

City of Redmond



Agenda

Tuesday, June 2, 2026

4:30 PM

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

Committee of the Whole - Planning and Public Works

Committee Members

Jessica Forsythe, Presiding Officer

Vanessa Kritzer

Angie Nuevacamina

Sayna Parsi

Vivek Prakriya

Menka Soni

Melissa Stuart

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

AGENDA

ROLL CALL

A. Action Items - 25 minutes

1. Acceptance of \$20,000 Port of Seattle Tourism Advertising Grant [CM 26-353](#)

[Attachment A: Port of Seattle Tourism Advertising Grant Contract](#)

Department: Planning and Community Development, 5 minutes

Requested Action: Consent, June 16th

2. Award Construction Contract to Earthworks Solutions, LLC., of Arlington, WA, for the ADA Curb Ramp 2026 Project and Increase the Total Funding for this Project [CM 26-360](#)

[Attachment A: ADA Curb Ramp Project Information Sheet](#)

[Attachment B: Additional Project Information](#)

Department: Public Works, 10 minutes

Requested Action: Consent, June 16th

3. Authorization to Accept Washington State Department of Commerce Grant Funding for the Redmond Asbestos Cement Pipe Replacement Project [CM 26-357](#)

[Attachment A: Commerce Grant Agreement](#)

[Attachment B: Project Budget Summary](#)

[Attachment C: Project Location Map](#)

Department: Public Works, 5 minutes

Requested Action: Consent, June 16th

4. Award Construction Contract to NPM Construction of Maple Valley, WA in the Amount of \$602,756.50 and Approve Consultant Services Agreement Supplement 07 with Perteet in the Amount of \$47,156 for the NE 70th Shared Use Path Project [CM 26-361](#)

[Attachment A: NE 70th Shared Use Path \(Red Way to 180th\) Project](#)

[Information Sheet](#)

[Attachment B: Additional Project Information](#)

[Attachment C: Pertect Supplement 07](#)

Department: Public Works, 5 minutes

Requested Action: Consent, June 16th

B. Feedback for Study Session/Staff Report - 15 minutes

1. Progress of the Waste Hauler Contract Transition for Garbage, [CM 26-358](#)
Recycling, and Compostables from Waste Management to
Recology

[Attachment A: Recology Contract Update](#)

Department: Public Works, 5 minutes

Requested Action: Staff Report, June 16th

2. RZC Amendments: Temporary Non-Commercial Signs [CM 26-359](#)

[Attachment A: Planning Commission Report Temp. Non-Commercial Signs
- Signed](#)

[Attachment B: Legal Memo](#)

[Attachment C: Staff Memo](#)

Department: Planning and Community Development, 10 minutes

Requested Action: Study Session, June 23rd

C. Informational - 10 minutes

1. Safer Streets Redmond Annual Progress Report [CM 26-354](#)

[Attachment A: Draft 2025 Safer Streets Redmond Annual Progress Report](#)

[Attachment B: Safer Streets Action Plan Final for Adoption](#)

Department: Planning and Community Development, 5 minutes

Requested Action: Informational

2. Approval of Progressive Design-Build (PDB) Contract [CM 26-370](#)
Amendment No. 1 with Lease Crutcher Lewis WA, LLC of
Seattle, Washington, for the Maintenance and Operations
Center (MOC) - Campus Redevelopment Project

[Attachment A: Project Information Sheet](#)

[Attachment B: Additional Project Information](#)

[Attachment C: PDB Contract MOC Project Contract Amendment No. 1](#)

Department: Public Works, 5 minutes

Requested Action: Informational

D. Read Only - N/A

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: 6/2/2026

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 26-353

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Planning Deputy Director
Planning and Community Development	Philly Marsh	Economic Development Manager
Planning and Community Development	Jackie Lalor	Economic Development and Tourism Program Administrator

TITLE:

Acceptance of \$20,000 Port of Seattle Tourism Advertising Grant

OVERVIEW STATEMENT:

Port funds will support geo-targeted Pay Per Click campaigns to target visitors with strong flight connections to SEA Airport. High-performing out-of-state markets will be targeted.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

Receive Information Provide Direction Approve

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
EV-22 Support Redmond’s growth as a tourism destination and foster tourism-related initiatives that bring investment and economic benefit.

Adopted 2024 Tourism Strategic Plan:

1.1: Promote Redmond as an intercultural destination by arts, events, and dining options.

1.6: Support Redmond’s transportation programs that provide visitor infrastructure.

1.11: Encourage extending leisure stays during business trips to facilitate additional nights for travelers to experience the destination’s offerings.

Adopted 2024 Economic Development Strategic Plan:

Action 3G.2. Support Redmond’s Tourism Program and the Tourism Strategic Plan to align the City’s tourism efforts for economic impact.

- **Required:**
(RCW) 67.28.1816:
- **Council Request:**
N/A
- **Other Key Facts:**
Timeline of Ads will target the tourism shoulder season of September 2026 - March 2027

OUTCOMES:

This advertising program is specifically structured to generate measurable overnight stays, increase shoulder-season occupancy, and grow visitor spending connected to SEA.

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:
\$30,000: \$20,000 Port Grant and \$10,000 lodging tax advertising budget

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

Budget Offer Number:
0000304 - Community and Economic Development

Budget Priority:
Vibrant and Connected

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

If yes, explain:
N/A

Funding source(s):
Lodging Tax

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
6/16/2026	Business Meeting	Approve

Time Constraints:

We need a signed contract with the Port of Seattle before we begin advertising.

ANTICIPATED RESULT IF NOT APPROVED:

We would not receive the \$20,000 Port of Seattle grant.

ATTACHMENTS:

Attachment A: Port of Seattle Tourism Advertising Grant Contract



SERVICE AGREEMENT – P-00322816

THIS CONTRACT is between the Port Seattle (the “Port”) and City of Redmond (the “Vendor”), who, in consideration of the mutual promises contained herein, agree:

1. PROGRAM

Vendor shall furnish the Program specified or indicated in the Contract Documents which are generally described as Contract for Promotion Programs (hereinafter also referred to as the “Program”) as specified herein.

2. CONTRACT TIME

The initial term of this Contract shall commence on the date of execution by the Port and shall not extend beyond December 31, 2027.

3. CONTRACT RATES

Payment will be made on a firm fixed price (lump sum) basis in accordance with the mutually agreed upon Milestones and Schedule of Fees set forth in the Scope of Work/Specific Requirements, Attachment B. The total potential compensation payable to Vendor shall not exceed Twenty Thousand Dollars (\$20,000.00). Said compensation shall fully compensate Vendor for all risk, loss, damages, or expense of whatever character arising out of the nature of the Program or the prosecution thereof; and for all expenses incurred in the consequence of the suspension or discontinuance of the Program as specified under this Contract.

4. ORDER OF PRECEDENCE

The provisions of this Contract are complimentary and shall be interpreted to give effect to all of its provisions. The Contract Documents set forth below represent the entire and integrated Contract between the Port of Seattle and the City of Redmond . Any inconsistency in the Contract Documents shall be resolved in the following order of precedence:

1. Contract Amendments Executed after Contract Award
2. The Contract
3. General Conditions, Attachment A
4. Successful Application and Project Scope of Work, Attachment B
5. Additional Attachments

The Contract Documents set forth above represent the entire and integrated Contract between the parties hereto.



The parties hereto have signed this Contract in duplicate. One counterpart each has been delivered to the Port and Vendor.

PORT OF SEATTLE

CITY OF REDMOND

By: William Zhou

By: _____

Procurement Officer II

Signature

Signature

Dated

Dated

Address for Giving Notice:
Port of Seattle, CPO - Procurement
P.O. Box 1209
Seattle, WA 98111
Phone (206) 728-5615

Address for Giving Notice:
15670 NE 85th St
Redmond, WA 98052
Email: Jlajor@redmond.gov
Phone: (425)556-2209

ATTACHMENT A - GENERAL CONDITIONS

GC-1 TITLES OR HEADINGS: The titles or headings of the sections, divisions, parts, articles, paragraphs, or subparagraphs, of the Contract Documents are intended only for convenience of reference and shall not be considered as having any bearing on the interpretation of the text.

GC-2 ABBREVIATIONS: Abbreviations may be utilized throughout the Contract Documents. Any such abbreviation, unless well-known technical, trade meaning commonly understood in the Vendor's industry, will be defined in the particular portion of the Contract Documents where it is used.

GC-3 INDEMNIFICATION AND HOLD HARMLESS:

A. Vendor shall defend, indemnify, and hold harmless the Port, its Commissioners, officers, employees, and agents (hereafter, collectively, the "Port") from all liability, claims, damages, losses, and expenses (including, but not limited to attorneys' and consultants' fees and other expenses of litigation or arbitration) arising out of or related to the fulfillment of this Contract (including, without limitation, product liability claims by persons who may subsequently purchase the Services from the Port, claims for patent, trademark, copyright, trade or franchising infringement, and from all claims arising from Vendors failure to comply with paragraphs GC-5, GC-6, GC-14 of these General Conditions); Provided, however, if and to the extent that these General Conditions are construed to be relative to the construction, alternation, repair, addition to, subtraction from, improvement to, or maintenance of, any building, highway, road, railroad, excavation, or other structure, project, development, or improvement attached to real estate, including moving or demolition in connection therewith, and therefore subject to Section 4.24.115 of the Revised Code of Washington, it is agreed that where such liability, claim, damage, loss or expense arises from the concurrent negligence of (1) the Port, and (2) Vendor, its agents, or its employees, it is expressly agreed that Vendor's obligations of indemnity under this paragraph shall be effective only to the extent of Vendor's negligence. Such obligations shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any person or entity described in this paragraph. This paragraph shall not be construed so as to require Vendor to defend, indemnify, or hold harmless the Port from such claims, damages, losses or expenses caused by or resulting from the sole negligence of the Port.

B. In any and all claims against the Port, by any employee of Vendor, its agent, anyone directly or indirectly employed by either of them, or anyone for whose acts any of them may be liable, the indemnification obligation of subparagraph "A" above shall not be limited in any way by any limitation on the amount or type of damages, compensation benefits payable by or for Vendor, or other person under applicable industrial insurance laws (including, but not limited to Title 51 of the Revised Code of Washington), it being clearly agreed and understood by the parties hereto that Vendor expressly waives any immunity Vendor might have had under such laws. By executing the Contract Vendor acknowledges that the foregoing waiver has been mutually negotiated by the parties.

C. Vendor shall pay all attorneys' fees and expenses incurred by the Port in establishing and enforcing the Port's right under this paragraph, whether or not suit was instituted.

GC-4 COMPLY WITH ALL LAWS: The Vendor shall at all times comply with all federal, state and local laws, ordinances and regulations, including but not limited to those environmental laws and other laws listed in the Contract Documents and other laws referred to herein, which in any manner apply to the performance of this Contract. Such compliance shall include, but is not limited to, the payment of all applicable taxes, royalties, license fees, penalties, and duties.

GC-5 NON-DISCRIMINATION AND EQUAL EMPLOYMENT: During the performance of this Contract, the Vendor, for itself, its assignees, and successors in interest agrees to comply with the

requirements of the following non-discrimination statutes and authorities which are hereby incorporated; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- C. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- D. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- E. Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- F. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and Vendors, whether such programs or activities are Federally funded or not);
- G. Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- H. The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- I. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- J. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- K. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*)

GC-6 NON-DISCRIMINATION POLICY: It is the basic policy of the Port of Seattle to provide equal opportunity to the users of all Port services and facilities and all contracting entities. Specifically, the Port will not tolerate discrimination against any persons on grounds of age, race, color, national origin/ancestry, ethnicity, religion, disability, Family Medical Leave Act (FMLA) use, pregnancy, sex/gender, sexual orientation, whistleblower status, military affiliation, marital status, workers’ compensation use, transgender status, political beliefs, or any other protected status, as guaranteed by local, state and federal laws. The equal opportunity principles in employment and subcontracting described in this policy shall apply to the Port’s employees, customers, consultants, Vendors, and



suppliers to the extent possible as required by law. Submission of a properly executed Contract constitutes a contractual commitment to the terms of this resolution.

GC-7 CONTRACT TIME: All time limits stated in the Contract Documents, specifically including the Contract Time, are of the essence of this Contract. While the Procurement Officer may, in certain circumstances, provide a written extension, reduction or waiver of certain time limits, the Contract Time may be extended or reduced only by Amendment.

GC-8 EXTENSIONS OF CONTRACT TIME; COMPENSATION:

- A. Force Majeure. If an extension of Contract Time is warranted as a result of force majeure, Vendor will not be responsible for delays in delivery due to acts of God, fire, strikes, epidemics, war, riot, delay in transportation or railcar transport shortages PROVIDED VENDOR NOTIFIES THE PORT, IMMEDIATELY IN WRITING OF SUCH PENDING OR ACTUAL DELAY. The extension of Contract Time will be limited to the period of time the Port determines the procurement was delayed/extended. All decisions by the Port regarding extensions of time shall be final.

- B. Reasonable Delays. The Vendor should anticipate that some reasonable delays, including those caused by normal weather patterns, will occur. The Vendor shall not be entitled to any compensation, damages, or extension of the Contract Time for such reasonable delays.

- C. Non-Excusable and Non-Compensable Delays. Delays in the prosecution of the Services that could have been avoided by the exercise of due care, coordination and diligence on the part of the Vendor, its suppliers are neither excusable nor compensable under the Contract. No extension of Contract Time or increase in the Contract Sum shall be allowed for any claimed delay that is caused by or results from the breach, fault, negligence, or collusion of the Vendor, or its suppliers.

GC-9 AUDITS AND RETENTION OF RECORDS:

- A. The Port or its designee and other authorized representatives of the State of Washington shall have the right to inspect, audit or copy documents for the evaluation and determination of any issue related to the Contract or to the Vendor's performance thereunder, specifically including but not limited to any Claims brought by the Vendor or any supplier at all reasonable times.

- B. For the above-referenced purpose, all of the documents related to this Contract shall be open to inspection, audit, or copying by the Port or its designee:
 - During the Contract Time;
 - For a period of not less than six (6) years after the date of Contract Completion or termination of the Contract; and
 - If any Claim, audit, or litigation arising out of, in connection with, or related to this Contract is initiated, all documents and records shall be resolved or completed, whichever occurs later.
 - The Vendor shall retain the documents related to this Contract for the periods required above. The Vendor shall also ensure that the documents of all suppliers shall be retained and open to similar inspection or audit for the periods required above by incorporating the provisions of this Audit Paragraph into any agreements with suppliers related to this Contract.

- C. The Vendor, its suppliers shall make a good faith effort to cooperate with the Port and its

designees when the Port gives notice of its need to inspect or audit documents.

