the Downtown and Overlake urban centers.

**TABLE 2** | DAILY TRANSIT BOARDINGS, 2050 PREFERRED ALTERNATIVE

| Scenario | Daily Transit Boardings |
|---|---|
| **2030 Target** | 26,700 |
| **2050 Preferred Alternative** | 28,800 |

While it is notable that there are forecast to be more transit trips under the 2050 Preferred Alternative than the 2030 target, it is worth considering that there are another 20 years of growth in employment and population between the 2030 target and the 2050 Comprehensive Plan horizon. If we were to scale the 2030 target according to employment and population growth, we would find the forecasted 2050 target to be around 34,600 daily transit boardings, which is greater than the forecasted transit boardings in the 2050 Preferred Alternative.

### Congestion

Vehicular congestion is expressed as the average delay (in minutes and seconds) incurred during a one-mile trip on principal, minor, and collector arterials in Redmond during the p.m. peak hour (5 p.m.-6 p.m.). **Table 3** summarizes the arterial delay per mile for the 2030 target and the 2050 Preferred Alternative. Arterial delay under the Preferred Alternative is projected to be 56 seconds, ten seconds more than the 2030 target of 46 seconds.

While the Preferred Alternative does not meet the 2030 target, the City acknowledges that delay for roadways users will continue to grow as long as the number of jobs and housing units reliant on SOV travel increases in Redmond. Travelers can avoid peak-period delay by choosing travel modes that are not subject to congestion like biking, walking, or transit that operates in its own lane/right-of-way; shifting the timing of trips; and by reducing unnecessary trips during peak periods. Realistically, Redmond cannot expand roadways to hold congestion levels constant in the future as many streets are already built out to the edge of the right-of-way. While there may be limited and strategic widening of roadways and intersections to address bottlenecks, widespread road widenings that would impact many homes and businesses are counter to the City's growth strategy.

**TABLE 3** | PEAK HOUR ARTERIAL DELAY, 2050 PREFERRED ALTERNATIVE

| Alternative | Arterial Delay per Mile |
|---|---|
| **2030 Target** | 46 seconds |
| **2050 Preferred Alternative** | 56 seconds |



REDMOND 2050

*Level of Service*

Level of Service (LOS) is a qualitative measure that assesses the operational conditions of a roadway or intersection. The Highway Capacity Manual (HCM) is a widely used reference for evaluating and defining LOS. It categorizes LOS from A to F, with A representing free-flow conditions and F indicating congestion and conditions where demand exceeds the supply during the analysis period (typically the peak hour of the day). The City of Redmond has not set a target for intersection LOS, as it is impractical to provide a target LOS at all intersections during the peak hour when considering fiscal, environmental, and right-of-way constraints. It is important to note that every property in the City of Redmond has a roadway/vehicular connection and that the overall capacity of the transportation system increases when more people choose to walk, bike, or take transit, which take up far less space and fewer resources than driving a vehicle.

Because there is no 2030 target to compare the 2050 Preferred Alternative against, **Table 4** summarizes the expected traffic operations at key study intersections for the 2050 Preferred Alternative and the 2050 No Action Alternative. Under the Preferred Alternative, all study intersections are expected to operate at LOS E or F. Intersections that would operate with higher delay under the Preferred Alternative than the No Action Alternative are shown in bold. The traffic operations results for intersections near the city limits of Redmond also provide an indication of how traffic volumes and congestion may be affected in neighboring jurisdictions.

**TABLE 4** | INTERSECTION LEVEL OF SERVICE, 2050 PREFERRED ALTERNATIVE

| ID | Intersection | LOS / Delay (seconds) | |
|---|---|---|---|
| | | 2050 No Action | 2050 Preferred Alternative |
| 1 | NE 124th St/Willows Rd | F / >120 | F / >120 |
| 2 | NE 90th St/Willows Rd | F / 104 | F / 104 |
| 3 | Redmond Way/148th Ave NE | F / >120 | F / >120 |
| 4 | Leary Way/W Lake Sammamish Pkwy | E / 65 | E / 65 |
| 5 | Union Hill Rd/Avondale Way | F / >120 | F / >120 |
| 6 | NE 70th St/Redmond Way (SR 202) | F / >120 | F / >120 |
| 7 | Redmond Way (SR 202)/E Lake Sammamish Pkwy | F / 106 | F / 106 |
| 8 | NE 51st St/148th Ave NE | F / 85 | F / 85 |
| 9 | NE 40th St/148th Ave NE | E / 63 | E / 63 |
| 10 | NE 24th St/148th Ave NE | F / 116 | F / 116 |

| ID | Intersection | LOS / Delay (seconds) | |
|---|---|---|---|
| | | 2050 No Action | 2050 Preferred Alternative |
| 11 | NE 20th St/148th Ave NE | F / >120 | F / >120 |
| 12 | NE 24th St/152nd Ave NE | E / 61 | F / 93 |
| 13 | NE 40th St/156th Ave NE | E / 68 | E / 73 |
| 14 | Turing St/156th Ave NE | F / 117 | F / >120 |
| 15 | Bel-Red Rd/156th Ave NE | E / 69 | E / 62 |

Note: All study intersections are signalized.
Source: Fehr & Peers, 2023.

Table 4 shows that several intersections are expected to operate with greater levels of delay and lower LOS scores under the 2050 Preferred Alternative compared to the 2050 No Action Alternative. The primary reason for this difference is the 2050 Preferred Alternative includes about 10,000 greater households, and 15,000 greater jobs than the 2050 No Action Alternative.

**Table 5** shows projected 2050 volumes and LOS under the No Action Alternative and the Preferred Alternative for SR 520. Compared to the No Action Alternative, the Preferred Alternative would increase SR 520 volumes up to 7%, with the largest increase occurring in the eastbound direction east of West Lake Sammamish Parkway. However, this roadway segment is still expected to operate at LOS C[1]. The increased housing and job growth concentration in the Overlake and Downtown areas under the Preferred Alternative result in higher volumes on SR 520 west of 148th Ave NE, and LOS could fall to LOS E in both directions at this location. In addition, the increased volumes under the Preferred Alternative could exacerbate the eastbound queue spillback from the signals at NE Union Hill Road/ Avondale Road and SR 202/East Lake Sammamish Parkway.

[1] This eastbound segment of SR 520 experiences PM peak hour congestion under 2023 conditions, but this is due to queues spilling back from the intersections Avondale Road and Union Hill Road and SR 202 and East Lake Sammamish Parkway. The freeway segment of SR 520 has enough capacity to meet current and future travel demands.



REDMOND 2050

**TABLE 5** | SR 520 OPERATIONS, 2050 PREFERRED ALTERNATIVE

| Location | 2050 No Action | | | |
|---|---|---|---|---|
| | 2050 No Action | | 2050 Preferred Alternative | |
| | EB | WB | EB | WB |
| East of West Lake Sammamish Parkway | 4,250 / B | 3,530 / B | 4,540 / C | 3,650 / B |
| West of 148th Avenue NE | 5,540 / D | 5,580 / D | 5,620 / E | 5,750 / E |

Note: EB = eastbound and WB = westbound.
Source: Fehr & Peers, 2023.

WSDOT also considers the number of additional trips that may be added to a state highway segment. Per Design Manual Section 1130.09(2)(a), WSDOT considers a proposal to have a probable significant adverse impact to the state highway system if it meets either or both of these thresholds:

- Addition of ten (10) or more AM or PM peak-hour vehicle trips assigned to an individual approach leg to a state highway intersection.
- Addition of twenty-five (25) or more AM or PM peak-hour vehicle trips assigned to a state highway segment (2-way travel) or intersection (total 25 trips all legs).

Based on the projected growth, it is expected that the Preferred Alternative would exceed those thresholds on SR 520 from its terminus at Avondale Rd NE to I-405, SR 202 from NE 80th Street to NE 124th Street, and I-405 from NE 8th Street in Bellevue to NE 128th Street in Kirkland.
The increase in travel on WSDOT facilities is not driven solely by growth in Redmond. The surrounding cities and unincorporated King County are all expecting growth over the coming decades in line with the regional growth strategy outlined by PSRC.

## Air Quality

The Comprehensive Plan recognizes the environment as a community priority. Transportation Element policies strive to improve access to environmentally friendly travel choices like walking, biking, and transit, and through individual project design. The following measures, which focus on air quality and vehicle-miles-traveled (VMT), provide insight into whether the transportation system in and around Redmond is doing its part for the environment.

The Preferred Alternative could result in approximately 65% more total greenhouse gas (GHG) emissions than the 2050 No Action Alternative. The increase in transportation emissions of the Preferred Alternative is driven by both the higher number of households and jobs as well as the type; the Preferred Alternative includes higher numbers of retail and industrial jobs as well as single family homes relative to the other alternatives.

Per capita emissions in the 2050 Preferred Alternative would be roughly 6% higher than in the 2050 No Action Alternative. The No Action Alternative is expected to generate approximately 208 MTCO2e per Redmond resident/employee, while the Preferred Alternative is expected to generate approximately 221 MTCO2e per Redmond resident/employee (driven by the energy emissions associated with greater employment growth).

**TABLE 6** | LIFESPAN GHG EMISSIONS (MTCO2E)

| Type of Emissions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|
| **2030 Target** | 901,300 | 1,507,000 |
| **2050 Preferred Alternative** | 9,547,400 | 15,611,800 |
| **2030 Target** | 1,091,100 | 1,965,400 |
| **2050 Preferred Alternative** | 11,539,800 | 19,084,200 |
| **Emissions Per Capita** | **208** | **221** |

Notes: Data above reflects emissions expected to be generated by new development and does not include existing land uses and transportation. Lifespan emissions assume an average building lifespan of 62.5 years.
Sources: King County SEPA GHG Emissions Worksheet completed by Fehr & Peers, 2023; BKR Travel Demand Model and EMFAC2021 database analysis completed by Fehr & Peers, 2023.

Because the City's energy, fossil fuel, and GHG emissions goals are based on total reductions, the Preferred Alternative is less likely to meet the City's targets than the No Action. However, the contribution of the increment of growth under the Preferred Alternative should be considered relative to both the No Action Alternative's planned growth as well as the existing land uses. The primary differences in growth and land use between the No Action and Preferred Alternative is that the Preferred Alternative would meet the Puget Sound Regional Council multi-county growth requirements for the City, while No Action would not. Moreover, the projected emissions per capita are expected to be less than similar development located elsewhere in the region given Redmond's proximity to light rail connecting to residential and employment centers around the region.

*Vehicle Miles Traveled*

The City aims to reduce per capita VMT by at least 50% by 2050. The travel demand model was used to assess the likelihood of achieving this goal under each alternative. For this analysis, VMT was summarized for all trips generated by households in Redmond (including the miles traveled both within and outside city limits).[2] Results for the Existing Condition and the 2050 Preferred Alternative are summarized in **Table 7**.

[2] Note that this is a different type of VMT summary than referenced in the GHG emissions section which includes 100% of VMT for trips that occur entirely within Redmond and 50% of VMT for trips that have only one end in Redmond, such as a commute trip made by someone who lives in Redmond but works outside Redmond).



›REDMOND 2050

The Preferred Alternative would result in an increase of total VMT by over 41% compared to the Existing Condition, but the per capita VMT would decrease by 24%. The increase in total VMT is in line with projected population and job growth in the Preferred Alternative. The 24% reduction in VMT per capita in the Preferred Alternative as compared to the Existing Condition would not meet the City's goal of 50% reduction by 2050. To achieve this goal, broader action at the county and state level would likely be required to address factors beyond the City's control.

**TABLE 7** | DAILY VEHICLE MILES TRAVELED

| Existing Condition | | 2050 Preferred Alternative | |
|---|---|---|---|
| **VMT** | **VMT per Capita** | **VMT** | **VMT per Capita** |
| 540,500 | 8.7 | 766,490 | 6.6 |

Note: Per capita calculation is based on total projected population in Redmond.
Source: Fehr & Peers, 2023.

APPENDIX E

# IMPACTS TO NEIGHBORING JURISDICTIONS

## BACKGROUND

As part of the Redmond 2050 Comprehensive Plan Update a transportation evaluation was conducted in support of an Environmental Impact Statement (EIS). The EIS analysis incorporates a run of the Bellevue-Kirkland-Redmond (BKR) travel demand model which includes an evaluation of all major roadways in and around Redmond. Using output from the BKR model, we are able to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in the surrounding jurisdictions. The results in this memorandum include the following:

- Existing Conditions – the modeled traffic volumes from the base year 2019 BKR model.
- No Action – the 2050 forecast of traffic volumes assuming no change to Redmond's Comprehensive Plan and background growth in the surrounding communities.
- Preferred Alternative – the 2050 forecast of traffic volumes assuming the Redmond 2050 Comprehensive Plan Preferred Alternative and background growth in the surrounding communities.

These three BKR model run results were selected to show the degree of change that will happen regardless of any change on Redmond's part (the difference between 2050 No Action and Existing Conditions) and the specific effects of the Preferred Alternative (the difference between the Preferred Alternative and the No Action).

## RESULTS TABLE

**Table 1** presents the results of the BKR model runs for Existing Conditions, No Action, and the Preferred Alternative.



FEHR PEERS

**TABLE 1** | PM PEAK HOUR BKR MODEL VOLUMES FOR ROADWAYS BETWEEN REDMOND AND NEIGHBORING JURISDICTIONS

| Roadway | Location | Existing (2019) Conditions | 2050 No Action | 2050 No Action – Existing* | 2050 Preferred Alternative | Pref Alt – No Action |
|---|---|---|---|---|---|---|
| **East Lake Sammamish Parkway** | South of SR 202 | 1,990 | 2,690 | 700 (1.0%) | 2,150 | -540 |
| **SR 202** | East of 188th Ave NE | 3,320 | 3,430 | 110 (<0.5%) | 3,480 | 50 |
| **Union Hill Road** | West of 196th Ave NE | 2,080 | 2,430 | 350 (0.5%) | 2,460 | 30 |
| **Novelty Hill Road** | West of 196th Ave NE | 1,260 | 1,360 | 100 (<0.5%) | 1,380 | 20 |
| **Avondale Road** | North of NE 116th St | 2,000 | 2,670 | 670 (1.0%) | 2,630 | -40 |
| **Red-Wood Road (SR 202)** | North of NE 124th St | 2,450 | 3,040 | 590 (0.7%) | 3,050 | 10 |
| **NE 124th St** | West of Willows Rd | 3,890 | 5,210 | 1,320 (1.0%) | 5,290 | 80 |
| **Redmond Way** | West of 132nd Ave NE | 2,650 | 3,640 | 990 (1.1%) | 3,590 | -50 |
| **SR 520** | West of 148th Ave NE | 7,920 | 10,980 | 3,060 (1.1%) | 11,210 | 230 |
| **NE 24th St** | West of 148th Ave NE | 1,170 | 1,920 | 750 (1.7%) | 2,060 | 140 |
| **Bel-Red Road** | South of NE 20th St | 2,030 | 2,680 | 650 (0.9%) | 2,750 | 70 |
| **148th Ave NE** | South of NE 20th St | 2,750 | 3,600 | 850 (0.9%) | 3,670 | 70 |
| **156th Ave NE** | South of NE 24th St | 2,150 | 2,960 | 810 (1.1%) | 3,080 | 120 |
| **West Lake Sammamish Parkway** | South of NE 24th St | 330 | 760 | 430 (2.8%) | 760 | 0 |

Note:
* This column shows the absolute difference and annual growth rate between 2050 No Action and Existing Conditions.

## CONCLUSIONS

Table 1 indicates that traffic volumes are expected to grow between the 2050 No Action and Existing Conditions. This growth is typical for Western Washington, which continues to see robust job growth and migration from many parts of the United States as well as other countries. For the most part the annual growth rate is about 1.0% (with a few locations higher or lower). This growth rate lower than the regional growth rate of 1.6% per year observed between 2010 and 2020, a period of rapid growth, and more in line with long-term average growth for the Puget Sound Region.

Some of the notable changes in traffic volumes shown in Table 1 include strong growth NE 24th Street (1.7%) which is reflection of long-planned growth in Redmond's Overlake regional growth center and Bellevue's Bel-Red neighborhood. However, growth on other Overlake-area roadways is more moderate, showing the benefit of light rail to provide mobility in one of the fastest-growing areas of King County. West Lake Sammamish Parkway also shows strong growth (2.8%) which is driven by a relatively low initial volume of traffic under existing conditions and busier traffic on parallel roads between SR 520 and I-90 like 156th Ave NE and 148th Ave NE. There may be opportunities to work with the City of Bellevue to manage demand on West Lake Sammamish Parkway, which otherwise is not expected to see substantial changes in land uses.

When comparing the growth between No Action and the Preferred Alternative, most roadways see a modest change in PM peak hour traffic of less than 100 vehicles per hour. At this level, most drivers would not be able to notice a change in traffic congestion levels. However, under the Preferred Alternative there are larger increases in traffic (greater than 100 vehicles per hour) on SR 520, NE 24th Street, and 156th Ave NE near the Overlake regional growth center. This change in traffic is caused by the greater land use intensities planned in Overlake under the Preferred Alternative compared to No Action. Adding more growth to Overlake allows Redmond to meet the regional growth targets in the most employment and transit-rich part of the city. The only other notable change in traffic between the Preferred Alternative and No Action condition is on East Lake Sammamish Parkway, which is expected to see a decrease of 540 PM peak hour vehicles. In reviewing the model files, this change in volume is a combination of traffic redistributing to other routes and some traffic diverting through the Marymoor neighborhood to reach new destinations in this redevelopment area as well as light rail. However, the model may be overstating the degree to which people would shift away from this major arterial.

Overall, Redmond can meet its commitment to accommodate a reasonable share of regional growth with relatively modest changes to traffic in surrounding jurisdictions. This result reflects a future condition where people have more options to travel than driving a vehicle because of transit oriented development and a strong investment in expanding multimodal travel options in Redmond.



APPENDIX F

# DESIGN GUIDANCE

Design guidance is an implementation tool for the street, transit, pedestrian, bicycle, and freight plans in the Transportation Master Plan. Together with these modal plans, this guidance helps clarify the intent for amending design standards and regulations contained in Redmond Zoning Code, Redmond Construction Design Standards, and other relevant documents as needed to be in alignment with the TMP. Also, design guidance directs the selection of engineering design parameter values for capital improvements, such as those included in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

As a member of the National Association of City Transportation Officials (NACTO), the City of Redmond fully endorses design guidance issued by that organization, including, but not limited to, the Urban Bikeway Design Guide, Urban Street Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide, Designing Streets for Kids, and Global Street Design Guide. Together, these guides will inform updates to City of Redmond design standards and regulations and provide direction for any design questions not adequately addressed by existing City of Redmond's standards and guidance.

## TRANSIT DESIGN SPEED AND RELIABILITY

The City of Redmond can improve the speed and reliability of bus transit through a combination of operations and street and stop design strategies. The level of speed and reliability investment made should correlate with the service types discussed in the Transit Plan. Frequent transit and RapidRide which have service frequencies of less than 15 minutes and less than 10 minutes during peak periods, respectively, should see a higher level of speed and reliability investment. Table 1 summarizes a variety operational and design treatments that enhance speed and reliability.

**TABLE 1** | TRANSIT SPEED AND RELIABILITY TREATMENTS

| Treatment | Treatment Description | Treatment Purpose |
|---|---|---|
| **Queue Jump Lane** | A bus only lane with a dedicated signal call that advances the bus only lane ahead of the general-purpose lanes at a signalized intersection. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. Between 5-25 percent reduction in travel times at a signal. |
| **Transit Signal Priority (TSP)** | Signal communication device used to trigger a bus only signal phase to speed bus movement. | Typically used for reliability, may also be used for speed. Up to 10 percent time savings at signals. |
| **Business Access and Transit (BAT) Lanes** | A through lane exclusively for use by buses and general purpose right-turn movements. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times. |
| **Transit-only lanes** | A through lane exclusively for use by buses typically where no business access exists. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times. |
| **Bus- Supportive Roadway Surface** | Roadway-wide or spot (bus stop or general-purpose lane with bus traffic) pavement thicker and stronger than typical pavement. | Improves pavement life cycle. Also maintains bus service reliability and passenger comfort. |
| **Bus Bulbs** | Bus stop extended to be adjacent to travel lane where on-street parking or other roadway configuration would locate bus stop away from general purpose and require bus to pull out of general-purpose lane to serve bus stop. | Removes the need for the bus to merge back into traffic and adds queuing space for riders at busy transit stops. Speed improvement of eight seconds per stop has been demonstrated locally. |
| **Level Boarding Platforms** | Boarding platform raised to height of bus floor. | Remove the need to hydraulically lift mobility- impaired passengers onto the vehicle. Only applicable for low floor buses with no stairs. Notable reliability benefit. |
| **Bus stop spacing** | The distance between bus stops. | Balance access needs with improved speed by removing underutilized stops that do not meet spacing criteria. Stop consolidation to standard distance can improve route speed by 2-20 percent. |



## SIDEWALK ALTERNATIVES

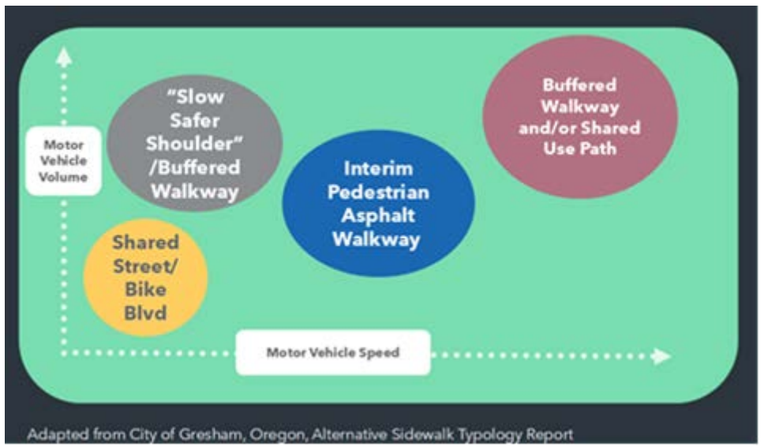
As of 2025, less than 10 percent of arterials have no sidewalks and 24 percent have sidewalk on only one side of the street. Similarly, the vast majority of local neighborhood streets have sidewalks on one (10 percent) or both sides (75 percent) of the street. Nonetheless, these gaps in the sidewalk network present access barriers and detract from a comfortable and connected pedestrian network. Sidewalks may be missing due to constraints such as topography, critical areas (steep slopes, wetlands, shoreline areas, stream buffers, poor soil conditions), utility location, limited right-of-way or because it is not physically feasible to install the standard sidewalk cross-section. It is estimated that filling all sidewalk gaps within the city would cost more than $63 million. When factoring in environmental and other constraints that may need to be mitigated or involve higher levels of engineering, the cost could be much greater. Lower-cost sidewalk alternatives to conventional curb and gutter sidewalks can help fill existing sidewalk gaps and improve network connectivity. Sidewalk alternatives may include asphalt pathways, buffered walkways, and shared streets.  Table 2 shows appropriate sidewalk alternatives based on general existing conditions.

**TABLE 2** | APPROPRIATE SIDEWALK ALTERNATIVE BASED ON EXISTING CONDITIONS

| Existing Conditions | Shared Street/Bike Boulevard | "Slow Safer Shoulder"/ Buffered Walkway | Interim Pedestrian Asphalt Walkway | Buffered Walkway and /or Shared Use Path | Shared Use Path |
|---|---|---|---|---|---|
| **Local, narrow, curbed** | X | X | X | | |
| **Local, narrow, curbless with ditch or swale** | X | | X | | |
| **Local Street, wide curbed or curbless** | X | X | X | | |
| **Arterial, curbless** | | | | X | X |
| **Arterial with curbs** | | | | | X |

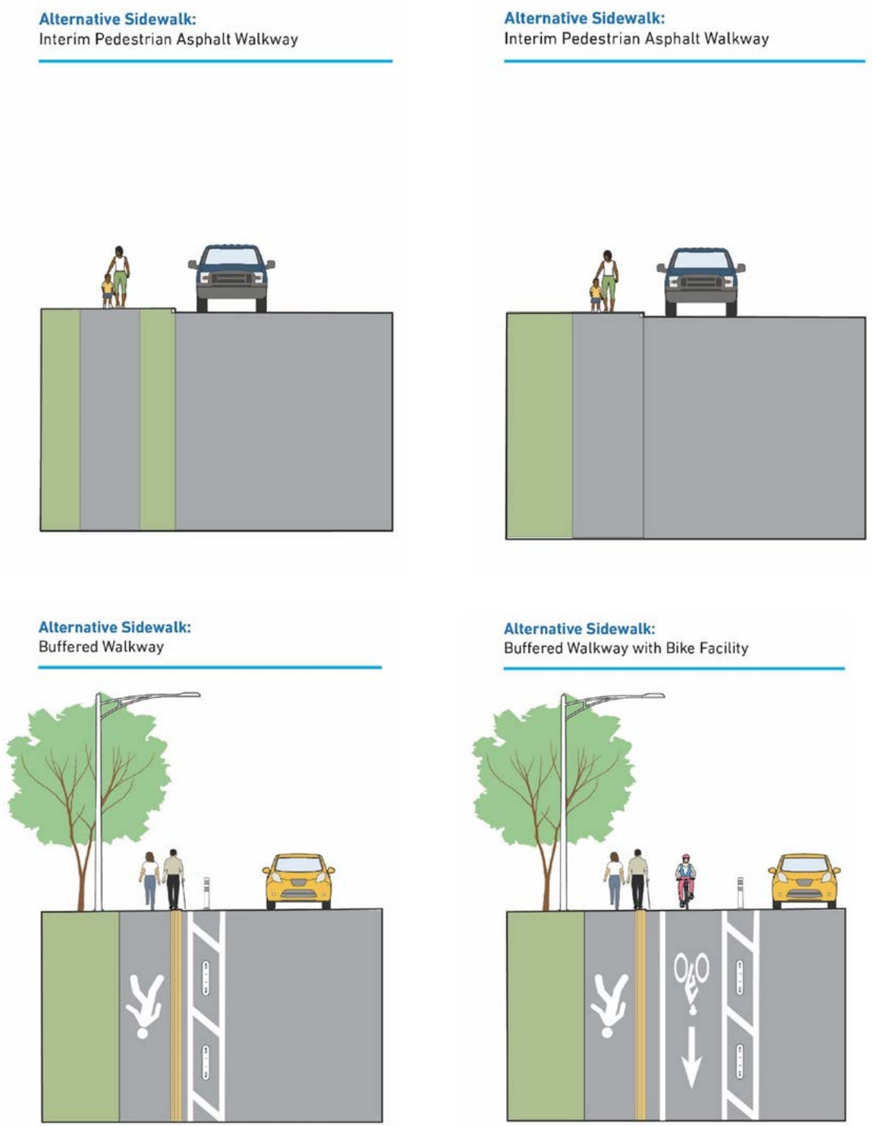
Figure 1 further indicates the selection of an alternative sidewalk in relationship to motor vehicle speed and traffic volumes along the roadway.

**FIGURE 1** | APPROPRIATE SIDEWALK ALTERNATIVE IN RELATION TO MOTOR VEHICLE VOLUMES AND SPEED




The following cross sections in Figure 2 further illustrate what sidewalk alternative facilities could look like:

**FIGURE 2** | SIDEWALK ALTERNATIVE FACILITIES



## SHARED STREETS

Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street. Washington Senate Bill 5595 gives local agencies legal authority to create shared streets that feature speed limits as low as 10 mph and allows pedestrians to walk in the middle of the street. Vehicles would be allowed on these streets, but they must yield the right-of-way to pedestrians.

Shared Streets components that help create a people-oriented space can include:

- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for pedestrians and cyclists.
- Chicanes to slow drivers by adding curves to the travel lane to indicate that they are entering a pedestrian area.
- High-quality and artistic street furniture to announce that people are welcome and create a friendly pedestrian environment.
- Plants to increase the quality of the urban space and the pedestrian experience with attention paid to pedestrians who are deaf-blind.
- Pedestrian-scale lighting.

Figure 3 and Figure 4 include examples of shared streets.

**FIGURE 3** | 162ND AVENUE NE IN REDMOND, WA

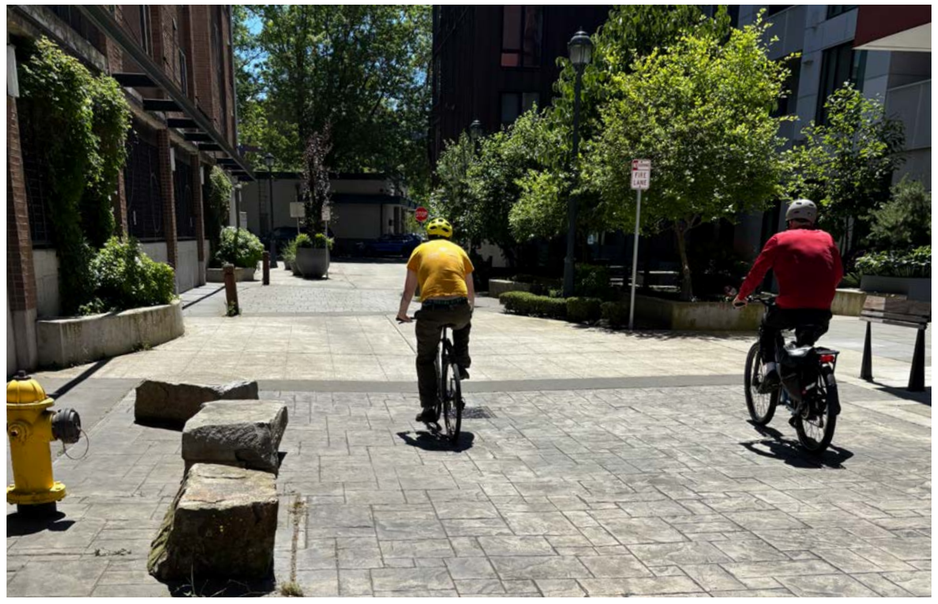
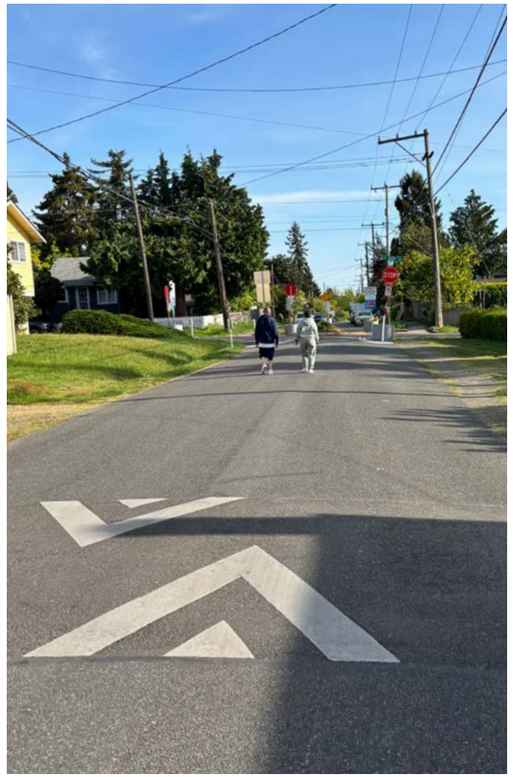
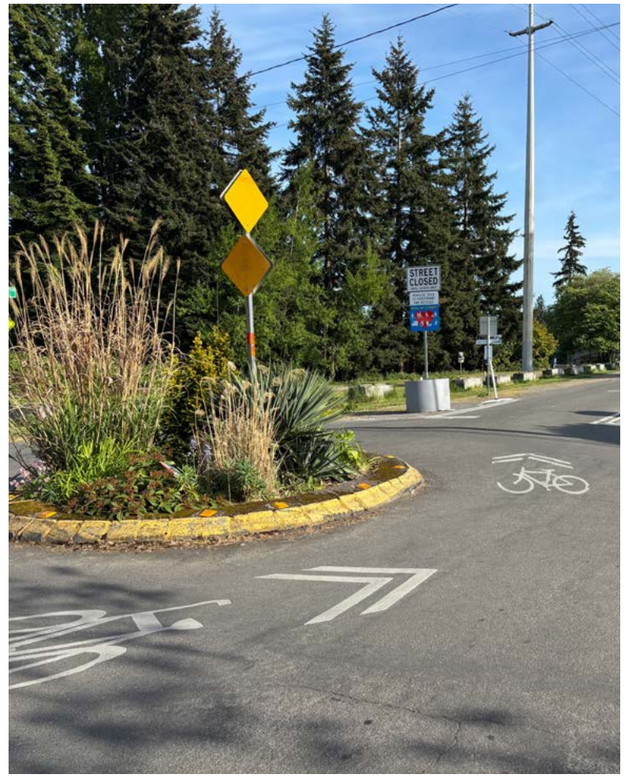


**FIGURE 4** | EXAMPLES OF "HEALTHY STREETS" IN SEATTLE, WA





Appendix A - Planning Commission Issues Matrix

# Transportation Master Plan Update

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| 1 | 10/22/25 Opened<br><br>12/17/25 Closed | Transportation Demand Management Strategy 5 on school safety does not include information on e-mobility, especially regarding safety of high-powered e-bikes and e-dirt bikes.<br><br>Looking for more clarity in the TMP on intersections, speed limits, and where e-bikes are appropriate in each scenario: bike lane, pavement, road especially where they share way with pedestrians.<br><br>Some info is on the page but it should be part of the masterplan as these are here to stay. Action 5i and some other sections have information but not all of it is there. (Commissioner Aparna) | A discussion of bicyclist safety, including e-bikes, is included in the Bicycle Plan section of the Transportation Master Plan. Redmond Planning Department staff are working closely with the Communications team and Police Department on an awareness campaign for improved understanding of the regulations and safety concerns regarding high-powered e-bikes and e-dirt bikes. A new webpage has been published that provides e-bike safety guidance.<br><br>Bicyclist safety is addressed in the Bicycle Plan in a callout box on page 108. Text will be added to this callout box to clearly state which actions in the TMP address bicyclist safety education. Text will be added that states: **"Actions 3C in the Bicycle Plan and 5I in the Transportation Demand Management section in the Transportation Master Plan address bicyclist safety education."**<br><br>A call-out box has been added that discusses compatibility of high-speed e-bikes and micromobility devices and all ages and abilities bike network (page 123):<br>**"Redmond's bikeway network strategy is focused on accommodating people of all ages and abilities. At the same time, there are many types of micromobility devices and e-bikes that travel at speeds exceeding 20 mph that may impact the safety and comfort of people walking and casually biking.**<br><br>**Currently, in King County class 3 e-bikes (with speeds up to 28 mph) are not allowed on trails unless they parallel highways (e.g. 520 trail) and the speed limit for all trail users is 15 mph. Class 3 e-bikes and micromobility devices that exceed 20 mph may not be compatible with bike lanes intended for people of all ages and abilities. Users of faster speed e-bikes and micromobility may be better accommodated in vehicle lanes where the posted speed limit is 25-30 mph. Prohibiting such devices from operating in bike lanes would require enforcement action.** |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | | There are also education and engineering approaches to reducing conflicts between users on higher speed devices and those traveling at slower speeds. For example, encouraging higher speed users to slow down when approaching slower users and use their voice or bell when passing. From an engineering perspective, designing wider bikeways that allow more room for passing or provide dedicated space for faster devices may be a solution to explore." Added Action 4J in Bicycle section (page 114): "Consider safe accommodation of higher speed e-bikes and micromobility devices in bikeway and street design to reduce conflicts between people traveling at significantly different speeds." |
| 2 | 10/22/25 Opened<br><br>12/3/25 Closed | Expand the strategies around Go Redmond and SchoolPool specifically to include e-bike safety and e-bike education. Can we feature more of this information on GoRedmond? (Commissioner Weston) | Yes, e-bike safety and education will be featured in upcoming blog posts on the Go Redmond site. In addition, Action 3C in the Bicycle Plan addresses a safety and education campaign specifically addressing e-bike and e-motorcycle regulations and safety. Language was added to Action 3C to clearly state that this will include safety education and communication for the community.<br><br>Action 5I was added to the Transportation Demand Management section that states, "Establish a bicycle and pedestrian education curriculum in Redmond schools that is in alignment with Washington State's Statewide School-Based Bicycle and Pedestrian Education Program and includes e-bike safety and regulations." (page 225) |
| 3 | 10/22/25 Opened<br><br>12/3/25 Closed | Do we address drone activity as part of "air transportation facilities" as stated in the GMA requirements? (Commissioner Weston) | Drone activity is addressed in the TMP through the Emerging Trends and Technology section. Action 6A calls for evaluating new technologies to understand community impacts and joining state and regional efforts advocating for local control and regulation of AVs, drones, and other technologies that may impact Redmond's transportation vision and goals. |
| 4 | 10/22/25 Opened<br><br>12/3/25 Closed | We need to make sure we're addressing all neighborhoods and not just urban centers, so that ideally every neighborhood has a way to get to key corridors. Are we designing the transportation network in a holistic way or | The TMP Street System Plan section discusses the layered modal network approach Redmond will implement for the transportation system. This is a holistic approach that ensures that the mobility and access needs of all people and modes are met, while also recognizing that every mode of travel or function can't be prioritized on every street due to spatial and |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | focusing on corridors before connections? (Commissioner Aparna) | operational constraints. A layered network approach is necessary to appropriately respond to land use contexts and balance diverse and competing needs of pedestrians, bicyclists, drivers, transit, and freight within constrained rights-of-way. The Street System Plan in the TMP is grounded in this layered network approach to design the city's transportation network in a holistic way. |
| 5 | 10/22/25 Opened<br><br>12/3/25 Closed | Regarding the Avondale bus pull-out project, what does the data show for what those pull-outs would add for safety? Explain more about why this project will be removed from the Transportation Facilities Plan. (Commissioner Van Niman) | There is no data available on the safety benefits of proposed bus pull-outs. An overall corridor study is necessary to understand the full scope of safety and mobility improvements needed on Avondale Road beyond just school bus pull-outs. The scope of the bus pull-outs could potentially be combined with other safety and operational improvements to the corridor, if they are determined to provide safety and mobility benefits. |
| 6 | 10/22/25 Opened<br><br>12/3/25 Closed | When does the TFP get revisited again? There is potential to improve safety and throughput on 148th Avenue NE. The congestion on 148th (south of NE 24th St) often comes from lane changing—if we removed lane capacity, could we reduce congestion? (Commissioner Weston) | The TFP is typically revisited on a similar cadence to the Transportation Master Plan (every 8-10 years) with the potential for minor updates to occur more frequently if conditions change.<br><br>Typically, reducing lane capacity does not reduce vehicle congestion; however, throughput can be improved with the addition of transit signal priority or other signal timing improvements that can provide better operations at signalized intersections. Access management (i.e., restricting certain turning movements) may be another strategy to study in the future. Any improvements in the corridor would need to be coordinated with the City of Bellevue since half the street is in its jurisdiction. |
| 7 | 10/22/25 Opened<br><br>12/17/25 Closed | Planning Commission agrees that the equestrian access project on NE 116th Street should be removed from the TFP. Was this project removed and if not, why? (Commissioner Van Niman) | The NE 116th Street widening and segment improvement projects (NE 116th St Widening Segment II, NE 116th St Segment III, and NE 116th St Widening Segment I, Phase II) are included in the TFP due to their multimodal network improvements, including bike lanes, sidewalks, and lighting that will improve safety for non-motorized users. References to equestrian have been removed from the project description. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| 8 | 10/22/25 Opened<br><br>12/13/25 Closed via email | Explain more about the rationale for the removal of the Sammamish River Trail extension project. What is the lower cost option? (Commissioner Coleman) | The Sammamish River Trail extension from 51st Street to Bel-Red Road project was removed due to its high overall project cost and impacts to critical areas. A lower-cost option of a shared-use path is being added to the Capital Improvement Program in its place that will provide an equivalent benefit at lower cost and time to construct. |
| 9 | 11/19/25 Opened<br><br>12/17/25 Closed | Regarding Strategy 4 for speed reduction – this is the first time noticing different speed limits for different road types. I am concerned about sudden speed limit drops where drivers are used to driving fast or in areas that abut jurisdictions with higher speed limits.<br><br>Revisit Strategy 4 and recommending language that is towards studying speeds rather than prescribing speed limits for certain roadway types. (Commissioner Weston) | The Redmond Public Works Department is conducting a citywide speed study that will evaluate existing speed limits based on adjacent land uses, pedestrian and bicycle activity, crash history, and vehicle operating speeds. Recommendations from this study will include roadway design changes and traffic calming strategies that are needed to reduce operating speeds (i.e. the current speed of roadway users) to target speeds (i.e. the safe speed we want drivers to travel at). In many instances, additional design and traffic calming work will be necessary to lower operating speeds, beyond solely lowering posted limits.<br><br>Safe Speeds is a pillar of the Safe System Approach that is the foundation for Redmond's' Safer Streets Action Plan, which includes several actions focused on safe speeds – from automated speed enforcement to education and speed management. Slower vehicle speeds both reduce the risk of crashes and the severity of crashes when they do happen. Research has determined the average risk of death for a pedestrian increases with speed, reaching 10% at 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph (AAA Foundation).<br><br>It is appropriate for the TMP to reinforce the SSAP and generally set the policy direction for safe speeds in Redmond.<br><br>Revisions have been made to the action including defining "target speed" as the desired safe speed and replacing "for individual arterial and collectors" to "most arterials and collectors" |
| 10 | 11/19/25 Opened | Page 112 action 3C talks about safety and connects to TDM section – what are we doing | Action 3C in the Bicycle Plan includes e-bikes within the discussion of bike safety. The TMP establishes a strategic approach to how bike and e-bike |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | 12/17/25 Closed | form a safety perspective regarding e-bikes? How should the public navigate the TMP to understand this? (Commissioner Coleman) | safety will be addressed in Redmond, while implementation of safety measures will come from Police enforcement, Go Redmond program education, and continued City communications efforts. A new webpage has been published that provides e-bike safety guidance. It was created in collaboration with Police and the Communications team. A new action (Action 3D) will be added to the Bicycle Plan that states: **"Pass a city ordinance or advocate for better state-level guidance defining e-bikes vs. e-motorcycles to provide clearer enforcement."** (page 112).This language was revised to read:<br>"First draft and pass a City Ordinance defining what are e-bikes v e-motorcycles, who may operate them, and detail specific responsibilities of parents and children (16 and under) along with clear enforcement details. In parallel, advocate for a statewide legislation that addresses these same e-bike issues to create uniformity within Washington State."<br><br>In addition, language was added to Action 3C to clearly state that this will include safety education and communication for the community. Action 3C will now state: **"Educate the community about e-bike and e-motorcycle safety practices and applicable laws and regulations. Develop safety and etiquette campaign that targets e-bike users and clarifies laws and possible enforcement actions around e-motorcycles. Bicycle safety education is also discussed in Section 10 – Transportation Demand Management and the Safer Streets Action Plan."** (page 112)<br><br>Language changes to be incorporated based on Commissioner Coleman's email. |
| 11 | 11/19/25 Opened<br><br>12/3/25 Closed | Map on page 105, figure 3 – converting trips under 2 miles to micromobility and where the investment will go to ensure that things are safe; doesn't seem to incorporate school trips by students, needs to be updated if used for decision-making purposes or consider | The analysis that informed Figure 3 included an analysis of all trips citywide, including trips to/from schools. While a small dot shows up in one block group in Education Hill indicating 225-1000 trips, other block groups with schools in them do not register because the number of trips did not meet the threshold. Recognizing that there are some data limitations with the analysis and that this map is not telling the whole story, Figure 3 will be removed. The analysis did inform the bicycle network but was only one of |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | removing figure if not applicable to decision-making (Commissioner Weston) | several factors. Proximity to schools was another factor used to prioritize the bike network. Redmond public schools are adjacent to the planned bike network. |
| 12 | 11/19/25 Opened<br><br>12/17/25 Closed | Liked neighborhood connections figure on page 44; would love to see or understand more about how the focus on increased neighborhood connections will be made – is it based on safety data or on vulnerable populations? How will these connections be prioritized?<br><br>Would love to see more granular detail about how equity was factored into pedestrian connections. (Commissioner Gagner) | Strategy 4 in the Pedestrian Plan discusses how new and improved neighborhood connections will be implemented in Redmond. A map of planned connections has been made and was intended to be included in the TMP but was accidentally excluded. A new Figure 7 will be inserted that shows planned new street and neighborhood connections that will enhance pedestrian network connectivity. This figure will be available in the materials for the 12/17 study session.<br><br>As noted in the 12/3 Planning Commission meeting, the neighborhood connections shown in the TMP are carried over from previous neighborhood planning efforts associated with Redmond 2030 and no additional analysis, including equity analysis was conducted. Action 4A states that all off-street neighborhood connections will be evaluated for safety, accessibility, and comfort, including tracking any accessibility barriers due to topography, vegetation, lighting, or mobility challenges. Action 4C states that new locations for additional neighborhood connections will be identified where pedestrian connectivity can be enhanced. This process will be data-based and will utilize the Redmond 2050 guiding principles of resilience, sustainability, and equity and inclusion.<br><br>A callout box will be added to page 31 discussing transportation equity and how it will be applied to transportation projects and programs. This callout box includes definitional language from Redmond 2050 and how it applies to transportation: "Equity refers to how individuals are given tools specific to their needs and socioeconomic status to move towards similar outcomes. An equitable transportation system is one that ensures equal access to safe, reliable, and affordable transportation options and aims to eliminate barriers that prevent people from accessing essential services and opportunities. Beyond the TMP's emphasis on developing a multimodal |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | | system that provides a variety of safe and reliable transportation options for people of all ages and abilities, equity measures have been considered in prioritization of the Transportation Facilities Plan and will be applied during annual updates to the Transportation Improvement Plan starting in 2026. Equity measures include socioeconomic factors such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density." (page 31)<br><br>Language was also added in the prioritization framework discussion in the Bicycle section: **"The Opportunity dashboard uses socioeconomic data such as age, income, car ownership, disability, cost burden, and other measures such as job and housing density." (page 129)** |
| 13 | 11/19/25 Opened<br><br>12/13/25 Closed via email | Street system plan and EVs – don't see anything around relative impact of EVs vs gas vehicles given that EVs are heavier and silent and potentially more dangerous on impact even at low speeds; Streets Plan strategies 2 and 4, need more actions there regarding EVs in pedestrian zones and increased momentum with quieter vehicles (Commissioner Coleman) | Action 2F will be added to Strategy 2 in the E-Mobility Strategy section of the TMP that states: **"Provide resources to the Redmond community educating about the safety risks associated with EVs, including their weight, acceleration, and relative quietness, especially compared to gas vehicles. These resources can be provided via the Go Redmond program, the City's sustainability program, and City communication efforts."** (page 234) |
| 14 | 11/19/25 Opened<br><br>12/17/25 Closed | Bike level of traffic stress map – can we cross reference that with current bike system map that we have? Bike map should not include shoulders or non-standard bike lanes as bike facilities (see 80th near schools and 151st near Marymoor); Sammamish River Trail not allowed to bike after dark – should not be included; Can we add a category on the map for these facilities with caveats? Can we include a map of the existing bike level of traffic stress for the network? (Commissioner Weston) | An existing bicycle level of traffic stress (LTS) map will be prepared and included in the Bicycle Plan section of the TMP. This figure will be included as Figure 3 in the Bicycle Plan in the materials for the 12/17 study session (page 105). Narrative accompanying this figure will discuss the percentage the existing bike network that is comprised of low-stress bikeways. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| 15 | 11/19/25 Opened<br><br>12/17/25 Closed | Street Plan table on page 50 with list of projects (Modal Corridors Improvements) – like this table but could we add some sort of priority to this table with color coordinating or icons?<br><br>Could we add this narrative information to the plan to point to where these prioritized lists can be found? (Commissioner Weston) | Table 3 is intended to show where improvements are needed to achieve a layered Complete Streets network and which mode(s) would benefit from the planned improvements. Action 1A and 1B in the Street System Plan focus on updating the Transportation Facilities Plan and the Transportation Improvement Plan (TIP) to prioritize projects so Redmond 2050 goals around sustainability, equity and inclusion, and resiliency are implemented. The Transportation Facilities Plan (TFP) reflects this prioritization already, and the TIP projects will be prioritized starting in 2026. These Plans directly inform the Capital Improvement Program.<br><br>More information pointing the reader to the Transportation Facilities Plan and Transportation Improvement Plan has been added to page 46, prior to Table 3. The text states: **"Table 3 is intended to show where improvements are needed to achieve a layered Complete Streets network and which mode(s) would benefit from the planned improvements. The Transportation Facilities Plan (TFP) and Transportation Improvement Plan (TIP) will prioritize improvement projects so Redmond 2050 goals around sustainability, equity and inclusion, and resiliency are implemented. These Plans directly inform the Capital Improvement Program." (page 46)** |
| 16 | 11/19/25 Opened<br><br>12/17/25 Closed | First- and last-mile micromobility – not a clear story for local communities on how to get to the light rail, needs more storytelling (Commissioner Coleman) | The following strategies and actions in the TMP address first- and last-mile connections to transit:<br>• Bicycle Plan, Action 2A: Prioritize high-comfort bicycle facilities that connect to light rail and bus stops.<br>• Bicycle Plan, Action 2C: Ensure consistent availability of bike/scooter share at Transit Centers.<br>• Bicycle Plan, Action 7E: Collaborate with Sound Transit to ensure sufficient secure bicycle parking is provided at light rail stations as bicycle use grows.<br>• Transit System Plan, Strategy 2: Promote seamless connections to light rail and bus networks |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|

- Transit System Plan, Action 2A: Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops.
- Transit System Plan, Action 2C: Work with Sound Transit to establish designated micromobility parking zones at all light rail stations in Redmond
- Transit System Plan, Strategy 3: Establish Mobility Hubs that promote multimodal first/last mile connections and enhance micromobility usage
- Transit System Plan, Action 3A: Establish at least one Regional Transit Mobility Hub in each of Redmond's centers, including every light rail station.

While the TMP includes future strategies and actions for implementing first- and last-mile micromobility and access to light rail, day to day resources for community members looking to access Redmond's light rail stations via micromobility can be found at www.goredmond.com, Redmond Scooter & Bike Share | Redmond, WA, and Bicycling | Redmond, WA.

Item will be included in PC Recommendation for more language around getting between neighborhoods outside of urban centers and light rail.

Staff made some additional edits to try to address this issue, including:

1. Changes to the introductory narrative of the Transportation Demand Management section (page 217):

Redmond's TDM team engages residents and employers through existing programs like Commute Trip Reduction (CTR), Mobility Management Program (MMP), and SchoolPool, and is always looking for new ways to encourage community members to travel using more sustainable modes than driving. A major focus of the City's TDM efforts is getting community members to and from Redmond's four light rail stations in Downtown, Marymoor, and Overlake urban centers. These stations connect Redmond

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | | community members to surrounding cities and regional destinations without the need for a car. TDM strategies for getting people to light rail include educating community members about available travel options, building out safe and comfortable networks for people to get around by foot, bicycle, and micromobility, and for community members for whom walking, biking or scooting are not options, making riding transit easy by providing route information and transit passes while also advocating for more frequent and comprehensive bus service and first- last-mile solutions. Other TDM and first-last-mile strategies the City is pursuing include promoting e-bikes through rebate programs and lending libraries or subscriptions, secure bike parking and e-bike charging, clear wayfinding to help people navigate the transportation network, flexible microtransit, and establishing mobility hubs where multiple travel modes converge with convenient and comfortable amenities. *GoRedmond* is the City of Redmond's go-to site for community members and employers to find the most current information on getting around Redmond using a variety of travel modes.<br><br>2. Modification to Action 1A in the TDM section:<br>Action 1A: Manage and update the City of Redmond transportation demand management website (GoRedmond) and program **to educate and inform community members about their options for getting to light rail and other destinations using a variety of travel options, including transit, micromobility, biking, carshare, microtransit, etc.** Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. (bolded language added) |
| 17 | 12/3/25 Opened<br><br>12/3/25 Closed | How will the city monitor whether light rail actually shifts people from cars to transit? (Do we rely on studies done by Sound Transit or Metro... or does the City do its own separate analysis?) | The Monitoring Progress section of the TMP identifies two performance measures that will help track overall mode shift in Redmond. Transit boarding data acquired from Sound Transit and King County Metro will track transit ridership and vehicle miles traveled (VMT) data will help estimate trips shifted from vehicle modes to light rail and transit. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| | | (Commissioner Gagner via email) | |
| 18 | 12/3/25 Opened<br><br>12/3/25 Closed | How will the City report out progress to the community in an accessible way? (Commissioner Gagner via email) | The performance measures identified in the Monitoring Progress section of the TMP will be featured on City's website and reported annually. Staff are looking into developing a data dashboard visible to the community that will feature key metrics in an intuitive and accessible way. |
| 19 | 12/3/25 Opened<br><br>12/17/25 Closed | I had mentioned this last time we reviewed this document but I don't see the changes reflected. Figure 4 is listed twice in the streets chapter. Figure 13 is listed twice in the bikes chapter. There is no legend/explanation for what this graphic is showing. (Commissioner Van Niman via email) | These figures have been updated and revised versions will be included with the materials in the 12/10 PC packet for the 12/17 study session. |
| 20 | 12/3/25 Opened<br><br>12/3/25 Closed | Hearing from community that a bus is needed from Woodinville to Downtown Redmond light rail station, especially will be important for World Cup in 2026. (Commissioner Copley) | The Transit System Plan Strategy 1 establishes a Strategic Transit Plan Network for Redmond. This network includes the ideal future transit system that meets the needs and desires of the Redmond community. The development of this network was built upon the East Link Connections network from King County Metro. The East Link Connections network includes a planned bus route between the Downtown Redmond light rail station, Woodinville, and Cottage Lake. Based on information received from King County Metro and their phased implementation schedule it is anticipated that this route will be in service in 2026. |
| 21 | 12/3/25 Opened<br><br>12/17/25 Closed | Are micromobility, e-mobility, and pedestrian from transit hubs the only proposed solutions for the first mile/ last mile problem? Are there any solutions that take into equity considerations for people who cannot bike, walk, or use scooters or bad weather? (Commissioner Aparna) | Additional first-last mile solutions include King County Metro's Paratransit and Community Van programs. All King County Metro buses are accessible, providing transit solutions to those with mobility devices. In addition, the City is developing the RedLink on-demand microtransit shuttle with funding from WSDOT's Regional Mobility Grant program. It is anticipated that the RedLink shuttle will be operational in early 2026. |

| # | Date | Issue (Commissioner) | Staff Notes & Next Steps |
|---|---|---|---|
| 22 | 12/3/25 Opened<br><br>12/17/25 Closed | Could we add an action requesting signage at the entrance to all roundabouts and extra caution before building multi-lane roundabouts (Commissioner Weston) | Text will be added to Action 5A in the Street System Plan to clarify that signage will be incorporated into the updated Roundabout Design Manual. Action 5A now states: **"Update the Roundabout Design Manual to incorporate current best practice, features to ensure roundabout operations are intuitive to the user (e.g., signage), approved Public Right of Way Accessibility Guidelines, and a prescribed process for evaluating the feasibility and cost-benefit of roundabout versus other traffic control."** (page 60) |
| 23 | 12/3/25 Opened<br><br>12/17/25 Closed | If possible could we address climate risk assessment before big projects are undertaken? Could we add a note that before projects begin, climate risk and material assessment will be done as due diligence? Not as a way for delaying projects but as a constructive tool to develop more sustainable and durable options. (Commissioner Aparna) | Text will be added to Action 7C in the Street System Plan to note that climate risk assessment should be considered. Action 7C now states: **"Build resilient transportation infrastructure to withstand the effects of climate change. For major capital projects, consider conducting climate risk assessment related to materials, life cycle, etc." (page 62)**<br><br>Changed language from "consider" to "commit to" |
| 24 | 12/3/25 Opened<br><br>12/17/25 Closed | Could we add to the TMP issues matrix a concern that was brought up in public comment about guidance for seniors using transit to access out of city orb regional medical facilities? (Commissioner Copley) | Text will be revised in Action 1D in the Transportation Demand Management section to clarify the older adult mobility program includes resources for travel to medical facilities. Action 1D now states: **"Establish an older adult mobility program through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles. This program could include transportation options for traveling to medical appointments, shopping, and other activities." (page 219)** |

Appendix B - Public Hearing Notice

**NOTICE OF PUBLIC HEARING**
**CITY OF REDMOND**

**Redmond Comprehensive Plan Amendment**
**(LAND-2025-00282)**

The City of Redmond Planning Commission will hold a Public Hearing at Redmond City Hall Council Chambers, 15670 NE 85th Street, Redmond, Washington on **December 3, 2025 at 7 p.m.** or as soon thereafter, on:

**SUBJECT:** The City of Redmond Planning and Community Development Department is proposing an amendment to the Transportation Element of the Redmond 2050 Comprehensive Plan, including moving appendices material from the Comprehensive Plan to the Transportation Master Plan (TMP). This amendment also intends to remove Redmond 2050 appendix material that is not required by the GMA and would fit better within the TMP. This amendment also adopts GMA-required portions of the Transportation Master Plan by reference into the Redmond 2050 Comprehensive Plan.

**REQUESTED ACTION:** Planning Commission recommendation on the proposed amendment(s) to the Redmond Comprehensive Plan.

**PUBLIC PARTICIPATION:** Join in-person at City Hall, watch live at redmond.gov/RCTV, Comcast channel 21, Ziply channel 34, on facebook.com/CityofRedmond, or listen live by phone by calling 510-335-7371.

Public comment can be provided in-person at City Hall. Public comment can also be made by phone during the meeting by providing a name and phone number to PlanningCommission@redmond.gov no later than 5 p.m. on the day of the hearing.

Written public comments should be submitted prior to the hearing by email to PlanningCommission@redmond.gov no later than 5 p.m. on the hearing date. Comments may also be sent by mail to: Planning Commission, MS: 4SPL, P.O. Box 97010, Redmond, Washington, 98073-9710.

A copy of the proposal is available at https://www.redmond.gov/TMP

If you have any comments, questions, or would like to be a Party-of-Record on this proposal, **please contact Michael Hintze, Transportation Planning Manager, 425-556-2406, mhintze@redmond.gov.**

If you are hearing or visually impaired, please notify Planning Department staff at 425-556-2441 one week in advance of the hearing to arrange for assistance.

**LEGAL NOTICE**: November 12, 2025

Appendix C - Planning Commission Meeting Minutes for Dec. 3, 2025

# MEETING MINUTES

## REDMOND PLANNING COMMISSION MEETING

**Wednesday, December 3, 2025 – 7:00 p.m.**

1. Call to Order & Roll Call – 7:00 p.m.

| | |
|---|---|
| Commissioners Present: | Chair Susan Weston, Commissioners Bryan Copley, Denice Gagner (virtual), Tara Van Niman, and Aparna Varadharajan (virtual) |
| Commissioners Absent: | Commissioner Adam Coleman (Excused) and Vice-Chair Jeannine Woodyear (Unexcused) |
| Staff Present: | Odra Cardenas, Jeff Chuchill, Michael Hintze, Francesca Liburdy, and Chris Wyatt |
| Recording Secretary: | Carolyn Garza, LLC |

2. Approval of the Agenda

   - *Motion to approve the Agenda by Commissioner Copley, seconded by Commissioner Van Niman. The Motion passed.*

3. Approval of Meeting Minutes & Summaries

   - *Motion by Commissioner Van Niman to approve the November 19, 2025 Meeting Summary. Motion seconded by Commissioner Copley. The Motion passed unanimously.*

## 4. Items from the Audience (General)

- David Morton, Redmond 98053, spoke regarding the Cumulative Effects Analysis for the 6900 – 188th Avenue Northeast Land Use Amendment relating to strategic planning priorities. Redmond 2050 prioritizes both housing growth and economic vitality and the proposal advances one at the expense of the other, citing several examples. The recommendation to Council should reflect careful consideration of whether a conversion serves the complete long-term interests of Redmond or only immediate development pressures.

## 5. Transportation Master Plan (TMP) Update - Public Hearing & Study Session

Michael Hintze, Transportation Planning Manager, presented the topic.

*Public Hearing*

- Kelli Refer, Move Redmond, stated that the TMP charts a great path forward and that maintaining current roads, focusing on ADA, and pedestrianizing spaces make Redmond safer and more sustainable. Access to light rail and curb management including loading, parking, and delivery zones are important and stated support for the TMP.
- David Morton, Redmond 98053, stated appreciating the emphasis on completing high comfort bicycle facilities, the pedestrian network strategies, and integration of the Safe System Approach. Concerns are regarding climate commitments and equity.
- Linda Seltzer, senior apartment complex resident, stated that access to services such as a direct transit route from the eastside to major medical centers on First Hill in Seattle and the University of Washington are lacking. Older people with bone and joint issues will not be able to use e-bikes to reach care. Stable parking near residence doorways is necessary for people with children and when carrying groceries. A bus route is needed from downtown Redmond light rail to the Woodinville park and ride.
- Brian Buck (virtual), Lake Washington School District, Executive Director Support Services, stated that an extension of 192nd Avenue Northeast would have bisected a property owned by the School District intended for a future school site, and upon speaking with city staff the extension was removed. The ongoing partnership between the city and School District is appreciated.

Chair Weston closed the verbal portion of the Public Hearing, leaving the written portion open.

*Study Session*

Planning Manager Hintze presented the Issues Matrix.

Regarding Issue one, Commissioner Aparna asked that the Issue remain open and that more clarity regarding intersections between modes, e-bike speed limits, and where e-bikes are appropriate in each scenario should be included.

Regarding Issue two, Chair Weston stated that continued conversations will be necessary but a plan for now is captured and the Issue could be closed. Commissioner Van Niman stated that efforts can begin at the school level and that public outreach through Go Redmond at community events will be welcomed.

Regarding Issue three, Chair Weston stated that there is a good policy foundation in the existing Comprehensive Plan and that the Issue could be closed.

Regarding Issue four, Commissioner Aparna stated that the Issue could be closed.

Regarding Issue five, Commissioner Van Niman stated that the Issue could be closed.

Regarding Issue six, Chair Weston stated that traffic flow will continue to be affected by new development, cannot be resolved yet, and that the Issue could be closed.

Regarding Issue seven, Commissioner Van Niman stated that widening would be required. There was no comment regarding closing or leaving the issue open.

Regarding Issue eight, Chair Weston asked that the Issue remain open as Commissioner Coleman was not present.

Regarding Issue nine, Chair Weston stated that a Planning Commission recommendation should be to change verbiage to the idea that studies will be conducted regarding where speeds should be reduced rather than stating firmly that reduced speed will occur. Commissioner Copley asked if the Public Works department has a timeline to finish and publish a study, and Planning Manager Hintze replied that the study will initiate in January, an analysis phase, followed by recommendations and public engagement. Commissioner Copley asked if speed reductions should be delayed until the study is complete and Planning manager Hintze replied that the TMP does not call for specific speed reductions but rather echoes what is in the Safer Streets Action Plan, and that when speeds are lowered both crash risk and severity are reduced. Senior Planner Liburdy replied that the TMP and Safer Streets Action Plan call for the study that the Public Works department will be undertaking in January, 2026, not making recommendations but calling for the study. Chair Weston stated that strategy four A does give specific speed limit details, in example for 140th Avenue Northeast, and that language should be geared toward conducting studies and building community consensus around lower speeds rather than a prescriptive approach to specific speeds on specific roads.

Commissioner Gagner stated support for the recommendation by Chair Weston, offered a related personal anecdote, and asked how changes in speed limits are communicated to the community in advance. Planning Manager Hintze stated not being able to address specifics but that there is an engagement phase ahead of time and drivers paying attention will see the new speed limit signs, but that language will be examined. Chair Weston reiterated that the plan should be more measured with speeds listed as examples and not prescriptive. Chair Weston asked that the Issue remain open.

Regarding Issue 10, the Issue would remain open until Commissioner Coleman is present.

Regarding Issue 11, Chair Weston stated that the Issue could be closed.

Regarding Issue 12, Commissioner Gagner asked that the Issue remain open until a figure is entered for the next Study Session, and an additional question to add is how equity is factored into decision making.

Regarding Issue 13, Chair Weston asked that the Issue remain open, and that Commissioner Coleman would be contacted regarding possibly moving Issues ahead offline before the next meeting.

Regarding Issue 14, Chair Weston stated the Issue should remain open until the map described can be examined at the next Study Session.

Regarding Issue 15, Chair Weston asked if pointers could be included in the plan so that average community members will know what the Planners know, and that the Prioritized Bike Projects on page 50 would be helpful to the community also, for transparency. Chair Weston asked that the Issue remain open until changes are captured.

Regarding Issue 16, the issue would remain open until Commissioner Coleman can address.

Planning Manager Hintze stated that several comments from Commissioners had been received. Chair Weston asked for a topic list of comments received via email. Planning Manager Hintze replied with responses to topics including how light rail shifts of people from cars to transit will be monitored, how progress will be reported to the community, and missing maps which will be included in the next packet.

Commissioner Copley stated, regarding Public Comment, that transit from Woodinville, Cottage Lake, Duvall, and Carnation to Redmond light rail should be studied before the FIFA games in 2026. Chair Weston asked how much control the city has regarding bus routes and Senior Planner Liburdy replied that Sound Transit and King County Metro

have ownership over bus routes, that there are strategies and actions in the city Transit System Plan for more coordination and points of contact regarding what Redmond needs, and that Eastlink includes a route that will make the Redmond to downtown Woodinville connection in Spring 2026. Chair Weston asked that the Issue and answer be captured in the Issues Matrix to ensure Council is aware. Planning Manager Hintze replied that King County Metro will also be revisiting the Metro Connects Plan beginning in 2026. Commissioner Copley stated that the Issue had been opened and could be closed.

Commissioner Aparna asked if other modes of transportation are being considered for those unable to use bikes, scooters, or in severe weather in the first mile/last mile and asked that it be added to the Matrix and answered officially.

Chair Weston stated that clear signage at the entry to roundabouts is needed and that double-barrel roundabouts require further entry signage as they are more confusing. Planning Manager Hintze replied that the issue would be addressed in a Roundabout Design Manual, but that a recommendation to avoid multi-lane roundabouts could be included for clarity. Commissioner Copley stated that consistency in signage prior to entry at all roundabouts would be helpful.

Commissioner Aparna stated that per a Public Comment, addressing climate risk and material assessment prior to undertaking large projects should be included. Chair Weston replied with support, not to delay or stop projects but as a constructive tool to find sustainable options. Commissioner Aparna replied also durable options, due diligence of a project.

*(Five-Minute Break)*

## 6. 2025-26 Annual Docket: Analysis of Cumulative Effects – Briefing

Planning Manager Churchill gave the presentation.

Commissioner Van Niman asked for clarification regarding timing and next steps. Planning Manager Churchill replied that the docket is addressed by the Commission in December, the Transportation Master Plan having been introduced at this meeting, and the Map Amendment in Southeast Redmond at the next meeting. Study Sessions will continue to be held until recommendations can be made to City Council. City Council will address in the first part of 2026.

Commissioner Aparna asked when next project proposal questions should be introduced to staff. Planning Manager Churchill replied that the next proposal will be on the next meeting agenda.

Commissioner Copley thanked staff for the presentation.

Chair Weston asked for clarification regarding job numbers and reducing Business Parks. Planning Manager Churchill replied that email questions prior to the next meeting are welcome, and if received by Friday, December 5, 2025 questions can be added into the Issues Matrix with preliminary responses. If received by next Tuesday, December 9, 2025, questions can be added to the Matrix but without a response.

## 7. 2026 Code Amendment Series – Briefing

Planning Manager Churchill gave the presentation.

There were no comments or questions from Commissioners.

## 8. Staff & Commissioner Updates

Senior Planner Cardenas stated that the next meeting includes a Public Hearing on December 17, 2025 continuing with the TMP and zoning, land use changes for 6900 – 188th Avenue, and to contact staff with any attendance issues.

On December 2, 2025 City Council adopted the Fire Functional and Capital Facilities Plans.

Planning Manager Churchill stated that the 2026 meeting calendar is attached to the agenda, and that a Council joint meeting is scheduled for late May, 2026. Council is in high demand in 2026. The Annual Planning Commission Workshop is tentatively planned for the 5th Wednesday of April, 2026.

## 9. Adjourn

- Motion to adjourn at 8:48 p.m. by Commissioner Copley, seconded by Commissioner Van Niman. The Motion passed.

Minutes approved on: Planning Commission Chair

_____ _____

Appendix D - Written Public Comments

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, November 19, 2025 3:46 PM
**To:** Francesca Liburdy; Michael Hintze
**Subject:** FW: "Items from the Audience," a comment at the Redmond Planning Commission meeting on 10/22/25 by David Morton
**Attachments:** Seventy second talk to Redmond Planning Commission.docx

Please see comments on TMP.

Thanks,
OC

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** David Morton <davidwardmorton@yahoo.com>
**Sent:** Tuesday, October 21, 2025 3:30 PM
**To:** Planning Commission <planningcommission@redmond.gov>
**Cc:**
**Subject:** "Items from the Audience," a comment at the Redmond Planning Commission meeting on 10/22/25 by David Morton

**External Email Warning!** Use caution before clicking links or opening attachments.

Dear Redmond Planning Commissioners:

I wish to provide a spoken public comment during "Items from the Audience" in the **October 22, 2025 meeting** of the Redmond Planning Commission. I will be speaking on the **Transportation Master Plan (TMP) Update**.

I plan to be present at City Hall on October 22 to present my public comment in person at the podium.

My comment is attached as a Word document (containing **blue and underlined hyperlinks**) and is inserted in the body of this email below.

**★★★The Following Is My Public Comment for Items from the Audience★★★**

I'd like to speak about the **Transportation Master Plan update**.

I've reviewed the materials for this item on the agenda, and I want to commend staff for the comprehensive work on this plan. However, I have concerns about the **Transportation Facilities Plan** that deserve your attention.

First, regarding **project removals**: I understand the rationale for removing projects **not aligned with Redmond 2050**, but I'm concerned about **removing the Avondale Road school bus pullouts** without a clear alternative. The justification states this "**needs further evaluation as part of (a) broader corridor study**," but students need safe bus access now. Please ensure safety concerns are addressed through other means or that the broader corridor study is prioritized in the near-term timeframe.

Second, I'm troubled by the revenue forecast assumptions. The TFP projects **flat revenue growth through 2050 without accounting for inflation or rate increases**. This seems unrealistic given rising construction costs and the ambitious scope of planned projects. The plan needs **$462 million** and relies on **federal and state grants** that provide **18% of total funding**. What happens when grants don't materialize? Should contingency plans that consider more stable funding mechanisms be developed?

Third, while I appreciate the emphasis on **multimodal investments which make up 79 percent of the TFP budget**, I'm concerned about equity across neighborhoods. Only **13 percent of TFP investments serve neighborhoods outside urban centers**, yet these areas also need safe walking, biking, and transit connections to reach downtown, Overlake, and other destinations. Residents throughout Redmond need viable transportation alternatives to driving.

Finally, regarding **Transportation Demand Management** (TDM): The strategies are excellent, but enforcement mechanisms remain vague. **Mobility Management Plans historically "have lacked attention beyond initial completion,"** according to the TDM chapter. **Action 2B mentions developing renewal requirements**, but how will compliance be monitored? Consider dedicated funding for TDM staff and clear enforcement procedures with consequences for non-compliance.

This plan shapes decades of growth. **Please address school bus safety concerns, funding contingencies, neighborhood equity, and TDM enforcement.** Thank you.

★★★ **End of My Public Comment** ★★★

Sincerely,

David Morton
Redmond, WA 98053
206-909-5680

## Francesca Liburdy

**From:** Edward Wang <wangedwa@gmail.com>
**Sent:** Wednesday, November 12, 2025 12:05 PM
**To:** Francesca Liburdy
**Subject:** TMP comments

**External Email Warning!** Use caution before clicking links or opening attachments.

Hi Francesca,

Thank you for your work on the Transportation Master Plan update. Overall, I love the direction the city is taking.

I noticed on pages 49-51 that the proposed modal corridors project table (Table 3) doesn't match up with the map (Figure 5). Also, project #2 suggests we would be building a low-cost bicycle boulevard on Redmond Way -- it should be a shared-use path per the bicycle section.

In the bicycle section, it looks like some figures have not been updated to reflect changes to the Spine Network figure (Figure 13). For instance, Figures 15 and 16 are missing some of the new neighborhood connections in the Grasslawn neighborhood.

For the transit plan, it would be nice to have stronger language about generally prioritizing buses over general purpose traffic whenever feasible, and encouraging redesignating lanes to BAT lanes even if it may add some delay to general purpose traffic. This would be really nice all along the B-line route, for instance. Without bus priority, the bus will always be slower than driving, and people with the means to drive will never ride the bus.

Also, I am strongly opposed to the proposed extension of Avondale Way across the Redmond Central Connector for motor vehicles. This creates an additional barrier to nonmotorized station access from the east, an additional interruption to the RCC, and takes away a pedestrian/bike access plaza, while providing a minimal and negligible time savings for vehicles.

Thank you!
Ed Wang
Grasslawn

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, November 12, 2025 12:14 PM
**To:** Michael Hintze; Francesca Liburdy
**Subject:** FW: Draft Transportation Master Plan Available for Review!

Hi Michael and Francesca

Please see feedback on the TMP that was sent to the Planning Commission. I have also forwarded this to the Commissioners.

Thanks,

Odra C.

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Ian Replinger <ianreplinger@gmail.com>
**Sent:** Wednesday, November 12, 2025 11:53 AM
**To:** Planning Commission <planningcommission@redmond.gov>
**Subject:** Fwd: Draft Transportation Master Plan Available for Review!

**External Email Warning!** Use caution before clicking links or opening attachments.

Good morning,

I would like to give some bicycle related feedback. I take a company shuttle to work and bike home (1 way bus, 1 way bike) almost every day. I take Novelty Hill road (this portion is likely unicoperated King Count) to Union Hill Road to Bear Creen path, then get on the 520 bike path.

I find riding this route every day dangerous due to the lack up maintenance and poor bike infrastructure.

There is no bike lane and only a small shoulder along Novelty Hill Road. After any sort of weather/wind the shoulder is often full of debries. It is also intermittently blocked due to glass or roadkill. There is also a specific driveway where 0.5 to 1" gravel goes into the shoulder. All of this forces me to take the lane.

Frequently, including on downhill segemnts when I am going 35 mph (the speed limit), cars pass me on a double yellow or honk.

Along Union Hill Road, the bike lane exists; but a bit of paint on the road does not stop cars from hitting me on my bike. This bike lane too is often full of debries (right now, this is leaves). This forces me to take the lane which can be dangerous when cars are going even the speed limit (which is 35, but they frequently go 45 mph or more given the road naturally feels fast).

Lastly, the merge to Bear Creek Parkway starting at 178th place and Union Hill Rd is awful. The bike lane just ends and merges with traffic for a block with no clear way to navigate between the striaght lane and right turn lane to get onto the sidewalk and then the Bear Creek Parkway. This block also connects Bear Creek Trail (and therefore the 520) to the bear creek park and ride.

These are constatny struggles I face almsot every weekday. Improving bicule infrasucture in general is needed, and the specific areas I highlighted are painful. At bare minimum, there neeeds to be better protectons along NE Union Hill Rd. Paint does not stop cars from hitting me. Armadillos (as shown on page 112), a concrete barrier, or even the silly plastic sticks with reflections would be better deterrents. I see some green squiggles on page 127 / figure 15 that show some sort of shared use pathway. that could connect Bear Creek Trail to Evans Creek trail. If this is proposed, I urge rapid implementation.

I would addiontally urge better connectioins between Redmond and Redmond Ridge, but reconize this likely requires some county parternship.

I have been hit by a car in Seattle. They ran and 911 did nothing even though I got their plate. Don't let Redmond, the bicycle capital of the northwest, have anything similar happen.

Ian Replinger
503-484-4219

---------- Forwarded message ---------
From: **Ped Bike Committee** <pedbikecommittee@redmond.gov>
Date: Wed, Nov 12, 2025 at 10:22 AM
Subject: Draft Transportation Master Plan Available for Review!
To: Ped Bike Committee <pedbikecommittee@redmond.gov>

Good morning PBAC members,

City of Redmond staff are excited to announce that the Draft Transportation Master Plan is available to read and provide feedback! Thank you to all members of PBAC for your input throughout the plan development process. A very special thank you to PBAC members Aspen, Paulette, and TJ for their input. You can see their photos and quotes highlighted on pages 47, 89, 148, 165, and 224!

## Visit www.redmond.gov/TMP to review the draft plan.

The City of Redmond Planning Commission will hold a Public Hearing on the Draft Transportation Master Plan at Redmond City Hall Council Chambers, 15670 NE 85th Street, Redmond, Washington on December 3, 2025 at 7 p.m. Join in-person at City Hall, watch live at redmond.gov/RCTV, Comcast channel 21, Ziply channel 34, on facebook.com/CityofRedmond, or listen live by phone by calling 510-335-7371.

Public comment can be provided in-person at City Hall. Public comment can also be made by phone during the meeting by providing a name and phone number to PlanningCommission@redmond.gov no later than 5 p.m. on the day of the hearing. Written public comments should be submitted prior to the hearing by email to PlanningCommission@redmond.gov no later than 5 p.m. on the hearing date. Comments may also be sent by mail to: Planning Commission, MS: 4SPL, P.O. Box 97010, Redmond, Washington, 98073-9710. If you are hearing or visually impaired, please notify Planning Department staff at 425-556-2441 one week in advance of the hearing to arrange for assistance.

As always, please reach out if you have any questions. PBAC meetings will resume in 2026.

Thank you!

**Pedestrian Bicycle Advisory Committee**

Transportation Planning & Engineering, City of Redmond

pedbikecommittee@redmond.gov

www.redmond.gov/580

MS:4SCC • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Monday, November 17, 2025 9:39 AM
**To:** Michael Hintze; Francesca Liburdy
**Subject:** FW: Disabilities below the level of the ADA and Medicaid -Transportation Master Plan

Forwarding comments sent to Planning Commission

Odra C.

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Linda Seltzer <lseltzer@alumni.princeton.edu>
**Sent:** Sunday, November 16, 2025 2:38 PM
**To:** Planning Commission <planningcommission@redmond.gov>; Ped Bike Committee <pedbikecommittee@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Menka Soni <votemenkasoni@gmail.com>; vivek.prakriya@gmail.com; Vandana.Slatter@leg.wa.gov
**Subject:** Disabilities below the level of the ADA and Medicaid -Transportation Master Plan

**External Email Warning!** Use caution before clicking links or opening attachments.

At a previous Council meeting, one of the presenters asked what people need in order to not have a car.

This article discusses one of the main issues of concern: persons with disabilities and medical problems that don't meet Medicaid or ADA requirements.

https://www.medpagetoday.com/opinion/second-opinions/118483

For example, Access transportation is for people who cannot walk four blocks. Medicaid (Hopelink) transportation for medical care involves a very long scrutiny process and Medicaid spend down, and the requirements exclude people who need or would benefit from public transportation.

This article addresses the question in part. There are people with disabilities that don't qualify for Medicaid or the ADA. Add tho this the need for transportation of grocery bags or other bulky items.

I don't think the report goes beyond the ADA and considers the population of disabilities and medical conditions that don't meet ADA and Medicaid requirements.

Linda Seltzer

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, December 10, 2025 11:34 AM
**To:** Francesca Liburdy; Michael Hintze
**Subject:** FW: "Items from the Audience" and Public Hearing on "Transportation Master Plan (TMP) Update," 2 comments at the Redmond Planning Commission meeting on 12/3/25 by David Morton
**Attachments:** Seventy fourth talk to Redmond Planning Commission.docx; Seventy fifth talk to Redmond Planning Commission.docx

Forwarding public comments for the TMP from the Dec 3rd public hearing

OC

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** David Morton <davidwardmorton@yahoo.com>
**Sent:** Tuesday, December 2, 2025 10:48 AM
**To:** Planning Commission <planningcommission@redmond.gov>
**Cc:** Odra Cardenas <ocardenas@redmond.gov>; Glenn Coil <gcoil@redmond.gov>; Susan Weston (City Volunteer) <sweston@redmond.gov>; Jeannine Woodyear (City Volunteer) <jwoodyear@redmond.gov>; Adam Coleman (City Volunteer) <acoleman@redmond.gov>; Bryan Copley (City Volunteer) <bcopley@redmond.gov>; Tara Van Niman (City Volunteer) <tvanniman@redmond.gov>; Aparna Varadharajan (City Volunteer) <avaradharajan@redmond.gov>; Denice Gagner (City Volunteer) <dgagner@redmond.gov>; Jeff Churchill <jchurchill@redmond.gov>; Michael Hintze <mhintze@redmond.gov>; Francesca Liburdy <fliburdy@redmond.gov>; Carol Helland <chelland@redmond.gov>; Aaron Bert <abert@redmond.gov>; Beckye Frey <bfrey@redmond.gov>; Sustainability <Sustainability@redmond.gov>; Amee Virelle <avirelle@redmond.gov>; Micheal Despain (MED Enterprises) <mdespain@redmond.gov>; Lauren Alpert <lalpert@redmond.gov>; Ian Lefcourte <ilefcourte@redmond.gov>; Tim McHarg <tmcharg@redmond.gov>; Tom W. Hardy <TWHARDY@redmond.gov>; David Lee <dlee@redmond.gov>; Kim Dietz <KDIETZ@REDMOND.GOV>; Haritha Narra <hnarra@redmond.gov>; PLAN - Redmond 2050 - Technical Advisory Committee <Planning-Redmond2050-TechnicalAdvisoryCommittee@RedmondGov.onmicrosoft.com>; Cameron Zapata <czapata@redmond.gov>; Aaron Moldver <amoldver@redmond.gov>; Todd Rawlings <trawlings@redmond.gov>; Lauren Anderson <landerson@redmond.gov>; Josh Mueller <jmueller@redmond.gov>; Amanda Balzer <ABALZER@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Council <Council@redmond.gov>; Mayor (Internet) <Mayor@redmond.gov>; Chris Stenger <cstenger@redmond.gov>; Malisa Files <mfiles@REDMOND.GOV>; Jill E. Smith <jesmith@redmond.gov>; Cheryl D. Xanthos <cdxanthos@redmond.gov>; Seraphie Allen <sallen@redmond.gov>; City Clerk <CityClerk@redmond.gov>; eugene.radcliff@ecy.wa.gov; Oneredmond Info <info@oneredmond.org>; Patrick Jurney <pjurney@communityclimate.org>; Andrea Martin <andream@cascadiaconsulting.com>; pwilliams@redmond.gov; Mike Brent <mbrent@cascadewater.org>; Andy Swayne <andy.swayne@pse.com>; David Hoffman <david.hoffman@pse.com>; jor_mig_santos@hotmail.com; James Terwilliger

<james.terwilliger@hotmail.com>; Anastasiya Warhol <awarhol@kenmorewa.gov>; David Baker <dbaker@kenmorewa.gov>; Milton Curtis <mcurtis@kenmorewa.gov>; Joe Marshall <jmarshall@kenmorewa.gov>; Nigel Herbig <nherbig@kenmorewa.gov>; Mellor Caroline (ECY) <caroline.mellor@ecy.wa.gov>; Melanie OCain <mocain@kenmorewa.gov>; Andrew McClung <andrewm@kcls.org>; Jon Culver <jon.c.culver@gmail.com>; David Barnes <dbarnes@kirklandwa.gov>; Brian Stewart <brianstewart@electrifynow.net>; Brian Buck <bbuck@lwsd.org>; Arielle Dorman <dorman.arielle@gmail.com>; Kim Faust <kfaust@mspgroupllc.com>; Tom Hitzroth <thitzroth1@outlook.com>; Marilyn Lazaro (City Volunteer) <mlazaro@redmond.gov>; Yeni Li <yli@gglo.com>; Christy Sanders-Meena <csandersmeena@frontier.com>; David Bain <dbaing17@gmail.com>; Marissa Aho <marissa.aho@kingcounty.gov>; Claudia Balducci <claudia.balducci@kingcounty.gov>; Sarah Perry <sarah.perry@kingcounty.gov>; Prideacrossthebridge Info <info@prideacrossthebridge.org>; Axton Burton <axton@prideacrossthebridge.org>; Jessica Atlakson <jatlakson@redmond.gov>; Tess Larson <tlarson@redmond.gov>; Brian Coats <BCOATS@REDMOND.GOV>; Ernest C. Fix <ECFIX@redmond.gov>; Vanessa Kritzer <vkritzer@redmond.gov>; gwolff@redmond.gov; Kelley Cochran <KCOCHRAN@REDMOND.GOV>; Loreen Hamilton <lhamilton@redmond.gov>; David Tuchek <DTUCHEK@REDMOND.GOV>; Gary Smith <garydsmithx@outlook.com>; Tom Markl - Economic Development Board of Directors <tommarkl@nelrem.com>; Shannon Braddock <shannon.braddock@kingcounty.gov>; Shannon Braddock <kcexec@kingcounty.gov>
**Subject:** "Items from the Audience" and Public Hearing on "Transportation Master Plan (TMP) Update," 2 comments at the Redmond Planning Commission meeting on 12/3/25 by David Morton

**External Email Warning!** Use caution before clicking links or opening attachments.

Dear Redmond Planning Commissioners:

I wish to provide 2 spoken public comments at the **December 3, 2025 meeting** of the Redmond Planning Commission.

During "Items From the Audience," my 1st comment is about the portion of **Agenda Item 6** that applies to **proposed land use map and zoning map amendments - 6900 188th Ave NE**.

My 2nd comment pertains to **Agenda Item 5, the Public Hearing on the TMP**.

I plan to be present at City Hall on December 3 to present my public comments in person at the podium.

My comments are attached as Word documents (containing **blue and underlined hyperlinks**) and are inserted in the body of this email below.

**★★★The Following Is My Public Comment for Items from the Audience★★★**

I'd like to address the **cumulative effects analysis for just the 6900 188th Avenue NE land use amendment** as it relates to Redmond's strategic planning priorities.

The **Analysis of Cumulative Effects document** acknowledges that converting nearly five acres of Business Park land "**may reduce employment as well as related business taxes**." This understated language masks a significant policy tension. Redmond 2050 explicitly prioritizes both housing growth and economic vitality. This proposal advances one at the expense of the other.

The cumulative effects analysis suggests job losses might be "**mitigated by the creation of jobs and businesses in the Mixed-Use zone**." This optimistic assumption deserves scrutiny. Business Park zones support research, development, and advanced manufacturing, which offer middle-to-upper wage employment with

substantial tax revenue generation. Mixed-use zones typically generate retail and service jobs at lower wage scales with correspondingly lower fiscal benefits.

It's stated that this amendment "**may not advance**" several Economic Vitality policies, including **EV-2 on job growth targets**, **EV-3 on economic development**, and **EV-26 on diversified businesses**. These aren't peripheral policies; they're foundational to Redmond's economic sustainability.

The cumulative effects matrix rates the overall docket as having "**positive impact on economic vitality**," yet the only docket item affecting employment land has acknowledged negative economic consequences. This apparent contradiction warrants explanation.

Consider the timing. The **Technical Committee Report** notes the property owner cited "**less demand for manufacturing and commercial uses**" and "**challenges attracting a viable tenant**." Is Redmond making permanent land use decisions based on cyclical market conditions? The tech sector experiences regular fluctuations. Will Redmond regret eliminating employment capacity when market dynamics shift?

What's the quantified difference in tax revenue between a functioning business park and residential development? How does this affect Redmond's long-term service delivery capacity? The Commission needs concrete numbers, not speculation about potential offsets.

Could Business Park standards be modified to preserve job-generating uses while making development more viable?

Please ensure that your recommendation to Council reflects careful consideration of whether this conversion serves Redmond's complete long-term interests or simply responds to immediate development pressures.

★ ★★ **End of Public Comment** ★★★

★ ★★**The Following Is My Public Comment for Agenda Item 5, Public Hearing on the TMP** ★ ★★

I'd like to comment on **Redmond's Transportation Master Plan**.

I particularly appreciate three aspects of this plan.

**First,** there's emphasis on completing **high-comfort bicycle facilities**, especially the **Spine Network** by 2035. The **Level of Traffic Stress analysis** showing that **79% of current bikeways are high-stress** demonstrates why **separated bicycle lanes** matter for attracting "**Interested but Concerned**" riders who represent **the largest potential for mode shift**.

**Second,** the pedestrian network strategy's focus on **filling sidewalk gaps** and implementing **low-stress crossings** addresses real barriers to walking in Redmond. The commitment to developing an **ADA Transition Plan** demonstrates meaningful attention to accessibility and equity.

**Third,** the integration of the **Safe System Approach** throughout the plan aligns well with the **Safer Streets Action Plan**'s goal of **eliminating fatal and serious injury crashes by 2035**.

However, I have concerns about climate commitments and equity.

**Regarding climate goals**: While the plan acknowledges the **71% greenhouse gas reduction target** and **50% Vehicle Miles Traveled reduction goal**, several **Transportation Facilities Plan** projects seem misaligned

with these objectives. **Arterial road widening projects**, like the **NE 116th Street** and **Willows Road** projects, historically **increase traffic rather than reduce it**. These may temporarily relieve congestion but ultimately encourage more driving. I urge requiring climate impact assessments for all capacity expansion projects and prioritizing **mode shift** investments instead.

**On equity**: While equity analysis was applied to **bicycle network** and **sidewalk gap** prioritization, greater transparency about **the City's Equity Analysis tool** would strengthen public confidence in these decisions. Could community members see the methodology, data sources, and weighting criteria used in this tool? Can this tool be used for transit improvements, maintenance prioritization, and all capital projects? An **Equity Advisory Committee** could be established to ensure consistent equity evaluation across all transportation investments..

I appreciate the innovative approaches to **e-mobility**, **mobility hubs**, and **transportation demand management**. I also support **Action 5I establishing bicycle education in schools**, which addresses community e-bike safety concerns.

