

# Safer Streets Redmond Annual Progress Report

2025



Redmond  
WASHINGTON

## Redmond's Goal

The City of Redmond is committed to and invested in the improvement of transportation safety on its streets, sidewalks, trails, and other transportation facilities. City staff and elected officials have recognized the importance of integrating a culture of safety, through engineering practices, educational outreach, and equitable, targeted enforcement. Through a safety-oriented culture and using the guiding principles of the Safe System Approach, the City's goal is to eliminate fatal and serious injury crashes.

On June 19, 2022, the City of Redmond codified its commitment to safety and adopted Resolution no. 1559. The Resolution endorses Vision Zero to strive to achieve zero traffic deaths and serious injuries on Redmond streets. The resolution directs the administration to review the Comprehensive Plan and Transportation Master Plan to determine what updates, revisions, or additional policies are warranted to advance Redmond's Vision Zero goals. [Resolution 1559](#) includes the endorsement of Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Redmond streets but does not set a timeline for this effort.

On April 15, 2025, the Redmond City Council adopted Redmond's [Safer Streets Action Plan](#) (SSAP). Through adoption of the Safer Streets Action Plan, Redmond committed to:

- A 50 percent reduction in fatal and serious injury crashes by the end of the year 2030.
- Eliminating all fatal and serious injury (FSI) crashes by the end of the year 2035.

## Introduction

The Safe System Approach is based on the following key principles:

- Death/Serious Injury is Unacceptable,
- Support Safe Road Use,
- Safety is Proactive,
- Responsibility is Shared,
- Reduce Large Crash Forces, and
- Strengthen All Parts

The City of Redmond's commitment to transportation safety is a collaborative and proactive effort. By implementing the actions identified in the Safer Streets Action Plan, the City can proactively and intentionally address risk factors before crashes occur. This Safer Streets Redmond Annual Progress Report promotes accountability by providing an annual update of progress towards Redmond's goal to reduce and eliminate all fatal and serious injury crashes. This Annual Progress Report and future updates will be reviewed by the Safety Task Force established with the adoption of the SSAP. The Safety Task Force is a group of City staff across all departments meeting regularly to discuss progress and hold accountability to the goals and actions of the Safer Streets Action Plan. The Safer Streets Action Plan will be updated every five years, with the next update scheduled for 2030.



## **Progress Since Plan Adoption (April 2025-April 2026)**

The following section highlights progress made on each of the Safe System Approach pillars by the City of Redmond.

### **Safer Roads**

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

#### **Key Safer Roads Actions Completed or Initiated**

- Pedestrian scramble installation on Cleveland Street at 166th Avenue NE, 164th Avenue NE, Leary Way, and 161st Avenue NE intersections
- No right on red signal timing restrictions installed at intersections with pedestrian scramble
- Upgraded 5 intersections with ADA-compliant Accessible Pedestrian Signals (APS).
- Implemented Leading Pedestrian Intervals (LPIs) at over 10 intersections in Downtown Redmond
- Implemented the pedestrian protection feature on flashing yellow arrow signals at 2 locations in Downtown Redmond
- Installed 20 MioVision cameras (19 of which installed since April 2025, 1 camera installed in late 2024) that track active mode data as well as vehicles for more detailed data collection. MioVision cameras help determine contributing factors to crashes at the intersections where they are installed and provide data analytics on near misses as well as maintenance. The MioVision cameras alert Public Works staff if there is an element of a traffic signal that is malfunctioning or in need of repair. The MioVision camera at the 156th Avenue NE/NE 40th Street intersection provides detailed data on near-miss detection.
- Continually adding streetlights to the City's smart street lighting system, Light Grid, that monitors the status of each light and identifies maintenance needs or malfunctions. The Light Grid system maintains a safer environment for road users by keeping illumination intact.
- Received Safe Streets for All (SS4A) funding for traffic calming, bicycle, and pedestrian safety improvements along NE 85th Street, 161st Avenue NE, NE 79th Street, and 188th Avenue NE
- Implemented adaptive signals program in Downtown Redmond. The adaptive signals project streamlines traffic flow and reduces risk of rear-end collisions by coordinating the green phases of traffic signals along key arterial corridors.
- Initiated design of low-stress pedestrian crossings with RRFBs at four locations: East Lake Sammamish Parkway at the Marymoor Connector Trail, NE 104th Street at 179th Avenue NE, 164th Avenue NE at NE 87th Street, and 164th Avenue NE between NE 87th Street and NE 90th Street
- Initiated the 148th Avenue NE Safety Corridor Project

### **Safer Speeds**

Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, targeted education, outreach campaigns, and enforcement.