D. The cost of the audit shall be borne by the Port unless the results of such audit reveal a discrepancy of more than two percent (2%) reported in accordance with the Concession Fees requirement of the Contract for any twelve (12) month period. In the event of such discrepancy, the full cost of the audit shall be borne by the Vendor, and Vendor shall promptly pay all additional fees owing to the Port. No additional compensation will be provided to the Vendor, its suppliers for time or money spent in complying with the requirements of this Audit Paragraph. If the Vendor is formally dissolved, assigns or otherwise divests itself of its legal capacity under this Contract, then it shall notify the Port and preserve all documents, at its expense, as directed by the Port.

E. In the event that Vendor's books of accounts are not maintained in the Puget Sound region, they shall be made available for audit locally within five (5) business days of a request by the Port, or Vendor shall pay in full, any travel and related expenses of Port representative(s) to travel the location outside the Puget Sound region. In addition, The Port shall have the right to conduct a "surprise" audit not more frequently than twice every twenty-four months, and, in the event that Vendor's books and records are not maintained locally, Vendor shall further pay in full, any travel and related expenses of the Port representative(s) to travel the location outside the Puget Sound region for such "surprise" audit.

F. This Audit Paragraph shall survive for six (6) years after the termination or expiration of this Contract, or conclusion of all Claims, audits or litigation, whichever occurs later.

GC-10 TERMINATION:

A. **TERMINATION FOR CONVENIENCE:** Either party may terminate this Contract at any time for any reason, by giving the other party thirty (30) days' written notice. In the event the vendor has completed any portion of the Project by the time it receives the Port's notice of termination, the Port shall pay Vendor the percentage of funds attributable to the Vendor's completed portion of the project.

B. **TERMINATION FOR DEFAULT:** Except in the case of delay or failure resulting from circumstances beyond the control and without the fault or negligence of the Vendor, the Port shall be entitled, by written or oral notice to the Vendor, to terminate the Contract for breach of any of the terms and to have all other rights against the Vendor by reason of the Vendor's breach as provided by law.

GC-11 REMEDIES: Any decisions by the Port to pursue any remedy provided for in paragraph GC-10 herein shall not be construed to bar the Port from the pursuit of any other remedy provided by law or equity in the case of similar, different, or subsequent breaches of this Contract.

GC-12 WAIVER: Failure at any time of the Port to enforce any provision of the Contract shall not constitute a waiver of such provision or prejudice the right of the Port to enforce such provision at any subsequent time. No term or condition of this Contract shall be held to be waived, modified or deleted except by a written Amendment signed by the parties hereto.

GC-13 PARTIAL INVALIDITY: If any provision of this Contract is or becomes void or unenforceable by force or operation of law, all other provisions hereof shall remain valid and enforceable.

GC-14 PUBLIC DISCLOSURE: Vendor acknowledges that the PORT may be required to disclose information provided by Vendor pursuant to the Washington State Public Disclosure Act (RCW Chapter 42.56). The PORT will determine whether any requested documents should be disclosed. In no event shall the Port be liable to Vendor for any disclosure of documents and information, including work product, excluded inventions and intellectual property rights it deems necessary to disclose under the law.



GC-15 GOVERNING LAW/VENUE: The laws of the State of Washington shall govern disputes concerning this Contract and the venue of any action relating hereto shall be in the Superior Court for the County of King, State of Washington.

GC-16 SUBCONTRACTING/ASSIGNMENT: Vendor shall not assign, transfer, or novate any part of this Agreement or any interest therein, nor shall this Contract or any interest there under be assignable or transferable by operation of law or by any process or proceeding of any court, or otherwise without the advance written consent of the Port.

GC-17 SERVICE OF NOTICES BY OR ON THE VENDOR: Any written notice required under the Contract to be given by or to the Vendor may, at the option of either party, be served on or by the Vendor by Electronic Transmission, personal service, certified or registered mail, or recognized overnight courier. Delivery of the notice will be made to the last address provided in writing to the Procurement Officer. Notices shall be deemed delivered: (i) when sent through via Electronic Transmission, (ii) when personally delivered; (iii) on the third day after mailing when sent by certified or registered mail and the postmark affixed by the United States Postal Service shall be conclusive evidence of the date of mailing; or (iv) on the first business day after deposit with a recognized overnight courier if deposited in time to permit overnight delivery by such courier as determined by its posted cutoff times for receipt of items for overnight delivery to the recipient.

GC-18 EXECUTION OF THE AGREEMENT FORM: The Contract is not binding upon the Port until the Contract is fully executed. No Proposer shall have a right, interest or claim with respect to the Contract or the Services until the Contract is fully executed. After being executed by the Port, the Vendor will receive a copy of the Agreement Form. Services prosecuted prior to the full execution of the contract is at the sole risk of the Vendor.

GC-19 NON-DISCRIMINATION AND AFFIRMATIVE ACTION

- A. CONSULTANT agrees that in all matters pertaining to the performance or carrying out of service under this Agreement, CONSULTANT shall at all times conduct business in a manner which complies with State and Federal law.
- B. It is the basic policy of the PORT to provide equal opportunity to the users of all PORT services and facilities and all contracting entities. Specifically, the PORT will not tolerate discrimination against any persons on grounds of age, race, color, national origin/ancestry, ethnicity, religion, disability, Family Medical Leave Act (FMLA) use, pregnancy, sex/gender, sexual orientation, whistleblower status, military affiliation, marital status, workers' compensation use, transgender status, political beliefs, or any other protected status, as guaranteed by local, state, and federal laws. The equal opportunity principles in employment and subcontracting described in this policy shall apply to the PORT'S employees, customers, consultants, contractors, and vendors to the extent possible as required by law.

GC-20 PORT VALUES AND STANDARDS: CONSULTANT certifies they will comply with all local, state, federal, and other laws, rules, regulations, and other requirements applicable to its operations, including those relating to environmental responsibility, worker safety, labor, anti-discrimination, and anti-human trafficking. CONSULTANT also acknowledges they will adhere to the Values and Standards of the PORT, included as Attachment D.

ATTACHMENT B - Successful Application and Project Scope of Work

1. Scope of Work:

Port funds will support geo-targeted Pay Per Click (PPC) campaigns with strong flight connections to Seattle-Tacoma International Airport (SEA), possibly including any of the following high-performing out-of-state markets or others as identified:

- Portland, OR
- Dallas, TX
- San Francisco, CA
- Los Angeles, CA
- New York, NY
- Washington, DC

These markets are identified through Placer.ai geofencing data and website origin analytics as top non-Washington visitor sources to Redmond.

Media placements will include:

- Google Search and YouTube
- Microsoft/Bing Search
- Meta (Facebook and Instagram)

Campaign messaging will promote:

- Redmond hotel packages and special offers
- Airport-to-Eastside connectivity
- Car-free access via Light Rail (opening March 2026)
- RedLink free shuttle service to 8 of 10 Redmond hotels
- Outdoor recreation, cycling, trails, and adventure tourism

The Port of Seattle logo will be included on all paid media funded through this program.

Campaign Objective:

Drive incremental overnight stays in Redmond from out-of-state visitors traveling via SEA.

2. Metrics/Measurable Outcomes:

- Impressions, CTR, CPC, CPM
- Placer.ai origin tracking from targeted markets
- Hotel partner reporting

3. Timeline / Schedule

Campaign Timeline:

September 2026 – March 2027

Primary Travel Emphasis:

November – March (Shoulder & Low Season)

4. Port Approval and Use of Port logo:

- a. All projects must identify the Port of Seattle (POS) as a partner or sponsor via use of the Port logo. Prior to advertising execution or implementation, POS requires a review/approval of the proposed placement and schedule of the POS logo.
- b. POS may request periodic project updates from its co-operative partner.

5. Payment by the Parties:

- a. Port shall contribute **\$20,000** to the total cost of expenses incurred by the Vendor.
- b. Vendor shall contribute a minimum of **\$10,000** in match funds. If your stated match fund amount is more than 50% of Port awarded funds, you will be held accountable for the higher stated match fund and will need to provide documentation for the higher stated match fund amount as well as for all Port awarded funds.
- c. Any expenses or receipts dated before this contract is fully executed cannot be submitted as reimbursable expenses or match funds. Only expenses made during the contract period are eligible.

6. Port awarded funds and Match funds: 2 to 1 Ratio Required

Complete and refer to the following listed contract fund allocation. The Port will require vendor to provide documentation for all actual paid Port awarded fund expenditures and actual paid match fund expenditures in your final report. All expenses must be paid by November 2027.

Expense Description	Total	Port Funds	Match Funds
Digital Ads	\$30,000	\$20,000	\$10,000

Any funds obtained from the Port for tourism activities are to be used specifically, once approved, for projects which are detailed in the Scope of Work. The focus of the Scope of Work should be aligned with increasing the number of out-of-state visitors (and/or boosting out-of-state visitors' spend within WA State) who will use Port facilities; SEA International Airport, cruise terminals and/or recreational marinas.

Staff Time

For Tier 1 grants, up to 25% of the required match funds may be staff administrative time that directly support the project and is to be reported in the final report. For Tier 2 grants, this increases to 50%.

Staff time is considered eligible provided it is specifically allocated to the contribution, review, management, or oversight of the project. Staff time is not an eligible Port fund expense. Staff time is considered eligible provided it is specifically allocated to the contribution, review, management, or oversight of the project.

7. Mid-term Report:

The vendor must submit a mid-term report which includes:

- a. An excel sheet outlining expenses paid labeled by:
 - Expense description
 - Company
 - Invoice/Receipt Number
 - Invoice/Receipt Date
 - Invoice/Receipt Amount
 - Port amount
 - Match Fund amount (if any)

- b. All eligible receipts for expenses paid between the contract execution date and December 1, 2026.

8. Final Report Requirements:

- a. Upon project completion, a final report must be submitted and approved by the Port of Seattle in order for the awarded funds to be disbursed. The final report must include:
 - Summary Narrative – Detailed scope of work accomplished, outcomes, metrics collected, description of project connection to Port facilities
 - Demonstrated use of the Port logo
 - Expense List & Receipts – A completed Expense Tracking List that includes all project-related expenses (Port of Seattle will provide the Expense Tracking List template) accompanied by copies of all paid invoices/receipts for each listed expense.
- b. The final report must be submitted to the Port on/before the final report due date for review and approval. Upon approval of the final report and supporting documentation, the awarded organization may invoice the Port for the awarded fund amount.
- c. Final report due date: Upon project completion, or no later than November 30, 2027

9. Miscellaneous:

No Port funds can be used to underwrite general or capital expenses associated with a tourism event or program already in progress.

ATTACHMENT C
TITLE VI
NON-DISCRIMINATION AND AFFIRMATIVE ACTION
SUPPLEMENTAL CONDITIONS

During the performance of this contract, the CONSULTANT, for itself, its assignees, and successors in interest (hereinafter referred to as the "CONSULTANT") agrees as follows:

1. **Compliance with Regulations:** The CONSULTANT (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally assisted programs of the U.S. Department of Transportation, Federal Aviation Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The CONSULTANT, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subconsultants, including procurements of materials and leases of equipment. The CONSULTANT will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the CONSULTANT for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subconsultant or supplier will be notified by the CONSULTANT of the CONSULTANT's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The CONSULTANT will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Aviation Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a CONSULTANT is in the exclusive possession of another who fails or refuses to furnish the information, the CONSULTANT will so certify to the Recipient or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a CONSULTANT's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not necessarily limited to:
 - a. withholding payments to the CONSULTANT under the contract until the CONSULTANT complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The CONSULTANT will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The CONSULTANT will take action with respect to any subcontract or procurement as the Recipient or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the CONSULTANT becomes involved in, or is threatened with litigation by a subconsultant, or supplier because of such direction, the CONSULTANT may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the CONSULTANT may request the United States to enter into the litigation to protect the interests of the United States.

During the performance of this contract, the CONSULTANT, for itself, its assignees, and successors in interest (hereinafter referred to as the "CONSULTANT") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

1. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR part 21.
2. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
3. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
4. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
5. Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
6. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients, and contractors, whether such programs or activities are Federally funded or not);
7. Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
8. The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
9. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
10. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
11. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).



ATTACHMENT D

STATEMENT OF VALUES, STANDARDS, AND EXPECTATIONS FOR THIRD PARTIES

As part of the PORT’s ongoing commitment to excellence and ethical practices, this document outlines the values and compliance standards that will be integral to all contracts executed by our organization. The PORT’s goal is to partner with Contractors, Consultants, and Suppliers who uphold the highest standards in human health, safety, environmental responsibility, and social equity.

The PORT has joined with the Associated General Contractors of America and AGC of Washington in its [Culture of CARE initiative](#). The PORT is also committed to combatting and eliminating human trafficking. [Learn more](#) about how to educate your workforce on anti-human trafficking efforts.



In line with the PORT values and Standards, we are dedicated to the following:

Environmental Responsibility: Commitment to adhering to all relevant environmental laws and regulations, ensuring the protection of human health, safety, and the environment.

Worker Safety: Compliance with all occupational safety and health regulations, ensuring a safe working environment for all employees.

Labor Laws: Adherence to all state and federal labor laws, including wage payment and minimum wage laws, ensuring fair treatment and compensation for all workers.

Anti-Discrimination: Compliance to all anti-discrimination laws and regulations, fostering an inclusive and respectful workplace.

Anti-Human Trafficking: Compliance with the Trafficking Victims Protection Act, ensuring that our operations are free from any form of human trafficking.

The PORT’s values are also encapsulated in its [RAISE framework](#), guiding any actions that we take.

Respect: We uphold the dignity and value of every person.

Anti-racism and Equity: We commit to dismantling institutional racism and ensuring equitable opportunities for all.

Integrity: We are honest, accountable, and ethical in all our dealings.

Stewardship: We honor and care for the resources entrusted to us for the benefit of future generations.

Excellence: We promote excellence through continuous improvement and innovation.

By integrating these commitments and values into every contract, the PORT aims to create a work environment that is safe, fair, and respectful for all, while also striving for excellence and sustainability.

By submission of a submittal/proposal, the Submitter/Proposer certifies they will comply with all local, state, federal, and other laws, rules, regulations, and other requirements applicable to its operations, including those relating to environmental responsibility, worker safety, labor, anti-discrimination, and anti-



human trafficking. The Submitter/Proposer is also acknowledging that it will adhere to the Values and Standards of the PORT.



Memorandum

Date: 6/2/2026
Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 26-360
Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Public Works	Aaron Bert	425-556-2786
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DEPARTMENT STAFF:

Public Works	Deepali Jodh	Project Manager
Public Works	Adnan Shabir	Functional Area Lead
Public Works	Steve Gibbs	Division Manager
Public Works	Brandon Buehler	Acting Deputy Public Works Director

TITLE:

Award Construction Contract to Earthworks Solutions, LLC., of Arlington, WA, for the ADA Curb Ramp 2026 Project and Increase the Total Funding for this Project

OVERVIEW STATEMENT:

Upgrade 45 curb ramps in the Grass lawn and Education Hill Neighborhoods to meet current Americans with Disabilities Act standards. Works is requesting to award the construction contract for the ADA Curb ramp project, Project No. 2515, to Earthworks Solutions, LLC in the amount of \$1,832,795.47.