But I urge the Commission to strengthen commitments to climate goals and equity before recommending adoption.

★ ★★ **End of Public Comments** ★★★

Sincerely,

David Morton, PhD
Redmond, WA 98053
206-909-5680

I'd like to address the **cumulative effects analysis for just the 6900 188th Avenue NE land use amendment** as it relates to Redmond's strategic planning priorities.

The **Analysis of Cumulative Effects document** acknowledges that converting nearly five acres of Business Park land "**may reduce employment as well as related business taxes**." This understated language masks a significant policy tension. Redmond 2050 explicitly prioritizes both housing growth and economic vitality. This proposal advances one at the expense of the other.

The cumulative effects analysis suggests job losses might be "**mitigated by the creation of jobs and businesses in the Mixed-Use zone**." This optimistic assumption deserves scrutiny. Business Park zones support research, development, and advanced manufacturing, which offer middle-to-upper wage employment with substantial tax revenue generation. Mixed-use zones typically generate retail and service jobs at lower wage scales with correspondingly lower fiscal benefits.

It's stated that this amendment "**may not advance**" several Economic Vitality policies, including **EV-2 on job growth targets**, **EV-3 on economic development**, and **EV-26 on diversified businesses**. These aren't peripheral policies; they're foundational to Redmond's economic sustainability.

The cumulative effects matrix rates the overall docket as having "**positive impact on economic vitality**," yet the only docket item affecting employment land has acknowledged negative economic consequences. This apparent contradiction warrants explanation.

Consider the timing. The **Technical Committee Report** notes the property owner cited "**less demand for manufacturing and commercial uses**" and "**challenges attracting a viable tenant**." Is Redmond making permanent land use decisions based on cyclical market conditions? The tech sector experiences regular fluctuations. Will Redmond regret eliminating employment capacity when market dynamics shift?

What's the quantified difference in tax revenue between a functioning business park and residential development? How does this affect Redmond's long-term service delivery capacity? The Commission needs concrete numbers, not speculation about potential offsets.

Could Business Park standards be modified to preserve job-generating uses while making development more viable?

Please ensure that your recommendation to Council reflects careful consideration of whether this conversion serves Redmond's complete long-term interests or simply responds to immediate development pressures.

I'd like to comment on **Redmond's Transportation Master Plan**.

I particularly appreciate three aspects of this plan.

**First,** there's emphasis on completing **high-comfort bicycle facilities**, especially the **Spine Network** by 2035. The **Level of Traffic Stress analysis** showing that **79% of current bikeways are high-stress** demonstrates why **separated bicycle lanes** matter for attracting "**Interested but Concerned**" riders who represent **the largest potential for mode shift**.

**Second,** the pedestrian network strategy's focus on **filling sidewalk gaps** and implementing **low-stress crossings** addresses real barriers to walking in Redmond. The commitment to developing an **ADA Transition Plan** demonstrates meaningful attention to accessibility and equity.

**Third,** the integration of the **Safe System Approach** throughout the plan aligns well with the **Safer Streets Action Plan**'s goal of **eliminating fatal and serious injury crashes by 2035**.

However, I have concerns about climate commitments and equity.

**Regarding climate goals**: While the plan acknowledges the **71% greenhouse gas reduction target** and **50% Vehicle Miles Traveled reduction goal**, several **Transportation Facilities Plan** projects seem misaligned with these objectives. **Arterial road widening projects**, like the **NE 116th Street** and **Willows Road** projects, historically **increase traffic rather than reduce it**. These may temporarily relieve congestion but ultimately encourage more driving. I urge requiring climate impact assessments for all capacity expansion projects and prioritizing **mode shift** investments instead.

**On equity**: While equity analysis was applied to **bicycle network** and **sidewalk gap** prioritization, greater transparency about **the City's Equity Analysis tool** would strengthen public confidence in these decisions. Could community members see the methodology, data sources, and weighting criteria used in this tool? Can this tool be used for transit improvements, maintenance prioritization, and all capital projects? An **Equity Advisory Committee** could be established to ensure consistent equity evaluation across all transportation investments..

I appreciate the innovative approaches to **e-mobility**, **mobility hubs**, and **transportation demand management**. I also support **Action 5I establishing bicycle education in schools**, which addresses community e-bike safety concerns.

But I urge the Commission to strengthen commitments to climate goals and equity before recommending adoption.

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, December 3, 2025 6:31 PM
**To:** Michael Hintze; Francesca Liburdy
**Subject:** FW: TMP Comment Letter
**Attachments:** 2025 TMP - Planning Commission Comment Letter.pdf

Forwarding public comments on the TMP.

Thanks,
OC

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Kelli Refer <kellir@moveredmond.org>
**Sent:** Wednesday, December 3, 2025 5:58 PM
**To:** Planning Commission <planningcommission@redmond.gov>
**Cc:** Albert, Lauren <lauren.albert@soundtransit.org>; Seraphie Allen <sallen@redmond.gov>; Michael Hintze <mhintze@redmond.gov>
**Subject:** TMP Comment Letter

**External Email Warning!** Use caution before clicking links or opening attachments.

Hello,

I'll be giving in person public comment at the planning commission meeting in addition to submitting this letter of support for the Draft TMP.

Thank you,
**Kelli Refer** (she/her)
Executive Director | Move Redmond
8525 163rd Ct NE, Suite 150 | Redmond, WA 98052
425-702-9628| kellir@moveredmond.org | moveredmond.org

Move Redmond

Stay up to date on our work. Sign up for our updates

Move Redmond

**Board of Directors**

**President**
Shannon Mangan
*Cascade Bicycle Club*

**Secretary**
Carlos Cruz
*Redmond Resident*

***Treasurer***
Wes Mills
*Redmond Employee*

Angela Rozymn
*Natural & Built Environments*

Jeff Aumell
*Microsoft*

Charles Duba
*DigiPen*

Sue Stewart
*Redmond Resident*

Eugene Vidales
*Redmond Resident*

Phil Miller
*Redmond Resident*

Redmond Planning Commission
15670 85th Street
Redmond, WA 98052

December 3, 2025

RE: Transportation Master Plan

Dear Commissioners,

Move Redmond is a Transportation Management Association. We advocate for safer streets and frequent, reliable transportation options. We focus on improving mobility options for people who live, work and go to school in Redmond and support people in shifting their transportation habits. Our membership represents the many people who work in Redmond and commute from around the region.

We appreciate the opportunity to comment on the Transportation Master Plan. It plays a central role in guiding transportation policy, funding and infrastructure. Move Redmond is thrilled with the direction and approach that the City of Redmond is taking with regards to transportation. With a clear focus on safety and sustainability, this plan outlines a path forward that will serve both the residents of Redmond and provides a model for other cities in the region to follow.

The City of Redmond has the opportunity to be visionary leaders in transportation for the region by creating pedestrianized areas in each of the urban growth centers, implementing shared streets near schools and prioritizing an ADA transition plan. While part of the TMP highlights innovation with AI and new technology, the real way to lead in transportation is get back to the basics: moving people safely, sustainably, and connecting them to the places they need to go. The draft TMP sets Redmond well on its way to a vision where people have options how they want to get around, shifting away from a historic car-first approach by right-sizing multimodal investments. The City of Redmond also has the chance to be the first city in Washington state to adopt Shared Streets and kick start implementation of this new tool around schools, neighborhoods and shopping districts. Finally, focusing on an ADA transition plan paves the way for new sidewalks, curb cuts and a more accessible city for all people.

Prioritizing maintenance of streets and facilities is vital to a functioning transportation system. The TMP offers guidance on sidewalk and street maintenance that take into account new infrastructure, like separated bike lanes

Move Redmond

and investing in sidewalk repair. We applaud this effort to ensure that Redmond takes care of the facilities it has currently and sidewalks, bike lanes, and streets are maintained for accessibility.

Another key component of the TMP is managing curbspace and on-street parking. Prioritizing curbspace for loading zones and drop off zones helps serve both freight and rideshare, without creating conflicts like blocking pedestrian crosswalks or bike lanes. Paid parking also plays a key role in behavior change and Transportation Demand Management. When the city gets parking pricing and demand right, many of the other pieces fall into place. Paid parking incentivizes people to bike, take transit or walk, while still meeting the demands of people who must drive.

Transportation is an intersectional issue that weaves together issues of safety, sustainability, access to economic opportunity, and building community. The City of Redmond is on the right path with the Transportation Master Plan. Move Redmond urges the Planning Commission to recommend passage of the Transportation Master Plan to the Redmond City Council.

Sincerely,

Kelli Refer
Executive Director

## Francesca Liburdy

**From:** Planning Commission
**Sent:** Wednesday, December 3, 2025 3:07 PM
**To:** Michael Hintze; Francesca Liburdy
**Subject:** FW: Transportation Master Plan comments document
**Attachments:** LSeltzerRedmondTransitPlanComments.docx

Please see comments on TMP.

Thanks,
OC

**Odra Cardenas, MSc** (she/her/ella)
Senior Planner, City of Redmond

425-556-2439 ocardenas@redmond.gov www.redmond.gov

MS:42PL • 15670 NE 85th St • PO Box 97010 • Redmond, WA 98073-9710

Notice of Public Disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

---

**From:** Linda Seltzer <lseltzer@alumni.princeton.edu>
**Sent:** Wednesday, December 3, 2025 2:45 PM
**To:** Planning Commission <planningcommission@redmond.gov>; MayorCouncil <MayorCouncil@redmond.gov>; Ped Bike Committee <pedbikecommittee@redmond.gov>; vivek.prakriya@gmail.com; Menka Soni <votemenkasoni@gmail.com>
**Subject:** Transportation Master Plan comments document

**External Email Warning!** Use caution before clicking links or opening attachments.

Good afternoon Planning Commission,
Attached is my comments document.
Linda Seltzer

From: Linda Seltzer
To: PlanningCommission@redmond.gov
Re:Transportation Master Plan Update Document

Please excuse any typos. I don't have time to proofread everything.

Overall problems:
I don't see a mandate to increase pedestrian crossing times everywhere. I don't see a mandate to get rid of flashing orange lights and provide definitive green arrows for left turns. I don't see a discussion of how flashing orange lights operate too quickly and distract drivers from looking across the entire field of vision.

p. 3 – Community Based Organizations (CBOS)
The list of community organizations fails to include Jewish organizations. It includes Eastside for All, which does not include Jews as one of its constituencies. Groups such as Jewish Family Service or Chabad should be included. In August 2022, Eastside for All held an event against hate in conjunction with the Muslim group, and they had a broad range of groups represented on the stage, but no Jewish groups. They invited all of the Eastside police Chiefs or their deputies to be on the stage. But according to FBI statistics every year, the number of hate crimes against Jews in Washington State far exceeds the number against Muslims and Arabs. Redmond needs to correct its failure to include Jews as an equal category along with other minority groups. And this does mean Jews with just one point of view. Just as Hispanics may have a spectrum of viewpoints, Jews have the same viewpoint diversity. These processes need to be opened up and not just to favored groups and cliques. I saw on the internet that Eastside for All held input sessions in September for some groups, but others did not have an open invitation group to attend.

p. 4
Figure 2. Road Usage Charges
Charging individuals excessive amounts to drive on the roads is a regressive tax that disproportionately affects low-income workers.

p. 5 “The TMP reinforces the Safe System approach that serves as the foundation for the City’s transportation safety efforts with actions focused on reducing vehicle speeds”

During the past few months, the safety problems in the streets of Redmond have become worse and not better. The number of incidences of hostile, aggressive, angry, male speeding and tailgating drivers has increased dramatically. Drivers are openly going through red lights on 166th Ave. In mid-November a driver suddenly made a left turn when I had the right of way to ride across a street. In October I witnessed two incidents of drivers ignoring a red light and speeding across 80th St on 166th Ave. There are too many drivers considering driving to be a contest of who goes first rather than a system where people try to accommodate each other.

There are also numerous incidents of bus and shuttle drivers in Seattle inching while a pedestrian is in the crosswalk and crossing the street, trying to make scare the pedestrian into walking faster.

The traffic light system seems to be prioritizing automobile throughput. Cars exiting 520 onto Avondale Way, then 79th St and then north on 166th Ave, and in the opposite direction, are driving as if this is a speedway. They aggressively follow closely if you slow down to make a right turn into the Safeway plaza From Avondale Way.

p. 5 Figure: “Death/Serious Injury is Unacceptable”
Please edit this to say “Death and injury are unacceptable.
Don’t allow sloppy language to imply a statistical margin in which injuries are considered acceptable. “Responsibility is shared” – I don’t see some drivers showing any responsibility. There are too many drivers who view it as a competition over who gets there first. Need a stronger system to combat aggressive and competitive driving.

p. 10 Acknowledgements
Again, the list of community organization contains many populations:
Africans – Africans on the Eastside
Big Hug – Korean
Eastside for All – Works closely with Muslim groups and includes Asian groups
Native Americans – ENAEP
Indian American Community Services

United Hub – “At United Hub, we are dedicated to empowering underserved communities, especially within the Asian demographic”

Again, as with human services, there has been no organized community outreach for Jewish input and no Jewish organization conducting outreach.

I don’t understand why Redmond thinks that Jews are wealthier and more privileged than some of the groups that are included. According to the Pew Charitable Trust, 10% of all Jews have an income below 32,000 per year and 40% can’t afford to buy a home. The home ownership number is probably even worse now than it was when surveys were done in 2019 and 2013.

Fortunately, the Recreation Department did agree to and conduct outreach to organized Jewish communities for the Teen Center outreach. And this included the more traditional organizations.

I don’t understand why people think that no Jews have disabilities, no Jews commute to work on the buses or become retired senior citizens.

If people are making an assumption that Jews are “white” and not “people of color,” please be aware this kind of binary distinction is meaningless in light of ancient DNA and in light of European history. If people think that Jews never suffered from colonialism, they don’t know Middle East history.

p. 11

General comment on parking: the main parking problem is Redmond is the design of parking lots to have smaller spaces. Meanwhile, most people are riding as a family and using vans and SUVs. This means that people are parking more frequently in every other space or are ignoring the lines. The most effective use of all spaces is to go back to the hold fashioned spacing with the double lines between each space.

replace “time-of day” and demand-based parking charges with “Protect the need for free on-street parking for persons with ADA and non-ADA disabilities, seniors and families with children in proximity to their residence.”

Seniors, persons with Ada and non-ADA disabilities and families, tenants and other residents need to have stable and dependable parking, including “Protect the need of residents of a street to have dependable space for loading and unloading of groceries and packaging.”

While paid and regulated parking sound good on paper, it is disastrous for the case of senior citizens, people with ADA and non-ADA disabilities and families with children, especially for shopping and for unloading groceries and bulky purchase items, especially in the rain.

The difference between the theoretical and lived experience needs to be understood.

This also includes the case of families and caregivers, because people bring groceries, supplies and furnishing to residents of apartment complexes.

I live in a senior apartment complex, and the children of some residents are always bringing and unloading groceries and household items. Also, when senior citizens are in their final months, relatives are moving their furniture and household items.

p. 11 Limiting Vehicle Miles Traveled

This should be approached by offering real practical alternatives to driving, rather than making it difficult for people who own a car to perform basic tasks such as buying groceries and loading and unloading packages.

Vehicle miles would also be saved with direct route bus service from the Eastside to the medical centers on First Hill. Transit to Swedish Medical Center on First Hill is the worst problem. This should also include UW Medicine Roosevelt clinic because of the change from Rt 65 to the new, inconvenient Rt 67, as well as transit to the UW and Neighborcare medical centers along Meridian in Northwest Seattle. When the bus routes connecting to the 20 Line light rail were planned, planning for the Eastside didn’t include planning for Seattle, and the lack of joint planning between the Eastside and Seattle resulted in this gap in service availability.

The lack of transit coordination between counties and the lack of public transit tourism buses is a main contributor to excessive vehicle miles traveled. For example, there are no seasonal buses to the tulip farms, which means that the roads to that area are clogged, with long idling time in and near Mt. Vernon and highway delays at some times per day.

Also there is no recreational bus service to waterfalls, Lake Stevens, La Connor, the berry farms in East King County or in northern Washington State.

There is no regional arts transportation plan, so people attending the symphony, opera or theaters have no choice except to drive.

Service on the 545 at rush hour needs to be increased, rather than decreased.

The main thing that would reduce emissions is staggered working hours and not forcing all employees to be at work at the same time if their type of work permits a flexible schedule. For example, software development can take place from 8-5, but it can also take place from 11-7. And some employees can work from home part of the time. This is especially true for engineering and software development. Which are major industries here

p. 11 Greater emphasis on increasing housing density and diversifying zoning citywide so residents don't need to drive far distances to access services.

This sound theoretical, but it does not work in practice. It is based on density, but is not based on use cases.

Looking from the standpoint of use cases, one needs to consider shopping, such as multiple bags of groceries in the rain, and shipping by seniors, disabled and non-ADA disabled and families with small children. There is currently housing density near where I live, and the shuttle experiment is excluding our street. Also, the bus stop for the 250 on 79$^{th}$ St was removed rather than preserved. Having shuttle buses going from major stores could help. But when you have packages and/or children or if you have a disability, you need door-to-door service.

The other use case is health care. People are not going to access health care where it is the nearest. They are going to access healthcare by where the location of the practitioner. For example, for various reasons, such as anterior surgery and guided robotics, as well as the ability to coordinate after-care and in-network insurance processing, the place for my surgery was Swedish on First Hill. The physical therapy was at Swedish in Issaquah. The fact that other places are closer doesn't mean that they are set up to provide for all patients with all needs. Prior to the surgery, I did not have an ADA disability, but I had severe problems walking very far.

My dentistry is in Issaquah because that where there is an in-network good dentist who processes insurance accurately and efficiently. There was no reliable in-network dentist able to process my Medicare dental plan properly.

Increasing density will make everything worse, with more traffic delays.

The light rail station in Redmond and the increased density have resulted in worse traffic jams.

The real problem is the human resources policies of tech companies, with high turn-over, revolving door employment rather than hiring fewer people and providing them with continuous re-training, job security and the ability to raise a family.

p. 12 "Death/Serious Injury is Unacceptable"
This is an embarrassing statement. Are injuries that aren't serious acceptable? Eliminate the word "Serious."

p. 13 Create wider, protected and more reliable bicycle paths and keep them free of debris.

p. 13. "Shift short vehicle trips to bicycling and micromobility. • Implement safe and high-comfort bicycle facilities for people of all ages and abilities,"
This is unreasonable and not practical, especially for older women.
On eighth of all women in the US get breast cancer. This means that a large population of women take estrogen blocker medicines for at least five years. This causes loss of bone density and is a reason why senior citizens are at severe risk of serious injury if they fall. If some elders feel that they can ride a bicycle, that is laudable, but it is dangerous and risky for a large

population, especially women.  You cannot accurately state that one can reasonably expect substantial populations at all ages to ride a bicycle or an e-bike.

Bicycles will not provide safe and reliable transportation for numerous older women.

p. 14
First-last mile service
The problem is that we keep hearing about this year-after-year, but there is never the funding to implement it. The decisions about where to put it seem to never reach the locations of low-income, high-density housing.

“Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bike shed of frequent transit stops.”
The current traffic light systems are making pedestrian travel less safe rather than more safe. The path from the end of 520 through Avondale Way, to 79th St and then north on 166th Ave has become a speedway. I have seen drivers speed through a red light across 80th on 166th Ave. Young, male and middle-aged drivers are exhibiting road rage at people for driving within the speed limits and for trying to make a right-turn from Avondale Way into the Bear Creek Safeway plaza.
If the adaptive signaling is in effect, it is producing speedways rather than prioritizing driving within speed limits or the needs of pedestrians. The street crossing times are not long enough for people with impaired walking or walking with shopping carts and baby carriages, or with small children who are walking.

Freight delivery:
Often people have to carry packages and boxes into their apartments. You cannot depend on delivery services for everything.

p. 15
“manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.”
Add the word “school” to the list.
In my neighborhood, the parking report ignored the main use of the nearby parking: mothers transporting their children to and from school.

p. 16

Access to charging infrastructure should be available to all Redmond community members regardless of socioeconomic status.

It is not reasonable to expect people to transition to electric vehicles, given the high cost of the cars and of replacement parts.
The problem is that when everything is based on a circuit board, if the circuit board needs to be replaced the expense is huge and prohibitive. Insurance companies know this and therefore the insurance premiums are also exorbitant. If a circuit board stops functioning, the car is essentially totaled and the insurance companies know it.
Cars are becoming overpriced with the addition of too many extra features.

p. 19
“New advanced adaptive traffic signals have been installed at key intersections in the downtown area, helping to reduce travel times, lower emissions due to less idling, and improve pedestrian safety through adaptive crosswalk timing.”
I feel that the opposite is occurring. Perhaps emissions are being lowered, but the adaptive signaling has not improved or increased crossing times for pedestrians and has resulted in a speedway from the end of Rt 520 through Avondale Way, and continuing on 166th Ave north. Drivers are going faster and becoming more aggressive.
I am an engineering, and started learning about adaptive algorithms in the time frame of 1979-80, and worked on them beginning in 1990.
I don’t think the algorithm is maximizing pedestrian crossing times and making it safer to cross the streets.
I have also seen severe traffic lines develop on cross streets perpendicular to the main thoroughfares.

The public has not had the opportunity to actually look at the mathematical algorithm and computer program being used to determine what it is really prioritizing.

Reducing emissions and increasing pedestrian crossing times might be opposing quantities in a decision algorithm. We don’t know until we can see it.

p. 20 – I have previously commented here about the need to preserve parking for apartment residents for shopping and for the associated loading and unloading.

p. 21 Why are employers not subjected to any regulations, while local governments are trying to micromanage where senior citizens and families with small children can park a car? Again, all of the hardship is being shifted onto individuals and employers are not being asked to do anything.

p. 21
“Redmond is a growing city, with a 2024 population of 80,040. By 2050 it is projected there will be over 118,000 residents and an additional 24,800 housing units, and nearly 30,000 additional jobs. An influx of this size will put strain on the existing transportation system.”
Why is the city not challenging tech companies’ high turnover HR policies, where, at the entry end, it claims to recruit the stop students and workers, but then lays off numerous people within a year at Amazon and within 3-7 years at Microsoft.
People may know my story of moving here for a signed contact for contract work through a large, reputable national agency, only to find that there was no job because the people who hired me weren’t authorized to hire someone. And there was no oversight about this from Microsoft. Tech companies are bringing people here in droves  and then dumping them into the unemployment system, and governments are not taxing companies for the real cost of this.

p. 22
“The City has committed to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and eliminating all fatal and serious injury crashes by 2035.”
What is acceptable about 50%. Does it mean that some deaths and injuries are all right? How does this make the city liable for damages is someone becomes one of the 50% not being prevented? Is this how the adaptive algorithm is programmed?

p. 29 – the figure is not explained.

p. 30 – crash results – Crash results may be low because people are afraid to walk and aren’t walking as much.

p. 33

Redmond-Woodinville Road – This road and 140th Ave in Woodinvile need a bus routes. This is in discussion in King County Metro Transit, but a Marriott hotel opened at the circles and the workers don't have transit and have to walk long distances to get to their jobs. This bus needs to go into operation immediately From the Downtown Redmond light rail station to the Woodinville Park & Ride, or added to the new route 222 to make it a long, circular route, to alleviate all of the congestion there.

p. 36 Reduce vehicle operating speeds- strongly support this, especially on streets where there is a school.

p. 37
Regulate groups of bicyclists speeding down the hills from 172nd Ave down the hill on 80th St and crossing 170th Ave and the other cross streets with no regard to traffic at intersections.

p. 38 Traffic cameras
It is a problem when it takes about half a second for a driver to react to the change in a light, but the traffic camera can record the presence of a driver in the intersection at the speed of light plus the time for the microprocessor to executive some lines of computer code. People need some leeway in the time to enter an intersection when the light changes.

p. 40

Preserve and plant native Douglas Fir trees in their natural tendency to grow in clusters. Preserve and plant more native evergreen trees rather than using the trees characteristic of states outside the Pacific Northwest.

Provide information that landlords can use on a voluntary basis to decide what trees and bushes to plant on slopes and at the bottom of slopes. Remember that the concrete may be only 1 ft. under a building, so there is no room for a tree with a large ball in some locations.

Hopefully, most landlords will want to use professional information on tree and bus selection.

Also, include the chose of trees and bushes that prevent rats from gathering in an area.

p. 41
166th Ave needs very serious traffic calming.

Two people have already died on 166th St.
Fails to mention that traffic light crossing times are not long enough.

P, 47 Redmond definitely needs more street signs guiding people to 520, to Redmond Way, etc.
For a newcomer, people don't understand Bear Creek Rd in unincorporated Woodinville and Bear Creek shopping center off of Avondale Way and Bear Creek Rd south of Redmond Way and near the 520 exit.

p. 50 low stress crosswalks.
Add 166th Ave and 80th St. near Redmond Elementary. Not just 169th St.
Add 166th Ave at 183th St.
Make every crossing on Redmond Way from 160th to the Whole Foods plaza low stress.
These are very stressful places to cross the street.

Also crossing Old Redmond Road from the south parking lot of Grasslawn to the single family home street east of 140th Ave. There are not enough parking spaces in Grasslawn Park, so people need to walk from the bus stop or park on the residential streets. There is not traffic signal there at all.

People in the neighborhood on the north side of 116th St between Redmond-Woodinville and Avondale Roads are concerned about cars speeding where children seek to play in the streets.

About p. 60 and after
Bicycle Section – I am glad that it acknowledges that not everyone is able.

There has been a problem of a group of bicyclists speeding down 80th St from 172nd Ave to 169th Ave with no regard for the traffic that could occur at intersections. This might be some kind of bicycle club that starts or ends at the senior and community center.

p. 77ff Transit system

Main issue – lack of direct and efficient routes from the Eastside to the large medical centers on First Hill in Seattle: Swedish at the top of First Hill, and Harborview at 9th & Jefferson.
This is a very serious problem, as these facilities are in-network with most insurance and have excellent doctors.
Some surgeries need to be done at Swedish, such as Swedish Orthopedics.
For disability, diversity and inclusion: Note that Evergreen does not administer patient financial assistance programs efficiently or in a timely manner and that Proliance doesn't cooperate and often won't do surgery. Patients need to go to First Hill to get competent health care and use the benefits they are eligible for.

A route is needed immediately on Redmond-Woodinville Road from the Downtown Redmond light rail station to the Woodinville Park & Ride off of 140th Ave. The large hotel at the circles just opened and the workers don't have transportation, and Red-Wood road has too much congestion.

p. 82 – I would prefer not to drive, but shopping and grocery bags make it necessary. Also, it's just not safe for women to walk alone at night.

p. 84 – Metro Flex has excessively long waiting times in Issaquah and the vans aren't accessible for disabilities.

p. 85 – Valet parking is needed for the Marymoor parking structure because not everyone can navigate a multilevel parking structure, due to visual or mobility problems. This includes non-ADA disabilities.

p. 87
Dial a Ride on the 930 bus is only for the north part of Willows Road. It doesn't cover the apartment complexes in downtown Redmond near its route. DART isn't covering downtown Redmond.

"Community Van: Program providing a van for pre-scheduled trips. Rides must have at least 2 riders" This is completely counter to how senior citizens live their lives. People need to be able to travel independently. This is an example of undue micromanaging of individuals, whereas corporations are unregulated.

p. 88 Alleviate speeding conditions from the 520 and Union Hill intersection through Avondale Way and 79th St and 166th Ave. 166th Ave has become a speedway.

p. 112
“Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown.”
Don’t interfere with the need of residents to park in the neighborhood near Anderson Park. This is very harmful.

Preserve street-level Bear Creek Park & Ride. People with ADA and non-ADA disabilities need the flat parking area.

p. 165
Prioritize valet parking for public multilevel park & rides. One of the main barriers to the use of a multilevel garage is that some people have ADA or non-ADA disabilities and can’t navigate it. Fred Hutch Cancer Center has valet parking, and UW Medicine also has it now on Pacific St. This is wonderful.

p. 177
“Establish an older adult mobility group through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles.”
Older people don’t need to be educated. They need to be listened to. A group is not needed to get between senior citizens and the city. That should be direct community with the City Council. The City Council is elected and represents us. Don’t move communication outside the City Council.

p. 119
“While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some,”
The word “frustrating” is diminishing and makes valid concerns seem like childish whims. People’s need for parking is not a matter of frustration. Senior citizens, people with ADA and non-ADA disabilities and families with children are not “frustrated.” They have valid needs that should be listened to. The question of how a senior citizen travels with multiple grocery bags is not “frustration” and it is not acceptable language to reduce it to such.

“Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers.” This again is demeaning. Corporations and landlords are not being regulated at all, but senior citizens with groceries and mothers with small children are being told how to live their lives and whom to travel with.

“TR-35: Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking rations above or below required ratios.” Not unless the needs of the residents are accommodated.

p. 121
I had to buy a gasoline car last year because electrical vehicles are priced out of range and the insurance is prohibitive, even with incentives.
I would like to have an electric car. But an electric Honda Accord is at least $52,000, where as my gas-powered low-mileage used Accord was $18,500.

p. 137
When Sound Transit 3 was passed, there was no corporate tax and the entire cost was shifted to the individual taxpayer. Since corporate HR and working hours policies cause the congestion, corporations should bear the responsibility for the taxes.

p. 138 The dependence on the federal government might not work at this time.

I don’t see any emphasis on corporations paying for this.
Business licenses as a revenue source only penalize individual freelancers.

Appendix E - Technical Committee Report with Exhibits

Redmond
WASHINGTON

# TECHNICAL COMMITTEE REPORT AND RECOMMENDATION TO THE PLANNING COMMISSION

November 5, 2025

| | |
|---|---|
| **Project File Number:** | **LAND-2025-00282; SEPA-2020-00934** |
| **Proposal Name:** | **Redmond Transportation Master Plan** |
| **Applicant:** | **City of Redmond** |
| **Staff Contacts:** | Michael Hintze, Transportation Planning Manager, 425-556-2406 |
| | Francesca Liburdy, Senior Transportation Planner, 425-556-2476 |

## TECHNICAL COMMITTEE COMPLIANCE REVIEW AND RECOMMENDATION

Technical Committee shall make a recommendation to the Planning Commission for all Type VI reviews (RZC 21.76.060.E). The Technical Committee's recommendation shall be based on the decision criteria set forth in the Redmond Zoning Code. Review Criteria:

*A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment*

## REDMOND COMPREHENSIVE PLAN AMENDMENT SUMMARY

The City of Redmond Planning and Community Development Department is proposing an amendment to the Transportation Element of the Redmond 2050 Comprehensive Plan, including moving appendices material from the Comprehensive Plan to the Transportation Master Plan (TMP). Among these appendices is the Transportation Facilities Plan (TFP), which will now be a chapter in the TMP. This amendment intends to streamline the Transportation Element while continuing to meet GMA requirements and allowing for the TMP to be updated more easily (i.e., without amending the Comprehensive Plan) and on a more frequent cadence. This amendment also intends to remove Redmond 2050 appendix material that is not required by the GMA and would fit better within the TMP. This amendment also adopts GMA-required portions of the Transportation Master Plan by reference into the Redmond 2050 Comprehensive Plan.

| **RZC 21.76.070.J COMPREHENSIVE PLAN AMENDMENT CRITERIA** *(Full staff analysis attached as Attachment A)* | | **MEETS/ DOES NOT MEET** |
|---|---|---|
| a. | Consistency with the Growth Management Act (GMA), the State of Washington Department of Commerce Procedural Criteria, Vision 2050 or its successor, and the King County Countywide Planning Policies (CPPs); | Meets |
| b. | Consistency with the Comprehensive Plan policies and the designation criteria; | Meets |
| c. | Potential impacts to vulnerable community members; | Meets |

| **RZC 21.76.070.J COMPREHENSIVE PLAN AMENDMENT CRITERIA** *(Full staff analysis attached as Attachment A)* | | **MEETS/ DOES NOT MEET** |
|---|---|---|
| d. | Potential economic impacts; | Meets |
| e. | Potential impacts to the ability of the City to provide equitable access to services; | Meets |
| f. | Potential impacts to the natural environment, such as impacts to critical areas and other natural resources; | Meets |
| g. | The capability of the land for development, including the prevalence of environmentally critical areas; | N/A (No land use change proposed) |
| h. | Whether the proposed land use designations or uses are compatible with nearby land use designations or uses; | N/A (No land use change proposed) |
| i. | If the amendment proposes a change in allowed uses in an area, the need for the land uses that would be allowed and whether the change would result in the loss of the capacity to accommodate other needed land uses; | N/A (No land use change proposed) |
| j. | Consistency with the preferred growth and development pattern in the Land Use Element of the Comprehensive Plan; | Meets |
| k. | The proposed amendment addresses significantly changed conditions. In making this determination the following shall be considered:<br>i. Unanticipated consequences of an adopted policy, or<br>ii. Changed conditions on the subject property or its surrounding area, or,<br>iii. Changes related to the pertinent plan map or text; and<br>iv. Where such change of conditions creates conflicts in the Comprehensive Plan of a magnitude that would need to be addressed for the Comprehensive Plan to function as an integrated whole. | Meets |

## STATE ENVIRONMENTAL POLICY ACT (SEPA)

The Transportation Master Plan is being updated as part of the Redmond 2050 Comprehensive Plan periodic update.

The lead agency for this proposal has determined that the periodic update to the Redmond Comprehensive Plan, known as Redmond 2050, is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c). An EIS scoping period was held from October 12 to November 25, 2020. A draft EIS was issued June 16, 2022 and a comment period for the draft EIS was open through August 26, 2022. A supplemental draft EIS was published on September 20, 2023 and a comment period for the supplemental draft EIS

was open through October 20, 2022. A final EIS was published on December 15, 2023. Additional information can be found at https://www.redmond.gov/1442/Documents under tab "Environmental Review."

## STAFF RECOMMENDATION

Based on the compliance review of the decision criteria set forth in

*A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment*

Staff recommends approval of the proposed amendments. Staff compliance review and analysis is provided in Attachment A.

## TECHNICAL COMMITTEE RECOMMENDATION

The Technical Committee has reviewed the proposed amendments identified in Attachment B and finds the amendments to be **consistent** with review criteria identified below:

*A. RZC 21.76.070.J Comprehensive Plan Map and/or Policy Amendment*

## REVIEWED AND APPROVED BY

Carol Helland,
Planning and Community Development Director

Aaron Bert,
Public Works Director

Attachments

A. Staff Compliance Review and Analysis
B. Proposed Comprehensive Plan Amendments

## Comprehensive Plan Amendment Criteria (RZC 21.76.070.J)

| CRITERIA | ANALYSIS |
|---|---|
| a. Consistency with the Growth Management Act (GMA), the State of Washington Department of Commerce Procedural Criteria, Vision 2050 or its successor, and the King County Countywide Planning Policies (CPPs); | The Transportation Master Plan (TMP) meets all transportation-related GMA requirements as listed in RCW 36.70A.070 through the following sections: |

| GMA Requirement | TMP Section Meeting Requirement |
|---|---|
| Traffic impacts to state-owned transportation facilities | Street System Plan, Appendix C |
| Inventory of air, water, and ground transportation facilities and services | Street System Plan, Transit Plan |
| Pedestrian and bicycle component | Bicycle Plan, Pedestrian Plan |
| Land use assumptions used in estimating travel | Appendix D |
| Level of service standards for locally owned arterials and transit routes | Appendix B |
| Level of service standards for state-owned highways | Appendix C |
| Actions for bringing below-standard facilities into compliance | Appendix B |
| Traffic forecasts for at least 10 years based on adopted land use plan | Appendix D |
| Intergovernmental coordination efforts for an assessment of impacts | Appendix E |
| Demand-management strategies | Transportation Demand Management |
| State and local system needs to meet current and future demands | Transportation Facilities Plan |

| CRITERIA | ANALYSIS |
|---|---|
| | <table><tr><td>Analysis of funding capability to judge needs vs. probable funding sources</td><td>Transportation Facilities Plan</td></tr><tr><td>Multilayer financing plan based on funding needs identified</td><td>Transportation Facilities Plan</td></tr><tr><td>Discussion of how funding would be raised to meet needs if necessary</td><td>Transportation Facilities Plan</td></tr><tr><td>Ordinance requiring development to mitigate transportation impacts</td><td>RMC 3.10.100 (“Calculation of transportation impact fees using adopted impact fee schedule”), Ord. 3217</td></tr><tr><td>Consistency across 6-year transportation improvement plan and investments</td><td>Transportation Facilities Plan (aligned with Transportation Improvement Plan)</td></tr></table><br><br>The TMP will meet the State of Washington Department of Commerce Procedural Criteria by publishing a 60-day notice on November 12, 2025, over 60 days in advance of proposed adoption by City Council on February 3, 2026.<br><br>The Transportation Master Plan is consistent with applicable King County CPP’s, including T-1, T-3, T-4, T-5, T-7, T-8, T-9, T-10, T-11, and T-12, and incorporates its projections for household and employment growth. |
| b.<br><br>Consistency with the Comprehensive Plan policies and the designation criteria; | The strategies and actions within the TMP are consistent with Redmond 2050 policies, including but not limited to the following Transportation Framework Policies:<br>• 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.<br>• FW-TR-2 Maintain the transportation system in a state of good repair for all users. |

| CRITERIA | ANALYSIS |
|---|---|
| | • FW-TR-3 Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.<br>• FW-TR-4 Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.<br>• FW-TR-5 Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.<br><br>The Transportation Master Plan advances Redmond's goals for a sustainable transportation system and safe multimodal travel for all. |
| c. Potential impacts to vulnerable community members; | The Transportation Master Plan prioritizes non-motorized travel with strategies that will advance Redmond's bicycle and pedestrian networks. By advocating for safe and accessible non-motorized facilities, Redmond prioritizes the networks that greatly benefit vulnerable community members, especially those with mobility challenges. |
| d. Potential economic impacts; | The Transportation Master Plan promotes a multimodal transportation system that will create a more walkable, bikeable, and transit-friendly city, which in turn will attract tourists, residents, and businesses. It also emphasizes freight access to support business and maintenance and preservation to ensure long-term financial sustainability of the transportation system. |
| e. Potential impacts to the ability of the City to provide equitable access to services; | By adopting the Transportation Master Plan, the City reinforces its commitment to providing equitable transportation facilities and resources. The Transportation Master Plan provides strategies for expanding access to multimodal networks, including increased bike lanes, low-stress pedestrian crossings, and flexible transit access. |

| CRITERIA | | ANALYSIS |
|---|---|---|
| f. | Potential impacts to the natural environment, such as impacts to critical areas and other natural resources; | The TMP includes strategies for preserving Redmond's tree canopy and balancing the need for improved transportation facilities with the need to preserve environmental resources. |
| g. | The capability of the land for development, including the prevalence of environmentally critical areas; | Not applicable. The Transportation Master Plan does not propose land use changes or land use designations. |
| h. | Whether the proposed land use designations or uses are compatible with nearby land use designations or uses; | Not applicable. The Transportation Master Plan does not propose land use changes or land use designations. |
| i. | If the amendment proposes a change in allowed uses in an area, the need for the land uses that would be allowed and whether the change would result in the loss of the capacity to accommodate other needed land uses; | Not applicable. The Transportation Master Plan does not propose land use changes or land use designations. |
| j. | Consistency with the preferred growth and development pattern in the Land Use Element of the Comprehensive Plan; | The Transportation Master Plan supports the preferred growth and development pattern in the Redmond 2050 Land Use Plan by establishing strategies that will improve connectivity and increase system capacity sufficient to support proposed growth in urban centers and citywide. |
| k. | The proposed amendment addresses significantly changed conditions. In making this determination the following shall be considered:<br>i. Unanticipated consequences of an adopted policy, or<br>ii. Changed conditions on the subject property or its surrounding area, or,<br>iii. Changes related to the pertinent plan map or text; and<br>iv. Where such change of conditions creates conflicts in the Comprehensive Plan of a magnitude that would need to be addressed for the Comprehensive Plan to function as an integrated whole. | The Transportation Master Plan reflects an updated analysis of transportation facilities, leveraging new light rail, and evolving the transportation system to better meet the travel demand needs of an urbanizing city. |

Redmond
WASHINGTON

# TRANSPORTATION MASTER PLAN

CREATING CHOICE. CONNECTING COMMUNITY.

# TABLE OF CONTENTS

5 Executive Summary
22 Introduction
34 Street System Plan
66 Pedestrian Plan
98 Bicycle Plan
136 Transit System Plan
166 Freight and Goods Delivery Plan
178 System Maintenance and Preservation
198 Curbspace and Parking Management
216 Transportation Demand Management Strategy
226 E-Mobility
240 Emerging Trends and Technology
252 Monitoring Progress
258 Transportation Facilities Plan
278 Appendices


Redmond
WASHINGTON



## Letter from Mayor Angela Birney

We are committed to providing safe, multimodal, accessible and sustainable transportation choices in Redmond. The Transportation Master Plan helps implement this vision, which is outlined by the Redmond 2050 Comprehensive Plan update. It establishes a strategic and actionable framework for improving connectivity, expanding our network of bike lanes and pedestrian walkways, and enhancing public transit options. In alignment with the Redmond Environmental Sustainability Action Plan, it prioritizes investment in multimodal transportation options that will reduce traffic congestion, lower our carbon footprint, and create a healthier, more vibrant community.

As Redmond continues to grow, leading to more people, jobs, and activities throughout the City, it is important to ensure we have an efficient, safe, and comfortable transportation system. The Transportation Master Plan outlines how we can make it easier, safer, and more sustainable to get around via walking, biking, using shared scooters and e-bikes, taking transit, or driving. Strategies and actions in the plan aim to ensure students can walk and bike safely to school, light rail and buses can be reliable and efficient, and that local businesses can thrive because people and goods can move easily. In addition, actions in the plan support clean air and sustainable travel, while preparing for new technologies.

Most importantly, this plan reflects the feedback of the Redmond community. Over the past five years, community members have shared their hopes and priorities for Redmond, including safer streets, reliable transit, better bike connections, and more walkable neighborhoods. The Transportation Master Plan turns your input into a clear path forward.

With this plan, we continue to put safety and accessibility at the forefront of the City's transportation system, fostering more opportunities for the community to gather and collaborate. The adoption of the Transportation Master Plan builds toward Redmond's future transportation vision, supporting a city where people of all ages and abilities can get where they need to go in ways that are safe, sustainable, and enjoyable.

In partnership,

Angela Birney
Mayor, City of Redmond


**City Hall**
PO Box 97010
15670 NE 85th Street
Redmond, WA
98073-9710

# ACKNOWLEDGEMENTS


## MAYOR

- Mayor Angela Birney
- Malisa Files, Chief Operating Officer

## CITY COUNCIL

- Vanessa Kritzer, Council President
- Jessica Forsythe, Council Vice President
- Jeralee Anderson
- Steve Fields
- Angie Nuevacamina
- Osman Salahuddin
- Melissa Stuart

## PLANNING COMMISSION

- Susan Weston, Chair
- Jeannine Woodyear, Vice-Chair
- Adam Coleman
- Bryan Copley
- Denice Gagner
- Tara Van Niman
- Aparna Varadharajan

## CONSULTANT SUPPORT

- Fehr & Peers
- HNTB
- Parametrix
- Toole Design

## COMMITTEES

- Redmond Pedestrian and Bicycle Advisory Committee (PBAC)

## COMMUNITY BASED ORGANIZATIONS (CBOS)

- Africans on the Eastside
- BigHug
- Disability Empowerment Center
- Eastside for All
- Eastside Native American Education Program (ENAEP)
- Global Social Business Partners
- Indian American Community Services (IACS)
- King County Promotores Network
- Pride Across the Bridge
- United Hub

## CITY STAFF

- Seraphie Allen
- Lauren Alpert
- Aaron Bert
- Micah Bonkowski
- Caroline Chapman
- Paul Cho
- Jeff Churchill
- Isabel Diaz
- Hannah Dunaway
- Vangie Garcia
- Carol Helland
- Michael Hintze
- Mary L'Heureux
- Kim Keeling
- Francesca Liburdy
- Chang Liu
- Jenny Lybeck
- Josh Mueller
- Triston Osborne
- Micah Ross
- LaNaya Taylor
- Hidemi Tsuru
- Christina Wilner
- Cameron Zapata




# EXECUTIVE SUMMARY

## WHAT IS THE TRANSPORTATION MASTER PLAN?

The Washington State Growth Management Act (GMA) requires cities to coordinate land use and transportation as part of their comprehensive planning efforts and for local transportation planning to be consistent with state and regional transportation plans with the goal of providing efficient multimodal transportation systems. Redmond 2050, the City's comprehensive plan, includes a transportation element that establishes a transportation vision and policies to guide Redmond's transportation system development over the next 25 years.

The Redmond Transportation Master Plan (TMP) is a strategic functional plan of Redmond 2050. It advances the Redmond 2050 transportation policies by identifying the projects, programs, and investments that are needed to realize a multimodal transportation system that supports Redmond's transition from "suburb to city" and embodies the City's guiding principles of resilience, equity and inclusion, and sustainability. **Figure 1** on the next page shows framework for Redmond's transportation system development - from vision to implementation.

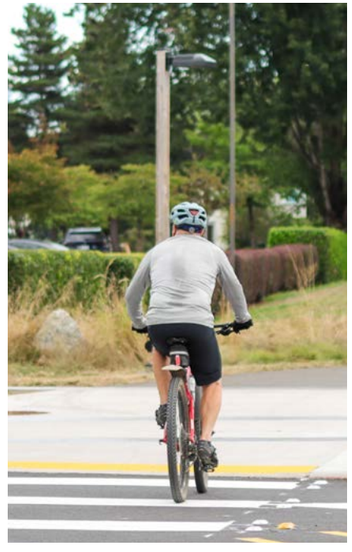
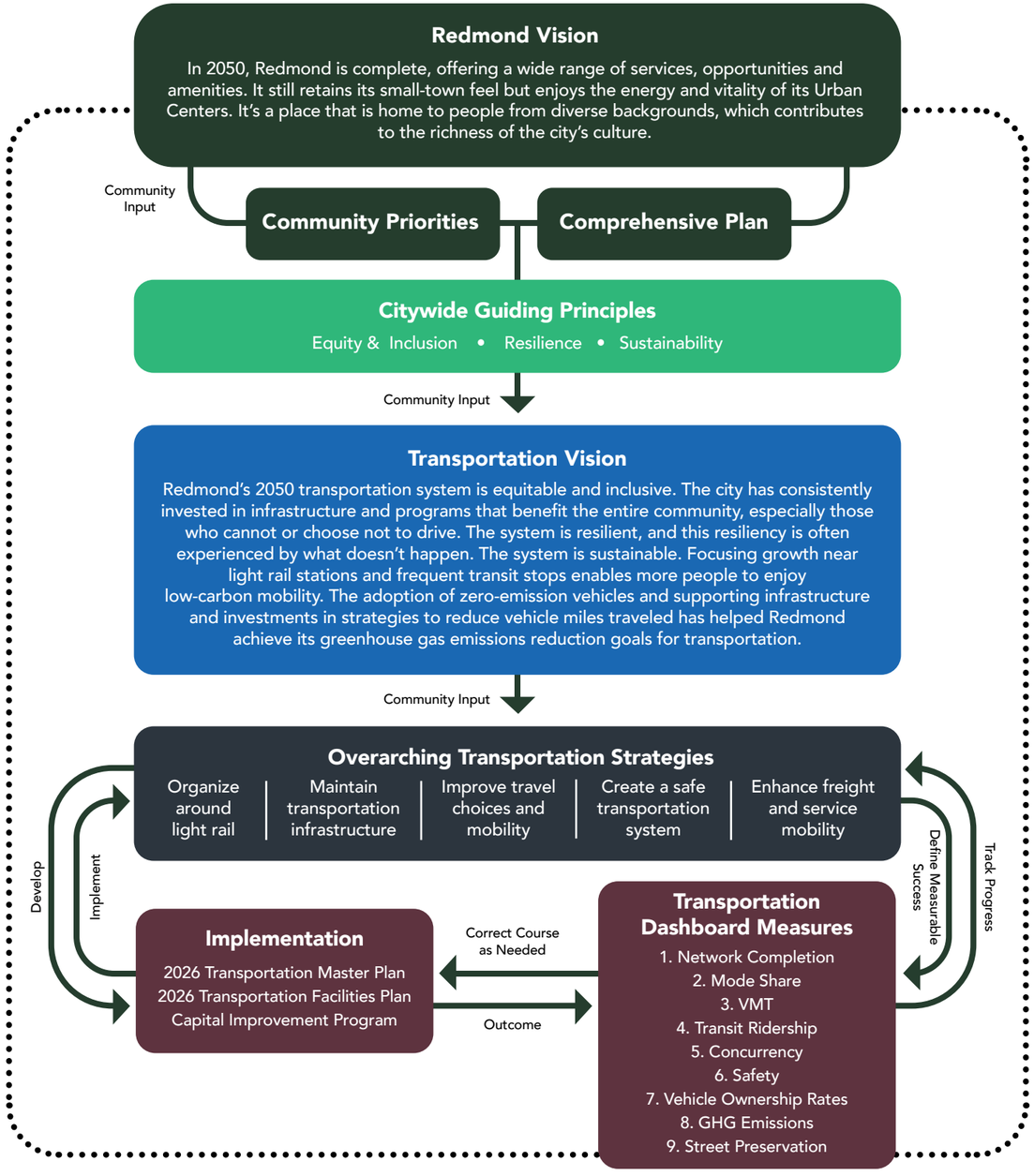


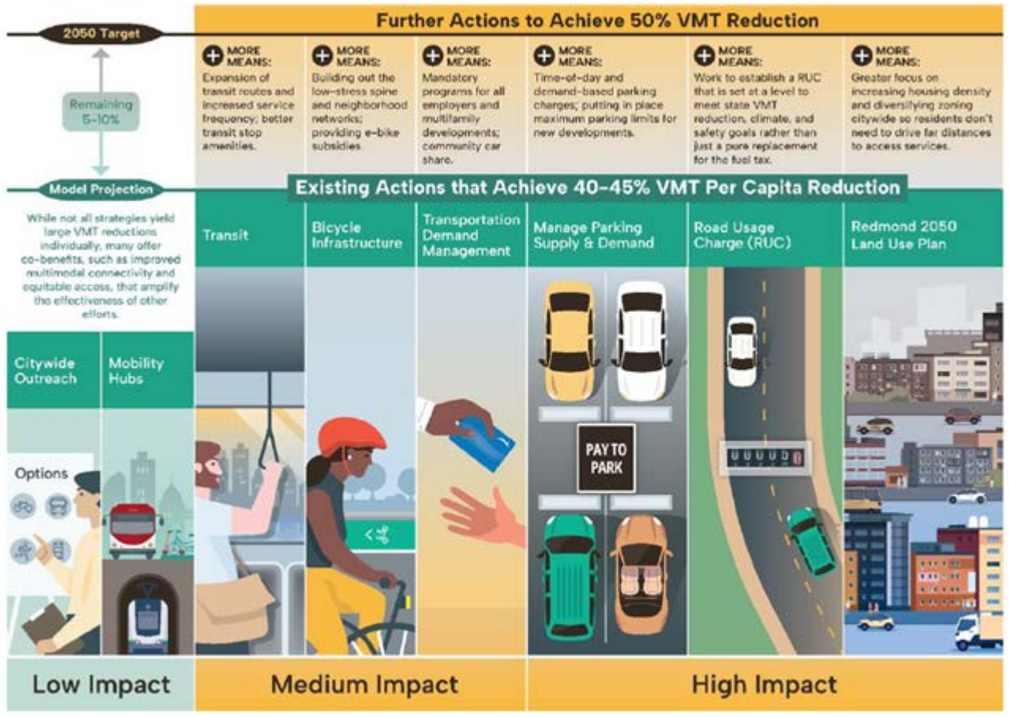
**FIGURE 1** | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK




## HOW DOES THE TRANSPORTATION MASTER PLAN ADVANCE REDMOND'S SUSTAINABILITY GOALS?

Redmond 2050 sets a goal for reducing greenhouse gas emissions from the transportation sector by 71 percent. The Transportation Master Plan contains many strategies and actions that will contribute to greenhouse gas reductions and a more sustainable Redmond. Reducing the number of vehicle miles traveled (VMT) is the most impactful way to reduce greenhouse gas emissions (GHGs). Figure 2 shows the relative impact of TMP actions that are focused on VMT reduction. These actions align with the actions under the City's Environmental Sustainability Action Plan "Big Move" focused on providing accessible and sustainable transportation that encourages community members to choose low-carbon transportation options.

**FIGURE 2** | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES



## HOW DOES THE TRANSPORTATION MASTER PLAN ADVANCE REDMOND'S SAFETY GOALS?

Redmond has committed to eliminating serious and fatal traffic-related injuries by 2035 and adopted the Safer Streets Action Plan that provides a roadmap for achieving this goal. The TMP reinforces the Safe System approach that serves as the foundation for the City's transportation safety efforts with actions focused on reducing vehicle speeds and vehicle miles traveled, designing streets to be safe for the most vulnerable users (i.e., people walking, rolling, and biking), using technology to reduce conflicts, and keeping Redmond's transportation assets in a good state of repair.

**FIGURE 3** | SAFE SYSTEM APPROACH

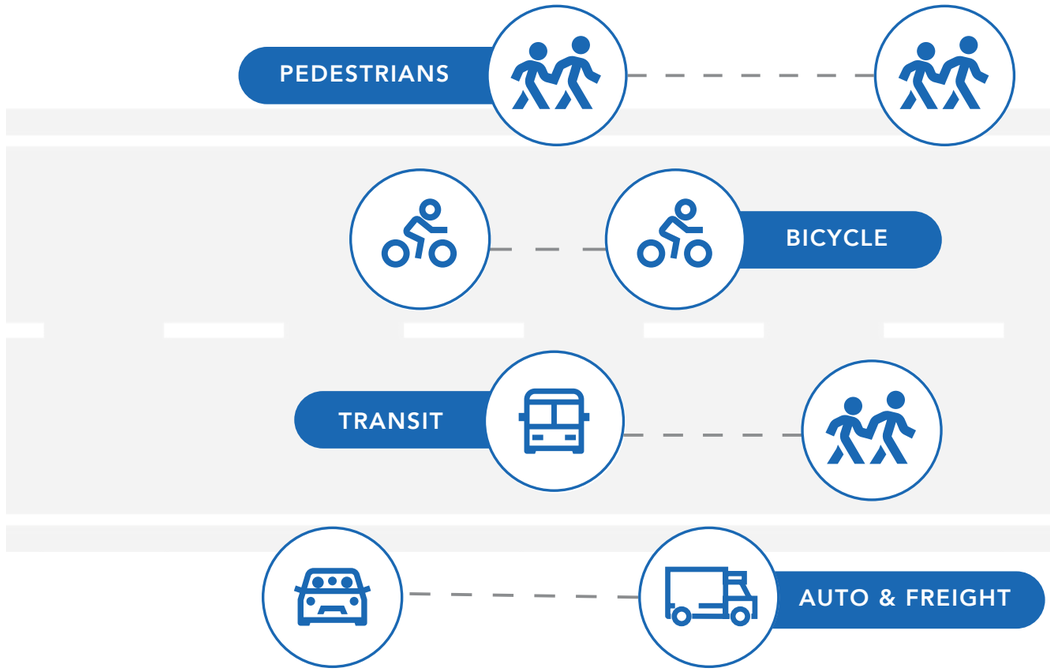
## WHAT IS INCLUDED IN THE TRANSPORTATION MASTER PLAN?

The TMP consists of 14 sections, each containing an assessment of existing conditions and strategies and actions that will contribute to a safe, resilient, sustainable, and equitable multimodal transportation system over the next 25 years. Key themes, strategies and actions from each section are provided on the following pages.



## STREET SYSTEM PLAN

**FIGURE 4** | LAYERED NETWORK APPROACH




### KEY THEMES

- Move the most people and goods possible within the existing street system while also minimizing environmental harms and negative community impacts.
- Reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).
- Apply a layered Complete Streets approach to planning, designing, operating, and maintaining streets that enable safe access and accommodation of all users regardless of age or ability.

### KEY STRATEGIES AND ACTIONS

- Implement an integrated multimodal transportation system that safely and efficiently serves all travel modes.
- Apply a Safe Systems Approach to the transportation system.
- Apply advanced, but proven, technological solutions to maximize the effectiveness, efficiency, and safety of the transportation system.
- Balance the design and implementation of Complete Streets with emergency response benchmarks.

## PEDESTRIAN PLAN

### KEY THEMES

- Accessibility: keeping Redmond's pedestrian system safe and comfortable for people of all ages and abilities and meeting or exceeding ADA requirements.
- Connectivity: filling gaps in the pedestrian network with sidewalk and sidewalk alternatives, off-street connections, and closing the distance between low-stress pedestrian crossings.

### KEY STRATEGIES AND ACTIONS

- Complete Redmond's pedestrian network by filling sidewalk gaps.
- Construct prioritized low-stress pedestrian crossings.
- Identify and prioritize locations for new or improved neighborhood connections outside of Urban Centers.
- Ensure safe and accessible pedestrian travel through construction areas.
- Implement street design and operational enhancements to reinforce Pedestrian Priority Zones in Urban Centers.



## BICYCLE PLAN

### KEY THEMES

- Connect all key destinations within the City with low stress bikeways by making consistent progress toward bicycle network completion by 2035.
- Shift short vehicle trips to bicycling and micromobility.
- Implement safe and high-comfort bicycle facilities for people of all ages and abilities, prioritizing a Spine network that connects to urban centers and light rail.

### KEY STRATEGIES AND ACTIONS

- Connect bicycle facilities to light rail and bus
- Promote e-bikes with lending libraries and financial incentives.
- Provide convenient, plentiful, and secure bike parking.
- Employ lower-cost, quick-build solutions where possible for more rapid network implementation.

## TRANSIT SYSTEM PLAN

### KEY THEMES

- Encourage transit ridership through more frequent service, better first-last mile options, and enhanced stop amenities.
- Connect people to light rail easily and safely, especially via bus and active travel modes.
- Build effective coordination between the city and regional transit agencies.

### KEY STRATEGIES AND ACTIONS

- Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops.
- Establish Mobility Hubs that promote enhance multimodal first/last mile connections to transit..
- Bring more frequent and flexible transit service to Redmond.



## FREIGHT AND GOODS DELIVERY PLAN

### KEY THEMES

- Ensure freight and goods delivery access is available to all Redmond residents and businesses.
- Reduce overall GHG emissions by implementing electric or low emissions delivery and pick up systems .
- Promote freight delivery strategies that minimize disruptions and impacts to the surface transportation network and livable Urban Centers.

### KEY STRATEGIES AND ACTIONS

- Consider efficient and safe truck movement in all street planning and design.
- Restrict or discourage truck traffic where incompatible.
- Adopt innovative strategies to provide for safe and enhanced freight movement, reduced emissions, and application of clean technology.
- Implement strategies to reduce number of trips and conflicts associated with package deliveries.

## SYSTEM MAINTENANCE AND PRESERVATION

### KEY THEMES

- A well-maintained transportation system prevents network disruptions.
- Maintaining sidewalks, curb ramps, and bikeways supports safe and equitable access.
- Transportation system maintenance prolongs the life of system assets and helps prevent harmful substances from entering sensitive areas.

### KEY STRATEGIES AND ACTIONS

- Establish a Maintenance Level of Service Standard for infrastructure assets.
- Plan for and adequately fund maintenance and preservation of Redmond's transportation system.
- Explore alternative approaches to addressing bikeway, sidewalk, and shared use path maintenance needs.



## CURBSPACE AND PARKING MANAGEMENT

### KEY THEMES

- When managed together, effective curb and parking management optimizes parking utilization, decreases time spent searching for parking, and reduces congestion.
- Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.

### KEY STRATEGIES AND ACTIONS

- Develop a comprehensive curbside management plan for Redmond's three urban centers.
- Manage on-street parking in Redmond to optimize utilization of the City's limited on-street parking inventory.
- Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses.

## TRANSPORTATION DEMAND MANAGEMENT

### KEY THEMES

- Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows.
- Providing and promoting travel options decreases household transportation costs and reduces greenhous e gas emissions and congestion.

### KEY STRATEGIES AND ACTIONS

- Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations.
- Revisit regulations and management of Mobility Management Plans and meet statewide Commute Trip Reduction requirements.
- Support parking changes that encourage individuals to consider non-drive-alone transportation options.

## E-MOBILITY STRATEGY

### KEY THEMES

- Electrification reduces GHGs that contribute to climate change and associated negative impacts on environment, infrastructure, and community.
- Access to charging infrastructure should be available to all Redmond community members regardless of socioeconomic status.

### KEY STRATEGIES AND ACTIONS

- Focus on equitable access when considering E-mobility infrastructure investments.
- Explore publicly available e-bike charging opportunities.

## EMERGING TRENDS AND TECHNOLOGY

### KEY THEMES

- Consider community safety, privacy, and accessibility before deploying new technologies in Redmond.
- New technologies can be used to reduce greenhouse gas emissions, environmental impacts of the transportation system, and support more efficient use of resources.

### KEY STRATEGIES AND ACTIONS

- Employ newly adopted technology in service of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.
- Develop staff skills and knowledge of advanced analytical tools that will advance transportation options, safety, and efficiency.
- Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility.



## MONITORING PROGRESS

### KEY THEMES

- Performance monitoring is the regular measurement and reporting of the results of projects, programs, and policies.
- Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP and gives decision makers the information they need to change course if necessary.

### KEY STRATEGIES AND ACTIONS

- Dashboard performance measures include: Network Completion, Mode Share, Vehicle Ownership Rates (including EVs), Vehicle Miles Traveled (VMT), Transit Ridership, Safety, and Street and Sidewalk Condition.
- Other transportation- and land use-related performance measures that will help track progress toward reductions greenhouse gas emissions are identified in the Environmental Sustainability Action Plan and include electric vehicle ownership, commute distance, and jobs:housing ratio.

## TRANSPORTATION FACILITIES PLAN

### KEY THEMES

- Long-term financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.

### KEY STRATEGIES AND ACTIONS

- Bikeways such as separated bicycle lanes, shared use paths, and bicycle boulevards.
- Sidewalk improvements and safe pedestrian crossings.
- Transit speed and reliability improvements.
- Capacity projects to ensure freight mobility and relieve congestion.

## HOW DID THE COMMUNITY GIVE FEEDBACK ON THE TRANSPORTATION MASTER PLAN?

**4,500**

Total interactions from 2020-2025 with community members via questionnaires, community events, committee meetings, focus groups, and open houses

**2** Light Rail Station Opening Events

**3** Open Streets Festivals

**5** Open Houses

**5** Events (4 focus groups and 1 open house) tailored to Redmond's Community-Based Organizations (CBOs) through partnership with Eastside for All

**2** Road Safety Assessments

**8** Focus Groups or Roundtable Sessions

**6** Pedestrian and Bicycle Advisory Committee (PBAC) meetings discussing the TMP

Approximately **382** responses to community questionnaires

Throughout the Transportation Master Plan, community members' stories and ideas will befeatured as Community Member Highlights. Look to these highlights for a spotlight on Redmond's engaged and thoughtful community!

# INTRODUCTION

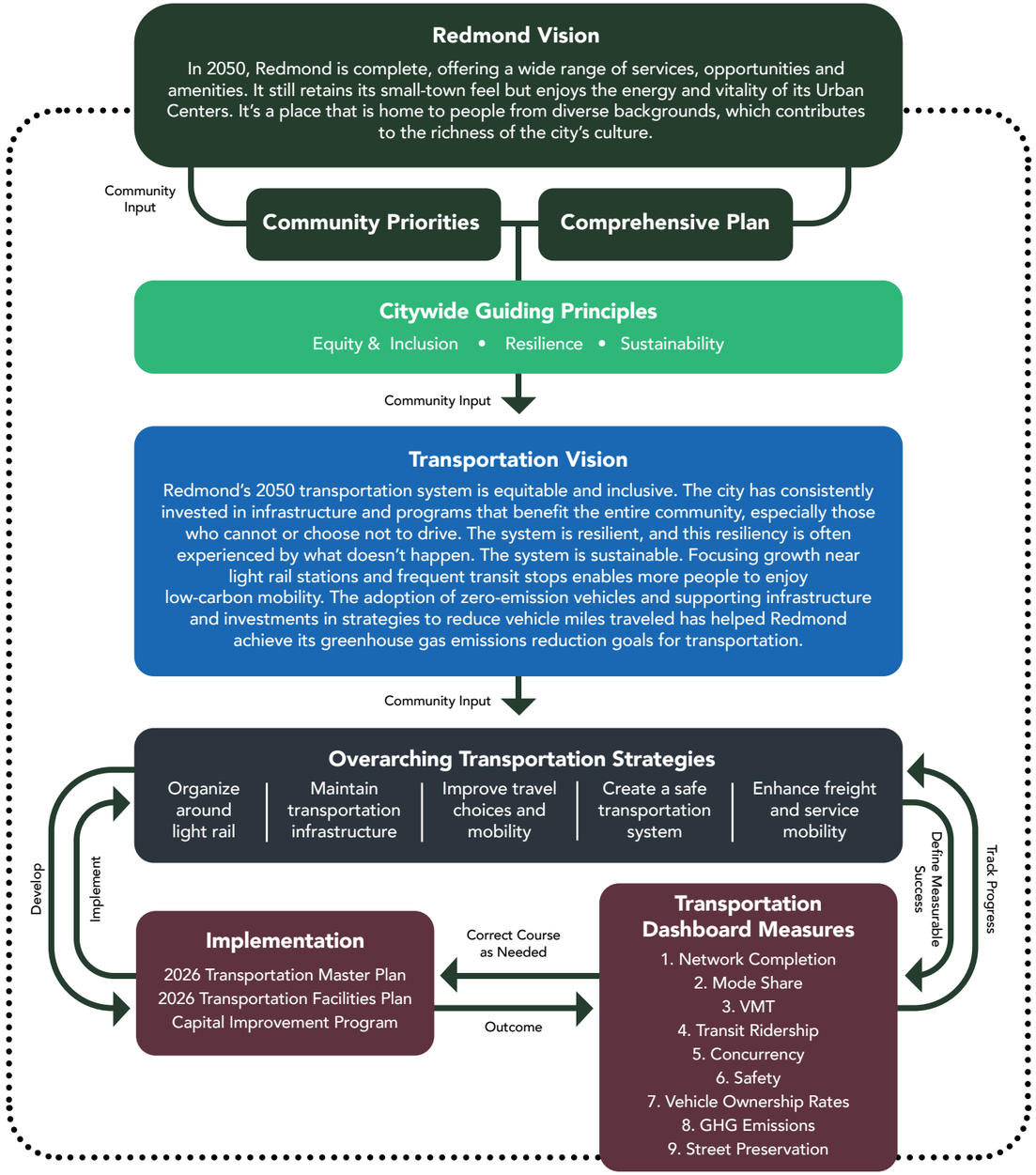
The Redmond Transportation Master Plan (TMP) is a strategic functional plan of Redmond 2050, the City's Comprehensive Plan. It guides Redmond's transportation projects, programs, and investments over the next twenty-five years. The strategies and actions in the TMP are focused on building a multimodal transportation system and shifting community travel behaviors to support Redmond's transition from "suburb to city" and achieve the City's guiding principles of resilience, equity and inclusion, and sustainability.

The Redmond 2050 Transportation Element provides the policy framework for a transportation system that supports the City's land use plan and prioritizes more affordable transportation options that reduce greenhouse gas emissions and vehicle miles traveled. As a strategic functional plan, the TMP specifies the steps that need to be taken to implement Redmond 2050 policies. Figure 1 shows how the Redmond Vision established by the Redmond community relates to community priorities, Redmond 2050, Citywide Guiding Principles, the Transportation Vision, Overarching Transportation Strategies, and finally how the TMP advances implementation to achieve the vision.

Much has changed since Redmond last updated its TMP in 2013. Since that time, the City and Sound Transit have come together to build and operate four new Link light rail stations. Downtown Redmond has been transformed by the conversion of Redmond Way and Clevland Street to two-way streets, the latter functioning as the main street of a vibrant downtown. New advanced adaptive traffic signals have been installed at key intersections in the downtown area, helping to reduce travel times, lower emissions due to less idling, and improve pedestrian safety through adaptive crosswalk timing. And the City has adopted the Safer Streets Action Plan, a roadmap for achieving the goal of eliminating traffic-related deaths and serious injuries by the year 2035.

Redmond is one of the fastest growing cities in Washington. With this growth comes greater demands on the city's transportation system. A multimodal transportation system that builds on the significant investments in Link light rail and provides a range of safe, affordable, and accessible travel options will ensure that people are able to meet their everyday needs, and Redmond continues to provide its community members a high quality of life.

**FIGURE 1** | TRANSPORTATION SYSTEM DEVELOPMENT FRAMEWORK



# FIVE OVERARCHING STRATEGIES

The centerpiece of this framework approach is a set of five overarching strategies that are embedded in the Redmond 2050 Policy Framework, the vision narrative, and throughout the TMP Document. Each strategy describes the core activities needed to achieve the desired outcomes. Dashboard measures will be used to evaluate progress on these strategies over time and are explained in detail in Section 13, Monitoring Progress. These five strategies provide the basis for the identification of projects and programs to be completed by 2050. Implementation activities needed to achieve each strategy will be guided by the principles of resilience, equity and inclusion, and sustainability.

The five overarching strategies are:

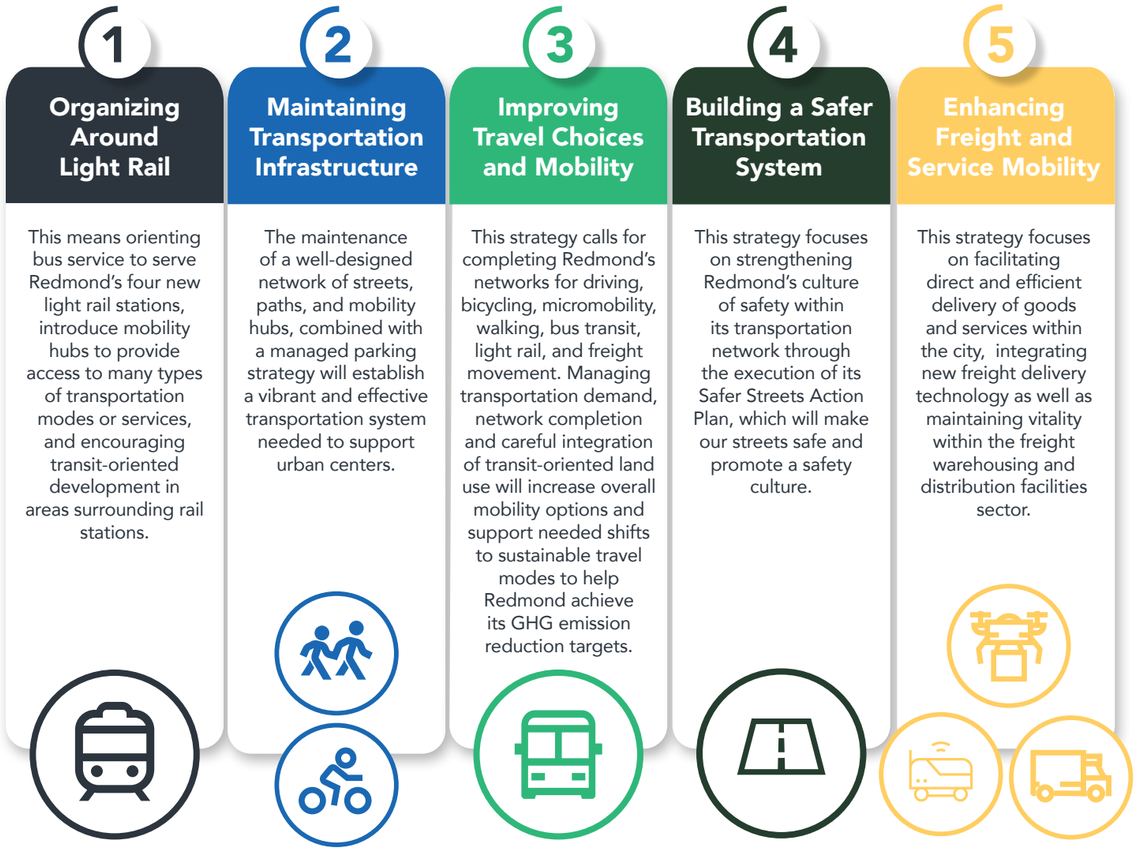



**FIGURE 2** | FIVE OVERARCHING TRANSPORTATION STRATEGIES

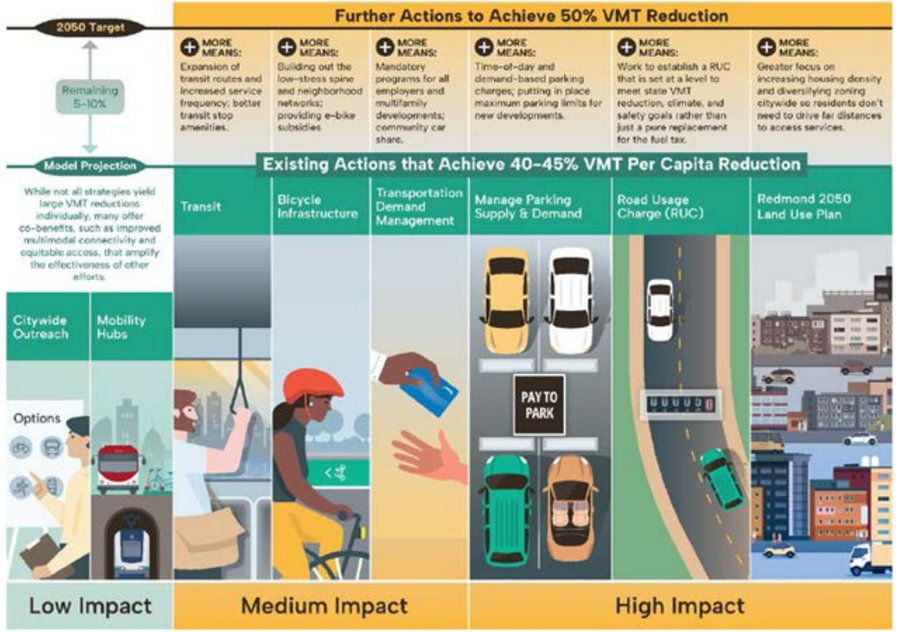


**Reducing Vehicle Miles Traveled and Greenhouse Gas Emissions**

Vehicle miles traveled (VMT) is a measure of the total miles driven and an indicator of how well land uses are integrated with transportation options such as walking, biking, rolling, and transit. Most vehicle miles traveled in Redmond are from personal vehicles. Reducing VMT will help Redmond achieve a **71 percent reduction** in greenhouse gases from the transportation sector[1] as established in Redmond 2050. VMT reduction is a key strategy defined in the Environmental Sustainability Action Plan (ESAP), which sets a target for VMT reduction of 50% between 2017 and 2050. The Safer Streets Action Plan also identifies VMT reduction as a key strategy to improving transportation safety as it reduces the potential for crashes, particularly between vehicles and people walking, biking, and rolling.

Reaching Redmond's VMT reduction goals will require a combination of actions that vary in terms of their impact. While some actions drive significant changes, they are often the most difficult to implement due to political, operational, or community concerns, and may require a longer time to realize. Figure 3 illustrates the key VMT reduction strategies identified in the TMP. **These same strategies are echoed in the ESAP as "big moves" related to transportation sector greenhouse gas reduction.** It is important to note that while not all actions lead to a large reduction in VMT alone, many provide co-benefits such as improved multimodal connectivity, more equitable access, and overall increase in community livability.

**FIGURE 3** | RELATIVE IMPACT OF KEY VMT REDUCTION STRATEGIES




[1] The transportation sector contributes over a quarter of the Redmond community's greenhouse gas emissions, the second-largest contributor to greenhouse gas emissions after commercial electricity (42%).

## Community Engagement

The strategies and actions identified in the TMP are directly informed by the feedback received from the Redmond community both during the Redmond 2050 Comprehensive Plan and Redmond Transportation Master Plan update processes. The Redmond community and other stakeholders were asked about what transportation challenges they are facing and how they would like to see the Redmond transportation system better meet their needs. This outreach included tabling events at Derby Days and Open Streets Festivals, light rail opening day events, the Redmond Pedestrian and Bicycle Advisory Committee meetings, and other open houses. Outreach included the following:

- Over approximately 4,500 total interactions from 2020-2025 with community members via questionnaires, community events, committee meetings, focus groups, and open houses.
- 2 Light Rail Station Opening Events.
- 3 Open Streets Festivals.
- 5 events (4 focus groups and 1 open house) tailored to Redmond's Community Business Organizations (CBOs) through partnership with Eastside for All.
- 2 Road Safety Assessments.
- 5 Open Houses.
- 8 Focus Groups or Roundtable Sessions.
- 6 Pedestrian and Bicycle Advisory Committee (PBAC) meetings discussing the TMP.
- Approximately 382 responses to community questionnaires.

Appendix A provides a full summary of how the community was engaged and key findings from this engagement.

**FIGURE 4 |** TRANSPORTATION MASTER PLAN COMMUNITY OUTREACH EVENTS

## How People Move in Redmond Today and Tomorrow

Redmond is served by two transit agencies (King County Metro and Sound Transit), with public buses and four light rail stations. There are 75 miles of bicycle network, 39 miles of developed trails, and 249 miles of sidewalk within the city. Commute Trip Reduction surveys done prior to the Covid-19 pandemic showed increasing commuter use of transit, with nearly 18% of commuters reportedly riding the bus by the 2019/2020 survey, and nearly 3% commuting via bike. While both rates dropped significantly in the 2021/2022 survey, telework share grew from 5% to 41%. The 2024/2025 survey shows similar trends, with over 5% of commuters utilizing transit (light rail and bus) and 2% commuting by bike. Although the telework share dropped from 2021/2022—at 36% for 2024/2025—it still remains a significant factor in commute trends. As employers and jobs in Redmond shift back to in-person work, light rail connects to Seattle, and community demand for more transportation choices grows, Redmond seeks to expand resources and investment to ensure that transit, cycling, micromobility, and other sustainable transportation modes are prioritized.

Redmond is a growing city, with a 2024 population of 80,040. By 2050 it is projected there will be over 118,000 residents and an additional 24,800 housing units, and nearly 30,000 additional jobs. An influx of this size will put strain on the existing transportation system. Investing in space-efficient travel modes, such as bike lanes and high-capacity transit, is the most sustainable way to manage what would otherwise result in extreme congestion if personal vehicle use was to continue to be the dominant mode of travel. There is no financially feasible way to build enough street capacity to accommodate ever-increasing vehicle volumes nor would this approach maintain Redmond's high quality of life and environmental stewardship goals.

While cars are likely to continue to be a significant way in which people get around Redmond in the year 2050, things may look very different with the advent of autonomous vehicles (AVs). AVs have the potential to shift the entire ownership model of cars, moving away from personal ownership to an on-demand system not unlike Uber or Lyft today (see Section 12 – Emerging Trends and Technology for more discussion on AVs). Regardless of the future of cars, a critical fact is that over 50% of trips taken within Redmond are less than three miles, which suggests that other modes such as walking, biking and rolling can replace a significant number of vehicle trips. It will require the City to prioritize investments in safe and comfortable infrastructure, as well as creating incentives, new policies, and awareness-building programs to encourage this shift to non-auto travel modes.

## Key Partnerships

While the City of Redmond operates and maintains over three hundred and fifty lane miles of paved streets, it also partners with other agencies such as King County and the Washington State Department of Transportation to ensure that regional roads within and adjacent to Redmond are allowing community members to get to where they need to go safely and efficiently. Redmond also collaborates closely with neighboring cities to ensure seamless intercity travel. Redmond has many miles of multi-use trails many of which are operated by other agencies such as King County. Transit service in Redmond is provided by King County Metro, Sound Transit, and a variety of private operators, which requires constant partnership to ensure Redmond community members' needs are being met and Redmond's street system facilitates reliable and fast service. While the City is not able to directly control some aspects of its transportation system these partnerships allow it to coordinate and ensure the needs of the Redmond community are being met.



## Related Plans and Guiding Policy

*Transportation Facilities Plan (TFP)*
The Transportation Facilities Plan (TFP) is the long-range financially constrained list of the transportation capital needs identified to provide the transportation capacity needed to support projected population and employment growth, also known as concurrency. It represents the supply for Redmond's Transportation Impact Fee program. The TFP has been updated with the TMP update and prioritized to align with Redmond 2050 guiding principles and overarching transportation strategies. This 25-year Transportation Facilities Plan is financially constrained by the revenue forecast for the same period consistent with the Washington State Growth Management Act.

*Transportation Improvement Program (TIP)*
The six-year Transportation Improvement Program (TIP) is a short-range planning document that is updated annually based on needs identified by the community and analyses conducted by the City. It represents Redmond's current complete list of needed projects and programs for the next six years. Many projects in the TFP will also appear in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in the last three years can be partially or completely unfunded. Many opportunities for grant funding require that projects are included on a TIP to be eligible to receive funding.

*Safer Streets Action Plan*
The Safer Streets Action Plan, adopted by the City of Redmond in April 2025, is a roadmap to achieving zero traffic-related fatalities and serious injuries in the city. Creating a safety culture is critical to achieving the City's goals of zero fatal and serious injury crashes and will require partnership and active participation of City staff, community-based organizations, employers, and everyone using Redmond's transportation system. The City has committed to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and eliminating all fatal and serious injury crashes by 2035.

*PSRC Vision 2050 and Regional Transportation Plan*
Puget Sound Regional Council (PSRC)'s Vision 2050 is the four-county plan that outlines regional growth trends. Redmond is expected to support the region's vision with the Redmond 2050 Comprehensive Plan, and by extension, the Transportation Master Plan. The Redmond Transportation Master Plan aligns with the PSRC Vision 2050 by ensuring that its transportation-related provisions conform to the Growth Management Act and are consistent with multicounty planning policies. This alignment is crucial for effective regional planning and development, as it helps to address the regional growth strategy and ensure that local transportation plans meet the broader goals set forth in Vision 2050. The PSRC's Regional Transportation Plan (RTP) is designed to implement these growth strategies, and the transportation plan in Redmond is expected to support this alignment by incorporating necessary adjustments and improvements to enhance transportation efficiency and accessibility within the region.

*King County Multicounty Planning Policies*
The Redmond Transportation Master Plan aligns with King County's Multicounty Planning Policies by focusing on enhancing the city's transportation infrastructure to meet the evolving needs of its residents. The plan emphasizes the importance of a sustainable transportation system, addressing climate change, and ensuring equity in transportation access. It also aligns with King County's broader goals for public transportation, including the King County Metro Transit Development Plan 2024-2029, which outlines the strategic direction for public transportation services in King County. The plan aims to create a transportation system that is safe, accessible, and environmentally friendly, contributing to the overall well-being of the region.

## CREATING COMPLETE STREETS IN REDMOND

The Complete Streets concept provides a multimodal approach to roadway design and safety that considers all users of the transportation system. A street can be considered "complete" when it provides the necessary space and infrastructure for all users to travel safely and comfortably along the same street. Complete Streets may include dedicated bicycle lanes, transit lanes, and sidewalks to accommodate multimodal users alongside vehicles. Complete Streets emphasize comfort and safety with the addition of lighting, landscaping, trees and foliage, or street furniture. Redmond has embraced a layered Complete Streets network, recognizing that every street may not be able to provide the desired level of service for all travel modes. More details on this approach can be found in the Street System Plan. Additionally, Redmond's Complete Streets concept focuses on vehicle speed reduction as a means to allow for safe travel for all modes. By lowering vehicle speeds Redmond's citywide street system promotes safety and comfort for all users.

**FIGURE 5** | REDMOND'S CLEVELAND STREET (LEFT) AND ADJACENT DOWNTOWN PARK (RIGHT) ARE THE RESULT OF A COMPLETE STREETS APPROACH THAT SUPPORTS COMMUNITY CONNECTION.

**FIGURE 6** | THE 156TH AVENUE NE CYCLE TRACK FURTHERS COMPLETE STREET PRINCIPLES ON 156TH AVENUE NE IN OVERLAKE

The modal network recommendations in this Transportation Master Plan are grounded in the layered Complete Streets concept, meaning that individually a given street may not provide the highest level of service for every travel mode, but together, the entire transportation network meets the needs of all travel modes in terms of access, mobility, and safety.

**How to Read This Document**

The sections of the Transportation Master Plan focus on different transportation modes or elements of the transportation system. Each section includes strategies and actions for furthering the Redmond 2050 Vision for Redmond's transportation network.

1. **Executive Summary** – Overview of the Transportation Master Plan and key themes and strategies.

2. **Introduction** – Provides context for Redmond's existing and future transportation system.

3. **Street System Plan** – Redmond's layered Complete Streets approach and optimizing the roadway network for multimodal safety and comfort.

4. **Pedestrian Plan** – Focuses on accessibility and connectivity on Redmond's pedestrian network of sidewalks, shared use paths, crossings, and neighborhood connections.

5. **Bicycle Plan** – Outlines how Redmond will connect the bicycle/micromobility network to transit and other key destinations with high-comfort bikeways for all ages and abilities.

6. **Transit System Plan** – Establishes Redmond's future transit vision and goals for citywide and regional transit connectivity.

7. **Freight and Goods Delivery Plan** – Provides strategies to ensure freight and delivery access is available, efficient, and reduces greenhouse gas emissions.

8. **System Maintenance and Preservation** – Provides context and strategies for the maintenance of Redmond's transportation system and facilities.

9. **Curbspace and Parking Management** – Explores how Redmond will manage and optimize curbspace, on-street parking, and off-street parking for equitable access of all transportation modes.

10. **Transportation Demand Management** – Focuses on strategies to shift travel modes in Redmond away from drive-alone vehicles and toward more sustainable travel modes such as transit, walking, and biking.

11. **E-Mobility Strategy** – Outlines Redmond's strategy for implementing electric mobility (e-mobility), including electric vehicles, charging infrastructure, and micromobility devices.

12. **Emerging Trends and Technology** – Explores how Redmond can implement new technologies to create a more efficient and sustainable transportation system.

13. **Monitoring Progress** – Outlines how Redmond will monitor progress on the various goals and initiatives established in the Transportation Master Plan.

14. **Transportation Facilities Plan (TFP)** – A Long-term financially constrained list of projects to ensure multimodal transportation capacity is developed concurrently with development.

15. **Appendices**
    - A. Community Involvement
    - B. Multimodal Level of Service
    - C. Estimated Multimodal Level of Service Impacts to State-Owned Facilities
    - D. Travel Demand Forecast
    - E. Impacts to Neighboring Jurisdictions
    - F. Design Guidance

# STREET SYSTEM PLAN

Transportation Master Plan

# STREET SYSTEM PLAN

## INTRODUCTION

Streets are the backbone of the multimodal transportation system in Redmond. People use Redmond's streets to move around and address their daily needs. Movement comes in many ways—walking, cycling and scooters, mobility devices, public transit, and driving—and streets function to serve all these ways, 24 hours a day, seven days a week. Redmond's street system plan supports Redmond's preferred
land use pattern as presented in Redmond 2050 by providing multimodal access, and conversely, Redmond's land use plan supports the transportation system by creating more compact development that makes walking, biking, micromobility, and taking transit an easy and cost-effective means of travel.

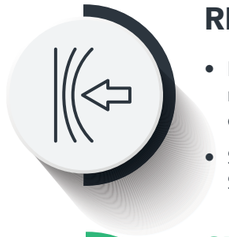
In Redmond's Urban Centers, the streets not only provide mobility, but also comprise the public realm. The quality of the public realm—streets, sidewalks, plazas, and other publicly accessible spaces—influences Redmond's livability, economy, safety, and public health.

The street network also provides an important stormwater management and environmental services function, and through the integration of green stormwater infrastructure and healthy street trees, can help mitigate pollution and the urban heat island effect.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

This section contains strategies for maximizing the City's return on investment in its transportation system. This means moving the most people and goods possible within the existing street system while also minimizing environmental harms and other negative community impacts. Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Street System Section identifies strategies that support these principles and align with Redmond 2050 transportation policies.

Sound Transit Bus



## RESILIENCE

- Maintain the street network in a state of good repair to support the mobility and access needs of all modes. Use advanced technology to improve the operations and efficiency of the multimodal transportation system. (TR-5, TR-9 and TR-26)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 5, Strategy 6, Strategy 7

## SUSTAINABILITY

- Shifting vehicle trips to transit, walking, and biking will help Redmond achieve its greenhouse gas reduction targets and provide other environmental benefits. (TR-36, TR-38, TR-39)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5

## EQUITY & INCLUSION

- Implement modal corridors to achieve a more equitable allocation of transportation system resources and ensure safe access for people of all ages and abilities. (TR-10, TR-13, TR-14, and TR-16)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9

## AN INTEGRATED "COMPLETE STREETS" APPROACH

Redmond applies an integrated Complete Streets approach to planning, designing, building, operating, and maintaining streets that enable safe access and accommodation of all users, regardless of mode, age, or ability, including motorists, freight, pedestrians, bicyclists, people with disabilities, children, older residents, and transit riders.

Redmond's Complete Streets Policy states: all transportation projects shall provide **appropriate accommodation** for persons of all ages and of all abilities, including bicyclists, pedestrians, transit users, as well as automobiles, freight, and buses, in comprehensive and connected networks defined in the City's Transportation Master Plan; provided, that such accommodation shall take into account and complement the local context and character of the community and land use.

Examples of appropriate accommodation for transportation projects include, but are not limited to:

- Sidewalks for pedestrians.
- Bike lanes for bicyclists or scooters.
- Special bus lanes or signal operations for transit service.
- Comfortable, safe, and accessible public transportation stops.
- Frequent and safe crosswalks.

These features, and others, work together to create a safe and efficient transportation network for all users.