#### **Key Safer Speeds Actions Completed or Initiated**

- Awarded grant funding for Citywide Speed Study currently underway

- Installed speed safety cameras at Redmond High School, Redmond Middle School, and Rose Hill Middle School
- Redmond Police issued 635 speeding citations in 2025.
- Redmond Police deployed 15 speed radar trailers in 2025. Speed radar trailers include signage alerting drivers of their current speed and warn drivers if their current speed exceeds posted limits.
- Redmond Police deployed 195 directed enforcements in 2025, the majority for speeding or for distracted driving violations.

## Safer Road Users

Encourage safe, responsible driving and behavior by people who use our streets and create conditions that prioritize their ability to reach their destination unharmed.

### Key Safer Road Users Actions Completed or Initiated

- Safer Streets Redmond communications planning efforts, including promoting automated speed enforcement zones and developing safety messaging for Redmond’s variable message sign (VMS) boards along Redmond Way.
- Completed May 2025 and October 2025 SchoolPool programs, encouraging students to travel to and from school by walk, bike, bus, and carpool.
- Launched the RedLink microtransit program, reducing the number of vehicles on Redmond roads and providing a safe first-last mile travel option
- Communicated [e-bike safety education materials](#) with the Redmond community to increase awareness of the safety risks of e-bikes.
- Redmond Police issued 352 citations for cell phone violations in 2025.

## Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

### Key Safer Vehicles Actions Completed or Initiated

- Redmond first responders acquired e-bikes to use for better maneuverability in specific situations, such as during event management incident responses.
- City of Redmond Green Fleet vehicles include features that enhance safety and reduce carbon emissions.

## Post-Crash Care

Enhance the survivability of crashes through expedient access to emergency medical care.

### Key Post-Crash Care Actions Completed or Initiated

- The Redmond Fire Department conducts monthly CPR training in partnership with the Medic One Foundation, averaging about 24 participants per month for each 4-hour long class.
- Redmond Fire currently has one station (Station 16) with extrication equipment and a technical rescue team. The City has initiated purchasing additional extrication equipment for Station 18 that is scheduled to be in use in 2027.

- Redmond Fire has initiated the purchase of devices that quickly power down electric vehicles, so emergency responders can safely work around electric vehicles involved in crash scenes.

### Safer Land Use

Encourage land development and siting of facilities to minimize conflicts, encourage multimodal access and support other Safe System efforts.

#### Key Safer Land Use Actions this Year

- Implementation of Redmond’s land use plan, which puts residences near services and transit, reducing vehicle use and exposure.
- Neighborhood planning initiating in 2026 for pedestrian safety and walkability, including a neighborhoods connection project. This work builds off of the foundation established in Redmond 2050.

### 2025 Redmond Road Safety Trends

The following section summarizes crash data trends in Redmond over the last five-year period (January 1, 2021 to December 31, 2025). Crash data is summarized from historical collision records provided by WSDOT. Figure 1 summarizes all fatal and serious injury (FSI) crashes in Redmond over the last five-year period. Crashes are grouped annually by collision type, highlighting vehicle-involved, pedestrian-involved and bicycle-involved crashes.

While the City continues to implement programs, policies, and projects included in the Safer Streets Action Plan, resulting improvements in the crash data trends can take time to manifest. The data in Figure 1 will continue to be updated on an annual basis as part of the Annual Progress Report.