Public Works is requesting council authorization of \$767,270 in additional funding for the project to pave 104th Street from 179th Ave NE to 184th Ave NE. Public Works is also requesting to transfer \$883,305 from project #2520-316. Project 2520 overlapped with the scope of this project, and it's more efficient to include the work on this project.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

- Receive Information
- Provide Direction
- Approve

REQUEST RATIONALE:

- Relevant Plans/Policies:
Capital Investment Program

Community Strategic Plan - Objective #1: Invest in infrastructure preservation and replacement across the City

to maintain the current level of service, the reliability of capital assets, and provide timely and cost-effective replacement.

- **Required:**
Council approval is required to award 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 June 16, 2026, Council business meeting.

OUTCOMES:

Approving this action keeps the City on the path to completing construction of the project, which will improve safety, reliability and compliance. It also improves safety and accessibility around two schools.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
Temporary construction permits were negotiated with affected property owners. Pre-project construction coordination meeting was held with LWSD.
- **Feedback Summary:**
Construction activity is proposed during the school break to minimize disruption to the school and will be coordinated with school construction activities.

BUDGET IMPACT:

Total Cost:
\$1,832,795.47

Approved in current biennial budget: Yes No N/A

Budget Offer Number:
CIP

Budget Priority:
Vibrant and Connected

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

If yes, explain:

Public Works is requesting an additional \$767,270 plus a transfer of \$883,305 from project #2520-316 to complete the

project.

Funding source(s):
Transportation CIP

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
6/16/2026	Business Meeting	Approve

Time Constraints:

Award of bid must occur within 60 days of the bid opening or the contractor may withdraw their bid.

ANTICIPATED RESULT IF NOT APPROVED:

Not approving the contract will result in delaying construction until summer 2027, increasing the cost to complete the project. Construction must occur during the school summer break; any delays will postpone it to summer 2027.

ATTACHMENTS:

Attachment A: ADA Curb Ramp Project Information Sheet

Attachment B: Additional Project Information

CIP Project Information Sheet

Project Name: Americans with Disabilities Act (ADA) Improvements - Transportation Curb Ramp Project

Project Status: Existing

Functional Area(s): Transportation

Relevant Plan(s): ADA Transition Plan, Transportation Master Plan

Neighborhood: Citywide - Multiple

Time Frame: 2023-2028

Budget Priority: Vibrant and Connected

Citywide Rank: 66

Functional Area Priority: Low

Location: Citywide in multiple locations

Description:

Install missing or replace non-compliant ADA ramps according to prioritized list, with a specific number of ramps upgraded each year.

Anticipated Outcomes: **Primary:** Code Requirement **Secondary:** New ramps meet current ADA standards ensuring residents can fully access City services.

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

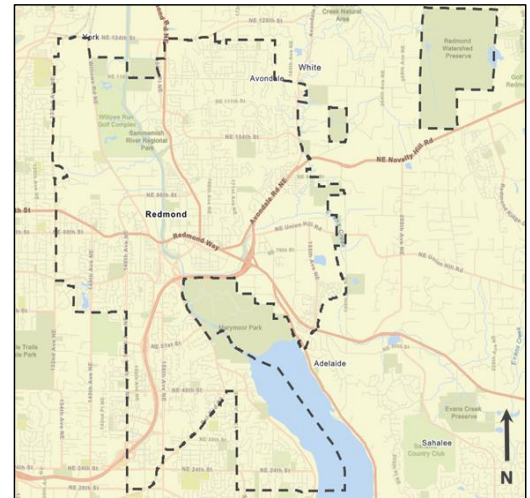
Budget:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Original Budget	\$600,000	\$300,000	\$300,000						\$1,200,000
Approved Changes	-\$600,000	\$150,000	\$450,000						
Current Approved Budget		\$450,000	\$750,000						\$1,200,000
Proposed New Budget		\$161,913	\$2,688,662						\$2,850,575
Proposed changes due to <input checked="" type="checkbox"/> Scope Change <input type="checkbox"/> Schedule Change <input checked="" type="checkbox"/> Budget Change									

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)									
Right of Way									
Design (31-100%)		\$161,303	\$221,637						\$382,940
Construction		\$609	\$2,145,144						\$2,145,753
Contingency			\$321,882						\$321,882
Total		\$161,913	\$2,688,662						\$2,850,575

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

Explanation: No M&O costs expected.

Proposed Funding Sources:	Prior	2025-2030	Future	Total
Transportation CIP		\$1,807,270		\$1,807,270
Transfer from project 2520-316		\$883,305		\$883,305
Transfer from Paving Program #2346-		\$160,000		\$160,000
Total		\$2,850,575		\$2,850,575



Attachment B – Additional Project Information

ADA Curb Ramp Project-2026

Project Discussion

Upgrade 45 curb ramps in the Grass lawn and Education Hill Neighborhoods to meet current Americans with Disabilities Act standards. Pedestrian and bicycle improvements along NE 104th to install median islands at 3 intersections, painted bike buffers, one new marked flashing crosswalk, 3 solar flashing crosswalk upgrades, new HMA restoration, and channelization. Added pavement work on 104th St between 179th AVE and 184th AVE due to poor PCI 55.

Project-Related Community/Stakeholder Outreach

Construction easements are needed for single-family and the Lake Washington School District (LWSD). Coordination with LWSD on construction scheduling for their project to avoid work when school is in session.

Bid Results

The project was advertised in the *Daily Journal of Commerce* on 05/07/2026 and 05/13/2026. Bids were received and opened on 05/21/26. The City received Six bids, which are summarized below.

Bidder	Bidder Location	Bid Amount
Earthwork Solutions LLC	Arlington, WA	\$1,832,795.47
Midmountain Contractors, Inc	Bellevue, WA	\$2,269,740.50
Gary Merlino Construction Co., Inc	Seattle, WA	\$2,283,157.00
Kamins Construction Inc.	Bothell, WA	\$2,370,273.10
Granite Construction Company	Everett, WA	\$2,760,805.00
A-1 Landscaping and Construction, Inc	Snohomish, WA	\$2,792,989.00
Engineer's Estimate		\$2,536,115.00

All bidders' unit prices, extensions, and additions have been checked for accuracy and unbalanced bid items. The contractor's references were checked and found to be acceptable. Staff recommends awarding the contract to Earthwork Solutions LLC.

Fiscal Information

Current Project Budget

Transportation CIP	<u>\$1,200,000</u>
Total Funding	\$1,200,000

Estimated Project Costs

Design	\$382,940
Contingency	<u>\$321,882</u>
Total Estimated Project Cost	\$2,850,575

Project Funding	\$1,200,000
Budget Difference	\$1,650,575

Proposed funding addition

Transportation CIP	\$607,270
Transfer from Paving Program #2346-096	\$160,000
Transfer from project #2520-316	<u>\$883,305</u>
Total Addition	\$1,650,575



Memorandum

Date: 6/2/2026
Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 26-357
Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Public Works	Aaron L. Bert	425-556-5814
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DEPARTMENT STAFF:

Finance	Jeanette St. Paul	Capital and Grant Analyst
Public Works	Chris Stenger	Deputy Public Works Director

TITLE:

Authorization to Accept Washington State Department of Commerce Grant Funding for the Redmond Asbestos Cement Pipe Replacement Project

OVERVIEW STATEMENT:

Council will be asked to authorize acceptance of a \$970,000 grant from the Washington State Department of Commerce Local Community Projects Program for the Redmond Asbestos Cement Pipe Replacement Project located along Avondale Road and NE Novelty Hill Road upstream of Bear Creek.

The grant funding will support design and construction activities associated with replacement of deteriorating asbestos cement (AC) water mains with ductile iron (DI) pipe as part of the existing Pavement Management - Avondale Road (NE 90th Street to Novelty Hill Road) Capital Improvement Program project.

Key project elements include:

- Surveying and permitting
- Engineering and design services
- Site preparation and mobilization
- Removal of existing asbestos cement water mains
- Installation of new ductile iron water mains and associated fittings
- Testing and commissioning
- Site restoration and demobilization

The project provides several public benefits including:

- Improving reliability and long-term performance of the City’s water distribution infrastructure
- Improving drinking water system resiliency and service reliability for residents
- Reducing the potential for water main failures and emergency repairs
- Protecting water quality and reducing risks of turbidity and pollutants reaching Bear Creek and downstream salmon habitat
- Leveraging state grant funding to offset existing City Water Capital Fund expenditures

The Department of Commerce awarded the funding through a direct legislative appropriation under Substitute Senate Bill 5195, Laws of 2025, Section 1027. The City has completed all required pre-contracting requirements associated with

the grant agreement, including Department of Archaeology and Historic Preservation (DAHP) coordination, Tribal notification requirements under Executive Order 21-02, insurance documentation, and site control verification.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

Receive Information **Provide Direction** **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Water System Plan; Capital Improvement Program; Pavement Management Program
- **Required:**
Authorization required to execute Grant Agreement No. 26-96647-234 with the Washington State Department of Commerce.
- **Council Request:**
None
- **Other Key Facts:**
On November 18, 2025, Council approved Budget Adjustment #4 for the 2025-2026 Biennial Budget, appropriating \$970,000 in Washington State Department of Commerce grant funding into the Water Capital Projects Fund (403). The grant funding is intended to supplant existing City funding previously allocated to the project.

The total project budget is \$3,273,146, consisting of:

- \$970,000 State Capital Budget Grant Funds
- \$2,303,146 Local Funds from the City Water Capital Fund

The Department of Commerce grant is reimbursement-based and includes a 5% retainage holdback pending project completion verification. The project is anticipated to be completed by November 2027.

OUTCOMES:

Approval of the grant agreement will allow the City to proceed with reimbursement of eligible project costs associated with replacement of aging asbestos cement water infrastructure while reducing the financial burden on the Water Capital Fund.

The project will improve water system reliability, reduce long-term maintenance risks, and support environmental protection efforts within the Bear Creek watershed.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
N/A
- **Outreach Methods and Results:**
-Coordination completed with Washington State Department of Commerce

- DAHP and Tribal consultation completed pursuant to Executive Order 21-02
- Coordination with internal Public Works engineering and utility staff
- Project is part of the adopted Capital Improvement Program and ongoing Pavement Management work along Avondale Road

- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:
\$3,273,146

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

Budget Offer Number:
2025-2026 Budget Adjustment #4

Budget Priority:
Healthy and Sustainable Infrastructure

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

If yes, explain:

The grant funding reimburses eligible project costs and reduces reliance on Water Capital Fund revenues previously allocated for the project. The City remains responsible for local matching funds and any non-reimbursable project costs.

Funding source(s):

- Washington State Department of Commerce Local Community Projects Grant - \$970,000
- City Water Capital Fund - \$2,303,146

Budget/Funding Constraints:

Grant reimbursements are limited to eligible expenses within the approved scope of work and subject to Department of Commerce reimbursement requirements and retainage provisions.

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
6/16/2026	Business Meeting	Approve

Time Constraints:

Grant agreement execution is required to allow reimbursement of eligible project expenditures and maintain project delivery schedule.

ANTICIPATED RESULT IF NOT APPROVED:

Failure to approve the grant agreement may result in loss of \$970,000 in state funding and increased reliance on City Water Capital Funds to complete the project.

ATTACHMENTS:

Attachment A: Washington State Department of Commerce Grant Agreement No. 26-96647-234

Attachment B: Project Budget Summary

Attachment C: Project Location Map



Grant to

City of Redmond

through

The Local Community Projects Program

For

Redmond Asbestos Cement Pipe Replacement

DRAFT

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DRAFT

FACE SHEET

Grant Agreement Number: 26-96647-234
Project Name: Redmond Asbestos Cement Pipe Replacement
Washington State Department of Commerce
Local Government Division
Local Community Projects

1. GRANTEE City of Redmond 15670 NE 85 th ST PO Box 97010 Redmond, WA 98052		2. GRANTEE Doing Business As (optional) N/A	
3. GRANTEE Representative Jeanette St. Paul Capital and Grant Analyst (425) 556-2910 jstpaul@redmond.gov		4. COMMERCE Representative Katrina Perez Program Manager (360) 688-6127 Katrina.Perez@commerce.wa.gov	
5. Grant Amount \$970,000.00		6. Funding Source Federal: <input type="checkbox"/> State: <input checked="" type="checkbox"/> Other: <input type="checkbox"/> N/A: <input type="checkbox"/>	
7. Start Date Upon Final Signature		8. End Date June 30, 2027, if funds are not reappropriated; June 30, 2029, contingent on reappropriation	
9. Award Method Direct: <input checked="" type="checkbox"/> Competitive: <input type="checkbox"/>		NOFO/RFX # N/A	
		Proviso # Substitute Senate Bill 5195, Laws of 2025, Section 1027	
10. Tax ID # 91-6001492	11. SWV # SWV0003729-00	12. UBI # 176-000-016	13. UEI # XK1UCKFKU3N9
14. Grant Agreement Purpose The purpose of this performance-based Grant Agreement is to provide funding for Redmond Asbestos Cement Pipe Replacement, a legislatively approved project that furthers the goals and objectives of design and construction of the project which is located at Avondale Road and NE Novelty Hill which is upstream from Bear Creek as described in Attachment A – Scope of Work.			
COMMERCE, defined as the Washington State Department of Commerce, and the GRANTEE, as defined above, acknowledge and accept the terms of this Grant Agreement and attachments and have executed this Grant Agreement on the date below to start as of the date and year referenced above. The rights and obligations of both parties to this Grant Agreement are governed by this Grant Agreement and the following other documents incorporated by reference: Grant Agreement Terms and Conditions including Attachment A – Scope of Work, Attachment B – Project Budget, Attachment C – Certification of Availability of Funds to Complete the Project, Attachment D – Certification of the Payment and Reporting of Prevailing Wages, Attachment E – Certification of LEED, application as submitted for grant funding, applicable Local Community Projects Program Notice of Funding Availability, and applicable Local Community Projects Program Guidelines (as they may be revised from time to time).			
FOR GRANTEE _____ Kelley Cochran, Finance Director _____ Date		FOR COMMERCE _____ Mark K. Barkley, Assistant Director Local Government Division _____ Date TEMPLATE APPROVED AS TO FORM ONLY <u>Lisa Koperski, Assistant Attorney General, on 07/23/2025</u>	

SPECIAL TERMS AND CONDITIONS

GENERAL GRANT STATE FUNDS

THIS GRANT AGREEMENT, entered into by and between City of Redmond, a unit of Local Government and WASHINGTON STATE DEPARTMENT OF COMMERCE, as defined on the Face Sheet of this Grant Agreement, WITNESSES THAT:

WHEREAS, COMMERCE has the statutory authority under RCW 43.330.050(5) to cooperate with and provide assistance to local governments, businesses, and community-based organizations; and

WHEREAS, COMMERCE is also given the responsibility to administer state funds and programs which are assigned to COMMERCE by the Governor or the Washington State Legislature; and

WHEREAS, the Washington State Legislature has, in Laws of 2025, Chapter 414, Section 1027 made an appropriation to support the 2026 Local and Community Projects Program, and directed COMMERCE to administer those funds; and

WHEREAS, certain direct appropriations are provided for in the enabling legislation; and

WHEREAS, the Project is one component of a larger multiphase project, which will result in a broader initiative to upgrade aging water infrastructure. The Avondale/Northeast Novelty Hill Road neighborhood was prioritized due to its direct impact on Bear Creek. Future phases may include similar upgrades in adjacent neighborhoods within the watershed to further enhance system reliability and environmental protection.