## OVERVIEW OF REDMOND'S STREET SYSTEM AND ASSETS

Elements of the street system are classified by the character of service they provide for planning, design, construction, and operational purposes. The system recognizes that most travel involves movement through a network of streets and each piece of the network exists to provide a combination of mobility and land use access. For example, a principal arterial is more focused on providing through movement mobility than it is direct access to adjacent land uses. On the other end of the spectrum, a local access street provides direct access to many individual land uses.

A street's design and operation are based on its functional classification. However, it is also important for streets to respond to the character of adjacent land uses and the activity they generate. In other words, a street with a singular functional classification may vary in its design and operations based on adjacent land uses and the different modes of travel that are expected to use the street. This is often referred to as context-based design.

The following section provides a definition of the street functional classification in Redmond. Attributes associated with each functional class are summarized in Table 1. Figure 1 is a map of Redmond's street functional classification.

**Freeway**
State Route 520 is part of the State Highway System and connects Redmond with the region. The SR 520 Freeway provides limited access, allowing traffic to move more freely, and is designed and intended to carry heavy volumes of traffic at high speeds, including a relatively large percentage of trucks. Interconnections with other roadway classifications are accomplished through grade-separated interchanges.

**Principal Arterial**
A principal arterial provides capacity and continuity for travel between different areas of the city and adjacent jurisdictions. Principal arterials provide direct connections to freeways or other principal arterials. Adjacent land uses may include residential and commercial areas, open space, public lands, industrial sites, and institutional sites. While principal arterials provide important connections between Redmond and the broader region, their function is not solely the through movement of motor vehicles. The through movement of motor vehicles on principal arterials must be balanced with the need to safely serve all travel modes and respond to the adjacent land context, which varies.

**Minor Arterial**
A minor arterial provides for travel between different areas of the city but does not have the capacity and significance of principal arterials. Minor arterials typically connect with other minor arterials, principal arterials, and collector arterials. Adjacent land uses may include residential property, schools, public parks, retail and commercial uses, or public institutions.

**Collector Arterial**
A collector arterial receives traffic from connector streets and local streets and provides access to principal and minor arterials. Collector arterials are generally not intended to serve regional trips and generally do not provide route continuity for more than a mile or two. These roadways are generally contained entirely within the city and connect neighborhoods

with each other, terminating only at principal arterials, minor arterials, or other collector arterials. Like minor arterials, adjacent land uses may include residential property, schools, public parks, retail and commercial uses, or public institutions.

**Connector Streets**
Connector streets are specially designated local streets that provide for direct vehicle, bicycle, and pedestrian connections between adjacent neighborhoods, and between neighborhoods and commercial areas. Connectors typically provide no route continuity beyond the areas they serve. Adjacent land uses may include residential areas, commercial areas, open space, public lands, industrial sites, and institutional sites. Connectors terminate at collector arterials, minor arterials, and/or local access streets.

**Local Access Streets**
Local access streets provide direct connections to and within neighborhoods and typically terminate at connector streets or collector arterials. These streets provide for direct vehicle, bicycle, and pedestrian access to neighborhood commercial and residential land uses. Local streets do not serve regional trips and provide no route continuity beyond the areas they connect.

**Shared Streets**
Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street. Washington Senate Bill 5595 gives local agencies legal authority to create shared streets that feature speed limits as low as 10 mph and allows pedestrians to walk in the middle of the street. Vehicles would be allowed on these streets, but they must yield the right-of-way to pedestrians.

In Redmond, some local streets will be transitioned to shared streets, which are appropriate on a residential, limited use, or other low-volume street, where the neighborhood desires to create a public space for social activities and play or as an alternative to building conventional sidewalk where there may be environmental or cost constraints. Shared streets are also appropriate on streets with commerce where there is a desire to create an active and attractive people-oriented area.

Shared Streets components that help create a people-oriented space can include:

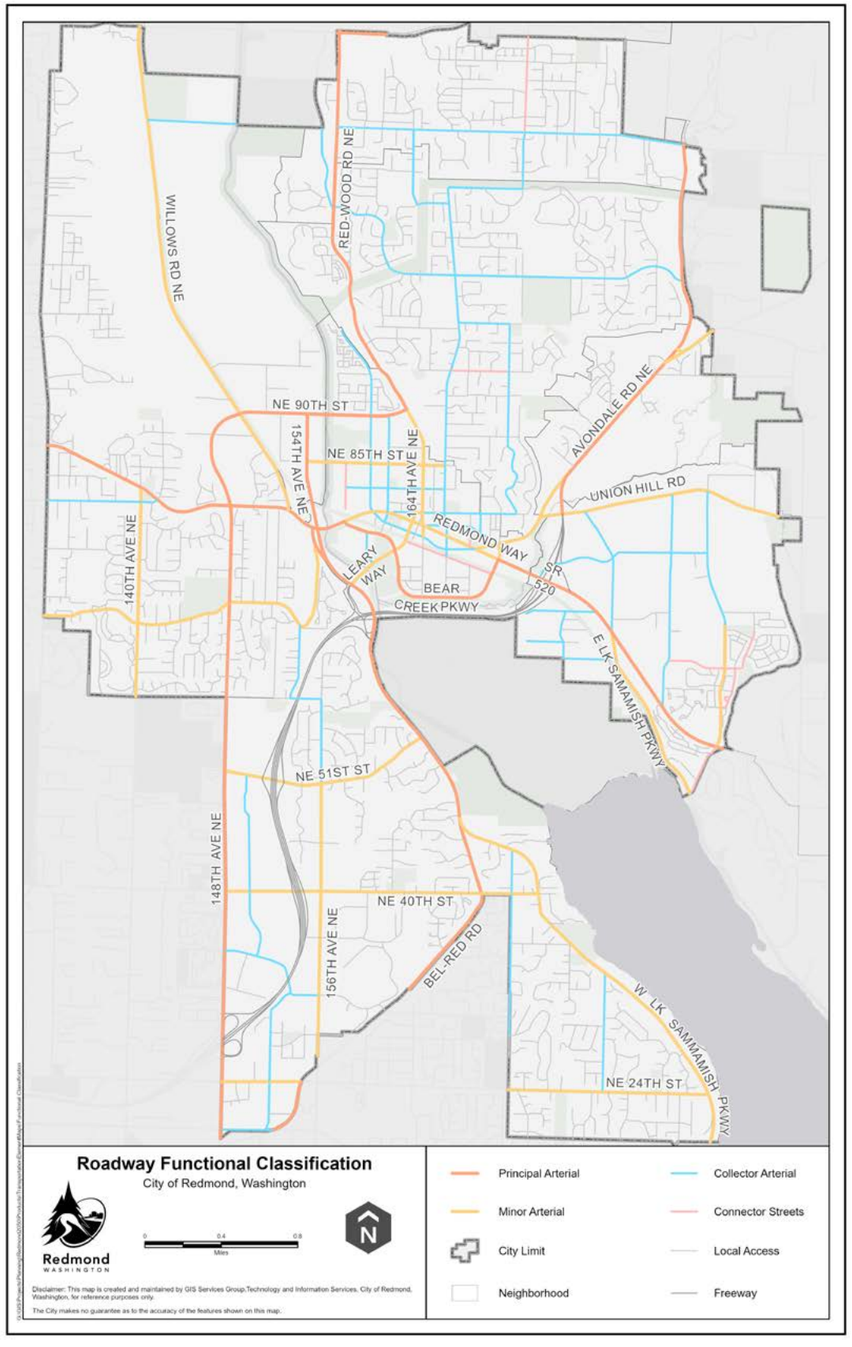
- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for pedestrians and cyclists.
- Chicanes to slow drivers by adding curves to the travel lane to indicate that they are entering a pedestrian area.
- High-quality and artistic street furniture to announce that people are welcome and create a friendly pedestrian environment.
- Plants to increase the quality of the urban space and the pedestrian experience with attention paid to pedestrians who are deaf-blind.
- Pedestrian-scale lighting.

**TABLE 1 |** SUMMARY OF STREET FUNCTIONAL CLASSIFICATIONS ATTRIBUTES

| | Transportation Mode | | | | | | Typical Trip Type Served | | |
|---|---|---|---|---|---|---|---|---|---|
| Functional Classification | Vehicle | Transit | Bicycle | Pedestrian | Traffic Calming/ Speed Mgmt | On-Street Parking | Regional | Citywide/ Local | Neighborhood |
| Freeway | ✓ | ✓ | | | | | ✓ | ✓ | |
| Principal Arterial | ✓ | ✓ | ◐ | ✓ | ◐ | | ✓ | ✓ | |
| Minor Arterial | ✓ | ◐ | ◐ | ✓ | ◐ | ◐ | | ✓ | ✓ |
| Collector Street | ✓ | ◐ | ◐ | ✓ | ✓ | ◐ | | ✓ | ✓ |
| Connector Street | ✓ | ◐ | ◐ | ✓ | ✓ | ◐ | | ✓ | ✓ |
| Local Access Street | ✓ | | ◐ | ✓ | ✓ | ✓ | | | ✓ |
| Shared Street | ✓ | | ◐ | ✓ | ✓ | ✓ | | | ✓ |

KEY: ✓ Prevalent ◐ Common/Possible

**FIGURE 1 |** REDMOND ROADWAY FUNCTIONAL CLASSIFICATION




**Redmond's Transportation Assets**

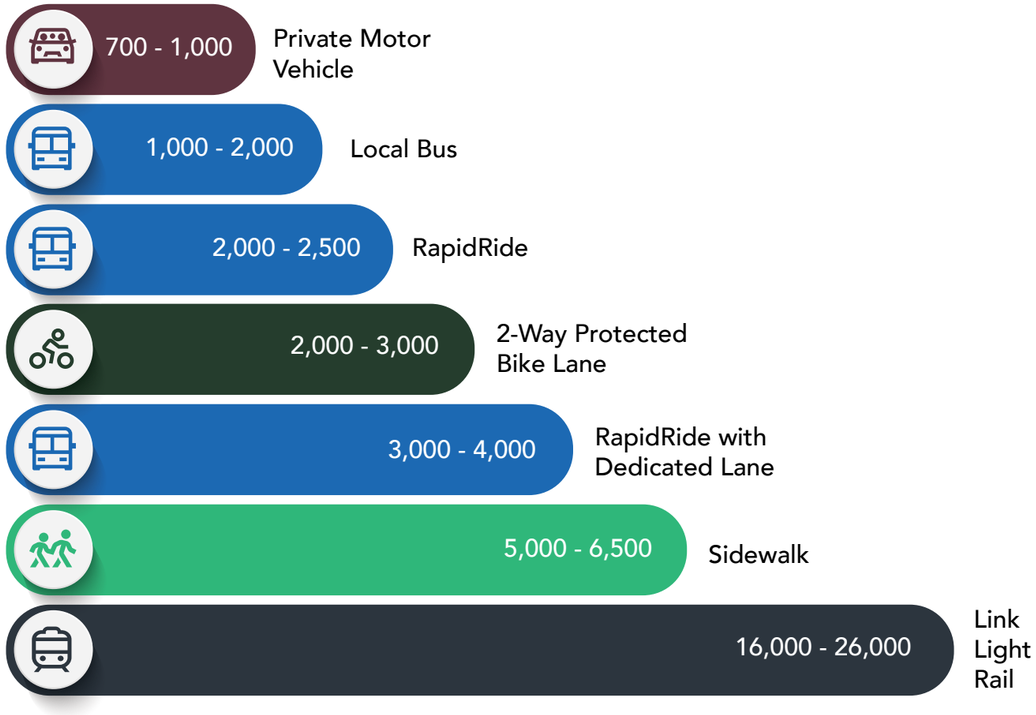
Redmond's transportation assets represent a level of investment that has been made to ensure the safe and efficient movement of goods and people. Some key transportation assets are listed in Table 2 but there are others. Each asset must be managed and maintained to sustain a defined level of service. This level of service is defined by the modal networks and priorities identified in the Transportation Master Plan and tracked at the community-level by the performance measures discussed in the Section 13 – Performance Measures. Redmond's *Transportation System Asset Management Plan* further identifies Redmond's transportation assets and how they should be managed and maintained to achieve the desired level service (or priority) and performance defined in the Transportation Master Plan.

**TABLE 2 |** REDMOND TRANSPORTATION ASSETS – EXISTING CONDITIONS

| Transportation Asset | Quantity (Number/Mileage) |
|---|---|
| Street Centerline | 152 miles |
| Sidewalk | 240 miles |
| Bike Lanes | 61.7 miles |
| Separated Bike Lanes | 2.7 miles |
| Bridges | 20 |
| Traffic Signals | 112 |
| City-owned Streetlights | 2,100 |
| Street Signs | 9,301 |

More details on assets that comprise the pedestrian, bicycle, transit, and freight modal networks is provided in those respective sections of the TMP. A more comprehensive list of transportation assets and asset performance targets are in the City of Redmond *Transportation System Asset Management Plan*.

**Multimodal Level of Service**
Redmond 2050 policies state that streets are to collectively serve all modes of travel including passenger vehicles, trucks, transit, bicycles, and pedestrians, and that people walking, biking, and taking transit should be prioritized. Providing more travel options within Redmond's street (and trail) network aligns with Redmond 2050 Guiding Principles (Equity and Inclusion, Resilience, Sustainability), is more cost effective than adding vehicle capacity (i.e., widen streets, add more lanes), and will contribute to a more livable Redmond. Investments in Link light rail, King County Metro bus service, and better pedestrian and bicycle infrastructure will provide people living, visiting, and working in Redmond with more options, thereby relieving congestion and its many negative impacts.




Redmond has long been recognized as a leader in multimodal transportation planning. Specifically, Redmond adopted the first plan-based multimodal transportation concurrency level of service (MMLOS) standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond's plan-based multimodal concurrency standard.

Redmond's MMLOS standard for transportation concurrency is rooted in the City's multimodal Transportation Facilities Plan (TFP) (see Section 14). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus solely on the performance of the vehicle network, Redmond's MMLOS concurrency standard tracks implementation of the multimodal improvements identified in the TFP and requires that new investments are built ahead of or at-pace with growth identified in the Comprehensive Plan. By way of example, Redmond can accommodate 20 percent of planned growth (demand) so long as it has built or committed funding (public or private) to build 20 percent of the transportation improvements (supply) defined in the TFP. The City's target for a supply to demand ration is 1.05 to ensure concurrency. Historically, supply has well-exceeded demand.

**System Performance**
Redmond's multimodal concurrency is a broad measure of its transportation system performance as it tracks the ability of the system to provide mobility and access to the wide range of new and existing land uses throughout the city. This is tracked using the TFP as discussed above. There are several other measures that are used to track the performance of Redmond's transportation system such as network completion and mode share, which are discussed in Section 13 – Monitoring Performance.

**Safety**
Everyone traveling in Redmond should be able to get to their destination safely regardless of where they live or how they chose to travel. As shown in Figure 3 , the number of vehicle crashes, including serious and fatal crashes, involving bicyclists and pedestrians have generally declined over the past 10 years.  Figure 4 also shows a similar downward trend for vehicle-only crashes.

As Redmond develops and creates a transportation system that invites more people to walk, bike, roll, and take transit it must also take proactive steps to ensure that conflicts between all road users are minimized and the city meets its goal for eliminating all serious injury and fatal crashes by 2035. Redmond's *Safer Streets Action Plan* is framed around the Safe System approach and identifies specific actions centered on safe street design, safe speeds, safe vehicles, safe road users, land use, and post-crash care. Strategies and actions in the Transportation Master Plan are also aligned with the Safe System approach.

Biker on path

**FIGURE 2** | BICYCLE AND PEDESTRIAN SERIOUS AND FATAL CRASHES (2015-2024)

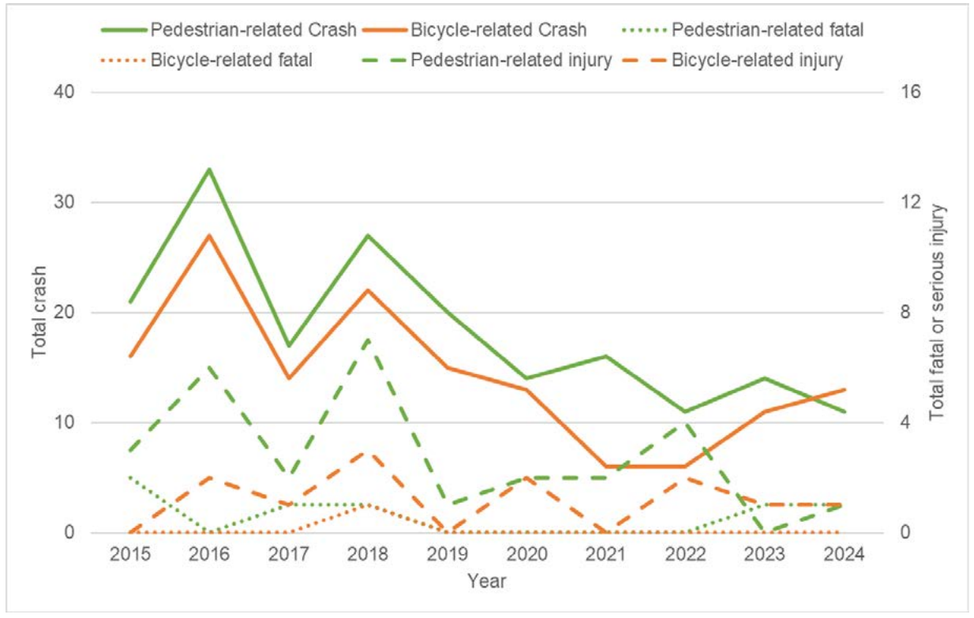
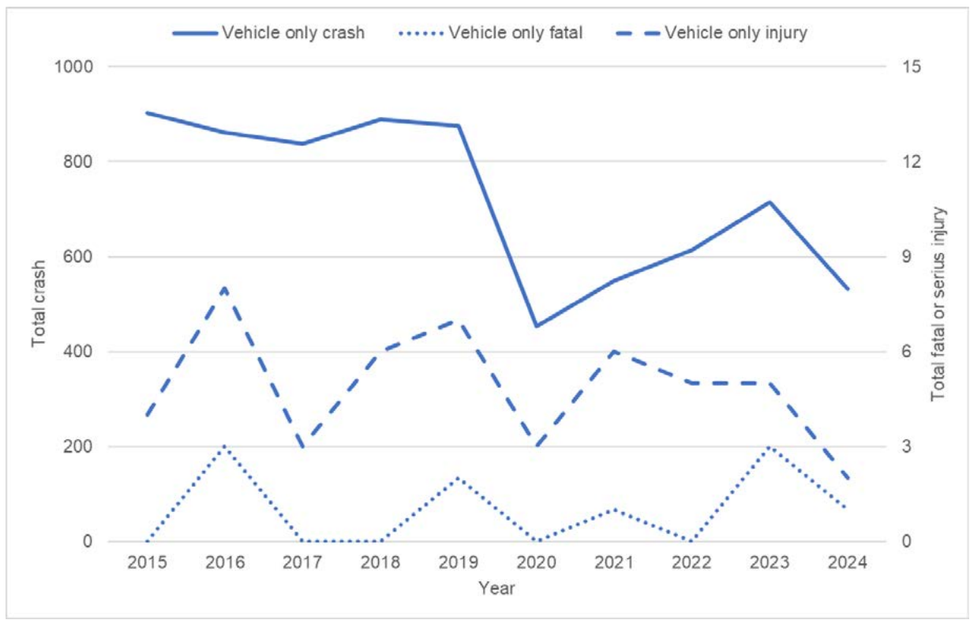



**FIGURE 3** | VEHICLE ONLY CRASHES (2015-2024)



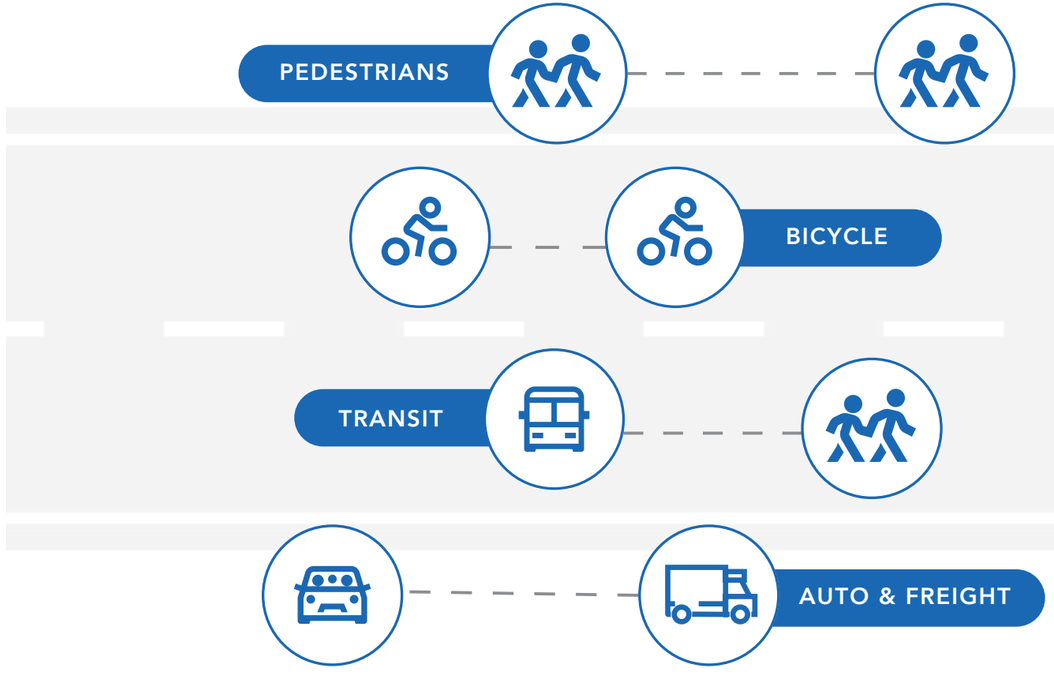

## STRATEGIES AND ACTIONS

**Strategy 1: Implement an integrated multimodal transportation system that safely and efficiently serves all travel modes.**

Redmond's streets serve all modes of travel including passenger vehicles, trucks, buses, bicyclists, and pedestrians. While cars will continue to serve as a prevalent mode of travel for many people living in and visiting Redmond, reorienting Redmond's street system to better serve walking, biking, and public and private transit will allow the city to grow without experiencing extreme congestion. It also will help Redmond meet its goals around reducing vehicle miles traveled and greenhouse gas emissions, and creating a more vibrant, livable, and connected community.

An integrated multimodal transportation system ensures that the mobility and access needs of all people and modes are met while also recognizing that every mode of travel or function can't be prioritized on every street due to both spatial and operational constraints. Therefore, a layered network approach (Figure 5) is necessary to appropriately respond to land use contexts and help balance the diverse and competing needs of pedestrians, bicyclists, drivers, transit, and freight within constrained rights-of-way. Redmond's multimodal transportation system is based on this layered network approach.

**FIGURE 4** | LAYERED NETWORK APPROACH



**Modal Integration**
A modal integration analysis was conducted on the modal networks that comprise Redmond's transportation system – bicycle, pedestrian, freight, transit, auto – to identify where right-of-way, operational or other constraints create conflicts in terms of accommodating priority modes. This analysis revealed that some corridors are already serving priority corridors well while in other cases infrastructure or operational improvements are needed to make the corridor (or segments within corridors) function better for the priority mode(s). Figure 5 shows the planned integrated modal corridors network and Figure 6 shows segments where improvements are needed to achieve modal network integration. Though not shown as a modal corridor type, the pedestrian network, and the infrastructure that supports safe and convenient travel by foot or mobility assistance device, are a priority throughout the Redmond transportation system. Pedestrian Priority Zones correspond with Redmond's Urban Centers where pedestrian infrastructure needs to support the highest levels of pedestrian activity. See Section 4 for more information on the pedestrian network. Table 2 lists the modal corridors and describes the improvements that are needed to achieve the modal network objectives.

**Redmond 2050 Policies that support strategy 1:**

- **TR-5:** Design and build a transportation system that can be efficiently operated and maintained.
- **TR-9**: Manage public right-of-way to maintain multimodal mobility while recognizing the need for occasional closures for maintenance, construction, or special events. Discourage interruptions to comfortable and convenient walking, bicycling, and transit use.
- **TR-13:** Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.
- **TR-23:** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.
- **TR-24:** Maintain a street classification system in the street plan that is designed to move people by a variety of modes and support Redmond's preferred land use pattern. Classify streets according to function so that system capacity may be properly allocated by mode and planned street improvements will be consistent with those functions.
- **TR-47:** Consider a broad spectrum of revenue sources, including but not limited to general fund contributions, impact fees, local improvement districts, transportation benefit districts, street maintenance utility, grants, right-of-way lease fees, developer and other contributions, business taxes, and debt financing.
- **TR-50:** Include a long-range, funding-constrained Transportation Facilities Plan (TFP) in the TMP that identifies programs, projects, and services to be funded over the life of the TFP.

**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Update the Transportation Facilities Plan (TFP) and the Transportation Improvement Plan to reflect identified improvements within modal corridors to ensure that corridors are implemented through the Capital Investment Program or by new development. (Planning) |
| **Action 1B** | Prioritize the TFP and Transportation Improvement Plan to reflect Redmond 2050 goals around sustainability, equity and inclusion, and resiliency. (Planning) |
| **Action 1C** | Conduct further study and analysis on modal corridors as needed to develop preliminary designs and cost estimates to advance Capital Improvement Program integration and securing grants and other external funding as appropriate. (Planning, Public Works) |

**FIGURE 4** | PLANNED INTEGRATED MODAL CORRIDORS NETWORK

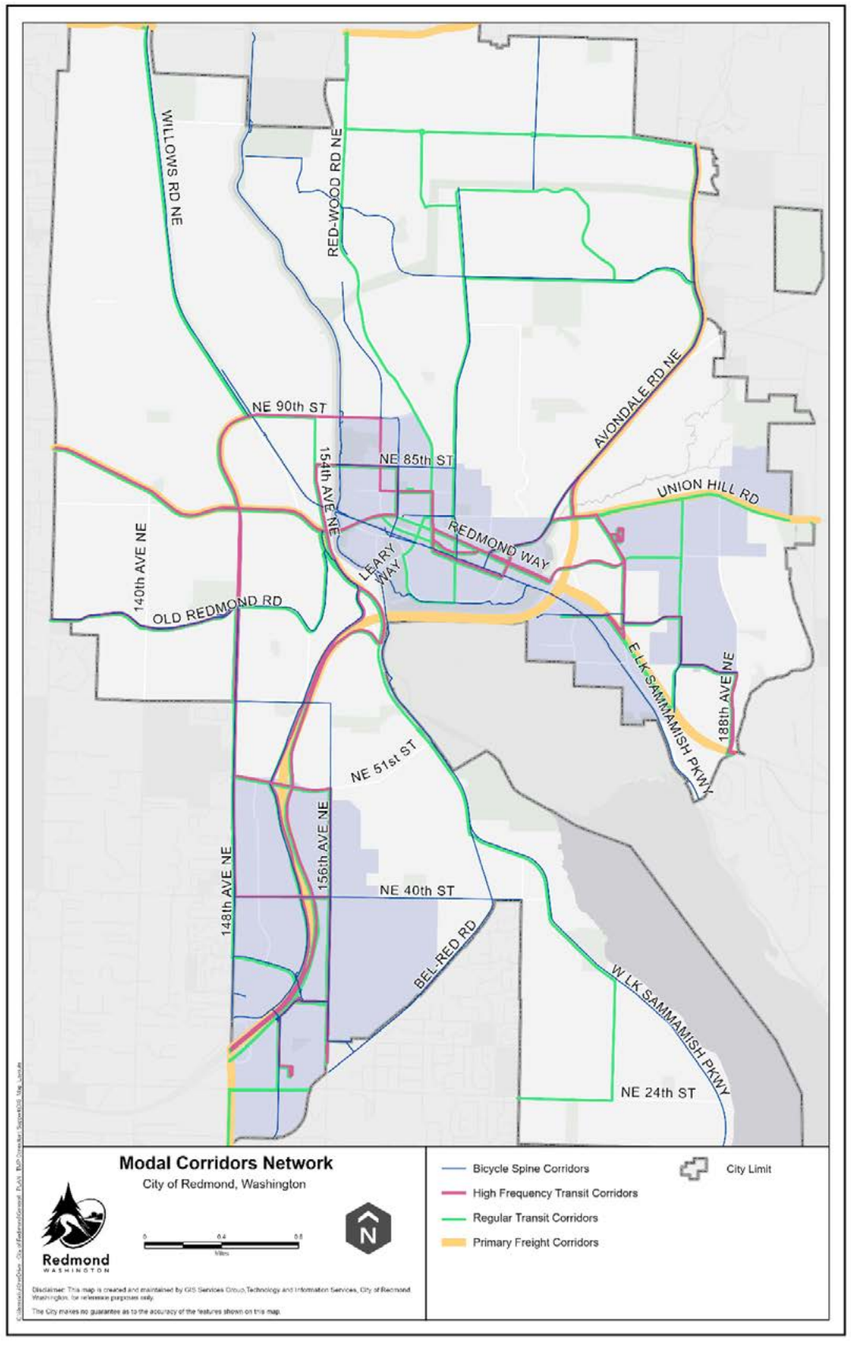
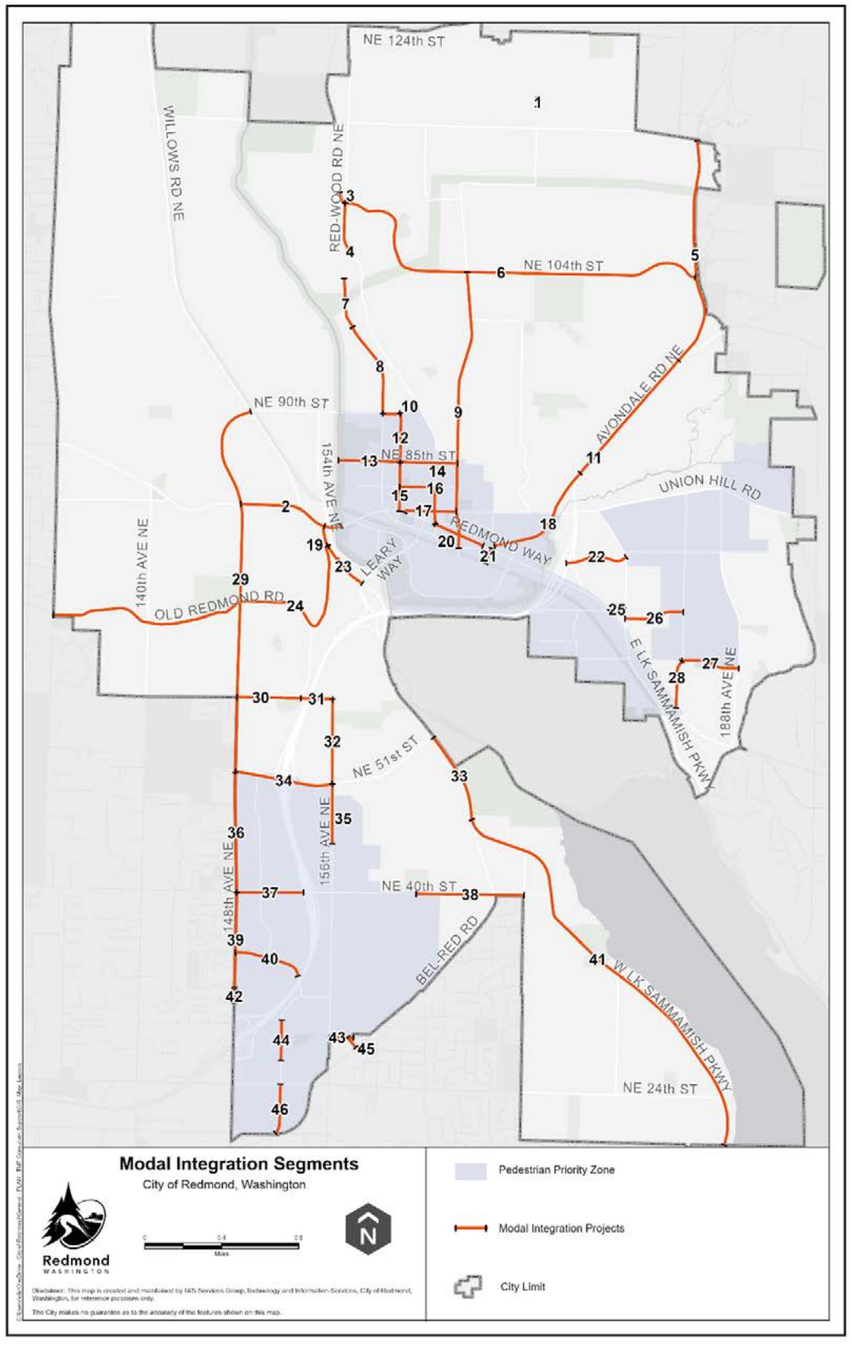



**FIGURE 5** | MODAL CORRIDORS PROJECT IDENTIFICATION MAP



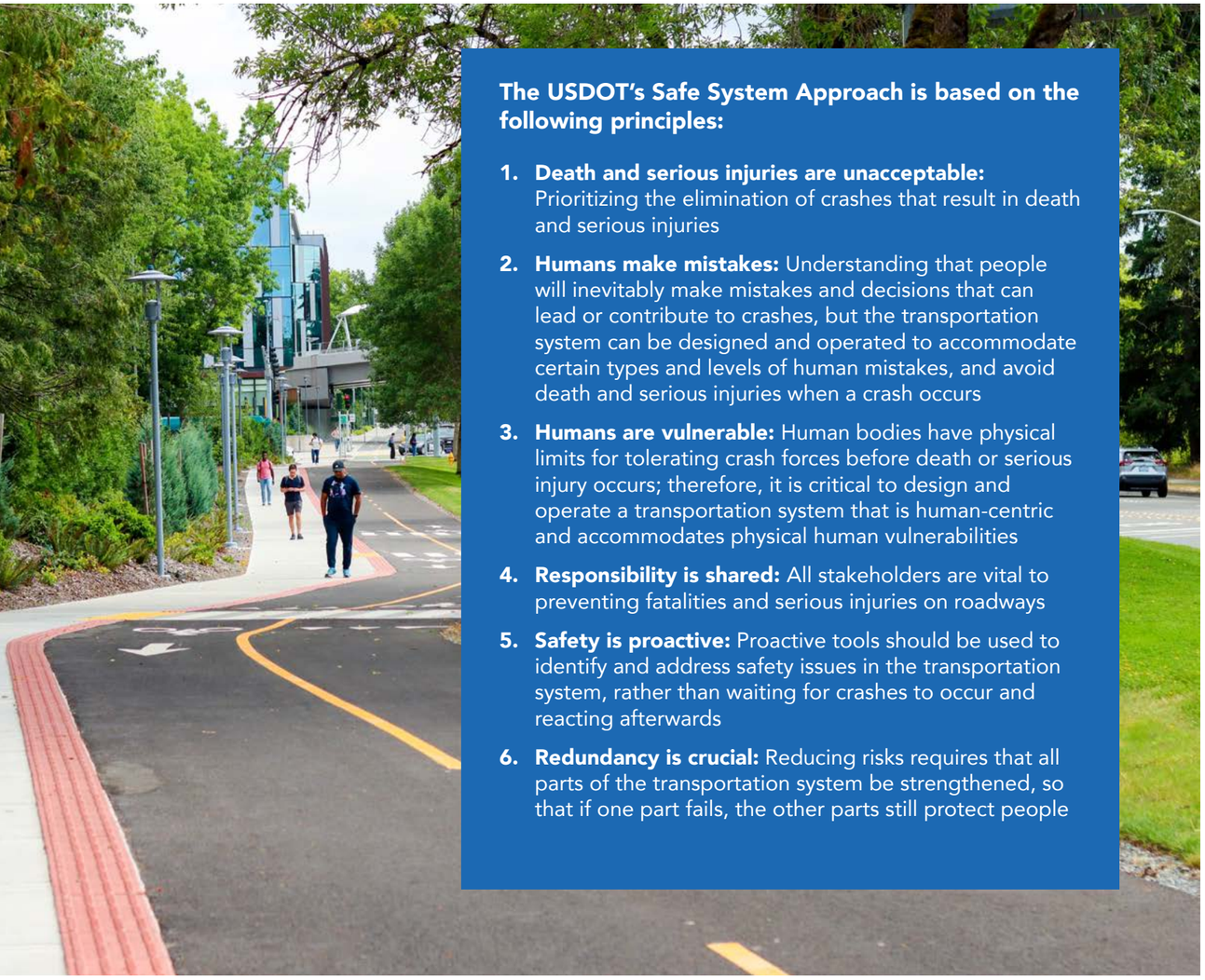
## TABLE 3 | MODAL CORRIDORS PLANNED IMPROVEMENTS

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | Planned Improvements |
|---|---|---|---|---|---|---|---|---|
| 1 | 172nd Ave NE from NE 117th St to 18000 block | Connector Street | | | | | | Construct a shared use pathway. |
| 2 | Redmond Way from 148th Ave NE to Sammamish River Trail | Principal Arterial | X | X | X | | | Evaluate low-cost improvements to implement a bike boulevard, such as traffic calming, alternative sidewalks, other strategies. |
| 3 | Redmond-Woodinville Rd NE from NE 106th St to NE 109th St | Principal Arterial | | X | | | | Widen road to provide continuous sidewalk, separated bike lanes, and transit priority at intersections. Evaluate adding turn lane at NE 109th St. |
| 4 | Avondale Rd NE from NE Novelty Hill Rd to NE 116th St | Principal Arterial | | X | X | X | X | Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability. |
| 5 | NE 109th St/160th Ave NE/NE 104th St from Red-Wood Rd NE to Avondale Rd NE | Collector Arterial | X | | | | | Remove the existing on-street parking to construct either a two-way separated bike lane on the north side of the street, or one-way separated bike lanes in each direction. |
| 6 | 160th Ave NE from Road End to NE 102nd Way | Collector Arterial | X | | | | | Construct a shared-use pathway. This project will provide an off-road alternative to Redmond-Woodinville Rd NE, and connect multiple housing developments. Water main project opportunity. |
| 7 | 160th Ave NE from NE 90th St to Road End | Collector Arterial | X | | | | | Construct parking-separated bike lanes. |
| 8 | 166th Ave NE from Cleveland St to NE 104th St | Collector Arterial | X | | | | | Construct separated bike lanes in each direction by removing the existing TWLTL, or provide a two-way separated bike lane on one side of the street. Evaluate the safety of uphill versus downhill cyclists to determine appropriate design. |
| 9 | NE 90th ST from 160th Ave NE to 161st Ave NE | Principal Arterial | X | | | | | Upgrade existing bike lanes to provide vertical separation. |
| 10 | Avondale Rd NE from Avondale Way NE to NE Novelty Hill Rd | Principal Arterial | X | X | X | X | | Further study required to determine feasibility of a shared use path or other separated bikeway. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability. |
| 11 | 161st Ave NE from NE 90th St to NE 85th St | Collector Arterial | X | | | | | Construct a separated bike lane by removing the existing TWLTL or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity. |
| 12 | NE 85th St from 161st Ave NE to Sammamish River Trail | Minor Arterial | X | | | | | Near-term, pilot a demonstration project of parking-protected separated bike lanes on one-side of street, removal of parking and separated bike lane on opposite side. During the pilot program, monitor modal conflicts at existing driveways and crossings, and develop safety improvements to be implemented during construction of the long-term project. |
| 13 | NE 85th St from 166th Ave NE to 161st Ave NE | Minor Arterial | X | | | | | Near-term, pilot a demonstration project of parking-protected separated bike lanes on one-side of street, removal of parking and separated bike lane on opposite side. During the pilot program, monitor modal conflicts at existing driveways and crossings, and develop safety improvements to be implemented during construction of the long-term project. |
| 14 | 161st Ave NE from NE 85th St to Redmond Way | Collector Arterial | X | X | | | | Construct a separated bike lane by removing the existing TWLTL or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity. |
| 15 | NE 83rd St/164th Ave NE from 161st Ave NE to Redmond Way | Minor Arterial | | X | | | | Heavy bus movements NBL/NBT and WBR at NE 83rd St/164 Ave NE. After East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability. The driveways on the south side of NE 83rd St may conflict with westbound buses. |
| 16 | NE 80th St from Redmond Way to 166th Ave NE | Collector Arterial | X | | | | | Construct a separated bike lane by replacing parking, narrowing lanes, and widening the road at spot locations. Waterline replacement opportunity. |
| 17 | Avondale Way NE from Redmond Way to Avondale Rd NE | Principal Arterial | X | X | | X | | Further study required to determine feasibility of a shared use path on north side. Challenges on this segment include vehicle congestion and high-frequency transit routes. The project should ensure that any changes to the cross-section consider transit treatments to improve speed and reliability. |
| 18 | W Lake Sammamish Pkwy/ Redmond Way from Sammamish River Trail to Old Redmond Rd | Principal Arterial | X | X | X | | | Construct a shared-use pathway. |
| 19 | Redmond Way from 168th Ave NE to 164th Ave NE | Minor Arterial | | X | | | | Consider implementing transit Intelligent Transportation System (ITS) strategies for the section of 164th between Cleveland and Redmond Way, such as extending green time for buses. Consider extending the southbound left turn pocket at 164th Ave NE/Cleveland St to accommodate bus turning movements, or extending this turn pocket and removing the NBL at 164th Ave NE/Redmond Way to eliminate some general-purpose vehicle conflict with buses traveling northbound through. Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements. Waterline replacement opportunity. |
| 20 | Amli Development Trail from NE 76th St to Redmond Way | N/A | X | | | | X | Construct a shared use pathway as a part of development. |
| 21 | NE 76th St from SR 520 to 180th Ave NE | Collector Arterial | | X | | | X | Widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities. |
| 22 | W Lake Sammamish Pkwy from Old Redmond Rd to 520 Bike Trail | Principal Arterial | X | X | X | | | Construct a shared-use pathway. |
| 23 | Old Redmond Rd from W Lake Sammamish Pkwy NE to 132nd Ave NE | Minor Arterial | X | X | | X | | Construct separated bike lanes and evaluate transit access along the corridor to minimize conflicts with buses. Waterline replacement opportunity. |
| 24 | NE 70th St to 180th Ave NE Connector from Redmond Way to 180th Ave NE | Connector Street | X | X | | | X | Construct a shared-use pathway as a part of new arterial street construction.<br><br>Construct a new transit-only street connection on NE 70th Street between 180th Avenue NE and Redmond Way. |
| 25 | NE 68th St from 180th Ave NE to 185th Ave NE | Connector Street | X | X | | | | Construct a separated bike lane by replacing the existing on-street parking, and consider future connection through development to the east to connect with 188th Ave NE. |

| Modal Corridor ID | Corridor | Functional Classification | Planned Future Bikeway (Spine Network) | High Frequency Transit Corridor | Primary Freight Route Corridor | Priority Low Stress Crossing | TFP Project | Planned Improvements |
|---|---|---|---|---|---|---|---|---|
| 26 | NE 65th St from 185th Ave NE to 188th Ave NE | Connector Street | X | X | | | | Construct a separated bike lane by replacing the existing on-street parking. |
| 27 | 185th Ave NE from NE 65th St to Redmond Way | Collector Arterial | X | X | | X | | Construct a separated bike lane by replacing narrowing vehicle travel lanes. Some segments may require re-purposing existing travel lanes. Consider transit access along the corridor to improve safety between bikes and buses. Waterline replacement opportunity. |
| 28 | 148th Ave NE from Old Redmond Rd to NE 51st St Extend to Willows Rd | Principal Arterial | X | | | | | Construct a shared use pathway that extends from NE 51st St to Bridle Crest Trail, then to Old Redmond Rd. Extend facility to Willows Rd. Regional trail, minimum 12' wide with 2' graded area.<br><br>Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline replacement opportunity. |
| 29 | NE 60th St from 154th Ave NE to 148th Ave NE | Collector Arterial | X | | | | | Construct a shared-use pathway. Waterline replacement opportunity |
| 30 | NE 60th St from 154th AVE NE to 156th AVE NE | Collector Arterial | X | | | | | Construct a separated bike lane. |
| 31 | 156th Ave NE from NE 51st St to NE 60th St | Minor Arterial | X | | | | | Construct a separated bike lane by reconfiguring the cross section to include a southbound parking-protected bike lane, two travel lanes, and a buffered northbound bike lane. |
| 32 | W Lake Sammamish Pkwy from Bel-Red Rd to NE 51st St | Principal Arterial | X | | | | | Construct a shared-use pathway. Implement "quick-build" two-way path on east side of corridor. Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road. Stormwater replacement opportunity. |
| 33 | NE 51st St from 520 Trail to 520 Trail | Minor Arterial | | X | | X | X | Grade separate the 520 Trail at NE 51st Street. |
| 34 | 156th Ave NE from 4300 Block to NE 51st St | Minor Arterial | X | X | | | X | Extend the current shared use pathway from its terminus on the 4300 block of 156th Ave NE to NE 51st St. Evaluate if the B Line is getting stuck in congestion trying to merge from the NB curb lane to the NBL turning lanes at NE 40th St/156th Ave NE to identify potential speed and reliability improvements. |
| 35 | 148th Ave NE from NE 51st St to NE 40th St | Principal Arterial | X | | | X | | Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail, minimum 12' wide with 2' graded area. Consider bus queue jumps along 148th Ave where appropriate for bus volumes. Waterline and stormwater replacement opportunity. |
| 36 | NE 40th St from 148th Ave NE to SR 520 | Minor Arterial | X | | | | X | Construct a shared-use pathway. Regional trail minimum 12' wide with 2' graded area. |
| 37 | NE 40th St from 163rd Ave NE to 172nd Ave | Minor Arterial | X | | | | X | Construct a shared-use pathway. Shared path on the south side of 40th Street with segments of cycle track where appropriate. Waterline replacement opportunity. |
| 38 | 148th Ave NE from NE 40th St to NE 31st St | Principal Arterial | X | | | | | Construct a shared use pathway by acquiring ROW to build an off-street trail on the east side of the street or expanding the existing sidewalk. Regional trail minimum 12' wide with 2' graded area. Waterline replacement opportunity. |
| 39 | NE 36th St from 148th Ave NE to SR 520 | Collector Arterial | X | | | | | Construct separated bike lanes. |
| 40 | W Lake Sammamish Pkwy from Southern City Limit to Bel-Red Rd | Minor Arterial | X | | | | | Construct a separated bikeway using combination of bike lane and shared-use pathway. Waterline replacement opportunity. |
| 41 | 148th Ave NE from NE 31st St to NE 31st Way | Principal Arterial | X | | | X | | Construct a shared use pathway. |
| 42 | NE 28th Ave NE from 156th Ave NE to Shared-Use Path between Bel-Red Road and NE 28th St | Collector Arterial | X | | | | | Remove TWCTL install 2-way separated bike lane on south side. |
| 43 | 152nd Ave NE from NE Hopper Way to Da Vinci Ave NE | Collector Arterial | X | X | | | X | Construct a separated bike lane. Consider transit access along the corridor to improve safety between bikes and buses. Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area. |
| 44 | SUP between Bel-Red Road and NE 28th St from Bel-Red Rd to NE 28th St | N/A | X | | | | | Construct a shared-use pathway by re-purposing public ROW right on the COB/COR border. Or consider widening the existing, narrow, soft surface trail to the west of the Capgeni North America building to provide a connection between the two adjacent bikeways. |
| 45 | 152nd Ave NE from NE 20th St to NE 24th St | Collector Arterial | X | | | | X | Construct a separated bike lane by removing the landscaped buffer or on-street parking. Consider transit access along the corridor to improve safety between bikes and buses. Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24th Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. Regional trail minimum 12' wide with 2' graded area. |

## **Strategy 2:** Apply a Safe Systems Approach to the transportation system

The City of Redmond is committed to and invested in the improvement of transportation safety on its streets, sidewalks, trails, and other transportation facilities. Redmond's 2024 Safer Streets Action Plan  was developed using the Safe System Approach to identify policies, programs, and projects that will improve safety on Redmond's transportation network. Applying the guiding principles of the Safe System Approach, the City's goal is to eliminate fatal and serious injury crashes. With the adoption of the Safer Streets Action Plan, Redmond is committing to a 50 percent reduction in fatal and serious injury crashes by the end of the year 2030 and is committed to eliminating all fatal and serious injury crashes by the end of the year 2035.



**The USDOT's Safe System Approach is based on the following principles:**

1. **Death and serious injuries are unacceptable:** Prioritizing the elimination of crashes that result in death and serious injuries
2. **Humans make mistakes:** Understanding that people will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs
3. **Humans are vulnerable:** Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities
4. **Responsibility is shared:** All stakeholders are vital to preventing fatalities and serious injuries on roadways
5. **Safety is proactive:** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards
6. **Redundancy is crucial:** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people

**Redmond 2050 Policies that support strategy 2:**

- **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.
- **TR-16**: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Design roadway environments using proven safety countermeasures to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, reduce vehicle speeds, and to facilitate safe travel by the most vulnerable users. (Public Works) |
| **Action 2B** | Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement (See Strategy 4) (Public Works) |
| **Action 2C** | Wherever possible, separate travel modes moving at different speeds (i.e. pedestrians, bicyclists, and vehicles) to minimize conflicts. These separations can occur in space (i.e. sidewalks, separated bike lanes, or dedicated vehicle turn lanes) or in time (i.e. protected pedestrian or bicycle phases at intersections). (Public Works) |
| **Action 1D** | Increase the visibility of road users through infrastructure changes such as high-visibility pedestrian crossings, leading pedestrian intervals, and street lighting. (Public Works) |
| **Action 2C** | Increase the attentiveness of road users through infrastructure changes such as rumble strips, roundabouts (see Strategy 5), automated enforcement, and warning devices such as Rectangular Rapid Flashing Beacons (RRFBs). (Public Works) |

## Strategy 3: Balance the design and implementation of Complete Streets with emergency response benchmarks.

Redmond's transportation planners and engineers are focused on saving lives and reducing injuries by creating a safe transportation system that minimizes conflicts between different street users and the kinetic forces of vehicles to reduce harm when crashes do occur. Redmond's first responders are focused on saving lives by quickly responding to medical calls, fires, vehicle crashes and other emergencies. The risks that a transportation system can pose to its users, particularly its most vulnerable users such as people walking and biking, must be weighed along with other community risks that may require an emergency response.

In Redmond there is strong public support for "Complete Streets" that allow people to walk, roll, bicycle, and take transit easily, safely, and comfortably. This is achieved through the provision of separated bikeways, sidewalks, shorter street crossings, slower vehicle speeds, less delay to cross the street, and a variety of other street design and operational strategies discussed throughout this Plan. Sometimes these Complete Street elements are seen to be at odds with emergency response time targets, however, there are proven strategies to achieve both safer street designs and fast emergency response times.

The Redmond 2050 Capital Facilities Element calls for appropriately located fire stations in relation to where growth is happening in the city. The Fire Functional Plan (2025-2050) identifies new fire station construction and relocations to meet a 6-minute service coverage benchmark and other identified needs. Service coverage is informed by development patterns and the time it takes for units to arrive on the scene, the latter of which can be impacted by traffic patterns (and time of day) and traffic operations.

**Redmond 2050 Policies that support strategy 3:**

- **TR-8:** Design and build a resilient transportation system. Develop and update incident and disaster prevention and recovery strategies and coordinate them with local and regional partners.

- **TR-25**: Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context-sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

**Recommended Actions**

| | |
|---|---|
| **Action 3A** | Use context-appropriate, street-scale compatible emergency response apparatus to meet emergency response time targets using a transportation system that prioritizes the safety and accessibility of people walking, rolling, bicycling, and using transit. (Fire) |
| **Action 3B** | Employ street design and operational strategies to minimize impacts to emergency response times, including:<br>• Bikeways of sufficient width to accommodate street-scale compatible emergency response apparatus. Use mountable curbs and other strategies at intervals to allow emergency vehicles to easily enter/exit bikeway.<br>• Setback stop bars at intersections to accommodate lane encroachment of large right-turning vehicles such as fire apparatus, buses, and trucks.<br>• Parking restrictions and other measures to ensure sufficient space for equipment deployment.<br>• Avoid certain traffic calming treatments on priority emergency routes or use designs that accommodate the wider axle width and larger turning radius of emergency response apparatus. |

## Strategy 4: Reduce vehicle operating speeds

There is a direct correlation between vehicle speed and the severity of injury when vehicle crashes occur, particularly for people not traveling inside vehicles, i.e., people walking, biking, and rolling, so called vulnerable road users. Existing posted speeds in Redmond range from 25 mph to 45 mph. As Redmond grows and transitions to a more urban environment that invites more people to walk, bike, and take transit, there is a need to evaluate speeds, determine where speeds should be reduced, and identify what operational and design changes need to be made to get motorists to drive slower.

**Redmond 2050 Policies that support strategy 4:**

- **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.
- **TR-16**: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.
- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

Speed Safety Camera

**Recommended Actions**

| | |
|---|---|
| **Action 4A** | Establish target speeds of 25 to 30 mph for individual arterial and collector streets. A maximum target speed of 35 mph should typically only be applied where there are no land uses or transit services generating walking or biking activity. (Public Works) |
| **Action 4B** | Employ a variety of strategies to create self-enforcing streets that lower the speed at which motorists drive (i.e. operating speed). The operating speed can be lowered using a range of interventions including physical traffic calming, channelization, automated and officer enforcement, education, and awareness (e.g., speed feedback signs), and in certain cases, signal timing. (Public Works, Police) |
| **Action 4C** | Lower the posted speed on Local Access (neighborhood streets) from 25 mph to 20 mph. (Public Works) |
| **Action 4D** | Consider shared streets with speed limits less than 20 mph as a sidewalk alternative on local streets where there environmental or cost constraints to implementing conventional sidewalks or where bicycle boulevards are planned. (Public Works, Planning) |

## Strategy 5: Apply a roundabout-first approach to intersection operations

A roundabout is a circular intersection with traffic flowing one-way, counterclockwise, around a central island. Roundabouts are an alternative to a traffic signal or stop-controlled intersection. Roundabouts are a proven safety countermeasure because they substantially reduce crashes that result in serious injury or death. Roundabouts promote lower speeds, reduce conflicts, lead to improved operational performance, continue to provide safe traffic operations during power outages, and can be designed to meet a wide range of traffic conditions due to their versatility in size, shape, and design.

The City of Redmond has a Roundabout Design Manual and has implemented several roundabouts, including at NE 31st Street, NE 36th Street, and 152nd Avenue NE, and at two locations along NE 116th Street (at 162nd Avenue NE and 172nd Avenue).

Roundabouts may not be appropriate or feasible in all instances, but due to their many advantages, the City of Redmond (and new development) will first evaluate the feasibility of roundabout construction before considering a stop-or signal-controlled intersection.

**Redmond 2050 Policies that support strategy 5:**

- **TR-8 Design and build a resilient transportation system. Develop and update incident and disaster prevention and recovery strategies and coordinate them with local and regional partners.**
- **TR-27**: Maintain a traffic control program based on the fundamentals of education, enforcement, and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Update the Roundabout Design Manual to incorporate current best practice, approved Public Right of Way Accessibility Guidelines, and a prescribed process for evaluating the feasibility and cost-benefit of roundabout versus other traffic control. (Public Works) |
| **Action 5B** | Develop a roundabout plan. A first step would be to identify existing signal locations where equipment or geometric upgrades are needed, there are a high number of crashes or other factors that could be mitigated with a roundabout. (Public Works, Planning) |
| **Action 5C** | For all new development for which a traffic impact analysis would trigger a new signalized or stop-controlled intersection, first evaluate roundabout implementation as the preferred option. (Public Works, Planning) |

Roundabout



## Strategy 6: Apply advanced, but proven, technological solutions to maximize the effectiveness, efficiency, and safety of the transportation system

Technologies such as high-definition traffic cameras and intelligent transportation systems (ITS) work to improve the efficiency and safety of Redmond's transportation system. Emerging technologies such as vehicle-to-everything (V2X) promise to further enhance road safety and traffic efficiency while reducing pollution and saving energy. Technological solutions will have an increasingly important role to play as Redmond grows and must move more people and goods through a street network that is not growing. More discussion of technology and its role in planning, operating, and maintaining Redmond's transportation system is included in Section 12 – Technology Forward (forthcoming).

**Redmond 2050 Policies that support strategy 5:**

- **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.
- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-26**: Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

### Recommended Actions

| | |
|---|---|
| **Action 6A** | Continue to invest in intelligent transportation systems and asset management systems to improve traffic safety and operations. (Public Works) |
| **Action 6B** | Evaluate emerging technologies such as V2X to determine how and when the city should promote deployment. (Planning, Public Works) |

## Strategy 7: Make timely investments to extend the life and performance of the street system

Neglected infrastructure can impose significant economic burdens on Redmond. Poor road conditions and deteriorating streets reduce productivity by increasing travel times and vehicle maintenance costs. Inadequate infrastructure also leaves communities vulnerable to extreme weather events, potentially causing extensive damage to the natural environment and disrupting local economies. These issues can lead to decreased property values, reduced business investments, and diminished overall economic growth, highlighting the critical importance of proactive infrastructure maintenance. It is imperative to make needed and timely investments in the street network infrastructure to minimize risk and increased costs. More specific maintenance-related discussion, strategies, and actions is included in Section 8 - Maintenance and System Preservation.

**Redmond 2050 Policies that support strategy 7:**

- **TR-7:** Maximize the safety benefits of transportation system maintenance.
- **TR-46:** Develop and maintain a detailed revenue forecast that funds the ongoing maintenance, operation, and delivery of the transportation system at an adequate level of service.

### Recommended Actions

| | |
|---|---|
| **Action 7A** | Use outputs from the new Citywide asset management systems to help plan for future capital investments and maintenance activities. (Public Works) |
| **Action 7B** | Use the asset management plan and associated data management systems to identify opportunities to bundle street and utility projects to reduce costs and minimize disruption to the transportation system. (Public Works) |
| **Action 7C** | Build resilient transportation infrastructure to withstand the effects of climate change. (Public Works) |



## Strategy 8: Preserve and add green infrastructure within Redmond's street network

Green infrastructure refers to natural vegetative systems and green technologies that provide economic, environmental, health, and social benefits. Green infrastructure within the street network includes trees, bioswales, bioretention cells, rain gardens, and permeable pavement. Green Infrastructure can provide a wide degree of ecological, social, and economic benefits for Redmond. These benefits include:

- Encouraging a varied and rich natural habitat
- Enhancing stormwater management using natural ecosystem functions and processes
- Contributing to more livable streets through improved aesthetics and urban cooling

**Redmond 2050 Policies that support strategy 8:**

- **TR-13: Develop a transportation system that minimizes negative health and environmental impacts to all, especially those who have been disproportionately affected by past transportation decisions.**
- **TR-39**: Improve surface and groundwater quality by reducing stormwater runoff, minimizing impervious surface area from transportation facilities, providing water quality treatment for transportation facilities, and removing fish barriers.

## Recommended Actions

| | |
|---|---|
| **Action 8A** | Coordinate street improvements with the Stormwater and Surface Water System Plan to identify opportunities for green infrastructure and transportation project integration. (Public Works, Planning) |

### Strategy 9: Preserve and add tree canopy within the public right-of-way

Over 20 percent of Redmond's land area is public rights-of-way, most of which are developed with street infrastructure. Streets often have trees planted adjacent to sidewalks and it is within the City's development code to ensure that this is the case for all new street construction. Street trees offer many benefits from a transportation perspective, including encouraging motorists to drive slower, providing shade for people walking, and can even reduce maintenance costs by keeping street surfaces cooler and reducing temperature fluctuations. They also provide environmental benefits such as stormwater intercept and uptake, carbon sequestration, and reducing urban heat island effect. Lastly, there are numerous other community benefits that trees offer from increased property values to lower energy bills to noise abatement. Many mature trees in Redmond that were planted decades ago would now be considered the "wrong" species for the street environment due to their growth characteristics and structural integrity. Furthermore, many trees were planted in native soils not conducive to healthy tree growth in the constrained conditions typical of the street environment. As a result, these trees have caused sidewalk upheavals that contribute to inaccessible sidewalks, as well as damaged street and utility infrastructure. In some cases,large tree species were planted too close to intersections causing visual obstructions and requiring a high level of maintenance to maintain safety.

**Redmond 2050 Policies that support strategy 9:**

- **TR-78 Enhance green space, tree canopy, habitat quality, and natural drainage systems.**
- **TR-79**: Increase Redmond's tree canopy to 40% of city's land area by 2050.
- **TR-81**: Design and construct City capital projects to maximize tree canopy.
- **TR-84**: Require street trees along all arterial streets and along local streets designated in neighborhood policies. Select, place, and install street trees to maximize tree life, provide shade to sidewalk users, and reduce safety hazards.
- **TR-86**: Maintain and enhance a street tree maintenance program on arterial streets and City-owned trees.



## Recommended Actions

| | |
|---|---|
| **Action 9A** | Adopt a street tree preservation policy and formal evaluation process for all capital projects and development projects where there are mature street trees that requires an evaluation of the full street tree value and determination of appropriate preservation measures, which could include relocating the tree, replacing the tree with one or more minimum 20 inch dbh tree, or contributing to the planting of trees in a proximate location. |
| **Action 9B** | Evaluate the use of rubber pavers or other adaptable surfaces around trees as a flexible solution for maintaining accessibility while promoting mature tree health. (Parks, Public Works) |
| **Action 9C** | Bring street trees into the asset management system. (Public Works) |

# PEDESTRIAN PLAN

Transportation Master Plan

**It should be noted that throughout the Transportation Master Plan, the term "walking" refers to people walking or rolling with a wheelchair, stroller, or any type of mobility device. Furthermore, the term "pedestrian" refers to any individual walking or rolling. Redmond's transportation network aims to be inclusive and accessible to all walkers, rollers, and users of personal mobility devices.**

## INTRODUCTION

By 2050, active transportation modes including walking and rolling will serve as fundamental pillars of Redmond's sustainable, equitable, and resilient transportation system. These modes advance the City's goals for reducing carbon emissions, improving mobility, and fostering community cohesion.

In alignment with the Redmond 2050 Transportation Vision Statement and the Comprehensive Plan Guiding Principles, walking and rolling will enable affordable, low-carbon mobility. The emphasis on active transportation prioritizes safety, accessibility, and inclusion, ensuring all residents—regardless of age, ability, or income—can navigate the city with ease. Investments in pedestrian and bicycle infrastructure will support Redmond's efforts to achieve a 71% reduction in greenhouse gas emissions from the transportation sector, reflecting the city's commitment to environmental sustainability (Redmond 2050 -Transportation Element)

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

- The pedestrian network prioritizes mobility for those who cannot or choose not to drive, which in turn allows for less wear and tear on Redmond roadways and allows for reduced vehicle congestion. (Redmond 2050 FW-TR-2)
- Strategies in this section supporting the Guiding Principle of Resilience include: Strategy 3, Strategy 6, Strategy 7

### SUSTAINABILITY

- The pedestrian network creates low-impact, self-sufficient transportation that minimizes dependence on fossil fuel and enhances public health. (Redmond 2050 FW-TR-4)
- Strategies in this section supporting the Guiding Principle of Sustainability include: Strategy 1

### EQUITY & INCLUSION

- Accessible curb ramps, traffic-calming measures, and Americans with Disabilities Act (ADA)-compliant pathways ensure mobility for all residents. (Redmond 2050 TR-10)
- Strategies in this section supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

## DESIGNING A PEDESTRIAN NETWORK THAT WORKS FOR EVERYONE

Walking is the oldest and most human-centered form of transportation. Walking is arguably the best way to fully experience a place,but it is also the most basic form of transportation that should be accommodated in the safest, most convenient, and dignified way possible. The following are guiding principles that should underpin all pedestrian facility planning, design, and implementation:

- The walking environment should be safe and comfortable. Sidewalks, crossings, and shared-use paths should be free of hazards and minimize conflicts with vehicular traffic and external factors such as protruding architectural elements, utility vaults,or vegetation. The pedestrian network should provide additional separation from vehicle travel lanes with higher speeds and volumes. Adequate sidewalk width that is clear of obstacles should be provided to allow people to comfortably walk or roll in social groups and engage with the surrounding walking environment.

- The pedestrian network should be accessible. Sidewalks, shared-use paths, curb ramps, and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability. In areas with specific needs (e.g., schools), improvements should accommodate the needs of the target population.

- The pedestrian network should connect to places people want to go. The pedestrian network should provide continuous direct routes and convenient connections between destinations such as homes, schools, shopping areas, public services, recreational opportunities, and transit.

- The pedestrian network should be clear and easy to use with intuitive way finding signage. Sidewalks, shared-use paths, and crossings should allow people of all abilities to easily find a direct route to a destination with minimal delays.

- The pedestrian environment should include inviting public spaces that contribute to complete neighborhoods. Good design should integrate with and support the development of complementary uses and should encourage preservation and construction of art, landscaping, and other items that add value to public ways. These components might include open spaces such as plazas, courtyards and squares, and amenities like street furniture, banners, art, plantings, and special paving. Along with historical elements and cultural references, complementary uses should promote a sense of place. Public activities should be encouraged, and the municipal code should permit commercial activities such as dining, vending, and advertising on sidewalks when they do not interfere with safety and accessibility. The pedestrian environment is a key component to develop and enhance Redmond's complete neighborhoods.

**Design Needs of Pedestrians of All Ages and Abilities**

People walking and rolling in Redmond have different needs and abilities, and the transportation network should be inclusive to all. Age is a major factor that affects pedestrians' physical and cognitive abilities. For example, children have lower eye height and tend to walk at slower speeds than adults walk. They also perceive the environment differently at various stages of their cognitive development, and continue to develop a sense of depth perception, judgment, and critical thinking as they grow. Older adults may walk more slowly, might have slower reflexes, and may require assistive devices for stability, sight, and hearing. While the type and degree of mobility impairment varies greatly across the population, the transportation system should accommodate these users to the greatest extent feasible. Table 1 summarizes mobility barriers faced by different disability groups, the challenges they present, and relevant recommendations for pedestrian design that better accommodates these users.

**TABLE 1** | BARRIERS, CHALLENGES AND DESIGN CONSIDERATIONS FOR PEDESTRIANS WITH DISABILITIES

| Barriers (Disability Groups Affected) | Challenges for Facility Users | Design Solution |
|---|---|---|
| Mobility Barriers (Wheelchair and Walking Aid Users) | Propelling over uneven or soft surfaces | Firm, stable and non-slippery travel surfaces and structures, including ramps or beveled edges |
| | Cross-slopes cause wheelchairs to veer downhill | Cross-slopes to less than two percent |
| | Long distances between accessible and comfortable street crossings. Insufficient crossing time intervals | More low-stress and accessible street crossings. Longer pedestrian signal cycles, shorter crossing distances, and median refuge islands |
| | Long distances with no place to sit and rest | Seating |
| | Speeding traffic leaving little time for pedestrians to react | Speed control, traffic calming |
| Hearing Barriers (Deaf and Hard of Hearing) | Oncoming hazards at locations with limited sight lines (e.g. driveways, angled intersections, right-turn slip lanes) and complex intersections | Longer pedestrian signal cycles, clear sight distances, highly visible pedestrian signals and markings |
| Vision Barriers (Blind or Low Vision) | Indirect paths and poorly placed obstacles | Guide strips, detectable warning surfaces, and safety barriers |
| | Changing environments, including construction detours, that make reliance on memory more difficult | |
| | Low illumination levels | Guide strips, detectable warning surfaces, and safety barriers |
| | Absence of non-visual indicators (e.g. sound and texture) | Accessible text (larger print and raised text), accessible pedestrian signals (APS) |
| Cognition Barriers (Neurodiverse individuals) | Complex walking environments with a wide range of information types | Signs with pictures, universal symbols, and colors, rather than text |

## OVERVIEW OF REDMOND'S PEDESTRIAN SYSTEM

**Sidewalk Network**
The City of Redmond has a high coverage of sidewalks on arterials and transit routes, with sidewalks on one or both sides of the street across approximately 92% of the city's arterial network, as shown in Table 2. Approximately 89% of Redmond's local streets include sidewalks on one or both sides of the street, as shown in Table 3. More information about the City's goals to increase sidewalk coverage on the local street network can be found in the Strategies in this section.

**TABLE 2** | EXISTING SIDEWALK NETWORK ON ARTERIAL STREETS

| Street Type | Arterial Street | | Arterial Streets with Transit Routes | |
|---|---|---|---|---|
| | Approximate Sidewalk Miles | Percent | Approximate Sidewalk Miles | Percent |
| No sidewalk on either side of street | 6 | 9% | 3 | 8% |
| Sidewalk on one side of street | 18 | 24% | 6 | 16% |
| Sidewalk on both sides of street | 46 | 67% | 29 | 76% |
| Sidewalk on one or both sides of street | 64 | 91% | 35 | 92% |

**TABLE 3** | EXISTING SIDEWALK NETWORK ON NON-ARTERIAL/LOCAL ACCESS STREETS

| Local Streets (City of Redmond Owned) | Approximate Sidewalk Miles | Percent |
|---|---|---|
| No sidewalk on either side of street | 14 | 11% |
| Sidewalk on one side of street | 9 | 7% |
| Sidewalk on both sides of street | 104 | 82% |
| Sidewalk on one or both sides of street | 113 | 89% |

The City of Redmond continuously monitors the condition of the sidewalk network. In 2024, Redmond used the Sidewalk Scan program that measures the condition of sidewalks. Based on the evaluation, a sidewalk condition index (SCI) was developed and adopted using the quantity, type, and severity of distresses on a sidewalk. SCI rates sidewalk quality into 7 categories: excellent, good, fair, poor, very poor, serious, and failed. SCI serves as an important indicator for the maintenance and replacement decisions of the City's sidewalk network. More information on the SCI of Redmond's sidewalk network can be found in Section 8 (Maintenance).

**Trail and Off-Street Connections Network**
The City of Redmond has an extensive park and trail system. Redmond's trail network provides comfortable pedestrian connections through and between many of Redmond's neighborhoods. Many of Redmond's trails offer special recreation features, including equestrian riding and opportunities for hiking.

The existing trail system within the city of Redmond totals approximately 58 miles, approximately 48% of which (or 30 miles) are paved. Table 4 summarizes the city's paved trails by the agency that owns and operates them.

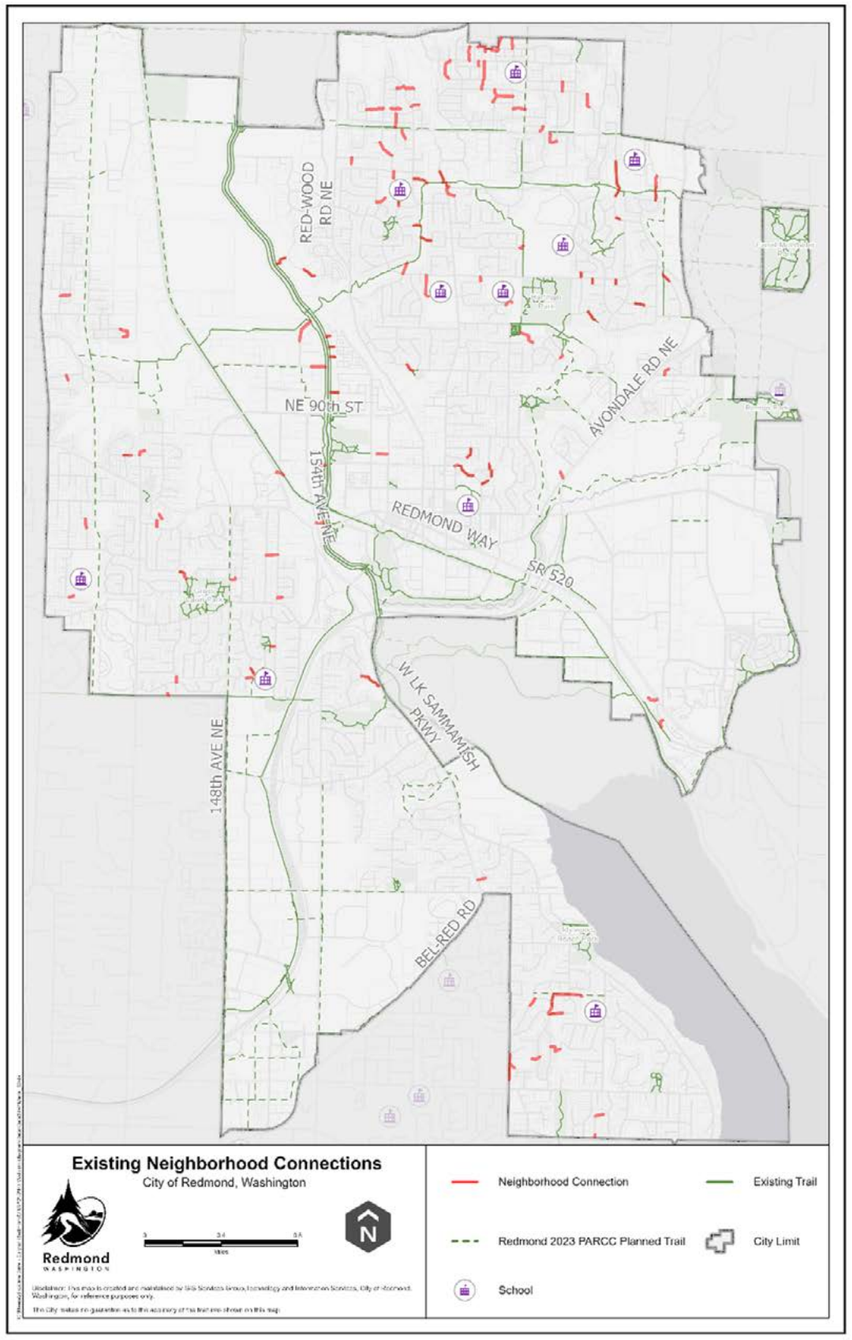
**TABLE 4** | REDMOND PAVED TRAILS BY AGENCY

| Ownership Agency | Paved Trail (miles) | Soft Surface Trail (miles) |
|---|---|---|
| Washington State Department of Transportation (WSDOT) | 5 | 0 |
| King County | 9 | 3 |
| City of Redmond | 16 | 23 |
| Other (i.e. City of Bellevue) | 0.5 | 2 |

In addition to Redmond's paved and unpaved recreational trail network, the city's pedestrian network also consists of short off-street pathways that often connect dead-end streets. These neighborhood connections offer more direct access to local destinations, and in some cases, allow people to avoid Redmond's busiest streets. Many of these neighborhood connections do not have official street or trail names and may or may not be labeled with pedestrian signage. Figure 1 below shows a neighborhood connection pathway in the Education Hill neighborhood adjacent to a signed pedestrian crossing. More information about neighborhood connections can be found in the Strategies and Actions section in this section. A map of the neighborhood connections in Redmond is shown in Figure 2.

**FIGURE 1** | NEIGHBORHOOD CONNECTION IN EDUCATION HILL

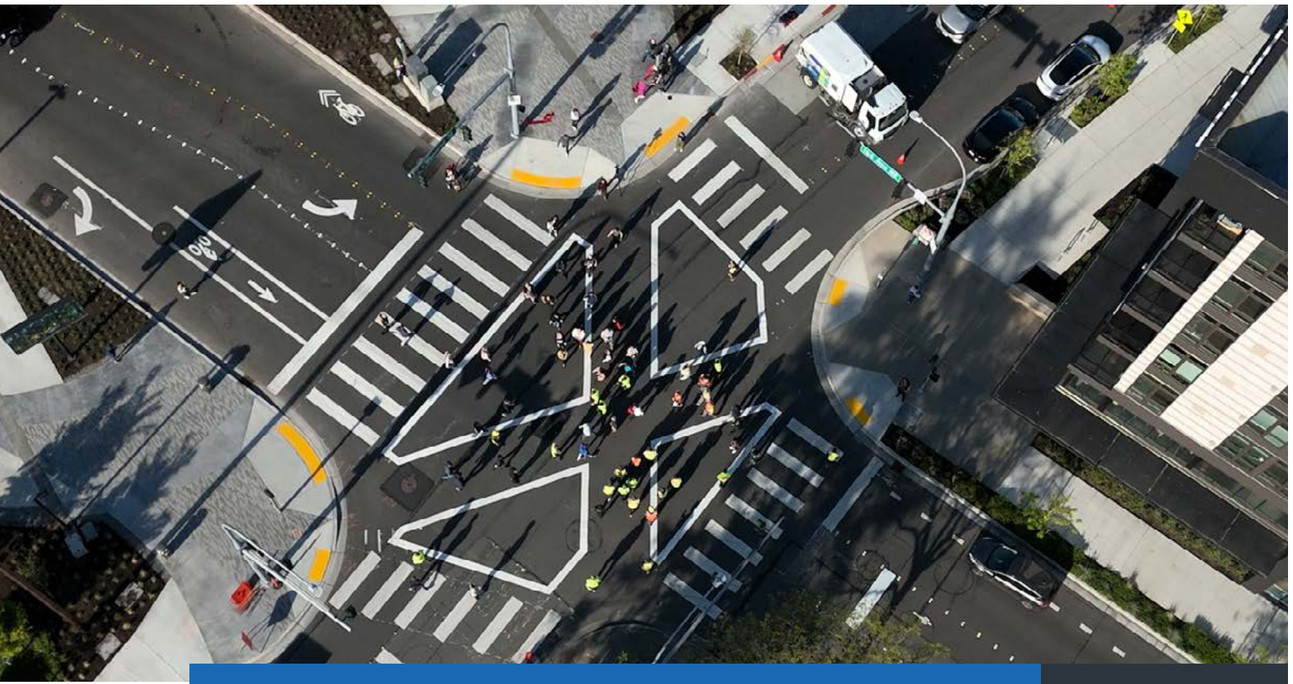
**FIGURE 2** | NEIGHBORHOOD CONNECTIONS



**Pedestrian Crossings**
A Low Stress Pedestrian Crossing (LSPC) provides safe and comfortable infrastructure for pedestrians to cross a roadway mid-block or at an intersection. While Redmond's pedestrian network includes many pedestrian crossings[1], not all are considered Low Stress Pedestrian Crossings (LSPCs). Low-stress pedestrian crossings (LSPCs) are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, all-way stop control (AWSC) intersections, and may also have geometric features such as raised crossings, curb extensions or crossing islands that reinforce pedestrian visibility, reduce crossing distance and achieve better driver compliance with stopping for pedestrians entering or walking in a crosswalk.

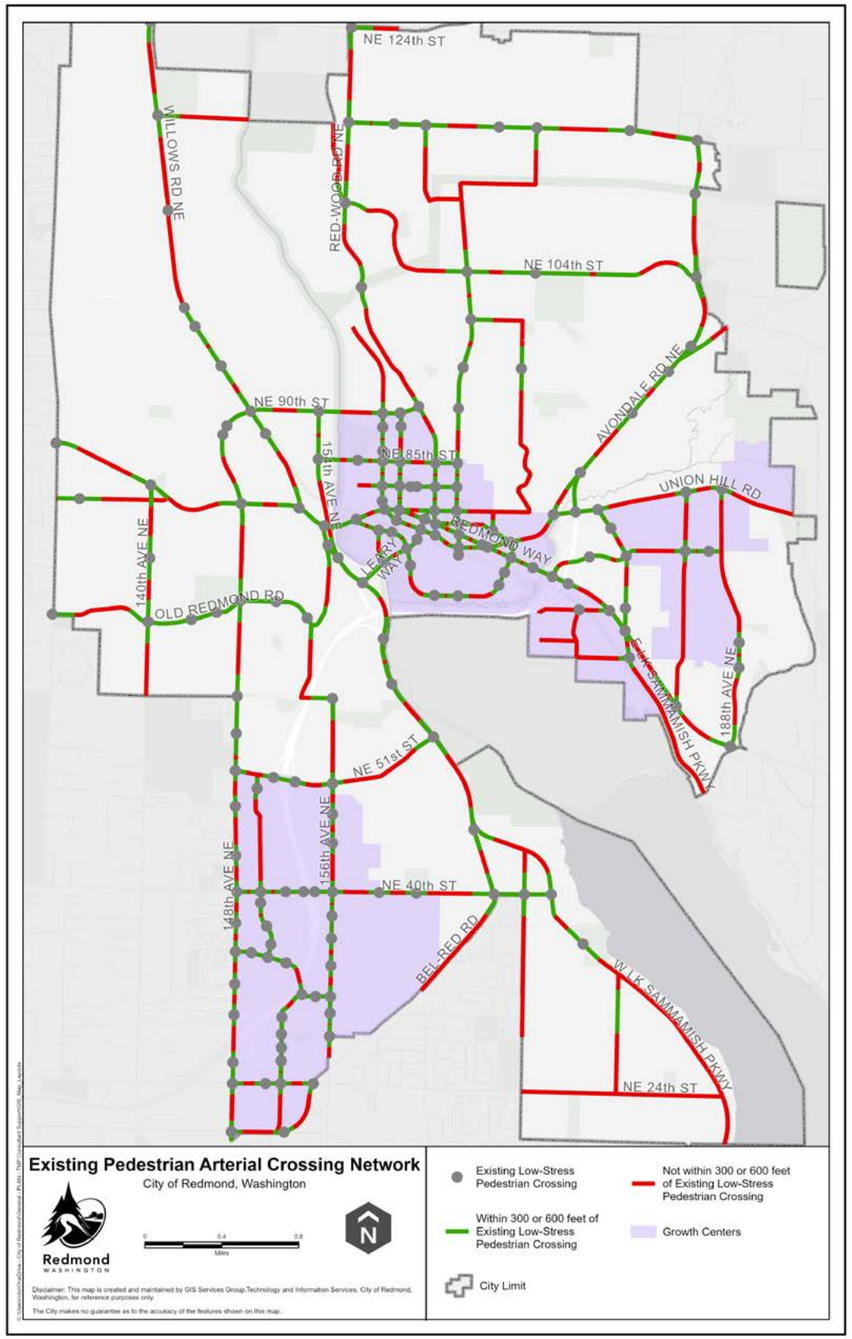
Redmond's current network of LSPCs includes 112 signalized intersections, 40 existing RRFB crossings, and two HAWK signal crossings. This inventory was taken for intersection crossings and does not include highway crossings such as pedestrian bridges.

A summary of pedestrian crossings along the existing arterial network is shown on Figure 3. See Strategy 2 for more discussion on Redmond's future pedestrian crossing improvements.



[1] All intersections on Redmond's arterial and local street network are considered legal pedestrian crossings even if not marked with a crosswalk, unless pedestrian crossing is explicitly prohibited with clear signage.

**FIGURE 3** | EXISTING ARTERIAL PEDESTRIAN CROSSINGS



**Curb Ramps**
Curb ramps play a vital role in Redmond's pedestrian infrastructure by ensuring accessibility for all users, particularly individuals with disabilities using mobility assistance devices. These ramps provide a smooth transition between sidewalks and streets, supporting safer and more equitable mobility across the city.

The City of Redmond is committed to improving accessibility and meeting the requirements of the Americans with Disabilities Act (ADA). To achieve this, the City evaluates curb ramps across the network, identifying areas that need upgrades or new installations.

Currently, curb ramp upgrades are primarily completed through capital improvement projects and private development, where upgrades are required when road resurfacing occurs. The City also operates a curb ramp program that targets bi-annual ramp replacements, focusing on priority locations such as areas near schools and transit centers. Additionally, the City is developing an ADA Transition Plan, which will serve as a strategic framework for prioritizing future curb ramp replacements to enhance accessibility across the community. More information about the development of the City's ADA Transition Plan can be found in Strategy 7.

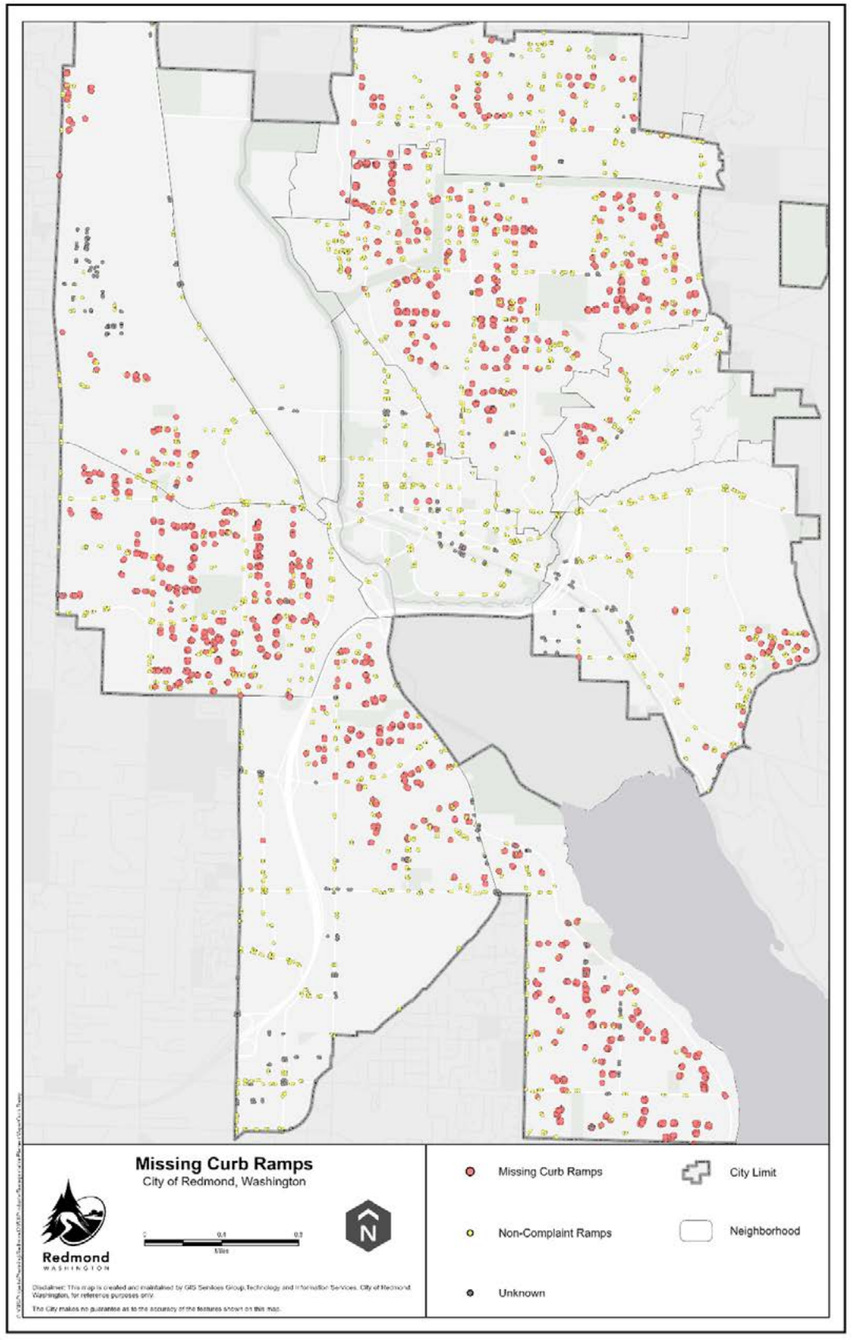
**Compliant Curb Ramps**
Compliant curb ramps meet all ADA standards, including proper slope, width, landing area, alignment, and the presence of detectable warning surfaces. These ramps ensure accessibility and safety for all users, including those with mobility impairments or visual disabilities.

**Non-Compliant Curb Ramps**
Non-compliant curb ramps do not meet one or more ADA standards, which can create barriers to accessibility or pose safety risks. Common issues include excessively steep slopes, absence of detectable warning surfaces, inadequate width, or deterioration of ramp surfaces.

The data highlights that 49% of Redmond's curb ramps are currently non-compliant, while an additional 27% of intersections lack ramps entirely. Approximately 14% of ramps meet ADA standards, with an additional 2% deemed compliant to the maximum extent practicable due to site-specific constraints. About 8% of curb ramps are currently in design or recently constructed and documentation has not been completed.

Figure 4 includes a summary of missing and non-compliant curb ramps in Redmond.

**FIGURE 4** | MISSING AND NON-COMPLIANT CURB RAMP LOCATIONS



## Pedestrian Amenities

### Street Trees

Redmond's tree canopy creates an inviting and comfortable walking environment throughout the city. Street trees provide shade and comfort while helping meet Redmond's climate goals. The presence of street trees blocks sunlight from reaching the sidewalk and roadway network, reducing heat and air pollution at ground level. Additionally, the presence of street trees can provide visual "friction" that can encourage drivers to travel at slower speeds.

Street trees are a required component of Redmond's frontage improvements that apply to new development in the City. Tree roots of mature trees have caused accessibility challenges along many streets throughout Redmond. For all new tree plantings in the right-of-way it is important to choose tree species that are appropriate for streetscapes and use structural soils or other beneficial materials to prevent future impacts to sidewalk from tree roots. Section 3 – Street System Plan includes more discussion on tree preservation and related actions. More information about Redmond's accessibility challenges and future goals can be found in Strategy 6 below.

### Lighting

In 2024, the City of Redmond has approximately 5,281 streetlights in operation, which are owned by Puget Sound Energy (PSE), the City, or private individuals. The City manages an annual Street Lighting Program to improve lighting conditions in specific areas, such as school zones or residential neighborhoods. Annual improvements are generally based on community members' Requests for Service (or Q-Alerts) and are addressed by the Public Works Department. The City retrofitted all City-owned streetlights from high-pressure sodium (HPS) to light-emitting diode (LED) lights in 2018 and 2019. In 2022, the City began retrofitting 226 HPS PSE-owned streetlights with LED lights in Redmond's business district. LED lights provide better visibility than HPS lights, have a longer life-cycle, thus reducing maintenance costs, and are more energy-efficient. The lighting upgrade project was completed in 2023 and the upgrades are estimated to save the City approximately $13,000 per year in energy consumption.