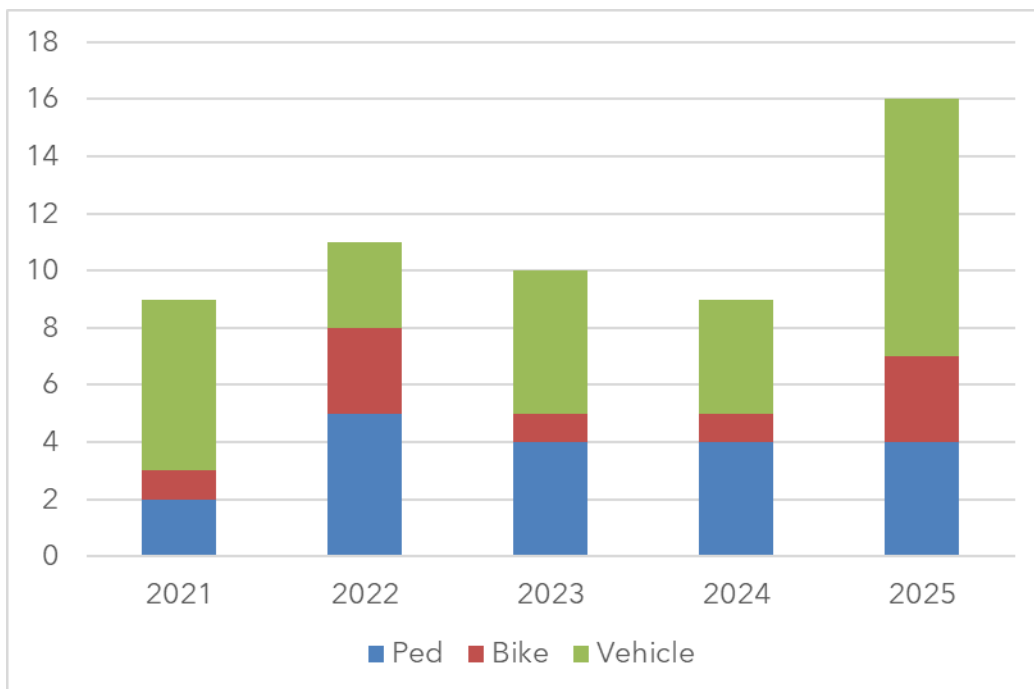


FIGURE 1: REDMOND FSI CRASHES BY TYPE, 2021-2025

In 2025, 16 total FSI crashes occurred on Redmond roadways. Of these 16 crashes, one fatality occurred in a vehicle-involved fixed-object crash. As shown in Figure 1, although pedestrian-involved FSI crashes have gradually decreased since 2022, overall FSI crash totals have increased, with the greatest increase in vehicle-involved crashes.

Figure 2 summarizes all crashes in Redmond between 2021 and 2025 by severity. As shown, compared to increasing property damage only (PDO) crashes, all injury and fatality crashes have remained relatively stable over the crash reporting period.

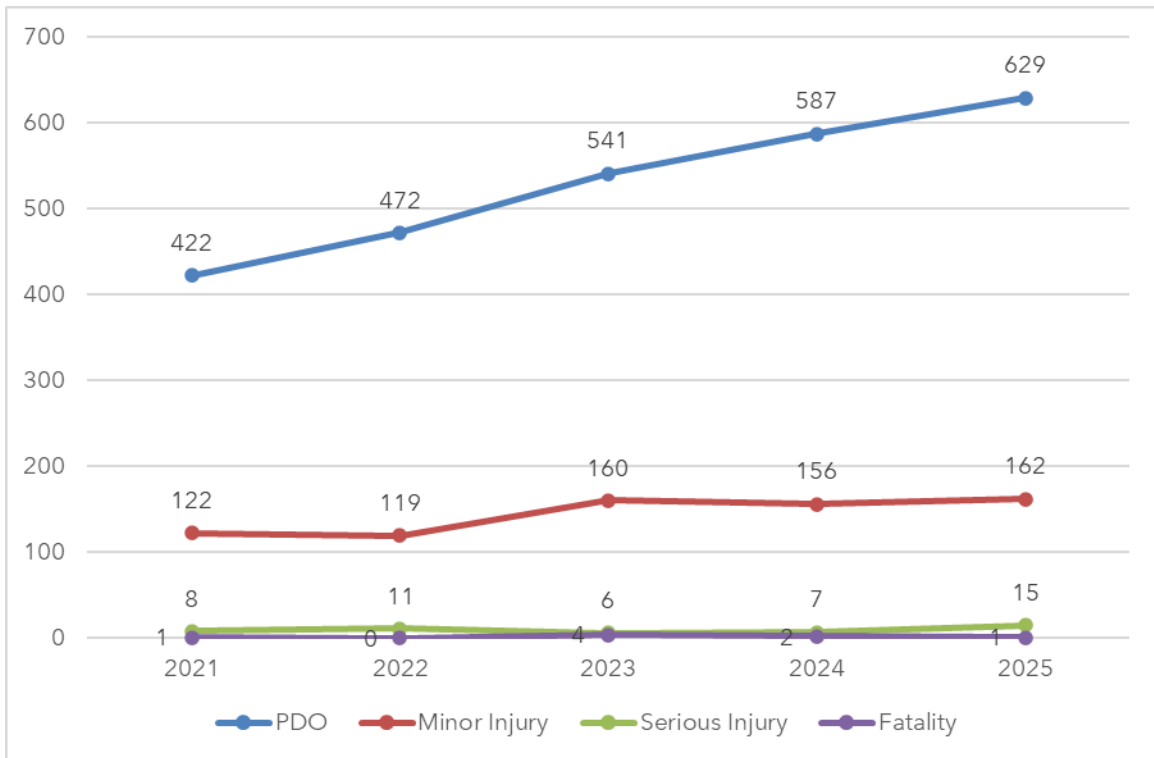


FIGURE 2: ALL REDMOND CRASHES BY SEVERITY, 2021-2025

## Safer Streets Action Plan Checklist

The following checklist includes action items listed in the Safer Streets Action Plan. Many high priority items are underway, including the Citywide Speed Study and engagement with the City staff Safety Task Force. This checklist will continue to be updated as action items progress.