WHEREAS, the enabling legislation also stipulates that the GRANTEE is eligible to receive funding for design, acquisition, construction and equipment, or rehabilitation activities of the Project.

GRANTEE and COMMERCE are individually a “party” and, collectively, the “parties.”

NOW, THEREFORE, in consideration of covenants, conditions, performances, and promises hereinafter contained, the parties agree as follows:

1. GRANT MANAGEMENT

The Representative for each of the parties shall be responsible for and shall be the contact person for all communications and billings regarding the performance of this Grant Agreement.

2. COMPENSATION

COMMERCE shall pay an amount not to exceed \$970,000.00 for the capital costs necessary for or incidental to the performance of work as set forth in Attachment A (Scope of Work).

3. CERTIFICATION OF FUNDS PERFORMANCE MEASURES

A. The release of state funds under this Grant Agreement is contingent upon the GRANTEE demonstrating and certifying that it has expended or has access to funds from non-state sources as set forth in ATTACHMENT C (CERTIFICATION OF THE AVAILABILITY OF FUNDS TO COMPLETE THE PROJECT). Such non-state sources may consist of a combination of any of the following:

- i. Eligible Project expenditures prior to the execution of this Grant Agreement.

- ii. Cash dedicated to the Project.
- iii. Funds available through a letter of credit or other binding loan commitment(s).
- iv. Pledges from foundations or corporations.
- v. Pledges from individual donors.
- vi. The value of real property when acquired solely for the purposes of this Project, as established and evidenced by a current market value appraisal performed by a licensed, professional real estate appraiser, or a current property tax statement. COMMERCE will not consider appraisals for prospective values of such property for the purposes of calculating the amount of non-state matching fund credit.
- vii. In-kind contributions, subject to COMMERCE's approval.

B. The GRANTEE shall maintain records sufficient to evidence that it has access to or has expended funds from such non-state sources and shall make such records available for COMMERCE's review upon reasonable request.

4. STATE PUBLIC WORKS

For work done at the cost of the State, GRANTEE must comply with public works statutes RCW 39.04 and RCW 39.10, apprenticeship requirements, and the state and local building codes, as applicable. If GRANTEE has questions about compliance, GRANTEE will need to visit the [Washington State Department of Labor & Industries Public Works Projects website](#) for more information.

5. SITE CONTROL

GRANTEE who receives grants for construction, purchase or renovation of facilities must provide written evidence of and maintain site control, either through outright ownership of the subject property or a long-term lease, for a minimum of 10 years after the later of: (1) final grant payment; or (2) the date when the facility is made usable to the public for the purpose intended by the Washington State Legislature, including GRANTEE having secured all required licenses, certifications, and/or permits. GRANTEE must provide written evidence of continuing site control as may be requested by COMMERCE.

6. DOCUMENTATION AND SECURITY

The provisions of this Section shall apply to capital projects performed by nonprofit organizations, for-profit organizations, and public benefit corporations that involve the expenditure of over \$250,000 in state funds. The provisions may also apply to Tribes and local governments, depending on the location of the Project. Additionally, COMMERCE reserves the right to review all state-funded projects and to require that projects performed by other entity types comply with this Section. Projects for which the grant award or legislative intent documents specify that the state funding is to be used for pre-design or design only are exempt from this Section.

A. Deed of Trust. This Grant Agreement shall be evidenced by a promissory note and secured by a deed of trust or other appropriate security instrument in favor of COMMERCE (the Deed of Trust). The Deed of Trust shall be recorded in the County where the Project is located, and the original returned to COMMERCE after recordation within 90 calendar days of Grant Agreement execution. The Deed of Trust must be recorded before COMMERCE will reimburse the GRANTEE for any Project costs. The amount secured by the Deed of Trust shall be the amount of the Grant Agreement as set forth on the Face Sheet.

B. Term of Deed of Trust; Commitment Period. The Deed of Trust shall remain in full force and effect for a minimum period of 10 years following the later of: (1) final payment of state funds to the GRANTEE under this Grant Agreement; or (2) the date when:

- i. the facility improved or acquired with grant funds; or
- ii. a distinct phase of the Project

is made useable to the public for the purpose intended by the Washington State Legislature (the Commitment Period). Upon satisfaction of the Commitment Period and all other Grant Agreement terms and conditions, COMMERCE shall, upon written request of the GRANTEE, take appropriate action to reconvey the Deed of Trust.

- C. Title Insurance. The GRANTEE shall purchase an extended coverage lender's policy of title insurance insuring the lien position of the Deed of Trust in an amount not less than the amount of the grant.
- D. Covenant. If the Project will be partially funded by a loan and the term of said loan is less than the Commitment Period as defined in Special Terms and Conditions Section 6(B), COMMERCE may require that GRANTEE record or cause to be recorded a covenant in a superior lien position ahead of the lender's security instrument that restricts use of the facility or property for the purpose(s) stated elsewhere in this Grant Agreement for at least the term of the Commitment Period as defined in Special Terms and Conditions Section 6(B).
- E. Subordination. COMMERCE may agree to subordinate its Deed of Trust upon request from a private or public lender. Any such request shall be submitted to COMMERCE in writing, and COMMERCE shall respond to the request in writing within 30 calendar days of receiving the request.
- F. Deed of Trust on Leased Property. COMMERCE may require, at its sole discretion, a Deed of Trust on the fee interest of the real property where the Project is located, if the Project is on leased property.

7. BASIS FOR ESTABLISHING REAL PROPERTY VALUES FOR ACQUISITIONS OF REAL PROPERTY PERFORMANCE MEASURES

When all or part of the grant is used to fund the acquisition of real property, before funds are disbursed, the GRANTEE shall procure and provide to COMMERCE evidence establishing the value of the real property eligible for reimbursement under this Grant Agreement as follows:

- A. GRANTEE purchases of real property from an independent third-party seller shall be evidenced by a current appraisal prepared by a licensed Washington State commercial real estate appraiser or a current property tax statement.
- B. GRANTEE purchases of real property from a related or subsidiary organization, such as an affiliated LLC, shall be evidenced by a current appraisal prepared by a licensed Washington State commercial real estate appraiser or the prior purchase price of the property plus holding costs, whichever is less.

8. EXPENDITURES ELIGIBLE FOR REIMBURSEMENT

Payments to the GRANTEE shall be made on a reimbursement basis only. The GRANTEE may be reimbursed, at the rate set forth elsewhere in this Grant Agreement and as authorized by the Legislature, for work associated with the Project expenditures. Reimbursable costs are determined by the Scope of Work, Attachment A. Generally, costs within the following cost categories are considered capital expenditures:

- A. Real property, and costs directly associated with such purchase, when purchased or acquired solely for the purposes of the Project;
- B. Design, engineering, architectural, and planning;
- C. Construction management and observation (from external sources only);
- D. Construction costs including, but not limited to, the following:
 - i. Site preparation and improvements;

- ii. Permits and fees;
- iii. Labor and materials;
- iv. Taxes on Project goods and services;
- v. Capitalized equipment;
- vi. Information technology infrastructure; and
- vii. Landscaping.

E. Other costs authorized through the legislation.

For Direct Appropriations, COMMERCE may also consider reimbursing for work performed prior to Grant Agreement execution but will not consider reimbursing for work performed prior to the capital budget effective date unless the Project's scope of work as approved by the legislature includes such work.

For competitively-awarded projects, COMMERCE may also consider reimbursing for work performed prior to Grant Agreement execution, but in no situation will reimburse for work performed prior to the date specified in the program guidelines applicable at the time of Grant Agreement execution.

All work requesting reimbursement must fall into eligible expenditures. Please see the most recent version of the program guidelines for a complete list of eligible costs.

9. BILLING PROCEDURES AND PAYMENT

COMMERCE shall reimburse the GRANTEE for up to 100% of each invoice for eligible Project expenditures, up to the maximum payable under this Grant Agreement. When requesting reimbursement for expenditures made, the GRANTEE shall submit to COMMERCE a signed and completed Invoice Voucher (Form A-19), that documents capitalized Project activity performed – by budget line item – for the billing period. The GRANTEE must submit all Invoice Vouchers and any required documentation electronically. Submissions shall be in accordance with directions provided by COMMERCE. Funds are reimbursement based and cannot be advanced under any circumstance. Disbursements of funds for invoices due and payable within 30 days are not considered advanced payments.

The GRANTEE shall evidence the costs claimed on each voucher by including copies of each invoice received from subgrantees/subcontractors providing Project goods or services covered by the Grant Agreement. The GRANTEE shall also provide COMMERCE with a copy of the cancelled check or electronic funds transfer, as applicable, that confirms that they have paid each expenditure being claimed at the time the voucher is submitted or within 30 calendar days of COMMERCE's disbursement of payment, and before any subsequent reimbursement request is made. Proof of payment must be provided at the time the final grant reimbursement is requested.

A voucher must be certified (i.e., signed) by an official of the GRANTEE with authority to bind the GRANTEE. The voucher shall be submitted to COMMERCE within 60 calendar days following the completion of work or other termination of this Grant Agreement, or as soon as possible after the end of the State biennium but in no case later than [15] calendar days following the end of the State biennium unless Grant Agreement funds are re-appropriated by the Washington State Legislature in accordance with Special Terms and Conditions Section 14 (Reappropriation).

If GRANTEE has or will be submitting any of the invoices attached to a request for payment for partial reimbursement under another contract or grant agreement, GRANTEE must clearly identify such contracts or grant agreements in the transmittal letter and request for payment.

Each request for payment must be accompanied by a Project Status Report, which describes, in narrative form, the progress made on the Project since the last invoice was submitted as well as a report of Project status to date. COMMERCE will not release payment for any reimbursement request received unless and until the Project Status Report is received.

In the event that the Grant Agreement is executed or the award amount in Special Terms and Conditions Section 2 (Compensation) is expended before construction completion of the Project, as

identified in Attachment A (Scope of Work), the GRANTEE agrees to continue providing complete Project updates to their COMMERCE Representative quarterly or upon request.

COMMERCE will pay GRANTEE upon receipt and approval of properly completed invoices and supporting documentation, which shall be submitted to the Representative for COMMERCE not more often than monthly. After approving the Invoice Voucher and Project Status Report, COMMERCE shall promptly remit a warrant to the GRANTEE. Payment shall be considered timely if made by COMMERCE within 30 calendar days after receipt of properly completed invoices. Payment shall be sent to the address designated by the GRANTEE.

Notwithstanding the foregoing, COMMERCE may, in its sole discretion, holdback up to the final 10% of grant funds until the Project is complete and the facility has been issued a Certificate of Occupancy from the appropriate local permitting entity, or for projects without occupiable space, when comparable evidence of Project completion is submitted by GRANTEE. COMMERCE will hold back grant funds and shall not disburse such funds to the GRANTEE until the GRANTEE submits to COMMERCE a copy of the issued Certificate of Occupancy or other COMMERCE-approved evidence of completion. The evidence of completion must be submitted with GRANTEE's final request for reimbursement.

10. CLOSEOUT CERTIFICATION

COMMERCE shall complete and send a Grant Closeout Correspondence when:

- A.** All activities identified in the Scope of Work shown on Attachment A are complete and the Project is useable to the public for the purpose intended by the Washington State Legislature, or
- B.** When final payment is made and GRANTEE has certified that the Project will be completed, and the public benefit described will be maintained for the term of the Commitment Period as defined in Special Terms and Conditions Section 6(B).

The GRANTEE shall respond to confirm receipt of the Grant Closeout Correspondence when there are grant funds remaining at closeout that will be de-obligated.

Notwithstanding anything in A. or B. above, the right of COMMERCE to recapture funds or seek other remedies for failure to make the Project usable to the public shall survive the closeout or termination of this Grant Agreement.

COMMERCE reserves the right to request additional information related to the Project.

11. INSURANCE

A. Insurance Requirements for Reimbursable Activities

The GRANTEE must have insurance coverage that is substantially similar to the coverage described in Section 11(B) below for all periods in which GRANTEE performed work for which it will seek reimbursement. The intent of the required insurance is to protect the State of Washington should there be any Claims, suits, actions, costs, damages, or expenses arising from any loss or negligent or intentional act or omission of the GRANTEE or subgrantee/subcontractor, or agents of either, while performing under the terms of this Grant Agreement.

B. Additional Insurance Requirements During the Term of the Grant Agreement

- i.** The GRANTEE shall provide proof to COMMERCE of insurance coverage that shall be maintained in full force and effect, as indicated below, and shall submit renewal certificates not less than 30 calendar days prior to expiration of each policy required under this Section:
 - a. **Commercial General Liability Insurance Policy.**** Provide a Commercial General Liability Insurance Policy, including contractual liability, written on an occurrence basis, in adequate quantity to protect against legal liability arising out of or related to this Grant Agreement but in no less than \$1,000,000 per occurrence. Additionally, the GRANTEE is responsible for ensuring that any subgrantee/subcontractor provide adequate insurance coverage for the activities arising out of or related to subgrants/subcontracts (if any).

Commercial General Liability Insurance coverage shall be maintained in full force and effect during the term of this Grant Agreement and throughout the Commitment Period as defined in Special Terms and Conditions Section 6(B).

b. Property Insurance. The GRANTEE shall keep the property insured in an amount sufficient to permit such insurance to be written at all times on a replacement cost basis. Such insurance shall cover the following hazards, as applicable:

1. Loss or damage by fire and such other risks;
2. Loss or damage from leakage or sprinkler systems now or hereafter installed in any building on the premises;
3. Loss or damage by explosion of steam boilers, pressure vessels, oil or gasoline storage tanks, or similar apparatus now or hereafter installed in a building or building on the premises.