In addition to the traditional lighting system, the City is exploring new solar lighting technology and identified potential test locations for installation. Once installed, the City will continue to monitor the success of solar lighting at these locations and will consider implementation on a wider scale.

Redmond's trail network is partially lit, with some trails containing pedestrian lighting and others relying on ambient light from nearby streetlights. Trails with pedestrian lighting include portions of the Redmond Central Connector and the Evans Creek Trail. Other trails that rely on ambient light from streetlights include the Bear Creek Trail and the Powerline Trail, among others.

### Wayfinding

The City's wayfinding signage network includes a variety of sign types, installed primarily in Downtown Redmond and Overlake. The City's signage varies in look and function, with some directional signs pointing trail and sidewalk users to nearby destinations. Some signs include approximate distances by bike or by foot, while others only list destinations.

The City's Parks & Recreation Department is assessing wayfinding signage and developing a wayfinding plan in 2025/2026. As this plan develops, it will be important to reevaluate and update the pedestrian system wayfinding signage to maintain consistency with other wayfinding efforts. More information about the City's wayfinding goals is discussed in Strategy 9 below.

### Other Amenities

Additional amenities can contribute to a more comfortable and dignified pedestrian experience, including seating, rest areas, structures that provide shade, and facilities such as water fountains or restrooms. These elements make the pedestrian experience more comfortable, safe, and inviting for people of all ages and abilities. The City of Redmond includes these amenities at City parks and other gathering spaces. The City should continue to identify locations where these amenities would be well used, including transit stops or Mobility Hubs. More information on Mobility Hubs can be found in Section 6 – Transit.

### Development of Pedestrian Network in Urban Centers

Redmond's pedestrian network is developed and enhanced by new development meeting requirements in the Redmond Zoning Code (RZC). The pedestrian system continues to change and improve, especially in the Overlake and Marymoor neighborhoods that continue to see rapid growth and redevelopment. Redmond's development requirements enhance the pedestrian experience by requiring safe and comfortable pedestrian facilities along the frontage of any new development. The RZC includes specific requirements for the Downtown, Overlake, and Marymoor centers that will continue to support the walking environment as these areas develop.

Pedestrians

## STRATEGIES AND ACTIONS

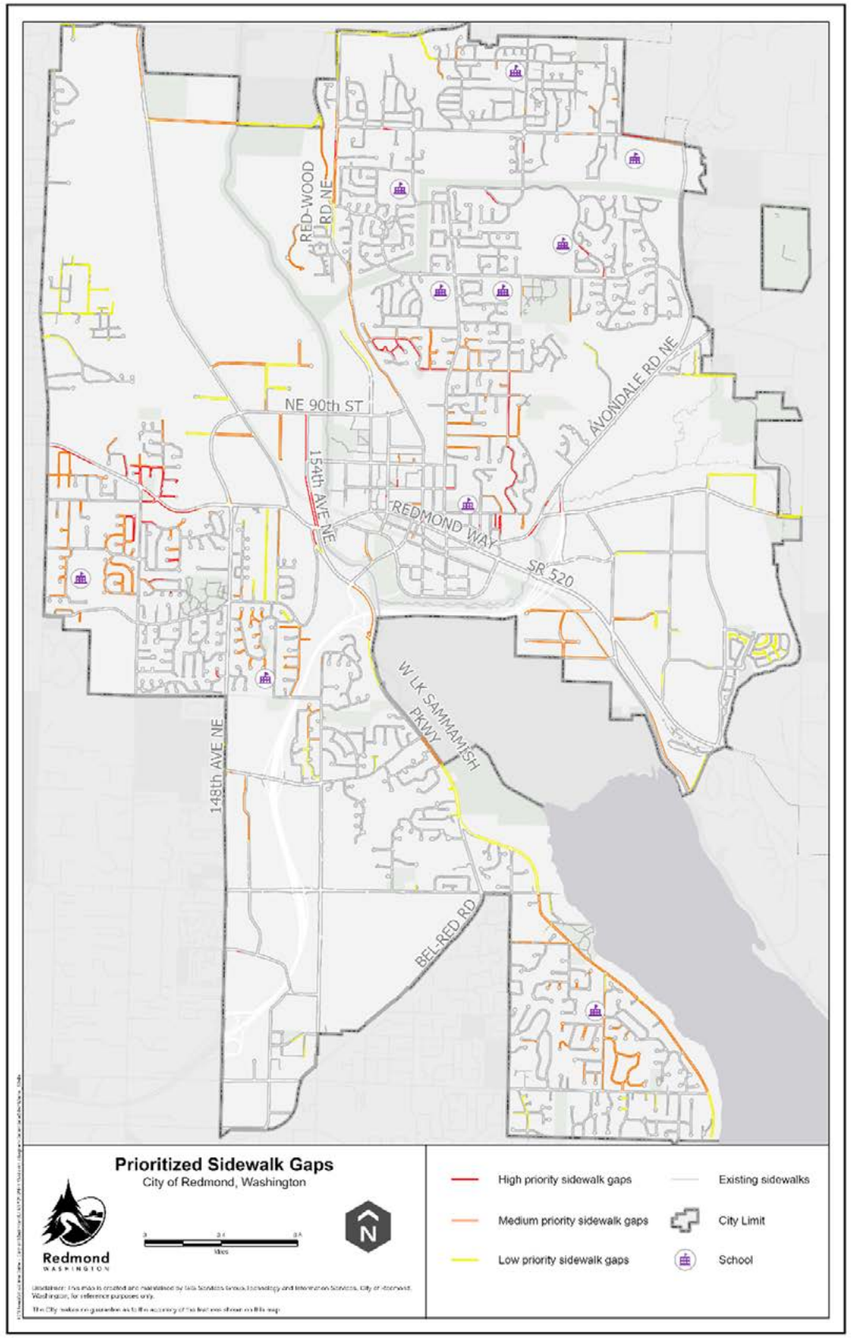
### Strategy 1: Complete Redmond's pedestrian network by filling sidewalk gaps and prioritizing new connections

The City's strategic focus on completing connected pedestrian networks in neighborhoods and urban centers to provide direct access to transit, schools, employment, and services will improve safety and reduce reliance on vehicles. Redmond's pedestrian network currently includes sidewalk gaps where portions of sidewalks are missing on one or both sides of the street. The City will work to fill these gaps, connecting walking routes and establishing safe and comfortable pathways for active transportation. The City's goal is to provide safe and comfortable pedestrian facilities along all streets with traditional sidewalks or alternative sidewalk strategies. A discussion of sidewalk alternatives can be found in Strategy 5 below. Figure 5 illustrates existing gaps in Redmond's sidewalk network. These gaps have been prioritized for improvement based on the following criteria:

1. Presence of a transit route with priority given to frequent routes
2. Within a school walk zone
3. Within a Pedestrian Priority Zone
4. Along a principal, minor, or collector arterial
5. Equity analysis
6. Presence of a connection to a trail or park facility

Many existing sidewalks in Redmond also do not meet the City's sidewalk standard or ADA requirements. The latter will be identified in the evaluation conducted for the ADA Transition Plan. Existing sidewalks that don't meet standards are often reconstructed through new development or capital projects. Redmond has been fortunate to have had a high level of commercial and residential development. Any development must pay transportation impact fees and may also be required to build infrastructure that has been identified in the City's Transportation Facilities Plan or determined to be necessary to mitigate impacts to the transportation system. The implementation timeline for these projects tends to be longer as it depends on new development occurring and often new development projects can take several years to construct from the time of initial application. As Redmond continues to grow there will be more opportunities to leverage this growth to fill gaps in the pedestrian network. In some cases, where sidewalks are severely damaged and new development is unlikely to occur, a capital project may be developed to reconstruct the sidewalk to current standards. In addition, the City's concrete crew, which was funded by the voter-approved Transportation Benefit District is also addressing smaller-scale sidewalk maintenance and gap filling.

**FIGURE 5** | PRIORITIZED SIDEWALK GAPS



**Redmond 2050 Policies Supporting Strategy 1:**

- **FW-TR-3:** Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system.

- **TR-16**: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

## Recommended Actions

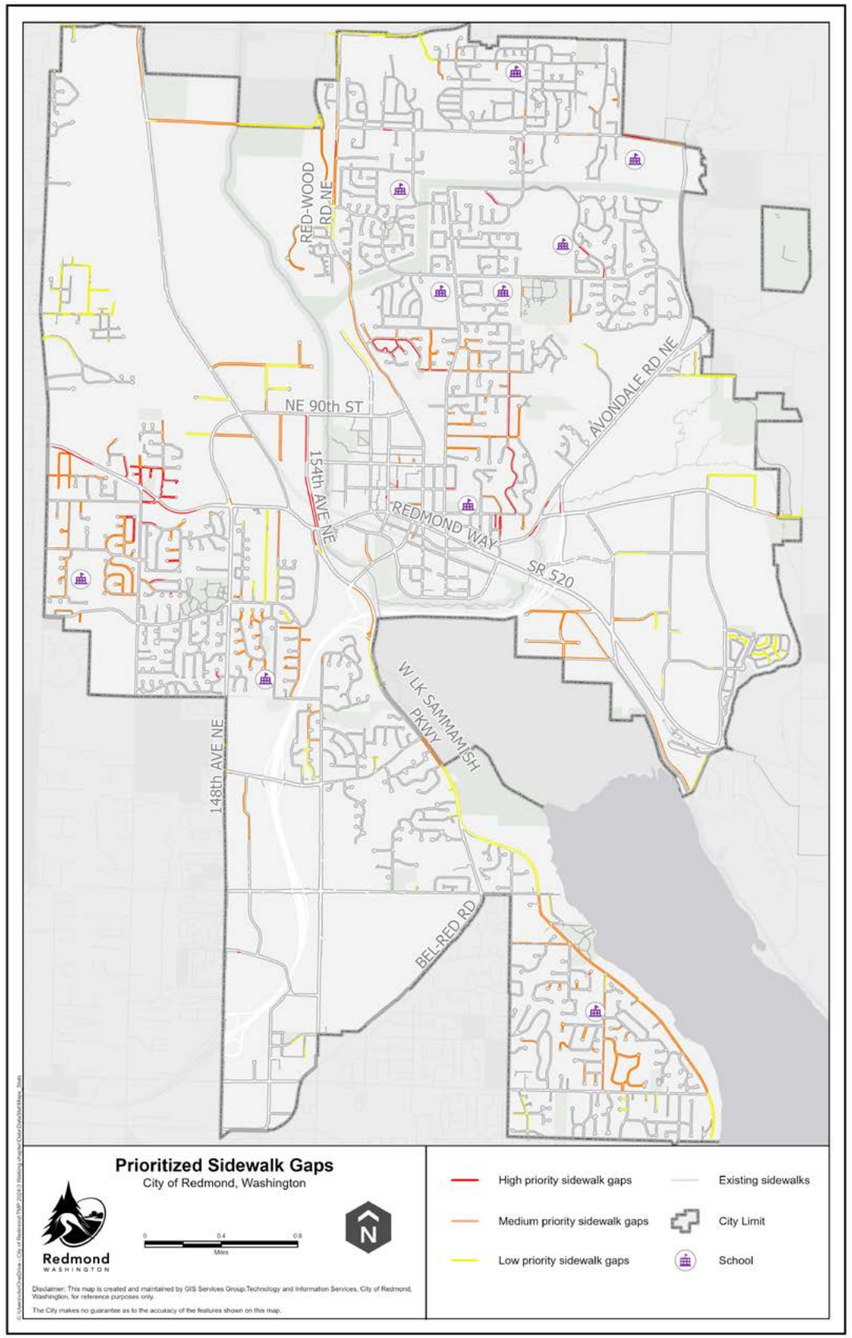
| | |
|---|---|
| **Action 1A** | Complete the citywide pedestrian network by filling sidewalk gaps. (Public Works, Planning) |
| **Action 1B** | Upgrade existing sidewalks that do not meet ADA requirements or the City's current sidewalk standard through new development, capital improvement projects, and through the work of City's concrete crew. (Public Works) |

## Strategy 2: Construct prioritized low-stress pedestrian crossings

Low-stress pedestrian crossings (LSPCs) are marked crosswalks that include signalized intersections, roundabouts, Rectangular Rapid Flashing Beacon (RRFB) crossings, High Intensity Activated Crosswalk (HAWK) signal crossings, all-way stop control (AWSC) intersections, and may also have geometric features such as raised crossings, curb extensions or crossing islands that reinforce pedestrian visibility, reduce crossing distance and achieve better driver compliance with stopping for pedestrians entering or walking in a crosswalk. Low Stress Pedestrian Crossings (LSPCs) were analyzed and classified based on whether the LSPC was located within one of the City's designated urban centers (Downtown, Marymoor Village, or Overlake) or in Redmond's other neighborhoods. Where the distance between existing LSPCs exceeds 300 feet within urban centers or 600 feet outside of urban centers, one or more new LSPCs are recommended to be installed.  Figure 6 shows the future pedestrian arterial crossing network including recommended priority LSPC locations. LSPC priorities are based on proximity to key destinations including frequent transit stops, or points of interest including schools, libraries, parks, and healthcare services. The addition of these recommended new LSPCs will improve network connectivity making it easier and safer for people to access transit and neighborhood destinations.

Locations for recommended priority future low-stress pedestrian crossings are summarized in Table 5, including whether the crossing serves a priority point of interest or high frequency transit stop. As noted in the table, some of these locations already have crossing infrastructure in place, which makes it easier to implement additional improvements to achieve low-stress pedestrian crossing standards at these locations. In addition, the City should consider shortening crossing distances with curb bulbs or installing raised crosswalks where applicable to enhance the implementation of low-stress pedestrian crossings.

**FIGURE 6 |** EXISTING AND PRIORITY FUTURE ARTERIAL PEDESTRIAN CROSSINGS



## TABLE 5 | PRIORITY LOCATIONS FOR FUTURE LOW-STRESS PEDESTRIAN CROSSINGS

| ID | Destination Type | Name | Arterial Road Name | Midblock or Intersection? | Extents | Existing Crossing? |
|---|---|---|---|---|---|---|
| 1 | Hospital | Swedish Hospital | NE Union Hill Road | Midblock | NE Union Hill Road between 178th Place NE & 185th Avenue NE, approximately 1000 ft east of 178th Place of NE | No |
| 2 | Park | Viewpoint Open Space Park | NE 24th Street | Intersections | NE 24th Street & 176th Court NE | No |
| 3 | Park | Viewpoint Neighborhood ParkPark | NE 24th Street | Intersection | NE 24th Street & 184th Avenue NE | No |
| 4 | Park | Westside Park | 156th Avenue | Intersection | 156th Avenue NE & NE 58th Place | Yes |
| 5 | Park | Southeast Redmond Park | 188th Avenue NE | Intersection | 188th Avenue NE & NE 68th Street | No |
| 6 | Park | Park | Redmond Way | Intersection | Redmond Way & 142nd Avenue NE | No |
| 7 | Park | Nike Park | 171st Avenue NE | Intersection | 171st Avenue NE & NE 92nd Street | Yes |
| 8 | Park | Meadow Park | 160th Avenue NE | Intersection | 160th Avenue NE & NE 107th Way | Yes |
| 9 | Park | Heron Rookery | Leary Way | Midblock | Approximately 150 ft east of 159th Place | No |
| 10 | Park | Hartman Park | NE 104th St | Midblock | Approximately 618 ft east of 172nd Ave NE | Yes |
| 11 | Park | Marymoor Connector Trail | Redmond-Fall City Rd NE | Midblock | Approximately 437 ft northeast of Marymoor connector trail access | No |
| 12 | School | Redmond Elementary School | NE 80th Street | Intersection | NE 80th Street & 169th Avenue NE | Yes |
| 13 | School | Norman Rockwell Elementary School | 162nd Avenue NE | Midblock | 162nd Avenue NE between NE 109th Street/NE 110th Street & NE 112th Street, approximately 600 ft north of NE 109th Street/ NE 110th Street | No |
| 14 | School | John James Audubon Elementary School | 180th Ave NE | Midblock | Approximately 437 ft north of NE 30th St | Yes |
| 15 | School | Redmond High School | NE 104th St | Midblock | Approximately 413 ft west of 178th Ave NE | Yes |
| 16 | High Frequency Bus Stop | Avondale Road NE & NE 114th Street | Avondale Road NE | Midblock | Avondale Road NE between NE 116th Street & NE 113th Street, approximately 430 ft south of NE 116th Street | No |
| 17 | High Frequency Bus Stop | Avondale Road NE & NE 85th Place | Avondale Road NE | Intersection | Avondale Road NE & NE 85th Place | No |
| 18 | High Frequency Bus Stop | Avondale Way NE & 170th Place NE | Avondale Way NE | Midblock | Avondale Way NE between NE 79th Street & NE Union Hill Road, approximately 250 ft east of NE 79th Street | No |
| 19 | High Frequency Bus Stop | Future Transit Stop - Route 269 | NE 70th Street | Midblock | NE 70th Street between 176th Avenue NE & Redmond Way, approximately 335 ft east of 176th Avenue NE | No |
| 20 | High Frequency Bus Stop | Future Transit Stop - Route 269 | NE 70th Street | Intersection | NE 70th Street & 176th Avenue NE | No |
| 21 | High Frequency Bus Stop | West Lake Sammamish Parkway NE & Leary Way | West Lake Sammamish Parkway NE | Midblock | West Lake Sammamish Parkway NE between Leary Way & 154th Avenue NE, approximately 350 ft west of Leary Way | No |
| 22 | High Frequency Bus Stop | 148th Avenue NE & NE Redmond Way | 148th Avenue NE | Midblock | 148th Avenue NE between Redmond Way & NE 76th Street, approximately 365 ft south of Redmond Way | No |
| 23 | High Frequency Bus Stop | NE Redmond Way & 140th Avenue NE | Redmond Way | Intersections | Redmond Way & 139th Avenue NE | No |
| 24 | High Frequency Bus Stop | NE Redmond Way & 145th Avenue NE | Redmond Way | Intersection | Redmond Way & 145th Avenue NE | No |
| 25 | High Frequency Bus Stop | NE Redmond Way & Willows Road NE | Redmond Way | Midblock | Redmond Way between NE 82nd Street & 150th Court NE, approximately 195 ft east of NE 82nd Street | No |
| 26 | High Frequency Bus Stop | NE 90th Street & 151st Avenue NE | NE 90th Street | Midblock | NE 90th Street between 152nd Avenue NE & 151st Avenue NE, approximately 260 ft east of 152nd Avenue NE | No |
| 27 | High Frequency Bus Stop | NE 90th Street & 154th Avenue NE | NE 90th Street | Midblock | NE 90th Street between 154th Avenue NE & 152nd Street, approximately 330 ft west of 154th Avenue NE | No |
| 28 | High Frequency Bus Stop | 148th Avenue NE & NE 61st Way | 148th Avenue NE | Intersection | 148th Avenue NE & NE 61st Court/NE 61st Way | No |
| 29 | High Frequency Bus Stop | 148th Avenue NE & NE 66th Street | 148th Avenue NE | Intersection | 148th Avenue NE & NE 66th Street | No |
| 30 | High Frequency Bus Stop | NE Old Redmond Road & 147th Court NE | Old Redmond Road & 147th Court NE | Intersection | Old Redmond Road & 147th Court NE | No |
| 31 | High Frequency Bus Stop | NE Old Redmond Road & 137th Avenue NE | Old Redmond Road & 147th Court NE | Midblock | Old Redmond Road between 137th Avenue NE & 138th Avenue NE, approximately 100 ft east of 137th Avenue NE | Yes |
| 32 | High Frequency Bus Stop | NE 51st Street & 154th Avenue NE | NE 51st Street Court NE | Intersection | NE 51st Street & 154th Avenue NE/154th Place NE | No |
| 33 | High Frequency Bus Stop | 148th Avenue NE & NE 40th Street | 148th Avenue NE | Midblock | 148th Avenue NE between NE 40th Street & NE 51st Street, approximately 380 ft north of NE 40th Street | No |
| 34 | High Frequency Bus Stop | NE 65th Street & 185th Avenue NE | 185th Avenue NE | Intersection | 185th Avenue NE & NE 65th Street | No |
| 35 | High Frequency Bus Stop | 185th Avenue NE & NE 68th Street | 185th Avenue NE | Midblock | 185th Avenue NE between NE 68th Street & NE 67th Court, approximately 230 ft south of NE 68th Street | No |
| 36 | High Frequency Bus Stop | 152nd Avenue between NE 20th Street and NE 24th Street | 152nd Avenue NE | Midblock | 152nd Avenue between NE 20th Street and NE 24th Street | No |
| 37 | High Frequency Bus Stop | Bear Creek Parkway & 168th Avenue NE | Bear Creek Parkway | Intersection | Bear Creek Parkway & 168th Avenue NE | Yes |
| 38 | High Frequency Bus Stop | 151st Avenue NE & NE 90th Street | 151st Avenue NE | Intersection | 151st Avenue NE & NE 90th Street | Yes |
| 38 | Other | NE 104th St & 179st Ave NE | NE 104th St | Intersection | NE 104th St & 179st Ave NE | Yes |

**Redmond 2050 Policies Supporting Strategy 2:**

- **TR-14**: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Implement recommended low-stress crossings, beginning with the highest priority locations. (Public Works) |
| **Action 2B** | Develop a process for continuing to identify and implement additional low-stress pedestrian crossings based on need as Redmond's transportation network continues to develop. (Planning, Public Works) |

### Strategy 3: Improve guidance on crosswalk design and develop a process for determining appropriate crossing treatments

As discussed in Strategy 2, low-stress pedestrian crossings are needed at many locations citywide, with 30 locations identified and prioritized in Table 5 above. Standardizing low-stress crosswalk design and processes would advance implementation of these low-stress pedestrian crossings. Design strategies to achieve low-stress crossings include shortening the crossing distance with curb extensions or crossing islands, reducing the speed of approaching vehicles with speed humps or raised crossings, and increasing visibility and awareness using active warning devices. In addition, signalized intersections can achieve safer and more comfortable pedestrian crossings by implementing automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles, where appropriate and applicable. Ensuring sufficient lighting at crossings also helps to ensure low-stress crossings at night. These strategies are consistent with the guidance described in Redmond's Safer Streets Action Plan.

Redmond can also achieve safer pedestrian crossing behaviors through awareness and education. For example, in partnership with the City's SchoolPool Program, proper crossing awareness strategies can be made available to families that take part in the program and can be distributed more broadly to families of school-age children in Redmond.

**Redmond 2050 Policies Supporting Strategy 3:**

- **Supports Redmond 2050 TR-16**: Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.



### Recommended Actions

| | |
|---|---|
| **Action 3A** | Establish a citywide standardized process or adopt existing guidance such as the FHWA STEP Guide to determine appropriate pedestrian crossing treatments based on street characteristics, including number of vehicle lanes, speed, and contextual factors. ( Public Works) |
| **Action 3B** | Include safe crossing behavior guidance as part of the city's SchoolPool program materials and general community safety messaging. (Planning, Communications) |

### Strategy 4: Identify and prioritize locations for new or improved neighborhood connections outside of Urban Centers

As shown in Figure 2 above, Redmond's pedestrian network includes many off-street pathways that provide neighborhood connections for pedestrians and bicyclists. The City's Streets Division maintains many of these neighborhood connections, or Special Purpose Pathways, while others are maintained by Homeowners Associations or other entities. The city should work to continually evaluate and maintain existing connections to ensure they meet accessibility standards and provide a comfortable experience. New connections identified in planning documents will be implemented with future development or as capital projects and should be built according to City's shared use path standard.

**Redmond 2050 Policies Supporting Strategy 4:**

- **TR-14**: Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Evaluate all off-street neighborhood connections for safety, accessibility, and comfort, tracking any accessibility barriers as well as steep topography, overgrown vegetation, poor lighting, or other challenges to mobility. (Public Works, Planning) |
| **Action 4B** | Maintain existing off-street neighborhood connections to meet and exceed ADA standards. (Public Works) |
| **Action 4C** | Identify locations where additional neighborhood connections would enhance connectivity. (Planning) |

## Strategy 5: Identify and prioritize locations for implementing sidewalk alternatives outside of Urban Centers

The City aims to provide safe and comfortable pedestrian facilities on all streets in Redmond, through conventional sidewalks (i.e., elevated above street grade with curb) or through sidewalk alternatives. As shown in Figure 5 above, there are sidewalk gaps throughout Redmond, which present barriers to comfortable pedestrian travel. Less than 10% of Redmond arterials have segments where there are no sidewalk facilities on either side of the street. More missing sidewalks in Redmond are on non-arterial streets. While some sidewalk gaps will be filled through required frontage improvements for new development others will need to be addressed through City-led capital projects. However, filling all sidewalk gaps with conventional sidewalks (curb with sidewalk elevated above street grade) will require significant amounts of funding. Furthermore, many of the streets that lack sidewalks have environmental constraints (shoreline, wetland, steep slopes) or have narrow public rights-of-way that would require property acquisition to construct a sidewalk.

The City will evaluate lower-cost alternative sidewalk strategies on a case-by-case basis where conventional sidewalks may not be feasible to install in a timely and cost-effective manner. Sidewalk alternatives could include barrier-separated walkways, shared street or potentially other design solutions. Redmond's focus on lowering vehicle speeds will also contribute to more comfortable and safer walking environments. There is precedent for sidewalk alternatives in Redmond. Redmond land use code has allowed for non-standard concrete curb and gutter in specific locations and land use scenarios.

**Redmond 2050 Policies Supporting Strategy 5:**

- **TR-14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Develop and adopt a sidewalk alternative decision process and design guidance that considers vehicle speed, vehicle volume, roadway classification, land uses, environmental goals and constraints, and other factors. Couple this effort with development of a traffic calming toolkit and potentially a dedicated program that would fund and implement lower-cost safety improvements. (Public Works, Planning) |

## Strategy 6: Establish a consistent approach to reinforcing Pedestrian Priority Zones through street design and operations

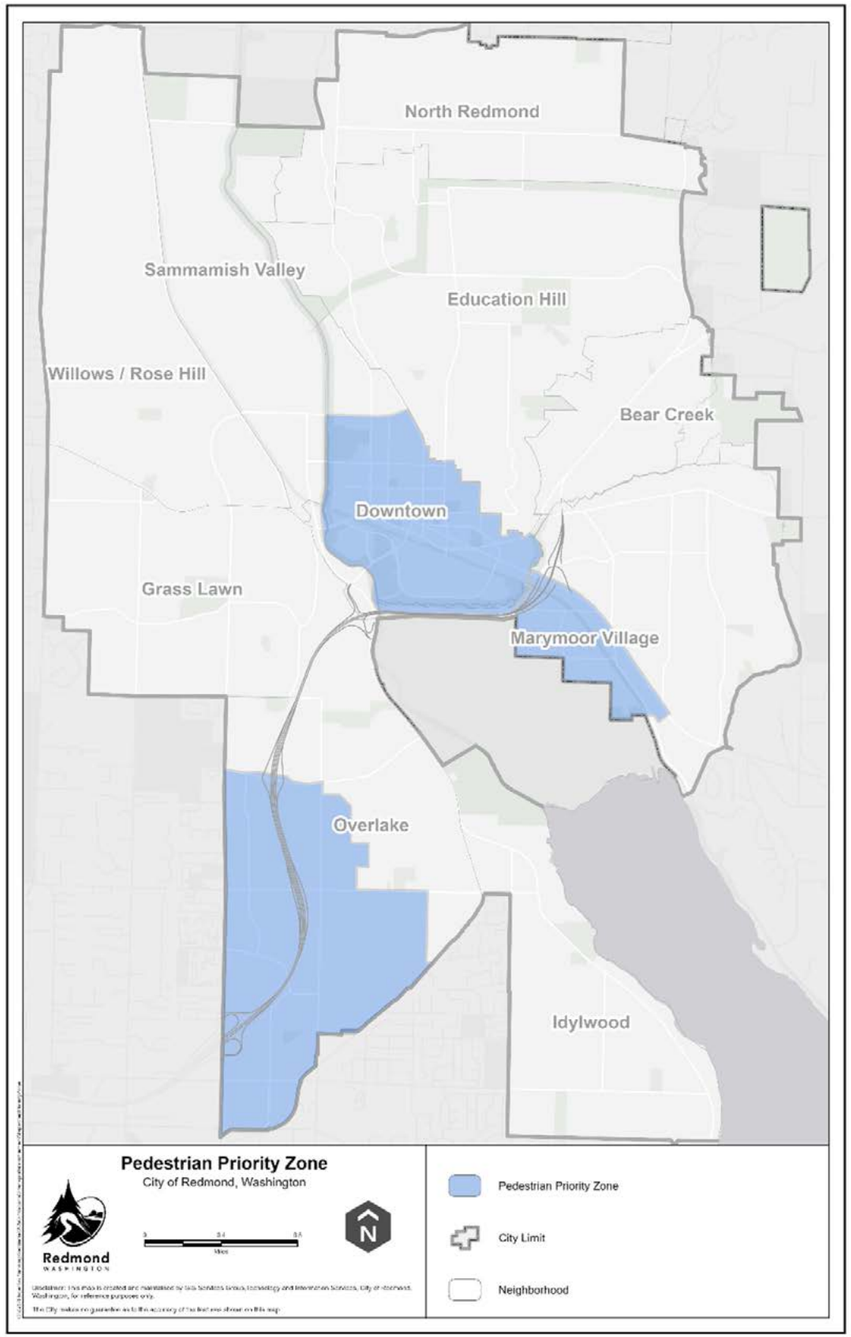
Pedestrian Priority Zones are intended to provide vibrant streetscapes and quality pedestrian environments that support high levels of pedestrian activity and economic vitality. These zones are designed to enhance pedestrian comfort and safety through targeted infrastructure improvements, pedestrian-prioritized traffic operation, and amenities that add interest. By prioritizing foot traffic, Pedestrian Priority Zones support Vision Zero goals and foster equitable access to urban spaces.

Designated Pedestrian Priority Zones overlap with Redmond's three Urban Centers: Downtown, Overlake, and Marymoor Village. While Pedestrian Priority Zones have been designated at least since 2013, and many improvements have been made to create inviting and safe pedestrian-oriented streets within Urban Centers, there is a need to better define street design and operational strategies that should be consistently deployed to achieve the intended purpose of Pedestrian Priority Zones. The Pedestrian Priority Zones are intended to prioritize a comfortable pedestrian experience through street design and operational strategies, including the following:

- **Street design strategies:** traffic calming measures such as narrower streets, raised crossings, landscaping, and pedestrian-scale lighting
- **Operational strategies:** automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red and pedestrian scrambles (where appropriate and applicable)

These street design and operational strategies are impactful in terms of creating an environment in which it is evident to all users that pedestrian mobility is prioritized over all other modes of travel. Prioritizing pedestrian mobility and safety aligns closely with the goals and recommendations outlined in the Safer Streets Action Plan, ensuring that the pedestrian network evolves to meet safety and accessibility objectives citywide.

**FIGURE 7** | REDMOND PEDESTRIAN PRIORITY ZONES




**Redmond 2050 Policies Supporting Strategy 6:**

- **TR-11**: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

## Recommended Actions

| | |
|---|---|
| **Action 6A** | Add signage consistent with the Downtown Pedestrian Priority Zone to denote the boundaries of the Overlake Pedestrian Priority Zone and Marymoor Pedestrian Priority Zone. (Public Works) |
| **Action 6B** | Consistent with recommendations in the Safer Streets Action Plan, develop a list of recommended operational and street design strategies that prioritize pedestrian mobility within Pedestrian Priority Zones. Operational strategies would include but are not limited to automatic pedestrian signal phases (as opposed to push buttons), leading pedestrian intervals, shorter traffic signal cycles (to reduce pedestrian wait times), right- and left-turn restrictions at certain locations, no turn on red, and pedestrian scrambles, where appropriate and applicable. Street design strategies would include but are not limited to raised crosswalks/intersections, curb extensions, narrowed streets, and other traffic calming measures. (Planning, Public Works) |
| **Action 6C** | Explore opportunities for increased frequency of temporary street closures in Redmond's centers for open street festivals and other events that highlight pedestrian priority. (Planning, Public Works) |
| **Action 6D** | Consistent with recommendations in the Safer Streets Action Plan, consider implementing a High Visibility Enforcement program within all three Pedestrian Zones to focus on education of the requirements for drivers to yield to pedestrians in crosswalks. (Police, Communications) |

## Strategy 7: Develop a Right-of-Way ADA Transition Plan

The City of Redmond is committed to creating a fully accessible transportation system. An ADA Transition Plan will serve as a strategic framework to identify, prioritize, and implement upgrades across the City's pedestrian network, including sidewalks, curb ramps, and signals. This plan will ensure compliance with Americans with Disabilities Act standards.

The development of the Right-of-Way ADA Transition Plan will be led by the Public Works Department and will focus on the following efforts:

- **Conducting Field Assessments:** Evaluating existing pedestrian infrastructure related to curb ramps, sidewalks, and signal pushbuttons to evaluate data accuracy for transition plan
- **Prioritizing Upgrades:** Identifying a prioritization strategy that includes focus on areas with high pedestrian traffic, proximity to transit, schools, and public facilities
- **Securing Funding:** Pursuing local, state, and federal funding opportunities to support the replacement of non-compliant ramps, sidewalks and signal pushbuttons.
- **Establishing a Phased Implementation Plan:** Developing a timeline for upgrades, with a focus on addressing the highest priority needs first and achieving compliance over time.
- **Engaging Stakeholders:** Consulting with individuals with disabilities, advocacy groups, and the broader community to ensure the plan reflects diverse needs and priorities.

The ADA Transition Plan will be a key step in addressing accessibility challenges across Redmond's pedestrian network. By committing to this effort, the City is taking proactive steps to meet ADA standards and ensure that all residents, regardless of ability, have safe and equitable access to Redmond's transportation network.

**Redmond 2050 Policies Supporting Strategy 7:**

- **TR-15:** Adopt and implement a plan for active and accessible transportation and an ADA Transition Plan as part of the Transportation Master Plan that results in connected neighborhoods with safe, comfortable, and convenient access to opportunity in Redmond and the region.
- **TR-17:** Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

### Recommended Actions

| | |
|---|---|
| **Action 7A** | Develop an ADA Transition Plan for the City of Redmond's public right-of-way. (Public Works, Planning) |
| **Action 7B** | Develop performance measures and processes to track the removal of accessibility barriers based on recommendations in the ADA Transition Plan. (Public Works, Planning) |



## Strategy 8: Upgrade pedestrian lighting with a focus on areas with high pedestrian activity

Pedestrian lighting is an important component of the overall comfort and safety of a sidewalk or other walking facilities. In 2019, the City of Redmond began evaluating elementary school walking routes in need of street lighting upgrades. The city identified seven elementary schools that were in need of lighting upgrades along frequent walking routes:

1. **John James Audubon Elementary**
2. **Clara Barton Elementary**
3. **Albert Einstein Elementary**
4. **Horace Mann Elementary**
5. **Redmond Elementary**
6. **Norman Rockwell Elementary**
7. **Benjamin Rush Elementary**

To maintain safe walking routes, the City began upgrading high-pressure sodium (HPS) streetlights to light-emitting diode (LED) streetlights in the vicinities of the schools. The upgrade process began in 2021, and as of 2025, upgrades are complete at Redmond Elementary School and slated to be completed in the near-term at Norman Rockwell Elementary School. The City plans to continue to work to upgrade the street lighting around these elementary schools and other middle and high schools citywide.

**In addition to school walking routes, other areas of high pedestrian activity should be prioritized for lighting upgrades, including near high-frequency transit stops,parks, and potentially along some shared use paths and neighborhood connections.**

**Redmond 2050 Policies Supporting Strategy 8:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

### Recommended Actions

| | |
|---|---|
| **Action 8A** | Fund the Street Lighting Program at a higher level and seek grant funding to accelerate the upgrading of streetlights to LED. (Public Works, Planning) |
| **Action 8B** | Complete the upgrading of HPS streetlights to LED streetlights along all school walking routes in Redmond. (Public Works) |
| **Action 8C** | Establish a prioritization process for pedestrian lighting upgrades citywide that includes frequent transit routes, parks, and other destinations that generate pedestrian activity. (Public Works, Planning) |
| **Action 8D** | Evaluate the provision of lighting on shared use paths and neighborhood connections utilizing best practices to reduce skyglow and environmental impacts. (Planning, Public Works) |

### Strategy 9: Ensure safe and accessible pedestrian travel through construction areas

Redmond's growth has resulted in high levels of construction activity particularly in its urban centers where walking is intended to be a primary mode of travel. Often construction activities impact pedestrian accessibility by closing sidewalks or pathways. The City is making changes to better ensure the provision of accessible pedestrian routes through construction areas. For example, the City's recently adopted fee structure for Right of Way Use permitting incentivizes developers to minimize their impacts on the public right-of-way. Detailed traffic control plans that include consideration for pedestrian accommodations such as accessible detours, protected pathways, and temporary crosswalks are required of all development. These plans must be reviewed and approved before work begins. Redmond's inspection and compliance processes play a critical role in ensuring that contractors adhere to approved plans. City inspectors monitor construction sites to ensure safety standards are met, including verifying the placement of temporary infrastructure like detour routes, signage, lighting, and safe crossings. Redmond can leverage GIS platforms and digital tools to provide real-time updates to residents, improving communication.

**Redmond 2050 Policies Supporting Strategy 9:**

- **TR-17:** Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities.

### Recommended Actions

| | |
|---|---|
| **Action 9A** | Improve processes to ensure accessible pedestrian routes are provided with all construction projects. (Public Works)<br>• 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.<br>• 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.<br>• Ensure real-time information is pushed out to the Redmond community regarding any closures that impact the pedestrian system. Ensure pedestrian infrastructure is fully restored following the completion of construction and that facilities are ADA-compliant. |

### Strategy 10: Improve consistency in pedestrian wayfinding signage

Clear and consistent wayfinding helps people navigate the transportation system. For people walking and biking, wayfinding can be especially helpful for understanding the best routes for getting to key destinations such parks, schools, transit, and shopping. As such, wayfinding can be an effective tool for encouraging active travel. Redmond's wayfinding network guidelines have not been updated since the Redmond Bicycle Wayfinding Design Manual was developed in 2015. Prior to this, the Downtown Redmond Wayfinding Manual and Overlake Wayfinding Design Manual were developed in 2006 and 2009, respectively. Redmond includes a variety of different wayfinding signage that can be inconsistent, as shown in Figure 8 below. The City should work to adjust signage for consistency and clarity throughout parks, facilities, and the public right-of-way. The Redmond Parks & Recreation Department will begin a parks and facilities wayfinding signage analysis and update in 2025. The pedestrian network wayfinding signage should maintain consistency in look, design, and functionality with signage at Redmond Parks and Recreation while providing an intuitive signage network for those using pedestrian facilities citywide. To the extent possible, Redmond's wayfinding network should intuitively merge with the signage used by neighboring jurisdictions and King County. A unified wayfinding approach will improve clarity and create a more intuitive experience for residents and visitors navigating the broader Eastside network.

**FIGURE 8** | WAYFINDING SIGNAGE IN REDMOND

**Redmond 2050 Policies Supporting Strategy 10:**

- **TR-17:** Supports Redmond 2050 TR-11: Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

## Recommended Actions

| | |
|---|---|
| **Action 10A** | Based on results of citywide wayfinding effort, undergo a citywide pedestrian wayfinding signage update focusing on clarity and modernization and prioritizing key destinations including all four Redmond light rail stations. (Parks, Planning) |
| **Action 10B** | Seek to promote consistency in wayfinding design and functionality across jurisdictional boundaries through coordination with regional partners such as King County, neighboring Eastside cities, and regional transit agencies. |

# BICYCLE PLAN

Transportation Master Plan

## INTRODUCTION

Bicycling (and the use of other micromobility devices) will play a key role in creating a more sustainable, equitable, and livable Redmond. The bicycle provides a level of efficiency, affordability, accessibility, and freedom of movement unmatched by other forms of transportation while integrating easily with transit systems. Advancements in electric bike (e-bike) technology, affordability, and accessibility stand to further increase the importance of biking. The keys to unlocking the potential of bicycling in Redmond is to provide a bike network that most people feel safe using and conveniently connects people to where they need to go, and providing secure and convenient bike parking at destinations. By doing so, Redmond can encourage more people to bike more often while driving less.

### What is Micromobility?

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility includes both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus are an important component of Redmond's transportation system. In Redmond, micromobility devices are generally expected to operate within bikeways and trails, and not on sidewalks. While this section largely discusses bicycles, all network strategies pertain equally to micromobility.

## HOW BICYCLING SUPPORTS REDMOND 2050 GUIDING PRINCIPLES

### Equity and Inclusion

The Bicycle Network Strategy presented in this section will allow people of all ages and abilities to get from anywhere to everywhere by bicycle, or other micromobility device, safely, directly, and comfortably. In doing so, all Redmond community members will have an affordable, efficient, and healthy transportation option that complements other sustainable travel modes such as walking and transit.

### Sustainability and Resilience

Redmond 2050 sets goals of a 50% reduction in per capita vehicle miles traveled (VMT)[1] and 71% reduction in transportation sector greenhouse gasses (GHG)[2] by 2050. The Redmond Environmental Sustainability Action Plan (2020) identifies intermediate targets to help move toward the 2050 goals. Namely, reducing GHG transportation emissions 50% by 2030 and reducing single-occupancy vehicle trips by 30% by 2025. Shifting trips from driving to biking can help Redmond achieve these goals and is a key objective of Redmond's Bicycle Strategy. Promoting new technologies such as the e-bike will create opportunities for increased mode shift away from motor vehicles (both internal combustion and electric). In addition to reducing VMT and GHG emissions, shifting more trips to active travel and public transportation will offer other benefits like reduced congestion, more community space, improved air quality, and improved public health.

[1] From 2017 levels.
[2] From 2011 levels.

**FIGURE 1** | MICROMOBILIY SUCH AS E-SCOOTERS ARE A FLEXIBLE TRAVEL OPTION SUPPORTED BY THE BIKEWAY NETWORK.

Image Credit: City of Redmond

### Goals and Performance Measures

Shifting vehicle trips to bicycling and micromobility is one component of a larger strategy to reduce vehicle miles traveled, particularly single occupancy vehicle trips. To shift trips from driving to biking, Redmond must expand and enhance its bikeway network and make biking an attractive choice, especially for short trips. The following outcome goals and related performance measures will be used to track and evaluate Redmond's implementation of this Bicycle Strategy, especially the development and expansion of the bikeway network.

| Outcome Goal | Measures |
|---|---|
| Bicycle and micromobility mode share at 15% of all trips in urban centers by 2035 | Bicycle and Micromobility mode share in Downtown<br>Bicycle and Micromobility mode share in Overlake<br>Bicycle and Micromobility mode share in Marymoor Village |
| Bicycle and micromobility mode share at 5% of all trips within city of Redmond by 2035 | Bicycle mode share city wide for all trips |
| Connect all key destinations within the City with low stress bikeways by making consistent progress toward bicycle network completion by 2035 | Network completion is expressed as the percent of planned bicycle network complete, including measures for spine network, local network, and total network completion. |

## BICYCLING IN REDMOND TODAY

Estimates from the 2022 American Community Study and Move Redmond's recent surveys of Redmond employees, suggest that only 2% of work trips are by bicycle. Researchers and practitioners have categorized people based on their confidence interacting with motor vehicle traffic while biking. While the percentage varies by community, a national survey found that about 5 out of every 10 adults in major urban areas, labeled as "Interested but Concerned" riders, would like to ride a bicycle but do not currently do so, primarily due to concerns about traffic safety.[4]

The 2024 Bicycle Friendly Community Public Survey[5] received over 300 responses from Redmond community members about their experiences using Redmond's bicycle network. Of the survey responders, approximately 70% ride a bike in Redmond. Survey respondents use bicycle travel for varying purposes in Redmond, with approximately 35% primarily taking transportation or utilitarian trips (commuting, running errands, etc.), approximately 30% primarily riding a bicycle for recreation or leisure, and approximately 25% primarily riding a bicycle for exercise or fitness.

The City of Redmond's focus for the development of the bicycle network is serving people of all ages and abilities, which means building bikeways that are comfortable for the Interested but Concerned population. This strategy will encourage more bicycle trips, which will advance the City's goals around VMT and GHG reduction, while creating a more equitable transportation system that provides affordable and healthy travel options.

[4] Dill, J, and Nathan McNeil, 2016, Revisiting the Four Types of Cyclists: Findings from a National Survey, Transportation Research Record: Journal of the Transportation Research Board, 2587, Retrieved from https://journals.sagepub.com/doi/10.3141/2587-11

[5] League of American Bicyclists 2024 Bicycle Friendly Community Public Survey

### Existing Bike Network

Bicycle facility types in Redmond include:

- **Bicycle boulevard:** Streets with low vehicle traffic volumes and speeds, designed to give bicyclists priority by using signs, pavement markings, traffic calming, and improved crossings of arterial streets. They are also referred to as neighborhood greenways, slow streets, or bicycle priority streets.
- **Bike lane:** A portion of the street that has been designated for preferential or exclusive use by bicycles by pavement markings and, if used, signs
- **Buffered bike lane:** A bike lane with pavement markings delineating a buff er space between the bike lane and adjacent motor vehicle lane or parking lane. The buff er may include vertical elements (flexible posts, precast curbs, etc.) placed in the buff er space at regular intervals.
- **Separated bike lane:** A bicycle facility physically separated from vehicle traffic and distinct from the sidewalk. The physical separation includes a designed vertical element between the motor vehicle traffic and the bikeway; these vertical elements may include curb (i.e. the curb of a sidewalk or intermediate-level bike lane), concrete buff er curbs, parking, or other elements that provide similar levels of protection.
- **Shared lane:** A lane where vehicles and bicycles share operating space.
- **Shared use path:** A facility used by pedestrians, bicyclists, and other modes of active transportation in an exclusive right of way with minimal crossflow by motor vehicles.
- **Sidepath:** A facility used by pedestrians, bicyclists, and other modes of active transportation that is physically separated from vehicle traffic on a parallel street and is within the street right-of-way.

More information on bicycle facility design and characteristics can be found in the City of Redmond's Bicycle Facility Design Manual.

The existing bicycle network is comprised of 98.8 miles of bikeways[6] of varying condition and suitability for people of all ages and abilities. This includes:

- 73.5 miles of bicycle lanes (includes buffered bike lanes)
- 2.5 miles of separated bicycle lanes
- 4.2 miles of shared lanes/bicycle boulevard
- 15.2 miles of paved shared use pathways

In addition to the formal bike network, other streets in Redmond can serve people biking. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

[6] Includes funded bikeways to be constructed by 2027, including NE 40th St and 156th Ave NE shared use paths.



### Progress Made

Redmond has made notable progress in implementing important bikeway network connections over the past decade through both its capital investment program and requirements for new development. These investments include two new bridges over SR 520 at the Redmond Technology Center and Overlake Village light stations, substantial completion of the Redmond Central Connector, the striping of miles of bike lanes, and bringing e-bike/scooter share to the city. These accomplishments and others contribute to Redmond being the "Bicycle Capital of Washington", but there is much more work that needs to be done to honestly be able to claim that title. The work that needs to be done is the focus of this section.

### Level of Traffic Stress

Redmond's existing bikeways were assessed to determine their relative level of comfort using a bicycle Level of Traffic Stress (LTS) analysis, which factors vehicle speeds, vehicle volumes and the degree to which bicyclists are separated from vehicle traffic.[7] Higher vehicle speeds and volumes and less separation between bicyclists and vehicles results in stress and discomfort for bicyclists and according to research and feedback received from the Redmond community.

The results of the LTS analysis based on 2024 conditions show that 79% of existing designated on-street bikeway miles are high stress.[8] That means many of the major bicycle connections in Redmond are LTS 3 or 4. Research and real world examples show that LTS 1 and 2 bikeways are what will get a greater proportion of the population to feel comfortable bicycling.

#### What is Level of Traffic Stress?

The Level of Traffic Stress (LTS) analysis, based on a methodology developed by Mekuria, Furth, and Nixon (2012), is a system that rates road segments or crossings based on the level of stress they place on bicyclists, ranging from LTS 1 (minimal stress) to LTS 4 (high stress). LTS 1 and 2 are considered suitable for most bicyclists, including children and Interested but Concerned riders, as they involve minimal interaction with traffic. LTS 3 and 4 are for more confident bicyclists, with LTS 4 being the most stressful, requiring high levels of skill and tolerance for high-speed traffic. The overall LTS for a route is determined by the highest stress level encountered along the route's segments.

The updated Redmond Bicycle Facility Design Manual (2023) designates the "Interested but Concerned" bicyclist as the design user. Recent bikeway network investments reflect the City's focus on building out a low-stress network, including separated bicycle lanes recently constructed on 156th Avenue NE and 152nd St Avenue NE, the protected intersection at 152nd Avenue and NE 24th Street, shared use path on NE 40th St, and the pedestrian and bicycle bridge connections to the Overlake Village Light Rail Station and the Redmond Technology Light Rail Station.

[7] Mekuria, Maaza C. , Peter G. Furth, and Hilary Nixon. 2012. "LOW-STRESS BICYCLING and NETWORK CONNECTIVITY." Https://Transweb.sjsu.edu/Sites/Default/Files/1005-Low-Stress-Bicycling-Network-Connectivity.pdf. Mineta Transportation Institute. May 2012.

[8] Includes funded bikeways to be constructed by 2027.

**FIGURE 2** | SEPARATED BIKE LANES LIKE THIS ONE ON 156TH AVE NE PROVIDE A HIGHER LEVEL OF COMFORT AND SAFETY AND ATTRACT BICYCLISTS OF ALL AGES AND ABILITIES.

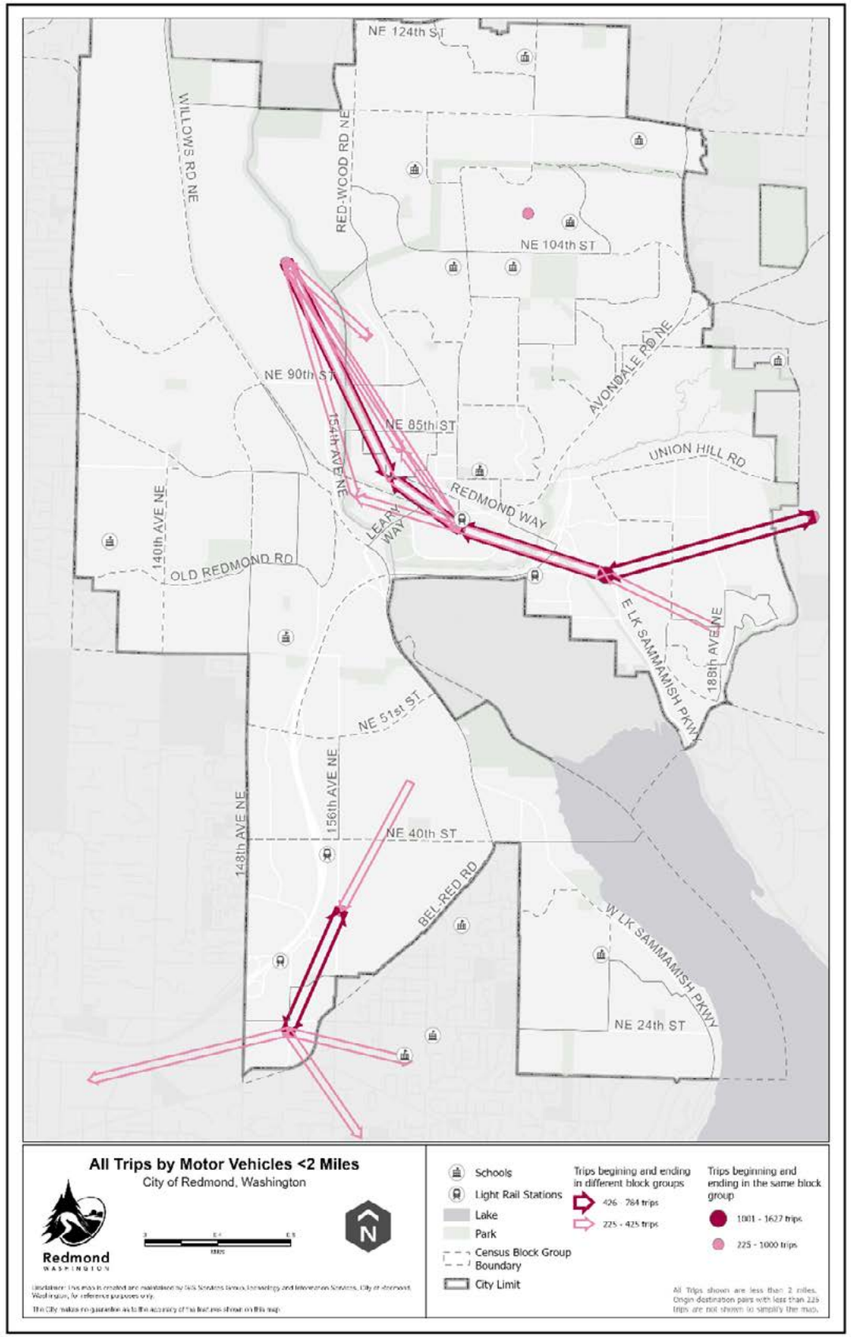
Image Credit: City of Redmond

## OPPORTUNITIES FOR SHIFTING TRIPS FROM VEHICLES TO BICYCLES AND MICROMOBILITY

Converting short motor vehicle trips of less than 2 miles to bicycling and micromobility offers a significant opportunity to reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions.

In Redmond, areas with high numbers of short motor vehicle trips have been identified as key locations for targeted policies and infrastructure improvements that can encourage a shift from motor vehicle trips to more sustainable modes of transportation such as bicycling, micromobility, walking, and transit. As shown in Figure 3 the data suggests that Downtown Redmond, Overlake, and Southeast Redmond are the primary destinations for short motor vehicle trips under 2 miles. These areas, and routes connecting to these areas, are ripe for improved bicycle connections to facilitate access to the new light rail stations and other destinations and reduce reliance on motor vehicles.

**FIGURE 3** | AREAS WHERE MOST TRIPS UNDER TWO MILES OCCUR IN REDMOND



## COURAGING MORE PEOPLE TO BICYCLE

When people are faced with the choice of whether to bike or take another mode of transportation for a trip, research suggests that there are several major categories of reasons that influence people's choice. These reasons may include:

- Physical ability
- Seeing people biking
- Understanding benefits
- Automobile ownership
- Weather
- Topography
- Trip length
- Bicycle ownership or presence of bikeshare
- Traffic stress along the entire route
- Crashes
- Personal skill level
- Personal security
- Theft
- Access to transit

The relative weight between the above factors will vary by a person's individual needs and abilities. However, the aforementioned research indicates that the Interested but Concerned population (about half of all people) cite **traffic safety concerns as the main barrier to bicycling more**, and cite low-stress infrastructure (LTS 1 or 2) as the types of bikeways they feel comfortable using.  This indicates that to increase bicycle mode share among the largest group of potential bicyclists, people need access to safer, lower-stress bicycling facilities.

**Peer City Focus: Palo Alto, CA**

The City of Palo Alto is similar to Redmond in terms of demographics, size and having an abundance of tech companies. Palo Alto is a Gold Bicycle Friendly Community and is currently updating its Bicycle and Pedestrian Transportation Plan (BPTP) to be completed in 2025.

Many of Palo Alto's proposed BPTP Update programs align with Redmond's TMP strategies and actions, including: developing a wayfinding plan, conducting an inventory of bike parking and monitoring bike parking usage, and implementing a proactive speed management program to lower speed limits and design speeds on streets within the city's bike network. Additionally, Palo Alto continues to focus on building high-comfort bikeways, especially as first/last mile connections to rapid transit at Caltrain stations. Palo Alto's Traffic Calming Program identifies speed management and multimodal safety measures that can be implemented quickly, and the City is prioritizing the addition of staff to this program who can focus on administering quick-build efforts.

The 2024 Bicycle Friendly Community Public Survey  asked respondents what their top priorities would be to make Redmond a better community for bicyclists. Three key themes emerged: providing more bicycle lanes and bicycle paths, improving existing bicycle lanes to add protection for cyclists, and reducing vehicle speeds. Of the approximately 300 responses, 234 listed additional bike paths or bike lanes as a high priority, 179 listed improving existing bike lane protection, and 77 listed reducing vehicle speeds or providing traffic calming options. This data enforces that increasing bike lane milage and bike lane protection (e.g., making bike lanes more comfortable/less stressful) are high priorities for community members.

[9] Schneider, Robert J. "Theory of Routine Mode Choice Decisions: An Operational Framework to Increase Sustainable Transportation." Transport Policy, vol. 25, 2013, pp. 128–137., doi:10.1016/j.tranpol.2012.10.007.

[10] Sanders, Rebecca L., and Belinda Judelman. "Perceived Safety and Separated Bike Lanes in the Midwest: Results from a Roadway Design Survey in Michigan." Transportation Research Record: Journal of the Transportation Research Board, vol. 2672, no. 36, 2018, pp. 1–11., doi:10.1177/0361198118758395.

[11] League of American Bicyclists, 2024 Bicycle Friendly Community Public Survey



## STRATEGIC APPROACH TO INCREASING THE NUMBER OF PEOPLE BICYCLING

Cities around the world have achieved their goals to increase the number of bicycling trips (i.e., mode shift) by applying focused strategies to improve bicycle network connectivity and comfort. While some of the examples that are show cased in this section may differ in size or urban form from Redmond, the commonality they all share is they have moved the needle in creating a more connected, high comfort bicycle network or have policies or programs that have increased bicycle ridership. These strategies can be wholly or partially applied in Redmond to significantly increase bicycle ridership.

### Strategy 1: Convert Short Trips to Bicycle Trips

Focusing on providing bicycle infrastructure to serve trips under approximately 2 miles in length can maximize the mode shift return on investment. Short trips between 0.5 – 2 miles is a distance range where bicycling and micromobility can be the preferred mode of transportation, as they can be faster and more flexible than driving or using public transit and more time competitive than walking. Making biking (and micromobility) the most convenient choice for these short trips will encourage more people to bicycle and maximize the City's return on investment of bicycle infrastructure, reduce vehicle trips, and reduce GHG emissions. Complementary land use policies that support mixed use development and neighborhood siting of educational and care- facilities provides residents access to a variety of nearby destinations that are easier to get to by bicycle. Redmond 2050 embraces this "complete neighborhood concept" and expands mixed-use development opportunities throughout the city.

**Short Trip Focus**

Austin's 2014 and 2023 Bicycle Plans focused on expanding bicycle facilities on routes with high concentrations of short trips in central Austin as well as to destinations such as schools, parks, business, and shopping districts in neighborhoods throughout the city. Protected bicycle lanes to transit stations and secure bicycle parking at these stations support linking shorter bicycle trips with longer trips on transit. Separated bicycle facilities, urban trails, and "quiet streets" with traffic calming devices for motor vehicles and wayfinding signage for bicyclists are key features of Austin's bicycle infrastructure.

**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Prioritize bike infrastructure investments in areas where most short trips are occurring (Downtown Redmond, Overlake, and Southeast Redmond) |
| **Action 1B** | Implement Redmond 2050 land use policies that reduce distances between residences and destinations that serve people's every day needs and support:<br>• Higher residential densities<br>• Transit-oriented development<br>• Mixed-use development<br>• Reduced parking requirements |
| **Action 1C** | Support Transportation Demand Management (See Section 10) and Safe Routes to Schools programs that encourage bicycling and walking, and reduce traffic volumes around schools. [12] |

[12] "City of Austin Bicycle Plan." 2023. https://www.austintexas.gov/sites/default/files/files/Transportation/Adopted%202023%20Bicycle%20Plan_FULL.pdf.

**FIGURE 4 |** BICYCLING AND MICROMOBILITY ARE EASY AND FLEXIBLE WAYS TO ACCESS THE SERVICES AND AMENITIES OFFERED BY MIXED USE DEVELOPMENT

Image Credit: City of Redmond

**Bicyclist Safety**

Building safe bicycle infrastructure and reducing vehicles speeds are the most effective strategies for making bicycling a safe mode of transportation. Good bikeway design and slower vehicle speeds promote safe interactions between bicyclists, micromobility users, pedestrians, and vehicles. Education does have a role to play in bicycle safety and should be focused on basic bicycle handling skills, understanding laws, e-bikes, and familiarizing people with new bicycle infrastructure such as bicycle signals, bike boxes, separated bike lanes, etc. Section 10 – Transportation Demand Management includes actions that address bicycle safety education (also as means of encouraging bicycling) and the Safer Streets Action Plan also includes an action focused bicycle safety.



## Strategy 2: Connect to Light Rail and Bus

Creating low-stress bikeway connections to bus stops and light rail stations is an impactful "first-last mile" strategy to increase access to transit for both local and regional trips.

The new Overlake Village, Redmond Technology, Downtown Redmond, and Marymoor Village light rail stations are fantastic opportunities to connect bicycling with transit. Projected ridership of the East Link extension is 43,000-52,000 daily riders by 2026[13] . Building bicycle facilities that connect with these stations will expand the catchment area of the stations, help form new habits for light rail passengers to reach the station by bicycle and help grow transit ridership. Bicycle facilities that connect stations to destinations such as grocery stores, daycare centers, and schools will allow for trip chaining en route between transit and residences. These facilities are prioritized for implementation as described later in this section.

All Sound Transit and King County Metro buses have bicycle racks on which riders connecting by bicycle can place their bikes to have them transported to their destination. Ensuring that bus stops are accessible by the low-stress bikeway network can encourage bike to bus and bus to bike trips, particularly for more regional bus trips.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Prioritize high-comfort bicycle facilities that connect to light rail and bus stops. |
| **Action 2B** | Provide sufficient secure bicycle parking at transit centers and mobility hubs (see Section 6 - Transit). |
| **Action 2C** | Ensure consistent availability of bike/scooter share at Transit Centers. |

[13] "Downtown Redmond Link Extension | Project Map and Summary | Sound Transit." Www.soundtransit.org, www.soundtransit.org/system-expansion/downtown-redmond-link-extension.
Kager, Roland. 2022. Review of The Bike+Train Land-Use/Transportation System. Presented at the Planning the Cycling City Summer Course, July 2022.
"Renting the OV-Fiets | Door to Door | NS." n.d. Dutch Railways. https://www.ns.nl/en/door-to-door/ov-fiets.

**FIGURE 5 |** THE NEW REDMOND TECHNOLOGY STATION BRIDGE CONNECTS BIKEWAYS, TRANSIT, AND EMPLOYMENT CENTERS

Image Credit: City of Redmond

### **Strategy 3:** Promote E-Bikes and E-Scooters

The growing popularity of electric bikes (e-bikes) can be attributed to their ability to overcome challenging terrain and cover longer distances, making them a viable alternative to motor vehicles. The City of Redmond currently has a contract with a vendor that provides e-scooters and e-bikes for rent throughout the city. This service has proven to be very popular, with over 282,000 rides completed since the pilot program began in 2019. The median distance per trip has increased from 0.5 miles in 2020 to 0.9 miles in 2024, proving that Redmond's Shared Micromobility program is a viable first-last mile transportation mode.

Personal e-bike ownership is rapidly growing in the US and is expected to grow more than 15 percent annually between 2023 and 2030[14]. The rate of e-bike adoption (and its impact on greenhouse gas emissions and vehicle miles traveled) depends on the cost of e-bikes, individual choices, and the provision of infrastructure that is safe and comfortable for e-bike users.

[14] U.S. E-bike Market Size, Share & Trends Analysis Report By Propulsion Type, By Drive Type, By Application, By Battery, By End-use (Personal, Commercial), And Segment Forecasts, 2023 - 2030



An e-bike lending libraries is a strategy Redmond should explore to provide opportunities for more people to see what it is like to ride an e-bike. Such libraries lend e-bikes for an extended period of time (typically 1 to 3 months) so people can experience an e-bike and have time to use it for a variety of trip purposes to discover how they can effectively integrate an e-bike into their daily travel demands.

Another way the City of Redmond can further influence e-bike adoption by providing financial incentives for people to purchase e-bikes. The Rocky Mountain Institute (RMI) developed a calculator that allows users to explore the potential benefits of e-bike incentives of various funding amounts and time horizons. The table below illustrates potential incentive scenarios and anticipated outcomes in terms of reductions in vehicle miles traveled and greenhouse gas emissions.

---

The RMI calculator estimates that replacing 25% of weekly car trips under 3 miles and 10% of trips under 5 miles with e-bikes over the next 10 years could reduce CO2 emissions and vehicle miles traveled (VMT) by 17% in Redmond. This tool can help Redmond assess the potential impact of various e-bike incentive programs. For example, with an annual $150,000 incentive over 10 years, annual citywide GHG reduction equates to approximately 3%. When annual incentives increase to $500,000 and $1,000,000 over 10 years, GHG reduction increases to 9% and 17%, respectively. More details are included in the appendix of the report.

---

E-bike

**E-Bike Incentives**

Denver has gained recognition for its successful e-bike incentives. The city launched an e-bike voucher program in April 2022, offering $400 vouchers for all residents and up to $1,200 for income-qualified individuals, with additional funds for e-cargo bikes. Since its launch, Denver has invested $4.7 million, providing vouchers to 4,734 residents.

A survey of recipients suggested notable changes in transportation habits, with participants riding an average of 26 miles per week and replacing 3.4 vehicle trips, collectively reducing vehicle miles traveled by 100,000 miles per week. Lower-income recipients were particularly active, averaging 32 miles per week.

Washington State DOT is launching its own e-bike rebate program in 2025. This program will offer qualifying applicants rebates for either $1,200 or $300 depending on household income. They expect to give out about 8,500 vouchers, an amount far less than expected demand.

## Recommended Actions

| | |
|---|---|
| **Action 3A** | Support the establishment of e-bike lending libraries. |
| **Action 3B** | Offer financial incentives for e-bike purchase at time of purchase.[15]<br>• Prioritize extensive and early outreach about e-bike incentive programs among lower income populations.<br>• Keep the e-bike incentive program application process simple and easy.<br>• Leverage relationships with local bike shops to support e-bike incentive program rollout and promote local purchase of e-bikes.<br>• Make a plan for how to collect data from individuals once they have purchased the e-bike.[16] |
| **Action 3C** | Develop safety and etiquette campaign that targets e-bike users and clarifies laws and possible enforcement actions around e-motorcycles. Bicycle safety education is discussed more in Section 10 – Transportation Demand Management and the Safer Streets Action Plan. |

[15] If e-cargo bikes receive a different level of incentive, try to make the definition of e-cargo bike as objective as possible.

[16] City and County of Denver et al. Review of Denver's 2022 Ebike Incentive Program Results and Recommendations.



**FIGURE 6 |** SHARED E-SCOOTERS AND E-BIKES ARE INCREASINGLY POPULAR IN REDMOND

Image Credit: City of Redmond

### Strategy 4: Implement a High Comfort, Spine Network

The Spine Network (Figure 14) provides the primary, most direct connections between all of Redmond's neighborhoods and one or more Urban Centers. It is envisioned to be comprised of high comfort bikeways (level of traffic stress 1 and 2), including trails such as the Redmond Central Connector, Sammamish River Trail, and East Lake Sammamish Trail, separated bike lanes such as 156th Ave NE and Bel Red Rd, and bicycle boulevards such as 150th Ave NE in the Grass Lawn neighborhood.

Implementation of the Spine Network is a high priority as these routes are expected to have the highest return on investment in terms of ridership given their directness to the major destinations people want to connect to. Some corridors on the Spine Network will take longer to implement due to costs while other segments can be more rapidly implemented using low-cost, "quick-build" materials. See Bicycle Network Strategy below.

Bicycle wayfinding and enhanced lighting along bikeways and shared use paths are investments that can increase the appeal of biking. Wayfinding signage helps direct bicyclists to key destinations. Good lighting and visibility at bicycle parking areas, on shared use trails, and at intersections will help enhance safety, personal security, and comfort.

## Recommended Actions

| | |
|---|---|
| **Action 4A** | Complete "Spine Network" to include 100% high comfort bicycle facilities by 2035. |
| **Action 4B** | Install wayfinding, lighting, and other features such as lean bars, bicycle near-side signals to enhance safety and comfort on the Spine Network. |
| **Action 4C** | Install traffic diverters and traffic calming interventions on bike boulevards to complete local neighborhood network. |
| **Action 4D** | Craft tailored messaging with compelling case studies and data to support bike network build out, especially when tradeoffs might be involved.[17] |
| **Action 4E** | Deploy quick build and pilot projects.[18] |
| **Action 4F** | Evaluate quick build and pilot projects, iterate designs as needed. |
| **Action 4G** | Develop effective maintenance strategies for all bikeways (See Section 8-Maintenance and Preservation). |
| **Action 4H** | Update quick build and pilot projects with more durable, permanent infrastructure. |
| **Action 4I** | Update the Bicycle Wayfinding Design Manual (2015) to align with current best practices and design standards. |

[17] "The Final Mile." 2022. Peopleforbikes.org. 2022. https://finalmile.peopleforbikes.org/.

[18] Streetfilms®. 2019. "Jersey City Uses Surveys, Rides & Tactical Urbanism to Generate a Bike Master Plan." YouTube. August 15, 2019. https://www.youtube.com/watch?v=G3I1_ud5c94.



**FIGURE 7 |** QUICK BUILD MATERIALS SUCH AS THESE "ARMADILLOS" ON THE 150TH AVE NE BIKE LANE CAN BE USED TO ROLL OUT NEW HIGHER COMFORT BIKEWAYS MORE RAPIDLY

Image Credit: City of Redmond

**Quick Build, Funding, and Communication**

Jersey City, New Jersey, successfully implemented 10 miles of protected bike lanes in one year using quick-build materials, completing about a quarter of its planned bike network. Seattle used similar techniques for a rapid roll out of separated bike lanes on 2nd and 4th Avenues, with 4th Avenue recently receiving a permanent upgrade.

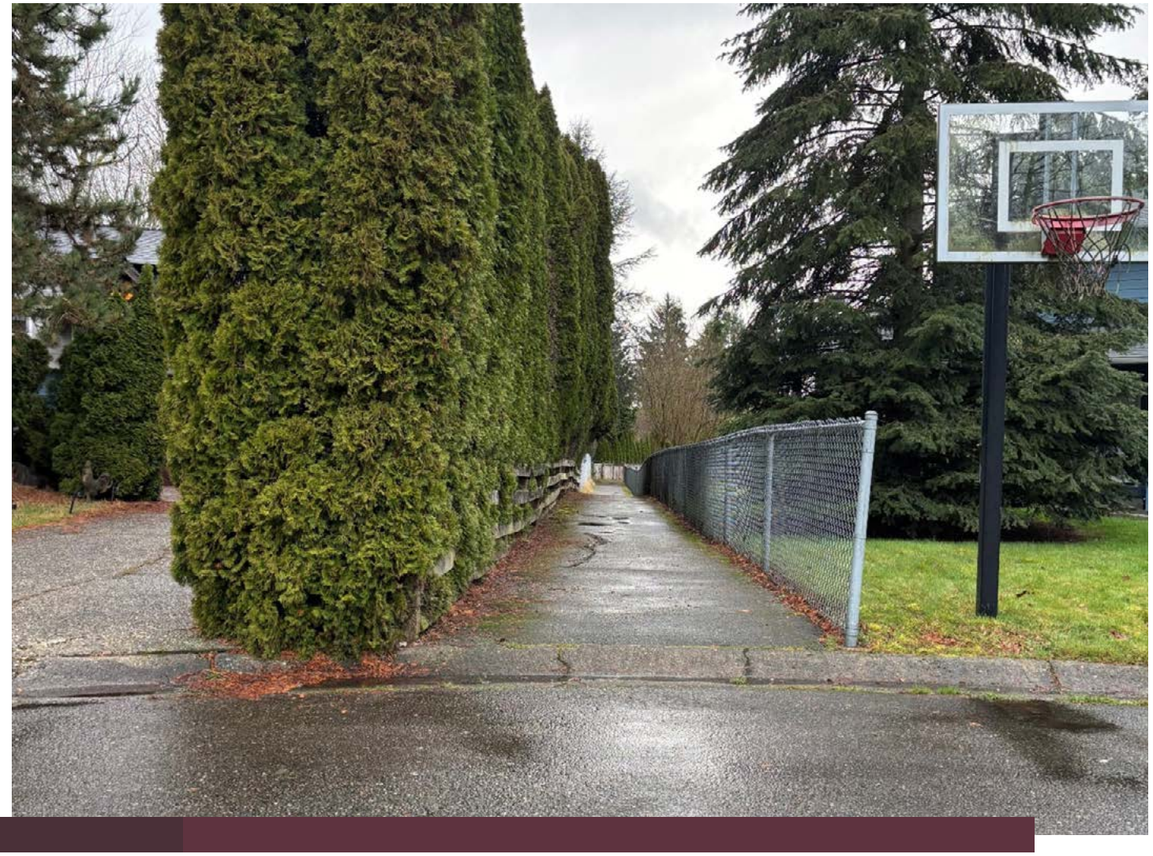
In 2020, the Cambridge, MA City Council amended its Cycling Safety Ordinance, setting ambitious requirements for 25 miles of separated bike lanes within seven years. Using a "quick build" approach with lightweight materials like flex posts and on-street parking lanes, the City rapidly installed 14.22 miles of separated lanes in four years.

In addition to infrastructure funding, coalition building, and targeted messaging are key to gaining community support for more rapid bike network expansion. The People for Bikes "Final Mile" program illustrates this point.

## Strategy 5: Implement the Neighborhood Bikeway Network

The Neighborhood Bikeway Network provides local connections between neighborhood destinations such as schools and parks, connects people to the Bicycle Spine Network and provides first-last mile connections to transit. The Neighborhood Bikeway Network is comprised primarily of bike boulevards, bike lanes, and short off-street paved pathway connections. Low vehicle speeds achieved through traffic calming, wayfinding signage to help people navigate the network, and safe crossings of major streets are important components of the Neighborhood Bikeway Network. Infrastructure investments for the Neighborhood Bikeway Network include traffic calming, signage, pavement markings, and in some cases may require enhanced crossing treatments such as signals, crossing islands, etc. at major street crossings.

**FIGURE 8 |** PATHWAYS SUCH AS THIS ONE CONNECTING TO 161ST COURT NE ENHANCE THE NEIGHBORHOOD BIKEWAY AND PEDESTRIAN NETWORKS BY PROVIDING MORE DIRECT ROUTING AND ACCESS TO SCHOOLS AND OTHER NEIGHBORHOOD DESTINATIONS.



## Strategy 6: Balance Modes

Fulfilling Redmond 2050 goals and policies, and shifting trips from motor vehicles to bicycles requires making bicycling a competitive choice for travel in Redmond. Achieving this requires taking actions to rebalance Redmond's transportation system to strive for modal parity i.e., how Redmond allocates its public right of way and financial investments. It is important to consider how the entire population's transportation needs are being served, especially those unable to drive and those who choose not to (potentially up to 25 percent of the driving age population[19]).

Balancing modes requires various actions that may reduce the convenience of driving, such as reducing motor vehicle speeds or space allocated to vehicle traffic or parking to create safer and more comfortable conditions for bicycling, as well as enacting various policies to discourage driving, especially for short trips (reducing car parking availability, charging more for parking, etc.).[20,21]

### Recommended Actions

| | |
|---|---|
| **Action 6A** | Implement traffic calming and traffic diversion measures to create higher comfort conditions for bicyclists of all ages and abilities. |
| **Action 6B** | Establish parity in transportation funding and street space allocation to achieve mode shift and equity goals. For example, if the goal is to achieve 15 percent bicycle mode share, it would be reasonable to spend at least 15 percent of transportation funding on building a high comfort bike network. |
| **Action 6C** | Within constrained corridors evaluate the expected costs and benefits of removing vehicle lanes to create space for high comfort bikeways, taking into account safety, vehicle congestion, VMT and GHG reduction. |
| **Action 6D** | Prioritize high comfort bicycle access over on-street parking (see Section 9 – Curbspace Management). |
| **Action 6E** | Evaluate bicycle signal timing at intersections to align with vehicle signal timing and balance the operations between vehicle and bicycle movements so bicycles can travel efficiently along the bikeway. |

### **Strategy 7:** Provide Convenient, Plentiful, and Secure Bike Parking

The bicycle can be a door-to-door travel mode if bicycle parking is sufficient for both short- and long-term needs at neighborhood commercial centers, grocery stores, schools, transit facilities, and multi-family housing. Bike parking should be ubiquitous, easy to use, and free or very low-cost.

### Recommended Actions

| | |
|---|---|
| **Action 7A** | Conduct inventory of existing public bike parking and update inventory as new bike parking is installed. |
| **Action 7B** | Explore partnerships to establish an on-demand secure bike parking system throughout the city with initial focus within Urban Centers. |
| **Action 7C** | Incentivize existing multi-family housing to retrofit property to include secure bicycle parking inside property or contribute to other secure, sheltered parking facilities in the public right of way adjacent to the property. |
| **Action 7D** | Retrofit existing public facilities such as parks and schools to provide secure and easy to access bicycle parking.<br><br>Partner with Lake Washington School District to ensure that secure bike parking is provided for e-bikes and other high-value micromobility devices. |
| **Action 7E** | Collaborate with Sound Transit to ensure sufficient secure bicycle parking is provided at light rail stations as bicycle use grows. |
| **Action 7F** | Create a city program for short-term bicycle parking, for example, providing businesses and organizations bike racks within the adjacent public right-of-way upon request, which could include conversion of an on-street parking spot(s) to a bicycle parking corral where multiple bicycles can be parked[22, 23] |
| **Action 7G** | Update City of Redmond Long-term Bicycle Parking Guidelines and Bicycle Parking Requirements and Standards in the Redmond Municipal Code to reflect best practices and bicycle owner feedback. |

**Changing Priorities**

Portland, Oregon expanded its bike network in the 1990s by leveraging traffic calming and diversion in residential areas, creating a network of 100 miles of neighborhood greenways that are considered the "backbone of the city's Safe Routes to School network" and connect neighborhoods, parks, schools, business districts, and residences.

In addition to its neighborhood greenway program, Portland has a long history of supporting multimodal trips to its downtown central business district when it began limiting motor vehicle parking availability in the 1970s to address air quality issues. From 1975 to 1997, Portland maintained a cap on the total number of parking spaces allowed Downtown, even as the metro area's population increased by 50%.

[22 22] "Apply to Install Bike Racks on the Sidewalk." 2018. Portland.gov. 2018. https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-sidewalk.

[22] "Apply to Install Bike Racks in the Street." 2024. Portland.gov. 2024. https://www.portland.gov/transportation/walking-biking-transit-safety/apply-install-bike-racks-street.

[23] "Bicycle Parking | Ddot." 2022. Dc.gov. 2022. https://ddot.dc.gov/page/bicycle-parking.



**FIGURE 9 |** SECURE BIKE PARKING CONVENIENTLY LOCATED IN THE STREET ENCOURAGES PEOPLE TO USE BICYCLES FOR RUNNING ERRANDS AND ACCESSING SERVICES.

Image Credit: Cycle Hoop

**Retrofitting Bike Parking**

Portland's Bureau of Transportation (PBOT) offers a bike parking program in commercial districts, allowing property owners to request up to two free bike racks for installation on the sidewalk in front of the property, with additional racks available for $150 each. PBOT also has a program that converts on-street parking spots into bike corrals (groups of 6-12 racks), which can accommodate 12-24 bikes in the space of one or two parking spots. These corrals are prioritized at street corners to increase parking, improve pedestrian crossings, and boost business visibility.

## BICYCLE NETWORK STRATEGY

### Equity and Inclusion

The bicycle network strategy includes planned new connections and upgrades to existing bikeways to create higher comfort bikeways. The network builds upon the existing bikeways in Redmond and past planning efforts, with the ultimate goal of people of all ages and abilities being able to get from anywhere to everywhere by bike or other micromobility devices. The build out of the Spine Network and a local neighborhood network will support this goal. The prioritized implementation of the bicycle network will maximize the opportunity to convert short driving trips to biking. The bicycle network also includes connections to surrounding communities such as Bellevue, Kirkland, Sammamish, and Woodinville and their bikeways.

The planned bicycle network is grounded in the following principles:

- **Connected:** It is possible to get from anywhere to everywhere by bicycle. Emphasis is placed on creating a Spine Network and connecting people to light rail, schools, major employment centers, and commercial centers.
- **Direct:** Going by bicycle offers the most direct route to important destinations.
- **Cohesive:** Similar designs provide consistency, so bicyclists, pedestrians, and motorists know what to expect when they encounter a bicycle facility.[24]
- **Safe and Comfortable:** On streets with high motor vehicle traffic volumes and speeds, high comfort, separated bicycle lanes or shared use paths are provided. Protected intersections and other treatments provide safer continuity for bicycle facilities at intersections. Bicycle boulevards provide further comfort on streets with lower traffic volumes and speeds.
- **Multimodal:** Bicycling is the preferred mode to reach light rail stations and bus stops for trips 0.5 – 3.0 miles in length, with high comfort bicycle facilities provided to all existing and future light rail stations and other mobility hubs. Bicycle racks on buses support connections to transit in areas not connected by light rail.

### The Bicycle Spine Network

Figure 14 below shows the foundation of Redmond's planned network of bikeways, a Bicycle Spine Network, which includes key links providing connectivity from and within each of Redmond's neighborhoods to key destinations and activity centers. The Spine Network will consist of high comfort (LTS 1 or LTS 2) bicycle facilities—primarily shared-use pathways, separated bike lanes, and bicycle boulevards. The City of Redmond's goal is to complete the Spine Network by 2035, recognizing that some corridors that have significant physical or environmental constraints and high costs could take longer to implement.

### The Neighborhood Bikeway Network

This network will connect people's homes to neighborhood schools, parks, the Bicycle Spine Network, and serve as first-last mile connections to bus routes. It will focus on traffic calming and be comprised primarily of bike boulevards, bike lanes, and short off-street paved pathway connections.

[24] The 2023 updated Bicycle Facility Design Manual will support consistency in the design and construction of future bicycle facilities in Redmond.



### Bikeway Types

Figure 15 later in this section shows the planned bicycle network, identifying existing bikeways and planned bikeways by bikeway type (e.g., separated bike lane, shared use path, etc.). These bikeway types, their design parameters, and compatibility with various contexts and conditions are explained in the Bicycle Facility Design Manual (2023). Figure 10, Figure 11, Figure 12, and Figure 13 illustrate some examples of existing high comfort bikeways in Redmond.

**FIGURE 10** | SEPARATED BIKE LANE ON 152ND AVENUE NE

Image Credit: City of Redmond

**FIGURE 11 |** TRAFFIC CALMED BICYCLE BOULEVARDS SUCH AS THIS ONE ON 152ND AVENUE NE IN REDMOND PROVIDE IMPORTANT CONNECTIONS BETWEEN HOMES AND NEIGHBORHOOD DESTINATIONS LIKE SCHOOLS AND PARKS.

Image Credit: Toole Design

**FIGURE 12 |** REDMOND'S SHARED USE PATHS (REDMOND CENTRAL CONNECTOR TRAIL SHOWN HERE) ARE POPULAR TRANSPORTATION AND RECREATIONAL FACILITIES.

Image Credit: City of Redmond

**FIGURE 13** | WAYFINDING SIGNAGE HELPS BICYCLISTS NAVIGATE THE NETWORK AND CONNECT TO THEIR FINAL DESTINATION.

Image Credit: City of Redmond

**FIGURE 13** | SPINE NETWORK

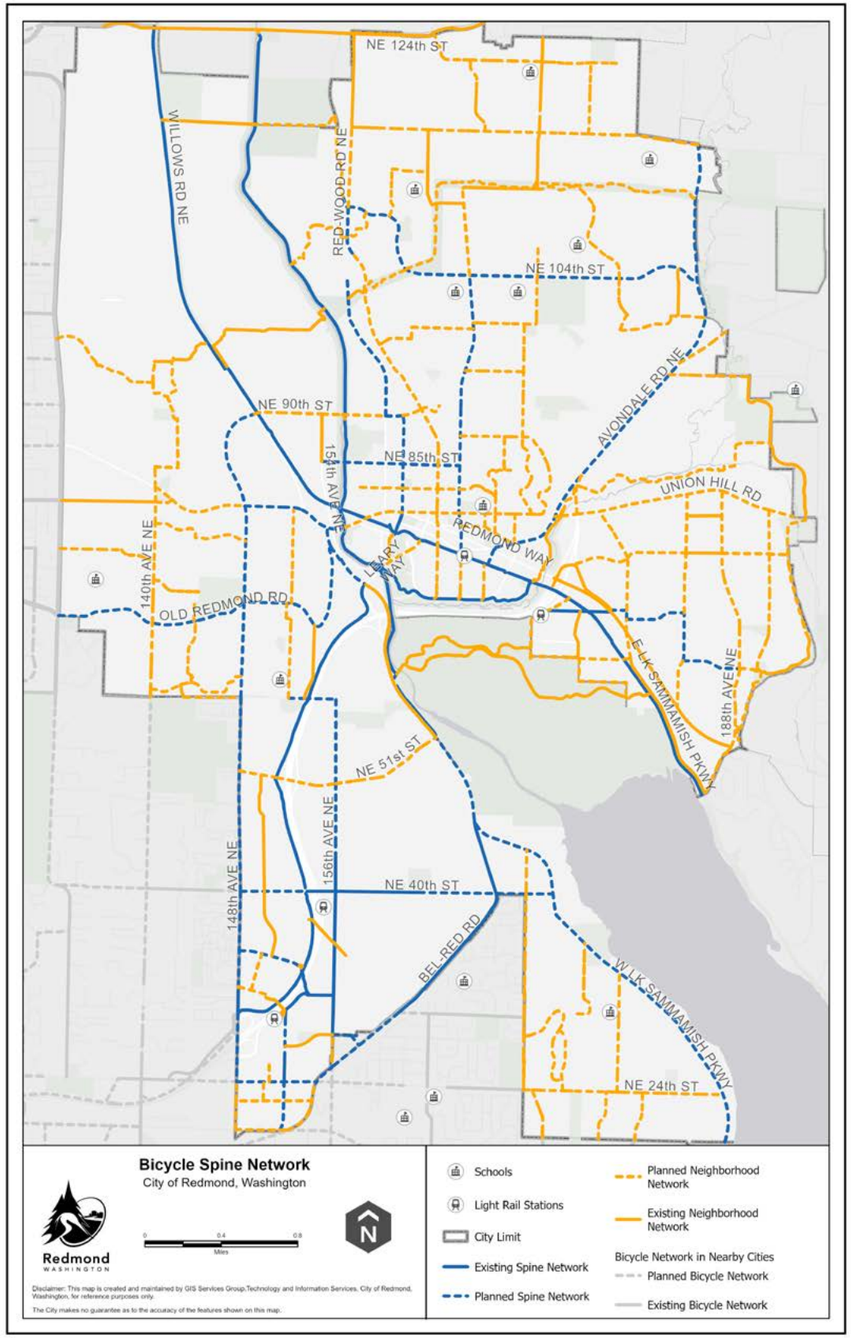
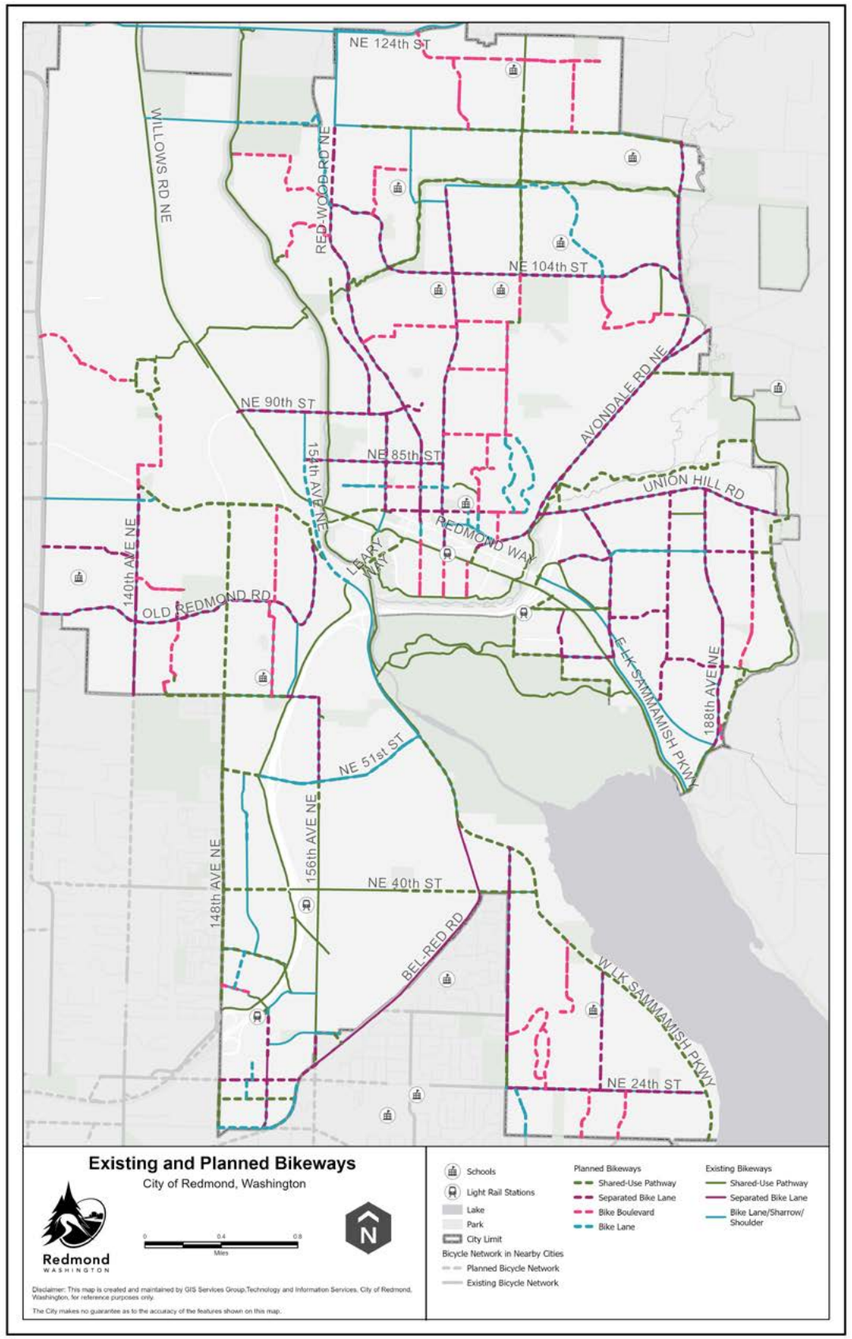


**FIGURE 15** | EXISTING AND PLANNED BICYCLE FACILITIES






### Implementation

The City of Redmond will focus on implementing the Spine Network and other high priority projects identified in Figure 16 below. However, the City will also consider other factors when deciding what to build each year, such as the feasibility and cost of each project; opportunities to "piggyback" on other capital projects (e.g., stormwater); and time needed to plan, apply for grant funding, and conduct engineering and design.