TABLE 1: SAFER STREETS ACTION PLAN CHECKLIST

Action	Timing	Priority	Status	
1A	Update the City's Complete Streets Policy	Short Range (0-2 yr)	Medium	Not Started
1B	Develop a Complete Streets checklist for project review	Short Range (0-2 yr)	Medium	Not Started
2A	Continue to engage with the Safety Task Force	Short Range (0-2 yr)	High	Underway
2B	Post-crash response task force	Short Range (0-2 yr)	High	Underway
2C	Identify opportunities for future Road Safety Audits (RSA)	Medium Range (2-5 yr)	Medium	Not Started
4A	Update the Traffic Signal Design Manual	Short Range (0-2 yr)	High	Not Started
4B	Update the City's code and roadway geometry standards and/or standard plans, Complete Streets Policy	Short Range (0-2 yr)	High	Underway
4C	Update speed limit policy	Short Range (0-2 yr)	High	Underway
4D	High visibility enforcement in Pedestrian Zones	Medium Range (2-5 yr)	Medium	Not Started
4E	Signal operational changes and signing modifications in Pedestrian Zones	Short Range (0-2 yr)	Medium	Underway
4F	Pedestrian safety educational outreach	Short Range (0-2 yr)	High	Not Started
4G	Automated speed enforcement - school zones	Short Range (0-2 yr)	High	Underway
4H	Automated speed enforcement - near parks	Long Range (5+ yr)	High	Not Started
4I	Safe Routes to School	Short Range (0-2 yr)	High	Not Started
4J	Traffic Gardens	Medium Range (2-5 yr)	Low	Underway
4K	Speeding educational and enforcement campaign	Short Range (0-2 yr)	High	Underway
4L	Urgency reduction outreach campaign	Medium Range (2-5 yr)	Medium	Not Started
4N	Pedestrian and bike user safety campaign	Medium Range (2-5 yr)	High	Underway
5A	Project 01: Citywide Speed Limit Study	Short Range (0-2 yr)	High	Underway
5B	Project 02: 148th Avenue NE Safety Corridor Project	Short Range (0-2 yr)	High	Underway
5C	Project 03: 166th Avenue NE Safety Corridor Project	Long Range (5+ yr)	Medium	Not Started
5D	Project 04: Old Redmond Road Safety Project	Short Range (0-2 yr)	Medium	Underway
5E	Project 05: NE 85th Street Active Mode Safety Pilot Project	Short Range (0-2 yr)	Low	Underway
5F	Project 06: Avondale Road Bike Improvements Project	Long Range (5+ yr)	High	Not Started

## Short Term Priority Actions

The following list outlines the priority actions identified for implementation within the next 2 years. They are not listed in a prioritized order, as all of these are high priority in the short term.

- **Safety Task Force:** Regular meeting cadence of 3 meetings in 2026 (April 2026, June 2026, December 2026), with 2 meetings per year (in Q2 and Q4) each year thereafter
  - **Lead:** Planning
  - **Support:** Public Works, Police, Fire, Communications
- **Post-Crash Response Task Force:** Establish a small group of members of the Safety Task Force to focus on FSI crash data trends and preventative measures and to conduct safety assessments of all locations where fatal crashes occur. The first meeting for this group will take place in June 2026 as Safety Task Force Meeting #2.
  - **Lead:** Planning
  - **Support:** Public Works, Police, Fire
- **Code Updates:** Updates to the City's code, including the Complete Streets Policy and Traffic Signal Design Manual
  - **Lead:** Public Works/Planning
  - **Support:** Planning
- **Standards Updates:** Update the City's roadway geometry standards and/or standard plans as necessary.
  - **Lead:** Public Works
  - **Support:** Planning
- **Policy updates:** Complete the Citywide Speed Limit Study Project (underway) and update the City's speed limit policy.
  - **Lead:** Public Works
  - **Support:** Planning
- **Educational Outreach Campaigns:** Initiate pedestrian safety educational outreach and speeding education and enforcement campaigns
  - **Lead:** Planning, Communications
  - **Support:** Police, Public Works
- **Automated Speed Enforcement:** Implement automated speed enforcement cameras in school zones.
  - **Lead:** Police
  - **Support:** Planning
- **Safe Routes to School:** Initiate coordination with Lake Washington School District and develop Safe Routes to School plans for Redmond schools.
  - **Lead:** Planning
  - **Support:** Public Works