This property insurance coverage must be maintained in full force and effect throughout the term of this Grant Agreement and the Commitment Period as defined in Special Terms and Conditions Section 6(B).

c. Professional Liability, Errors, and Omissions Insurance. If GRANTEE will be providing any professional services to be reimbursed under this Grant Agreement, the GRANTEE shall maintain Professional Liability or Errors and Omissions Insurance with minimum limits of no less than \$1,000,000 per occurrence to cover all activities by the GRANTEE and licensed staff employed or under contract to the GRANTEE. The State of Washington, the Department of Commerce, its agents, officers, and employees need not be named as additional insureds under this policy. This insurance must be maintained throughout the term of the Grant Agreement and the Commitment Period as defined in Special Terms and Conditions Section 6(B). GRANTEE shall require that any subgrantees/subcontractors providing professional services that are reimbursable under this Grant Agreement maintain Professional Liability or Errors and Omissions Insurance at the coverage levels set forth in this subsection.

d. Fidelity Insurance. Every officer, director, employee, or agent who is authorized to act on behalf of the GRANTEE for the purpose of receiving or depositing funds into program accounts or issuing financial documents, checks, or other instruments of payment for program costs shall be insured to provide protection against loss where:

1. The amount of fidelity coverage secured pursuant to this Grant Agreement shall be \$2,000,000 or the highest of planned reimbursement for the Grant Agreement period, whichever is lower. Fidelity insurance secured pursuant to this paragraph shall name the State of Washington, the Department of Commerce, its agents, officers, and employees as beneficiary.
2. Subgrantees/subcontractors that receive \$10,000 or more per year in funding through this Grant Agreement shall secure fidelity insurance as noted above. Fidelity insurance secured by subgrantees/subcontractors pursuant to this paragraph shall name the GRANTEE and the GRANTEE's fiscal agent (if any) as beneficiary.
3. Fidelity Insurance coverage shall be maintained in full force and effect from the start date of this Grant Agreement until GRANTEE has submitted a Closeout Certification Form, subject to the following: Fidelity Insurance must be issued on either (a) a "loss sustained" basis; or (b) if issued on a "loss-discovered" basis, provide coverage for at least 6 months following the date of COMMERCE's receipt of the Closeout Certification Form.
4. Fidelity Insurance for Organizations with No Employees.

Notwithstanding Special Term and Condition 11(B)(4), the requirement for fidelity insurance described in that term is hereby waived as long as the GRANTEE does not

have any employees (including, but not limited to, volunteers, work-study placements, and interns).

- ii. The insurance required shall be issued by an insurance company authorized to do business within the State of Washington. Except as otherwise set forth in this Section, each insurance policy shall name “the State of Washington Department of Commerce, its agents, officers, and employees” as additional insureds on all policies. All policies shall be primary to any other valid and collectable insurance. The GRANTEE shall instruct the insurers to give COMMERCE 30 calendar days’ advance notice of any insurance cancellation or modification.
- iii. The GRANTEE shall submit to COMMERCE within 15 calendar days of the Grant Agreement start date, a certificate of insurance which outlines the coverage and limits defined in this insurance section including, without limitation, the type of insurance coverage under the policy, the designated beneficiary, who is covered, the amounts, the period of coverage, and that COMMERCE will be provided 30 days’ advance written notice of cancellation. During the term of the Grant Agreement, the GRANTEE shall submit renewal certificates not less than 30 calendar days prior to expiration of each policy required under this Section. Additionally, GRANTEE shall provide copies of insurance instruments or certifications, at COMMERCE’s request and until six (6) months after COMMERCE has received a Closeout Certification Form from GRANTEE. Copies of such insurance instruments and certifications will be provided within 15 calendar days of COMMERCE’s request unless otherwise agreed to by the parties.

iv. GRANTEES and Local Governments that Participate in a Self-Insurance Program.

Self-Insured/Liability Pool or Self-Insured Risk Management Program – With prior approval from COMMERCE, the GRANTEE may provide the coverage above under a self-insured/liability pool or self-insured risk management program. In order to obtain permission from COMMERCE, the GRANTEE shall provide: (1) a description of its self-insurance program, and (2) a certificate and/or letter of coverage that outlines coverage limits and deductibles. All self-insured risk management programs or self-insured/liability pool financial reports must comply with Generally Accepted Accounting Principles (GAAP) and adhere to accounting standards promulgated by 1) Governmental Accounting Standards Board (GASB), 2) Financial Accounting Standards Board (FASB), and 3) the Washington State Auditor’s annual instructions for financial reporting. GRANTEE’s participating in joint risk pools shall maintain sufficient documentation to support the aggregate claim liability information reported on the balance sheet. The State of Washington, the Department of Commerce, its agents, and employees need not be named as additional insured under a self-insured property/liability pool, if the pool is prohibited from naming third parties as additional insured.

GRANTEE shall provide annually to COMMERCE a summary of coverages and a letter of self- insurance, evidencing continued coverage under GRANTEE’s self-insured/liability pool or self-insured risk management program. Such annual summary of coverage and letter of self-insurance will be provided on the anniversary of the start date of this Grant Agreement.

12. ORDER OF PRECEDENCE

In the event of an inconsistency in this Grant Agreement, the inconsistency shall be resolved by giving precedence in the following order:

- 1) Applicable federal and State of Washington statutes and regulations
- 2) Special Terms and Conditions
- 3) General Terms and Conditions
- 4) Attachment A – Scope of Work
- 5) Attachment B – Project Budget
- 6) Attachment C – Certification of the Availability of Funds to Complete the Project

- 7) Attachment D – Certification of the Payment and Reporting of Prevailing Wages
- 8) Attachment E – Certification of Intent to Enter the Leadership in Energy and Environmental Design (LEED) Certification Process
- 9) Application as submitted by the GRANTEE for funding
- 10) Notice of Funding Availability

Program Guidelines, as revised. GRANTEE acknowledges that the Program Guidelines may be revised by COMMERCE from time to time and agrees that the most recent version of the Guidelines shall be applicable. COMMERCE will post notice on its website <https://www.commerce.wa.gov/building-infrastructure/capital-facilities/> drawing attention to the sections of the Guidelines that have been revised.

13. REDUCTION IN FUNDS

In the event that funds appropriated for the Project contemplated under this Grant Agreement are withdrawn, reduced, or limited in any way by the Governor or the Washington State Legislature, or other funding source, during the Grant Agreement period, the parties understand and agree that COMMERCE may suspend, amend, or terminate the Grant Agreement to abide by the revised funding limitations. The parties understand and agree that GRANTEE shall be bound by any such revised funding limitations as implemented at the discretion of COMMERCE and shall meet and renegotiate the Grant Agreement accordingly.

14. REAPPROPRIATION

- A. The parties hereto understand and agree that any State funds not expended by the End Date listed on the Face Sheet will lapse on that date unless specifically reappropriated by the Washington State Legislature. If funds are so reappropriated, the State's obligation under the terms of this Grant Agreement shall be contingent upon the terms of such reappropriation.
- B. In the event any funds awarded under this Grant Agreement are reappropriated for use in a future biennium, COMMERCE reserves the right to assign a reasonable share of any such reappropriation for administrative costs.

15. OWNERSHIP OF PROJECT/CAPITAL FACILITIES

COMMERCE makes no claim to any real property improved or constructed with funds awarded under this Grant Agreement and does not assert and will not acquire any ownership interest in or title to the capital facilities and/or equipment constructed or purchased with state funds under this Grant Agreement; **provided, however, that** COMMERCE may be granted a security interest in real property to secure funds awarded under this Grant Agreement. This provision does not extend to Claims that COMMERCE may bring against the GRANTEE in recapturing funds expended in violation of this Grant Agreement.

16. CHANGE OF OWNERSHIP OR USE FOR GRANTEE-OWNED PROPERTY

- A. The GRANTEE understands and agrees that any and all real property or facilities owned by the GRANTEE that are acquired, constructed, or otherwise improved using state funds under this Grant Agreement shall be held and used by the GRANTEE for the purpose or purposes stated elsewhere in this Grant Agreement for the Commitment Period as defined in Special Terms and Conditions Section 6(B).
- B. This provision shall not be construed to prohibit the GRANTEE from selling any property or properties described in this Section; **provided, however, that** any such sale shall be subject to prior review and approval by COMMERCE and that all proceeds from such sale shall be applied to the purchase price of a different facility or facilities of equal or greater value than the original facility and that any such new facility or facilities will be used for the purpose or purposes stated elsewhere in this Grant Agreement.
- C. In the event the GRANTEE is found to be out of compliance with this Section, the GRANTEE shall repay to the state general fund or state building construction account, as determined solely

by COMMERCE, pursuant to General Terms and Conditions Section 34, the principal amount of the funds disbursed under the Grant Agreement, along with interest at the rate of the higher of: (i) five percent (5%) per annum, or (ii) the rate of interest of state of Washington general obligation bonds issued on the date most close in time to the effective date in which legislation authorized funding for the subject facility. Repayment shall be made pursuant to General Terms and Conditions Section 34 (Recapture). This repayment is in addition to any other remedies available at law or in equity.

17. CHANGE OF USE FOR LEASED PROPERTY PERFORMANCE MEASURE

- A.** The GRANTEE understands and agrees that any and all real property or facilities leased by the GRANTEE that are constructed, renovated, or otherwise improved using state funds under this Grant Agreement shall be used by the GRANTEE for the purpose or purposes stated elsewhere in this Grant Agreement for a period of the Commitment Period as defined in Special Terms and Conditions Section 6(B).
- B.** In the event the GRANTEE is found to be out of compliance with this Section, the GRANTEE shall repay to the state general fund or state building construction account, as determined solely by COMMERCE, pursuant to General Terms and Conditions Section 34, the principal amount of the funds disbursed under the Grant Agreement, along with interest at the rate of the higher of: (i) five percent (5%) per annum, or (ii) the rate of interest of state of Washington general obligation bonds issued on the date most close in time to the effective date in which legislation authorized funding for the subject facility. Repayment shall be made pursuant to General Terms and Conditions Section 34 (Recapture). This repayment is in addition to any other remedies available at law or in equity.

18. MODIFICATION TO THE PROJECT BUDGET

- A.** Notwithstanding any other provision of this Grant Agreement, the GRANTEE may, its discretion, make modifications to Grant Amounts associated with line item(s) in Attachment B (Project Budget) that will not increase the Grant Amounts associated with line item(s) by more than 20%.
- B.** The GRANTEE shall notify COMMERCE in writing by email when proposing any budget modification or modifications to a line item in Attachment B (Project Budget) that would increase the Grant Amounts associated with line item(s) by more than 20%. Conversely, COMMERCE may initiate the budget modification approval process if presented with a request for payment under this Grant Agreement that would cause one or more budget line items to exceed the 20% threshold increase described above.
- C.** Any such budget modification or modifications as described above shall require the written approval of COMMERCE by email, and such written approval shall amend the Project Budget. Each party to this Grant Agreement will retain and make any and all documents related to such budget modifications a part of their respective Grant Agreement file.
- D.** Nothing in this Section shall be construed to permit an increase in the amount of funds available for the Project, as set forth in Special Terms and Conditions Section 2 (Compensation) of this Grant Agreement.

19. SIGNAGE, MARKERS AND PUBLICATIONS

- A. Taxpayers of Washington State as participant in funding Project**
If, during the period covered by this Grant Agreement, the GRANTEE displays or circulates any communication, publication, or donor recognition identifying the financial participants in the Project, any such communication or publication must identify "The Taxpayers of Washington State" as a participant.
- B. Ensure coordinated Climate Commitment Act branding.**
If Climate Commitment Act funding is involved in this Grant Agreement, then the following provisions apply to GRANTEE and its subgrantees/subcontractors including, without limitation,

any and all contractors, subgrantees/subcontractors, service providers, and others who assist GRANTEE in implementing the Project in order to strengthen public awareness of how CCA funding is used and to ensure consistent branding and funding acknowledgments:

- i. Funding source acknowledgement. - The GRANTEE must display or circulate in any and all communications including, without limitation, on websites and in announcements, press releases, and publications used for media-related activities, publicity, and public outreach that: "This project is supported with funding from Washington's Climate Commitment Act. The CCA supports Washington's climate action efforts by putting cap-and-invest dollars to work reducing climate pollution, creating jobs, and improving public health. Information about the CCA is available at www.climate.wa.gov."
- ii. Include the "Climate Commitment Act" logo at climate.wa.gov/brandtoolkit, consistent with the branding guidelines posted at climate.wa.gov/brandtoolkit for:
 - a. any Project website or webpage that includes logos from other funding partners; and/or
 - b. any Project media or public information materials that include logos from other funding partners; and/or
 - c. On-site signage, to the extent possible. By way of example only, this means that for consumer-related projects or programs, a decal may be placed on front of installed heat pump or a logo printed on a delivery tag.
- iii. The GRANTEE is responsible for ensuring that its subgrantees/subcontractors comply with Section 19(B).

20. HISTORICAL AND CULTURAL ARTIFACTS

Prior to approval and disbursement of any funds awarded under this Grant Agreement, GRANTEE shall cooperate with COMMERCE to complete the requirements of Governor's Executive Order 21-02 or GRANTEE shall complete a review under Section 106 of the National Historic Preservation Act, if applicable. GRANTEE agrees that the GRANTEE is legally and financially responsible for compliance with all laws, regulations, and agreements related to the preservation of historical or cultural resources and agrees to hold harmless COMMERCE and the State of Washington in relation to any claim related to such historical or cultural resources discovered, disturbed, or damaged as a result of the Project funded by this Grant Agreement.

In addition to the requirements set forth in this Grant Agreement, GRANTEE shall, in accordance with Governor's Executive Order 21-02 as applicable, coordinate with COMMERCE and the Washington State Department of Archaeology and Historic Preservation (DAHP), including any recommended consultation with any affected tribe(s), during Project design and prior to construction to determine the existence of any tribal cultural resources affected by Project. GRANTEE agrees to avoid, minimize, or mitigate impacts to the cultural resource as a continuing prerequisite to receipt of funds under this Grant Agreement.

The GRANTEE agrees that, unless the GRANTEE is proceeding under an approved historical and cultural monitoring plan or other memorandum of agreement, if historical or cultural artifacts are discovered during construction, the GRANTEE shall immediately stop construction and notify the local historical preservation officer and the State's historical preservation officer at DAHP, and the COMMERCE Representative identified on the Face Sheet. If human remains are uncovered, the GRANTEE shall report the presence and location of the remains to the coroner and local enforcement immediately, then contact DAHP and the concerned tribe's cultural staff or committee.

The GRANTEE shall require this provision to be contained in all subgrants/subcontracts for work or services related to the Project described in Attachment A (Scope of Work).