## NEAR-TERM VS. LONG-TERM IMPLEMENTATION

To maximize bicycle and micromobility ridership the City of Redmond needs to implement a connected network of low-stress bikeways that connect people to destinations and allow them to meet their everyday needs, including schools, transit, parks, shopping, and services. Communities that have had the most success in significantly increasing the number of people bicycling have strategically invested in building out their bike networks and doing so quickly. Often these cities have relied on so called rapid implementation with a focus on using lower- cost quick build materials. While some critical connections in the planned bicycle network can be accomplished in the near-term (0-5 years) using rapid implementation methods, others will be longer-term (5-10 years or more) due to physical or environmental constraints and associated high costs.

## IMPLEMENTATION THROUGH CAPITAL PROJECTS

Typically, bikeway projects such as separated bike lanes, shared use paths, and bicycle boulevards are implemented through the City's capital improvement program, which dedicates City funds to implement capital projects (i.e., major infrastructure projects). These types of projects tend to have longer implementation timeframes as it may take time to allocate sufficient City funds to cover the total project costs given many other competing capital project funding needs and/or secure grant funding. Examples of bikeways that have been implemented in this way include the Bel-Red buffered bike lanes and Redmond Central Connector Trail.

## IMPLEMENTATION THROUGH DEVELOPMENT

Redmond has been fortunate to have had a high level of commercial and residential development. Any development must pay transportation impact fees and may also be required to build infrastructure that has been identified in the City's Transportation Facilities Plan or determined to be necessary to mitigate impacts to the transportation system. The implementation timeline for these projects tends to be longer as it depends on new development occurring and often new development projects can take several years to construct from the time of initial application. Several key segments of Redmond's Bicycle Spine Network have been built by development, including shared use paths on NE 40th St and 156th Ave NE and separated bike lanes on 152nd Ave NE.  As Redmond continues to grow there will be more opportunities to leverage this growth to build the planned bikeway network.

## RAPID IMPLEMENTATION

More rapid implementation of bikeways is possible, in some cases. Such projects use lower cost quick build materials (e.g., flexible posts, c-curb) to separate bicyclists from motor vehicles. Projects that do not require modifications to other infrastructure such as traffic signals, drainage, etc., and that can be designed and implemented by City staff are typically the best candidates for rapid implementation. Many parts of the Neighborhood Bikeway Network are good candidates for more rapid implementation, however it is necessary to prioritize these connections given the extensiveness of the network and budget limitations. The City will look for these rapid implementation opportunities to close priority gaps in the bikeway network in the nearer-term until funding can be secured for longer-term, more permanent solutions.

## PRIORITIZATION FRAMEWORK

Planned bicycle facilities have been prioritized using a framework that reflects the goals and strategies outlined earlier in this section. Specifically, the following metrics were used to prioritize segments of the bicycle network for implementation:

- **Safety:** Locations with high density of fatal and serious injury (FSI) crashes received higher priority.
- **Equity:** This metric prioritized projects that would serve people with greater needs for active transportation, based on the City of Redmond's Equity Analysis tool.
- **Proximity to key destinations** (transit, schools, daycare centers, parks, and grocery stores): Prioritizes projects close to clusters of pedestrian and bicycle activity centers
- **Comfort:** Facilities designed to serve All Ages and Abilities provide a higher level of comfort and may attract more users. On steep streets, providing higher comfort is even more important to serve all users.
- **Route Connectivity:** Connection to one or more existing bikeways or modal corridors serves to extend the bike network and increase the ability for people to use the network to access destinations.
- **Topography:** Factors hilly routes into the prioritization of bicycle facility projects
- **Spine Network:** Projects along the Spine Network receive additional priority
- **Short trip density areas:** Locations where the highest density of short trips occur have the greatest potential for mode shift to reduce VMT and GHG emissions. Facilities in hilly areas with high short trip density may receive higher priority because if an area is flat, we may see more trip conversion from vehicle to bikes.

Table 1 below provides a summary of the planned bicycle facility mileage by bikeway type and priority level. The planned bikeway network includes 72.8 miles total of planned bikeways, including 22.4 miles of shared-use pathways and 29.3 miles of separated bike lanes. The planned Spine Network includes 24.7 miles of bikeways.

**FIGURE 16** | PRIORITIZED BICYCLE NETWORK

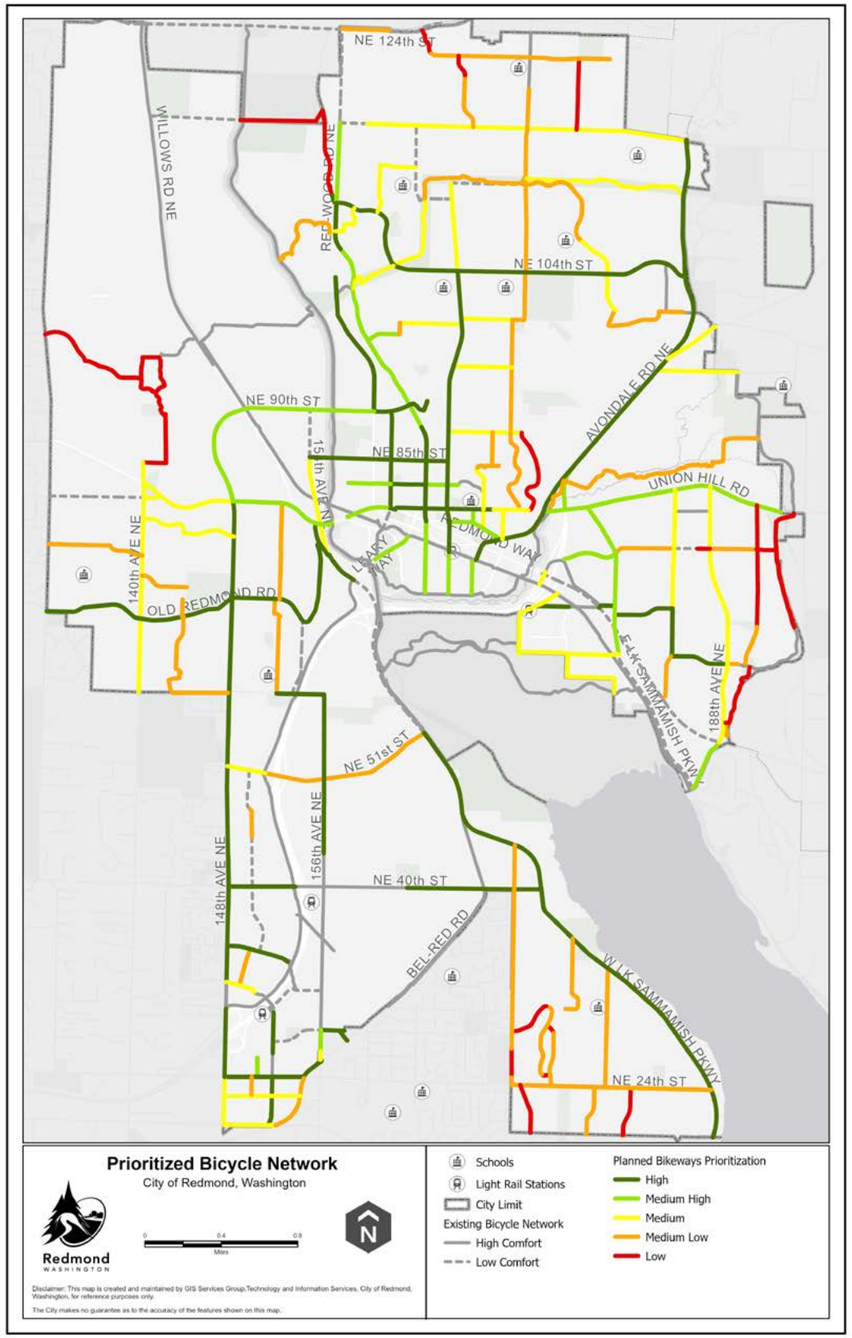


**TABLE 1** | PLANNED BICYCLE NETWORK MILEAGE BY BIKEWAY TYPE AND PRIORITY LEVEL

| Priority Level → / ↓ Bikeway Type | High No. Miles | Medium High No. Miles | Medium No. Miles | Medium Low No. Miles | Low No. Miles | Total No. Miles by Bikeway Type |
|---|---|---|---|---|---|---|
| **Shared-Use Pathway** | 8.9 | 1.82.5 | 7.6 | 3.2 | 1.6 | 23.7 |
| **Separated Bike Lane** | 15.9 | 4.7 | 4.9 | 3.6 | 0.4 | 29.5 |
| **Bicycle Boulevard** | 0.2 | 1.1 | 3.7 | 6.8 | 1.9 | 13.8 |
| **Bike Lane** | 0.6 | 0.6 | 1.4 | 3.3 | 1.7 | 7.5 |
| **Total No. Miles by Priority** | **25.5** | **8.8** | **17.2** | **16.9** | **5.6** | **74.8** Total Miles Planned Bikeways |
| | | | | | | |
| **Spine Network** | 22.5 | 2.4 | 1.0 | 0.0 | 0.0 | **26** Total Miles Spine Network |

### Spine Network

The Spine Network consists of separated bike lanes, shared use paths, and bicycle boulevards on low-speed, low-volume neighborhood streets. Table 2 below summarizes the remaining segments of the Spine Network and the anticipated timeframe (Near-term, or 0-5 years and Long-term, or 5-10 years) for their implementation. Some segments with near-term implementation timeframes may be good candidates for more rapid implementation (0 – 2 years), which will be determined by staff capacity, street work capabilities, and whether there are major costs items related to drainage, signals, etc.

**TABLE 2** | REDMOND PAVED TRAILS BY AGENCY

| Street Name | From | To | Planned Bikeway | Status | Timeframe |
|---|---|---|---|---|---|
| 148th Avenue NE | Old Redmond Rd | NE 60th Streets | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | NE 51st Street | NE 40th Street | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | NE 40th Street | NE 31st Street | Shared-Use Path | Planned | 0 - 5 years |
| 148th Avenue NE | NE 24th Street | 3000 Block | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | Old Redmond Rd | NE 40th Street | Shared-Use Path | Planned | 5 - 10 years |
| 148th Avenue NE | Willows Road | Old Redmond Rd | Shared-Use Path | Planned | 5 - 10 years |
| 152nd Avenue NE | NE Hopper Wy | Da Vinci Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |
| 152nd Avenue NE | NE 20th Street | NE 24th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| 160th Avenue NE | NE 90th Street | Road End | Seperated Bike Lane | Planned | 0 - 5 years |
| 160th Avenue NE | Road End | NE 102nd Way | Shared-Use Path | Planned | 5 - 10 years |
| NE 109th Street / 160th Avenue NE / NE 104th Street | Red-Wood Road NE | Avondale Road NE | Seperated Bike Lane | Planned | 5 - 10 years |
| 161st Avenue NE | NE 90th Street | Redmond Way | Seperated Bike Lane | Planned | 0 - 5 years |
| 28th Avenue NE | 156th Avenue NE | Shared-Use Path between Bel-Red Road and NE 28th Street | Bike Lane | Planned | 0 - 5 years |
| NE 36th Street | 148th Avenue NE | SR 520 | Seperated Bike Lane | Planned | 0 - 5 years |
| Old Redmond Rd | W Lake Sammamish Parkway NE | 132nd Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |
| W Lake Sammamish Parkway NE | Bel-Red Road | NE 51st Street | Shared-Use Path | Planned | 0 - 5 years |
| W Lake Sammamish Parkway NE | Southern City Limit | Bel-Red Road | Shared-Use Path | Planned | 5 - 10 years |
| W Lake Sammamish Parkway NE | Old Redmond Rd | Redmond Way | Shared-Use Path | Planned | 0 - 5 years |

| Street Name | From | To | Planned Bikeway | Status | Timeframe |
|---|---|---|---|---|---|
| 166th Avenue NE | Cleveland Street | NE 91st Street | Seperated Bike Lane | Planned | 5 - 10 years |
| Avondale Road NE | Redmond Way | NE Novelty Hill Road | Seperated Bike Lane | Planned | 5 - 10 years |
| Avondale Road NE | NE Novelty Hill Road | NE 116th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| NE 40th Street | 163rd Avenue NE | 172nd Avenue | Shared-Use Path | Constructed by 2028 | 0 - 5 years |
| NE 40th Street | 148th Avenue NE | SR 520 | Shared-Use Path | Planned | 0 - 5 years |
| NE 40th Street | 172nd Avenue NE | W Lake Sammamish Parkway NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 85th Street | 166th Avenue NE | Sammamish River Trail | Seperated Bike Lane | Constructed by 2027 | 0 - 5 years |
| NE 70th ST to 180th Avenue NE Connector | Redmond Way | 180th Avenue NE | Shared-Use Path | Constructed by 2026 | 0 - 5 years |
| NE 90th Street | 160th Avenue NE | 161st Avenue NE | Seperated Bike Lane | Planned | 5 - 10 years |
| Red-Wood Road NE | NE 106th Street | NE 109th Street | Seperated Bike Lane | Planned | 5 - 10 years |
| Redmond Way | 148th Avenue NE | Sammamish River Trail | Shared-Use Path | Planned | 0 - 5 years |
| 154th Avenue NE | Old Redmond Road | Leary Way/ SR 520 Trail | Shared-Use Path | Planned | 0 - 5 years |
| 154th Place NE | NE 110th Place | Red-Wood Road NE | Shared-Use Path | Planned | 5 - 10 years |
| 156th Avenue NE | NE 51st Street | NE 60th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| 166th Avenue NE | Cleveland Street | NE 76th Street | Shared-Use Path | Planned | 0 - 5 years |
| 180th Avenue NE | NE 70th Street | NE 68th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| 185th Avenue NE | NE 68th Street | NE 65th Street | Seperated Bike Lane | Planned | 0 - 5 years |
| Amli Development Trail | NE 76th Street | Redmond Way | Shared-Use Path | Planned | 0 - 5 years |
| NE 60th Street | 154th Street NE | 156th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 60th Street | 154th Street NE | 148th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 60th Street | 154th Street NE | 156th Street NE | Shared-Use Path | Planned | 0 - 5 years |
| NE 65th Street | 185th Street NE | 188th Street NE | Shared-Use Path | Planned | 0 - 5 years |
| NE 68th Street | 180th Street NE | 185th Street NE | Seperated Bike Lane | Planned | 0 - 5 years |
| NE 80th Street | Redmond Way | 164th Avenue NE | Seperated Bike Lane | Planned | 0 - 5 years |

## Related Plans, Policies, and Programs

The Bicycle Network implementation is supported by several complementary plans, policies, and programs, including:

- **Bicycle Facility Design Manual (2023):** The recently updated manual provides design guidance for bikeways to ensure consistent design of new bikeways in Redmond. Notably, the design user for the Manual is the "Interested but Concerned" bicyclist, someone who is not comfortable with bike lanes and may bike on sidewalks if bike lanes are provided. These bicyclists prefer LTS 1 or 2, off-street or separate bikeways or quiet traffic-calmed residential streets.
- **City of Redmond Municipal Code: 12.06 Complete the Streets:** Code requiring all transportation projects to provide appropriate accommodation for persons of all ages and all abilities, including bicyclists, pedestrians, transit users, as well as automobiles, freight and buses, in comprehensive and connected networks defined in the City's Transportation Master Plan.
- **City of Redmond Municipal Code: 21.52.010 Transportation Concurrency:** All proposed new developments are required to analyze its impacts to the transportation system. If the new development is located in an area identified in the Transportation Facilities Plan for an improvement, such as a planned bikeway or sidewalk, the developer would be required to incorporate this as part of the project or pay impact fees to the City for its implementation. Many of Redmond's existing bikeways have been constructed as part of new development through the Transportation Concurrency program.
- **City of Redmond Municipal Code: 21.52.020 Mobility Management Program:** Requires building owners to implement a mobility management program to reduce the level of traffic generation during the a.m. and p.m. peak hours. Requires all development applications that warrant transportation mitigation to comply with this code's requirements.
- **City of Redmond Municipal Code 21.40.020 Bicycle Parking Requirements and Standards:** Purpose is to (1) Promote bicycling as an important and integral mode of transportation which enables healthy lifestyles, is affordable, and reduces greenhouse gas emissions; (2) Provide requirements and standards efficient and safe bicycling parking meeting the parking needs of specific uses; and (3) Provide the necessary bicycle parking facilities for a bicycle-friendly community.

- **Safer Streets Action Plan (2025):** This plan provides a roadmap for achieving zero fatal and serious injury crashes in Redmond. Grounded in the Safe System approach, it identifies policy, programmatic, a high risk network where safety improvements should be prioritized, and provides details on infrastructure improvements that should be made on specific corridors.
- **Redmond School Pool Program:** City of Redmond active travel to school encouragement program that works with Lake Washington School District schools located in Redmond to provide marketing materials, education on alternative commuting safety topics, and ideas for events like Walk to School Days to encourage a reduction in drive alone trips to school and Bike Rodeos to learn about road safety and bike handling.
- **Parks, Arts, Recreation, Culture, and Conservation (PARCC) Plan:** This plan identified completing and expanding trail system connections as one of the highest capital project priorities during the community engagement process, and walking was the top activity for Redmond residents. The plan supports improving trail access for transportation options as essential to maintaining a healthy and livable community and promoting alternatives to motor vehicle use.
- **Stormwater and Surface Water System Plan:** The City of Redmond Stormwater and Surface Water Systems Plan (SSWSP) guides actions to reduce and prevent flooding, protect and restore natural habitat, keep pollutants away from fish and wildlife, protect our drinking water aquifer, and keep our lake, river, and streams healthy for everyone to enjoy. The SSWSP identifies where stormwater and water system infrastructure needs be built or replaced, which can present opportunities to make modifications to the street, including construction of bikeways. Capital transportation projects are also opportunities to upgrade stormwater and water system facilities.
- **Transportation Facilities Plan:** The Transportation Facilities Plan (TFP) guides transportation investments that the City of Redmond expects to deliver by 2050.
- **Six-Year Transportation Improvement Program:** The six-year Transportation Improvement Program (TIP) is an annual planning document that outlines Redmond's transportation projects and programs for the next six years, based on the city's Comprehensive Plan and Transportation Facility Plan. It includes a list of projects with secured or expected funding, with the first three years typically fully funded, and the last three years often partially or completely unfunded.

## PLANNING FOR MAINTENANCE OF REDMOND'S BIKEWAY NETWORK

As Redmond plans and builds new bikeways, there will be a need for additional maintenance, potentially requiring increased staffing levels, additional funding, and/or the development of new maintenance protocols to maintain a level of service that supports safe and comfortable bicycling and micromobility use. This is particularly true for separated bike lanes that may require more frequent seasonal maintenance, specialized equipment, and have more pavement markings and other features requiring periodic maintenance and replacement. It is important for the City to proactively plan and account for these needs. Section 8 – Maintenance and Preservation provides more discussion on maintenance of the bikeway network.

# TRANSIT SYSTEM PLAN

Transportation Master Plan

## INTRODUCTION

This section establishes a transit vision and strategies for achieving this vision. This section describes how Redmond will work to:

1. Influence regional transit investments in the community;
2. Make investments in street system infrastructure to optimize transit service and projects in Redmond; and finally,
3. Make investments in first/last mile solutions.

Redmond's transit network serves all Redmond community members, including residents, commuters, and visitors. In this section, references to the transit network include fixed-route bus and light rail routes provided by King County Metro and Sound Transit. With the recent growth and opening of the Sound Transit Link Light Rail 2 Line, the vision for Redmond's future builds on better regional connectivity and calls for more connections to neighboring jurisdictions and more frequent service. The transit network also includes flexible options that deviate from a fixed route.

Transit trips have steadily increased since the precipitous decline in transit ridership during and following the COVID-19 pandemic. At the same time, travel demand and patterns have changed with more people working from home. The times of day when people use transit are more distributed rather than being primarily focused during peak commute travel times. As the Puget Sound Region grows, the destinations people want to connect to are changing. Redmond's transportation planning accommodates for a level of uncertainty, as the city acknowledges that travel patters continue to be in a state of flux. A reevaluation of transit routes and service to accommodate new travel behaviors is needed and the City of Redmond will be an active participant in these conversations with regional transit agencies. transit agencies.

Transit is an essential element of the transportation system in Redmond which serves several important functions:

- Primary method of travel for Redmond community members who rely on transit for their daily travel needs.
- Affordable travel option.
- Provides freedom to live in, work in, and visit vibrant urban areas without the hassle of finding and paying for vehicle parking.
- Essential to supporting the Redmond 2050 land use vision.
- Key to supporting City goals for reducing greenhouse gas emissions and vehicle miles traveled.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transit Section identifies strategies that support these principles, as shown below.

### RESILIENCE

- Increased transit ridership decreases single-occupant vehicle trips, which in turn allows for less wear and tear on Redmond roadways and allows for reduced vehicle congestion. (See Redmond 2050 FW-TR-2)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 4,and Strategy 7

### SUSTAINABILITY

- Increasing transit access and ridership enables more people to enjoy low-carbon mobility. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 3, Strategy 8, and Strategy 9

### EQUITY & INCLUSION

- Transit access provides an equitable and affordable non-auto transportation mode available to every Redmond community member. (See Redmond 2050 TR-10)
- Strategies in this section supporting the Guiding Principle of Equity include: Strategy 2, Strategy 4, Strategy 5, Strategy 8, Strategy 9

## OVERVIEW OF REDMOND'S TRANSIT SYSTEM

### Transit Service in Redmond

Transit service in Redmond is provided by King County Metro (Metro) and Sound Transit, with 11 Metro routes and 4 Sound Transit routes serving stops in Redmond. Metro, established in 1973, serves approximately 260,000 passengers per day.[1] Sound Transit is an independent transit authority that was created by the King, Pierce, and Snohomish County Councils with the purpose of establishing a network of light rail, bus, and commuter heavy rail services. Both agencies offer targeted transit options for populations with specific mobility needs.

King County Metro fixed-route bus service includes a variety of service levels, as defined in Table 1. Based on Metro's 2021 Service Guidelines, routes are classified into six service levels defined by the frequency and span of service provided.

[1] Source: Average weekday daily boardings, 2024, Metro ridership performance report

**TABLE 1** | SUMMARY OF TYPICAL SERVICE TYPES

| Service Level | Service Level Frequency (Minutes between trips) | | | | Days of Service | Daily Hours of Service |
|---|---|---|---|---|---|---|
| | Peak Period | Off-Peak Period | Night | Weekend | | |
| Very frequent or RapidRide | ≤10 minutes | ≤15 minutes | ≤15 minutes | ≤15 minutes | 7 days | 16 - 24 hours |
| Peak frequent | ≤15 minutes | ≤30 minutes | ≤30 minutes | ≤30 minutes | 7 days | 16 - 24 hours |
| Local | ≤30 minutes | ≤30 minutes | ≤60 minutes | ≤60 minutes | 5 - 7 days | 12 - 18 hours |
| Hourly | ≤60 minutes | ≤60 minutes | | | 5 days | 8 - 12 hours |
| Peak only | 8 trips per day minimum | | | | 5 days | Peak |

Source: Metro Connects 2021 Service Guidelines

**TABLE 2** | KING COUNTY METRO ROUTES SERVING REDMOND

| Route | Service Area | Service Type | Approximate Weekday Hours of Service |
|---|---|---|---|
| B | Redmond, Overlake Crossroads, Bellevue | RapidRide | 4:00 a.m. – 1:00 a.m. |
| 222 | Cottage Lake, Redmond Technology Station | Local* | 5:30 a.m. – 12:00 a.m. |
| 223 | Eastgate P&R, Downtown Redmond Station | Frequent* | 5:00 a.m. – 12:00 a.m. |
| 224 | Redmond, Duvall | Hourly | 5:00 a.m. – 8:00 p.m. |
| 225 | Kenmore, Kingsgate, Totem Lake, Redmond, Overlake | Local | 6:00 a.m. – 10:30 p.m. |
| 226 | Bellevue, Overlake, Crossroads, Lake Hills, Bellevue College, Eastgate P&R | Local | 5:30 a.m. – 12:00 a.m. |
| 245 | Kirkland, Houghton, Overlake, Crossroads, Bellevue College, Eastgate, Factoria | Frequent | 6:00 a.m. – 11:30 p.m. |
| 249 | Redmond Technology Station, Overlake, South Kirkland, Bellevue, Beaux Arts, South Bellevue Station | Local | 6:00 a.m. – 7:00 p.m. |
| 250 | Avondale, Bear Creek P&R, Redmond, Kirkland, Bellevue | Frequent | 5:00 a.m. – 11:30 p.m. |
| 251 | Woodinville P&R, Marymoor Village Station | Local | 6:00 a.m. – 9:00 p.m. |
| 269 | Issaquah, Pine Lake, Sahalee, Bear Creek P&R, Overlake | Local | 6:45 a.m. – 7:00 p.m. |

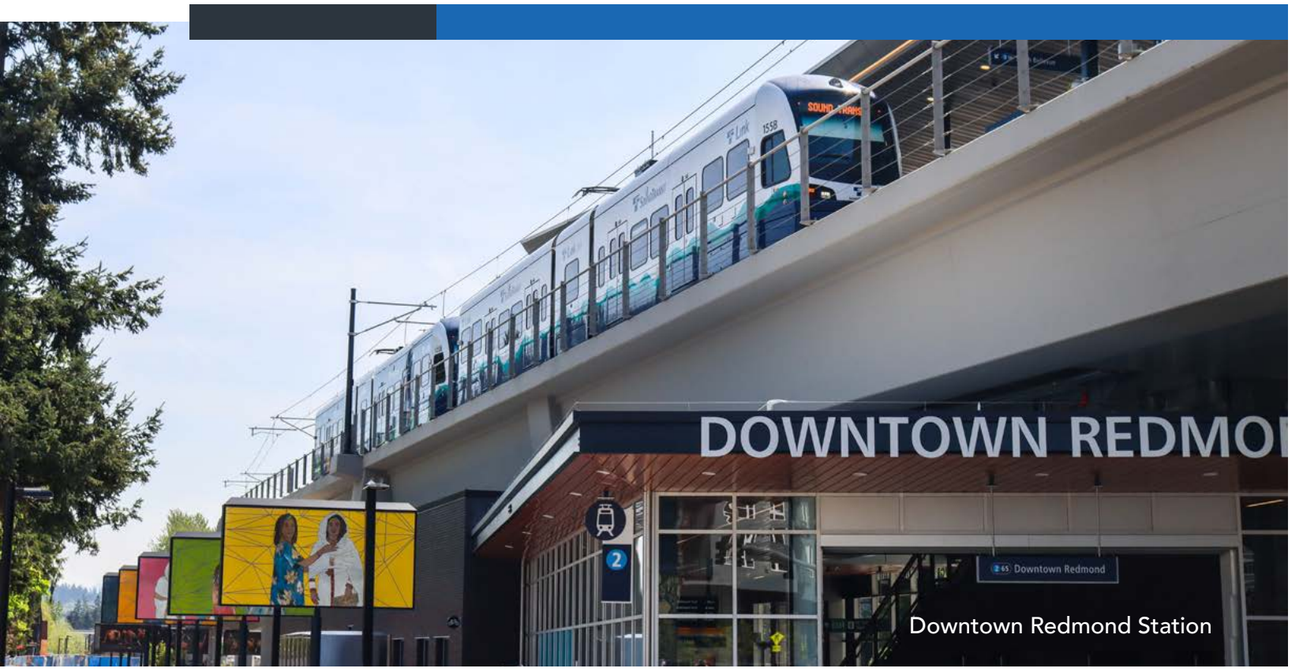
Source: King County Metro East Link Connections Network, as of adoption in March 2025
*Route will be implemented with the East Link Connections Network, anticipated in fall 2025

Sound Transit began serving customers in 1999 and now carries approximately 127,000 passengers per weekday across all Link Light Rail, ST Express Bus, Sounder Train, and T Line Light Rail modes[2].

**TABLE 3 |** SOUND TRANSIT ROUTES SERVING REDMOND

| Route | Service Area | Service Type | Hours of Service |
|---|---|---|---|
| 2 Line | Redmond, South Bellevue, Seattle, Lynnwood* | Link Light Rail | 6:00 a.m. – 10:00 p.m. |
| 542 | Redmond, University District | Local | 5:30 a.m. – 11:15 p.m. |
| 544 | Overlake, South Lake Union | Peak Only** | 6:30 a.m. – 9:30 a.m.<br>3:30 p.m. – 6:30 p.m. |
| 545 | Redmond, Downtown Seattle | Frequent | 4:30 a.m. – 12:35 a.m. |

Source: King County Metro East Link Connections Network, as of adoption in March 2025
*2 Line will connect to Seattle and Lynnwood with the completion of the Eastlink Extension I-90 segment, anticipated in spring 2026
**Route will be implemented with the East Link Connections Network, anticipated in fall 2025



Downtown Redmond Station

[2] Source: Average weekday boardings, 2024, Sound Transit Ridership System Performance Tracker

**FIGURE 1 |** EXISTING TRANSIT NETWORK

Figure 1 illustrates Redmond's existing transit network. This map incorporates Metro's East Link Connections Network, adopted in March 2025.

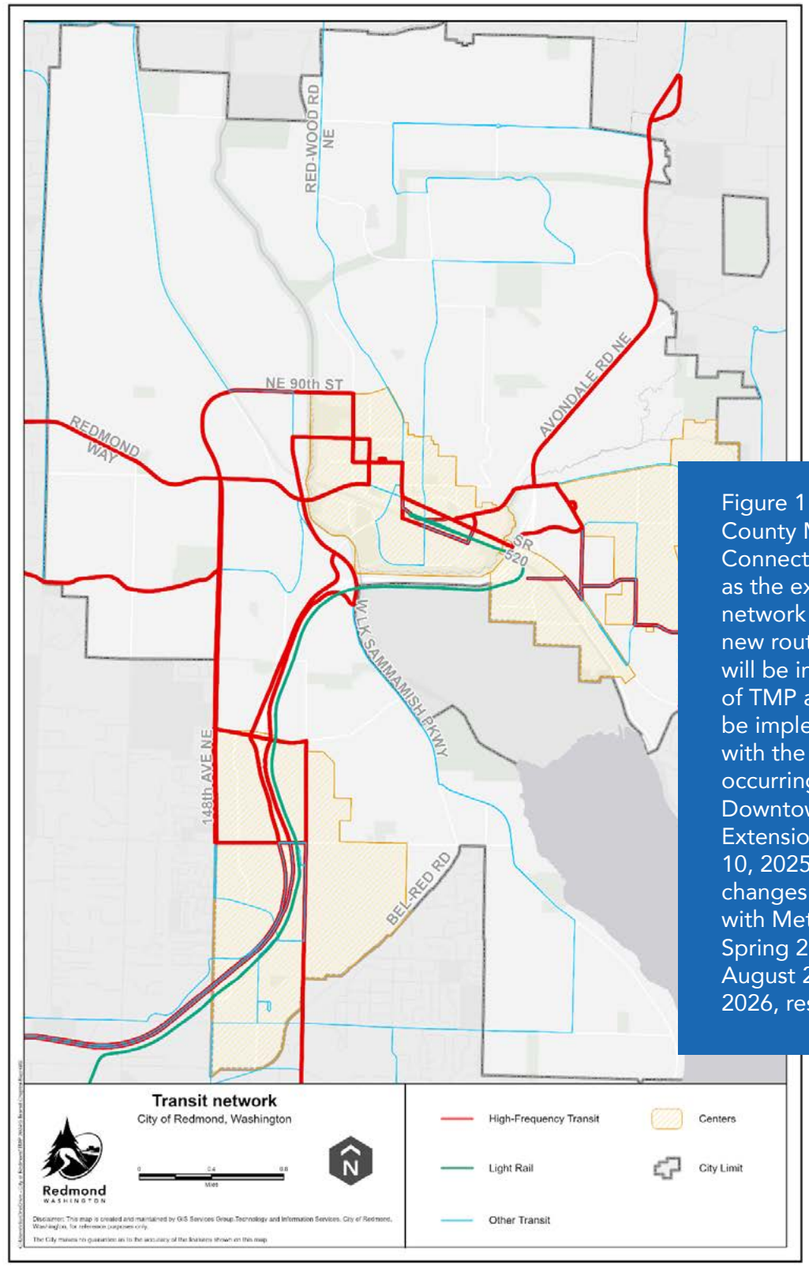



Figure 1 includes King County Metro's East Link Connections Network as the existing transit network as it is anticipated new routes and revisions will be in place by the time of TMP adoption. ELC will be implemented in phases, with the first changes occurring alongside the Downtown Redmond Link Extension opening on May 10, 2025. Additional route changes are anticipated with Metro's Fall 2025 and Spring 2026 Service in August 2025 and March 2026, respectively.

As shown in Table 4 below, the 2 Line and B Line lead Redmond's fixed transit routes for route-wide average daily ridership. Other commonly utilized transit routes in Redmond include the 545 to Seattle and the 245 to Kirkland and Bellevue. It should be noted that transit service routes and scheduling are determined by King County Metro and Sound Transit, respectively, and are outside of the City of Redmond's control and subject to change.

**TABLE 4** | REDMOND TRANSIT ROUTES WITH HIGHEST WEEKDAY RIDERSHIP

| Route | Service Provider | Service Type | Average Weekday Daily Boardings for the entire route |
|---|---|---|---|
| 2 Line | Sound Transit Link Light Rail | Link Light Rail | 5,650 |
| B Line | King County Metro RapidRide | RapidRide | 4,790 |
| 545 | Sound Transit Express | Frequent | 4,740 |
| 245 | King County Metro | Frequent | 3,000 |
| 554 | Sound Transit Express | Local | 2,670 |
| 250 | King County Metro | Frequent | 2,380 |
| 542 | Sound Transit Express | Local | 1,330 |
| 221 | King County Metro | Local | 1,030 |
| 269 | King County Metro | Local | 870 |
| 225 | King County Metro | Local | 570 |

Source: King County Metro, 2024

**TABLE 5** | REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS

| Stop ID Number | Stop Name | Routes Serviced | Average Daily Boardings |
|---|---|---|---|
| 71335 | SR 520 Ramp & NE 40th St | 542E, 545E, 566E | 834 |
| 71961 | NE 83rd St & 161st Ave NE | 221, 250, 672 | 592 |
| 81755 | Bear Creek P&R Access Rd & 178th Pl NE | 250, 269, 545E, 982E | 399 |
| 71954 | NE 83rd St & 161st Ave NE | 545E | 393 |
| 68398 | 156th Ave NE & NE 40th St | 245, 672 | 287 |
| 71341 | SR 520 Ramp & NE 51st St | 542E, 545E | 268 |
| 71960 | Redmond Transit Center Access Rd & NE 83rd St | 221, 542E | 240 |
| 73758 | NE 85th St & 160th Ave NE | 542E, 545E | 200 |
| 72487 | Redmond Way & 166th Ave NE | 250, 545E | 167 |
| 71346 | Redmond Tech Station Access Rd & 156th Ave NE | 245, 672 | 157 |
| 71331 | 152nd Ave NE & Overlake P&R Access Rd | 221, 249, 672 | 142 |
| 71326 | 152nd Ave NE & Overlake P&R Access Rd | 221, 249, 269, 672 | 140 |
| 72456 | West Lake Sammamish Pkwy NE & Leary Way NE | 542E, 545E | 135 |
| 72305 | NE 76th St & 177th Pl NE | 269, 545E | 122 |
| 68498 | 156th Ave NE & Redmond Technology Station Access Rd | 245, 672 | 116 |
| 98750 | NE 83rd St & 161st Ave NE | 250 | 110 |
| 71345 | Redmond Technology Station Access Rd & 156th Ave NE | 225, 249, 566E | 108 |
| 71322 | NE 24th St & Bel-Red Rd | 249, 672 | 99 |
| 73407 | NE 40th St & 148th Ave NE | 225, 269, 672 | 84 |
| 71336 | SR 520 Ramp & NE 40th St | 542E, 545E, 566E, 982E | 82 |

Source: King County Metro, 2024

**TABLE 5 |** REDMOND TRANSIT STOPS WITH HIGHEST DAILY BOARDINGS

| Stop ID Number | Stop Name | Routes Serviced | Average Daily Boardings |
|---|---|---|---|
| 2-62 | Overlake Village Station | 2 Line | 362 |
| 2-63 | Redmond Technology Station | 2 Line | 1,366 |
| 2-64 | Marymoor Village Station | 2 Line | TBD |
| 2-65 | Downtown Redmond Station | 2 Line | TBD |

Source: Sound Transit, May 2024 through February 2025

### The Connection between Transit and Land Use

Redmond will accommodate most of its future growth in the Downtown, Overlake Village, and Marymoor Village centers. With increased density in these areas comes changes to the transportation context, and therefore the transit network. Redmond will bring a multimodal approach to its centers, prioritizing transit, walking, and biking over auto capacity.

Transit vehicles are highly space-efficient and allow Redmond to accommodate growth while meeting increases in travel demand. Shifting drive-alone trips to transit will support and accommodate Redmond's growth throughout the city and especially within centers. Transit is necessary to support the vibrant, dense, walkable Downtown that is emerging in Redmond, and will be critical to the success of Overlake Village and Marymoor Village as they grow. Increased transit use also supports Redmond's Environmental Sustainability Action Plan (ESAP) goals and desired outcomes.

Demand for transit is linked to the land uses near transit service. More homes, jobs, schools, and other activities (origins and destinations) with safe and convenient access to transit increases the number of potential transit riders. As a result, the number of transit trips increases. Aligning transit service levels with land use has many benefits for local communities and helps Redmond realize its economic, environmental, and equity goals. Four characteristics that support transit demand include:

- **Density:** More people and activities in an area increase the number of potential riders.
- Mix of uses: More types of uses in an area increase the number of potential origins and destinations, such as home, work, school, shopping, medical, and transit connections, at all times of day.
- **Connections:** More compact development with good multimodal connections for walking and biking increases access to nearby transit service.
- **Transit supportive policies and programs:** These might include zoning changes, affordable housing incentives, and removal of parking requirements. Policies and programs in a corridor or subarea can support the development of equitable transit-oriented communities, improve access for all people—particularly historically disadvantaged communities and people of color—and increase the number of potential riders. These would be consistent with Metro's Equitable Transit-oriented Communities policy.

Aligning service levels with land use helps ensure transit service is productive and supports the demand for service. Local jurisdictions can improve transit service levels and increase demand by implementing the four land use characteristics above. Examples of supporting actions include:

- Rezoning land within walking distance of transit routes to allow for higher densities and more types of uses. Redmond implemented rezones in Overlake (November 2024), Downtown (June 2025), and Marymoor Village (June 2025) to accommodate additional growth. In addition, Redmond implemented transit-oriented development (TOD) focus areas in each of these three centers where additional height and density are possible.
- Establishing policies and programs to increase the amount of affordable housing and reduce the displacement of existing residents near transit service (e.g. affordable housing incentives). Redmond 2050 has prioritized the expansion of affordable housing as a key pillar of the Housing Element.
- Removing or reducing parking minimums for new development near transit service. With the adoption of Redmond 2050 in November 2024, Redmond removed parking minimums for multifamily development within the city's centers.
- Improving street and sidewalk connections around bus stops and corridors.

As shown in the Figure 2 and Figure 3 below, under existing conditions, 43% of Redmond's total housing units were within a 0.5-mile walkshed of a frequent transit stop; however, using Redmond 2050 land use and population growth projections, Redmond is projected to have 54% of total housing units within a 0.5-mile walkshed of frequent transit in 2050. Considering this growth, it is important to acknowledge the need for more frequent transit in Redmond as well as the need for safe and accessible walking and biking connections to frequent transit stops.

**FIGURE 2** | EXISTING CONDITIONS HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT

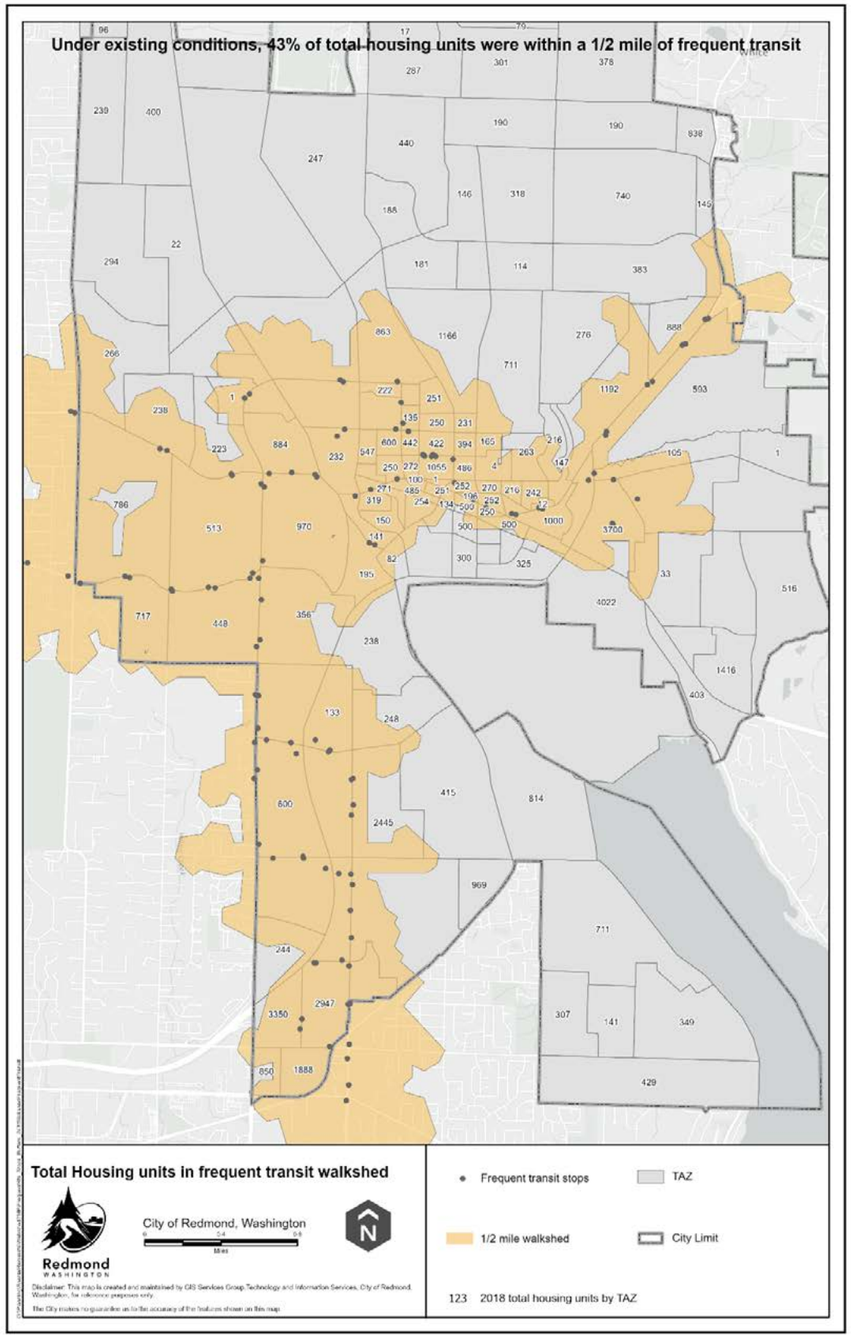
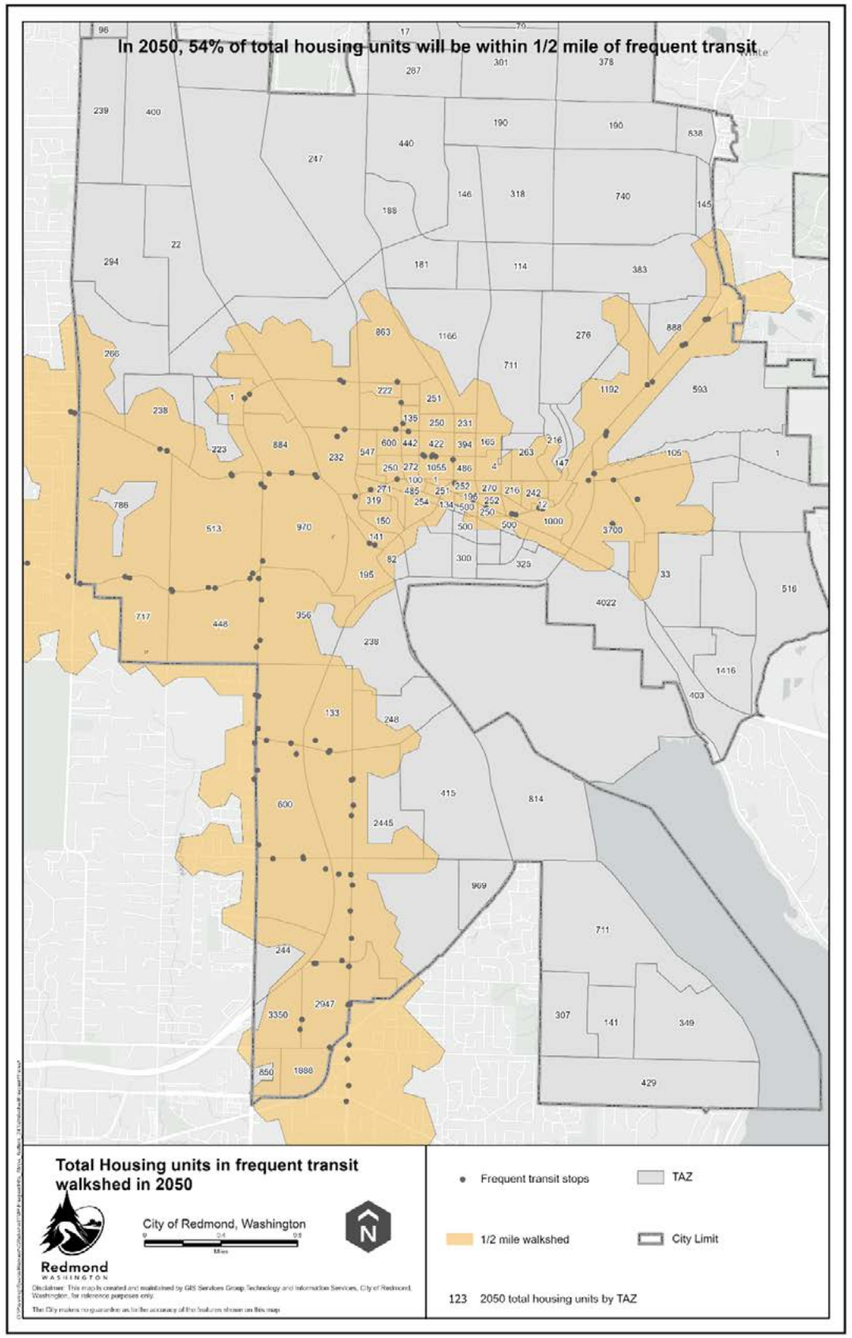



**FIGURE 3** | PROJECTED 2050 HOUSING UNITS WITHIN 0.5-MILE WALKSHED OF FREQUENT TRANSIT



## Park & Ride Facilities

**TABLE 6 |** REDMOND PARK & RIDE FACILITY UTILIZATION

| Park & Ride Facility | Available Parking Spaces | Occupied Parking Spaces | Average Daily Utilization |
|---|---|---|---|
| Redmond Transit Center | 377 | 330 | 88% |
| Bear Creek Park & Ride | 283 | 112 | 40% |
| Redmond Technology Center Garage | 314 | TBD* | TBD* |
| Overlake Park & Ride | 203 | 77 | 38% |
| Marymoor Village Garage | TBD* | TBD* | TBD* |

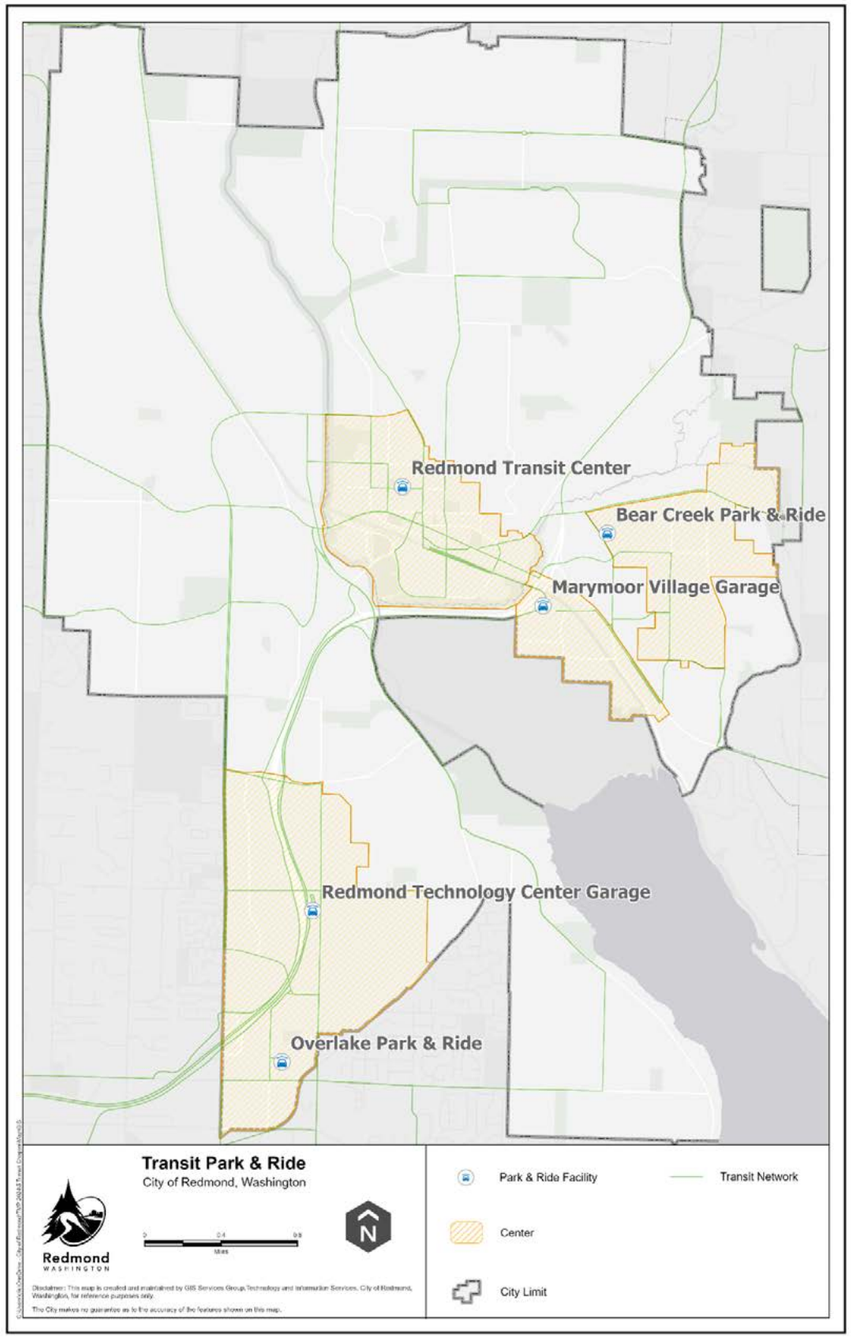
Source: King County Metro, 2024
*Note: Complete occupancy and utilization data not yet available. Data to be updated when Downtown Redmond Link Extension is operational.

"WHY DO YOU PREFER BIKING, WALKING, OR TAKING TRANSIT OVER DRIVING?"

"There are several different reasons, but honestly driving is such a stressful activity for me that, even though I have a drivers license, I'd rather just avoid it entirely—to my own benefit, but also to that of everyone else on the road. Not owning a car also saves a significant amount of money which I can instead save up or put toward other expenses. And it undoubtedly has by far the biggest impact on my personal carbon footprint."

*- Tj Horner*

**FIGURE 4 |** EXISTING PARK & RIDE LOCATIONS



## FUTURE TRANSIT RIDERSHIP PROJECTIONS

### Ridership Growth Trends

Throughout the Puget Sound region, transit ridership is expected to grow in the coming years. Based on the Puget Sound Regional Council (PSRC) Regional Transportation Plan (RTP) for 2022-2050, continued growth to the regional transit system and to boardings is expected. By 2050, PSRC anticipates that approximately 36% of all households will live within 0.25 mile of the region's anticipated 2050 high-capacity transit system (up from 9% in 2018) and 59% of households will live within 0.5 mile of high-capacity transit in the region (up from 25% in 2018). Based on a sensitivity test of PSRC's regional travel demand model, implementation of multimodal access improvements (such as improving walk/bike access to transit stations) could result in an approximate 40% increase in transit boardings.

Based on housing and employment growth projections in Redmond 2050, Redmond's growth is anticipated primarily within the city's centers of Downtown, Overlake, and Marymoor. Given the expansion of light rail to Overlake in April 2024 and to Marymoor and Downtown Redmond in May 2025, the city anticipates these centers will draw increased transit, walking, and biking trips. Significant transit changes are coming to the Eastside in 2025 and 2026 as Sound Transit's 2 Line extends across Lake Washington to Seattle and into downtown Redmond. To prepare for this expansion, Sound Transit and King County Metro developed East Link Connections, a coordinated effort to redesign transit service across the Eastside. This process aims to integrate Metro's updated bus network with the new 2 Line, and improve connections between Seattle, Mercer Island, downtown Bellevue, the Spring District, Overlake, and downtown Redmond. Because these service changes take effect late 2025/early 2026, East Link Connections serves as the foundation for Redmond's Strategic Transit Plan Network described in Strategy 1 below.

East Link Connections introduces two additional frequent service routes[3] to the current transit service in Redmond, enhancing both regional and local connections. Route 269, which currently operates between Redmond and Issaquah, will see increased frequency and be extended to Mercer Island instead of terminating in Issaquah. Route 542, which currently connects Redmond to the University of Washington, will also operate more frequently. Additionally, a new Route 544 (which replaces the existing Route 545) will provide a high-frequency connection between Overlake and South Lake Union.

In addition to these service changes, the existing frequent routes serving Redmond today—including the 245, 250, and RapidRide B-Line—will remain in place.

While these service changes will improve regional and local transit access, the project team's analysis of East Link Connections revealed gaps in service for Redmond's existing population, including:

- Limited route options and less frequent service along Willows Road NE than along other key Redmond modal corridors
- Service gap for residents north of downtown due to limited transit access along Redmond-Woodinville Road NE and infrequent service
- Lack of transit connections to Downtown for residents in Southeast Redmond
- Limited service for areas of Overlake and Idylwood

[3] Frequent service routes are defined as routes with a headway of 15 minutes or less during peak hours.



In the interim time period before King County Metro updates their Long Range Transit Plan, Metro Connects, the City of Redmond can continue to identify transit enhancements that will improve multimodal connectivity. Strategy 3 and Strategy 6 below discuss Mobility Hubs and flexible transit options that can bring transit connectivity outside of traditional fixed-route transit. Additionally, the Bicycle Strategy presented in Section 5 of this plan outlines methods for promoting nonmotorized mobility in Redmond.

## STRATEGIES AND ACTIONS

**Strategy 1: Establish a Strategic Transit Plan Network that Complements Redmond's Growth Vision in Redmond 2050.**

- **Supports Redmond 2050 FW-TR-3:** Complete the accessible and active transportation, transit, freight, and street networks identified in the Transportation Master Plan in support of an integrated and connected transportation system particularly for more regional bus trips.
- **Supports Redmond 2050 TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

The Strategic Transit Plan Network builds on the East Link Connections to establish priorities for future transit improvements, ensuring alignment with other modal networks and Redmond's long-term growth vision. The East Link Connections network was analyzed to determine how well it serves Redmond's current population and how it will accommodate future growth. With transit propensity mapping, census data, and Redmond 2050 land use projections, key service gaps were highlighted that could limit access to frequent and reliable transit.

Additionally, the project team reviewed King County Metro's Long Range Transit Plan, Metro Connects, to identify additional bus routes, service areas, and connections that could further enhance transit access. While Metro Connects is the current vision for transit service over the next 30 years, the plan will be updated in 2026. This Strategic Transit Plan identifies Redmond's vision for future transit service, which the City will use to communicate their priorities during the forthcoming Metro Connects update.

In addition to evaluating how the East Link Connections network will serve Redmond's existing population, analysis of projected household and job growth in Redmond was used to assess future transit access. While most of the projected growth is expected to occur within 0.25 miles of a bus stop or 0.5 miles of a Link station in the East Link Connections network, key service gaps remain:

- Service gap for expected residential and job growth adjacent to Bel-Red Road and NE 40th Street [4]
- Limited transit connections to Link stations for growth along Willows Road NE

[4] The Microsoft Campus is primarily served by an internal shuttle program rather than public transit.

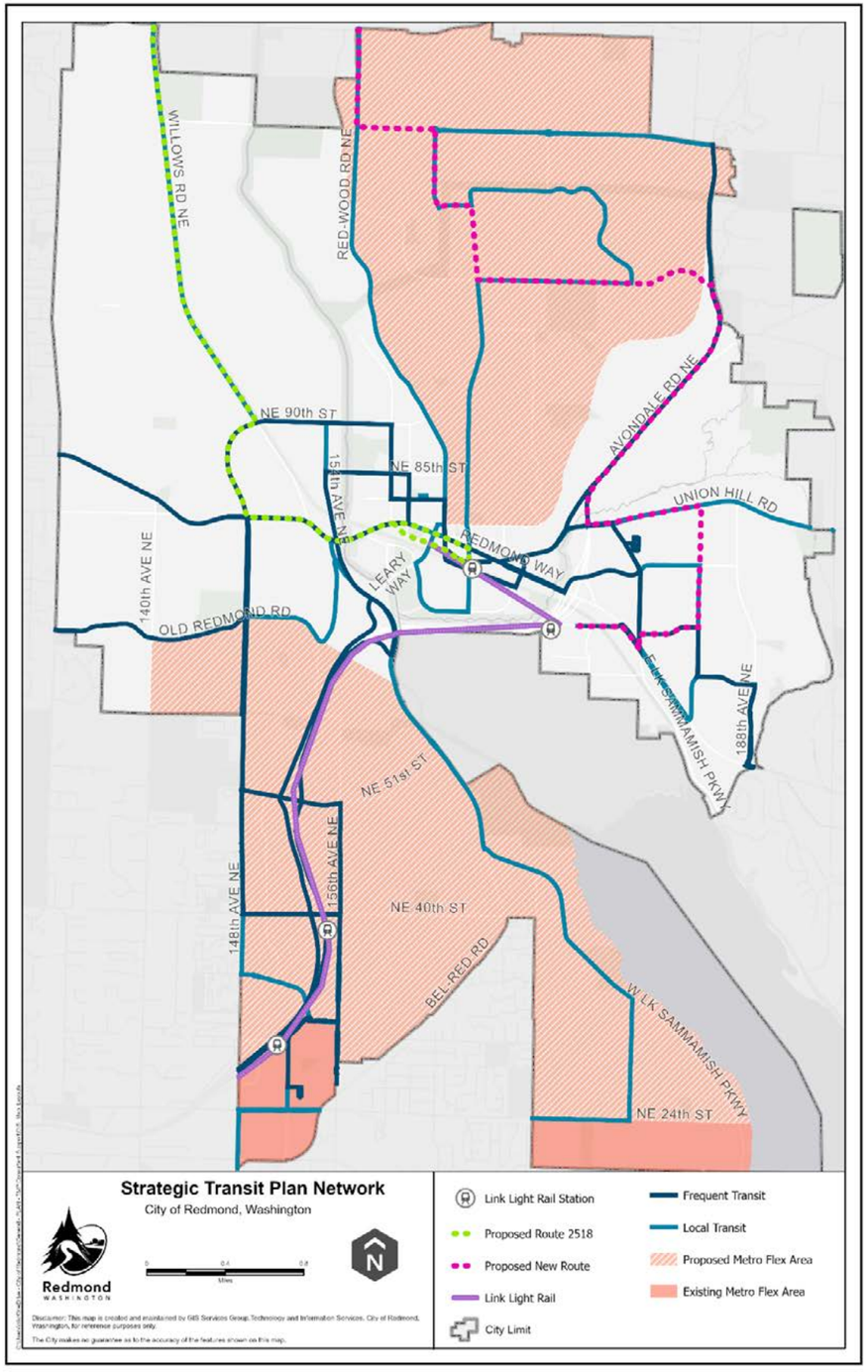
The Strategic Transit Plan network shown below identifies the need for the following priorities, detailed in the remaining Strategies of this section:

- **Increased service frequency** – Aiming for all routes to operate at least every 15-20 minutes.
- **Stronger connections** – Enhancing transit links between Education Hill, Willows Road NE/NE 90th Street, downtown Redmond, and regional destinations like Woodinville and Totem Lake.
- **Metro Flex service** – Continuing to prioritize on-demand service in areas where fixed-route transit is not feasible or practical.
-

In addition to the proposed expansion of the Metro Flex service area, the Strategic Transit Plan builds upon the East Link Connections network by adding two new frequent routes. The first, Route 2518 from Metro Connects, would enhance regional connectivity between downtown Redmond and Edmonds, serving Totem Lake, Woodinville, Bothell, Lake Forest Park, and Mountlake Terrace while also improving transit access along the Willows Road NE corridor to support anticipated job growth. This route would replace the relatively infrequent Route 930. The second proposed route would connect downtown Redmond to Kenmore via Education Hill. Expanding transit options to this neighborhood.

Beyond adding these routes, the city advocates for more frequent service to advance the city's goal of 15-20-minute frequency on all routes serving Redmond. The remaining East Link Connections routes align with the city's identified transit needs and are therefore incorporated into the Strategic Transit Plan Network. The Strategic Plan Network is shown in Figure 5.

**FIGURE 5** | STRATEGIC TRANSIT PLAN NETWORK



### Recommended Actions

| | |
|---|---|
| **Action 1A** | Advocate to King County Metro for better service frequency (e.g., 15-20 minute headways) on Redmond transit routes, especially focusing on local routes. |
| **Action 1B** | Collaborate with neighboring jurisdictions (such as Bellevue, Kirkland, Woodinville, and Sammamish) to align transit priorities and communicate these priorities to King County Metro in a unified manner. |
| **Action 1C** | Explore models and methods for City of Redmond to pay King County Metro for additional transit service if regional funding timeframes are insufficient for meeting Redmond community needs. |

### Strategy 2: Promote seamless connections to light rail and bus networks

- **TR-16:** Prioritize the comfort, safety, and convenience of people using pedestrian and bicycle facilities over other users of the transportation system. Establish standards for bicycle and pedestrian facilities to attract users of all ages and abilities. Prioritize improvements that address safety concerns, connect to centers or transit, create safe routes to school, and improve independent mobility for those who rely disproportionately on the pedestrian and bicycle network.

Redmond 2050 includes the goal to create a citywide transportation system that is designed for people. This includes enabling affordable and sustainable mobility options. By organizing around light rail and promoting transit accessibility, Redmond's transit network aspires to seamlessly connect community members from all Redmond neighborhoods to light rail.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Prioritize pedestrian and bicycle network safety and mobility improvements within a half-mile walkshed and 3-mile bikeshed of frequent transit stops. |
| **Action 2B** | Establish regular coordination meetings between agency staff from Sound Transit, King County Metro, and the City of Redmond to discuss mobility needs. |
| **Action 2C** | Work with Sound Transit to establish designated micromobility parking zones at all light rail stations in Redmond. |



### Strategy 3: Establish Mobility Hubs that promote multimodal first/last mile connections and enhance micromobility usage

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.
- **TR-21:** Use transit to support equitable, inclusive, sustainable, and resilient transit-oriented communities, especially in Downtown, Overlake, and Marymoor Village.

Mobility Hubs are established and designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. For example, a Mobility Hub could include any of the following:

- **Bicycle options:** Long-term and short-term bicycle parking and storage; connection to separated bicycle lanes or multiuse trails.
- **Transit options:** Fixed route or flexible transit service.
- **Shared mobility options:** Micromobility designated parking; shared e-bikes or e-scooters available; carshare parking; or designated rideshare pick-up and drop-off zones.
- **Vehicle options:** Passenger pick-up/drop-off; Community Van parking.
- **Amenities:** Benches or street furniture; restrooms; water fountains; options for buying a snack or beverage; free Wi-Fi. The level of amenity would depend on scale and level of service of available transportation options.

Mobility Hubs can have a regional transportation focus, or can focus on neighborhood connections, as shown in the Figure 6 below:

**FIGURE 6** | MOBILITY HUB TYPES (CREDIT: FEHR & PEERS)

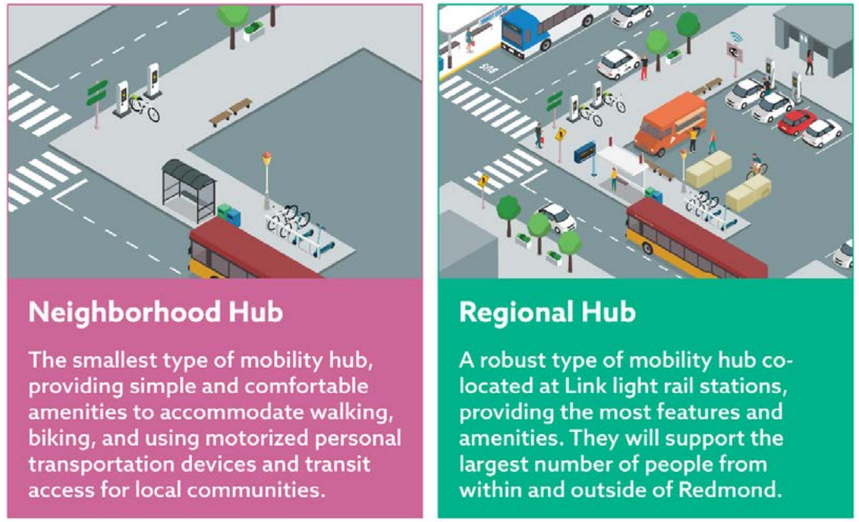


**Table 7 includes a comparison of mobility hub attributes.**

**TABLE 7 |** REDMOND MOBILITY HUB COMPARISON

| Mobility Hub Element | Regional Mobility Hub | Neighborhood Mobility Hub |
|---|---|---|
| Primary Objective | Facilitate connections to employment and recreation within Redmond and in surrounding cities for those living in, working in, and visiting Redmond | Facilitate residential connections to surrounding Redmond neighborhoods and to centers |
| Potential Location Type | Light rail stations, transit centers, and park & rides within Redmond's centers | Residential neighborhoods, shopping centers, schools, or other neighborhood destinations outside of Redmond's centers |
| Example Locations to Consider | Overlake Village Station, Redmond Technology Station, Downtown Redmond Station, Marymoor Village Station | Redmond Transit Center, Bear Creek Park & Ride, Avondale Road PCC shopping center, Hartman Park, NE 76th Street Fred Meyer or Target shopping centers, Grass Lawn Park |
| Target Trip Types | Regional and Local Trips | Local Trips |

Establishing designated Regional and Neighborhood Mobility Hubs in Redmond will provide connections between Redmond's transportation networks and facilitate pedestrian and bicycle connections, in addition to encouraging transit use. Redmond's light rail stations currently serve as Regional Mobility Hubs in practice, and undertaking the following strategies will establish the title of Regional Mobility Hub and continue to prioritize these locations for multimodal connectivity.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Establish at least one Regional Transit Mobility Hub in each of Redmond's centers, including every light rail station. |
| **Action 3B** | Develop a process for identifying and prioritizing Neighborhood Mobility Hub locations. |
| **Action 3C** | Establish Neighborhood Mobility Hubs in every Redmond neighborhood that does not include a light rail station. |



### Strategy 4: Promote transit stop facility comfort and safety

- **TR-20:** Work with transit providers and community members to address:
  - Placement of shelters and lighting at bus stops, including accessibility for people using mobility assistance devices; and
  - Student access to and from school and school-related activities.

The safety and comfort of transit users are critical for a successful transit network. Transit riders should feel that a transit system is an easy and intuitive transportation option. If the transit system offers convenient, safe, clean, and comfortable facilities at bus stops and onboard transit vehicles, then community members are more likely to use it. Dignity should be at the core of the transit experience in Redmond, meaning transit users should feel like their safety, comfort, and convenience matters and has been considered in the way that transit stops are designed and the amenities they provide.

Many of Redmond's bus stops are not ADA-compliant, and do not include a shelter, bench, or other street furniture sufficient lighting. The City will work with Metro to bring more comfortable and accessible bus stop facilities to Redmond to create a more dignified transit experience and encourage more transit use.

Redmond requested community feedback on transit access via an online questionnaire in early 2025, ahead of the Downtown Redmond Link Extension opening on May 10, 2025. The questionnaire focused on how community members choose to access transit and what current barriers to transit ridership exist in Redmond. The questionnaire received 261 responses.

Of the 261 respondents, 63% ride bus transit and 79% ride light rail transit in Redmond, with the majority riding transit between a few times per week and a few times per month. Of those taking transit, work, social events, and errands are popular destinations. In addition, approximately 30% indicated that they utilize bus service to access regional transit networks such as Link Light Rail service.

The questionnaire responses indicated that the most impactful barriers to transit ridership in Redmond are frequency of bus service, prevalence of bus stops within walking distance to riders' origins and destinations, and improved lighting or weather protection at bus stop facilities.

**Redmond community members weighed in on how they feel about the City's current transit network:**

> "Metro Flex, please! Education Hill is a tough area for us in terms of transit. The one-way loop makes getting to downtown difficult. Ed Hill to RSCC is a 7-minute drive, a 33-minute walk, and a 33-minute bus ride. Why would I choose the bus?"

> "I'm thrilled with all of the transit options available from Redmond Transit Center, would appreciate more frequent buses and safety checks at night so I can go to events downtown."

> "Cannot wait for the light rail to begin."

> "I would ride transit/bus to Seattle more frequently if my local bus stop was more frequent instead of 30-minute gaps. AND ran later in the night after events. Currently I drive a mile and park at the transit [Park & Ride]."

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Establish a city capital program that allows the city to easily partner with King County Metro on bus stop facility improvements that could include shelters, benches, lighting, and ensuring stops are fully ADA-accessible. |

### Strategy 5: Encourage education of transit options and ease of information on transit use

- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.
- **TR 11:** Use signage and other wayfinding techniques that meet regulatory requirements while reaching those with limited English proficiency or limited sight, especially near transit stations and stops.

Encouraging transit ridership also involves improving access to information and awareness about Redmond's transit system. If community members can easily access resources that clearly explain their transit travel options, then transit ridership will become more readily available and accessible. The Transportation Demand Management (TDM) section (Section 10) of the Transportation Master Plan expands upon this concept with strategies that will reduce drive-alone trips in Redmond and encourage transit use. These TDM strategies will improve awareness of transit in Redmond and improve accessibility to transit.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Manage and update GoRedmond resources to ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. |
| **Action 5B** | Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations. |

### Strategy 6: Bring more flexible transit service to Redmond

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

Flexible transit programs offer additional sustainable mobility options to access transit for those living in areas that are not as well-served by frequent or local bus and light rail routes. King County Metro has four flexible transit programs, including:



**DART (Dial-A-Ride Transit):** Fixed-route service operated under contract with Hopelink; can go off-route to pick up and drop off passengers within a defined service area. Uses a smaller transit vehicle that is equipped for wheelchairs and bicycles. Requests for rides taken on first-come first-serve basis via online form up to 30 days in advance, at least 2-hours before pick-up time.

**Community Van:** Program providing a van for pre-scheduled trips. Rides must have at least 2 riders and must be matched with a volunteer driver. Rides must be scheduled at least 2 days in advance. Redmond's Community Van program in partnership with Hopelink includes 2 vans stationed in the city and is looking to expand to 3 vans total.

**Vanpool and Vanshare:** Vanpool joins 5 or more commuters who share a similar route and schedule and provides a van for a direct route commute in areas where fixed-route options are not available. Vanshare connects commuters with similar routes and schedules to split driving and connects to another mode of public transportation.

**Metro Flex:** An on-demand transit service providing rides within multiple King County neighborhoods. Service is currently limited to service areas in Juanita, Kent, Othello, Rainier Beach/Skyway, Renton Highlands, Tukwila, Issaquah, and Sammamish. Rides must start and end within the service area. This service provides another option for people to connect to transit and other points of interest in areas that are difficult to serve with traditional fixed route bus service.

As a part of the East Link Connections network, King County Metro is proposing a two-year pilot Metro Flex service area that covers the southeast area of Overlake and northeast Bellevue.
Based on the expected future growth along Bel-Red Road and NE 40th Street east of SR 520, and 148th Avenue NE west of SR 520, this plan proposes expanding the Metro Flex service area (as shown in the Redmond Strategic Plan Network – see Strategy 1) to provide transit access to these growing communities. Note also that these areas are identified as "Highest Equity Priority Areas" by King County Metro as part of the East Link Connections project.

Education Hill is another area of the city with high demand for better transit service; the East Link Connections includes just one non-frequent fixed bus route to serve the neighborhood. This area is expected to grow quickly with new middle housing and mixed-use developments. Redmond has applied for a Regional Mobility Grant to provide on-demand shuttle service to a portion of this neighborhood, and if the program is successful, it could be a candidate area for Metro Flex operations in the future. The Redmond Strategic Transit Plan Network (see Strategy 1) shows the proposed service area for future Metro Flex service, covering Education Hill and parts of the North Redmond neighborhood.

### Recommended Actions

| | |
|---|---|
| **Action 6A** | Promote participation in Redmond's existing flexible transit programs, including Community Van, Vanpool, Paratransit, and Metro Flex. Continue to work with Metro and Hopelink to spread Community Van program awareness and encourage participation in the volunteer driver program. |
| **Action 6B** | Advocate for expansion of Metro Flex to Redmond neighborhoods outside of the Overlake service area with fewer connections to frequent transit routes. Prioritized neighborhoods for future Metro Flex include Education Hill, Rose Hill/Willows, and Idylwood (as shown on the Strategic Transit Plan Network in Strategy 1) |

### Strategy 7: Identify and prioritize transit-supportive capital projects

- **TR 14:** Prioritize transportation investments that reduce household transportation costs, such as investments in transit, bicycle and pedestrian system access, capacity, and safety.
- **TR-51:** Ensure that all transportation planning and investment decisions:
  - Support the preferred land use pattern contained in the Land Use Element
  - Advance equity and inclusion, sustainability, resiliency, and safety
  - Advance the strategies of organizing around light rail, maintaining transportation infrastructure, improving travel choices and mobility, and enhancing freight and service mobility; and
  - Leverage funding

Although Metro and Sound Transit determine the ultimate transit service networks in Redmond, the City of Redmond can influence bus operations through the design of local streets and transit access through the design of the transportation network around bus stops, especially pedestrian and bicycle connections. A transit-supportive local transportation network holds equal importance to transit service in determining the quality of transit mobility. The purpose of this strategy is to identify capital projects with the potential to benefit the speed, reliability, and accessibility of Redmond's transit system.

**Transit speed**, meaning the average travel time between two given points, determines whether a route is time-competitive with other modes of travel including driving. A transit route that offers time savings over driving has obvious benefits, especially for riders who have the option of selecting other modes.

**Reliability** is another important factor that includes the consistency of trip lengths on a given route. A common symptom of low reliability is bus bunching, in which some of the buses fall behind in their schedule (usually due to congestion), to the point of overlapping with later trips. This can leave passengers waiting for extended periods of time for a bus. Chronic unreliability forces riders to build extra time into their trip to compensate, decreasing the attractiveness of transit. Eventually riders may shift to other, more reliable forms of transportation. It also consumes more financial resources from the transit agency by forcing them to run additional trips in response. Service that is unreliable is more expensive to operate and provides a lower quality of service to the customer. Nationally as congestion increases and there is more demand on our roadways, communities that do not invest in speed and reliability fall behind. To achieve Redmond's transportation vision, it is important to get ahead of this trend and make the prudent, forward-thinking investments to ensure that our transit service gets better, faster, and more reliable over time.

Congestion analysis was conducted to identify where frequent transit routes may encounter significant vehicle congestion and assessed how all routes access light rail stations, a key component of Redmond's future transit network. The analysis revealed likely candidates for transit speed and reliability improvements.

Table 8 summarizes planned and potential transit supportive capital projects in Redmond. The potential projects listed that are not currently included in a Redmond planning document will be evaluated for inclusion in the Transportation Facilities Plan (TFP) or existing Capital Improvement Program project. In addition to these recommended projects, Redmond should continue to collaborate with King County Metro and Sound Transit to monitor transit speed and reliability and identify additional improvements as needed after the East Link Connections network is implemented.

**TABLE 8 |** POTENTIAL REDMOND TRANSIT-SUPPORTIVE PROJECTS

| Project ID | Project | Description | Transit-Supportive Component |
|---|---|---|---|
| 1 | Willows Road Widening | Widen Willows Road from NE 116th St to NE 124th St. Improvements include 2 through lanes in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, transit amenities, streetlights, storm drainage, underground power, right-of-way and easement acquisition. | Transit amenities, possible queue jump or transit-only lane |
| 2 | 150th Ave NE/NE 51st Street Traffic Signal | Add north leg (on private property) to intersection of 150th Avenue NE and NE 51st Street and signalize this intersection. North leg improvements include two southbound left-turn lanes, one through lane in each direction, bike lanes, sidewalks, transit amenities, streetlights, utilities, and stormwater drainage. Relocate eastbound transit stop to far side of new intersection. | Transit stop amenities, possible transit signal phasing |
| 3 | Adaptive Signal System – Overlake | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals throughout Overlake. | Transit signal phasing |
| 4 | Adaptive Signal System – South-east Redmond | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. Includes signals in Southeast Redmond and on Avondale Road. | Transit signal phasing |
| 5 | Adaptive Signal System – Neigh-borhood Arterials | Install and support an adaptive signal system which utilizes software to adjust signal timings to traffic volumes in real time. | Transit signal phasing |
| 6 | NE 70th Street/ Redmond Way intersection | Consider building out the westbound approach of the NE 70th Street/Redmond Way intersection for general purpose traffic with turn restrictions that would limit left turns, or for transit traffic only. Building out this intersection approach provides a more reliable and less circuitous route for buses to access Marymoor Village station instead of navigating through the Redmond Way/180th Avenue NE intersection. | Transit-only lane and transit signal phasing |
| 7 | 156th Avenue NE between NE 36th Street and NE 40th Street | Evaluate if the B Line is delayed trying to merge from the northbound curb lane on 156th Avenue NE to the northbound left turn lanes at NE 40th Street/156th Avenue NE. Consider a queue jump or transit only left turn lane at the NE 40th Street/156th Avenue NE intersection if congestion is an issue. This lane could also be utilized by private shuttles, if there is adequate capacity. | Transit only-lane and transit signal phasing |

| Project ID | Project | Description | Transit-Supportive Component |
|---|---|---|---|
| 8 | SR 520 Restriping | Restripe SR 520 in the northbound/eastbound direction at the NE 40th Street exist to add a peak-only hard shoulder for northbound transit. Would require coordination and partnership with WSDOT. | Transit-only lane |
| 9 | Redmond Way between 168th Avenue NE and 164th Avenue NE | Consider implementing additional transit Intelligent Transportation System (ITS) strategies for the section of 164th Avenue NE between Cleveland Street and Redmond Way, such as transit green time extension. To accommodate the heavy southbound left bus turning movement at 164th Avenue NE/Cleveland Street, consider extending the southbound left turn pocket for additional storage, or extending the turn pocket by removing the northbound left turn at 164th Avenue NE/Redmond Way. Eliminating the northbound left turn may help to eliminate some general-purpose vehicle conflict with buses traveling northbound through. | Transit signal phasing |
| 10 | 164th Avenue NE/NE 83rd Street intersection | After the East Link Restructure is implemented, evaluate if any improvements are needed for transit speed and reliability at the intersection of NE 83rd Street/164th Avenue NE. This intersection serves multiple high frequency bus routes traveling northbound left/through, and westbound right. | Transit only lane and/or transit signal phasing |
| 11 | 148th Avenue NE between Old Redmond Road and NE 40th Street | After the East Link Restructure is implemented, evaluate transit speed and reliability along the corridor and consider bus queue jumps at intersections. | Transit signal phasing |
| 12 | Avondale Road between Avondale Way and NE Novelty Hill Road | If the street is reconstructed or modified, consider adding queue jump lanes at signalized intersections. | Transit only lane and/or transit signal phasing |
| 13 | Willows Road between NE 90th Street and NE 124th Street | In conjunction with the Willows Road Widening project (see line 4), add northbound bus only or HOV only lane, replacing one general purpose lane south of 9900 Block and replacing bike lanes from 9900 Block to 124th Street following completion of the Redmond Central Connector trail. | Transit only lane |



### Recommended Actions

| | |
|---|---|
| **Action 7A** | Partner with Metro and Sound Transit to identify transit-supportive capital projects that can be incorporated into Redmond's capital planning processes. |
| **Action 7B** | Consider transit improvements when planning capital projects with roadway repaving or redesign. |
| **Action 7C** | Prioritize implementation of transit signal phasing and/or queue jumps within Redmond's centers. |

## Strategy 8: Create regular coordination between private transit operators and agencies in Redmond

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

In addition to the public transit agencies operating in Redmond (Sound Transit and King County Metro), some of Redmond's major employers also operate their own private transit shuttles. These private transit operators offer shuttles for employees commuting to and from large technology industry campuses in Redmond. With more knowledge about private employer shuttle ridership, the City of Redmond can better understand the full scope of transit usage in the city.

### Recommended Actions

| | |
|---|---|
| **Action 8A** | Track private employer shuttle ridership data via Commute Trip Reduction program participation to better understand private transit shuttle operations and tailor the City's transportation demand management efforts. |
| **Action 8B** | Establish metrics such as origin-destination data to track private transit shuttle usage on a regular basis |

## Strategy 9: Maintain consistency with King County Metro and Sound Transit policies to align Redmond's vision with the regional transit landscape

- **FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond's transportation policy objectives.

Continuity in policy and planning efforts across agencies will help bring Redmond's transit goals to reality in a more efficient manner. Redmond's efforts should align with King County Metro's and Sound Transit's

long range planning efforts including Metro Connects, the Metro Service Guidelines, the Metro Strategic Plan, the Sound Transit Regional Transit Long-Range Plan, and the Sound Transit Development Plan 2024-2029. Redmond should also have a strategic approach to influencing Metro's and Sound Transit's long-range plans so that they align with the city's objectives. Redmond already incorporates many of Metro's policies for transit planning, including:

- Prioritizing improvements for people to walk/bike/roll safely to connect to transit service within half-mile walkshed and 3-mile bikeshed of frequent transit
- Including Transportation Demand Management strategies that support transit use (see Section 10 for TDM strategies)
- Planning for increased density within a quarter mile of frequent transit service, such as RapidRide or Link light rail
- Including a mix of residential, commercial, and institutional land uses within a quarter mile of transit service
- Including housing policies for reductions in parking requirements and zoning flexibility to increase density within one-quarter mile of RapidRide and frequent transit
- Including housing policies for anti-displacement including incentives for affordable housing development near transit

Metro recommends additional transit planning policies that the City of Redmond does not yet actively incorporate into the city's processes, as shown in the Recommended Actions below.

### Recommended Actions

| | |
|---|---|
| **Action 8A** | Prioritize transit speed & reliability in project prioritization process (see Strategy 7). |
| **Action 8B** | Consider curb management and parking strategies that remove or reduce parking near transit stops to facilitate bus operations in future parking management implementation work and as part of the Curbspace Management Plan. |
| **Action 8C** | Accommodate bus layover to support growth in fixed route transit service. |
| **Action 8D** | Consider implementing electric charging infrastructure that could be utilized by an electrified bus fleet (see Section 11 for E-Mobility strategies) |

"WHAT EXCITES YOU MOST ABOUT REDMOND'S GROWING ACTIVE TRANSPORTATION NETWORK?"

> Especially with the recent and upcoming 2 Line projects, I'm really excited to see Redmond's trail network expand even further, such as with the Redmond Central Connector Phase 3 opening and the trail connection over Bear Creek to East Lake Sammamish Trail as part of the 2 Line extension. These allow easy and safe access to southeast Redmond and Kirkland from downtown Redmond and help make a car-free or car-lite lifestyle accessible to more people, creating a truly connected network across the entire eastside.
>
> *- Tj Horner*

# FREIGHT AND GOODS DELIVERY PLAN

Transportation Master Plan

## INTRODUCTION

The movement of freight and goods is a critical component of Redmond's transportation system. Between long-haul arrivals and last-mile deliveries, Redmond's entire street system is used in the movement of goods. The Southeast Redmond Industrial Center is an important freight hub for the Eastside, where long-haul trucks arrive with goods that are then sent to destinations across the Eastside in smaller vehicles. E-commerce is expected to have sustained growth resulting in more package deliveries to residents. Between 2017 and 2050, the Puget Sound Regional Council forecasts that freight transported within Washington state will increase by more than 40%, and that imports and exports will grow by more than 50%. These trends point to a need to maintain Redmond's designated truck routes to ensure timely and reliable movement of goods and to be forward thinking in terms of new approaches and technologies last-mile delivery solutions.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

- Promote freight delivery strategies that minimize disruptions and impacts to the surface transportation network and livable Urban Centers. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 1, Strategy 2

### SUSTAINABILITY

- Reduce overall GHG emissions by implementing electric or low emissions delivery and pick up systems. (TR-31, TR-38)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5

### EQUITY & INCLUSION

- Ensure freight and goods delivery access is available to all Redmond residents and businesses. (TR-28, TR-29)
- Strategies supporting the Guiding Principle of Equity and Inclusion include: Strategy 1, Strategy 3

## FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

Redmond's freight route network consists of truck routes that connect to regional truck routes and provide local access to industrial areas such as the Southeast Redmond Industrial Center. Lacking direct rail and port access, Redmond's freight network is completely road-based.
The Redmond truck route system is based on the Washington State Department of Transportation's Freight and Goods Transportation System (FGTS). The FGTS features a ranking system of truck routes based on volume data and estimated tonnage. T-1 and T-2 class routes, or primary truck routes, are recognized as the highest volume and tonnage truck routes in the State, carrying at least four million tons of gross truck tonnage per year. Secondary truck routes are made up of T-3 and T-4 truck routes. T-3 class truck routes carry between 300,000 to 4 million tons per year. T-4 class truck routes carry at least 100,000 to 300,000 tons per year.

Redmond maintains a 39.7-mile four-tiered freight route system that includes local arterials. The 7.3-mile section of SR 520 freeway within the city limits is maintained by WSDOT and included as part of the City's freight route network. These routes currently have higher volumes of trucks and are predicted to have higher volumes of trucks in the future. Truck routes also connect the major industrial and commercial area in the Southeast Redmond neighborhood and support the movement of goods between manufacturing companies and regional truck routes, which are important to the economic vitality of manufacturing and freight distribution companies in Redmond. All truck routes are built to a standard that accommodates heavy truck loads and may be designed to also provide safe access for people walking, biking and taking transit as is discussed in Section 3- Street System Plan.

It should be noted that two FGTS-designated T-3 truck routes are not included in the City's truck route network. These are West Lake Sammamish Parkway, from the Bellevue City Limits to Bel-Red Road and NE 116th Street, from Avondale Road NE to SR 202. The reason for excluding these two routes is that they operate in heavily residential neighborhoods and there are alternative truck routes. These are corridors where the city will take future action to discourage through truck traffic.

Figure 1-1 below shows a map of the Redmond truck route system. Table 1-1 below summarizes Redmond's truck route system miles by truck route classification.