In addition to the requirements set forth in this Grant Agreement, GRANTEE agrees to comply with RCW 27.44 regarding Indian Graves and Records, RCW 27.53 regarding Archaeological Sites and Resources, RCW 68.60 regarding Abandoned and Historic Cemeteries and Historic Graves, and WAC 25-48 regarding Archaeological Excavation and Removal Permits.

Completion of the requirements of Section 106 of the National Historic Preservation Act shall substitute for completion of Governor's Executive Order 21-02.

In the event that the GRANTEE finds it necessary to amend the Project described in Attachment A (Scope of Work), the GRANTEE may be required to re-comply with Governor's Executive Order 21-02 or Section 106 of the National Historic Preservation Act.

21. TERMINATION FOR FRAUD OR MISREPRESENTATION

In the event the GRANTEE commits fraud or makes any misrepresentation in connection with the grant application or during the performance of this Grant Agreement, COMMERCE reserves the right to terminate or amend this Grant Agreement, accordingly, including the right to recapture all funds disbursed to the GRANTEE under the Grant Agreement.

22. FRAUD AND OTHER LOSS REPORTING

GRANTEE shall report in writing all known or suspected fraud or other loss of any funds or other property furnished under this Grant Agreement immediately or as soon as practicable to the COMMERCE Representative identified on the Face Sheet.

23. PUBLIC RECORDS ACT

Notwithstanding General Terms and Conditions Section 13 (Confidentiality/Safeguarding of Information), COMMERCE is a public agency subject to the Public Records Act, RCW 42.56 (PRA). Under the PRA, all materials relating to the conduct of government or the performance of any governmental or proprietary function prepared, owned, used, or retained by COMMERCE or its functional equivalents are considered public records. The PRA requires that public records responsive to a public records request be promptly produced unless the PRA or an "other statute" exempts such records from production. This Grant Agreement is not intended to alter COMMERCE's obligations under the PRA. The parties agree that if COMMERCE receives a public records request for files that may include confidential information under General Terms and Conditions Section 13 (Confidentiality/Safeguarding of Information), COMMERCE may notify the other party of the request and of the date that the records will be released to the requester unless GRANTEE obtains a court order enjoining disclosure. If the GRANTEE fails to obtain the court order enjoining disclosure, COMMERCE may release the requested information on the date specified. If the GRANTEE obtains a court order from a court of competent jurisdiction enjoining disclosure pursuant to the PRA, COMMERCE shall maintain the confidentiality of the information per the court order.

24. APPLICABILITY OF COPYRIGHT PROVISIONS TO ARCHITECTURAL/ENGINEERING DESIGN WORK

General Terms and Conditions Section 16 (Copyright Provisions) are not intended to apply to any architectural and engineering design work funded by this Grant Agreement.

25. TREATMENT OF ASSETS

Title to all property furnished by COMMERCE shall remain in COMMERCE. General Terms and Conditions Section 47 (Treatment of Assets) is superseded by this provision.

GENERAL TERMS AND CONDITIONS

GENERAL GRANT STATE FUNDS

1. DEFINITIONS

As used throughout this Grant Agreement, the following terms shall have the meaning set forth below:

- A. "Authorized Representative" shall mean the Director and/or the designee authorized in writing to act on the Director's behalf.
- B. "Claim" shall mean any and all claims, losses, costs, damage, expenses, liabilities, liens, actions, causes of action (whether in tort or contract, law or equity, or otherwise), and attorneys' fees and costs.
- C. "COMMERCE" shall mean the Washington State Department of Commerce.
- D. "Grant Agreement" shall mean the entire written agreement between COMMERCE and the GRANTEE, including any attachments, exhibits, documents, or materials incorporated by reference, and any amendments executed by the parties.
- E. "GRANTEE" shall mean the entity identified on the Face Sheet performing service(s) under this Grant Agreement and shall include all employees and agents of the GRANTEE.
- F. "Personal Information" shall mean information identifiable to any person, including, but not limited to, information that relates to a person's name, health, finances, education, business, use, or receipt of governmental services or other activities, addresses, telephone numbers, social security numbers, driver license numbers, other identifying numbers, and any financial identifiers.
- G. "State" shall mean the State of Washington.
- H. "Subgrantee/subcontractor" shall mean one not in the employment of the GRANTEE, who is performing all or part of those services under this Grant Agreement under a separate subcontract or subgrant with the GRANTEE. The term "subgrantee/subcontractor" refers to subgrantees/subcontractors of any tier.

2. ACCESS TO DATA

In compliance with RCW 39.26.180, the GRANTEE shall provide access to data generated under this Grant Agreement to COMMERCE, the Joint Legislative Audit and Review Committee, and the Office of the State Auditor at no additional cost. This includes access to all information that supports the findings, conclusions, and recommendations of the GRANTEE's reports, including computer models and the methodology for those models.

3. ADVANCE PAYMENTS PROHIBITED

No payments in advance of or in anticipation of goods or services to be provided under this Grant Agreement shall be made by COMMERCE.

4. ALL WRITINGS CONTAINED HEREIN

This Grant Agreement contains all the terms and conditions agreed upon by the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties. No other understandings, oral or otherwise, regarding the subject matter of this Grant Agreement shall be deemed to exist or to bind any of the parties hereto.

5. ALLOWABLE COSTS

Costs allowable under this Grant Agreement are actual expenditures according to an approved budget up to the maximum amount stated on the Grant Agreement Award or Amendment Face Sheet.

6. AMENDMENTS

This Grant Agreement may be amended by mutual agreement of the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties. No other understandings, oral or otherwise, regarding the subject matter of this Grant Agreement shall be deemed to exist or to bind any of the parties hereto.

7. AMERICANS WITH DISABILITIES ACT (ADA) OF 1990, PUBLIC LAW 101-336, ALSO REFERRED TO AS THE “ADA” 28 CFR PART 35

The GRANTEE must comply with the ADA, which provides comprehensive civil rights protection to individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications.

8. ASSIGNMENT

Neither this Grant Agreement nor any Claim arising under this Grant Agreement, shall be transferred or assigned by the GRANTEE without prior written consent of COMMERCE.

9. ATTORNEYS’ FEES

Unless expressly permitted under another provision of the Grant Agreement, in the event of litigation or other action brought to enforce Grant Agreement terms, each party agrees to bear its own attorneys’ fees and costs.

10. AUDIT

A. General Requirements

COMMERCE reserves the right to require an audit. If required, GRANTEEs are required to procure audit services, at the request of COMMERCE, and provide documentation of the audit to COMMERCE based on the following guidelines.

The GRANTEE shall maintain its records and accounts so as to facilitate audits and shall ensure that subgrantees/subcontractors also maintain auditable records.

The GRANTEE is responsible for any audit exceptions incurred by its own organization or that of its subgrantees/subcontractors.

COMMERCE reserves the right to recover from the GRANTEE all disallowed costs resulting from the audit.

Responses to any unresolved management findings and disallowed or questioned costs shall be included with the audit report. The GRANTEE must respond to COMMERCE requests for information or corrective action concerning audit issues within 30 calendar days of the date of request.

B. State Funds Requirements

In the event an audit is required, if the GRANTEE is a state or local government entity, the Office of the State Auditor shall conduct the audit. Audits of non-profit organizations are to be conducted by a qualified certified public accountant.

The GRANTEE shall include the above audit requirements in any and all subgrants or subcontracts.

In any case, the GRANTEE's records must be available for review by COMMERCE at any time during the Commitment Period as defined in Special Terms and Conditions Section 6(B).

C. Documentation Requirements

The GRANTEE must send a copy of the audit report described above no later than 9 months after the end of the GRANTEE's fiscal year(s) by sending a scanned copy to comacctoffice@commerce.wa.gov or a hard copy to:

Washington State Department of Commerce
ATTN: Audit Review and Resolution Office
1011 Plum Street SE
PO Box 42525
Olympia, WA 98504-2525

In addition to sending a copy of the audit, when applicable, the GRANTEE must include:

- i. Corrective action plan for audit findings within three (3) months of the audit being received by COMMERCE; and
- ii. Copy of the Management Letter.

If the GRANTEE is required to obtain a single audit consistent with Circular A-133 requirements, a copy must be provided to COMMERCE; no other report is required.

11. BREACHES OF OTHER STATE CONTRACTS

GRANTEE is expected to comply with all other contracts and grant agreements executed between GRANTEE and the State of Washington. A breach of any other contract or grant agreement entered into between GRANTEE and the State of Washington may, in COMMERCE's sole discretion, be deemed a breach of this Grant Agreement.

12. CODE REQUIREMENTS

All construction and rehabilitation projects must satisfy the requirements of applicable local, state, and federal building, mechanical, plumbing, fire, energy and barrier-free codes. Compliance with the Americans with Disabilities Act of 1990 28 C.F.R. Part 35 will be required, as specified by the local building Department.

13. CONFIDENTIALITY/SAFEGUARDING OF INFORMATION

A. "Confidential Information" as used in this Section includes:

- i. All material provided to the GRANTEE by COMMERCE that is designated as "confidential" by COMMERCE; and
- ii. All material produced by the GRANTEE that is designated as "confidential" by COMMERCE; and
- iii. All Personal Information in the possession of the GRANTEE that may not be disclosed under state or federal law.

B. The GRANTEE shall comply with all state and federal laws related to the use, sharing, transfer, sale, or disclosure of Confidential Information. The GRANTEE shall use Confidential Information solely for the purposes of this Grant Agreement and shall not use, share, transfer, sell, or disclose any Confidential Information to any third party except with the prior written consent of

COMMERCE or as may be required by law. The GRANTEE shall take all necessary steps to assure that Confidential Information is safeguarded to prevent unauthorized use, sharing, transfer, sale, or disclosure of Confidential Information or violation of any related state or federal laws. Upon request, the GRANTEE shall provide COMMERCE with its policies and procedures on confidentiality. COMMERCE may require changes to such policies and procedures as they apply to this Grant Agreement whenever COMMERCE reasonably determines that changes are necessary to prevent unauthorized disclosures. The GRANTEE shall make the changes within the time period specified by COMMERCE. Upon request, the GRANTEE shall immediately return to COMMERCE any Confidential Information that COMMERCE reasonably determines has not been adequately protected by the GRANTEE against unauthorized disclosure.

- C. Unauthorized Use or Disclosure. The GRANTEE shall notify COMMERCE within 5 working days of GRANTEE's discovery of any unauthorized use or disclosure of any confidential information and shall take necessary steps to mitigate the harmful effects of such use or disclosure.

14. CONFORMANCE

If any provision of this Grant Agreement violates any statute or rule of law of the State of Washington, it is considered modified to conform to that statute or rule of law.

15. CONFLICT OF INTEREST

Notwithstanding any determination by the Executive Ethics Board or other tribunal, COMMERCE may, in its sole discretion, by written notice to the GRANTEE terminate this Grant Agreement if it is found after due notice and examination by COMMERCE that there is a violation of the Ethics in Public Service Act, RCW 42.52 and RCW 42.23, or any similar statute involving the GRANTEE in the procurement of, or performance under, this Grant Agreement.

Specific restrictions apply to contracting with current or former state employees pursuant to RCW 42.52. The GRANTEE and all subgrantees/subcontractors (if any) must identify any person employed in any capacity by the State of Washington that worked on this Grant Agreement, or any matter related to the Project funded under this Grant Agreement or any other state funded project, including, but not limited to, formulating or drafting legislation, participating in grant procurement, planning and execution, awarding grants, or monitoring grants, during the 24 month period preceding the start date of this Grant Agreement. Any person identified by the GRANTEE and their subgrantees/subcontractors (if any) must be identified individually by name, the agency previously or currently employed by, job title or position held, and separation date. If it is determined by COMMERCE that a conflict of interest exists, the GRANTEE may be disqualified from further consideration for the award of a grant.

In the event this Grant Agreement is terminated as provided above, COMMERCE shall be entitled to pursue the same remedies against the GRANTEE as it could pursue in the event of a breach of the Grant Agreement by the GRANTEE. The rights and remedies of COMMERCE provided for in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law. The existence of facts upon which COMMERCE makes any determination under this clause shall be an issue and may be reviewed as provided in Section 18 General Terms and Conditions (Disputes) of this Grant Agreement.

16. COPYRIGHT PROVISIONS

Unless otherwise provided, all Materials produced under this Grant Agreement shall be considered "works for hire" as defined by the U.S. Copyright Act and shall be owned by COMMERCE. COMMERCE shall be considered the author of such Materials. In the event that the Materials are not considered "works for hire" under the U.S. Copyright laws, the GRANTEE hereby irrevocably assigns

all right, title, and interest in all Materials, including all intellectual property rights, moral rights, and rights of publicity to COMMERCE effective from the moment of creation of such Materials.

“Materials” means all items in any format and includes, but is not limited to, data, reports, documents, pamphlets, advertisements, books, magazines, surveys, studies, computer programs, films, tapes, and/or sound reproductions. “Ownership” includes the right to copyright, patent, and register as well as the ability to transfer these rights.

For Materials that are delivered under the Grant Agreement, but that incorporate pre-existing materials not produced under the Grant Agreement, the GRANTEE grants to COMMERCE a nonexclusive, royalty-free, irrevocable license (with rights to sublicense to others) in such Materials to translate, reproduce, distribute, prepare derivative works, publicly perform, and publicly display. The GRANTEE warrants and represents that the GRANTEE has all rights and permissions, including intellectual property rights, moral rights, and rights of publicity, necessary to grant such a license to COMMERCE.

The GRANTEE shall exert all reasonable effort to advise COMMERCE, at the time of delivery of Materials furnished under this Grant Agreement, of all known or potential invasions of privacy contained therein and of any portion of such document which was not produced in the performance of this Grant Agreement. The GRANTEE shall provide COMMERCE with prompt written notice of each notice or claim of infringement received by the GRANTEE with respect to any Materials delivered under this Grant Agreement. COMMERCE shall have the right to modify or remove any restrictive markings placed upon the Materials by the GRANTEE.

17. DISALLOWED COSTS

The GRANTEE is responsible for any audit exceptions or disallowed costs incurred by its own organization or that of its subgrantees/subcontractors.

18. DISPUTES

Except as otherwise provided in this Grant Agreement, when a dispute arises between the parties and it cannot be resolved by direct negotiation, either party may request a dispute hearing with the Director of COMMERCE, who may designate a neutral person to decide the dispute.

The request for a dispute hearing must:

- i. be in writing;
- ii. state the disputed issues;
- iii. state the relative positions of the parties;
- iv. state the GRANTEE's name, address, and Grant Agreement number; and
- v. be mailed to the Director and the other party's (respondent's) Grant Agreement Representative within 3 working days after the parties agree that they cannot resolve the dispute.

The respondent shall send a written answer to the requestor's statement to both the Director or the Director's designee and the requestor within five (5) working days.

The Director or designee shall review the written statements and reply in writing to both parties within 10 working days. The Director or designee may extend this period if necessary by notifying the parties.

The decision shall not be admissible in any succeeding judicial or quasi-judicial proceeding.

The parties agree that this dispute process shall precede any action in a judicial or quasi-judicial tribunal.

Nothing in this Grant Agreement shall be construed to limit the parties' choice of a mutually acceptable alternate dispute resolution (ADR) method in addition to the dispute hearing procedure outlined above.

19. DUPLICATE PAYMENT

COMMERCE shall not pay the GRANTEE, if the GRANTEE has charged or will charge the State of Washington or any other party under any other grant, subgrant/subcontract, contract, or agreement, for the same services or expenses. The GRANTEE certifies that work to be performed under this Grant Agreement does not duplicate any work to be charged against any other grant, subgrant/subcontract, contract, or agreement.

20. GOVERNING LAW AND VENUE

This Grant Agreement shall be construed and interpreted in accordance with the laws of the State of Washington, and the venue of any action brought hereunder shall be in the Superior Court for Thurston County.

21. INDEMNIFICATION

To the fullest extent permitted by law, the GRANTEE shall indemnify, defend, and hold harmless the State of Washington, COMMERCE, agencies of the State, and all officials, agents, employees, and representatives of the State, from and against all Claims for injuries or death arising out of or resulting from the performance of the Grant Agreement.

The GRANTEE'S obligation to indemnify, defend, and hold harmless includes any Claim by any and all of GRANTEE'S agents, employees, representatives, and/or subgrantee(s)/subcontractor(s) (and their agents, employees, and representatives, to the extent that GRANTEE is using any subgrantee/subcontractor for the Project).

The GRANTEE'S obligations shall not include such Claims that may be caused by the sole negligence of the State and its agencies, officials, agents, and/or employees. If the Claims or damages are caused by or result from the concurrent negligence of (a) the State, its agents, and/or employees and (b) the GRANTEE, its subgrantees/subcontractors, agents, and/or employees, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the GRANTEE (and/or its subgrantees/subcontractors) and their agents, officers, representatives, and/or employees.

The GRANTEE waives its immunity under RCW 51 to the extent it is required to indemnify, defend, and hold harmless the State and its agencies, officers, agents, and/or employees.

22. INDEPENDENT CAPACITY OF THE GRANTEE

The parties intend that an independent contractor relationship will be created by this Grant Agreement. The GRANTEE and its employees, officers, representatives, and/or agents performing under this Grant Agreement are not employees or agents of the State of Washington or COMMERCE. The GRANTEE will not hold itself out as or claim to be an officer or employee of COMMERCE or of the State of Washington by reason hereof, nor will the GRANTEE make any claim of right, privilege, or benefit which would accrue to such officer or employee under law. Conduct and control of the work associated with the Project will be solely with the GRANTEE.

23. INDUSTRIAL INSURANCE COVERAGE

The GRANTEE shall comply with all applicable provisions of RCW 51 (Industrial Insurance). If the GRANTEE fails to provide industrial insurance coverage or fails to pay premiums or penalties on behalf of its employees as may be required by law, COMMERCE may collect from the GRANTEE the full amount payable to the Industrial Insurance Accident Fund. COMMERCE may deduct the amount owed by the GRANTEE to the accident fund from the amount payable to the GRANTEE by COMMERCE under this Grant Agreement and transmit the deducted amount to the Department of Labor and Industries (L&I) Division of Insurance Services. This provision does not waive any of L&I's rights to collect from the GRANTEE.

24. LAWS

The GRANTEE shall comply with all applicable laws, ordinances, codes, regulations, and policies of local and state and federal governments, as now or hereafter amended.

25. LICENSING, ACCREDITATION, AND REGISTRATION

The GRANTEE shall comply with all applicable local, state, and federal licensing, accreditation, and registration requirements or standards necessary for the performance of this Grant Agreement.

26. LIMITATION OF AUTHORITY

Only the Authorized Representative or Authorized Representative's delegate by writing (delegation to be made prior to action) shall have the express, implied, or apparent authority to enter, alter, amend, modify, or waive any clause or condition of this Grant Agreement. Furthermore, any alteration, amendment, modification, or waiver of any clause or condition of this Grant Agreement is not effective or binding unless made in writing and signed by the Authorized Representative.

27. LOCAL PUBLIC TRANSPORTATION COORDINATION

Where applicable, GRANTEE shall participate in local public transportation forums and implement strategies designed to ensure access to services.

28. NONCOMPLIANCE WITH NONDISCRIMINATION LAWS

- A.** During the performance of this Grant Agreement, the GRANTEE, including any subgrantee/subcontractor, shall comply with all federal, state, and local nondiscrimination laws, regulations, and policies including, but not be limited to, not discriminate on the bases enumerated at RCW 49.60.530(3). In addition, GRANTEE, including any subcontractor, shall give written notice of this nondiscrimination requirement to any labor organizations with which GRANTEE, or subgrantee/subcontractor, has a collective bargaining or other agreement. The funds provided under this Grant Agreement shall not be used to fund religious worship, exercise, or instruction. No person shall be required to participate in any religious worship, exercise, or instruction in order to have access to the facilities funded by this Grant Agreement.
- B. Obligation to Cooperate.** GRANTEE, including any subcontractor, shall cooperate and comply with any Washington state agency investigation regarding any allegation that GRANTEE, including any subgrantee/subcontractor, has engaged in discrimination prohibited by this Grant Agreement pursuant to RCW 49.60.530(3).
- C. Default.** Notwithstanding any provision to the contrary, COMMERCE may suspend GRANTEE, including any subgrantee/subcontractor, upon notice of a failure to participate and cooperate with any state agency investigation into alleged discrimination prohibited by this Grant Agreement, pursuant to RCW 49.60.530(3). Any such suspension will remain in place until COMMERCE receives notification that GRANTEE, including any subgrantee/subcontractor, is cooperating with the investigating state agency. In the event GRANTEE, or subgrantee/subcontractor, is determined to have engaged in discrimination identified at RCW 49.60.530(3), COMMERCE may

terminate this Agreement in whole or in part, and GRANTEE, subgrantee/subcontractor, or both, may be referred for debarment as provided in RCW 39.26.200. GRANTEE or subgrantee/subcontractor may be given a reasonable time in which to cure this noncompliance, including implementing conditions consistent with any court-ordered injunctive relief or settlement agreement.

29. PAY EQUITY

The GRANTEE agrees to ensure that “similarly employed” individuals in its workforce are compensated as equals, consistent with the following:

- A.** Employees are “similarly employed” if the individuals work for the same employer, the performance of the job requires comparable skill, effort, and responsibility, and the jobs are performed under similar working conditions. Job titles alone are not determinative of whether employees are similarly employed;
- B.** GRANTEE may allow differentials in compensation for its workers if the differentials are based in good faith and on any of the following:
 - i.** A seniority system; a merit system; a system that measures earnings by quantity or quality of production; a bona fide job-related factor or factors; or a bona fide regional difference in compensation levels; and/or
 - ii.** A bona fide job-related factor or factors may include, but not be limited to, education, training, or experience that is: Consistent with business necessity; not based on or derived from a gender-based differential; and accounts for the entire differential; and/or
 - iii.** A bona fide regional difference in compensation level must be: Consistent with business necessity; not based on or derived from a gender-based differential; and account for the entire differential.

This Grant Agreement may be terminated by COMMERCE, if COMMERCE or the Department of Enterprise Services determines that the GRANTEE is not in compliance with this Section.

30. POLITICAL ACTIVITIES

Political activity of GRANTEE employees and officers are limited by the Campaign Disclosure and Contribution provisions of RCW 42.17a and the Federal Hatch Act, 5 USC 1501 - 1508.

No funds may be used for working for or against ballot measures or for or against the candidacy of any person for public office.

31. PREVAILING WAGE LAW

The GRANTEE certifies that all subgrantees/subcontractors performing work on the Project shall comply with State Prevailing Wages on Public Works, RCW 39.12, as applicable to the Project funded by this Grant Agreement, including, but not limited to, the filing of the “Statement of Intent to Pay Prevailing Wages” and “Affidavit of Wages Paid” as required by RCW 39.12.040. The GRANTEE shall maintain records sufficient to evidence compliance with RCW 39.12 and shall make such records available for COMMERCE’s review upon request. The GRANTEE is advised to consult the Industrial Statistician at the Washington Department of Labor and Industries to determine whether prevailing wages must be paid. COMMERCE is not responsible for determining whether prevailing wage applies to this Project or for any prevailing wage payments that may be required by law.

32. PROHIBITION AGAINST PAYMENT OF BONUS OR COMMISSION

The funds provided under this Grant Agreement shall not be used in payment of any bonus or commission for the purpose of obtaining approval of the application for such funds or any other approval or concurrence under this Grant Agreement **provided, however, that** reasonable fees or bona fide technical consultant, managerial, or other such services, other than actual solicitation, are not hereby prohibited if otherwise eligible as Project costs.

33. PUBLICITY

The GRANTEE agrees not to publish or use any advertising or publicity materials in which the State of Washington or COMMERCE's name is mentioned, or language used from which the connection with the State of Washington's or COMMERCE's name may reasonably be inferred or implied, without the prior written consent of COMMERCE.

34. RECAPTURE

In the event that the GRANTEE fails to perform this Grant Agreement in accordance with state or federal laws, and/or the provisions of this Grant Agreement, COMMERCE reserves the right to recapture funds in an amount to compensate COMMERCE for the noncompliance (which may include all funds disbursed under the Grant Agreement, along with interest at the rate of the higher of: (i) five percent (5%) per annum, or (ii) the rate of interest of state of Washington general obligation bonds issued on the date most close in time to the effective date in which legislation authorized funding for the subject facility) in addition to any other remedies available at law or in equity.

COMMERCE's ability to recapture or seek remedies shall survive any receipt of a Closeout Certification Form or termination of this Grant Agreement.

Repayment by the GRANTEE of funds under this Section shall occur within the time period specified by COMMERCE. In the alternative, COMMERCE may recapture such funds from payments due under this Grant Agreement.

35. RECORDS MAINTENANCE

The GRANTEE shall maintain books, records, documents, data, and other evidence relating to this Grant Agreement and performance of the services described herein, including, but not limited to, accounting procedures and practices that sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Grant Agreement.

GRANTEE shall retain such records for a period of 6 years following the date of final payment. At no additional cost, these records, including materials generated under the Grant Agreement, shall be subject at all reasonable times to inspection, review, or audit by COMMERCE, personnel duly authorized by COMMERCE, the Office of the State Auditor, and federal and state officials so authorized by law, regulation, or agreement.

If any litigation, Claim, or audit is started before the expiration of the 6 year period, the records shall be retained until all litigation, Claims, or audit findings involving the records have been resolved.

36. REGISTRATION WITH DEPARTMENT OF REVENUE AND SECRETARY OF STATE

If required by law, the GRANTEE shall complete registration with the Washington State Department of Revenue. Nonprofit and for-profit businesses must also be registered with the Washington Secretary of State and current with all required filings.

37. RIGHT OF INSPECTION

At no additional cost, the GRANTEE shall provide right of access to its facilities to COMMERCE, or any of its officers, or to any other authorized agent or official of the State of Washington or the federal government, at all reasonable times, in order to monitor and evaluate performance, compliance, and/or quality assurance under this Grant Agreement. At no additional cost, the GRANTEE shall also provide any documents related to this Grant Agreement to COMMERCE upon request to assist COMMERCE in the periodic monitoring of this Grant Agreement.

38. SAVINGS

In the event funding from state, federal, or other sources is withdrawn, reduced, or limited in any way after the effective date of this Grant Agreement and prior to normal completion, COMMERCE may terminate the Grant Agreement under the "Termination for Convenience" clause, without the 10 calendar day notice requirement. In lieu of termination, the Grant Agreement may be amended to reflect the new funding limitations and conditions.

39. SEVERABILITY

The provisions of this Grant Agreement are intended to be severable. If any term or provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the Grant Agreement.

40. SITE SECURITY

While on COMMERCE premises, GRANTEE, its agents, employees, and/or subgrantees/subcontractors shall conform in all respects with physical, fire, and other security policies or regulations.

41. SUBGRANTING/SUBCONTRACTING

- A. GRANTEE must execute binding agreements with all subgrantees/subcontractors that will perform work under this Grant Agreement.
- B. GRANTEE must ensure that any and all subgrantees/subcontractors that perform work related to this Project are duly authorized and licensed in Washington State to perform the work contemplated by this Grant Agreement.
- C. Neither the GRANTEE nor any subgrantee/subcontractor shall enter into subgrants/subcontracts for any of the work associated with the Project contemplated under this Grant Agreement without obtaining prior written approval of COMMERCE. In no event shall the existence of the subgrant/subcontract operate to release or reduce the liability of the GRANTEE to COMMERCE for any breach in the performance of the GRANTEE's duties. This clause does not include grants of employment between the GRANTEE and personnel assigned to perform work associated with the Project under this Grant Agreement.
- D. Additionally, the GRANTEE is responsible for ensuring that all terms, conditions, assurances, and certifications set forth in this Grant Agreement are carried forward to any subgrants/subcontracts. Every subgrant/subcontract shall include a term that COMMERCE and the State of Washington are not liable for Claims or damages arising from a subgrantee's/subcontractor's performance of the subgrant/subcontract. GRANTEE and its subgrantees/subcontractors agree not to release, divulge, publish, transfer, sell or otherwise make known to unauthorized persons personal information without the express written consent of COMMERCE or as provided by law.
- E. Data Collection - GRANTEE will submit reports, in a form and format to be provided by COMMERCE and at intervals as agreed by the parties, regarding work under this Grant

Agreement performed by subgrantees/subcontractors and the portion of grant funds expended for work performed by subgrantees/subcontractors, including, but not necessarily limited to, minority-owned, woman-owned, and veteran-owned business subgrantees/ subcontractors.

- F. The GRANTEE shall maintain written procedures related to subgrantees/subcontractors as well as copies of all subgrants and subcontracts and associated records. For cause, COMMERCE in writing may: (a) require the GRANTEE to amend its procedures for subgrantees/subcontractors as they relate to this Grant Agreement; (b) prohibit the GRANTEE from hiring subgrantees/subcontractors with a particular person or entity; or (c) require the GRANTEE to rescind or amend a subgrant or subcontract.
- G. The GRANTEE is responsible to COMMERCE if the subgrantee/subcontractor fails to comply with any applicable term or condition of this Grant Agreement. The GRANTEE shall appropriately monitor the activities of the subgrantee/subcontractor to assure fiscal conditions of this Grant Agreement. In no event shall the existence of a subgrant or subcontract operate to release or reduce the liability of the GRANTEE to COMMERCE for any breach in the performance of the GRANTEE's duties.
- H. Every subgrantee/subcontractor shall include a term that COMMERCE and the State are not liable for claims or damages arising from a subgrantee's/subcontractor's performance of the subgrant or subcontract.