**FIGURE 1-1** | REDMOND TRUCK ROUTES

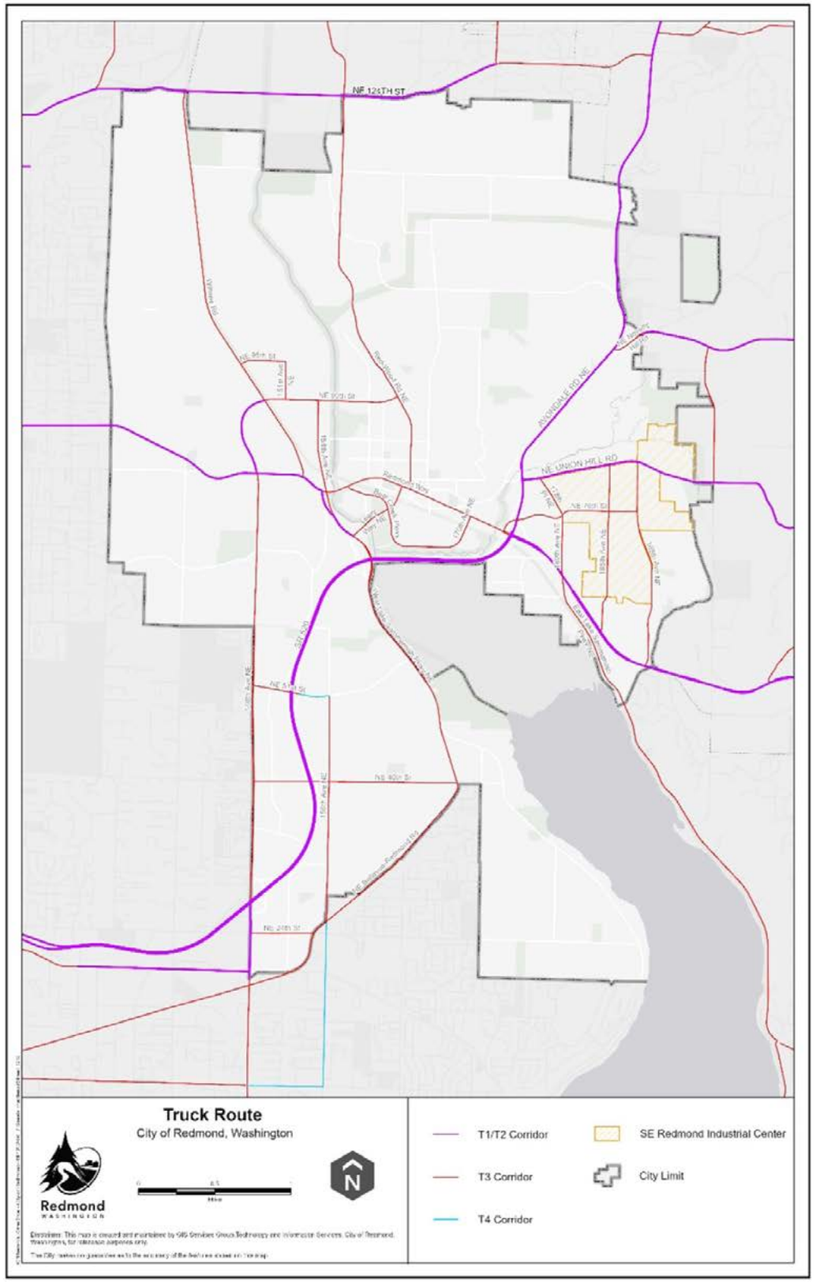


**TABLE 1-1** | REDMOND TRUCK ROUTE SYSTEM

| Truck Route Classification | Centerline Miles |
|---|---|
| (Primary) T1/T2 Truck Route | 17.9 (including 7.3 miles of SR 520) |
| (Secondary) T3 Truck Route | 28.9 |
| (Secondary) T4 Truck Route | 0.2 |
| | **Total Miles: 47.0** |

## PRIMARY TRUCK ROUTES (T-1 AND T-2) INCLUDE:

- 148th Ave NE, from south city limits to SR 520
- 148th Avenue NE, from Redmond Way to Willows Road
- West Lake Sammamish Parkway NE, from Leary Way NE to Redmond Way
- Avondale Road, from NE Union Hill Road to north city limits
- NE Union Hill Road, from Avondale Road NE to east city limits
- Redmond Way, from 132nd Avenue NE to West Lake Sammamish Parkway NE

**Secondary Truck Routes (T3 and T-4) include:**

- 148th Avenue NE, from SR 520 to Redmond Way
- NE 90th Street, from Willows Road to SR 202 (Redmond-Woodinville Rd NE)
- 151st Avenue NE, from NE 90th Street to NE 95th Street
- NE 95th Street from 151st Ave NE to Willows Road
- West Lake Sammamish Parkway NE, Bel-Red Road to Leary Way NE
- 154th Avenue NE, from West Lake Sammamish Parkway NE to NE 90th Street
- 156th Avenue NE, from NE 28th Street to NE 40th Street
- 156th Avenue NE, from NE 40th Street to NE 51st Street
- Bear Creek Parkway, from Redmond Way to 168th Ave NE PVT
- 170th Avenue NE, from 168th Ave NE to SR 202 (Redmond Way)
- East Lake Sammamish Parkway NE, from South City Limits to SR 202 (Redmond Way)
- 180th Avenue NE from SR 202 (Redmond Way) to NE 76th Street
- 178th Place NE, from NE 76th Street to NE Union Hill Road
- 185th Avenue Northeast from SR 202 (Redmond Way) to NE Union Hill Road
- 188th Place NE, from SR 202 (Redmond Way) to NE Union Hill Road
- Bel-Red Road from NE 20th Street (City Limits) to NE 24th St (City Limits)
- Bel-Red Road, from 3200 Block (City Limits) to NE 40th Street
- Bel-Red Road, from NE 40th St, West Lake Sammamish Parkway NE
- Leary Way NE, from West Lake Sammamish Parkway, Redmond Way
- NE 124th Street, from SR 202 (W C/L), East City Limits



- NE 24th Street, from 148th Avenue NE (C/L), Bellevue-Redmond Rd (C/L)
- NE 40th Street, from 148th Avenue NE, SR 520
- NE 40th Street, from SR 520, Bel-Red Road
- NE 51st Street, from 148th Avenue NE, SR 520
- NE 76th Street, from SR 202 (Redmond Way) to 180th Ave NE
- NE 76th Street, from 180th Ave NE to 188th Ave NE
- NE Novelty Hill Road, from Avondale Road NE to East City Limits
- Redmond Way from West Lake Sammamish Parkway NE to SR 202 (164th Avenue NE)
- Willows Road from Redmond Way to NE 124th Street (Kirkland City Limits)
- NE 51st Street, from SR 520 to 156th Avenue NE

## STRATEGIES AND ACTIONS

**Strategy 1: Maintain Designated Primary and Secondary Truck Routes:**
Redmond's freight network includes a two-tier street system comprising:

- **Primary T-1 and T-2 Truck Routes:** Key routes for high truck volumes, directly connecting Redmond with regional highways such as SR 520 and SR 202. These roads are designed for durability with features like strong pavement to support heavy vehicles. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles.
- **Secondary T-3 and T-4 Truck Routes:** These streets will generally operate with lower truck volumes and weight and provide more local access to businesses. A minimum travel lane width of 11 feet is prioritized along these routes to provide more operating space for larger freight vehicles but there is more flexibility to reduce lane widths.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Consider efficient and safe truck movement in all street planning and design. (Planning, Public Works) |

### Strategy 2: Restrict or Discourage Truck Traffic Where Incompatible

Whereas all Redmond streets are open to some degree of truck traffic – whether through truck traffic on major roads or last mile delivery on local streets – there may be streets where certain types of truck traffic is incompatible with surrounding land uses or other expected transportation modes.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Establish internal policies and procedures for restricting or discouraging truck traffic in corridors where such traffic is deemed incompatible with surrounding land users and/or transportation modes. (Public Works) |

### Strategy 3: Investigate Options for Improving Freight Data Collection

Redmond uses traditional multi-modal traffic count methods for collecting freight data, which are time consuming, expensive and don't capture the performance of new and emerging freight movement strategies. New technologies, such as using commercial vehicle truck fleet data and other technology sources such as onboard GPS-enabled navigation systems, and cellphone-derived data supplied by third-party vendors for tracking vehicles may provide more efficient ways to collect freight data that can be used to better manage freight vehicle performance, thereby improving mobility on local city streets.

**Recommended Actions**

| | |
|---|---|
| **Action 3A** | Explore and adopt new technologies or data sources to better track freight movement within the City. (Planning) |

### Strategy 4.1: Adopt innovative strategies to provide for safe and enhanced freight movement, reduced emissions, and application of clean technology.

**Recommended Actions**

| | |
|---|---|
| **Action 4.1A** | Dedicated Loading Zones and Parking Regulations: Reduce congestion in high-demand areas like Downtown through strategically placed loading and unloading zones combined with improved parking regulations ensures smooth freight delivery operations and fair usage of high-demand urban areas. (Public Works) |
| **Action 4.1B** | Curb Space Delivery Reservations: As Redmond's Urban Centers attract more residents and businesses, demand for curb space will continue to intensify. Efficient, safe, and timely delivery of goods to businesses is critical to supporting thriving businesses and livable Urban Centers. As part of its overall curb space management efforts, the city will explore the use of an app-based curb space delivery reservation system where curb space demands are highest within Urban Centers. Preference within specific zones in Urban Centers could be given to zero-emission delivery vehicles. (Public Works, TIS) |
| **Action 4.1C** | Urban Micro-Consolidation Centers (UMCCs): UMCC's are locations where deliveries within a certain radius are dropped and reconsolidated to be delivered by more sustainable last-leg modes. They may be located within the public right-of-way or off-street sites. The City will work with shipping and logistic providers and support siting of UMCCs within or proximate to its Urban Centers where there are higher concentrations of package deliveries. (Planning, Public Works) |
| **Action 4.1D** | Parcel Lockers and Pickup Points: Explore regulatory or incentive-based approaches to implementation of parcel lockers and/or pickup points in Urban Centers to reduce the number of individual deliveries and resultant congestion and curbspace demand generated by delivery vehicles. Parcel lockers are convenient, centralized locations where consumers retrieve packages, cutting down on individual deliveries. Amazon Locker is an example of a parcel locker service. Pickup points are locations where online orders or parcels can be sent to or dropped off. This service is also known as out-of-home delivery. Customers can choose the pickup location based on their convenience and schedules. UPS Stores are an example of a pickup point. |

### Strategy 4.2: Autonomous Goods Delivery

Commercial unmanned aerial vehicles (UAV, aka drones) are already being used in some communities to deliver goods to businesses and customers. The main concerns over commercial drone use have to do with legal liability, public safety, and negative externalities such as noise pollution and disturbing plant and animal life. Regulations and rulemaking applicable to UAVs is evolving at the federal-level and could potentially impact or preempt regulatory areas currently under local control, including land use and zoning powers, nuisance laws, and establishing no-fly zones. The final rule is expected to be issued in early 2026.

Commercial drone

Personal Delivery Devices (PDDs) are small autonomous vehicles that offer door-to-door delivery services. PDDs can offer an alternative to larger delivery vehicles and help reduce single-occupancy vehicle trips. PDDs promise to offer greater accessibility to delivery services while reducing delivery-based street congestion and emissions, however ensuring safety and accessibility of pedestrians and other users of Redmond's streets is critically important. PDD operation in Redmond would require a right-of-way permit and be subject to criteria to ensure safety and accessibility. These criteria and other permit requirements would need to be developed and codified.

Personal delivery device (PDD)

### Recommended Actions

| | |
|---|---|
| **Action 4.2A** | Develop regulations to support safe, efficient delivery of goods by Unmanned Aerial Vehicle (UAV) to the extent not pre-empted by applicable federal (e.g., Federal Aviation Administration) and state regulations. Regulations should support and balance livability, safety, privacy, accessibility the pedestrian network, and economic development, and hold operators accountable for safe and orderly deployment. |
| **Action 4.2B** | Develop regulations to support safe, efficient delivery of goods by Personal Delivery Devices (PDDs). Regulations should address maximum speed and weight of PDDs, where they can operate, applicable traffic rules, visibility, and obligations of operators to rapidly respond to mechanical malfunction. |

## Strategy 4.3: Emissions Reduction and Clean Technology

### Recommended Actions

| | |
|---|---|
| **Action 4.3A** | Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery. |
| **Action 4.3B** | Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadricycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries or exempting light-urban delivery vehicles from any delivery fee that could be implemented at the state or local level. |
| **Action 4.3C** | Advocate for legislative change in Washington State to allow local jurisdictions to apply climate impact fees to high-emission goods delivery vehicles. |



## Strategy 5: Consider Application of Freight-and-Bus Only Lanes

In the Puget Sound region, jurisdictions and transit agencies have adopted a strategy to reconfigure travel lanes on congested arterials to allow for special use conditions. One of these strategies are Business and Transit-only Lanes, or BAT lanes, which are curb lanes used only by right-turning vehicles and buses. This type of reconfiguration would improve the speed and reliable of transit and freight while removing slower operating transit and freight vehicles from general purpose lanes thereby, improving operations for all vehicles.

### Recommended Actions

| | |
|---|---|
| **Action 5A** | Explore opportunities for establishing BAT lanes to improve transit reliability and more efficient goods movement. As an initial trial, Willows Road, a designated Secondary truck route, may present an opportunity for a variation of BAT lanes that would also permit freight vehicles. A northbound freight and bus only lane (FAB lane) would be added by re-purposing existing bike lanes (no longer needed with the Redmond Central Connector) north of the 9900 Block to 124th Street and replacing one general purpose lane south of 9900 Block. |

## RELATED PLANS OR POLICIES

- WSDOT Freight System Plan—Freight Policies
- Puget Sound Regional Council, Regional Transportation Plan, Freight Policies
- King Countywide Planning Policies-Freight

# SYSTEM MAINTENANCE AND PRESERVATION

Transportation Master Plan

## INTRODUCTION

A well-maintained transportation system is critical to ensuring that all people living in, working in, or visiting Redmond can get around safely, conveniently, and comfortably. It is also critical to Redmond's long-term fiscal well-being and sustainability goals. Redmond's transportation infrastructure is aging, highlighting the importance of maintenance and lifecycle planning. The City must proactively assess, plan and budget maintenance and repair needs so that infrastructure can be maintained at or returned to identified level of service.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

### RESILIENCE

- A well-maintained transportation system prevents network disruptions.
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2, Strategy 3, and Strategy 5

### SUSTAINABILITY

- Transportation system maintenance prolongs the life of system assets and helps prevent harmful substances from entering sensitive areas.
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1 and Strategy 2

### EQUITY & INCLUSION

- Maintaining sidewalks, curb ramps, and bikeways supports safe and equitable access
- Strategies supporting the Guiding Principle of Equity include: Strategy 1and Strategy 4

## FREIGHT AND GOODS MOVEMENT IN REDMOND TODAY

The City of Redmond maintains a wide range of transportation-related assets that require periodic maintenance, repair, or replacement. These assets are discussed in other sections of the TMP and summarized below:

**TABLE 1** | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

| Asset | Number/Mileage |
|---|---|
| Street Centerline Miles | 152 |
| Street Lane Miles | 364 |
| Bridges | 20 |
| Sidewalks | 240 |
| Curb ramps | 1308 |
| Bike lanes | 61.7 |
| Separated bike lanes | 2.7 |
| Neighborhood Connections (Special Purpose Pathways) | 5.8 |
| Traffic Signals | 112 |
| Street Lights | 2100 City-owned and 2700 PSE-owned |
| Signs | 9,301 |
| Pavement Markings | 14,180 Markings (X-walk, Stop Bar, Legends) |

### Maintenance and Preservation Needs

Redmond's transportation system requires constant maintenance. The Public Works Department engages in a variety of maintenance activities, including pothole and pavement repair, ensuring signs and markings are visible, street lighting is operational, street sweeping, snow and ice response, and vegetation management. Routine maintenance of the system is prioritized based on quantitative measures such as Pavement Condition Index (PCI), the anticipated life cycle of a given asset, and inspections. The Public Works Department also responds to community requests or identified safety risks.

The City of Redmond is contending with aging infrastructure that requires more maintenance than current funding levels can address. Although regular maintenance is carried out each year, a funding gap exists. Addressing the funding gap is critical and actions such as the development of asset management plans and condition analysis will assist in identifying where to allocate limited resources to provide maximum benefit.

### Pavement Management

The City oversees approximately 364 lane miles of pavement, representing an infrastructure asset with a replacement value of $300+million.

To monitor pavement condition, the City uses the Pavement Condition Index (PCI), a standardized method for evaluating roadway health. PCI scores categorize pavement as being in very good, good, poor, or very poor condition. A PCI above 70 indicates a street is in good condition, while a PCI below 55 signifies poor condition, often characterized by widespread cracking, ruts, and potholes. Figure 1 provides a visual representation of the PCI scale.

**FIGURE 1** | VISUAL EXAMPLES OF PAVEMENT CONDITION

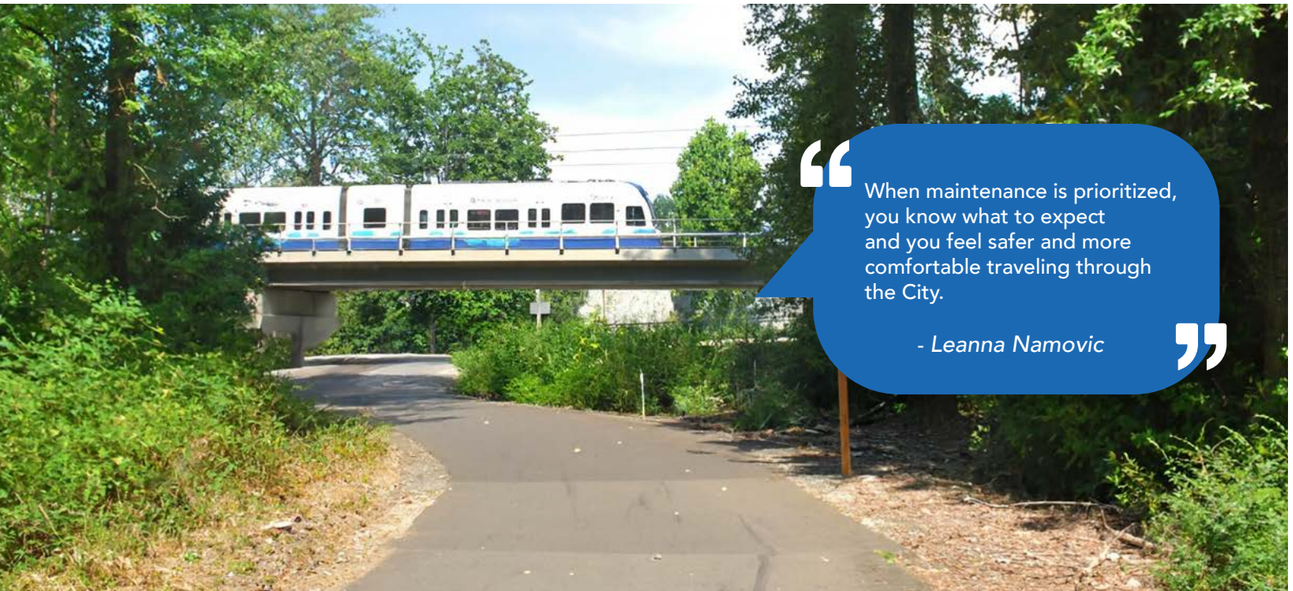
Currently, Redmond's average PCI is 65—below the level of service target of 70. This figure has declined over the past two decades, largely due to an increase in vehicular traffic, the growth of the system, and underinvestment in pavement management.  Preliminary estimates suggest that bringing the network back to a PCI of 70 and maintaining it through 2050 would require an average annual investment of $11 million.

About 30% of the City's principal arterials are in poor condition with a PCI below 55. These roadways serve as high-capacity corridors for vehicular traffic and often support transit routes and truck traffic. Several arterials have up to four through lanes and additional turn lanes. Examples include Avondale Road, Redmond Way, and Bellevue-Redmond Road. Rehabilitation of streets that are in poor condition typically involves full-depth removal and replacement at an estimated cost of $700,000 per lane mile. Preventative maintenance treatments such as crack sealing help to extend the life of pavement and reduce costs associated with full-depth removal and replacement. Minor arterials often connect major corridors and have less traffic than principal arterials. Collector arterials carry traffic from local roads to the arterial network. Examples include NE 40th Street and NE 116th Street. Approximately 40% of the City's minor and collector arterials have a PCI below 70, and about 12% fall below a PCI of 55. Over the next five years, more than half of these roads are expected to require major rehabilitation. The PCI of Redmond's arterial network is shown in Figure 2.

In contrast, Redmond's local and neighborhood streets are generally in better shape and are prime candidates for preventative maintenance. Techniques such as slurry seals, chip seals, and crack sealing are cost-effective ways to extend pavement life and are most effective when applied to roads with a PCI over 70. Currently, about 240 lane miles in Redmond meet this criterion.

To slow deterioration, the Public Works Department is expanding its crack seal program and has begun applying slurry seals to neighborhood streets. Still, without increases in funding, maintaining a citywide PCI of 70 will be a challenge. Projections show that by 2030, over 55% of the arterial network could have a PCI below 55, and the citywide network average may fall below that threshold within the next decade.

In response to these challenges, the City is developing a formal Pavement Strategic Plan. This strategic plan will explore funding scenarios, maintenance techniques, and resource needs to improve and preserve the condition of Redmond's roadway infrastructure for the long term.



> When maintenance is prioritized, you know what to expect and you feel safer and more comfortable traveling through the City.
>
> *- Leanna Namovic*

**FIGURE 2** | ARTERIAL PAVEMENT CONDITION INDEX (PCI)

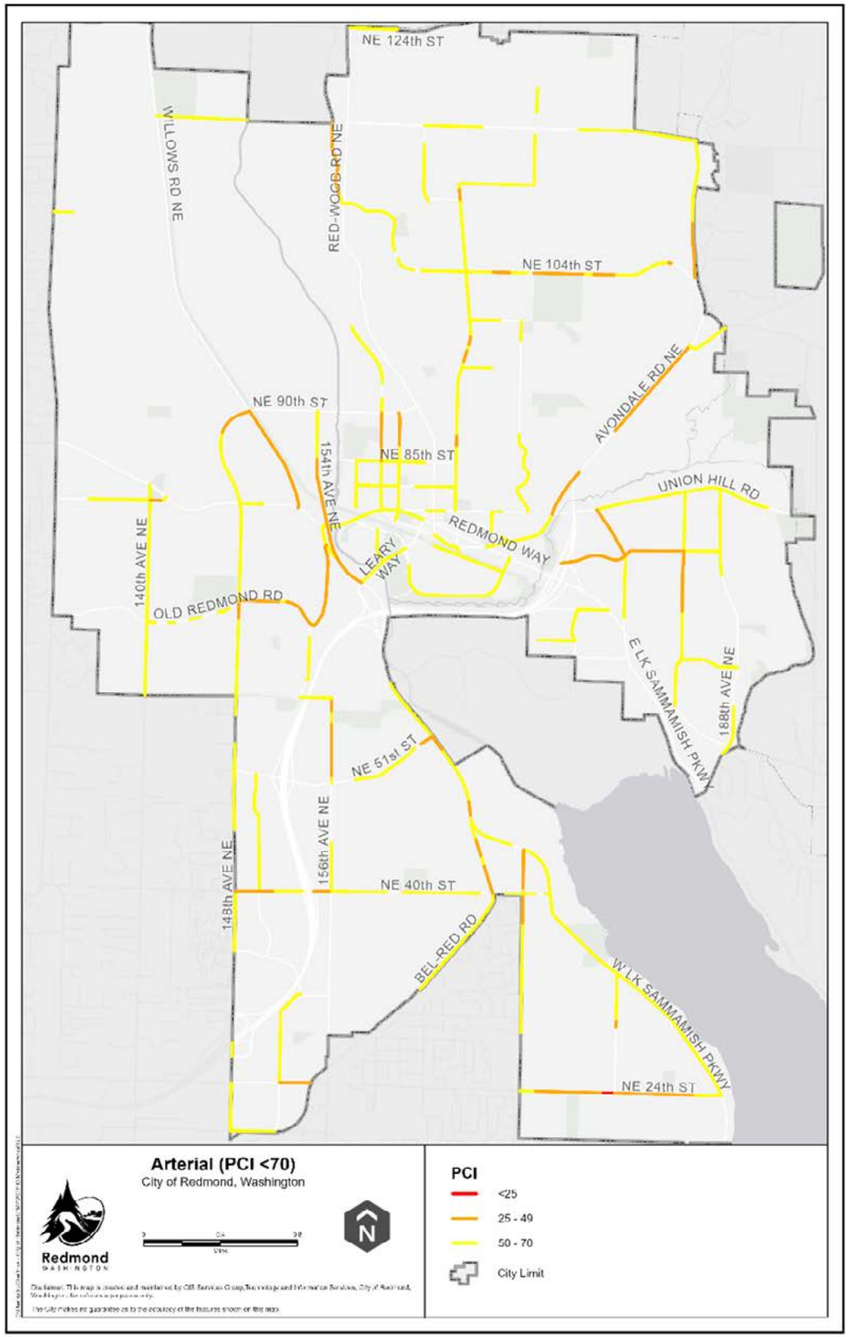
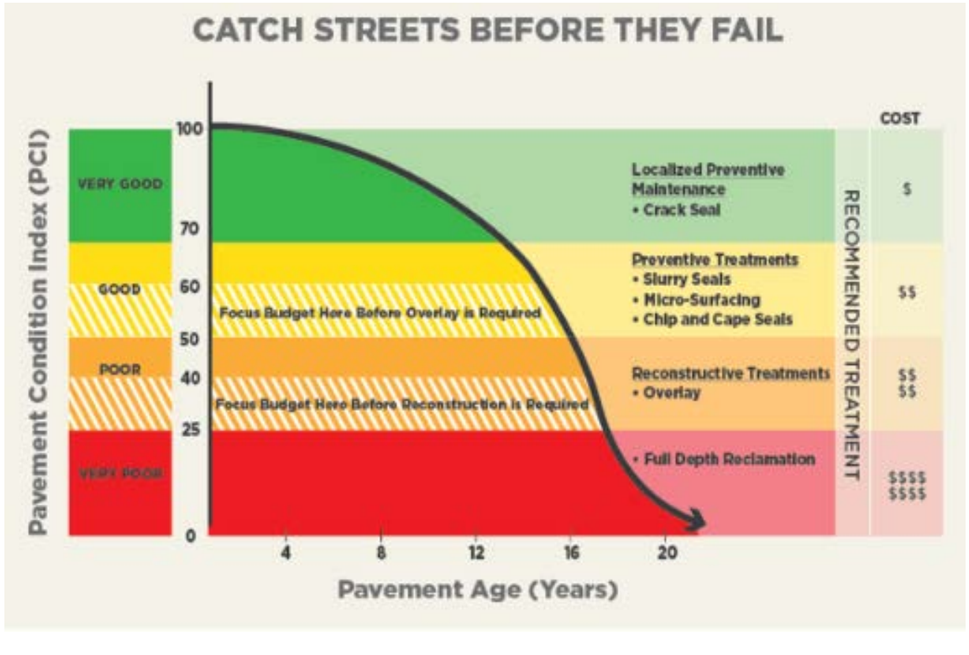


**FIGURE 3** | PAVEMENT PRESERVATION CONCEPT (CREDIT: CITY OF

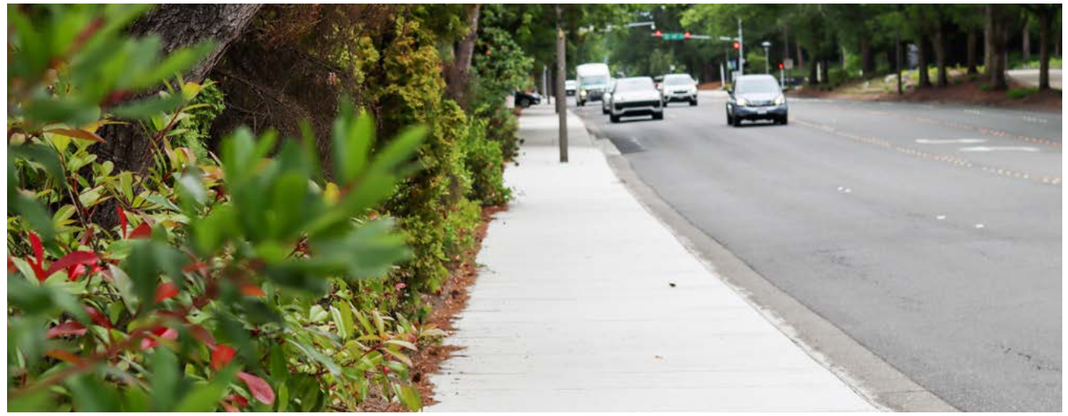



## Sidewalks

Redmond has over 240 miles of sidewalks and continues to construct sidewalks to fill gaps in the sidewalk network and provide better access to transit, schools, parks, and other destinations people want to walk and roll. Sidewalk condition varies throughout the city. In areas where a substantial amount of new development is occurring, older sidewalks are replaced and new sidewalks are constructed, so sidewalk conditions are generally good. In older areas of the city, such as parts of downtown and some residential neighborhoods, sidewalks may be in poor condition due to tree root upheaval and other factors.

Redmond's trees are part of what makes it a livable community. Many trees along Redmond's streets and sidewalks were planted decades ago. A combination of inadequate soil structure for tree root growth and inappropriate tree species selection has resulted in sidewalks that have major heaves and cracks, creating challenging conditions for people using mobility devices or pushing strollers. Fortunately, much more is now understood about soil structure and tree selection, which is currently being applied in new sidewalk projects that include street trees, so these conditions can be avoided in the future. However, many damaged sidewalks in Redmond will need to be reconstructed to meet ADA requirements and make them accessible. An example of a sidewalk that is being reconstructed due to damage from adjacent trees is NE 40th St.





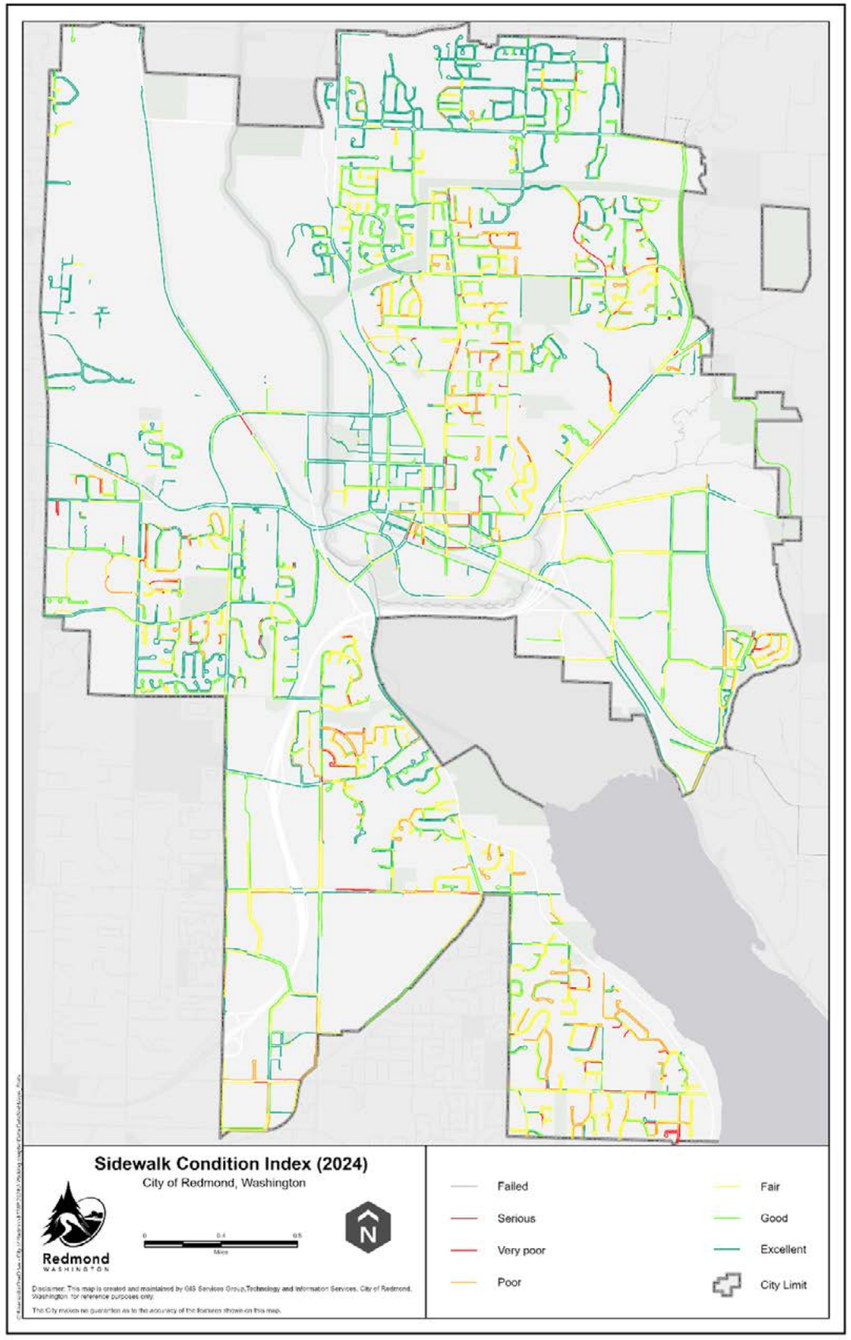
In 2024, the City collected sidewalk condition data for arterial streets, which is summarized in Table 2. Over half of arterial sidewalks are in good to excellent condition. Sidewalks found to be in fair to failed condition will be prioritized for repair or replacement by the City's concrete crew or will be replaced as part of capital improvement or development projects. See Figure 4 below for a summary of Redmond's Sidewalk Condition Index data.

In 2025-2026, the City will develop its Americans with Disabilities Act (ADA) Transition Plan for the Public Right-of-Way, which will identify deficiencies in the pedestrian network that impact accessibility and make it difficult or impossible for persons with disabilities to travel using this network. The plan will identify a list of sidewalks, paths, accessible push buttons, and curb ramps that need to be repaired or replaced to comply with the ADA and requirements in the Public Right-of-Way Accessibility Guidelines (PROWAG). Sidewalks with Sidewalk Condition Index (SCI) of Fair to Failed will be evaluated to determine whether they exceed ADA thresholds.

**TABLE 1** | SUMMARY OF TRANSPORTATION SYSTEM ASSETS

| Asset | Length (miles) | Percent of Total Sidewalk Network |
|---|---|---|
| Excellent (93-100) | 40.83 | 43% |
| Good (85-92) | 26.71 | 28% |
| Fair (71-84) | 20.65 | 22% |
| Poor (55-70) | 5.18 | 5% |
| Very Poor (30-54) | 1.55 | 2% |
| Serious (11-29) | 0 | <1% |
| Failed (0-10) | 0.02 | <1% |

**FIGURE 4** | SIDEWALK CONDITION INDEX




## TRENDS IMPACTING SYSTEM MAINTENANCE AND PRESERVATION NOW AND IN THE FUTURE

### Impacts of Heavier Vehicles

As the level of transit service increases in Redmond, so too do the impacts of heavy buses on pavement condition. These impacts are most pronounced at bus stops where buses decelerate and accelerate, applying additional forces on the underlying pavement structure. Asphalt pavement, which comprises the majority of Redmond's arterial street network, is particularly susceptible to the impacts of heavy buses.

Heavier passenger vehicles also negatively impact pavement conditions. The average weight of a passenger vehicle in the U.S. has been trending upward since the early 1980s. The average weight across all passenger vehicle types is just over 4,000 pounds. As the number of heavier passenger vehicles increases, street pavement will deteriorate more quickly, requiring more frequent maintenance.

Changing the city's arterial street standard to be concrete instead of asphalt is a strategy that can extend pavement life, but concrete is more costly. Applying a concrete standard along frequent transit routes, at intersections, or at bus stops may be another more cost-effective strategy to reduce long-term maintenance costs. The use of asphalt and concrete both comes with environmental benefits and drawbacks; the use of these materials can be evaluated for alignment with the priorities of the Environmental Sustainability Action Plan (ESAP).

**FIGURE 5** | CONCRETE BUS PADS REDUCE IMPACTS OF HEAVY BUSES ON PAVEMENT

## Multimodal Streets Require a Different Maintenance Approach

As Redmond streets are redesigned to better accommodate walking, biking, transit, and auto traffic the methods and equipment that are used to maintain streets must also change. For example, the TMP Bicycle Strategy calls for a network of high comfort bikeways, many of which will be separated bike lanes. Separated bike lanes typically can't be swept with conventional street sweepers, so they require smaller specialized sweepers or other equipment, and additional staff resources since the sweeping would be a separate activity from sweeping the adjacent street. Similarly, snow removal for separated bike lanes requires special equipment and additional staff resources. Table 3 compares maintenance costs of conventional bike lanes (i.e., no vertical elements between the bike and vehicle lanes) and separated bike lanes.

Multimodal streets also may incorporate features such as pavement markings, signage, vertical delineators, etc. which require maintenance. Each of these features has a life cycle and needs to be replaced on a routine basis. Further, multimodal streets that divide available street space create more constrained conditions to conduct maintenance.

**TABLE 3** | MAINTENANCE COST COMPARISON BETWEEN CONVENTIONAL AND SEPARATED BIKE LANES

| Category | Open Bike Lanes (per mile/year) | Separated Bike Lanes (per mile/year) |
|---|---|---|
| Sweeping & Debris Removal | $500-$2,000 | $2,000–$5,000 |
| Snow Removal (where applicable) | $1,000–$3,000 | $2,500–$6,000 (May require dedicated staff or closing facility until conditions improve) |
| Markings & Signage Maintenance | $200–$700 | $300–$1,000 |
| Barrier/Planter/Bollard Maintenance | N/A | $500–$2,000 |
| Equipment Depreciation (Annual Share) | Minimal (shared sweeper fleet) | Moderate–High (dedicated sweeper fleet) |
| Total Annual Maintenance (Estimate) | $1,700–$5,700 | $5,300–$14,000 |

## More People Walking, Biking, and Rolling Requires a Higher Level of Maintenance

Redmond's transportation policies and planning efforts are focused on encouraging more people to walk, bike, and roll. These human-powered modes of travel are more susceptible to injurious crashes resulting from poorly maintained infrastructure – whether it's a crack in the pavement, or ice on a sidewalk. To maintain a safe system, it is important to establish a higher maintenance standard for sidewalks, bike lanes, and multiuse trails.

## Reducing Environmental Impacts

Redmond's Environmental Sustainability Action Plan (ESAP) calls for increasing City-led tree planting on public properties (including public rights-of-way) and increasing the use of pervious pavement. Both actions have maintenance implications. More trees result in the need for more vegetation management (e.g., pruning, clearing tree litter). Over time, trees can also impact sidewalks and streets; however, better planting techniques and proper tree species selection can minimize these impacts. Pervious pavement, which is more appropriate for low volume parking lots, maintenance access roads, and sidewalks, requires different maintenance practices than more traditional pavements to prevent these pavements from being clogged by dirt, moss, etc., which compromise their pervious function.

As Redmond continues to grow and prioritize sustainability, transitioning the maintenance fleet toward electric-powered vehicles is a key strategy to reduce environmental impacts, enhance operational efficiency, and align with climate goals. By converting an increasing share of its vehicle inventory to electric models, Redmond can lower greenhouse gas emissions, decrease dependency on fossil fuels, and potentially realize long-term cost savings through reduced fuel consumption and simplified routine maintenance.

Electric maintenance vehicle

However, electrifying the fleet also introduces new operational considerations. Maintenance personnel may require specialized training to safely handle high-voltage equipment and address the diagnostic needs of electric drivetrains. Infrastructure investments, such as installing charging stations at municipal facilities, represent up-front costs that must be integrated into the City's capital planning. Additionally, thoughtful scheduling and route planning will be necessary to account for charging times and vehicle ranges, ensuring that critical maintenance tasks remain on track.

Over time, these costs can be offset by savings from less frequent vehicle servicing and reduced fuel expenditures. Grants, rebates, and other funding opportunities may further streamline this transition. By systematically evaluating vehicle types, developing a phased replacement schedule, and monitoring performance, Redmond can maintain a strong and reliable maintenance program while embodying the City's commitment to a cleaner, more sustainable future.

## STRATEGIES AND ACTIONS

### Strategy 1: Establish a Maintenance Level of Service Standard for Infrastructure Assets

For sidewalks, federal laws and guidelines such as the Americans with Disabilities Act (ADA) and the Public Right of Way Accessibility Guidelines (PROWAG), establish accessibility standards that dictate when assets such as sidewalks and curb ramps need to be maintained for accessibility. For other assets, a level of service standard - both for seasonal maintenance and longer-term system maintenance - is established by the City. A level of service standard may be tied to safety, longevity, aesthetics, user comfort, and other factors. This standard, in turn, dictates the frequency and level of maintenance performed.

Seasonal Maintenance



**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Establish asset management plans that include a level of service maintenance standard for all transportation system assets and incorporate them into the City's asset management system. (Public Works) |
| **Action 1B** | Modify seasonal maintenance practices, staffing, and budget to meet the established level of service standard. (Public Works) |

### Strategy 2: Plan for and adequately fund maintenance and preservation of Redmond's transportation system.

Ensuring sidewalks, streets, and other transportation assets are well-maintained is critical to achieving a safe, multimodal network. Funding for ongoing maintenance and preservation in Redmond is drawn from various sources—the General Fund, the Transportation Benefit District (TBD), and grant programs—which can fluctuate in availability from year to year. As the city grows and travel demands increase, allocating sufficient, stable funding is essential to meet safety and mobility goals. Robust financial support for maintenance not only addresses immediate repair needs but also helps avoid more costly overhauls in the future.

#### Capital Projects

For new capital projects, long-term maintenance costs are calculated, and sufficient budgets are set aside during the capital improvement program (CIP) project scoping phase to ensure there is sustainable funding for the maintenance requirements. Maintenance costs should account for all aspects of life-cycle asset management and replacement.

#### Transportation Benefit District

Redmond's Transportation Benefit District (TBD) was formed in 2023 to fund maintenance and improvements to city streets, public transportation, strategies aimed at maximizing safety and traveling choices, and other transportation projects designed to reduce congestion. The TBD is funded through a sales tax of 1/10th of one percent. In its first year, Redmond's TBD generated approximately $5 million and is expected to generate a similar amount each year. TBD funds have been used to improve the City's capabilities to build and repair sidewalks, curb ramps, and other transportation features typically constructed of concrete, and augmenting paving projects with additional resources to expand existing scope.

### Grants

The City has received federal funding for pavement preservation projects via the Puget Sound Regional Council (PSRC) grant competitions, which occur in even years. Grant amounts are generally in the range of $1.3 and $1.5 million, and typically include separate design and construction phases. Pavement Condition Index for the road segment is the biggest factor in scoring for these grants, with a PCI of 50-59 receiving the highest points. Roads must be functionally classified (i.e., part of the arterial network) to be eligible, with higher functional classes receiving higher points. Freight routes and bus service can also contribute to higher scores.

### Project Piggybacking

As Redmond's stormwater, sewer, and water utilities age, there is a need to replace underground infrastructure that is placed within the street right-of-way. These utility projects offer opportunities to resurface streets, fix sidewalks, and conduct other maintenance activities. Asset management planning efforts will allow the City to better align priority infrastructure projects and identify opportunities to achieve cost savings by piggybacking different types of infrastructure projects occurring within the same corridor. The City should also continue to coordinate with private development projects and Puget Sound Energy (PSE) projects to find opportunities for project piggybacking.

## Recommended Actions

| | |
|---|---|
| **Action 2A** | Incorporate, as standard practice, the cost of annual maintenance into all operational budgets. Update existing cost-estimation tools and CIP processes to ensure accurate maintenance costs are identified early and long-term funding is appropriately allocated as part of the biennial budget process. (Public Works) |
| **Action 2B** | Establish a Project Transportation Maintenance Fund to ensure sustained financial support for maintaining Redmond's transportation system, preventing deferred maintenance and unexpected funding shortfalls. (Public Works) |
| **Action 2C** | Create an asset management dashboard that more easily allows identification of opportunities to combine infrastructure maintenance/replacement projects across functional areas and coordinate with non-City utility providers and private development. The dashboard may also be used to report on capital project and programmatic efforts. (Public Works) |

### Redmond's Concrete Crew Improves Pedestrian Access While Saving the City Money

Redmond's newly formed Concrete Crew is already demonstrating the value of relying on internal resources to address the City's infrastructure needs. Their recent work at the 90th Street and Woodinville-Redmond Road intersection illustrates both the flexibility and cost-effectiveness this approach can offer. After a car accident damaged a traffic signal pole, the crew quickly removed the old foundation, prepared a new one, and took the opportunity to remove and replace the curb and gutter at the corner. They also upgraded two ADA-compliant wheelchair ramps and repaired sections of sidewalk to restore safe and accessible conditions for all users.

Without this in-house capability, these repairs would have required a lengthier contracting process and higher overall costs, likely delaying completion and inconveniencing residents. In addition to saving time and money, the project showcased strong coordination between the Concrete Crew and the Traffic Operations and Safety Engineering Division, reflecting the benefits of enhanced collaboration within the City's maintenance operations. By investing in a dedicated crew, Redmond can respond more rapidly to unanticipated infrastructure needs, maintain higher quality standards, and reduce reliance on outside contractors, ultimately supporting a more resilient and efficient transportation system.

## Strategy 3: Explore alternative approaches to addressing bikeway, sidewalk, and shared-use path maintenance needs

### Community-driven maintenance initiatives

As the City continues to build out its active transportation network and encourages year-round walking and biking, the maintenance needs for sidewalks, paths, and bikeways will continue to grow. This is particularly true for seasonal maintenance such as the clearing of leaves or other tree litter, and snow and ice removal from sidewalks and bikeways to maintain safe and accessible facilities. City maintenance crews may not always be able to address these seasonal maintenance needs in a timely manner. In some communities across the US community organizations have formed to address certain maintenance needs such as trimming vegetation and clearing debris from sidewalks and bike lanes. Examples include StreetFixers in Seattle, which organizes groups of people to sweep, rake, trim vegetation, etc. to make sidewalks and bikeways more passable.

Another approach to community-driven maintenance initiatives is to establish an "Adopt-a-Neighbor" program, which pairs neighbors who are unable to rake or shovel their sidewalk with volunteers who are willing to help.

### City-subsidized sidewalk maintenance

The Revised Code of Washington 35.70.020 establishes that it's the responsibility of the abutting property owner to bear the burden and expense of constructing or repairing existing sidewalks along the side of any street or public place. This approach to sidewalk maintenance can lead to inequitable outcomes and often results in maintenance being deferred or not happening at all unless there are complaints from the public or a compliance program in place. In Redmond, adjacent property owners are responsible for maintaining the sidewalk in front of their homes, but historically there has been little enforcement or formal procedure in place to address degrading conditions. The City remains ultimately responsible for ensuring the sidewalks are safe for all users, and it typically responds to customer requests on a case-by-case basis to provide temporary or interim fixes.

To ensure an accessible sidewalk network the City should enforce the city ordinance requiring adjacent property owners to address sidewalk conditions that are impacting accessibility. Property owners can choose to hire a contractor or request the City to make the repair and be billed for the work. In some cases, repairing or replacing a sidewalk can be a financial burden to lower-income households. Income-qualifying households could have a portion, or all of the costs covered by the City using funds from the Transportation Benefit District.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Assess the viability of establishing volunteer programs such as "Adopt-a-Neighbor" for seasonal sidewalk maintenance or "Adopt-a-Bike-Lane" program where organized groups commit to performing seasonal maintenance activities such as leaf clearing within defined segments. (Planning, Public Works) |
| **Action 3B** | Develop a policy and guidelines to facilitate community-driven maintenance initiatives and ensure that such initiatives are safe for participants and meet defined level of service maintenance standards. (Planning, Public Works) |
| **Action 3C** | Increase compliance efforts for inaccessible sidewalks and establish a program to assist property owners in addressing sidewalk maintenance needs, which could include providing a list of contractors, having City crews conduct the maintenance activity and bill the property owner, and establishing an income-qualifying sidewalk maintenance subsidy program. (Public Works) |

### Prioritizing Transportation Infrastructure Maintenance

Redmond's transportation system should serve everyone equitably, ensuring that no person or neighborhood is left behind due to historical underinvestment or physical barriers. Older residential areas can sometimes lack the infrastructure and maintenance levels found in newer developments, resulting in uneven conditions for sidewalks, streets, and transit access. Redmond's approach to equity in transportation maintenance focuses on identifying and prioritizing high-need locations to ensure a consistent and reliable level of service throughout the city.

To achieve this, the City considers demographic data, infrastructure conditions, and community input to guide where resources are most urgently required. Areas with a greater proportion of older adults, people with disabilities, or households without access to a personal vehicle may receive additional attention for sidewalk repairs, curb ramp upgrades, and street resurfacing. Beyond physical improvements, Redmond will continue to refine how it engages with these neighborhoods—whether by holding workshops in multiple languages, meeting people where they are, or partnering with local organizations to identify and address maintenance concerns. By applying an equity lens to all aspects of maintenance and preservation, the City seeks to create a transportation network that works for every resident, regardless of age, ability, or income.

### Strategy 4: Coordinate Regional Shared Use Path Maintenance

Redmond is fortunate to have several regional shared use paths that serve both a recreation and transportation function. These include the SR 520 Trail, West Lake Sammamish Trail, and East Lake Sammamish Trail, and Pipeline Trail. These trails are owned and maintained by other entities, including WSDOT, King County, and PSE. The condition of trails can impact the safety and comfort of users, as well as people's willingness to use them. The City of Redmond has a role to play in advocating for consistent trail maintenance that meets its level of service standard and potentially partner with the agencies who own and operate regional trails to help expedite maintenance activities.

**FIGURE 6** | MANY SHARED USE PATHS IN REDMOND ARE MAINTAINED BY OTHER AGENCIES

#### Recommended Actions

| | |
|---|---|
| **Action 4A** | Document maintenance needs on regional shared use path facilities. (Parks) |
| **Action 4B** | Coordinate with agencies to understand their maintenance schedules for regional trail facilities, and to potentially enter into maintenance agreements that would allow the City of Redmond (or its contractors) to perform maintenance and be compensated by the trail owner. (Parks, Public Works) |

### Strategy 5: Assess Feasibility of Shifting Major Maintenance Activities to Off-Peak Hours

As Redmond transitions from a suburb to a city, the activity and demands on its streets will continue to increase, adding to the complexity of performing maintenance and resulting in greater disruptions to traffic from maintenance activities. Shifting maintenance activities that require street or lane closures or other significant modifications to traffic flow to off-peak hours is a strategy to mitigate traffic impacts, but doing so would be a fundamental shift for Redmond's maintenance crews.

If the City were to pursue off-peak maintenance, several considerations would need to be evaluated. Such a shift may necessitate redefining roles to oversee night or weekend work, as well as engaging in discussions with labor unions regarding contract terms and work schedules. Pilot programs could be conducted to determine whether scheduling certain maintenance activities outside of peak hours effectively reduces congestion, remains cost-effective, and is operationally feasible. Coordination with other agencies would also be needed to minimize noise or other disturbances to businesses and residents. In addition, the City would need to ensure adequate budgeting for any specialized equipment, training, and ongoing performance monitoring. Although not a preferred approach, implementing off-peak maintenance could be further examined as the demands on Redmond's transportation system continue to grow.

#### Recommended Actions

| | |
|---|---|
| **Action 5A** | Establish criteria that would help determine when off-peak maintenance may be justified. Such criteria may relate to the scale and duration of the maintenance activity, anticipated impacts on traffic, emergency response times, businesses, and whether there are viable detour routes. (Public Works) |
| **Action 5B** | Investigate and document the resources needed to stand up a night maintenance crew on an as-needed basis. (Public Works) |

# CURBSPACE AND PARKING MANAGEMENT

Transportation Master Plan

## INTRODUCTION

With the growth of transportation network companies (TNCs) and associated curbside pickups and drop-offs, online shopping and associated package deliveries, as well as transit, accessibility, and vehicle storage, there is high demand for curb space. Curb space is the part of the street that marks the transition from the space where people and vehicles travel to the space where people walk on the sidewalk and adjacent land uses. Curb space is also the place where both movement and access may conflict, but where both movement and access are needed to serve convenience and commerce.

Curb space management seeks to inventory, optimize, allocate, and manage curb space to maximize mobility, safety, and access for the wide variety of curb demands. By comparison, parking management focuses on the use of the curb for parking purposes but also addresses off-street parking (i.e., parking lots and garages). When managed together, effective curb and parking management optimizes parking utilization, decreases time spent searching for parking, and reduces congestion.

To meet the needs of its curb space, the City of Redmond is developing a curbside management plan for Redmond's three urban centers—Downtown Redmond, Marymoor Village and Overlake Village. This system will balance the needs of various curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, Americans with Disabilities Act compliant (ADA) parking spaces, deliveries, vendors, planned bikeways, and time-limited parking for visitors.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Curb Space and Parking Management strategies identified in this section support these principles, as shown below.

### RESILIENCE

- Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption. (See Redmond 2050 FW-TR-33)
- Strategies supporting the Guiding Principle of Resilience include: Strategies 5, 7, and 9.

### SUSTAINABILITY

- Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. (See Redmond 2050 FW-TR-35)
- Strategies supporting the Guiding Principle of Sustainability include: Strategies 1, 2, and 8.

### EQUITY & INCLUSION

- Ensure that all sidewalks and curb ramps are accessible to all people, including those with disabilities . (See Redmond 2050 TR-17)
- Strategies supporting the Guiding Principle of Equity include: Strategies 3, 4, and 6.

**Existing Conditions**

Redmond is a growing city with a vision for future growth in employment and housing primarily occurring in the City's three urban centers in Downtown Redmond, Marymoor Village, and Overlake Village. Curb space is a key piece of Redmond's transportation infrastructure and will help support Redmond's future growth and provide access to everyday needs and important destinations for residents, customers, visitors, and employees. Management of the city's curb space and parking resources can help contribute to transportation goals for equitable mobility, improving access to transportation choices, and building a more sustainable transportation system.

Early in 2025, the City completed an inventory to document existing parking conditions in its three urban centers—Downtown Redmond, Overlake Village, and Marymoor Village. The report provides a foundation for updating the City's parking management strategies and policies, aligning them with the recently adopted Redmond 2050 Comprehensive Plan.



Downtown Redmond and Overlake Village have higher population densities than Marymoor Village, which has a smaller population owing to the presence of Marymoor Park. Out of the three, Overlake Village is the largest neighborhood with 7,000 residents and more than 45,000 jobs, followed by Downtown Redmond with 6,000 residents and 10,000 jobs.

The 2023 American Community Survey states that the primary commuting travel choice of Redmond residents, employees, and visitors is the single occupancy vehicle, with 53% of all trips. Considering the dominance of the tech industry in employment, the high percentage of work-from-home as a commute option at 25% expected. Transit usage follows next at 10%. However, these figures likely do not reflect the ebb and flow of traffic and parking in the city throughout the day. This is because Redmond has various commercial office spaces, especially in Overlake Village and Downtown Redmond, attracting commuters from outside the city who are not captured in travel surveys.

As of April 2025, Redmond has four fully operational Sound Transit Link light rail Line 2 stations, serving this segment of Link Light Rail. It is anticipated that the Lake Washington segment of Line 2, which will be operational in early 2026, will provide important connections to Seattle and cities north and south, which will change the Redmond parking system dynamics for years to come.

**Downtown Redmond**
**On-Street Parking:**

The Downtown Redmond urban center has a total of 12,800 parking spaces 1,130 of which are on-street spaces. In 2024, peak on-street parking occupancy for the entire area occurred at 12 PM when 70% of spaces were occupied, while the least number of spaces were occupied at 4 PM with half the spaces empty. This is up from 2019 when on-street parking in downtown peaked at 62.5% occupancy. Taken together, the overall occupancy remained within the 50-70% band in the hours surveyed. That is well below the 85% industry threshold.[1]

**TABLE 1** | ON-STREET PARKING INVENTORY BY TYPE – DOWNTOWN REDMOND

| Parking Space Type | Parking Space Type | Percent of Total |
|---|---|---|
| Unrestricted Parking | 410 | 36.3% |
| Time Limited | 625 | 55.3% |
| Loading Zones | 55 | 4.9% |
| Other (ADA, Business only, Motorcycle Only, Future resident) | 34 | 3.0% |
| Total Spaces | 1,130 | 100.0% |

[3] 85% parking threshold: This level of occupancy in a parking zone is an industry-wide standard for optimum occupancy to balance parking demand and supply. At this level of occupancy, the supply of parking is efficiently used while also providing some parking availability.

In Downtown Redmond there are ten times as many off-street parking spaces compared to on-street locations. These 11,429 public and private parking spaces are spread among 164 facilities, with their capacities ranging from 5 to 851 spaces.

Like on-street parking occupancy, off-street occupancy peaks late in the morning to early afternoon and then trends down during the rest of the day. While occupancy varies among parking facilities the occupancy of all off-street facilities together is just over 50% during peak times.

The City has had a parking permit program since November 2009. This program offers monthly permits for on-street parking without time limits in certain areas of downtown. Permits are issued on a first come-first serve basis. There are currently no programs specifically for residential parking permit or employee permit programs.

Parking revenue is collected from the on-street parking permit program and at the City-owned Redmond Central Connector lot.

## Marymoor Village

Marymoor Village is the smallest of the three urban centers and consequently also has the least parking capacity, with a total of 3,028 parking spaces distributed between on street and off-street locations.

### On-Street Parking:

Marymoor Village has 216 on-street parking spaces. Table  shows that all 180 open spaces have no time limitations. At the time of the survey in early 2025, thirty-six spaces were unavailable for parking due to construction-related activities and therefore were not included in the occupancy analysis.

**TABLE 2 |** ON-STREET PARKING INVENTORY BY TYPE - MARYMOOR VILLAGE

| Parking Space Type | Number of Spaces | Percent of Total |
|---|---|---|
| Unrestricted Parking | 180 | 83% |
| Under Construction | 36 | 17% |
| Total Inventory | 216 | 100.0% |

The average occupancy across all on-street spaces during the survey period from 9 AM to 8 PM peaked at 50% at 11 AM, and then reaching sparse occupancy after 3 PM, hovering around 15% for the remainder of the period. It is expected that as new development occurs in Marymoor Village demand for parking and other curb uses will increase.



### Off-Street Parking:

Like the other urban centers, most parking availability in Marymoor Village is in off-street facilities — 2,812 spaces. Similarly, the ownership of most of these spaces is private, with only 77, or less than 3% of the spaces, are being provided by public agencies.  While the Marymoor Village Station Parking Garage wasn't open at the time of the inventory, it opened in early May 2025.  It contains 1,400 parking stalls. Occupancy at off-street facilities is like that at on-street spaces in that the levels are low and go down further as the day progresses. They peak at 50% at 11 AM and reduce to 28% by 7 PM.

## Overlake Village

### On-Street Parking:

Overlake Village is a subarea within the southernmost portion of the Overlake Metro Center. Within this area there are 134 on-street spaces. The land use of this area is currently dominated by lower density office commercial and car-oriented retail (with surface parking) but is rapidly transitioning to mixed-use residential. Of the on-street parking spaces,129 of 134 spaces are unrestricted parking, three are loading zones, and two are for emergency vehicles only. In contrast to Downtown, there are zero restricted, ADA-only, and permit spaces in Overlake Village.

**TABLE 3 |** ON-STREET PARKING INVENTORY BY TYPE - OVERLAKE VILLAGE

| Parking Space Type | Number of Spaces | Percent of Total |
|---|---|---|
| Unrestricted parking | 129 | 95.8% |
| 30-minute Loading Zone | 3 | 2.5% |
| Emergency Vehicle Only | 2 | 1.7% |
| Total Spaces | 134 | 100.0% |

Parking occupancy reaches its peak in the evening at 7 PM at 83%. This is well after the commute-related peak hours and nearly reaches the 85% occupancy threshold Parking demand is associated with residents choosing not to park within the buildings in which they live. The lowest occupancy is observed at 3 PM with 65% of all the spaces occupied.

### Off-Street Parking:

There are 6,635 off-street spaces .  More than 90% of these off-street lots are privately-owned, while less than 10% are present in publicly owned facilities, these being the King County Metro Overlake Park-and-Ride lot and the Sound Transit Redmond Technology Station Parking Garage.

Unlike the late evening peak occupancy observed for on-street spaces, the off-street facilities follow a more expected peak hour trend during the day. However, overall occupancy itself is low, reaching a high of 37% around 11 AM and down to 24% at 7 PM.

## GOALS FOR PARKING MANAGEMENT

As described below, Redmond has five goals for managing the City's parking supply while supporting other City goals related to Redmond's urban centers and a sustainable and equitable transportation system. The Strategies and Action steps defined below will provide implementation steps to help achieve Redmond's curb space and parking management goals.

1. Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.
2. Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.
3. Manage curb space in Redmond equitably with consideration of community benefits and multiple transportation modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.
4. Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.
5. Use innovative parking management strategies and technologies to manage Redmond's future parking system.

**Effectively manage parking to facilitate access to businesses, services, and residences in Redmond's urban centers.**

Redmond will take a coordinated approach to parking via land use and zoning code strategies to "right size" parking requirements for new development. The City will also work to implement proactive parking management that optimizes the value of Redmond's limited public parking inventory. As Redmond's urban centers continue to grow around transit, there will be more demand for parking near destinations, such as retail and light rail stations. The Downtown Parking Management Strategic Plan found that, overall, there is an adequate supply of parking in Downtown Redmond and recommended parking management strategies to more efficiently utilize available parking. Managing parking facilities so that the most convenient spaces are available to priority users, such as customers or freight deliveries, will help support local businesses in urban centers. Parking management strategies, such as paid parking and time limits that are consistent between the city's urban centers, will allow Redmond to target a specific curbside parking occupancy rate that balances utilization and availability. Easily understandable restrictions, enforcement, and parking availability could help improve perceptions of parking convenience and availability in high-demand areas.

**Support safe and comfortable multimodal access to, from, and around on- and off-street parking facilities.**

Parking access interacts with other travel modes, in particular, people walking, rolling, and biking. Parking should be incorporated into street design to maximize roadway safety and should be designed around pedestrian and bicycle facilities to help minimize conflicts with vehicles. Public parking on Redmond's streets is subject to City standards defined in the Redmond Zoning Code (see Section 21.52 and Appendix 2).



Driveway access to off-street parking facilities can create conflicts with pedestrians and cyclists where access points mix with vehicular modes. The vehicular access locations for new development are regulated by the development standards in the Redmond Zoning Code. This includes design standards that regulate distance from other driveways and intersections, turning radii, and design aspects that affect how driveways interact with multiple modes of transportation. The standards should align closely with Redmond's transportation goals and priorities to minimize conflicts.

**Manage curb space in Redmond equitably with consideration of community benefits and other modes and manage on-street parking to provide equitable access to businesses, services, public spaces, and transit.**

Curb space is a limited public asset that serves many functions in Redmond's transportation system. Redmond will strive to allocate curb space equitably and in a way that considers community needs and benefits from potential uses based on the local neighborhood context. Because there are competing demands for curb space in Redmond's urban centers, the City will work to manage a finite inventory of curbside parking and loading spaces to consider diverse community needs.

Management of Redmond's parking system should promote equitable outcomes in the community. Effective management of the city's parking inventory can help ensure more uniform utilization of public parking in Redmond's urban centers. In areas with high parking demand, targeted strategies can improve access to transit, public spaces, and other destinations from parking areas. A curb space management strategy that allocates curb space equitably, manages Redmond's finite supply of on-street parking effectively, and leaves space for multiple transportation modes and curb space uses can better respond to community needs.

**Manage and design Redmond's future parking system to support the land use and transportation vision and goals for a sustainable community.**

Implementing a coordinated approach to parking that decreases new off-street parking in Redmond reduces potential impacts on the local community and natural environment and supports the City's environmental sustainability goals.  The vision for the future of Redmond's transportation system is a sustainable multimodal network, with growth focused on light rail and frequent transit.
With Redmond 2050, minimum parking requirements have been eliminated within urban centers. Integrating parking into streetscape standards that include space for landscaping, green stormwater infrastructure, and other sustainable travel modes such as walking and biking would help the City create a more sustainable transportation system.

**Use innovative parking management strategies and technologies to manage Redmond's future parking system.**

Innovations in technology are changing the way parking is managed. This includes methods for collecting and monitoring data on parking, communicating with people trying to access parking, and integrating parking with other elements of intelligent transportation systems. Novel practices have been implemented by other Washington cities in the past two decades that allow for dynamic pricing based on fluctuations in parking demand throughout the day, flexible parking payment systems, and integration with a variety of platforms. Redmond will consider emerging best practices for managing parking using technologies that can support broader curb space management strategies and the City's transportation goals.

## STRATEGIES AND ACTIONS

**Strategy 1: Develop a comprehensive curbside management plan for Redmond's three urban centers that prioritizes on-street curb space functions based on land use context, access and mobility needs, placemaking, and other functions.**

Curb space is in high demand in Redmond, and parking is only one potential use of the City's limited curb space resources. Different neighborhood contexts in Redmond have competing priorities for curb space; Redmond's urban centers have the most competing needs for curb space.

As shown in Table 4 below, curb space priorities are presented by land use. The different curb space uses are categorized broadly on the overall intent and function of the curb space and do not correlate with a particular mode of travel. Planning Priorities, while not a specific use, include public infrastructure and capital projects that are defined priorities of investment for both the City and partner agencies.

1. **City Planning Priorities:** Investments in public facilities included in plans from the City and partner agencies regardless of curb use. City Planning Priorities include investments by the City and other partner agencies, such as green stormwater infrastructure; bus facilities, lanes, and layover; and bike lanes or other improvements specifically included in plans by the City or partner agencies.
2. **Safety:** Daylighting for intersection safety and pedestrian crossings and pedestrian and bicycle safety improvements.
3. **Parking:** Time-limited, paid, or unrestricted on-street parking.
4. **Access:** Bus stops, passenger loading, bike parking, bike or scooter share, emergency and service vehicle access.
5. **Goods Movement:** Commercial loading areas or package or food deliveries.
6. **Activation:** Parklets, dining areas, public art, street furniture, or other pedestrian amenities.

**TABLE 2** | CURB SPACE PRIORITIES

| Priority | Residential* | Mixed- Use | Main Street | Office and Commercial | Industrial |
|---|---|---|---|---|---|
| 1 | City Planning Priorities | | | | |
| 2 | Safety | | | | |
| 3 | Access | Access | Access | Access | Goods Movement |
| 4 | Parking | Activation | Activation | Goods Movement | Access |
| 5 | Goods Movement | Goods Movement | Goods Movement | Activation | Parking |
| 6 | Activation | Parking | Parking | Parking | Activation |

*Land Use Definitions:

**Residential:** Predominantly residential uses, including detached and attached single-family housing and multifamily apartment buildings with limited retail or other nonresidential uses (excluding parking) at street level.

**Mixed Use:** Mixed-use neighborhood streets with a combination of residential, retail, office uses at street level, with lower pedestrian traffic or at lower densities than Main Street contexts (defined in 3).

**Main Streets:** Mixed-use areas with predominantly retail and commercial services at ground level and heavy pedestrian traffic.

**Office and Commercial:** Areas with predominantly retail and office functions regardless of density, including shopping centers and office campuses.

**Industrial:** Areas with predominantly light industrial, warehousing, distribution and logistics, or businesses that include small-scale manufacturing or fabrication on site.

A Curbside Management Plan is currently under development and will consider how to balance the many needs of curbside uses, including ridesharing, loading, and unloading zones, outdoor dining, City maintenance, commercial garbage collection, fire access, ADA parking needs, deliveries, planned bikeways, and time-limited parking for visitors. Another emerging curb use is electric vehicle (EV) charging, which should generally be excluded from areas with higher curb use demand. The Environmental Sustainability Action Plan and Section 12, E-Mobility, discuss EV charging in more detail.

The five goals for the future of Redmond's parking system described earlier in this document are intended to balance the community's parking needs with Redmond's urban centers and the future of the City's transportation system. Redmond 2050 envisions the City's urban centers as hubs of residential, commercial, and cultural activity. Downtown is and will remain the civic heart of Redmond; Overlake has begun to transform into a regional hub for technology, research, and development; and Marymoor Village is developing into a transit-oriented and inclusive community.

**Redmond 2050 Policies that support strategy 1:**

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Develop a comprehensive urban center curbside management plan based on the curb space priorities established in the TMP. |
| **Action 1B** | Implement programs and strategies identified in urban center curbside management plan and other planning documents, including the TMP, that impact curb space. |

## Strategy 2: Manage on-street parking in Redmond to optimize utilization of the City's limited on-street parking inventory.

Redmond should pursue parking management strategies that balance systemwide consistency and sensitivity to the local context in the City's three urban centers of Downtown Redmond, Marymoor Village, and Overlake. Both on-street and off-street parking facilities seek to ensure that the available parking supply is optimized and used efficiently, and that the overall parking system is functioning well for users. When compared to the inventory of private, off-street lots and garages, Redmond has a limited supply of on-street parking. On-street parking is generally targeted to those who need immediate short-term access to nearby businesses.  Off-street parking facilities can offer customers, employees, and residents more time to park their car, larger capacity to accommodate more vehicles.

Redmond will continue to manage on-street parking as a valuable public resource through existing City programs and new efforts to increase parking efficiency. The City's goal in implementing these parking management strategies should be to keep parking in high-demand areas within the optimal range of parking occupancy rates between 70% and 85%. The following actions will help the City manage its parking system.



**Redmond 2050 Policies that support strategy 2:**

- **TR-34:** Implement comprehensive on-street parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Revise parking permit program to better meet parking needs and reflect market pricing. |
| **Action 2B** | Implement a paid parking system in high-demand parking areas of Redmond's urban centers with metering and mobile payment options to ensure parking turnover, which benefits businesses, and generate revenue for a parking enterprise fund to make the parking program self-sustaining rather than supporting the program from the City's General Fund. |
| **Action 2C** | Expand the Downtown Redmond Time-Limited Enforcement Zone to include on-street parking in the Anderson Park area of downtown. |
| **Action 2D** | Create parking management and enforcement areas in Marymoor Village and Overlake Village that include time-limited parking and paid parking. |

## Strategy 3: Implement a parking system that is user-friendly and easy to navigate.

To be successful, the overall parking system should be easy to use and understand for people who live, work in, or visit Redmond. Through a review of the current system, it has been determined that the development and implementation of a wayfinding system that is easy to identify, navigate, and understand should be considered. A wayfinding system for parking could be integrated with other wayfinding and signage in Redmond designed for motor vehicles. Attributes of successful parking signage and wayfinding systems include user friendly designs, clear messaging, simple icons to ensure drivers can understand the information quickly.  An effective wayfinding system directs drivers efficiently to parking facility entrances, exits and available spaces, saving time and reducing unnecessary circling and resultant congestion and emissions.

Parking location information should also be readily available online on the City's website and could also be made available through an easy-to-use application or popular mapping applications.

Parking restrictions that are consistent and easy to understand will also help the public understand parking management and enforcement in Redmond's urban centers. The following actions will make Redmond's parking system more user-friendly and understandable as parking management efforts expand outside of downtown.

**Redmond 2050 Policies that support strategy 3:**

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

## Recommended Actions

| | |
|---|---|
| **Action 3A** | Develop a legible wayfinding system that directs drivers to off-street public parking and potentially includes real-time availability information. |
| **Action 3B** | Create uniform parking restrictions and regulations throughout the city as parking management programs expand to new areas. |
| **Action 3C** | Encourage development and integration of local parking system information for web-based map apps. |

### Strategy 4: Enforce clear and understandable parking restrictions in Redmond's urban centers.

Enforcement is critical for the effective implementation of parking management strategies. Expansions of time-limited parking and the implementation of paid parking will require enforcement. The goal of parking enforcement is to ensure that the parking management systems and programs are operating as intended.

The Redmond Police Department enforces parking restrictions, including fire lanes, loading zones, disabled parking and will be increasing parking enforcement efforts with the growth of the parking management program in all urban centers and the implementation of paid parking in specific areas within urban centers. The Police Department also manages contracts for enforcement of City-owned off-street parking facilities.

The following actions will help the City enforce clear and understandable parking regulations in Redmond's urban centers.

**Redmond 2050 Policies that support strategy 4:**

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.



## Recommended Actions

| | |
|---|---|
| **Action 4A** | Ensure parking signage and restrictions are consistent and easy to understand throughout the city so that time limits, restrictions, and enforcement are clear to users. |
| **Action 4B** | Implement a paid parking system in areas of high parking demand that tracks vehicle information for consistent enforcement of time limits and parking rates. |

### Strategy 5: Further align parking regulations with goals for affordable, people-centered urban centers.

Right-sizing the amount of available parking and effectively managing parking are critical for achieving Redmond's transportation and land use vision. The design of on-and-off street public parking on Redmond's streets is regulated by street and access standards in the Redmond Zoning Code (Section 21.52 and Appendix 2). Standard design specifications for streets, including on-street parking, are applied to different street types. Parking design and location should also reflect other goals of the City's transportation system, including complete pedestrian and bicycle networks and high-quality transit.

Dedicated structured parking is expensive to construct and increases the cost development, which is passed on to tenants. As an acknowledgement of this cost and to promote more affordable housing, Redmond 2050 code updates adopted in December 2024 eliminated parking minimum requirements for new residential developments in urban centers. Despite the elimination of parking minimums, new development may still build parking to meet what is understood to be the current market demand for parking. Often this results in the overbuilding of parking, perpetuating the increased costs associated with parking. Many communities are also establishing parking maximums, or an upper limit for the number of spaces allowed for specific uses. Parking maximums ensure that new development right-sizes parking facilities to support more affordable housing, reduce vehicle miles traveled, and generally, support the creation of more people-centered communities. Consideration should be given to eliminating parking minimums and establishing parking maximums citywide.

Other strategies that could be effective in managing parking supply include:

- Regulating and Pricing: Implement pricing strategies that increase the costs for longer parking durations to reduce demand and congestion.
- Data Analytics: Utilizing data to analyze parking trends and optimize pricing and demand management strategies.

**Redmond 2050 Policies that support strategy 5:**

- **TR-25:** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Continue to regularly evaluate parking requirements, including parking maximums, elimination of citywide parking minimums, time-based pricing strategies, and other policies to more effectively manage parking supply and align with City goals and priorities for the transportation system and affordable, people-centered development. |
| **Action 5B** | Use data analytics to understand parking demand and optimize pricing. |

### Strategy 6: Designate accessible parking spaces to meet community needs.

Redmond's parking system includes some disabled parking stalls, but the City does not have a standard or policy for providing designated disabled parking spaces as part of public on-street parking. To meet U.S. Access Board Public Right-of-Way Accessibility standards, the City will need to establish a standard ratio of designated disabled parking spaces. Access to nearby pedestrian crossings and entrances to major destinations should also be considered when locating designated disabled parking stalls.

All streets with public on-street parking should have designated disabled parking spaces on the same block perimeter. The City should prioritize implementation of disabled parking standards in Redmond's urban centers. The following actions will help Redmond address existing community needs for accessible on-street parking.

**Redmond 2050 Policies that support strategy 6:**

- **TR-35:** Establish off-street parking requirements that meet the U.S. Access Board Public Right of Way standards, which prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

**Recommended Actions**

| | |
|---|---|
| **Action 6A** | Through the Curbside Management Plan, evaluate where there are deficiencies in designated disabled parking spaces and identify where additional spaces should be in Downtown Redmond, Marymoor Village, and Overlake Village. |
| **Action 6B** | Design designated disabled parking spaces so as to minimize distance to pedestrian crosswalks and other access points, and to minimize conflicts with bicyclists and micromobility users if adjacent to a bikeway. |



### Strategy 7: Work with community, transit agency, and local business partners in the development and execution of parking plans in station areas that foster equitable, inclusive, sustainable and resilient transit-oriented communities.

Redmond currently has partnerships with community organizations and employers in Redmond. The City should continue to build and strengthen relationships with its current partners and work with other agencies to help manage the parking system. Sound Transit manages the parking facility at the Redmond Technology Station, which contains spaces for 300 cars and 44 spaces for bicycles. King County manages parking at Marymoor Park, and Sound Transit manages parking at a 1,400-stall parking structure at the Marymoor Village light rail station. Partnerships with both agencies are important to Redmond's parking management initiatives in Marymoor Village. Partnerships with other major employers like Microsoft and organizations could help achieve the transportation goals in Marymoor Village and Overlake.

City partnerships with community members, local organizations, and employers are important to the success of the parking management program. Redmond should continue to strengthen relationships with local organizations and other agencies and enhance collaboration among different City departments through the actions described below.

**Redmond 2050 Policies that support strategy 7:**

- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

**Recommended Actions**

| | |
|---|---|
| **Action 7A** | Partner with King County and Sound Transit to manage parking near Marymoor Park and the Marymoor Village light rail station, and coordinate on Transportation Demand Management efforts to encourage access by non-SOV modes. |
| **Action 7B** | Continue to engage with community organizations, King County, and employers in Redmond's urban centers to develop parking management programs that will effectively serve the Marymoor Village and Overlake communities. |

### Strategy 8: Support a shared parking program for off-street parking areas in Redmond with public parking components or parking areas that are shared between neighboring land uses and/or development.

Shared parking allows a single parking resource to be shared between different adjacent land uses to take advantage of different periods of peak parking demand. Shared parking reduces the total amount of parking necessary to accommodate demand by balancing the peaks in demand within an area. This can take the form of a single private lot shared between two or more nearby uses or a central parking area for a neighborhood or district.

Shared parking is currently allowed in the Redmond Zoning Code and can be used by developers to reduce the overall amount of parking provided within a single development. For shared parking arrangements to be successful, the peaks in parking demand for different uses should be balanced and should not happen concurrently. For example, shared parking between office and retail uses is often successful because the demands for the two uses occur at different times.

Some developments in Redmond's urban centers currently have shared parking arrangements or a public parking component. These may be shared between uses in the same development or between neighboring developments through arrangements between property owners and managers or lease agreements with individual tenants.

The City will be implementing a shared parking pilot program to optimize the use of existing parking facilities and reduce congestion. Funded by a 2026 Washington State Regional Mobility Grant, the pilot will test connecting underused parking in the evening hours with those in need of parking, offering a reliable parking solution while supporting small businesses and improving access to downtown businesses and light rail transit.

**Redmond 2050 Policies that support strategy 8:**

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking ratios above or below required ratios.

**Recommended Actions**

| | |
|---|---|
| **Action 8A** | Work with property managers and developers to understand opportunities for shared parking as part of existing and incoming development. (Planning) |
| **Action 8B** | In the near-term develop a shared parking pilot program in downtown, where developers can make underutilized parking available to the public or other nearby uses. (Planning) |
| **Action 8C** | Support an expanded shared parking program in all urban centers by facilitating connection between demand and supply, providing information to interested parties, and promoting shared public parking facilities through wayfinding, mapping, and other channels. |



## Strategy 9: Monitor parking occupancy and utilization in Redmond's urban centers and the performance of the City's parking and curb space management programs.

The evolution of development in Redmond's urban centers will change the way people use parking. Regular monitoring of the program will help the City understand shifts in parking utilization and the effectiveness of parking management programs.

The following actions will help the Redmond achieve its objectives for parking management efforts in its urban centers.

**Redmond 2050 Policies that support strategy 9:**

- **TR-25:** Establish and implement standards in the Transportation Master Plan for the design, construction, and operation of streets. Ensure that the standards address modal plans; context sensitive design; environmental protection; property access; continuity of the street pattern; block size; access management; curb lane use; utilities placement; parking for cars, bicycles, buses, and other vehicles; and the comfort and safety of all users.

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, wayfinding, and localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

**Recommended Actions**

| | |
|---|---|
| **Action 9A** | Continue to monitor occupancy of on-street parking on blocks in Downtown Redmond, Marymoor Village, and Overlake Village. |
| **Action 9B** | Monitor the effectiveness of parking management strategies in urban centers and adjust parking programs based on observed patterns in peak demand and response to implementation of paid parking and time limits in the future. |
| **Action 9C** | Conduct a parking study for Marymoor Village and Overlake Village after the Sound Transit Link 2 Line light rail service to Seattle begins in early 2026 to establish a baseline inventory and occupancy and utilization rates with light rail service. |

# TRANSPORTATION DEMAND MANAGEMENT

Transportation Master Plan

# TRANSPORTATION DEMAND MANAGEMENT

## WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

Transportation Demand Management (TDM) is a general term for strategies that result in a more efficient and sustainable use of transportation resources. Many programs and projects within TDM aim to provide more competitive transportation options than driving alone in order to reduce trips and improve traffic congestion. Traditionally, TDM has been seen as a tool to manage and mitigate peak period congestion with an emphasis on impacting commuters. Over time, TDM has expanded to apply more broadly to policies and programs designed to support and incentivize healthier, more environmentally sustainable transportation behaviors.

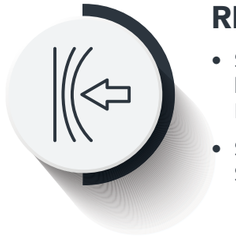
The Covid-19 pandemic resulted in a drastic shift to telework and hybrid work schedules. Between 2019 and 2022, state Commute Trip Reduction (CTR) surveys found that the percent of telework grew from 5% to 41%. While telework is still prominent and likely to remain in many sectors, many companies and organizations have shifted back to a higher expectation of in-office time, and some are beginning to require all employees to be back in office full time. Redmond has also grown significantly, with a population that has increased to over 80,000 residents bringing about an increase in traffic. TDM is a strategy to reduce all vehicle traffic within the city, not just single occupancy vehicle commuters who are going to and from work.

## CITY OF REDMOND TRANSPORTATION DEMAND MANAGEMENT EFFORTS

Current TDM efforts in Redmond include expansion of public transit, including the opening of four new light rail stations in the Downtown, Marymoor, and Overlake Urban centers. These stations connect Redmond community members to surrounding cities and region with high-capacity frequent transit and are expected to decrease personal vehicle use. The Transit Section speaks to the transit system and how the City envisions the future of transit. TDM efforts are focused on the personal attitudes and behaviors pertaining to use of transit. The current Redmond transportation demand management program, Go Redmond, is another example of current TDM efforts, as it seeks to support state CTR requirements, manage the SchoolPool program to support reduction of traffic in school zones, and educate and incentivize the community regarding travel choices to reduce overall drive-alone rates in Redmond.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Equity and Inclusion, Sustainability, and Resilience. The Transportation Demand Management Section identifies strategies that support these principles, as shown below.



## RESILIENCE

- Shifting trip modes in Redmond and working with private sector partners to establish behavior change reduces congestion as the city grows (see Redmond 2050 FW-TR-3, FW-TR-)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

## SUSTAINABILITY

- Decreasing drive-alone rates in Redmond decreases overall greenhouse gas emissions by shifting vehicle trips to transit, walking, and biking. (See Redmond 2050 FW-TR-21, FW-TR-31)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 1, Strategy 2, Strategy 4, and Strategy 5

## EQUITY & INCLUSION

- A variety of transportation options and sufficient education and advertisement of them allows for all Redmond residents and visitors to get around the community, regardless of personal circumstances. (See Redmond 2050 TR-10, FW-TR-13)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

## STRATEGIES

**Strategy 1: Reduce the number of trips starting and ending in Redmond that utilize drive-alone methods and shift trip method choice to transit, carpooling, biking (or other micromobility), and walking through education and incentives.**

As the Redmond population and job market grows, the increase of trips in, out, and through Redmond will outpace the vehicle capacity of Redmond streets. Balancing all modes of transportation, including driving, public transit, biking and other micromobility will be key to ensuring that all Redmond community members are able to reach their destinations efficiently and safely.

Redmond's transportation demand management efforts can reduce the number of drive-alone trips by creating opportunities for people to learn more about what travel options are available and how they could use these options for a variety of trip purposes. Redmond's transportation demand management programs also provide incentives to encourage people use other modes of travel.

**Recommended Actions**

| | |
|---|---|
| **Action 1A** | Manage and update the City of Redmond transportation demand management website and program. Ensure that the website and program are easy to understand and utilize by all Redmond community members, regardless of language or other barriers. |
| **Action 1B** | Support small businesses not impacted by Washington State Commute Trip Reduction requirements in providing commute alternatives and benefits for their employees. This includes things such as creating grants for bike racks or other infrastructure on site, assistance with navigating transit pass options for employees, support efforts to facilitate carpooling or other ride sharing, and other creative options for small businesses. |
| **Action 1C** | Educate and emphasize the options and benefits of existing and planned public transit service through the City of Redmond transportation demand management program and partnerships with local organizations. |
| **Action 1D** | Establish an older adult mobility group through the Redmond Senior programs to assist with transit education and encouragement and develop programming to assist older adults in using a variety of transportation methods other than private vehicles. |

**Redmond 2050 Policies that support strategy 1:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **TR-36:** Implement transportation programs, projects, and services to achieve a 71 percent reduction in greenhouse gas emissions from the transportation sector from 2011 to 2050.

### Strategy 2: Develop regulations within the City to support and redevelop Mobility Management Plans and meet statewide requirements.

Mobility Management Plans (MMP's) are a tool in Redmond where new developments are required to create plans and tools for their residents and employees to reduce drive-alone rates, effectively improving traffic, reducing parking demand, reducing the environmental impact of driving, and supporting Redmond community members in their efforts to utilize transit and non-driving methods of transportation. MMPs have been a central part of transportation demand management work in Redmond but historically have lacked attention beyond initial completion. As building use and commute patterns have shifted over time, many MMP's have become less effective than originally written, and readdressing the MMP could benefit those who are working and visiting the location as well as the greater Redmond community around it. Revisiting MMP requirements and taking a more firm, yet supportive, approach to compliance will help ensure the MMP's are effectively meeting their targets and contributing to the City's overarching goals around reducing vehicle miles traveled and greenhouse gas emissions while also encouraging new development. Regulations can also be used to support the City in meeting the statewide Commute Trip Reduction Act requirements and supporting businesses beholden to them within city limits.

**Recommended Actions**

| | |
|---|---|
| **Action 2A** | Support the implementation of Mobility Management Plans for new development in Redmond, taking a flexible approach that aligns with Redmond's goals around affordable housing, better parking management, environmental preservation, and promoting more sustainable transportation options. |
| **Action 2B** | Redevelop Mobility Management Plan requirements to allow for greater flexibility depending on site type. Allow for differing requirements depending on whether building will be commercial, mixed-use, residential, or other types to best fit the needs of the residents and surrounding neighborhood. Develop renewal time frame and requirements to ensure existing and future structures have MMP's relevant to their uses throughout their lifetime as building occupants and the surrounding neighborhood change. |
| **Action 2C** | Maintain and implement the Redmond Commute Trip Reduction Plan to assist with reaching state mandated CTR targets among Redmond's largest employers. |

**Redmond 2050 Policies that support strategy 2:**

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.
- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.
- **TR-38:** Implement transportation programs, projects, and services to meet air quality standards established in state and federal clean air laws, including the Commute Trip Reduction Law (RCW 70.94.521), and requirements of Section 173-420 Washington Administrative Code (WAC): "Conformity of Transportation Activities to Air Quality Implementation Plans."

### Strategy 3: Incorporate transportation demand management strategies into neighborhood plans.

With the completion of the Redmond 2050 Comprehensive Plan, planning efforts within Redmond will shift to neighborhood plans to ensure that the non-urban center neighborhoods in the city are also effectively prepared to grow. Priorities for neighborhoods in Redmond are often different, as some are more residential in character and others are commercial and employment hubs within the city. Redmond neighborhoods are going to see growth and an increase in travel demand, and maintaining acceptable travel times and expanding travel options is an important quality of life factor for Redmond residents and visitors. Many of these plans will center around the corridors connecting different neighborhoods and communities in Redmond, and TDM can play a key role in ensuring that plans focus on making these corridor connections safe and accessible for a wide variety of travel modes.

The Redmond 2050 plan also emphasizes and supports complete neighborhoods, where there are shops, services, and other places to meet your basic needs within a short walk or bicycle ride from residences. Supporting this type of neighborhood development supports TDM goals by allowing individuals in the community to meet their needs without needing to get in a car and drive to a store or other location.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Ensure that transportation demand management strategies are incorporated into individual neighborhood plans. |
| **Action 3B** | Emphasize complete neighborhood design to support transportation demand management and reduce personal vehicle use in neighborhood hubs. |
| **Action 3C** | Continue to support transit use and access in urban centers and ensure that parking management strategies match the needs of the community and businesses. |

**Redmond 2050 Policies that support strategy 3:**

- **TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

- **TR-19:** Implement transit to connect people in all Redmond neighborhoods to centers, light rail, and other neighborhoods, considering a full suite of transit options appropriate to the land use context.

- **TR-23:** Adopt and implement a street plan in the Transportation Master Plan that results in multimodal access and connectivity in Redmond and the region. Require that all streets be complete streets, built to accommodate travel modes as defined in the Transportation Master Plan, and be no wider than necessary.

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.

- **TR-31:** Establish TDM program requirements in the Transportation Master Plan that address Commute Trip Reduction Act requirements, support City mode split goals, address participation in transportation management associations, address mitigation funding from developments requiring TDM, and incorporate TDM support for non-commute/non-employer-based sites such as schools. Establish proactive methods for the City to enforce TDM program requirements.



**Strategy 4: Support parking changes that encourage individuals to consider non-drive-alone transportation options.**

One factor that many people consider when deciding to drive somewhere is what the parking situation at their destination will be. While applying parking time limit restrictions, metered parking, and other management strategies can be a frustrating experience for some, it is an important transportation demand management tool for shifting individual behavior to non-vehicle modes, such as transit or bicycle. While most strategies pertaining to parking are addressed in the curb space management section, it is important to recognize the influence that parking and transportation demand management have on each other and highlight strategies pertaining to transportation demand management that can support parking efforts in Redmond.

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Prioritize parking for non-drive-alone vehicles, such as registered carpools and vanpools in key locations, such as workplaces, entertainment hubs, and regional transit centers. |
| **Action 4B** | Implement more restrictive on-street parking management strategies in Redmond within urban centers to encourage less long term on-street vehicle storage. |

**Redmond 2050 Policies that support strategy 4:**

- **TR-33:** Adopt and implement a parking plan in the Transportation Master Plan that supports the development of equitable, inclusive, sustainable, and resilient transit-oriented communities. Consider the needs of older adults, families with small children, and people with disabilities in the design of parking.

- **TR-34:** Implement comprehensive parking management programs that at a minimum address underutilized parking, shared parking, transit access parking, way finding, and l localized parking imbalances. Manage parking demand using strategies like time limits and pricing.

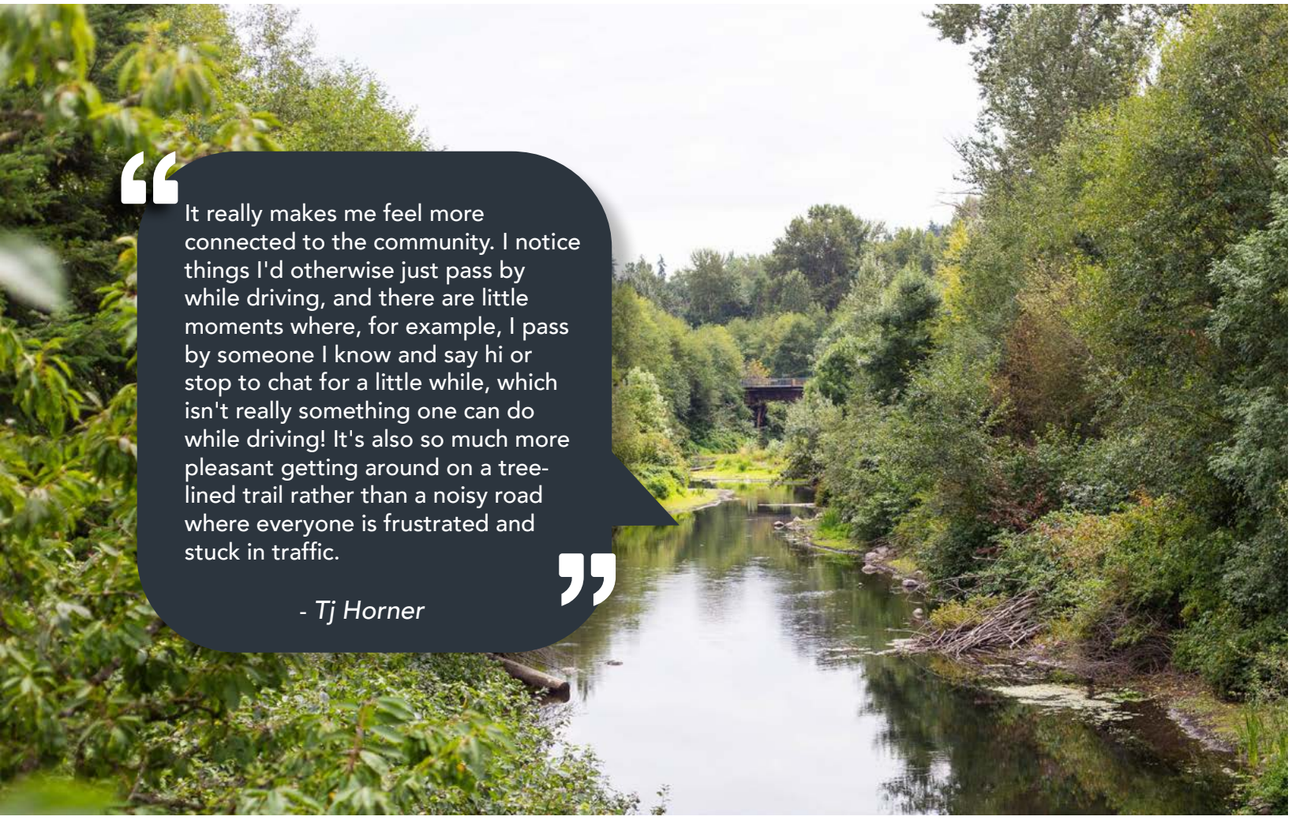
- **TR-35:** Establish off-street parking requirements that prioritize space for people, housing, jobs, services, recreation, amenities, and environmental sustainability. Reduce or eliminate minimum required parking regulations near high-frequency transit, in centers, for middle housing, and near neighborhood-based businesses. Maintain a process and decision criteria to allow the granting of parking rations above or below required ratios.

**Strategy 5: Emphasize transportation demand management strategies to combat traffic congestion and safety concerns in school zones throughout Redmond.**

The safety and accessibility of students within Redmond is especially important as the city grows. Traffic around school drop-off and pick-up times is often high and can cause significant back-ups within neighborhoods. It can also impact the safety of students who choose to walk or bike to school. As Redmond grows, an emphasis on shifting school traffic away from private vehicles to buses, walking, and biking will contribute to safer and happier journeys through school zones.

Safe Routes to School is a national campaign to provide safe routes for active travel for children to get to and from school, via walking, biking, or other forms of rolling. Washington state and King County support these efforts and offer a variety of funding opportunities for local jurisdictions to implement programs and projects to encourage active transportation. Within Redmond, the SchoolPool program works to encourage students to walk, bike, bus, or carpool to school in an effort to support our student's safety on their commute.

"HOW DOES CHOOSING TO BIKE, WALK, OR TAKE TRANSIT MAKE YOUR DAY BETTER?"




**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Strengthen relationships and partner with the Lake Washington School District to work collaboratively on effective strategies to increase student safety during transportation to and from school. |
| **Action 5B** | Develop and/or update Redmond municipal codes to include traffic mitigation plans for individual schools and school zones within Redmond, including compliance procedures. |
| **Action 5C** | Continue to manage and promote the Redmond SchoolPool program through partnerships with King County Metro. |
| **Action 5D** | Develop a three-year SchoolPool plan in conjunction with King County Metro's SchoolPool funding. |
| **Action 5E** | Apply for WSDOT Safe Routes to School grants to enact projects and pilot programs to enhance student safety near schools and encourage a greater number of students (and their families) to walk and bike to school. |
| **Action 5F** | Continue to utilize Parent Teacher Student Association (PTSA) and school support for existing programs and to develop opportunities for student and/or youth lead leadership of Safe Routes efforts. |
| **Action 5G** | Coordinate with CIP efforts to ensure that school safety related projects are sufficiently prioritized in the project matrix. |
| **Action 5H** | Network and develop working relationships with other organizations such as Safe Routes to School or nearby jurisdictions that have experience with similar programs to apply lessons learned and increase efficacy of safe routes to school efforts. |
| **Action 5I** | Establish a bicycle education curriculum in Redmond schools that is in alignment with Washington State's Statewide School-Based Bicycle Education Program and includes e-bike safety and regulations. |

**Redmond 2050 Policies that support strategy 5:**

- **TR-30:** Use TDM techniques to achieve efficient use of transportation infrastructure, increase person-carrying capacity, reduce air pollution, and accommodate and facilitate further growth.

# E-MOBILITY STRATEGY

Transportation Master Plan

# E-MOBILITY STRATEGY

## INTRODUCTION

The City is committed to creating an accessible, safe, and low-carbon transportation system. At the heart of this strategy is the development of walkable, bikeable neighborhoods and connecting community members to transit, as outlined in Redmond 2050 and other sections of the Transportation Master Plan.

While reducing vehicle trips is at the core of the City's strategy, we also recognize that vehicles will continue to play a role in Redmond's transportation system. To achieve the community goal of net zero greenhouse gas emissions by 2050, Redmond must electrify vehicle and micromobility trips and transition away from carbon-based fossil fuels. Similarly, Redmond already has a higher EV adoption rate than much of the state, and the City must ensure EV infrastructure keeps pace to accommodate upcoming state mandates that require all new light duty vehicle sales to be electric starting in 2035.

The E-Mobility Strategy outlines Redmond's goals for advancing electric-mobility and EV infrastructure, while also acknowledging the need to reduce vehicle trips overall. The City's E-Mobility Strategy builds upon the work established in the City's Environmental Sustainability Action Plan (ESAP), the City's roadmap to reduce greenhouse gas emissions to net zero by 2050. The ESAP identifies actions to reduce emissions across multiple sectors, including the transportation system, which is the second largest source of emissions in Redmond.

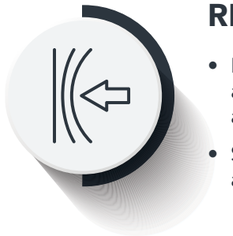
The City's approach to E-Mobility policy development has included data analysis, research of other cities, community questionnaires, and roundtable discussions with community members, all aimed at identifying challenges, opportunities, and potential solutions for the future of E-Mobility in Redmond. Special emphasis is placed on reaching historically marginalized and underserved communities, ensuring their perspectives are central to the city's long-term mobility planning. While early adopters—primarily single-family homeowners—have had the advantage of home charging, many residents, particularly those in multifamily housing or underserved communities, face significant barriers to EV ownership and charging access. As demand for EVs grows, ensuring a comprehensive and equitable charging network is essential for meeting climate goals and supporting Redmond's evolving transportation needs.

The E-Mobility Strategy will help Redmond prioritize programming and investments in EV infrastructure, pursue partnerships and funding opportunities, and establish policies that remove barriers to adoption. To ensure that these policies reflect the needs of the community, the City has implemented an engagement-driven approach by gathering input from key stakeholders, including residents, businesses, advisory councils, property owners, and community-based organizations.

A thoughtful E-Mobility Strategy represents a crucial step toward addressing critical transportation needs, reducing transportation emissions, expanding clean mobility options, and ensuring that Redmond remains at the forefront of sustainable urban development.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The E-Mobility Section identifies strategies that support these principles, as shown below.



### RESILIENCE

- Electricfication reduces greehouse gas emissions that contribute to climate change and associated negative impacts on environment, infrastructure, and community. (FW-TR-2 and CR-28)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 3

### SUSTAINABILITY

- Increasing E-Mobility infrastructure contributes to reduced GHGs and forwards Redmond's sustainability and climate goals. (FW-CR-3 and CR-28)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4, Strategy 5, and Strategy 6

### EQUITY & INCLUSION

- Access to EVs, e-bikes, micromobility, and charging infrastrucutre should be available to all Redmond community members regardless of socioeconomic status. (FW-CR-1 and CR-2)
- Strategies supporting the Guiding Principle of Equity include: Strategy 1 and Strategy 6

## REDMOND'S E-MOBILITY INFRASTRUCTURE LANDSCAPE

Redmond continues to make progress to increase use of e-mobility options, as outlined in the City's Environmental Sustainability Action Plan (ESAP). The ESAP offers an initial framework for coordinated and beneficial sustainability action across the city and community. A periodic update to the ESAP is underway and anticipated to be completed in late 2025. This E-Mobility Strategy is intended to complement the work the ESAP is undertaking, specifically in the transportation realm with the goal to reduce transportation emissions and enhance community mobility.

E-mobility is growing in Redmond – from high EV adoption rates, growing EV infrastructure, and micromobility solutions that rely on clean electricity. Key e-mobility existing conditions are outlined below.



### EV Infrastructure

Redmond is a leader in EV adoption. The City has prioritized EV adoption within its own operations, while also advancing multiple policies to increase access for community members. Key accomplishments include:

- A commitment to transition the municipal vehicle fleet to clean vehicles. The City fleet now includes 16 EVs, 5 plug in hybrid EVs, 18 hybrids, and the state's first electric fire apparatus.
- Expanding fleet charging infrastructure, which now includes 25 fleet chargers. The City reduced its fleet's carbon footprint 14% since 2011 while saving thousands of dollars in fuel expenses.
- Updating the Redmond Zoning Code to require 100% EV ready parking in multifamily developments.
- Offering 12 public chargers to support community charging.

Current public EV infrastructure available across the city, as well as adoption trends is summarized in Table 1.

**TABLE 1** | REDMOND EV INFRASTRUCTURE SUMMARY

| City | Population | Approx % Existing Single Family Land Use | Light-Duty Vehicles | EVs | EV % | L2 Ports | DC Fast Ports | Chargers/ 100 EVs |
|---|---|---|---|---|---|---|---|---|
| **Redmond, WA** | 82,380 | 46% | 54,000[1] | 5,700[1] | 11% | 92 | 19 | 2 |

Notes:
[1] Data based on data.wa.gov "Electric Vehicle Population Map" and estimate of light duty vehicles based on city average.

### Micromobility

Micromobility refers to a range of small, lightweight devices operating at speeds typically below 15 mph. Micromobility can include both human-powered and electric scooters, bicycles, skateboards, one-wheels, hoverboards, cargo bikes, trikes and other similar devices. These devices offer flexible mobility and can provide efficient first-last mile connections to transit, and thus, are an important component of Redmond's transportation system. A first-last mile connection or transportation option refers to the mode of travel chosen for the first mile and/or last mile of one's journey.

After launching in summer 2019 as a pilot, the City's Shared Micromobility program has been a successful first-last mile mobility option for Redmond community members from 2019 through 2024. In 2024, City staff identified a primary vendor to manage the permanent program. The permanent program began on January 1, 2025, with Lime as the City's sole vendor.

Since 2019, the Shared Micromobility program has served over 300,000 riders, with a median trip length of 0.8 miles, confirming that micromobility is a viable first-last mile trip mode in Redmond. On average, 136 micromobility vehicles (e-scooters and e-bikes) are deployed each day (approximately 10-15% of which are e-bikes).

The City of Redmond currently has no designated charging infrastructure for e-bikes or personal micromobility devices. In partnership with Lime and Sound Transit, designated shared micromobility parking areas are established at all of Redmond's light rail stations; however, these areas do not include charging.

More information about the City's micromobility and bicycle strategy can be found in Section 5 – Bicycle Strategy.

### City Review and Summary of Trends

As cities across the U.S. adapt to increasing EV adoption, many have developed policies and infrastructure plans to support transportation electrification. This section reviews EV strategies implemented by cities similar in size, urban structure, and mobility needs to Redmond. The review highlights best practices, policy trends, and implementation strategy, offering a roadmap for potential actions.

This high-level review found that cities leading in EV adoption typically have:

- Clear EV readiness policies integrated into broader climate and transportation plans.
- Stakeholder partnerships with utilities, transit agencies, and private developers.
- A strong emphasis on financial incentives and grant awards.

A detailed review of five cities provides insights into how communities are planning for EV adoption, infrastructure deployment, and policy development. Table 2 summarizes the outcomes of the city analysis.

**TABLE 2 |** CITY DATA ANALYSIS

| City | Population | Approx % Existing Single Family Land Use | Light-Duty Vehicles | EVs | EV % | L2 Ports | DC Fast Ports | Chargers/ 100 EVs |
|---|---|---|---|---|---|---|---|---|
| **Redmond, WA** | 82,380 | 46% | 54,000[1] | **5,700[1]** | **11%** | **92** | **19** | **2** |
| **Culver City, CA** | 41,000 | 29% | 34,850 | **8,792** | **25%** | **209** | **54** | **3** |
| **Centennial, CO** | 106,883 | 58% | 85,100 | **4,954** | **6%** | **87** | **20** | **2** |
| **Dublin, OH** | 49,000 | 16% | 41,393 | **1,348** | **3%** | **83** | **6** | **7** |
| **Newton, MA** | 88,000 | 61% | 57,919 | **4,484** | **8%** | **90** | **10** | **2** |
| **Seattle, WA** | 760,000 | 62%[2] | 460,000 | **34,000** | **7%** | **1,514** | **102** | **6** |

Notes: It should be noted that WA, CA, CO, and MA have mandates requiring EV adoption by a stated date.
[1] Data based on data.wa.gov "Electric Vehicle Population Map" and estimate of light duty vehicles based on city average.
[2] Includes both Neighborhood Residential and Residential Small Lot zoned areas

Trends shared by the five cities include:

- **Strong Focus on Infrastructure Deployments and Public Engagement:** All five cities prioritized investments in **EV charging infrastructure deployments and public outreach, engagement and education** programs that make EV charging easy to find and use, supporting increased adoption. In suburban communities, investments in public charging stations often support residential and commuter EV users. Cities also developed campaigns to inform the public about EV benefits and incentives, ensuring equitable access and widespread adoption.
- **Widespread Adoption of Foundational Policies:** Four out of five cities have enacted policies that support systemic change and long-term impact. Cities are updating zoning rules to ensure new buildings include EV charging, simplifying permitting to speed up installations, and setting goals to transition city-owned vehicles to electric. Specific policies include **Municipal Fleet Electrification Goals and Initiatives, Streamlined EV Infrastructure Permitting Process, EV Readiness Ordinances** (requiring new developments to include EV charging infrastructure), and Zoning and Code Updates (ensuring future land uses and developments can accommodate EV infrastructure). **Grant Application Strategies** are also widely used to secure federal and state funding for EV strategy implementation. These steps help cities stay ahead of growing demand and make EV adoption a natural part of the City's transportation system.
- **Moderate Use of Incentives and Adoption Targets:** Only three out of the five cities use targets or incentives to support adoption. Strong policies lay the groundwork for an EV-friendly city, but financial incentives and outcome-based goals may help speed up adoption. **Local Electrification Incentives,** such as rebates for home chargers or discounted charging make EVs more affordable. **Motorist EV adoption targets** help cities measure and focus on what matters most, making progress toward higher EV penetration. Not all cities use these tools, likely due to limited funds or concerns about being held accountable for measures they can only influence, not directly control.
- **Limited Focus on Long-Term Climate Action and Workforce Development Initiatives:** Only two cities **Incorporated EV Strategies into their Climate Action Plans** explicitly detailing EV-related GHG reduction goals and **Developed EV Charging Station Guidelines.** And only one city addressed **Workforce Development Initiatives.** This could point towards cities not yet fully connecting EV strategies to climate, accessibility or training and economic development outcomes, leaving room for future growth.
- **Other Considerations:** Cities tend to focus on priorities suited to their unique needs, resources and community demands. Most cities are seeking scalable, adaptable growth in city-led E-Mobility efforts, offering tailored pathways to expand EV accessibility and sustainability. Cities are also seeking public-private partnerships to expand charging infrastructure for homeowners and residents. These partnerships can come from Puget Sound Energy (PSE) or other private sector entities. Public-private partnerships will be important in expanding charging infrastructure.

### Community Feedback

Feedback from the Redmond community has been a key piece of developing the E-Mobility Strategy. Community feedback was solicited through a series of focused roundtable discussions in Fall 2024. Participants were recruited through an application process advertised via City communication channels. Each session, facilitated by a third-party and supported by City staff, targeted specific groups: EV owners and enthusiasts from underserved communities, multifamily building residents, commuters, and property managers. These sessions, held at the Redmond Senior and Community Center and City Hall, aimed to ensure diverse community representation and gather valuable insights for the City's future E-mobility initiatives.

During the E-mobility roundtable sessions, Redmond community members engaged in facilitated discussions, sharing their experiences and ideas. Their insightful feedback highlighted the benefits and challenges they face as EV owners or enthusiasts residing in or traveling to Redmond. Additionally, they proposed solutions to enhance Redmond's E-mobility, providing valuable input for the City's future strategies.

Benefits of E-mobility noted by the participants include:

- EVs offer significant cost savings, including lower operating costs, less frequent fill-ups, and reduced maintenance expenses, with government incentives further encouraging ownership.
- Environmentally, EVs contribute to a reduced carbon footprint and lower greenhouse gas emissions, supporting climate action.
- Charging at home, work, or public charging sites provides convenience.
- The variety of stylish and high-performing EVs catering to different budgets and needs continues to grow.

Challenges in E-mobility noted by the participants include:

- Limited availability of public chargers, long wait times, high public charging costs, and maintenance issues that affect infrastructure accessibility.
- Multifamily residential areas often lack adequate charging infrastructure, and communication barriers with property management and utility companies complicate installations.
- High installation costs, financial barriers, and permitting and regulatory restrictions for property owners and HOAs cause significant obstacles to EV ownership.

## STRATEGIES

### Strategy 1: Apply an equity lens when considering E-mobility infrastructure and focus on equitable access.

The City must center E-Mobility policies and investments on equity, which is a priority for the community, and a gap in the market. In the context of EV adoption and charging infrastructure, it is important for the community that investments are targeted to support those whose needs are greatest, such as people with limited means to purchase higher priced EVs and infrastructure, people who have difficulty navigating information related to EV ownership, and residents of multifamily housing whose barriers are greatest when accessing or installing charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestion to ensure equitable access to EV charging infrastructure.

**Redmond 2050 Policies that support strategy 1:**

- **FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.

  **CR-2:** Prioritize equitable City investments, policies, programs, and projects so vulnerable and underserved communities lead the clean energy transition and are resilient to climate change.

- **CR-6:** Partner with regional organizations and underserved communities to equitably advance programs and policies to achieve net zero greenhouse gas emissions and resilient communities.

  **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Ensure the needs of low-income and presently disadvantaged communities are prioritized within City E-Mobility actions, even for programs with broad community benefits. |
| **Action 1B** | Continue to engage populations of interest to understand their needs and perspectives, including young people and low-income people. |
| **Action 1C** | Track the potential development of and look for opportunities to participate in a regional "Mobility Wallet" program where individuals can use funds for transportation needs, including EV charging. |
| **Action 1D** | Continue to track grant funding opportunities, including the Washington State Climate Commitment Act to expand infrastructure and access to E-mobility opportunities. |

## Strategy 2: Assess policy opportunities to support electric vehicles

Many community members described specific areas where the City can take direct action to support EV drivers and property owners to simplify the regulatory landscape. The City can help simplify the permitting process and update local zoning and city codes to improve access to charging infrastructure. This recommendation aligns with actions other cities are taking and addresses community roundtable participants' suggestions to support property owners and HOAs, update zoning, permitting, and building codes, and develop and support regulatory strategies.

**Redmond 2050 Policies that support strategy 2:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Engage stakeholders to evaluate and inform e-mobility policy benefits and tradeoffs. |
| **Action 2B** | Support the installation of e-mobility infrastructure by providing clear informational resources and exploring opportunities to streamline permitting process. |
| **Action 2C** | Partner with Washington State legislators to align state EV regulatory framework with the priorities of Redmond communities (i.e. increased charging access at regional job centers, improved codes and standards to allow flexibility and effective outcomes on EV readiness for new developments, etc.). |
| **Action 2D** | Advocate for state and regional policies that ensure electric infrastructure and grid capacity can keep pace with anticipated EV demand. Partner with policymakers to address barriers, such as insufficient electrical capacity or slow infrastructure upgrades, that could limit the pace of EV adoption. |
| **Action 2E** | Promote and support shared-use and alternative access models for electric vehicles, such as EV car-share programs, subscription services, and charging-as-a-service, to expand mobility options without requiring personal vehicle ownership. |

## Strategy 3: Explore and expand e-mobility infrastructure

Expanding access to charging infrastructure is a critical community priority. The City can explore partnerships with private sector businesses, utilities, and other local and regional public agencies to support E-Mobility infrastructure, such as charging facilities or micromobility and e-bike secured parking. This recommendation aligns with actions other cities are taking and addresses community feedback.

**Redmond 2050 Policies that support strategy 3:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the City, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-37:** Account for fleet electrification and the need for publicly-accessible electric vehicle charging infrastructure in the design of the transportation system to encourage a shift to more efficient and zero emission vehicles.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Explore partnerships with car share programs to offer EV car share sites in Redmond. |
| **Action 3B** | Assess opportunities to increase charging infrastructure deployments at sites identified as priority locations. |
| **Action 3C** | Work with businesses, property owners, and utilities to expand charging station access on private properties. |
| **Action 3D** | Encourage local employers to offer workplace charging incentives to their employees. |
| **Action 3E** | Explore public-private financing models that allow businesses to offset charger installation costs through tax incentives and grants. |
| **Action 3G** | Develop an implementation roadmap to align funding with EV charging program priorities and leverage public-private partnerships for cost-sharing opportunities. |
| **Action 3H** | Develop a comprehensive set of policies to effectively manage City owned charging infrastructure to support the ongoing maintenance, management, and expansion of infrastructure and programming. |

**Strategy 4: Adopt innovative strategies to reduce emissions and expand the application of clean technologies to freight movement that maintain consistency with City freight and delivery priorities.**

As discussed in Section 7 – Freight and Goods Delivery, the adoption of EV charging infrastructure extends to facilities that can benefit delivery vehicles and reduce last-mile emissions. By establishing zero-emission delivery zones and encouraging the use of electric delivery vehicles, Redmond can further advance GHG reduction goals across a variety of transportation networks.

**Redmond 2050 Policies that support strategy 4:**

- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **TR-29:** Monitor freight and service delivery patterns and adjust transportation system operations if warranted.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.

**Recommended Actions**

| | |
|---|---|
| **Action 4A** | Support expansion of EV charging infrastructure and explore establishing zero-emission delivery zones inside Urban Centers to promote zero emission last-mile freight and goods delivery (for more information, see Section 7 Strategy 4.3). |
| **Action 4B** | Promote the use of light-urban delivery vehicles including e-cargo bikes, trikes, and quadracycles through sensible regulation and bikeway, pathway, and sidewalk design that accommodates such vehicles. Redmond may look to national or state efforts to create policy and definitions for low-impact urban logistics including potentially charging fees for operators not using such vehicles for local deliveries (for more information, see Section 7 Strategy 4.3). |

**Strategy 5: Explore e-bike charging opportunities through micromobility partnerships.**

As discussed in Section 5 – Bicycle Network Strategy, e-bikes, e-scooters, and other personal micromobility devices have grown in popularity due to their ability to overcome challenging terrain and cover longer distances. These devices have become a viable alternative to motor vehicles and have the potential to reduce VMT and GHGs and contribute toward Redmond's sustainability goals. Offering e-bike and other personal micromobility users convenient public charging opportunities would further promote their use.

**Redmond 2050 Policies that support strategy 5:**

- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- **CR-30:** Promote dense, mixed-use, and transit-oriented developments (TOD) through incentives or requirements for transportation demand management (TDM) measures, including minimizing parking structures in favor of transit, rideshare, walking, and biking.
- **CR-31:** Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- **TR-22:** Integrate transit facilities and services and non-motorized infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments. Consider opportunities for public arts and culture amenities in these areas.

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Explore providing e-bike charging with secure bicycle parking and designated shared micromobility parking zones at transit stations. |
| **Action 5B** | Explore adding e-bike charging infrastructure to publicly managed EV charging facilities. |

### Strategy 6: Incorporate e-bike charging infrastructure into neighborhood and regional Mobility Hubs.

As discussed in Section 6 – Transit Network Strategy, Mobility Hubs are designated locations that bring together many types of transportation modes or services to promote alternative modes to driving alone. Mobility Hubs can have a regional transportation focus, or a can focus on neighborhood connections. Charging infrastructure for both EVs and e-bikes adds an important element to Mobility Hubs and encourages sustainable travel.

**Redmond 2050 Policies that support strategy 6:**

- **FW-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
- **CR-8:** Encourage and support businesses in adopting sustainable business practices while attracting and supporting businesses that embrace Redmond's environmental sustainability goals.
- **CR-29:** Work with utility providers and other partners (such as developers and EV companies) to expand electric vehicle (EV) charging infrastructure across the city, ensure that people have equitable access to EV charging where they need it, and expand EV charging readiness for buildings.
- **CR-31:** Implement and enforce commute trip reduction programs and partner with transit agencies to expand, maintain, and enhance multimodal transit services and related facilities, including better first mile/last mile access to transit. Work with third-party programs and businesses to increase the availability, accessibility, and convenience of shared mobility options (such as bike share, scooter share, or car share) and maintain affordability of services.
- **FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
- **FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City's sustainability principles.
- **TR-18:** Adopt and implement a transit system plan in the Transportation Master Plan that connects people to homes, education, jobs, goods and services, and other opportunities in Redmond and the region, especially those who lack affordable mobility options.

### Recommended Actions

| | |
|---|---|
| **Action 6A** | Include e-mobility charging infrastructure in the development of neighborhood Mobility Hubs (see Section 6 Strategy 3) |
| **Action 6B** | Explore partnerships with transit agencies to establish e-mobility charging at transit centers and light rail stations where applicable (see Section 6 Strategy 3). |

# EMERGING TRENDS AND TECHNOLOGY

Transportation Master Plan

## INTRODUCTION

The Redmond 2050 Comprehensive Plan states that in 2050 Redmond's transportation system is resilient, sustainable, equitable and inclusive. The convergence of transportation technological innovations in data analysis and management, automation and electrification has the potential to make the City's transportation system not only more efficient, but also greener, safer and more inclusive. In Redmond, technology will be supporting many of the strategies defined in the City's Safer Streets Action Plan by reducing vehicle speeds, helping transportation system designers understand crash risk through data obtained from advanced cameras and software systems, and will make vehicles and interactions between vehicles and people outside of vehicles safer. Data collection and analysis using new technologies will allow planners and engineers to better monitor traffic operations; manage maintenance; and identify network deficiencies that need to be fixed. Technology will also support individuals as they plan their routes and best mode of travel, find parking, and get real-time information to help them navigate a multimodal transportation system to move throughout Redmond and connect to regional systems.

## ADVANCING REDMOND 2050 GUIDING PRINCIPLES

Redmond 2050 establishes three Guiding Principles: Resilience, Equity and Inclusion, and Sustainability. The Emerging Trends and Technology Section identifies strategies that support these principles, as shown below.

### RESILIENCE

- Technology can support a resilient transportation system and safe access for all users as travel demand and patterns change over time and during major disruptions caused by natural disasters or other events. (See Redmond 2050 FW-TR-2)
- Strategies supporting the Guiding Principle of Resilience include: Strategy 2 and Strategy 5

### SUSTAINABILITY

- New technologies can be used to reduce vehicle trips, optimize traffic, and manage transportation assets, resulting in reduced greenhouse gas emissions and environmental impacts, and more efficient use of resources. (See Redmond 2050 FW-TR-4)
- Strategies supporting the Guiding Principle of Sustainability include: Strategy 4

### EQUITY & INCLUSION

- As new technologies are deployed in Redmond, it's essential to address the safety and accessibility of all (See Redmond 2050 TR-10).
- Strategies supporting the Guiding Principle of Equity include: Strategy 1, Strategy 3, and Strategy 6

## EMERGING TRENDS IN TRANSPORTATION TECHNOLOGY

Technology is driving many of the emerging trends in transportation systems and service delivery. From autonomous vehicles to shared micromobility to artificial intelligence, new technologies are providing both opportunities and challenges for cities. In most cases, cities like Redmond have the authority to manage new technologies and ensure that technological advancements translate into safer, more equitable and more resilient and sustainable transportation systems. However, it remains to be seen how much authority local agencies will have over where and how some technologies such as autonomous vehicles may be deployed. Technology has and will continue to offer new capabilities and approaches to transportation planning and system management in Redmond.

### Current Transportation Technology Systems at the City of Redmond

The following transportation technology systems at the City of Redmond are used to manage and deliver transportation services.

#### Asset Management and Condition Monitoring

Technology can help Redmond manage and monitor the condition of transportation-related assets such as sidewalks, street trees, signals, and streetlights. These systems aim to optimize asset utilization, ensure proper maintenance, and track work performed in Public Works, Parks, and Facilities. Asset management plans include elements for the state of local infrastructure (inventory, valuation, age, and condition) systems levels of service, asset management strategy) practices, procedures, tools, demand supportability, and lifecycle management and risk, financing strategy, and guidance for the continued improvement and monitoring of the plan. More information on asset management can be found in Section 13 – Monitoring Progress.

#### Client Relationship Management

Client Relationship Management systems manage and enhance communication, engagement, and interactions with the public. The City uses QAlert to manage all citizen requests and inquiries – including those that are transportation-related. Requests are catalogued by the City and are then dispatched to the appropriate department depending on their context.

#### Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) offer a data-driven approach to improving the safety, efficiency, and sustainability of transportation networks. By integrating advanced technologies such as sensors, communication networks, data analytics, and real-time monitoring, ITS enable smarter management of transportation infrastructure and vehicles. These systems aim to optimize traffic flow, reduce congestion, enhance safety, and improve overall user experience for both drivers and pedestrians.

The City of Redmond has used ITS for several years to great success, though enhancements can help to make the transportation system more efficient and effective and improving the safety and performance of the multimodal transportation system.  Areas that should be considered for future investments include continued advancements in traffic signal systems, flashing crosswalk beacon and school zone technology and strategies to make the fiber optic infrastructure more efficient and effective to support traffic operations and safety systems operated by the City.

#### Traffic Data Management and Analysis

Traffic Analysis systems comprise analytical tools and methodologies to assess and understand traffic pattern, behaviors, and characteristics. Traffic simulation models can predict development impact on traffic and analyze signal timings at intersections. Other software can report on and analyze traffic-related statistics in Redmond, such as traffic collision data to assist in planning efforts. The City of Redmond uses a variety of these technologies to support traffic monitoring and reporting, travel demand modeling and safety analysis, among other activities.

**FIGURE 1** | CITY OF REDMOND TRAFFIC OPERATIONS CENTER

#### City of Redmond Traffic Operations Center

The City's Traffic Operations Safety and Engineering Division staff monitor traffic conditions throughout the City from the Traffic Management Center (TMC). The TMC operates during City Hall business hours and monitors traffic and activity on public streets using traffic cameras at many of the City's traffic signal locations.  Interested parties can get on-line access to still photo images from Redmond's traffic cameras at roughly 70 intersections across the City (as of December 2024), showing traffic conditions on City streets in real-time. The TMC also provides information to the traveling public via its network of overhead electronic message signs.

### Transportation Modeling and Forecasting

Transportation modeling and forecasting involves the use of mathematical models and data analysis techniques to simulate and predict current and future year transportation patterns, demand, and outcomes. Models and forecasts provide insight into traffic flows, congestion, transit ridership, travel behavior, and future transportation needs.

For many years, the City of Redmond has used the Bellevue-Kirkland-Redmond travel demand forecasting model, referred to as the BKRCast model, to conduct multimodal transportation planning studies such as Sound Transit's Sound Move plan, GMA planning requirements and other efforts. Derived from the Puget Sound Regional Council's SoundCast model, the BKR model is an activity-based travel demand model configured to depict travel behaviors that depend on the built environment and demand from other users.

While the City of Redmond has been a partner with Bellevue and Kirkland, it has wrestled with the challenge of providing staff to operate and use the model outputs to meet its planning needs. As the City moves forward to work to fulfill the planning needs called for in Redmond 2050, it will need to address these challenges to make full use of this unique and effective planning tool.

## Emerging Technology Trends

### Artificial Intelligence

Artificial intelligence (AI) has the potential to enhance the efficiency of transportation systems and improve data-driven decision making in transportation planning. AI can be used to analyze large amounts of data from various sources.

AI-powered algorithms will play a more prominent role in optimizing traffic flows, improving safety in the public right-of-way, predicting transportation demand, and even personalizing mobility experiences for users. Cities will increasingly deploy AI to support management of truck fleet operations, ensuring they're in the right place at the right time. Expect AI to also enhance real-time curb management, reducing congestion and enabling seamless deliveries in busy urban areas.

### Big Data

Large datasets from various sources like traffic sensors, GPS tracking, and mobile phone data provide opportunities to gain insights into traffic patterns, trip length and purpose, identify congestion, optimize routes, predict future traffic conditions, and inform infrastructure development decisions. Leveraging big data may lead to more efficient and effective transportation systems.

### Goods Delivery Reservations

Technology that can leverage surveillance tools, historical trends on utilization rates, dynamic pricing information and curbside reservations can support more efficient deliveries, optimize access to businesses and smooth the flow of traffic.

### Dynamic Pricing

Dynamic pricing is a technology that would allow the City to adjust prices for parking, tolls, and other transportation systems in real-time based on market conditions and demand. It can help optimize capacity of the transportation system.



### Drones

Drones can be used to complement or replace traditional traffic sensors, such as cameras, loops, or radars. Drone-based imaging can also be used in combination with artificial intelligence and machine learning to analyze video data and create optimal, cost-effective solutions that would support the work of transportation planners. Drones are also being used for goods delivery, especially in last mile delivery. Within the City of Redmond, the Police Department is already using drones as part of their emergency response.

### Autonomous Vehicles

In research conducted by the American Planning Association, autonomous vehicles (AVs) could have a large impact on the automobile/small truck markets in the US. It is estimated that approximately 50% of cars will be AVs by the year 2040. This could cause a reduction in privately owned vehicles of over 43%. One shared AV could replace up to 9-to-11 private vehicles. This reduction in privately owned vehicles could have substantial benefits, including cost savings for households and allowing for the reallocation of space currently dedicated to parking and larger volumes of vehicle traffic to other uses such as greenspace and housing.

With the efforts into deploying and testing the viability of AVs in major cities around the U.S. underway, there is interest in developing policies to manage this new technology to ensure it aligns with local values and priorities around traffic safety, emergency response, and equity. The cities of Bellevue and Seattle have collaborated in the creation of an automated vehicle technology vision to address shared regional values and goals. From this vision a joint strategic policy and technical document has been prepared and multi-agency discussions about extending the vision and policies to more jurisdictions, including the City of Redmond, are underway. More information on autonomous drones and personal delivery devices can be found in Section 7 – Freight and Goods Delivery.

### Vehicles Connected to Everything (V2X)

Vehicles connected to everything (V2X) is technology that enables vehicles and wireless devices to communicate with each other, roadside infrastructure, and even nearby pedestrians and cyclists. These technologies have the potential to make a more safe, secure, and efficient transportation system. Examples of recent deployments using V2X technology include:

- A pedestrian crossing warning system for bus operators (Cleveland OH)
- Cloud-based digital advanced hazard warning alerting system for motorists (Connecticut)
- School bus signal priority (V2I) application that detects the approaching vehicles and extends green light signal phase (Fulton Co. Georgia)
- Reduced speed school zone warning application (Columbus OH)

### Redmond Data Governance Strategy Project

The City of Redmond is undertaking a Data Governance and Strategy project to build a citywide framework for managing data as a strategic asset. This initiative will enhance how data is collected, classified, accessed, and used, with a strong focus on accuracy, security, and accessibility. The Data Governance Strategy Project will implement and emphasize strong data privacy standards.

By establishing a Data Governance Committee, implementing data classification policies, and defining clear access protocols, the City aims to reduce inefficiencies, ensure compliance with legal and privacy standards, and improve decision-making across departments.

As the Transportation Master Plan is developed and implemented, this parallel effort in data governance will help ensure that transportation decisions and investments are guided by accurate, well-managed information.

The USDOT has recently released its national plan to accelerate the deployment of V2X technology. The Plan is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure. These technologies can enable a more safe, secure, and efficient transportation system while maintaining privacy and consumer protection. The Plan will contribute to the Safe System Approach adopted by the USDOT's National Roadway Safety Strategy, which is also the foundation for Redmond's Safer Streets Action Plan. More engagement with the community and technology partners would be needed before any V2X deployment occurs in Redmond.

### Mobility as a Service

Mobility as a Service (MaaS) is a type of service that enables users to plan, book, and pay for multiple types of mobility services through an integrated platform. Transportation services from public and private providers are combined through a unified gateway, usually via an app or website, that creates and manages the trip and payments, including subscriptions, with a single account. The key concept behind MaaS is to offer travelers flexible mobility solutions based on their travel needs, thus "mobility as a service" also refers to the broader concept of a shift away from personally owned modes of transportation and towards mobility provided as a service.

### Telematics

Telematics is a method of monitoring cars, trucks, equipment and their assets using GPS technology and on-board diagnostics to plot the asset movements on a computerized map. The City is using telematics to report on duration of City fleet vehicle use and diagnose technical issues for vehicle servicing needs. Telematics may also be used to monitor driver behavior (e.g., hard braking, speed, rapid acceleration, etc.) to focus City efforts around promoting driver safety.

## Other Trends

### Road User Charging

Road usage charging (RUC) applies fees to motorists based on the distance traveled. It is an alternative to a fuel tax from which revenues have steadily declined due to improved fuel efficiency and growth in the EV market. RUC can be used to fund road maintenance and construction as well as alternatives to driving alone. RUC can also be an effective tool for disincentivizing driving during certain times of day or within specific areas or corridors. Dynamic road usage charging opens new possibilities for managing automated vehicles by adjusting charges in real-time based on traffic conditions and vehicle



## STRATEGIES AND ACTIONS

**Strategy 1: Employ technology in service of citywide goals, ensuring newly adopted technologies support priorities of safety, maintenance, and multimodal travel choices for pedestrians, cyclists, and motorists.**

Thriving communities rely on the effective movement of people and goods. The Redmond transportation system is evolving to meet the transportation needs of those who walk, roll, ride a bike, drive a car or truck, or take transit.

**Redmond 2050 Policies that support strategy 1:**

- **FW-TR-1:** Plan, design, build, operate, and maintain a safe transportation system that advances an equitable, inclusive, sustainable, and resilient community by providing for the mobility and access needs of all.
    - **TR-3:** Maintain flexibility in the face of technological innovation, changes in mobility patterns, natural disasters, and other sources of uncertainty and disruption.

### Recommended Actions

| | |
|---|---|
| **Action 1A** | Develop a citywide Intelligent Transportation System plan to build upon existing ITS systems and strategically apply advanced technology to improve mobility, reduce collisions, and enhance sustainability. (Public Works) |
| **Action 1B** | Prepare a report that evaluates V2X technology and provides an assessment of the potential benefits and costs of the technology if implemented in Redmond. (Planning) |

**Strategy 2: Explore new and varied data sources to support strategic decision making and improve transportation system operations.**

A variety of new data sources continue to be made available to public agencies that can be used to more effectively plan and manage transportation systems. For example, "Big Data", or large and comprehensive data sets may be analyzed computationally to reveal patterns, trends, and associations, especially relating to human behavior and interactions. Such data provides transportation planners with new capabilities to make more informed decisions on how to optimize the transportation system for different users and travel demands, which can reduce congestion and emissions and improve safety for all users.

**Redmond 2050 Policies that support strategy 2:**

- **FW-TR-6:** Identify level-of-service standards for transportation infrastructure and fund maintenance, repair, and replacement costs to meet them. Proactively manage and maintain transportation assets in a way that minimizes lifecycle costs and results in replacement or renovation in advance of need.

### Recommended Actions

| | |
|---|---|
| **Action 2A** | Support evidence-based decision making by using "big data" analytics to better understand travel patterns and demand and optimize the transportation network. (Planning, TIS) |

**Strategy 3: Develop staff skills and knowledge of advanced analytical tools and evaluation techniques that will advance transportation options, safety, and efficiency.**

The City of Redmond uses the Bellevue-Kirkland-Redmond (BKR) model to help estimate future transportation vehicle and person demand on the local city and transit highway networks. Over the years, the model has been used to evaluate the impacts of population and job growth, identify auto, transit and carpool demand, plus calculate traffic impact fees for new developments. The model has been instrumental in evaluating the impacts of a future (and now operating) Sound Transit Link light rail service on the Eastside of Lake Washington. The City will continue to use the model to forecast system performance and provide data that planners can use to target new multimodal transportation investments in areas of high growth.

**Redmond 2050 Policies that support strategy 3:**

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.
- **TR-11:** Maintain a traffic control program based on the fundamentals of education, enforcement and engineering for evaluating and responding to traffic safety and operational concerns. Maintain standards for maximum desirable traffic speeds and volumes. Apply a hierarchy of traffic control responses based on the severity of the traffic problem.

### Recommended Actions

| | |
|---|---|
| **Action 3A** | Leverage the use of the Bellevue-Kirkland-Redmond regional travel demand model to support transportation planning analysis needs. Evaluate the usefulness of the model to address the planning needs of the city and make recommendations on the role and function of the model for future use, including how it may be supported or supplanted by big data. (Planning) |
| **Action 3B** | Promote the sharing of transportation-related data through an open data portal and APIs to allow third-party developers to create useful transportation apps and services. (TIS, Planning) |



**Strategy 4: Formulate public-private partnerships to implement innovative, ambitious, and scalable pilots that utilize new technologies and help meet the goals of the City of Redmond around transportation safety, efficiency, travel choices, or further citywide sustainability efforts.**

Public/private partnerships traditionally have proven to be a good tool to test new strategies for local governments. These partnerships can provide several benefits such as:

- Provide access to private capital, innovation, and efficiency of technology for governments.
- Provide investment opportunities for the private partner with public sector guarantees for private companies.
- Help to increase mobility, economic growth, jobs, safety, equity and environmental protection as public goals.
- Provide a reasonable return on investment, critical infrastructure, and economic growth as private goals.
- Provide access to additional capital and technical expertise for governments.

Despite the above benefits, there could be some challenges to consider before entering a public-private partnership (PPP). These may include:

- Misalignment of interests. While public entities prioritize social welfare, private firms are profit-driven, which can lead to conflicts. Transparent contracts and regulatory oversight are essential to maintain balance.
- Another significant challenge is risk distribution. If risks are not shared equitably, either party can suffer setbacks.
- Additionally, PPPs may involve complex regulatory and legal landscapes, which can delay projects. Navigating these complexities requires robust governance frameworks, clear legislative guidelines, and efficient dispute resolution mechanisms.

**Redmond 2050 Policies that support strategy 4:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.
- **TR-12:** Implement transportation programs, projects, and services that prevent and mitigate the displacement of communities that have been disproportionately harmed by past transportation siting decisions, as well as those at high risk of displacement.

### Recommended Actions

| | |
|---|---|
| **Action 4A** | Form partnerships with emerging mobility services, technology services, platforms, and neighboring jurisdictions to advance safety and mobility. (Planning, Public Works, TIS) |

**Strategy 5: Leverage technological advancements in support of multimodal travel strategies.**

The advance of technology has given travelers many opportunities to make the best choices about how to use the transportation system. However, the simple question of "How do I get from point A to point B in the shortest amount of time?" is not so simple to answer. As shown in the graphic below, people who live, work and recreate in Redmond have many things to consider when determining their best transportation choices. Tools such as Google Maps, ORCA cards, and OneBusAway, a real-time bus tracker application have made using the public bus system simple and responsive. Integrating traveler information through Mobility as a Service (MaaS) technology to support travel on other modes is still relatively new and while they will continue to get better, local governments can support these efforts by providing a regulatory regime that is flexible and making public generated data accessible to the greatest extent possible.

**Redmond 2050 Policies that support strategy 5:**

- **TR-26:** Use advanced technology to improve system efficiency, disseminate traveler information, and improve data collection for system management.

**Recommended Actions**

| | |
|---|---|
| **Action 5A** | Work with partners and vendors to implement integrated Mobility as a Service (MaaS) platforms that combine public transit, ridesharing, bike-sharing, and car-sharing services to promote multimodal transportation and reduce dependency on private vehicles. Work to ensure that these platforms align with the City's goals and guidelines for safety and equity. (Planning) |

**Strategy 6: Adopt regulations for the use of new transportation-supportive technologies in Redmond.**

As new technologies emerge it is critical that the City evaluate them to determine how they can advance Redmond's transportation vision and what new regulations may need to be put in place to ensure these technologies offer a net benefit to the Redmond community and any potential negative impacts to people, property or City operations are mitigated. One such case is the advent of managing the use of autonomous vehicles (AVs) in the City, which can include personal delivery devices and drones. Other technologies such as automated traffic enforcement and road usage charges could improve street safety and transit reliability, and create long-term sustainable transportation funding sources as gas tax revenue continues to decline, respectively.

**Redmond 2050 Policies that support strategy 5:**

- **TR-10:** Implement transportation programs, projects, and services that support the independent mobility of those who cannot or choose not to drive.

**Recommended Actions**

| | |
|---|---|
| **Action 6A** | Evaluate new technologies to understand potential positive and negative impacts on Redmond's transportation system, safety, and overall community livability and develop regulations in support of community goals. Join state and national efforts to advocate for local control and regulation of AVs, drones, and other technologies that may adversely impact transportation infrastructure, safety, and community livability. (Planning) |
| **Action 6B** | Investigate and consider adoption of the Seattle/Bellevue Automated Vehicle Strategic Vision Plan to better prepare for the introduction of automated vehicles. (Planning) |
| **Action 2C** | Support efforts to expand the use of automated enforcement to improve safety and transit reliability. |
| **Action 2D** | Keep apprised of and support efforts at the State and County levels to explore road usage charges. |

# MONITORING PROGRESS

Transportation Master Plan

## INTRODUCTION

Performance monitoring and reporting is the regular measurement, analysis, and reporting of the results of projects, programs, and policies. It is an integral part of the City of Redmond's approach to delivering the Transportation Master Plan (TMP), and offers several benefits for the City and stakeholders:

**Direction:** Performance measurement reveals whether City activities are achieving the strategies and citywide principles set forth in the TMP. If they are not, the process gives decision makers the information they need to change course.

**Accountability:** Community members can judge how well the City of Redmond is delivering public services and whether those services are creating value for the public. Additionally, the City can use performance measurement data to improve efficiency within departments.

**Motivation:** Seeing progress toward goals can energize staff, decision makers, and the public. Communication: The results of a performance measurement system can form the basis of a discussion among community stakeholders, and elected officials about the progress toward achieving the community's vision for Redmond.

**Funding:** Performance measurement reveals relative return on investment for the efforts the City makes to improve its transportation system and where the City may want to adjust its level of investment.

## DASHBOARD MEASURES

The strategies and actions identified in the TMP are all aimed at achieving a more resilient, equitable, and sustainable transportation system. Seven performance measures have been identified to track progress towards these aims. These are referred to as the "dashboard" measures:

1. Network Completion
2. Mode Share
3. Vehicle Ownership Rates
4. Vehicle Miles Traveled (VMT)
5. Transit Ridership
6. Safety
7. Street and Sidewalk Condition

These seven measures are central to the evaluation of the progress of the TMP and will be highlighted in the City's data dashboard.

Other transportation- and land use-related performance measures that will help track progress toward reductions greenhouse gas emissions identified in the Environmental Sustainability Action Plan, including electric vehicle ownership, commute distance, and jobs:housing ratio.

## NETWORK COMPLETION

The TMP identifies two modal networks: bicycle and pedestrian. The networks are intended to highlight active transportation routes that connect major local and regional destinations. The networks also help the City allocate limited street space, and in some cases, they establish design standards and service levels to ensure adequate mobility for active modes.

Progress toward the completion of these two networks is an indication that the City is successfully delivering the Transportation Facilities Plan (TFP – see Section 14) and implementing the policies contained in the TMP. The network completion measures reflect policies in Redmond 2050 that call for prioritizing walking, biking, and taking transit and TMP strategies focused on improving access to transit and Urban Centers and enhancing safety, particularly for active modes. It also indicates progress toward implementing the City's Complete Streets policy, which requires that projects accommodate active transportation users.

### PERFORMANCE MEASURES

- Network completion is expressed as the percent of each modal network that is considered complete, by length.
- Bicycle network completion is defined as percent of planned low stress bicycle network completed in (i) spine, and (ii) neighborhood networks.
- Two measures are included in the pedestrian network completion, (i) percent of arterials that have sidewalks on both sides, and (ii) number of planned low-stress crossings complete.

## MODE SHARE

Redmond's street network can be considered a limited resource as it is constrained by development and environmental features, and the amount of financial resources the City is willing or able to dedicate to its expansion. Today, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. While drive-alone trips can be convenient, they are an inefficient way to use this limited resource, and they contribute disproportionately to congestion. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV when this makes sense and, in doing so, can prevent congestion and its many negative impacts.

Mode share is an indicator of how well the City and other agencies have provided attractive transportation choices for the public, and whether Redmond's urban centers are successfully accommodating the increase in travel demand that accompanies growth. But, like transit ridership, non-SOV mode share is influenced by external factors, and the City's influence on this measure is limited.

### PERFORMANCE MEASURES

- Mode share is defined as the percentage of daily trips made by each travel mode (i.e., walking, bicycling, transit, driving alone, and carpooling) within the city. Two measures are monitored, including all trips and commute-only trips.



## VEHICLE OWNERSHIP RATE

Vehicle ownership rate can be an indicator of household income as well as the accessibility and viability of other modes of travel such as walking, biking, and transit. The easier and cheaper (in terms of time and money) it is for people to walk, bike, or take transit, the more households may choose to own fewer or no vehicles. This measure directs the City to improve air quality, reduce traffic congestion, and build a more sustainable and resilient urban environment.

### PERFORMANCE MEASURES

- Vehicle ownership rate is defined as the number of vehicles registered per capita during previous calendar year.

## VEHICLE MILES TRAVELED (VMT)

Tracking VMT helps the City assess the efforts to reduce car dependency and prioritize investments in public transit and active transportation. Reducing VMT in Redmond is necessary to make progress on the goals related to greenhouse gas reduction, safety, and sustainability.

### PERFORMANCE MEASURES

- VMT is a unit to measure the total number of miles made by all motor vehicles in the City on an average weekday during the Fall season. To capture the increase in the population, VMT per capita is reported annually.

## TRANSIT RIDERSHIP

Increasing transit ridership has multiple benefits for the City of Redmond and the region and is a critical component of the City's growth strategy, which directs most additional housing and employment to the Downtown Marymoor, and Overlake urban centers. With proper design and service level standards, transit systems can move large numbers of people quickly and comfortably.

A trend of increasing transit ridership can demonstrate the success of transit access improvements, direct service purchases by the City, and education and encouragement efforts by the City and its partners. It also helps the City monitor transit demand considering changes in service levels and system capacity.

### PERFORMANCE MEASURES

- Transit ridership is measured as average weekday boardings for all (i) bus and (ii) light rail stops within the Redmond city limits, respectively. Vanpools, carpools, and other forms of paratransit are not included. Data is provided by King County Metro and Sound Transit annually.

## SAFETY

Ensuring the safety of all people is a fundamental goal for the City as it builds and maintains the transportation system. Traffic-related injuries and deaths have a variety of causes, including how transportation infrastructure is designed, operated and maintained, as well as the behaviors of the people using the transportation system. The City can create a transportation system that minimizes the risk of crashes occurring and the severity of crashes if and when they do occur. Examples of things the City can do to enhance safety include providing sidewalks and crossing facilities where they are needed, reducing vehicles speed limits and installing traffic calming treatments, and reconfiguring streets and intersections with known safety issues. Safety data will be used to determine whether the City of Redmond is maintaining its strong safety record, particularly among more vulnerable road users such as people walking, biking, and taking transit even while it encourages more people to use these modes of travel.

### PERFORMANCE MEASURES

- Safety considers two measures, (i) the number of total crashes, and (ii) the number of serious injuries and fatalities by mode. The data is collected from WSDOT and Redmond Police Department and is reported annually.

## STREET AND SIDEWALK CONDITION

The transportation system requires constant maintenance to function effectively. The City conducts a wide range of activities to preserve the physical and information technology components of this system, the most costly of which is the preservation of roadway and sidewalk pavement. Deferred pavement maintenance can lead to far more costly repairs once road surfaces become degraded.

Adequate pavement condition is essential to the proper functioning of the roadway network for private travel and for freight operations.

### PERFORMANCE MEASURES

- Street and sidewalk condition is presented as the percent of streets/sidewalks in poor (need immediate maintenance), fair (need maintenance but the segments are still safe to use), and good (no maintenance needed) conditions. Street pavement condition is updated every other year, while sidewalk condition is updated every 3 to 5 years.

# TRANSPORTATION FACILITIES PLAN

Transportation Master Plan

## INTRODUCTION

The Transportation Facilities Plan (TFP) is a long-range financially-constrained plan for capital investments that have been identified to provide a complete and well-maintained transportation system. It is the foundation for Redmond's concurrency program which ensures that public facilities and services are adequate to support new development without decreasing locally-established levels of service. Concurrency is a key goal of the Washington State Growth Management Act (GMA). Each project listed in the TFP has been prioritized into near-, medium-, and longer-term based on how well it supports Redmond 2050.

## REVENUE SOURCES AND FORECAST

Investments in Redmond's transportation system are made using a variety of revenue sources. Each revenue source has been forecasted through 2050. The forecast makes assumptions about basic considerations, such as the state of the economy, whether the City would continue to devote that revenue source to transportation, new revenue sources, and rate changes. The first five years of the TFP revenue forecast are derived from the revenue projections in the 2026-2030 Capital Investment Program (CIP) approved through the Budgeting by Priorities process in 2024. The remaining years (2031-2050) are calculated based on a flat rate (does not include inflation) to match revenue projections.

## OVERVIEW OF REVENUE SOURCES AND ASSUMPTIONS

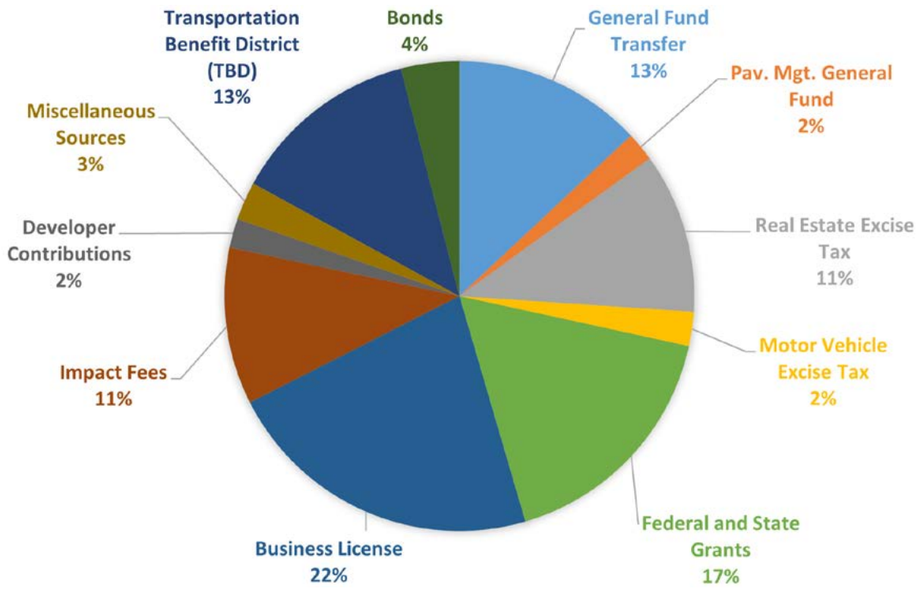
The City's transportation investments are supported by a variety of revenue sources (Table 1) that include:

- City taxes and fees – General funds from property and sales taxes, Business Transportation Tax, transportation impact fees, etc.
- Funds from other governmental agencies – Grants from state and federal transportation agencies, cost participation by other cities in Redmond projects, and transfers of funds pursuant to agreements.
- Developer payments – Funds provided by developers to ensure access and mitigate site-related transportation impacts.
- Miscellaneous – Interest earnings, carry-forward fund balances associated with projects initiated in prior years, intergovernmental transfers, and other funds.

**TABLE 1** | TFP REVENUE FORECAST (2026-2050)

| Revenue Source | Forecast ($M) 2026-2050 | Percent | Description of Source |
|---|---|---|---|
| **General Fund Transfer** | 62.7 | 14% | Council appropriation from City general fund |
| **Pav. Mgt. General Fund** | 7.5 | 2% | Council appropriation from City general fund |
| **Real Estate Excise Tax** | 49.2 | 11% | Tax on property sales in Redmond |
| **Motor Vehicle Excise Tax** | 10.5 | 2% | State transportation funds to Redmond |
| **Other Jurisdictions** | 0.0 | 0% | Cost participation by other agencies in Redmond projects |
| **Federal and State Grants** | 81.4 | 18% | Cost participation grants for specific projects |
| **Business License** | 100.8 | 22% | Employment based tax - Redmond employers |
| **Impact Fees** | 49.2 | 11% | Transportation impact fee cash payments by developers; or construction value by developers |
| **Developer Contributions** | 8.5 | 2% | Value of developer payments or construction for specific projects; not impact fee credited |
| **Miscellaneous Sources** | 12.7 | 3% | Interest earnings, rent, surplus property, revenue for completed projects for concurrency |
| **Transportation Benefit District (TBD)** | 62.6 | 14% | Council approve 1/10th of 1% sales tax earmarked for transportation projects |
| **Bonds** | 17.4 | 4% | Issuance of debt to finance transportation projects |
| | **462.5** | **100%** | |

**FIGURE 1** | FORECASTED TFP REVENUE SOURCES (2026-2050)




Individual revenue sources are described in more detail below:

- **General Fund:** This revenue source is comprised of sales tax, property tax, utility tax, and other licenses and fees. Transportation currently receives approximately 40 percent of the 5 percent General Fund revenues that are transferred to the CIP functional areas (minus development revenues and significant one-time collections). However, one-time monies can be received to support specific transportation capital projects. Forecast Assumption: assumes continuation of City Council appropriation at 40 percent of the 5 percent General Fund transfer to Transportation.
- **Transportation Benefit District (TBD):** Comprised of one tenth of one percent of sale tax collections, used exclusively for funding maintenance and improvements to city streets, public transportation, strategies to maximize safety and traveling choices, parking facilities, and other transportation projects designed to reduced congestion. Forecast Assumptions: assumes a steady increase in sale tax collections over time, while factoring in the rising cost of operational costs covered by the TBD.
- **Pavement Management General Fund Transfer:** By policy, $300,000 per year is transferred from the General Fund to the Pavement Management Program for the preservation of roadway asphalt. Forecast Assumption: assumes General Fund transfer will continue at historical level of $300,000 per year.
- **Real Estate Excise Tax (REET):** REET is a tax on all sales of real estate at a rate of 0.5 percent of the selling price of a property within Redmond city limits. King County collects REET funds for the City and distributes them to the City. REET is restricted to expenditures on capital projects. Transportation currently receives approximately 25 percent of the REET tax. Forecast Assumption: assumes transportation will continue to receive 25 percent of REET collected in the city.

- **Motor Vehicle Fuel Tax (Gas Tax):** In Washington State, cities receive a portion of the state-collected gasoline tax. Gas tax is imposed as a fixed amount per gallon of gas purchased and is dedicated to transportation capital improvements. Forecast Assumption: assumes continuation.
- **Transfers from Other Jurisdictions:** Cost participation from other agencies in Redmond projects. Forecast Assumption: based on historical collections.
- **Business License Fees:** Currently, a $153 fee is assessed per employee to businesses operating in Redmond to support transportation and transportation demand management projects. Forecast based on estimated growth in employment. Business license fees are instrumental in leveraging grants. Forecast Assumption: assumes continuation at rate of $153/FTE (full-time equivalent) and is projected to grow by approximately 1.2 percent per year, commensurate with projected employment growth in the city.
- **Impact Fees:** The City collects impact fees from developers for their impact on the transportation system. Impact fees are dedicated to transportation capital improvements that provide new capacity. The fees cannot pay for existing deficiencies in level of service for the public facilities or normal maintenance and repairs. Impact fee revenue is subject to credits for developer-constructed improvements for capacity projects within the TFP. Impact fee revenue is a blend of developer constructed improvements (credits to impact fees) and cash payments based on land use. Impact fees are instrumental in leveraging grants. Forecast Assumption: assumes a consistent rate of collections; fees per unit could increase over time, but the diminishing availability of land for new developments would negate any potential increases in the forecast.
- **Developer Contributions:** Comprised of cash payments towards specific projects or the value of developer constructed improvements that exceed impact fee credits. Forecast assumption: based on existing developer agreements or known contributions to specific projects. Forecast does not speculate contributions into the future beyond known agreements.
- **Federal and State Grants:** Contributions by a federal or state government to support a particular transportation improvement. Each grant has specific rules and guidelines about what type of projects they will fund. Grants generally require a funding match that the City must contribute towards the cost of the project. If a project uses federal funds the level of analysis, documentation, outreach, and commitment is generally more detailed or stringent. Forecast assumption: grants that have been awarded are included in the first six years. Future grant revenue forecast is conservative.
- **Bonds:** Comprised of long-term debt instruments issued to raise funds for building or improving infrastructure. Forecast Assumptions: assumes sporadic use in the issuance of bonds to fund major transportation projects.
- **Miscellaneous Sources:** Comprised of interest earnings on cash balances in the transportation fund, rental income, surplus property sales, other miscellaneous sources, and carryforward fund balances associated with projects initiated in prior years. Forecast Assumptions: assumes a consistent rate of sources. Miscellaneous sources are hard to predict and demonstrate limited growth over time.



## OVERVIEW OF FORECAST AND GROWTH ASSUMPTIONS – 2026-2050

**Forecast Assumptions**

- Forecasts flat to moderate growth in revenues that reflect a conservatively growing economy.
- The forecast does not include any increases to rates or new sources of revenue.
- Revenues and project costs also include the portion of CIP-funded projects that have occurred prior to 2026 and are continuing into the 2026-2050 timeframe.
- Ensures debt obligations are paid from existing revenues.

## DEVELOPMENT OF THE TRANSPORTATION FACILITIES PLAN

The TFP is part of the overall City of Redmond Capital Investment Strategy (CIS) or "Vision Blueprint", which is a comprehensive listing of all public infrastructure projects needed and funded through 2050. Transportation is the largest of the individually funded capital plans and integral to coordinating with the other capital projects within the city, particularly with utility projects, stormwater improvements, and parks and trails. Transportation tends to provide a framework for how to consider the design and timing of many other City capital projects so all of the City infrastructure can be integrally designed and provided in the most efficient manner possible.

The prioritization of specific transportation projects includes those expected to make meaningful progress towards advancing the City vision for transportation. Individually, all capital improvements in the TFP are closely aligned with Redmond 2050's five overarching strategies: Organize around light rail, maintain transportation infrastructure, improve travel choices and mobility, create a safe transportation system, enhance freight and service mobility.

The TFP is balanced across travel modes. Figure 1 indicates that the City of Redmond continues to focus on multimodal improvements to provide travel choices and mobility while making significant strides to complete infrastructure for pedestrians and bicyclists. Vehicular capacity improvements at critical locations are included to relieve congestion and support freight mobility. While the City does not control transit service it can enhance street design and operations to improve transit speed and reliability, which represents 2% of the TFP. The TFP is also balanced across urban centers and neighborhoods. Approximately 13% of all TFP projects are located in neighborhoods outside of urban centers (Figure 2).

**FIGURE 1** | INVESTMENT BY MODE

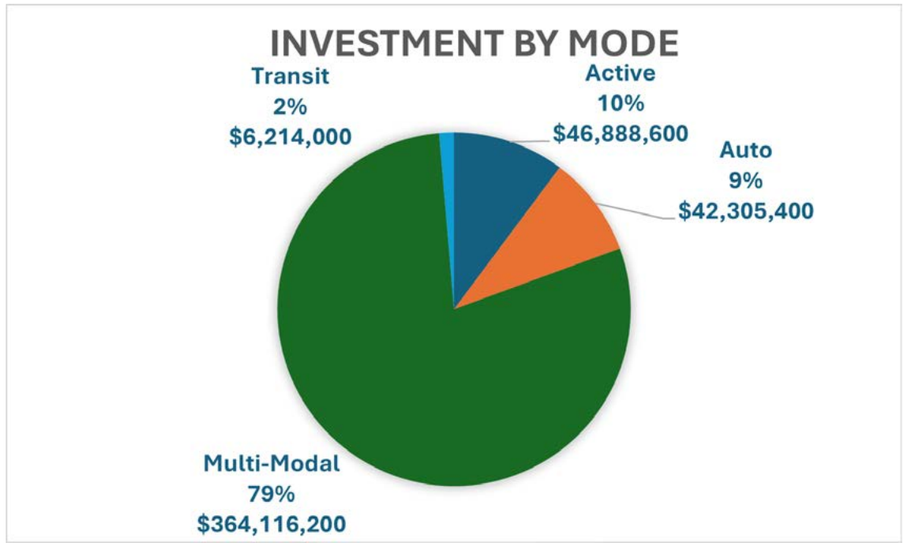



**FIGURE 2** | INVESTMENT BY NEIGHBORHOOD

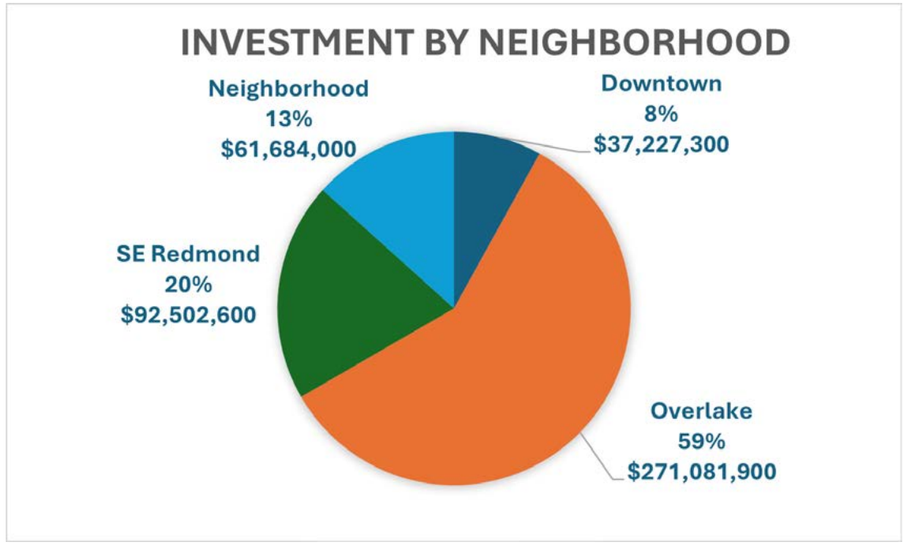



**TABLE 2** | DOWNTOWN

| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | Significant Support for These Strategies | |
|---|---|---|---|---|---|---|---|---|---|---|
| 119 | Avondale Way Extension | Redmond Way | NE 76th St | Construct a new north/south connection between Redmond Way and NE 76th Street. Improvements include one lane in each direction, sidewalks, bicycle lanes, utilities, street lights, trees, signs, and stormwater treatments. | $12,445,300 | Downtown | Near Term | Transportation Master Plan | 1 | 3 |
| 371 | Redmond Way Widening | 168th Ave NE | 168th Ave NE | Add second westbound lane and parking on the north side of Redmond Way between 168th Avenue and 166th Avenue. Project would include one travel lane, on-street parking, sidewalk, right-of-way, utilities and streetscape improvements | $13,240,000 | Downtown | Medium Term | Downtown East-West Corridor Study | | 3 5 |
| 170 | 158th Ave NE Extension | Redmond Way | NE 83rd St | Construct new 158th Ave NE from Redmond Way to NE 83rd St. Improvements include 1 through lane in each direction, parking, sidewalks, street lights, pedestrian amenities, transit stop amenities, storm drainage, right-of-way and easements. | $13,240,000 | Downtown | Long Term | Transportation Master Plan | | 3 5 |
| | | | | | $37,227,300.00 | | | | | |

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

## TABLE 3 | OVERLAKE

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 310 | Lumiere - NE 24th to NE 26th | NE 24th St | Hopper St | Construct Lumiere Access Street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $13,338,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 311 | DaVinci - NE 27th to NE 28th | Hopper St | Shen St | Construct DaVinci neighborhood street from Turing Street to Shen Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail. | $9,776,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 312 | DaVinci - NE 24th to NE 26th | NE 24th St | Hopper St | Construct DaVinci neighborhood street from 24th Street to Hopper Street in accordance with Overlake Village Design Standards, including 1 travel lane,parking lane, cycle track, and sidewalk in each direction as well as an urban pathway trail. | $22,484,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 313 | Hopper Street | 152nd Ave NE | DaVinci | Construct Hopper Street Access Street from DaVinci to 152nd Ave in accordance with Overlake Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $19,742,000 | Near Term | Overlake Master Plan | 1 3 4 5 |
| 314 | Turing Street | NE 27th St | 152nd Ave NE | Construct Access Street in accordance with Overlake Village Design Standards, including 1 travel lane, parking lane and sidewalk in each direction. | $34,830,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 315 | Shen Street | Hopper St | 152nd Ave NE | Construct new street: Shen Street from Hooper Street to 152nd Avenue NE. | $10,750,000 | Medium Term | Overlake Master Plan | 1 3 4 5 |
| 502 | 24th St Multimodal Imp from 148 to Bel-Red | 148th Ave NE | Bel-Red Rd | Add new cycle tracks and sidewalks to 24th Street between 148th Avenue and Bel-Red Road, see Overlake South Plan. | $9,560,000 | Medium Term | Transportation Master Plan | 1 3 4 |
| 288 | 151st Ave NE South-Da-Vinci | NE 20th St | NE 24th St | Construct new 151st Avenue NE between NE 20th Street and NE 24th Street. Refer to the Overlake Neighborhood Plan for more details. Coordinate with the Overlake Village South Study. | $9,923,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 289 | NE 22nd St, West | 148th Ave NE | 152nd Ave NE | Construct new NE 22nd Street from 148th Avenue NE to 152nd Avenue NE and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan. | $20,950,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 290 | NE 22nd St, East | 152nd Ave NE | Bel-Red Rd | Construct new NE 22nd Street from 152nd Avenue NE to Bel-Red Road and design the street as a local access street using pedestrian supportive design with on-street parking and one through lane in each direction. Major street connections would be signalized. Coordinate with Overlake South Plan. | $8,270,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 1150 | Lumiere Ave | NE 20th St | NE 24th St | Lumiere Ave from NE 20th St to NE 24th St | $31,425,000 | Medium Term | Overlake Village South Infrastructure Planning Report | 1 3 4 5 |
| 56.01 | NE 40th St Shared Use Path - West | 148th Ave NE | SR 520 | Shared use path on the south side of 40th Street from 148th Avenue to the 520 Trail | $9,483,500 | Near Term | Transportation Master Plan | 1 3 4 5 |
| 47.01 | 152nd Ave NE Main Stree-et North | 2600 Crossing | NE 31st St | Implement 152nd Avenue NE main street from 2600 Crossing to Plaza Street / DaVinci to create a lively and active signature street in the Overlake Village. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, and utilities | $10,907,200 | Near Term | Overlake Master Plan | 1 3 4 |
| 62.01 | NE 40th St Improvements | 163rd Ave NE | WLSP | Add paved trail on south side of 40th Street from 163rd Avenue to West Lake Sammamish Parkway | $7,107,000 | Near Term | Overlake Master Plan | 1 3 4 |
| 49 | 152nd Ave NE Main Street South of 24th | NE 24th | NE 20th St | Implement a multi-modal pedestrian corridor concept on 152nd Avenue NE from NE 20th Street to NE 24st Street to create a lively and active signature street in the Overlake Village consistent with the Overlake Village Street Design Guidelines. The cross section for the improvements would include 1 through lane in each direction, turn lanes as necessary, on-street parking and pedestrian and bicycle facilities. Other improvements include storm drainage, LID, street lighting, pedestrian amenities, transit amenities, right-of-way, easements, utilities and signalized intersection at DaVinci and 152nd Ave NE.. | $11,005,300 | Medium Term | Overlake Master Plan | 1 3 4 |
| 51.01 | 156th Ave NE Shared Use Path | NE 40th St | NE 51st St | Construct shared use path on the east side of 156th Avenue from 40th Street to 51st Street | $9,306,100 | Near Term | Transportation Master Plan | 1 3 4 5 |
| 1151 | NE Koll Drive | 152nd Ave NE | DaVinci | NE Koll Drive (2100 block) from Da Vinci Ave to 152nd Ave - private street but publicly accessible | $3,521,000 | Near Term | Overlake Village South Infrastructure Planning Report | 1 3 4 |
| 66.01 | 51st St Shared Use Path | 148th Ave | SR 520 | Provide multi-use trail on north side of NE 51st St between 148th Ave NE and SR 520. | $3,015,000 | Medium Term | Transportation Master Plan | 3 4 |
| 389 | West Lake Sammamish Parkway Roundabout | West Lake Sammamish Parkway | | Construct a roundabout at West Lake Sammamish Parkway and Bel-Red Road | $8,720,800 | Near Term | Overlake Residential Area Neighborhood Plan | 4 |
| 172 | 150th Ave NE Bicycle Lane Completion | NE 51st St | NE 40th St | Fill in gaps in bicycle facility network on 150th Avenue NE from NE 51st Street to NE 40th Street in both directions, and improve curve radius to allow for truck movements through existing chokepoint. Widen roadway to west and build retaining walls. | $2,972,000 | Near Term | Transportation Master Plan | 3 4 |

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 10 | SR 520 Trail Grade Separation at NE 51st St | 520 Trail | | Grade separate the 520 Trail at NE 51st Street. | $8,417,000 | Long Term | Overlake Residential Area Neighborhood Plan | 3 4 |
| 31 | 148th Ave NE and NE 51st St Right Turn Lanes | 520 Trail | 148th Ave NE | Add a second right turn lane from westbound NE 51st Street to Northbound 148th Avenue NE. | $2,883,000 | Long Term | Overlake Master Plan | 5 |
| 46 | 150th Ave NE & NE 51st St Signal | NE 51st St | | Add north leg to intersection of 150th Ave and 51st St and signalize this intersection. | $2,696,000 | Long Term | Overlake Master Plan | |
| | | | | | **$271,081,900** | | | |

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility



## TABLE 4 | SE REDMOND & MARYMOOR

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| 378 | 173rd Ave NE Connection | NE 67th St | NE 70th St | Construct collector arterial (see RZC Appendix 8AA). | $6,243,900 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 392 | NE 70th St Retrofit | 173rd Ave NE | Redmond Way | Construct collector arterial street (see RZC Appendix 8A). North half of street to be completed as part of DRLE | $6,580,000 | Near Term | Greater SE Redmond Area Transportation Study | 1 3 4 |
| 360 | NE 70th Street Extension Phase 2 Construction | Redmond Way | 180th Ave NE | Construct a new street connection up to City standards on NE 70th Street between 180th Avenue NE and Redmond Way, consider transit only street. | $4,800,000 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 382 | 176th Ave NE Retrofit-LW Tech Segment | 6600 BLK | NE 65th St | Widen Roadway Per Appendix 8A | $2,159,200 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 384 | NE 65th St Retrofit | Marymoor Park boundary | East Lake Sammamish Parkway | Retrofit collector arterial (see RZC Appendix 8A) | $18,731,700 | Long Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 386 | NE 67th St Retrofit | 173rd Ave NE | 176th Ave NE | Retrofit collector arterial (see RZC Appendix 8A) | $12,487,800 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 404 | 176th Ave NE Retrofit-67th Segment | 6600 BLK | NE 67th St | Widen Roadway Per Appendix 8A | $1,079,600 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 405 | 176th Ave NE Retrofit-Middle Segment | NE 67th Ct | NE 69th Ct | Widen Roadway Per Appendix 8A | $3,160,400 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 406 | 176th Ave NE Retrofit- North Segment | NE 69th Ct | NE 70th St | Widen Roadway Per Appendix 8A | $2,750,700 | Medium Term | Marymoor Subarea Infrastructure Planning Report | 1 3 4 |
| 90 | NE 76th St Widening 178th to 185th | 178th Pl NE | 185th Ave NE | Widen roadway to include a 12' center turn lane, two 12' travel lanes and two 5.5' bike lanes and 6' sidewalks on both sides of roadway. Coordinate with 91. | $3,473,000 | Long Term | NE 76th St Corridor Study | 4 5 |
| 88 | NE 76th St Widening 520 to 178th Pl | EB 520 Ramp | 178th Pl NE | Widen roadway to include three 12' travel lanes and two bike lanes and 6' sidewalks, realign roadway to comply with COR minimum horizontal curve radius requirement. At the signalized intersection of Fred Meyer and Target, add crosswalk to west leg, use existing right run drop lane eastbound, re-aligned to account for roadway widening. At intersection of 76th and eastbound 520 ramps add a crosswalk enabling pedestrian and bicycle crossing. Improve transit amenities. | $6,145,000 | Long Term | NE 76th St Corridor Study | 4 5 |

| ID | Name | From | To | Description | Estimate | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|
| | 188th Multi-modal Path | Union Hill Road | NE 70th St | Construct a multi-modal path way on the east side of 188th Ave from Union Hill Road to NE 70th Street | $3,270,000 | Near Term | Transportation Master Plan | 1 3 4 |
| | NE 77th Street | 188th Ave NE | | Construct new street with curb/ gutter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE | $4,214,000 | Near Term | Transportation Master Plan | 3 5 |
| | NE 72nd Street | 188th Ave NE | | Construct new street with curb/gut-ter/sidewalk/landscape strip, lighting, and storm drainage East of 188th Ave NE | $2,107,000 | Near Term | Transportation Master Plan | 3 5 |
| | 188th Ave Intersection Improvements | NE 70th St | NE 77th St | Intersection improvements as necessary due to traffic volumes. May include roundabouts or signals | $6,198,100 | Near Term | Transportation Master Plan | 3 4 5 |
| | 187th Ave Widening | Redmond Way | East Lake Sam-mamish Parkway | Widen 187th Ave NE from Redmond Way to East Lake Sammamish Park-way. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, streetlights, and storm drainage. | $1,897,200 | Medium Term | Transportation Master Plan | 1 3 4 |
| | | | | | **$92,502,600** | | | |

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility



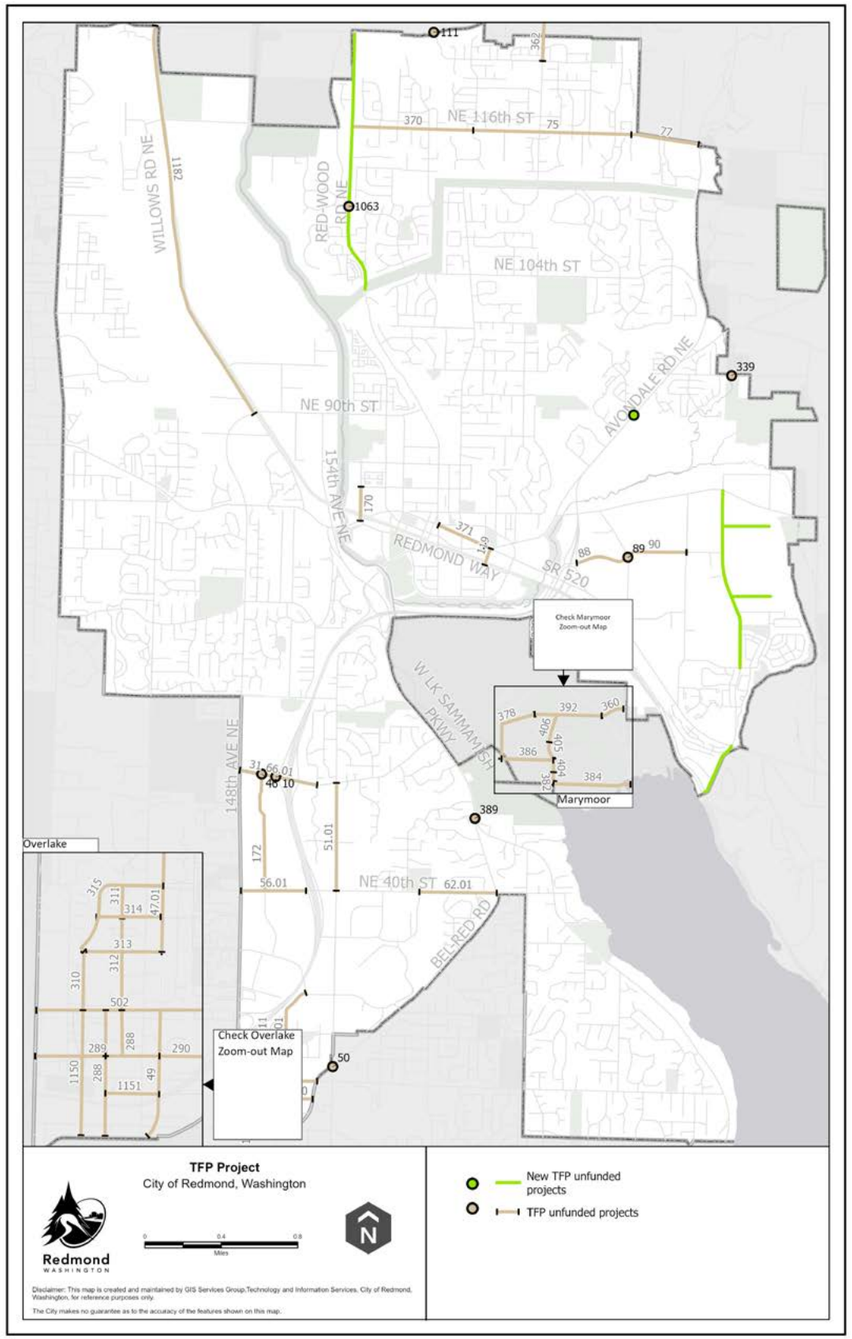
## TABLE 5 | NEIGHBORHOOD

| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|---|
| 339 | NE 95 St. Bridge Replace-ment | NE 95th St | | NE 95th Street Bridge Replacement. Consider bridge only for walking and biking. | $884,000 | Bear Creek | Near Term | Bear Creek Neighborhood Plan | 3 4 |
| | Avondale Road and 180th Ave Reconfi-guration | Avondale Road | 183rd Ave | Intersection reconfiguration to add eastern fourth leg serving new subdivision and south leg crosswalk. Intersection also allows for north and south U-turns. Includes 1200' of new street connection to 183rd Court NE. | $4,681,500 | Bear Creek | Long Term | Transportation Master Plan | 3 4 |
| 1063 | Red-Wood Rd and NE 109th St Improve-ments | Red-Wood Rd | | North-Souths Corridors Study: This project would reconfigure the eastbound and westbound approaches to provide a dedicated left-turn lane and a shared through/ right-lane. This would be paired with removal of the split phasing at the intersection and extension of the westbound bicycle lane through the intersection. | $1,456,000 | Education Hill | Medium Term | North-South Corridor Study | 3 4 |
| 75 | NE 116th St Widening Segment II | 167th PL | 179th PL | Widen NE 116th St from 176th Ave to 178th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition. | $10,665,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |
| 77 | NE 116th St Segment III | 179th PL | Avon-dale Rd | NE 116th St Segment III. Location: NE 116th Street (East End) from 179th Avenue NE to Avondale Rd. Description: Widen remaining sections of NE 116th St from 179th Avenue to Avondale Road. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition. | $22,825,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |
| 370 | NE 116th St Widening Segment I, Phase II | Red-Wood Rd | 167th Pl NE | Complete NE 116th St from Red-Wood Road to 167th Place NE. Improvements include one through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way, and easement acquisition. Improvements coordinate with project # 356: the construction of a roundabout at NE 116th Street and 162nd Avenue NE. Phase I is project ID # 76. | $6,856,000 | North Redmond | Long Term | North Redmond Neigborhood Plan | 3 4 |

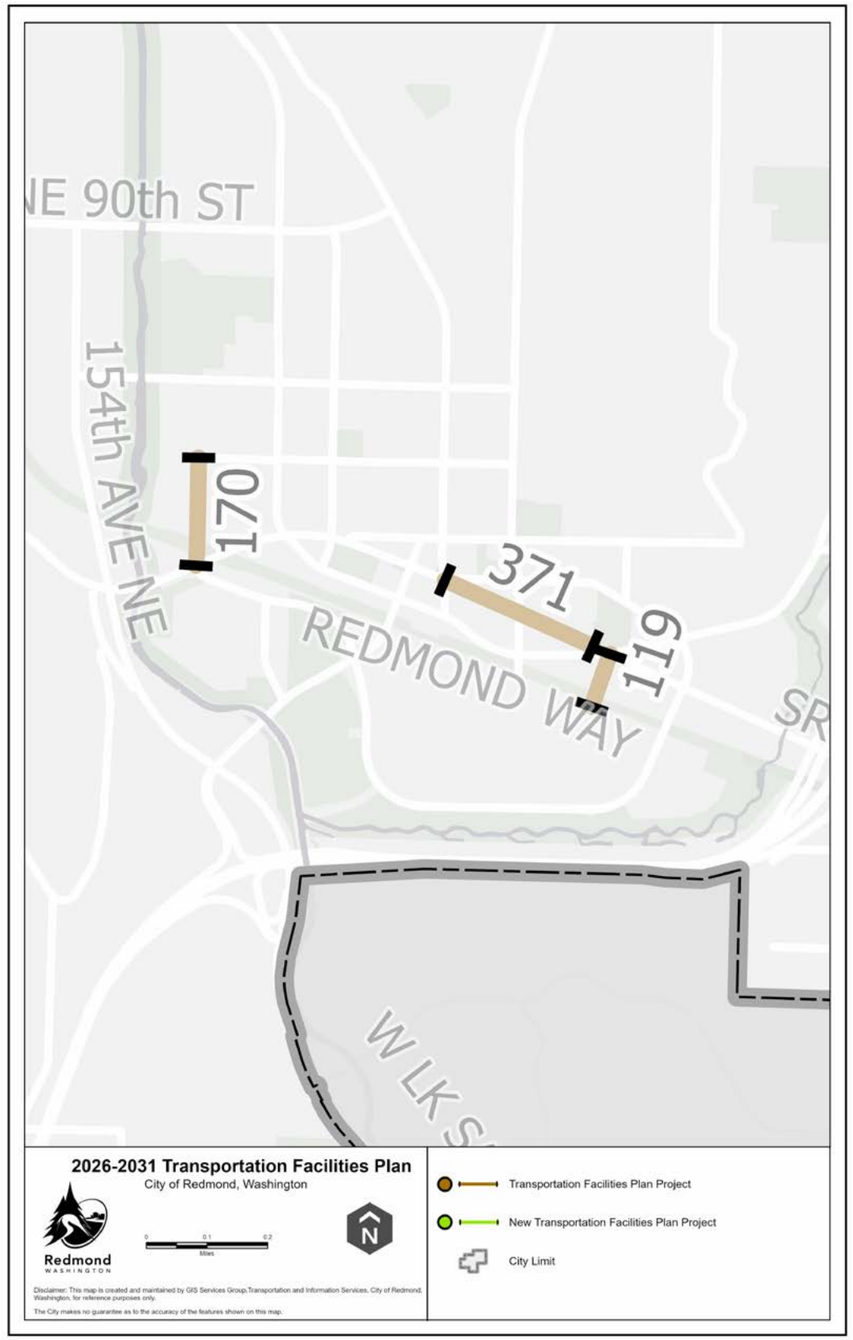
| ID | Name | From | To | Description | Estimate | Neighbor-hood | Expected Timeframe | Source | | Significant Support for These Strategies |
|---|---|---|---|---|---|---|---|---|---|---|
| 111 | 124th St and 162nd Pl Inter-section Improve-ments | 162nd Pl NE | | Construct a new traffic signal at 124th Ave NE and 162nd Pl NE. Includes the addition of turn lanes on NE 124th and modifications on 162nd Pl for sight distance. Expected to meet signal warrant with pending development, Alternatively, build roundabout. Just outside City limits. | $4,950,000 | North Redmond | Medium Term | North-South Corridor Study | | 3 4 |
| 362 | 172nd Ave NE Extension | NE 124th St | NE 128th St | 172nd Ave NE gate opening at NE 124th St and associated improvements (#122) | $1,450,000 | North Redmond | Medium Term | North-South Corridor Study | | 4 |
| | Redmond Woodin-ville Road Widening | Powerline Trail | NE 124th St | Widen Red-Wood Road from PSE Powerline Trail to NE 124th Street. Improvements include 1 through lane in each direction, left turn lanes at specific intersections, access management, separated bike lanes, curb, gutter, sidewalks, streetlights, storm drainage, and utility undergrounding. | $6,502,900 | North Redmond | Long Term | North-South Corridor Study | 1 | 3 4 |
| 1182 | Willows North Bus Lane | 90th Street | 124th Street | Add northbound bus only or HOV only lane. Replaces one general purpose lane south of 9900 Block and replaces bike lanes from 9900 Block to 124th Street - cannot remove bike lanes until Redmond Central Connector complete providing new, more comfortable bike facility. | $1,414,000 | Willows-Rose Hill | Near Term | North-South Corridor Study | 1 | 3 4 |
| | | | | | **$61,684,400** | | | | | |

1. Organizing Around Light Rail
2. Maintain Transportation Infrastructure
3. Improve Travel Choices and Mobility
4. Building A Safer Transportation System
5. Enhancing Freight and Service Mobility

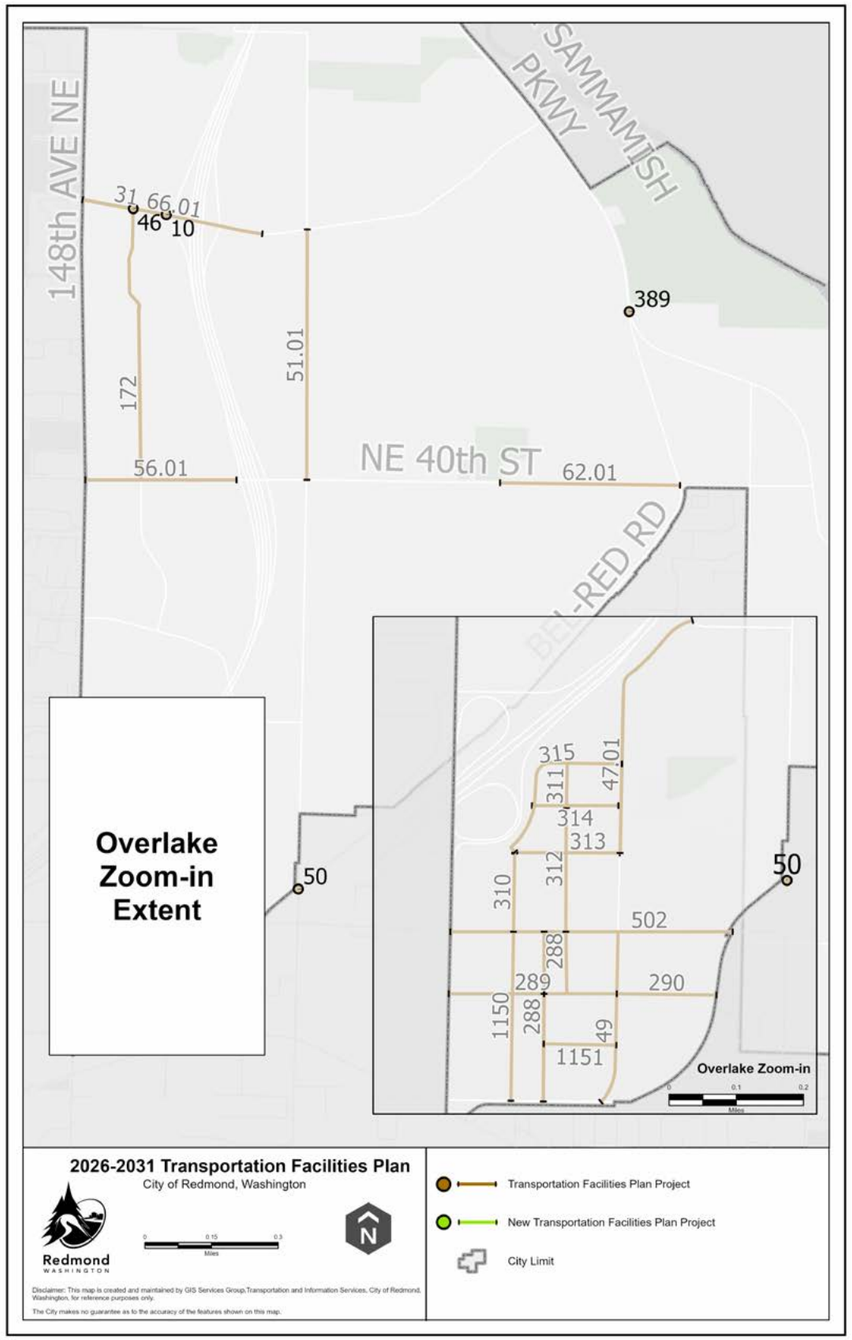
## MAP 1 | 2026-2031 TFP PROJECTS CITYWIDE



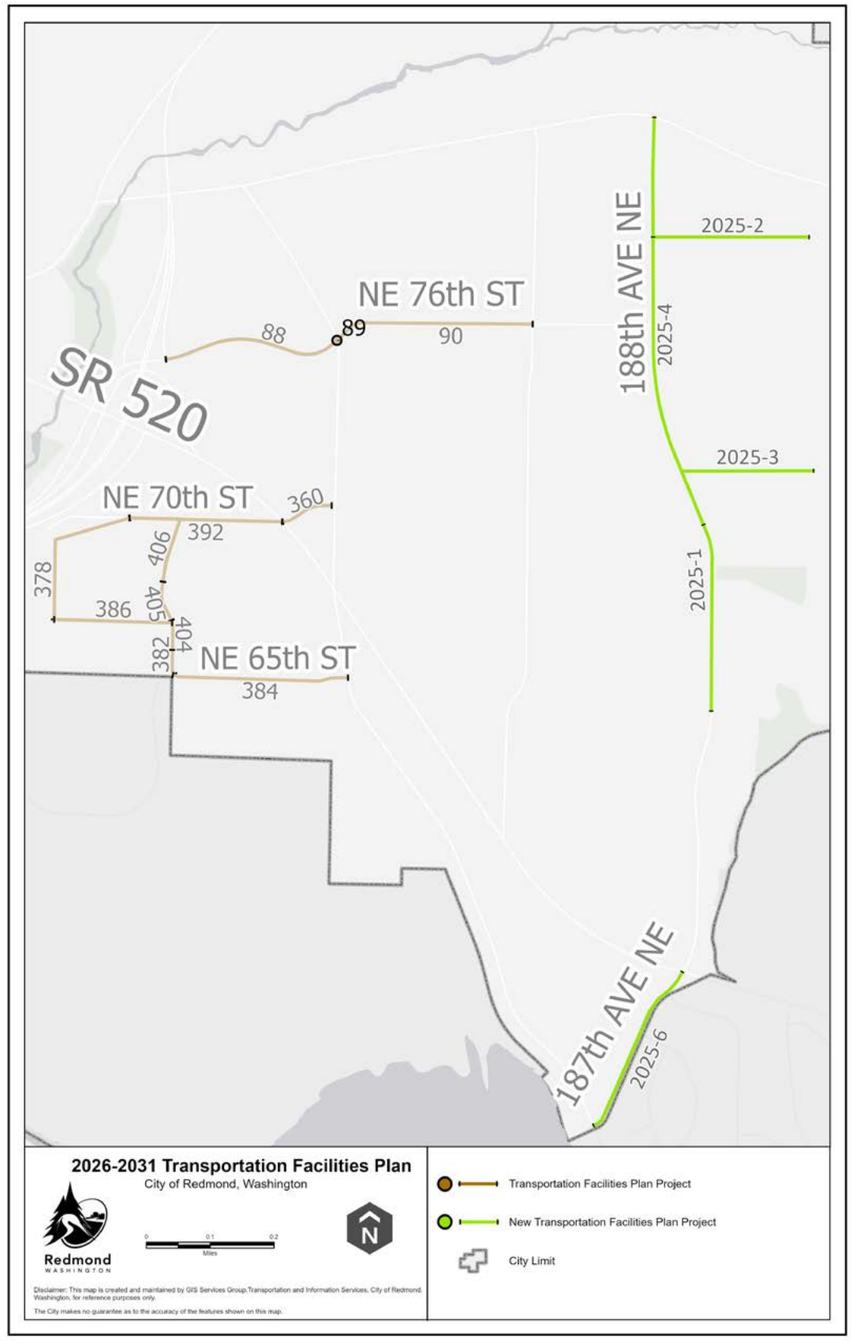
**MAP 2** | 2026-2031 TFP PROJECTS - DOWNTOWN



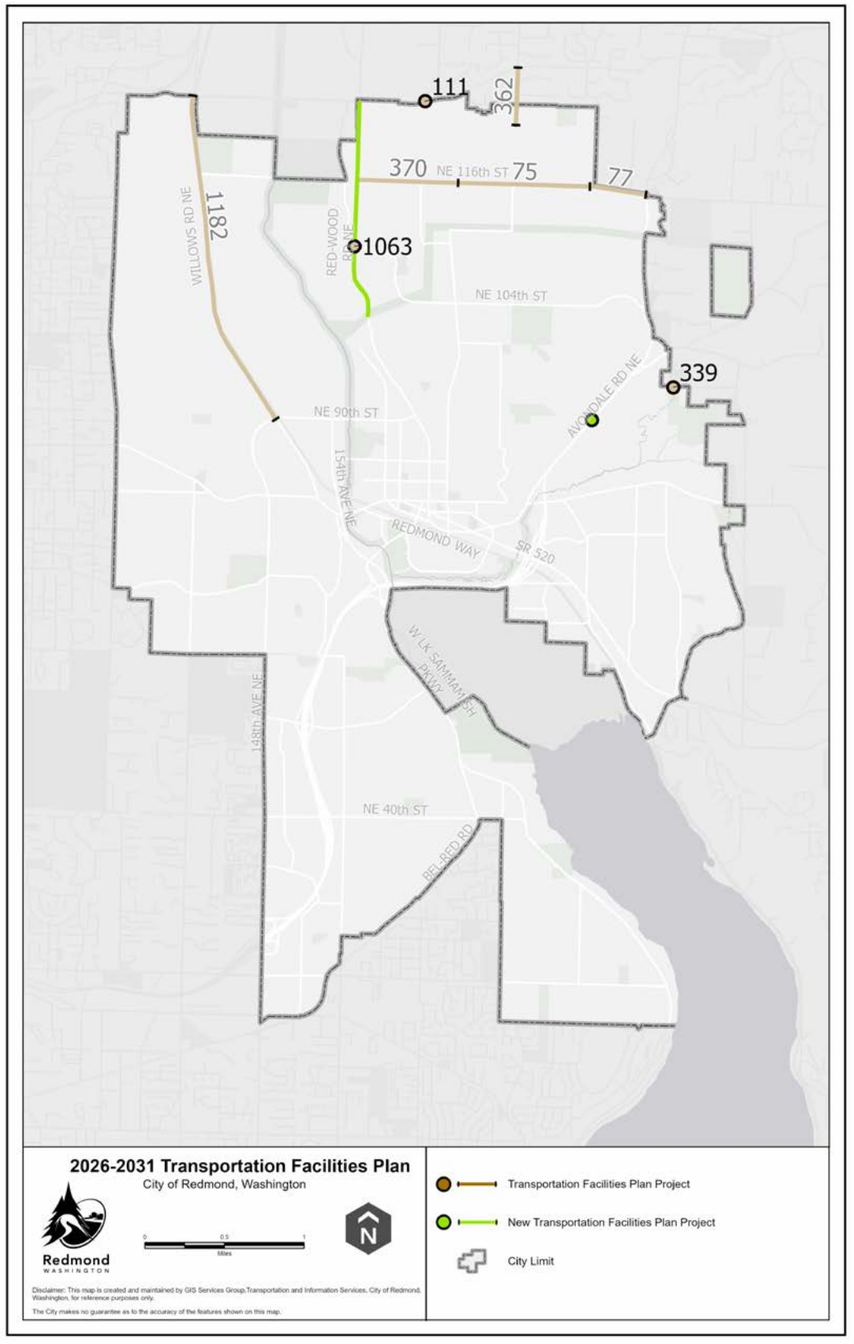

**MAP 3** | 2026-2031 TFP PROJECTS - OVERLAKE



**MAP 4** | 2026-2031 TFP PROJECTS - SE REDMOND/MARYMOOR




**MAP 5** | 2026-2031 TFP PROJECTS - NEIGHBORHOODS



# APPENDICES

Transportation Master Plan



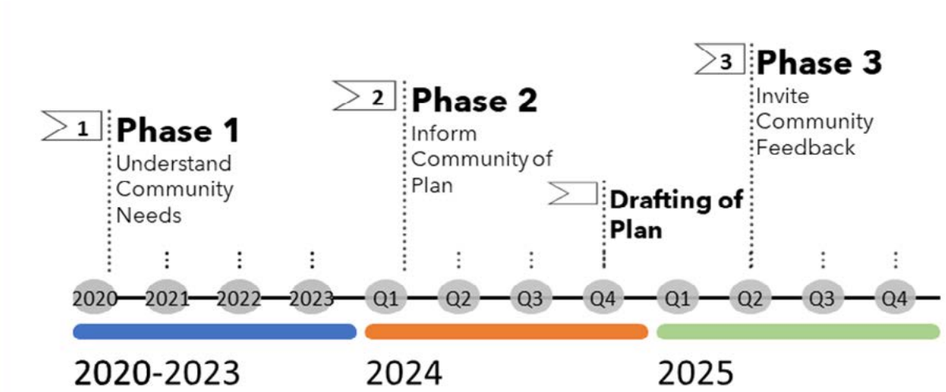
# COMMUNITY ENGAGEMENT SUMMARY

The City of Redmond's Transportation Master Plan (TMP) identifies strategies and actions for implementing the transportation vision and policies in Redmond 2050. It shapes the way the City plans and invests in the transportation system and how people get around Redmond.

## COMMUNITY ENGAGEMENT GOAL

The City engaged the Redmond community throughout the TMP development process to accurately understand community needs and desires and ensure these are reflected in strategies and modal networkrecommendations. This includes talking with community members to better understand their needs, explaining the TMP creation process, and allowing for community feedback prior to adoption of the plan.

## TIMELINE FOR COMMUNITY ENGAGEMENT




TMP Community Engagement Timeline

## Phase 1: Understand Community Needs

The first phase of community engagement took place from 2020-2023 and was focused on understanding the needs of the community regarding transportation in Redmond. This engagement took place through a variety of methods, including the Redmond 2050 plan outreach. The Redmond 2050 engagement process resulted in hundreds of interactions with community members. Specific to transportation questions were asked about community members' mobility needs and what they would like to see more of to improve their daily transportation experience. This feedback resulted in the formulation of the transportation vision and policies in the Transportation Element of the Redmond 2050 Comprehensive Plan. The Transportation Element of Redmond 2050 serves as the foundation for the TMP. TMP specific engagement also took place through the Capital Projects Ideas mapping activity (Spring 2020), Routes to Rails project (Spring 2023), and Derby Days questionnaire (2023). More information about these projects can be found at Transportation Master Plan Engagement | Redmond, WA

### Phase 1 Engagement Activities

- **Spring 2020: Capital Projects Mapping Activity**
  - Understand community transportation needs as part of Redmond 2050 outreach. The City provided an interactive online map to solicit community ideas for where the City can improve transportation and mobility.
  - Approximately 107 community interactions
- **Spring 2023: Routes to Rails Engagement**
  - Gather feedback via an online questionnaire to develop transportation safety improvements, including wayfinding signage at the Heron Rookery Trail and traffic calming measures at the 161st Avenue NE/Bear Creek Parkway intersection, as well as implementing an additional pedestrian crossing at the 166th Avenue NE/NE 79th Street intersection.
  - Approximately 108 community interactions
- **July 15, 2023: 2023 Derby Days**
  - Gather feedback on challenging locations for transportation and multimodal access.
  - Approximately 500 community interactions
- **August 26, 2023: 2023 Open Streets Festival**
  - Understand community transportation needs and multimodal access challenges at future light rail station locations
  - Approximately 300 community interactions

## Phase 2: Inform Community of Plan and Gather Feedback

The second phase of community engagement took place from April 2024 – August 2024 and is focused on informing the community about the TMP creation process and how they can stay involved. This includes staff being present at a variety of community events with materials to inform the community that TMP development is still underway and ensuring them that transportation is a priority for the City. This also includes sharing how the community can stay involved during the TMP development process, including through attending City Council and Planning Commission meetings, as well as participating in the Redmond Pedestrian and Bicycle Advisory Committee. This phase may also include a small degree of seeking feedback on specific strategies to be included in the TMP.



### Phase 2 Engagement Activities

- **March 11, 2024 – April 26, 2024: City of Redmond Parking Questionnaire**
  - Understand the impact of current parking restrictions on residents and visitors of Redmond's Downtown, Overlake, and Southeast Redmond neighborhoods.
  - Approximately 140 community interactions
- **April 17, 2024: Microsoft Transportation Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Approximately 85 community interactions
- **April 27, 2024: Sound Transit 2 Line Opening**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP writing process.
  - Over 1,000 community interactions
- **May 11, 2024: Community Road Safety Assessment**
  - Get community feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP (and Safety Action Plan).
  - Approximately 35 community interactions
- **May 13, 2024: Redmond Pedestrian and Bicycle Advisory Committee Transit Open House**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process, strengthen community accessibility to Move Redmond, Sound Transit, Metro, and Hopelink.
  - Approximately 30 community interactions
- **May 15, 2024: City of Redmond Staff Sustainability Fair**
  - Share resources for accessing bicycle facilities, transit facilities, and multimodal transportation resources
  - Approximately 100 community interactions
- **May 17, 2024: Bike Everywhere Day**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 100 community interactions
- **May 22, 2024 and June 5, 2024: Road Safety Assessment**
  - Get staff feedback regarding safety of pedestrians in Redmond neighborhoods to influence the strategies within the Active Transportation sections of the TMP and Safer Streets Action Plan.
  - Approximately 20 community interactions
- **June 22, 2024: Open Streets Festival (Overlake)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 130 community interactions

- **July 13, 2024: 2024 Derby Days Festival**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 754 community interactions
- **August 17, 2024: Open Streets Festival (Downtown)**
  - Help community understand how to access Downtown and Overlake from the light rail, inform of TMP process.
  - Approximately 300 community interactions
- **Fall 2024: City of Redmond Parking Questionnaire**
  - Gather feedback to understanding opportunities and challenges for implementing parking management strategies in Redmond's urban centers
  - Approximately 100 community interactions
- **November 2024: Fall 2024 Redmond Schools Parent/Guardian Transportation Questionnaire**
  - Gather community feedback from Redmond families to understand how students travel to and from schools and support transportation safety improvements
  - Approximately 133 community interactions
- **December 2024: Electric Vehicle Ready Community Questionnaire**
  - Gather feedback to understand what Redmond residents and visitors need for electric vehicles and charging resources
  - Approximately 149 community interactions
- **December 2024: Pedestrian and Bicycle Advisory Committee Meeting**
  - Gather feedback and share initial ideas for the Bicycle Strategy of the Transportation Master Plan
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan
  - Approximately 24 community interactions

## Phase 3: Invite Community Feedback and Share Results

The third and final phase of community engagement for the Redmond TMP took place from May-July 2025 and focused on sharing the draft TMP with the community and getting their feedback. This was a chance for staff to share with community members what types of strategies and actions were being proposed and how they relate to the feedback and needs identified in the initial two phases of engagement. Activities during this phase of engagement focused on informing people how to access and review the TMP and demonstrating how strategies will help achieve transportation targets set by the City. Engagement also included education for the community regarding how the TMP funnels into other plans and City initiatives.

**Phase 3 Engagement Activities**

- **January 13, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Transportation Demand Management (TDM) and Transit sections of the TMP
  - Approximately 10 community interactions
- **December 2024: E-Mobility Roundtable Sessions**
  - Gather targeted feedback from electric vehicle user groups via four roundtable sessions to inform the E-Mobility Strategy of the Transportation Master Plan
  - Approximately 24 community interactions
- **March 10, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Freight & Goods Delivery section of the TMP
  - Approximately 10 community interactions
- **April 8, 2025: Eastside for All Focus Group #1**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **April 14, 2025: Transit Open House**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program and in partnership with Move Redmond and Hopelink
  - Approximately 30 community interactions
- **April 22, 2025: Eastside for All Focus Group #2**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **April 29, 2025: Eastside for All Focus Group #3**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **May 6, 2025: Eastside for All Focus Group #4**
  - Gather input and hold strategy development discussion with Community Based Organizations
  - Approximately 12 community interactions
- **May 10, 2025: Downtown Redmond Link Extension Station Opening Event**
  - Share progress on the TMP and provide TDM resources through the GoRedmond program
  - Approximately 500 community interactions
- **June 9, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Streets Plan and Transit Plan sections of the TMP
  - Approximately 10 community interactions
- **July 14, 2025: Pedestrian and Bicycle Advisory Committee Meeting**
  - Discuss the Pedestrian Network section of the TMP
  - Approximately 10 community interactions

- **September 8, 2025: Eastside for All Transportation Master Plan Open House**
  - In partnership with Eastside for All, share TMP progress and results from Spring 2025 Focus Groups with Community Business Organizations
  - Approximately 55 community interactions
- **September 29, 2025: Community-wide Transportation Master Plan Open House**
  - Share TMP progress and gather feedback from the community
  - Approximately 17 community interactions

### Key Findings

Throughout outreach and engagement for Redmond 2050 and the Transportation Master Plan, several key themes stood out from a variety of community members. The following represent a summary of the ideas and feedback heard from community members throughout the process:

- More reliable transit is needed in Redmond, especially in residential neighborhoods outside of urban centers.
- More high comfort separated bicycle facilities are needed in Redmond.
- Protected bicycle lanes help bicyclists and drivers feel safer.
- Create or promote intentional transportation education opportunities for specific groups and the community at-large.
- Increase opportunities for transportation information to be shared in multiple languages and in visual formats.
- Partnerships with other community resources, such as Hopelink or the King County Library, are important.
- Increased transit connections between eastside cities would be valuable and appreciated
- Increased bicycle and pedestrian connections to existing transit networks would be valuable and appreciated.
- Emphasize safety and comfort at transit hubs through increased lighting, seating, and restroom access.
- Increase education of existing transit networks and provide easier access to transit resources
- Many sidewalks can be broken or bumpy and provide navigation barriers for those with mobility challenges.
- Redmond needs better and safer sidewalk access through and/or around construction zones
- Providing seating options along common pedestrian routes can make walking a much more pleasant option.
- Limiting right-turns on red for vehicles make intersections safer for pedestrians.
- Redmond needs more safe and secure bicycle storage.
- Clearer signage and more protection for bikes and pedestrians are needed in modal conflict zones such as shared use paths and bus stop facilities.
- Electric vehicle (EV) chargers can be expensive, and are often unavailable at multi-family housing locations.
- Current EV programs are directed towards high-income families. These programs need better access for people of all socioeconomic backgrounds.
- More education about Redmond's micromobility program is needed, including how to use shared e-bikes and e-scooters.
- Parking rules can be confusing, which can lead to increased ticketing.
- Parking restrictions and regulations should be clear and intuitive for all.
- Emergency response and access is an important consideration for all modes of transportation.





APPENDIX B

# MULTIMODAL LEVEL-OF-SERVICE STANDARDS

The Growth Management Act (GMA) (RCW 36.70A) requires that communities establish a level of service (LOS) standard for all locally owned roads and locally or regionally operated transit routes. The GMA gives wide latitude to communities about how to go about establishing LOS standards and does not prescribe any specific methodology. The primary function of establishing an LOS standard is to ensure that the community builds new infrastructure in a way that keeps pace with growth. The GMA amended by HB 1181 in 2023 to ensure that communities adopt LOS standards that focus more on just vehicle travel—in other words, communities must adopt multimodal LOS or MMLOS standards.

In addition to GMA requirements, PSRC's multi-county planning policies also require that communities consider all modes when planning.

## HOW LOS STANDARDS ARE USED

Before identifying MMLOS recommendations for Redmond, it is important to understand how LOS standards can be used by jurisdictions. There are two main ways that LOS standards are used:

- Transportation Concurrency – Transportation concurrency, often simply referred to as concurrency, is a fundamental element of the GMA. When LOS is referred to in the GMA, it is specifically related to transportation concurrency. At its core, the transportation concurrency LOS standard is established within the Transportation or Capital Facilities Element of the Comprehensive Plan to ensure that there is adequate transportation infrastructure in place to serve the planned growth identified in the Land Use Element. As noted earlier, the GMA does not prescribe a specific LOS standard, which is a recognition that communities may have differing expectations of how the transportation system functions and what constitutes a satisfactory LOS.
- Development Review and Permitting – Another area where LOS standards are frequently applied is for development review. In this case, the LOS standard is applied when preparing a transportation impact analysis or environmental impact statement. If the development causes the LOS standard not to be met or worsens an already substandard condition, mitigation can be identified to reduce or eliminate the conditions that caused the LOS standard violation. Permitting requirements can be set to require that LOS standards are met which can include frontage improvements, off-site mitigation, or a fee-in-lieu contribution.

  After the passage of the GMA in 1990, communities generally adopted vehicle LOS standards that were used for both transportation concurrency and development review and permitting. In other words, the same metric and standard were applied to both transportation concurrency and for a transportation impact analysis.

## MMLOS IN REDMOND

Within the transportation planning community, Redmond has long been recognized as a leader in multimodal transportation planning. Specifically, Redmond adopted the first plan-based multimodal transportation concurrency LOS standard in 2008. This MMLOS standard is still in use today and many communities throughout Washington State have emulated Redmond's plan-based concurrency LOS standard.

### Redmond's Transportation Concurrency LOS Standard

Redmond's LOS standard for transportation concurrency is rooted in the city's multimodal Transportation Facilities Plan (TFP). The TFP is prepared in conjunction with the Comprehensive Plan's Land Use Element and considers the growth in population and employment within Redmond and the neighboring jurisdictions. Unlike systems that focus on the performance of the vehicle network, Redmond's concurrency standard tracks implementation of the improvements identified in the TFP and requires that the city build new investments ahead of or at-pace with growth identified in the Comprehensive Plan.

A simple way to think of Redmond's transportation concurrency LOS standard is as follows:

- Redmond can accommodate 20 percent of planned growth so long as it has built or committed funding to build 20 percent of the transportation improvements defined in the TMP.

Since the TFP is fundamentally multimodal, Redmond's transportation concurrency LOS standard is also multimodal since it does not focus on building infrastructure solely for vehicles.

## MMLOS ENHANCEMENTS FOR REDMOND

As part of Redmond 2050, Redmond is refining the way that transportation system supply and demand are calculated, shifting from a calculation based on person-miles traveled to a calculation based on person trips. This change is to simplify calculations and align with the proposed changes to Redmond's transportation impact fees, which are used, in part, to fund new transportation infrastructure using a one-time fee paid for by new development.

Of the other TMP performance measures that relate to MMLOS, they each have merit in evaluating the performance of the transportation system and identifying new projects.

- **Connectivity** – this performance measure can help to identify areas of Redmond that are physically proximate, but where the actual travel distance is long. The classic example is of a cul-de-sac neighborhood that might be a few hundred feet from a shopping area, but it might be more than a mile to get to that shopping area because there are no roads, paths, or sidewalks connecting the two. Connectivity is a key measure being explored by WSDOT as the agency looks to adopt MMLOS metrics and standards. This performance measure does not need to be recalculated frequently as it is complex to calculate and does not change unless a new connection is made.



REDMOND 2050

- **Network Completion** – this is an important measure of how complete the street, active transportation, and transit networks are relative to an "ultimate" build-out condition.
- **Mode Share** – calculating the share of travel by means other than SOV travel is required for regional growth centers by the PSRC multi-county planning policies. This performance metric will be maintained to monitor progress on shifting how people travel through denser land uses and more multimodal connectivity.
- **Vehicular Congestion** – the current metric measured in average seconds of delay per mile is useful for a traffic engineer but may not be understandable to the layperson. This performance measure will be changed for how vehicular congestion is calculated using standard measures from the Highway Capacity Manual for intersection delay or roadway segment delay. Bellevue, for example uses both intersection volume/capacity ratios and HCM roadway segment delay to calculate vehicle delay. It is important to note that it is  not recommend to adopt a vehicular congestion LOS standard, but measuring vehicle congestion as part of a multimodal approach to identifying transportation projects is an important aspect of multimodal transportation planning.
- **Transit Ridership** – given the level of investment in transit in Redmond and surrounding communities. The City's current approach of reporting data from King County Metro and Sound Transit will continue.
- **Safety, Environment, and Street Preservation** – these performance measures are important for the city to track but are less-related to MMLOS.

## LEVEL OF TRAFFIC STRESS FOR MMLOS

One innovation that has occurred since the last TMP update is the idea of the Level of Traffic Stress, or LTS, as an MMLOS performance measure. LTS is similar to vehicle LOS in that it can consider various features of a sidewalk, roadway, bike lane, cycletrack, or trail and calculate how well it accommodates active modes (walking, biking, scooters, wheelchairs, etc.). However, unlike vehicle LOS and earlier active mode LOS calculations, it is not based on how crowded an active mode facility is, rather it is based on how comfortable people are using that facility.

The idea of LTS stems from research in the 1990s from the Mineta Transportation Institute at San Jose State University in California. Initially, the research focused on bicycling and found that many people were uncomfortable bicycling in a vehicle lane on busier streets with higher speeds. In fact, some people were uncomfortable enough to determine that bicycling was not a viable means of travel for them, even though it was permissible under the law. Similar findings were made for bicycle lanes—while they can work well on smaller, slower, lower-volume streets, most people do not feel comfortable bicycling in a bike lane on a high-speed arterial street. This lack of comfort pushes some people who might bike to drive instead. Since the initial work on bicycle LTS, the idea has also spread to pedestrian travel. Similarly, greater separation from fast, high-volume vehicle travel makes walking more comfortable and thus a more viable means of traveling between places. LTS is measured on a scale of 1 to 4, with 1 being the most comfortable and 4 being the least comfortable. Often LTS 1 is referred to as a facility where small children or the elderly would feel completely comfortable traveling and LTS 4 is where people will only travel out of absolute necessity. Keep in mind that it may not always be feasible to achieve LTS 1 when considering impacts to adjacent land uses, the cost to build a facility, or environmental issues. Therefore, cities that have adopted LTS tend to have a range of LTS targets, much like cities sometimes allow for poor vehicle operations in certain areas in consideration of other constraints.

## BICYCLE LEVEL OF TRAFFIC STRESS

The Redmond Bicycle Design Manual provides guidance on bicycle facility selection by analyzing characteristics of the street to determine the appropriate bicycle facility type for that street. Bicycle Level of Traffic Stress (LTS) is a key component that aims to address the needs, skills, and desires of a wide range of bicyclists. Figure 1 shows different levels of comfort with bicycling and the surveyed percentage of the population that falls within them. The "Interested but Concerned" percentage of the population - those who would like to ride a bicycle more but have concerns about their personal safety - is the largest percentage of the population and so is the design user for the facilities and treatments as shown in the manual.

A bicyclist's perception of their personal safety riding on a given street is greatly influenced by their proximity to and interaction with motorized traffic. At low volumes and speeds of traffic, many people feel safe and comfortable sharing the street with traffic or crossing the street in unmarked crossings. As traffic speed and volumes increase, their perception of safety degrades significantly, resulting in a feeling of increased stress and discomfort.

›REDMOND 2050

**FIGURE 1** | BICYCLE FACILITY DESIGN USER PROFILES

**Comfort Typology of Bicyclists**

| Design User Profile | Non-Bicyclist | Interested but Concerned | Somewhat Confident | Highly Confident |
|---|---|---|---|---|
| Bicycling Preferences | Uncomfortable bicycling in any condition, have no interest in bicycling, or are physically unable to bicycle. | Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separate bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort. | Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be. | Comfortable riding with traffic, will use roads without bike lanes. |
| Percent of Population | 31-37% | 51-56% | 5-9% | 4-7% |

Note: the percentages above reflect only adults who have stated an interest in bicycling.

A bicycle level of traffic stress (LTS) rating from 1 to 4 is used in Redmond's Bicycle Design Manual to classify streets based on how stressful they are for riding a bicycle, with LTS 1 being the least stressful and LTS 4 being the most stressful.

Table 1 shows the LTS rating system created for the City of Redmond's streets. The LTS ratings consider characteristics of the street including posted speed limit and the amount of motor vehicle traffic (Average Annual Daily Traffic, or AADT) as well as characteristics of the bicycle facility on the street.

## TABLE 1 | BICYCLIST LEVEL OF TRAFFIC STRESS ON STREETS IN CITY OF REDMOND

| Roadway Characteristics | | Type of Bicycle Facility | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Posted Speed[1] | AADT | Mixed Traffic | Bicycle Boulevard | Bicycle Lane[2,3] (painted) | Buffered Bike Lane[2,3] (painted >/=2') | Buffered Bike Lane[4] (with vertical elements) | Separated Bike Lane[5] or Sidepath | Shared Use Path |
| < / = 20 | <1500 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| | 1501-3000 | 2 | 2 | 1 | 1 | 1 | 1 | |
| | 3001-6000 | 2 | n/a | 2 | 2 | 2 | 1 | |
| 25 | <1500 | 1 | 2 | 1 | 1 | 1 | 1 | |
| | 1501-3000 | 2 | 2 | 2 | 1 | 1 | 1 | |
| | 3001-6000 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 6000+ | 3 | n/a | 3 | 2 | 2 | 2 | |
| 30 | <1500 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 1501-3000 | 3 | n/a | 2 | 2 | 2 | 2 | |
| | 3001-6000 | 3 | n/a | 2 | 2 | 2 | 1 | |
| | 6000+ | 3 | n/a | 3 | 3 | 3 | 2 | |
| 35 | <1500 | 4 | n/a | 4 | 3 | 2 | 1 | |
| | 1501-3000 | 4 | n/a | 4 | 3 | 2 | 1 | |
| | 3001-6000 | 4 | n/a | 4 | 3 | 3 | 1 | |
| | 6000+ | 4 | n/a | 4 | 3 | 3 | 2 | |
| > / = 40 | Any | 4 | n/a | 4 | 3 | 3 | 2 | |

Notes:

1. Table assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
2. On-street parking adjacent to the bicycle facility increases the level of traffic stress.
3. Number of driveways and volume of turning motor vehicles increase the level of traffic stress.
4. Buffer includes intermittent vertical elements (precast curbs, flexible posts, etc).
5. Bike lane separated from motor vehicle traffic by a landscape strip, parking, or other robust vertical protection.

Table adapted from: Mekuria, Maaza C.; Furth, Peter G.; Nixon, Hilary (2012) *Low-stress bicycling and network connectivity:* Mineta Transportation Institute. *WSDOT Design Bulletin Designing for Level of Traffic Stress* (2022) and NACTO *Urban Bikeway Design Guide.* Bicycle facility types as defined in the City of Redmond Bicycle Design Manual (2023).



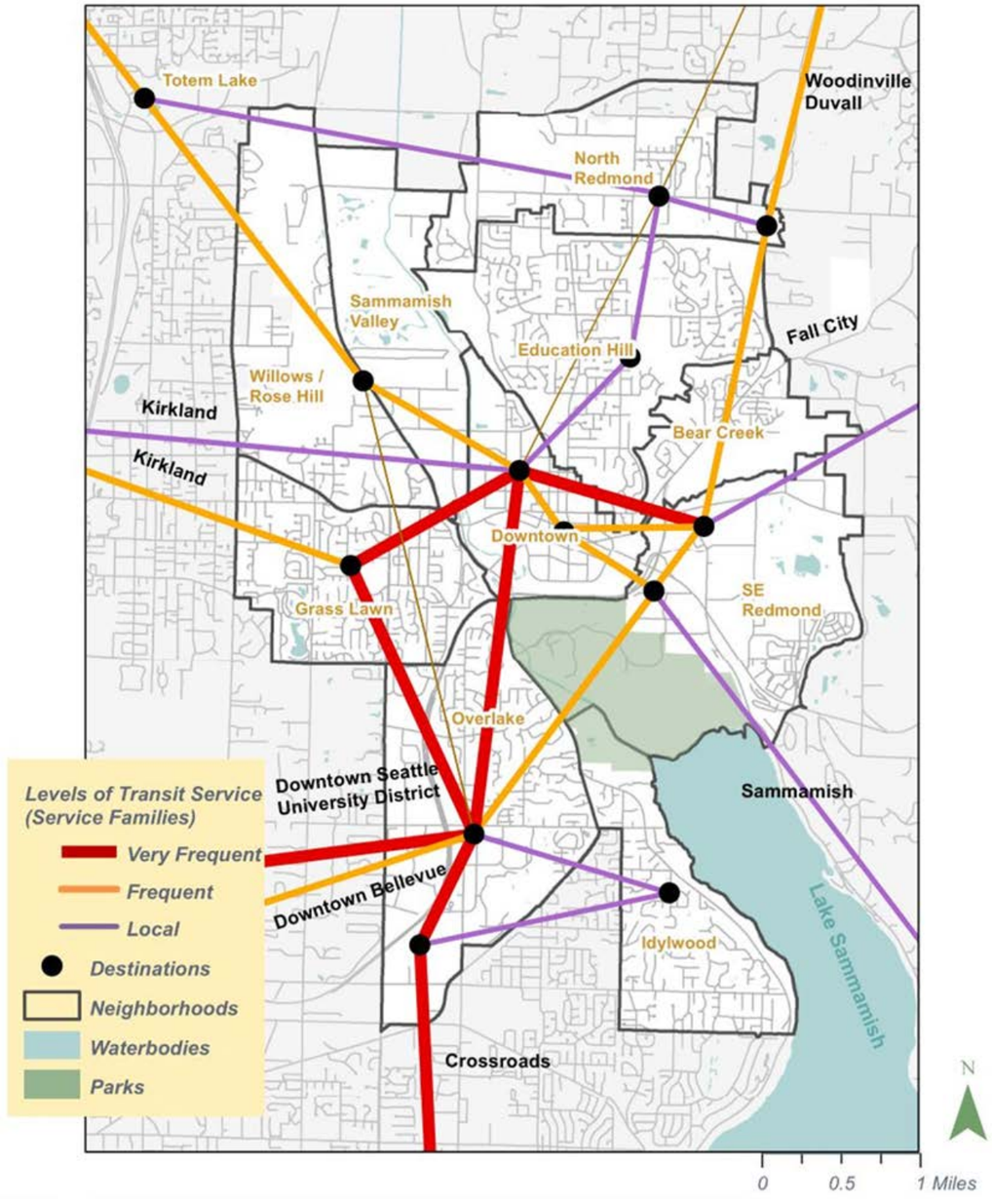
›REDMOND 2050

## TRANSIT LEVEL OF SERVICE STANDARDS AND PRIORITY CONNECTIONS

The priority connections and service standards in the following map identify the most important local and regional connections for Redmond and the levels-of-service needed to meet community needs. The following process was used to develop the priority connections and service standards:

- Identify priority connections between key destinations, including neighborhood centers and major regional destinations, based on travel needs and demand, and desired connections between transit services.
- Apply network design principles, focusing on providing frequent transit service that connects Redmond's centers to the region, and Redmond neighborhoods to centers and the regional transit spine. Each connection is designed to meet a wide variety of user groups and trip purposes, and meet the needs of multiple markets.
- Identify preferred travel paths that represent a balance between travel speed and coverage (access to transit) for Redmond's centers and neighborhoods.
- Set appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day. These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along the corridor.

FIGURE 2








## VEHICLE MILES TRAVELED (VMT)

The HB 1181 (2023) amendments to the GMA require cities to identify actions that cities can take to reduce VMT as part of future Comprehensive Plan updates. In the Redmond 2050 EIS, an analysis was performed on VMT in Redmond. The results are shown in **Table 2.**

TABLE 2 | AVERAGE WEEKDAY VMT, TOTAL AND PER CAPITA

| Existing Condition | | 2050 No Action | | 2050 Preferred Alternative | |
|---|---|---|---|---|---|
| VMT | VMT per Capita | VMT | VMT per Capita | VMT | VMT per Capita |
| 540,500 | 8.7 | 695,200 | 6.9 | 766,490 | 6.6 |

Redmond has established a 50% per-capita VMT reduction target from 2017 levels by 2050. It is anticipated to remain steady at 7,300 miles per person per year without local action. This VMT reduction target is set in consideration of ongoing vehicle electrification strategies and policies at the state and federal and local levels. The VMT reduction targets may need to be revised once WSDOT or PSRC establish state and regional VMT targets in the coming years.

APPENDIX C

# ESTIMATED MULTIMODAL LEVEL-OF-SERVICE IMPACTS TO STATE-OWNED FACILITIES

The Growth Management Act requires that jurisdictions evaluate the impact of planned land use and transportation network changes on state facilities. As part of the Environmental Impact Statement (EIS) for 2050 Redmond Comprehensive Plan update, the City of Redmond performed a multimodal transportation impact analysis across the entire city, including the two state routes that travel through Redmond: SR 202 and SR 520. This memorandum summarizes the findings of the multimodal LOS impacts on these two facilities.

## CONTEXT

SR 202 travels through much of the city as either a Principal or Minor Arterial. It extends from the north city limit at NE 124th Street where it is also known as Redmond-Woodinville Road into Downtown Redmond where the road name changes to 164th Avenue NE. SR 202 then turns east and follows the alignment Redmond Way/Redmond-Fall City Road until it leaves the city just east of 188th Avenue NE.

SR 520 runs as a freeway from the city limit at 148th Avenue NE to its terminus at the intersection of Union Hill Road/Avondale Road.

## IMPACT SUMMARY

Impacts to state owned facilities in Redmond were assessed by comparing the 2050 No Action alternative (which assumes that the current Comprehensive Plan remains unchanged) to the Action Alternatives. The EIS presents the full analysis for all three Action Alternatives, but for brevity, only the Preferred Alternative is presented in this memorandum. The 2019 Existing Conditions data is also presented for context.

Impacts are described quantitatively from the perspective of vehicle traffic operations and qualitatively for active modes and transit. Note that this analysis also considers MMLOS metrics related to Level of Traffic Stress (LTS) described in Appendix B.



FEHR PEERS

### Traffic Operations

Traffic operations were specifically evaluated at two intersections along SR 202 as part of the EIS (intersections are where arterial streets are most constrained and are commonly the basis for traffic operations impact assessments):

- Redmond Way/NE 70th Street
- Redmond Way/East Lake Sammamish Parkway

Freeway operations are evaluated along segments of roadway and two sections of SR 520 were evaluated as part of the EIS:

- West of 148th Avenue NE
- East of West Lake Sammamish Parkway

For simplicity, traffic operations results are converted from a quantitative measurement of traffic flow to a letter grade that describes the degree of congestion during the PM peak hour. LOS A represents a virtually empty road and LOS F indicates heavy congestion where the demand for travel exceeds the capacity of the road. Specific details on the LOS thresholds and quantitative units of measurement are provided in the EIS. WSDOT has set a LOS target of LOS E for SR 202 and LOS D for SR 520. These LOS targets seek to maximize the utilization of the roadway while keeping traffic congestion levels in a range that is typical for a large urban area.

The PM peak hour traffic operations results are summarized in **Table 1.**

**TABLE 1** | STATE OWNED FACILITY LOS

| State Facility | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **SR 202: Redmond Way/ NE 70th Street** | LOS B | LOS D | LOS F |
| **SR 202: Redmond Way/ E Lake Samm Pkwy** | LOS E | LOS F | LOS F |
| **SR 520: West of 148th Ave NE*** | LOS C | LOS D | LOS E |
| **SR 520: East of W Lake Samm Pkwy*** | LOS B | LOS B | LOS B |

Note:
* The peak direction of travel in the PM peak hour is eastbound. The results in this table are for eastbound travel only.

The results in Table 1 show that LOS is expected to degrade, indicating more traffic congestion by 2050 because of growth in Redmond and the region as a whole. The Preferred Alternative shows more LOS degradation at SR 202/Redmond Way/NE 70th Street and SR 520 west of 148th Avenue NE compared to the No Action Alternative. This additional traffic congestion is generally attributable to the fact that the Preferred Alternative has a greater level of population and employment growth compared to the No Action Alternative. As described in the Comprehensive Plan EIS, under the No Action Alternative, Redmond would not be able to accommodate its share of regional population or employment growth, which is inconsistent with regional planning policies and requirements set forth by PSRC.

The higher levels of growth under the Preferred Alternative would result in more traffic congestion, but it is important to consider that the Preferred Alternative has lower per-capita vehicle miles traveled (VMT) and higher non-private vehicle mode share compared to the No Action alternative. In other words, while Redmond would be accommodating more residents and jobs with the Preferred Alternative, the travel would be more efficient from the perspective of fewer people driving and more people waking, rolling, biking, or using transit. Reducing dependance on driving and the environmental impacts of vehicle travel is an important goal of the Comprehensive Plan.

### Transit Ridership

Based on data in the EIS, transit ridership is anticipated to grow between 2019 and 2050, with the highest levels of transit ridership under the Preferred Alternative. Additional people riding transit, particularly light rail, will reduce the impacts on WSDOT facilities; therefore, higher transit ridership is identified as a benefit to state owned facilities. **Table 2** summarizes average weekday transit boardings occurring anywhere in Redmond under the three scenarios.

**TABLE 2** | CITYWIDE TRANSIT RIDERSHIP

| Transit Ridership | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **Average Weekday Boardings** | 11,000 | 26,500 | 28,800 |

### Active Modes

Similar to transit ridership, additional growth in population and employment will increase the number of walking, rolling, and bicycling trips in Redmond. In addition, much of the growth planned for 2050 is expected to be in transit-oriented, mixed-use neighborhoods where people tend to use active modes more. The Comprehensive Plan EIS did not specifically evaluate active mode share, but it does track non-SOV mode share for all trips and commuting trips. The results are presented in **Table 3.**



**TABLE 3** | CITYWIDE NON-SOV MODE SHARE

| Mode Share | Existing (2019) Conditions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|---|
| **Non-SOV Mode Share – All Trips** | 55% | 56% | 56% |
| **Non-SOV Mode Share – Commute Trips** | 36% | 43% | 44% |

The higher non-SOV mode shares under the 2050 Preferred Alternative are beneficial to state owned facilities from the perspective of reducing vehicular demand. However, additional people walking, rolling, and biking on or parallel to some state facilities could be an issue if there are not comfortable places for active mode users to travel. Along SR 520, this is not an issue because of the SR 520 trail and Bear Creek Trail, that parallel the freeway. Additionally, portions of Redmond Way are parallel to the Redmond Central Connector trail and many of the sidewalks through Downtown Redmond have parking and or landscape buffers to separate pedestrians from vehicle traffic. However, there are segments of Redmond-Woodinville Road (see **Figure 1**) and Redmond-Fall City Road that have unbuffered bike lanes and basic attached sidewalks that (while better than no facility) are not likely to meet WSDOT's target for LTS 2 or better on these facilities. To mitigate this potential impact to LTS, Redmond will look for opportunities to identify parallel bicycle routes, opportunities to enhance the pedestrian environment, and/or roadway improvements to improve active mode infrastructure in conjunction with WSDOT.

**FIGURE 1** | VIEW NORTH ALONG REDMOND-WOODINVILLE ROAD SHOWING STANDARD BIKE LANES AND AN UNBUFFERED SIDEWALK (SOURCE: GOOGLE, 2023)

APPENDIX D

# TRAVEL DEMAND FORECAST

## BACKGROUND

The City of Redmond's Comprehensive Plan update develops a comprehensive and multimodal vision for the future and will guide the City's transportation investments and activities through 2050. This memo delves specifically into the travel demand modeling undertaken to support the Comprehensive Plan update, and the associated model outputs that were analyzed. Specifically, the results of the travel demand modeling were used to inform and refine the projects included in Appendix G, Transportation Facilities Plan

## PERFORMANCE MEASURES

The performance measures shown in **Figure 1** are used to demonstrate the City's progress toward meeting its transportation goals. The travel demand model was used to analyze selected measures under a 2050 timeframe, including mode share, transit boardings, congestion, and air quality. The City considered several future land use alternatives, as documented in the Redmond 2050 Environmental Impact Statement (EIS). For the sake of brevity, the travel demand modeling results for just the Preferred Alternative are presented here. As part of the TMP update some changes to performance measures have been made, including adding vehicle miles traveled (VMT), and removing vehicle congestion and connectivity measures.





### Mode Share

Currently, the single occupancy vehicle (SOV) is the most common form of travel in Redmond. The City of Redmond seeks to provide a range of transportation options so that residents, employees, and visitors can choose alternatives to the SOV and, in doing so, can reduce congestion and negative environmental consequences of driving.

To track progress on the goal of providing alternative transportation options, the City of Redmond set a target in 2013 that 53% of all trips and 45% of commute trips be taken via a non-SOV mode by 2030. As shown in **Table 1**, under the 2050 analysis horizon, 44% of commute trips are estimated to be made by non-SOV modes, missing the 2030 target by 1%. The share of all trips made by non-SOV modes is forecasted to be 56%, which surpasses the 2030 target. Under the Preferred Alternative, households and jobs are more concentrated near transit, including the new Link light rail stations in Overlake, Marymoor, and Downtown, which results in the higher non-SOV mode share for all trips. Redmond employment centers in Overlake and Downtown draw employees from across the Seattle-Bellevue metro region, and non-SOV modes may be less practical for some commuters, particularly those located away from high-frequency transit. This result indicates that there is room for transportation demand management strategies and the opportunity for further enhancements to the already widespread employer shuttle programs active in Redmond

**TABLE 1** | MODE SHARE, 2050 PREFERRED ALTERNATIVE

| Scenario | Non-SOV Mode Share | |
|---|---|---|
| | All Trips | Commute Trips |
| **2030 Target** | 53% | 45% |
| **2050 Preferred Alternative** | 56% | 44% |

### Transit

Transit ridership is defined as average weekday boardings for all transit stops/stations within Redmond. This includes boardings on Metro and Sound Transit buses, as well as Link light rail since service to Redmond will be operational by 2025.

**Table 2** summarizes the 2030 target transit boardings and the 2050 Preferred Alternative. The Preferred Alternative is expected to have about 2,000 more daily transit boardings than the 2030 target. Increasing transit ridership is a critical component of the City's growth strategy for the Preferred Alternative, which directs most additional housing and employment to the Downtown and Overlake urban centers.

**TABLE 2** | DAILY TRANSIT BOARDINGS, 2050 PREFERRED ALTERNATIVE

| Scenario | Daily Transit Boardings |
|---|---|
| **2030 Target** | 26,700 |
| **2050 Preferred Alternative** | 28,800 |

While it is notable that there are forecast to be more transit trips under the 2050 Preferred Alternative than the 2030 target, it is worth considering that there are another 20 years of growth in employment and population between the 2030 target and the 2050 Comprehensive Plan horizon. If we were to scale the 2030 target according to employment and population growth, we would find the forecasted 2050 target to be around 34,600 daily transit boardings, which is greater than the forecasted transit boardings in the 2050 Preferred Alternative.

### Congestion

Vehicular congestion is expressed as the average delay (in minutes and seconds) incurred during a one-mile trip on principal, minor, and collector arterials in Redmond during the p.m. peak hour (5 p.m.-6 p.m.). **Table 3** summarizes the arterial delay per mile for the 2030 target and the 2050 Preferred Alternative. Arterial delay under the Preferred Alternative is projected to be 56 seconds, ten seconds more than the 2030 target of 46 seconds.

While the Preferred Alternative does not meet the 2030 target, the City acknowledges that delay for roadways users will continue to grow as long as the number of jobs and housing units reliant on SOV travel increases in Redmond. Travelers can avoid peak-period delay by choosing travel modes that are not subject to congestion like biking, walking, or transit that operates in its own lane/right-of-way; shifting the timing of trips; and by reducing unnecessary trips during peak periods. Realistically, Redmond cannot expand roadways to hold congestion levels constant in the future as many streets are already built out to the edge of the right-of-way. While there may be limited and strategic widening of roadways and intersections to address bottlenecks, widespread road widenings that would impact many homes and businesses are counter to the City's growth strategy.

**TABLE 3** | PEAK HOUR ARTERIAL DELAY, 2050 PREFERRED ALTERNATIVE

| Alternative | Arterial Delay per Mile |
|---|---|
| **2030 Target** | 46 seconds |
| **2050 Preferred Alternative** | 56 seconds |



REDMOND 2050

*Level of Service*

Level of Service (LOS) is a qualitative measure that assesses the operational conditions of a roadway or intersection. The Highway Capacity Manual (HCM) is a widely used reference for evaluating and defining LOS. It categorizes LOS from A to F, with A representing free-flow conditions and F indicating congestion and conditions where demand exceeds the supply during the analysis period (typically the peak hour of the day). The City of Redmond has not set a target for intersection LOS, as it is impractical to provide a target LOS at all intersections during the peak hour when considering fiscal, environmental, and right-of-way constraints. It is important to note that every property in the City of Redmond has a roadway/vehicular connection and that the overall capacity of the transportation system increases when more people choose to walk, bike, or take transit, which take up far less space and fewer resources than driving a vehicle.

Because there is no 2030 target to compare the 2050 Preferred Alternative against, **Table 4** summarizes the expected traffic operations at key study intersections for the 2050 Preferred Alternative and the 2050 No Action Alternative. Under the Preferred Alternative, all study intersections are expected to operate at LOS E or F. Intersections that would operate with higher delay under the Preferred Alternative than the No Action Alternative are shown in bold. The traffic operations results for intersections near the city limits of Redmond also provide an indication of how traffic volumes and congestion may be affected in neighboring jurisdictions.

**TABLE 4** | INTERSECTION LEVEL OF SERVICE, 2050 PREFERRED ALTERNATIVE

| ID | Intersection | LOS / Delay (seconds) | |
|---|---|---|---|
| | | 2050 No Action | 2050 Preferred Alternative |
| 1 | NE 124th St/Willows Rd | F / >120 | F / >120 |
| 2 | NE 90th St/Willows Rd | F / 104 | F / 104 |
| 3 | Redmond Way/148th Ave NE | F / >120 | F / >120 |
| 4 | Leary Way/W Lake Sammamish Pkwy | E / 65 | E / 65 |
| 5 | Union Hill Rd/Avondale Way | F / >120 | F / >120 |
| 6 | NE 70th St/Redmond Way (SR 202) | F / >120 | F / >120 |
| 7 | Redmond Way (SR 202)/E Lake Sammamish Pkwy | F / 106 | F / 106 |
| 8 | NE 51st St/148th Ave NE | F / 85 | F / 85 |
| 9 | NE 40th St/148th Ave NE | E / 63 | E / 63 |
| 10 | NE 24th St/148th Ave NE | F / 116 | F / 116 |

| ID | Intersection | LOS / Delay (seconds) | |
|---|---|---|---|
| | | 2050 No Action | 2050 Preferred Alternative |
| 11 | NE 20th St/148th Ave NE | F / >120 | F / >120 |
| 12 | NE 24th St/152nd Ave NE | E / 61 | F / 93 |
| 13 | NE 40th St/156th Ave NE | E / 68 | E / 73 |
| 14 | Turing St/156th Ave NE | F / 117 | F / >120 |
| 15 | Bel-Red Rd/156th Ave NE | E / 69 | E / 62 |

Note: All study intersections are signalized.
Source: Fehr & Peers, 2023.

Table 4 shows that several intersections are expected to operate with greater levels of delay and lower LOS scores under the 2050 Preferred Alternative compared to the 2050 No Action Alternative. The primary reason for this difference is the 2050 Preferred Alternative includes about 10,000 greater households, and 15,000 greater jobs than the 2050 No Action Alternative.

**Table 5** shows projected 2050 volumes and LOS under the No Action Alternative and the Preferred Alternative for SR 520. Compared to the No Action Alternative, the Preferred Alternative would increase SR 520 volumes up to 7%, with the largest increase occurring in the eastbound direction east of West Lake Sammamish Parkway. However, this roadway segment is still expected to operate at LOS C[1]. The increased housing and job growth concentration in the Overlake and Downtown areas under the Preferred Alternative result in higher volumes on SR 520 west of 148th Ave NE, and LOS could fall to LOS E in both directions at this location. In addition, the increased volumes under the Preferred Alternative could exacerbate the eastbound queue spillback from the signals at NE Union Hill Road/ Avondale Road and SR 202/East Lake Sammamish Parkway.

[1] This eastbound segment of SR 520 experiences PM peak hour congestion under 2023 conditions, but this is due to queues spilling back from the intersections Avondale Road and Union Hill Road and SR 202 and East Lake Sammamish Parkway. The freeway segment of SR 520 has enough capacity to meet current and future travel demands.



REDMOND 2050

**TABLE 5** | SR 520 OPERATIONS, 2050 PREFERRED ALTERNATIVE

| Location | 2050 No Action | | | |
|---|---|---|---|---|
| | 2050 No Action | | 2050 Preferred Alternative | |
| | EB | WB | EB | WB |
| East of West Lake Sammamish Parkway | 4,250 / B | 3,530 / B | 4,540 / C | 3,650 / B |
| West of 148th Avenue NE | 5,540 / D | 5,580 / D | 5,620 / E | 5,750 / E |

Note: EB = eastbound and WB = westbound.
Source: Fehr & Peers, 2023.

WSDOT also considers the number of additional trips that may be added to a state highway segment. Per Design Manual Section 1130.09(2)(a), WSDOT considers a proposal to have a probable significant adverse impact to the state highway system if it meets either or both of these thresholds:

- Addition of ten (10) or more AM or PM peak-hour vehicle trips assigned to an individual approach leg to a state highway intersection.
- Addition of twenty-five (25) or more AM or PM peak-hour vehicle trips assigned to a state highway segment (2-way travel) or intersection (total 25 trips all legs).

Based on the projected growth, it is expected that the Preferred Alternative would exceed those thresholds on SR 520 from its terminus at Avondale Rd NE to I-405, SR 202 from NE 80th Street to NE 124th Street, and I-405 from NE 8th Street in Bellevue to NE 128th Street in Kirkland.
The increase in travel on WSDOT facilities is not driven solely by growth in Redmond. The surrounding cities and unincorporated King County are all expecting growth over the coming decades in line with the regional growth strategy outlined by PSRC.

## Air Quality

The Comprehensive Plan recognizes the environment as a community priority. Transportation Element policies strive to improve access to environmentally friendly travel choices like walking, biking, and transit, and through individual project design. The following measures, which focus on air quality and vehicle-miles-traveled (VMT), provide insight into whether the transportation system in and around Redmond is doing its part for the environment.

The Preferred Alternative could result in approximately 65% more total greenhouse gas (GHG) emissions than the 2050 No Action Alternative. The increase in transportation emissions of the Preferred Alternative is driven by both the higher number of households and jobs as well as the type; the Preferred Alternative includes higher numbers of retail and industrial jobs as well as single family homes relative to the other alternatives.

Per capita emissions in the 2050 Preferred Alternative would be roughly 6% higher than in the 2050 No Action Alternative. The No Action Alternative is expected to generate approximately 208 MTCO2e per Redmond resident/employee, while the Preferred Alternative is expected to generate approximately 221 MTCO2e per Redmond resident/employee (driven by the energy emissions associated with greater employment growth).

**TABLE 6** | LIFESPAN GHG EMISSIONS (MTCO2E)

| Type of Emissions | 2050 No Action | 2050 Preferred Alternative |
|---|---|---|
| **2030 Target** | 901,300 | 1,507,000 |
| **2050 Preferred Alternative** | 9,547,400 | 15,611,800 |
| **2030 Target** | 1,091,100 | 1,965,400 |
| **2050 Preferred Alternative** | 11,539,800 | 19,084,200 |
| **Emissions Per Capita** | **208** | **221** |

Notes: Data above reflects emissions expected to be generated by new development and does not include existing land uses and transportation. Lifespan emissions assume an average building lifespan of 62.5 years.
Sources: King County SEPA GHG Emissions Worksheet completed by Fehr & Peers, 2023; BKR Travel Demand Model and EMFAC2021 database analysis completed by Fehr & Peers, 2023.

Because the City's energy, fossil fuel, and GHG emissions goals are based on total reductions, the Preferred Alternative is less likely to meet the City's targets than the No Action. However, the contribution of the increment of growth under the Preferred Alternative should be considered relative to both the No Action Alternative's planned growth as well as the existing land uses. The primary differences in growth and land use between the No Action and Preferred Alternative is that the Preferred Alternative would meet the Puget Sound Regional Council multi-county growth requirements for the City, while No Action would not. Moreover, the projected emissions per capita are expected to be less than similar development located elsewhere in the region given Redmond's proximity to light rail connecting to residential and employment centers around the region.

*Vehicle Miles Traveled*

The City aims to reduce per capita VMT by at least 50% by 2050. The travel demand model was used to assess the likelihood of achieving this goal under each alternative. For this analysis, VMT was summarized for all trips generated by households in Redmond (including the miles traveled both within and outside city limits).[2] Results for the Existing Condition and the 2050 Preferred Alternative are summarized in **Table 7**.

[2] Note that this is a different type of VMT summary than referenced in the GHG emissions section which includes 100% of VMT for trips that occur entirely within Redmond and 50% of VMT for trips that have only one end in Redmond, such as a commute trip made by someone who lives in Redmond but works outside Redmond).



›REDMOND 2050

The Preferred Alternative would result in an increase of total VMT by over 41% compared to the Existing Condition, but the per capita VMT would decrease by 24%. The increase in total VMT is in line with projected population and job growth in the Preferred Alternative. The 24% reduction in VMT per capita in the Preferred Alternative as compared to the Existing Condition would not meet the City's goal of 50% reduction by 2050. To achieve this goal, broader action at the county and state level would likely be required to address factors beyond the City's control.

**TABLE 7** | DAILY VEHICLE MILES TRAVELED

| Existing Condition | | 2050 Preferred Alternative | |
|---|---|---|---|
| **VMT** | **VMT per Capita** | **VMT** | **VMT per Capita** |
| 540,500 | 8.7 | 766,490 | 6.6 |

Note: Per capita calculation is based on total projected population in Redmond.
Source: Fehr & Peers, 2023.

APPENDIX E

# IMPACTS TO NEIGHBORING JURISDICTIONS

## BACKGROUND

As part of the Redmond 2050 Comprehensive Plan Update a transportation evaluation was conducted in support of an Environmental Impact Statement (EIS). The EIS analysis incorporates a run of the Bellevue-Kirkland-Redmond (BKR) travel demand model which includes an evaluation of all major roadways in and around Redmond. Using output from the BKR model, we are able to assess how growth within Redmond and other communities in the Puget Sound Region affects traffic in the surrounding jurisdictions. The results in this memorandum include the following:

- Existing Conditions – the modeled traffic volumes from the base year 2019 BKR model.
- No Action – the 2050 forecast of traffic volumes assuming no change to Redmond's Comprehensive Plan and background growth in the surrounding communities.
- Preferred Alternative – the 2050 forecast of traffic volumes assuming the Redmond 2050 Comprehensive Plan Preferred Alternative and background growth in the surrounding communities.

These three BKR model run results were selected to show the degree of change that will happen regardless of any change on Redmond's part (the difference between 2050 No Action and Existing Conditions) and the specific effects of the Preferred Alternative (the difference between the Preferred Alternative and the No Action).

## RESULTS TABLE

**Table 1** presents the results of the BKR model runs for Existing Conditions, No Action, and the Preferred Alternative.



FEHR PEERS

**TABLE 1** | PM PEAK HOUR BKR MODEL VOLUMES FOR ROADWAYS BETWEEN REDMOND AND NEIGHBORING JURISDICTIONS

| Roadway | Location | Existing (2019) Conditions | 2050 No Action | 2050 No Action – Existing* | 2050 Preferred Alternative | Pref Alt – No Action |
|---|---|---|---|---|---|---|
| **East Lake Sammamish Parkway** | South of SR 202 | 1,990 | 2,690 | 700 (1.0%) | 2,150 | -540 |
| **SR 202** | East of 188th Ave NE | 3,320 | 3,430 | 110 (<0.5%) | 3,480 | 50 |
| **Union Hill Road** | West of 196th Ave NE | 2,080 | 2,430 | 350 (0.5%) | 2,460 | 30 |
| **Novelty Hill Road** | West of 196th Ave NE | 1,260 | 1,360 | 100 (<0.5%) | 1,380 | 20 |
| **Avondale Road** | North of NE 116th St | 2,000 | 2,670 | 670 (1.0%) | 2,630 | -40 |
| **Red-Wood Road (SR 202)** | North of NE 124th St | 2,450 | 3,040 | 590 (0.7%) | 3,050 | 10 |
| **NE 124th St** | West of Willows Rd | 3,890 | 5,210 | 1,320 (1.0%) | 5,290 | 80 |
| **Redmond Way** | West of 132nd Ave NE | 2,650 | 3,640 | 990 (1.1%) | 3,590 | -50 |
| **SR 520** | West of 148th Ave NE | 7,920 | 10,980 | 3,060 (1.1%) | 11,210 | 230 |
| **NE 24th St** | West of 148th Ave NE | 1,170 | 1,920 | 750 (1.7%) | 2,060 | 140 |
| **Bel-Red Road** | South of NE 20th St | 2,030 | 2,680 | 650 (0.9%) | 2,750 | 70 |
| **148th Ave NE** | South of NE 20th St | 2,750 | 3,600 | 850 (0.9%) | 3,670 | 70 |
| **156th Ave NE** | South of NE 24th St | 2,150 | 2,960 | 810 (1.1%) | 3,080 | 120 |
| **West Lake Sammamish Parkway** | South of NE 24th St | 330 | 760 | 430 (2.8%) | 760 | 0 |

Note:
* This column shows the absolute difference and annual growth rate between 2050 No Action and Existing Conditions.

## CONCLUSIONS

Table 1 indicates that traffic volumes are expected to grow between the 2050 No Action and Existing Conditions. This growth is typical for Western Washington, which continues to see robust job growth and migration from many parts of the United States as well as other countries. For the most part the annual growth rate is about 1.0% (with a few locations higher or lower). This growth rate lower than the regional growth rate of 1.6% per year observed between 2010 and 2020, a period of rapid growth, and more in line with long-term average growth for the Puget Sound Region.

Some of the notable changes in traffic volumes shown in Table 1 include strong growth NE 24th Street (1.7%) which is reflection of long-planned growth in Redmond's Overlake regional growth center and Bellevue's Bel-Red neighborhood. However, growth on other Overlake-area roadways is more moderate, showing the benefit of light rail to provide mobility in one of the fastest-growing areas of King County. West Lake Sammamish Parkway also shows strong growth (2.8%) which is driven by a relatively low initial volume of traffic under existing conditions and busier traffic on parallel roads between SR 520 and I-90 like 156th Ave NE and 148th Ave NE. There may be opportunities to work with the City of Bellevue to manage demand on West Lake Sammamish Parkway, which otherwise is not expected to see substantial changes in land uses.

When comparing the growth between No Action and the Preferred Alternative, most roadways see a modest change in PM peak hour traffic of less than 100 vehicles per hour. At this level, most drivers would not be able to notice a change in traffic congestion levels. However, under the Preferred Alternative there are larger increases in traffic (greater than 100 vehicles per hour) on SR 520, NE 24th Street, and 156th Ave NE near the Overlake regional growth center. This change in traffic is caused by the greater land use intensities planned in Overlake under the Preferred Alternative compared to No Action. Adding more growth to Overlake allows Redmond to meet the regional growth targets in the most employment and transit-rich part of the city. The only other notable change in traffic between the Preferred Alternative and No Action condition is on East Lake Sammamish Parkway, which is expected to see a decrease of 540 PM peak hour vehicles. In reviewing the model files, this change in volume is a combination of traffic redistributing to other routes and some traffic diverting through the Marymoor neighborhood to reach new destinations in this redevelopment area as well as light rail. However, the model may be overstating the degree to which people would shift away from this major arterial.

Overall, Redmond can meet its commitment to accommodate a reasonable share of regional growth with relatively modest changes to traffic in surrounding jurisdictions. This result reflects a future condition where people have more options to travel than driving a vehicle because of transit oriented development and a strong investment in expanding multimodal travel options in Redmond.



APPENDIX F

# DESIGN GUIDANCE

Design guidance is an implementation tool for the street, transit, pedestrian, bicycle, and freight plans in the Transportation Master Plan. Together with these modal plans, this guidance helps clarify the intent for amending design standards and regulations contained in Redmond Zoning Code, Redmond Construction Design Standards, and other relevant documents as needed to be in alignment with the TMP. Also, design guidance directs the selection of engineering design parameter values for capital improvements, such as those included in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.

As a member of the National Association of City Transportation Officials (NACTO), the City of Redmond fully endorses design guidance issued by that organization, including, but not limited to, the Urban Bikeway Design Guide, Urban Street Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide, Designing Streets for Kids, and Global Street Design Guide. Together, these guides will inform updates to City of Redmond design standards and regulations and provide direction for any design questions not adequately addressed by existing City of Redmond's standards and guidance.

## TRANSIT DESIGN SPEED AND RELIABILITY

The City of Redmond can improve the speed and reliability of bus transit through a combination of operations and street and stop design strategies. The level of speed and reliability investment made should correlate with the service types discussed in the Transit Plan. Frequent transit and RapidRide which have service frequencies of less than 15 minutes and less than 10 minutes during peak periods, respectively, should see a higher level of speed and reliability investment. Table 1 summarizes a variety operational and design treatments that enhance speed and reliability.

**TABLE 1** | TRANSIT SPEED AND RELIABILITY TREATMENTS

| Treatment | Treatment Description | Treatment Purpose |
|---|---|---|
| **Queue Jump Lane** | A bus only lane with a dedicated signal call that advances the bus only lane ahead of the general-purpose lanes at a signalized intersection. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. Between 5-25 percent reduction in travel times at a signal. |
| **Transit Signal Priority (TSP)** | Signal communication device used to trigger a bus only signal phase to speed bus movement. | Typically used for reliability, may also be used for speed. Up to 10 percent time savings at signals. |
| **Business Access and Transit (BAT) Lanes** | A through lane exclusively for use by buses and general purpose right-turn movements. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times. |
| **Transit-only lanes** | A through lane exclusively for use by buses typically where no business access exists. | Improve speed and reliability. Emphasis on reliability in highly congested corridors. 5-25 percent reduction in corridor travel times. |
| **Bus- Supportive Roadway Surface** | Roadway-wide or spot (bus stop or general-purpose lane with bus traffic) pavement thicker and stronger than typical pavement. | Improves pavement life cycle. Also maintains bus service reliability and passenger comfort. |
| **Bus Bulbs** | Bus stop extended to be adjacent to travel lane where on-street parking or other roadway configuration would locate bus stop away from general purpose and require bus to pull out of general-purpose lane to serve bus stop. | Removes the need for the bus to merge back into traffic and adds queuing space for riders at busy transit stops. Speed improvement of eight seconds per stop has been demonstrated locally. |
| **Level Boarding Platforms** | Boarding platform raised to height of bus floor. | Remove the need to hydraulically lift mobility- impaired passengers onto the vehicle. Only applicable for low floor buses with no stairs. Notable reliability benefit. |
| **Bus stop spacing** | The distance between bus stops. | Balance access needs with improved speed by removing underutilized stops that do not meet spacing criteria. Stop consolidation to standard distance can improve route speed by 2-20 percent. |



## SIDEWALK ALTERNATIVES

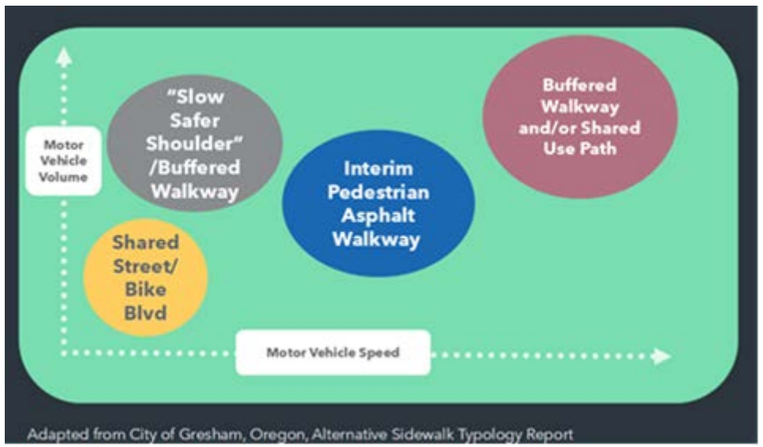
As of 2025, less than 10 percent of arterials have no sidewalks and 24 percent have sidewalk on only one side of the street. Similarly, the vast majority of local neighborhood streets have sidewalks on one (10 percent) or both sides (75 percent) of the street. Nonetheless, these gaps in the sidewalk network present access barriers and detract from a comfortable and connected pedestrian network. Sidewalks may be missing due to constraints such as topography, critical areas (steep slopes, wetlands, shoreline areas, stream buffers, poor soil conditions), utility location, limited right-of-way or because it is not physically feasible to install the standard sidewalk cross-section. It is estimated that filling all sidewalk gaps within the city would cost more than $63 million. When factoring in environmental and other constraints that may need to be mitigated or involve higher levels of engineering, the cost could be much greater. Lower-cost sidewalk alternatives to conventional curb and gutter sidewalks can help fill existing sidewalk gaps and improve network connectivity. Sidewalk alternatives may include asphalt pathways, buffered walkways, and shared streets.  Table 2 shows appropriate sidewalk alternatives based on general existing conditions.

**TABLE 2** | APPROPRIATE SIDEWALK ALTERNATIVE BASED ON EXISTING CONDITIONS

| Existing Conditions | Shared Street/Bike Boulevard | "Slow Safer Shoulder"/ Buffered Walkway | Interim Pedestrian Asphalt Walkway | Buffered Walkway and /or Shared Use Path | Shared Use Path |
|---|---|---|---|---|---|
| **Local, narrow, curbed** | X | X | X | | |
| **Local, narrow, curbless with ditch or swale** | X | | X | | |
| **Local Street, wide curbed or curbless** | X | X | X | | |
| **Arterial, curbless** | | | | X | X |
| **Arterial with curbs** | | | | | X |

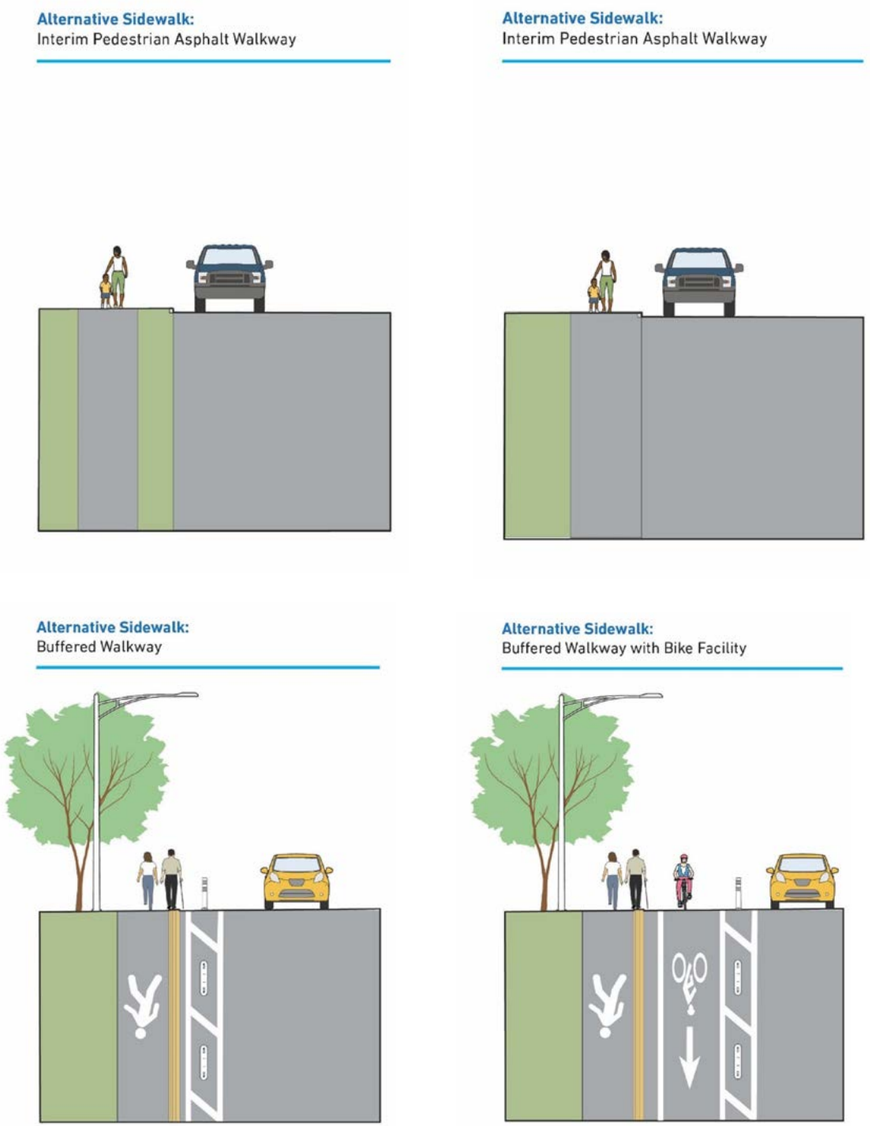
Figure 1 further indicates the selection of an alternative sidewalk in relationship to motor vehicle speed and traffic volumes along the roadway.

**FIGURE 1** | APPROPRIATE SIDEWALK ALTERNATIVE IN RELATION TO MOTOR VEHICLE VOLUMES AND SPEED




The following cross sections in Figure 2 further illustrate what sidewalk alternative facilities could look like:

**FIGURE 2** | SIDEWALK ALTERNATIVE FACILITIES



## SHARED STREETS

Shared streets are slow-speed streets shared by pedestrians, cyclists, and vehicles. In a shared street, every user yields to any more vulnerable user. Pedestrians may use the full width of the street within an area defined as a shared street. Washington Senate Bill 5595 gives local agencies legal authority to create shared streets that feature speed limits as low as 10 mph and allows pedestrians to walk in the middle of the street. Vehicles would be allowed on these streets, but they must yield the right-of-way to pedestrians.

Shared Streets components that help create a people-oriented space can include:

- Special paving and surface treatment to identify these streets as unique people places.
- Flush or reduced curb height and nonexistent curb sidewalk to encourage pedestrians to use the entire street rather than street edges.
- Narrow vehicular lanes to create a safe and comfortable environment for pedestrians and cyclists.
- Chicanes to slow drivers by adding curves to the travel lane to indicate that they are entering a pedestrian area.
- High-quality and artistic street furniture to announce that people are welcome and create a friendly pedestrian environment.
- Plants to increase the quality of the urban space and the pedestrian experience with attention paid to pedestrians who are deaf-blind.
- Pedestrian-scale lighting.

Figure 3 and Figure 4 include examples of shared streets.

**FIGURE 3** | 162ND AVENUE NE IN REDMOND, WA

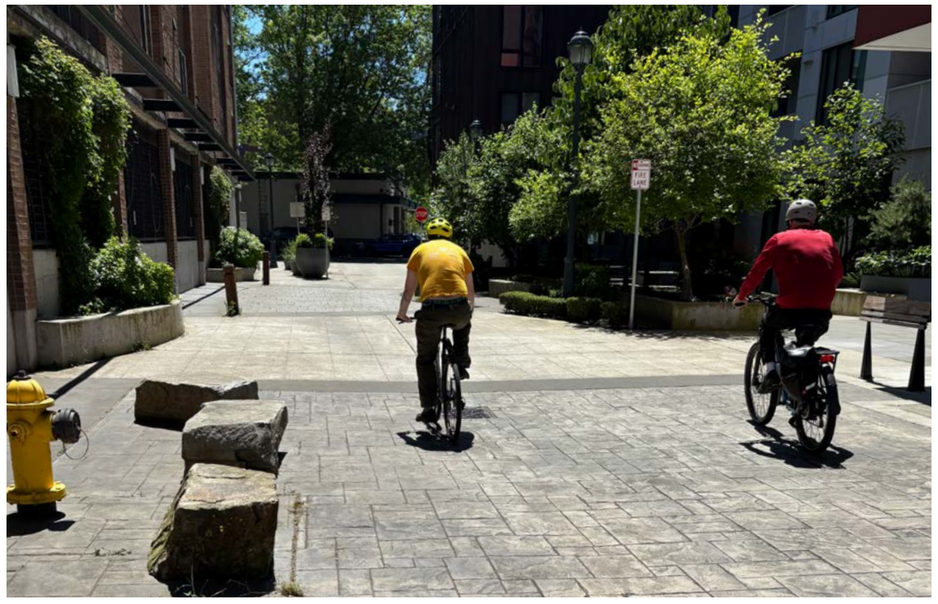
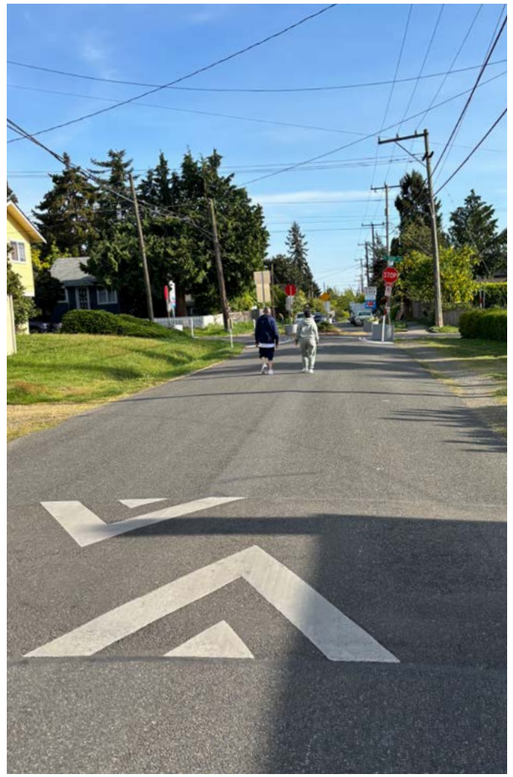
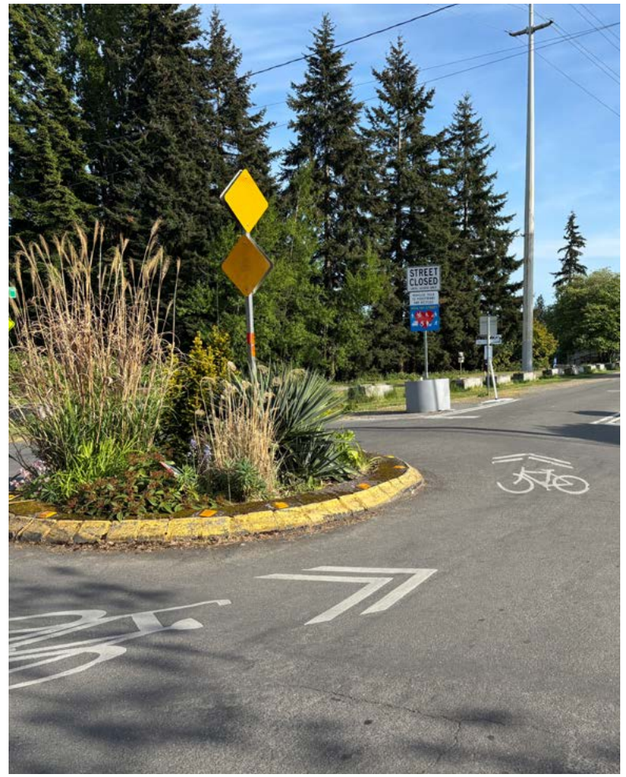


**FIGURE 4** | EXAMPLES OF "HEALTHY STREETS" IN SEATTLE, WA





NON-CODE

**REDMOND CITY COUNCIL**
**ORDINANCE NO._____**

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING THE REDMOND 2050 COMPREHENSIVE PLAN BY REPEALING THE 2013 TRANSPORTATION MASTER PLAN, ADOPTING THE 2026 TRANSPORTATION MASTER PLAN, AMENDING THE TRANSPORTATION ELEMENT AND CAPITAL FACILITIES ELEMENTS, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE

---

WHEREAS, the Growth Management Act (GMA) requires that comprehensive plans and development regulations shall be subject to continuing evaluation and review; and

WHEREAS, the Transportation Master Plan (TMP) is adopted by reference into the Redmond Comprehensive Plan to fulfill GMA planning requirements for transportation and capital facilities; and

WHEREAS, the City of Redmond last completed a periodic update of the Comprehensive Plan on November 19, 2024, Ord. No. 3181; and

WHEREAS, on November 19, 2024, the City Council adopted Ordinance 3185, which amended the Transportation Master Plan as part of Redmond 2050; and

WHEREAS, the Growth Management Act provides that comprehensive plan amendments can occur no more than once per year with limited exceptions, and shall be considered by the governing

body concurrently so that the cumulative effects of amendments can be ascertained; and

WHEREAS, The City Council established the 2025-26 Annual Review Docket on August 4, 2025 through Ord. 3225; and

WHEREAS, The Annual Review Docket contains proposed amendments to the Transportation and Capital Facilities elements in conjunction with an updated Transportation Master Plan; and

WHEREAS, throughout the Redmond 2050 and Transportation Master Plan Update process, the City executed a phased community engagement process using methods such as online questionnaires, in-person workshops, in-person focus groups, in-person open houses, contracting with community-based organizations, Pedestrian and Bicycle Advisory Committee meetings, tabling at community events, translating materials, a technical advisory committee, and attending board and commission meetings; and

WHEREAS, the 2026 Transportation Master Plan and associated Comprehensive Plan amendments were subject to environmental review through the Redmond 2050 Environmental Impact Statement dated December 15, 2023; and

WHEREAS, state agencies were sent 60-day notices of Redmond's proposed 2026 Transportation Master Plan Update on November 12, 2025; and

WHEREAS, from October 23, 2024, to January 14, 2025, the Planning Commission conducted study sessions and held a public hearing on December 3, 2025, for the 2026 Transportation Master Plan and related comprehensive plan amendments and provided a recommendation to the City Council to approve said amendments on December 17, 2025; and

WHEREAS, from March 28, 2023, to January 27, 2026, the City Council held study sessions to study the content of the updated Transportation Master Plan; and

WHEREAS, having considered the Planning Commission's recommendations and community input, the City Council desires to repeal the 2013 Transportation Master Plan, adopt the 2026 Transportation Master Plan, and adopt related amendments to the Transportation and Capital Facilities elements.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. Classification. This is a non-code ordinance.

Section 2. Findings and Conclusions. The City Council hereby adopts the findings and conclusions contained in the associated Planning Commission Report, including all related attachments and exhibits, City file no. LAND-2025-00282, except that instead of a new action addressing wayfinding, connectivity, and education, the City Council concludes that revising the

language of an existing action to accomplish the same objective is appropriate.

Section 3. 2013 Transportation Master Plan Repealed.

The 2013 Transportation Master plan, originally adopted under Ordinance 2703, and subsequently amended, is repealed in full.

Section 4. 2026 Transportation Master Plan Adopted. The 2026 Transportation Master Plan is adopted as shown in Exhibit 1, incorporated herein by this reference as if set forth in full.

Section 5. Portions of 2026 Transportation Master Plan Adopted by Reference into the Redmond 2050 Comprehensive Plan. The following sections of the 2026 Transportation Master Plan are adopted by reference into the Redmond 2050 Comprehensive Plan: Street System Plan, Pedestrian Plan, Bicycle Plan, Transit System Plan, Transportation Demand Management, Transportation Facilities Plan, Appendix B: Multimodal Level of Service, Appendix C: Estimated Multimodal Level of Service Impacts to State-Owned Facilities, Appendix D: Travel Demand Forecast, and Appendix E: Impacts to Neighboring Jurisdictions.

Section 6. Transportation Element Amended. All references to the Transportation Master Plan in the Transportation Element of the Redmond 2050 Comprehensive Plan

are amended to refer to the 2026 Transportation Master Plan. The following appendices of the Transportation Element of the Redmond 2050 Comprehensive Plan are repealed:

- Appendix A: Inventory of Transportation Facilities and Services
- Appendix F: Demand Management Strategies
- Appendix G: Transportation Facilities Plan
- Appendix H: Transit and Active Transportation Networks

The following appendices are made a part of the 2026 Transportation Master Plan as shown in Exhibit 1:

- Appendix B: Multimodal Level of Service
- Appendix C: Estimated Multimodal Level of Service Impacts to State-Owned Facilities
- Appendix D: Travel Demand Forecast
- Appendix E: Impacts to Neighboring Jurisdictions

Section 7. Capital Facilities Element Amended. All references to the Transportation Master Plan in the Capital Facilities Element of the Redmond 2050 Comprehensive Plan are amended to refer to the 2026 Transportation Master Plan.

Section 8. Preparation of Final 2026 Transportation Master Plan and comprehensive plan amendments.

The Administration is directed to complete preparation of the final 2026 Transportation Master Plan, including updates to numbering, correction of any typographical errors, minor editorial revisions, inclusion of appropriate graphics and illustrations, and general formatting.

Section 9. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity of any other section, sentence, clause, or phrase of this ordinance.

Section 10. Effective date. This ordinance shall become effective five days after its publication, or publication of a summary thereof, in the City's official newspaper, or as otherwise provided by law.

ADOPTED by the Redmond City Council this 3rd day of February, 2026.

CITY OF REDMOND

_____
ANGELA BIRNEY, MAYOR

ATTEST:

_____
CHERYL XANTHOS, MMC, CITY CLERK (SEAL)

APPROVED AS TO FORM:

_____
REBECCA MUELLER, CITY ATTORNEY

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
SIGNED BY THE MAYOR:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.