42. SURVIVAL

The terms, conditions, and warranties contained in this Grant Agreement that by their sense and context are intended to survive the completion of the performance, cancellation, or termination of this Grant Agreement shall so survive including, without limitation, any Recapture provision in this Grant Agreement.

43. TAXES

All payments accrued on account of payroll taxes, unemployment contributions, the GRANTEE's income or gross receipts, and/or any other taxes, insurance, or expenses for the GRANTEE or its staff shall be the sole responsibility of the GRANTEE.

44. TERMINATION FOR CAUSE

In the event COMMERCE determines the GRANTEE has failed to comply with the conditions of this Grant Agreement in a timely manner, COMMERCE has the right to suspend or terminate this Grant Agreement. Before suspending or terminating the Grant Agreement, COMMERCE shall notify the GRANTEE in writing of the need to take corrective action. If corrective action is not taken within 30 calendar days, the Grant Agreement may be terminated or suspended.

In the event of termination or suspension, the GRANTEE shall be liable for damages as authorized by law including, but not limited to, any cost difference between the original Grant Agreement and the replacement or cover Grant Agreement and all administrative costs directly related to the replacement Grant Agreement (e.g., cost of the competitive bidding, mailing, advertising and staff time).

COMMERCE reserves the right to suspend all or part of the Grant Agreement, withhold further payments, or prohibit the GRANTEE from incurring additional obligations of funds during investigation of the alleged compliance breach and pending corrective action by the GRANTEE or a decision by COMMERCE to terminate the Grant Agreement. A termination shall be deemed a "Termination for Convenience" under General Terms and Conditions Section 45 (Termination for Convenience) if it is

determined that the GRANTEE: (1) was not in default; or (2) failure to perform was outside of his or her control, fault or negligence.

The rights and remedies of COMMERCE provided in this Grant Agreement are not exclusive and are in addition to any other rights and remedies provided by law.

45. TERMINATION FOR CONVENIENCE

Except as otherwise provided in this Grant Agreement, COMMERCE may, by 10 business days written notice, beginning on the second day after written notice is sent, terminate or suspend this Grant Agreement, in whole or in part. If this Grant Agreement is so terminated or suspended, COMMERCE shall be liable only for payment required under the terms of this Grant Agreement for services rendered or goods delivered prior to the effective date of termination or suspension.

46. TERMINATION OR SUSPENSION FOR LOSS OR REDUCTION OF FUNDING

The Washington State Constitution Article 8 Section 4 and RCW 43.88.130 and RCW 43.88.290 prohibit the expenditure or commitment of state funds in the absence of appropriation. In the event that funding or appropriation is not available at the time the request for reimbursement and supporting documentation are submitted, the issuance of payments will be delayed or suspended until such time as funds or appropriation become available. If funding does not become available within a reasonable time, COMMERCE may terminate the Grant Agreement, by notice to the GRANTEE Representative. Termination shall be effective as of the date of suspension.

If the Grant Agreement amount is not fully drawn down and should the Washington State Legislature fail to enact a budget appropriating funds to fulfill the contractual obligation outlined in this Grant Agreement by midnight of June 30 of each odd-number year, the GRANTEE shall immediately suspend all reimbursable work under this Grant Agreement and take all reasonable steps necessary to minimize the cost of performance directly attributable to such suspension until the suspension is cancelled. COMMERCE shall notify the GRANTEE immediately upon the lifting of the suspension.

Further, should there be any loss or suspension of federal funding that supports this Grant Agreement, the Grant Agreement may be immediately suspended by COMMERCE upon notice to the GRANTEE. Should federal funding that supports this Grant Agreement be terminated, this Grant Agreement and all obligations, including payment for work done under this Grant Agreement, will be terminated as of the date of the termination of the federal funding.

Payment for any work done on the Grant Agreement prior to the loss of funding shall be done in accordance with the requirements of the funding source.

47. TERMINATION PROCEDURES

Upon termination of this Grant Agreement, COMMERCE, in addition to any other rights provided in this Grant Agreement, may require the GRANTEE to deliver to COMMERCE any property specifically produced or acquired for the performance of such part of this Grant Agreement as has been terminated. The provisions of the "Treatment of Assets" clause shall apply in such property transfer.

COMMERCE shall pay to the GRANTEE the agreed upon price, if separately stated, for completed work and services accepted by COMMERCE, and the amount agreed upon by the GRANTEE and COMMERCE for (i) completed work and services for which no separate price is stated, (ii) partially completed work and services, (iii) other property or services that are accepted by COMMERCE, and (iv) the protection and preservation of property, unless the termination is for default, in which case the Authorized Representative shall determine the extent of the liability of COMMERCE. Failure to agree with such determination shall be a dispute within the meaning of the "Disputes" clause of this Grant Agreement. COMMERCE may withhold from any amounts due the GRANTEE such sum as the

Authorized Representative determines to be necessary to protect COMMERCE against potential loss or liability.

The rights and remedies of COMMERCE provided in this Section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this Grant Agreement.

After receipt of a notice of termination, and except as otherwise directed by the Authorized Representative, the GRANTEE shall:

- 1) Stop work under the Grant Agreement on the date, and to the extent specified, in the notice;
- 2) Place no further orders or subgrants/subcontracts for materials, services, or facilities except as may be necessary for completion of such portion of the work under the Grant Agreement that is not terminated;
- 3) Assign to COMMERCE, in the manner, at the times, and to the extent directed by the Authorized Representative, all of the rights, title, and interest of the GRANTEE under the orders and subgrants/subcontracts so terminated, in which case COMMERCE has the right, at its discretion, to settle or pay any or all Claims arising out of the termination of such orders and subgrants/subcontracts;
- 4) Settle all outstanding liabilities and all Claims arising out of such termination of orders and subgrants/subcontracts, with the approval or ratification of the Authorized Representative to the extent the Authorized Representative may require, which approval or ratification shall be final for all the purposes of this clause;
- 5) Transfer title to COMMERCE and deliver in the manner, at the times, and to the extent directed by the Authorized Representative any property which, if the Grant Agreement had been completed, would have been required to be furnished to COMMERCE;
- 6) Complete performance of such part of the work associated with the Project as shall not have been terminated by the Authorized Representative; and
- 7) Take such action as may be necessary, or as the Authorized Representative may direct, for the protection and preservation of the property related to this Grant Agreement, which is in the possession of the GRANTEE and in which COMMERCE has or may acquire an interest.

48. TREATMENT OF ASSETS

Title to all property furnished by COMMERCE shall remain in COMMERCE. Title to all property furnished by the GRANTEE, for the cost of which the GRANTEE is entitled to be reimbursed as a direct item of cost under this Grant Agreement, shall pass to and vest in COMMERCE upon delivery of such property by the GRANTEE. Title to other property, the cost of which is reimbursable to the GRANTEE under this Grant Agreement, shall pass to and vest in COMMERCE upon (i) issuance for use of such property in the performance of this Grant Agreement, or (ii) commencement of use of such property in the performance of this Grant Agreement, or (iii) reimbursement of the cost thereof by COMMERCE in whole or in part, whichever first occurs.

- A. Any property of COMMERCE furnished to the GRANTEE shall, unless otherwise provided herein or approved by COMMERCE, be used only for the performance of this Grant Agreement.
- B. The GRANTEE shall be responsible for any loss or damage to property of COMMERCE that results from the negligence of the GRANTEE or which results from the failure on the part of the GRANTEE to maintain and administer that property in accordance with sound management practices.
- C. If any COMMERCE property is lost, destroyed or damaged, the GRANTEE shall immediately notify COMMERCE and shall take all reasonable steps to protect the property from further damage.
- D. The GRANTEE shall surrender to COMMERCE all property of COMMERCE prior to settlement upon completion, termination or cancellation of this Grant Agreement

All reference to the GRANTEE under this clause shall also include GRANTEE'S employees, agents or subgrantees/subcontractors.

49. WAIVER

Waiver of any default or breach shall not be deemed to be a waiver of any subsequent default or breach. Any waiver shall not be construed to be a modification of the terms of this Grant Agreement unless stated to be such in writing and signed by Authorized Representative of COMMERCE.

ATTACHMENT A - SCOPE OF WORK

Funds awarded under this grant shall be used by City of Redmond for design and construction of the Redmond Asbestos Cement Pipe Replacement project located at Avondale Road and NE Novelty Hill which is upstream from Bear Creek.

This will include, but not be limited to, the design and construction for the replacement of deteriorating asbestos cement (AC) water mains with ductile iron (DI) pipes. Key activities include surveying and permitting, engineering and design work, and site preparation and mobilization. Along with removal of the existing AC pipe and installation of the new DI pipe and necessary fittings. Lastly, activities include testing and commissioning, site restoration and demobilization.

This project will serve as a benefit to the public by improving the drinking water quality for residents while also reducing the risks to salmon populations by preventing turbidity and pollutants from reaching Bear Creek.

This project is anticipated to be completed by November 2027.

Costs related to the work associated with the Project will only be reimbursed to the extent the work is determined by Commerce to be within the scope of the legislative appropriation.

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that the declaration set forth above has been reviewed and approved by the GRANTEE's governing body as of the date and year written below.

GRANTEE

TITLE

DATE

ATTACHMENT B - PROJECT BUDGET

<u>Line Item</u>	<u>Funding Amount</u>
Architecture & Engineering	\$521,000.00
Construction	\$2,752,146.00
Total Project Budget	\$3,273,146.00

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that the Project Budget set forth above has been reviewed and approved by the GRANTEE's governing body or board of directors, as applicable, as of the date and year written below.

GRANTEE

TITLE

DATE

ATTACHMENT C - CERTIFICATION OF THE AVAILABILITY OF FUNDS TO COMPLETE THE PROJECT

Non-State Funds	Amount	
Local Funds-City Water Capital Fund	\$2,303,146.00	
Total Non-State Funds	\$2,303,146.00	
State Funds	Amount	
State Capital Budget	\$970,000.00	
Total Non-State and State Funds	\$3,273,146.00	
Holdback:	5%	\$48,500.00

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that Project funding from sources other than those provided by this Grant Agreement and identified above has been reviewed and approved by the GRANTEE's governing body or board of directors, as applicable, and has either been expended for eligible Project expenses, or is committed in writing and available and will remain committed and available solely and specifically for carrying out the purposes of this Project as described in elsewhere in this Grant Agreement, as of the date and year written below. The GRANTEE shall maintain records sufficient to evidence that it has expended or has access to the funds needed to complete the Project and shall make such records available for COMMERCE's review upon reasonable request.

GRANTEE

TITLE

DATE

ATTACHMENT D - CERTIFICATION OF THE PAYMENT AND REPORTING OF PREVAILING WAGES

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that all contractors and subgrantees/subcontractors performing work on the Project shall comply with prevailing wage laws set forth in RCW 39.12, as applicable on the date the Project appropriation becomes effective, including but not limited to the filing of the "Statement of Intent to Pay Prevailing Wages" and "Affidavit of Wages Paid" as required by RCW 39.12.040. The GRANTEE shall maintain records sufficient to evidence compliance with RCW 39.12 and shall make such records available for COMMERCE's review upon request.

If any state funds are used by the GRANTEE for the purpose of construction, applicable State Prevailing Wages must be paid.

The GRANTEE, by its signature, certifies that the declaration set forth above has been reviewed and approved by the GRANTEE's governing body as of the date and year written below.

GRANTEE

TITLE

DATE

**ATTACHMENT E - CERTIFICATION OF LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN
(LEED)**

CERTIFICATION PERFORMANCE MEASURE

The GRANTEE, by its signature, certifies that it will enter into the Leadership in Energy and Environmental Design certification process, as stipulated in RCW 39.35D, as applicable to the Project funded by this Grant Agreement. The GRANTEE shall, upon receipt of LEED certification by the United States Green Building Council, provide documentation of such certification to COMMERCE.

The GRANTEE, by its signature, certifies that the declaration set forth above has been reviewed and approved by the GRANTEE's governing body or board of directors, as applicable, as of the date and year written below.

NOT APPLICABLE

GRANTEE

TITLE

DATE

CIP Project Information Sheet

Project Name: Pavement Management - Avondale Road (NE 90th Street to Novelty Hill Road)

Project Status: Existing

Functional Area(s): Transportation, Water

Relevant Plan(s): Transportation Master Plan, ADA Transition Plan

Neighborhood: Bear Creek

Time Frame: 2024-2028

Budget Priority: Vibrant and Connected

Citywide Rank: 32

Functional Area Priority: High

Location: Avondale Road - NE 90th Street to Novelty Hill Road

Description:

Rehabilitate and overlay pavement to extend useful life.

Anticipated Outcomes: *Primary:* Rehabilitation *Secondary:*

Finished pavement has a pavement condition index (PCI) of 90 or higher and provides 20 years of life (with proper maintenance). Water main and services under Avondale Road are at the end of their life cycle and will be replaced prior to the overlay.

Request: *Primary Reason(s):* Budget Process

Project approved in the 2023-2028 CIP budget process.

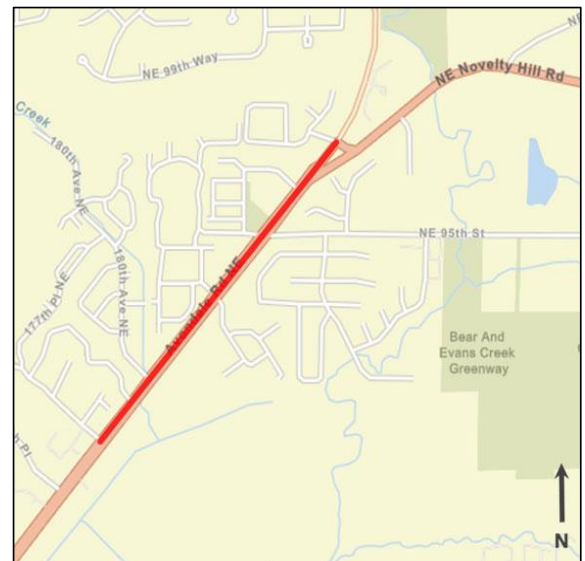
Budget:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Original Budget	\$977,321	\$3,499,493	\$3,499,493	\$1,711,173	\$1,679,286				\$11,366,766
Approved Changes									
Current Approved Budget	\$977,321	\$3,499,493	\$3,499,493	\$1,711,173	\$1,679,286				\$11,366,766
Proposed New Budget	\$304,819	\$1,996,484	\$3,557,751	\$4,260,860					\$10,119,914
Proposed changes due to	<input type="checkbox"/> Scope Change	<input checked="" type="checkbox"/> Schedule Change	<input checked="" type="checkbox"/> Budget Change						

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)	\$304,819	\$152,412							\$457,231
Right of Way		\$80,638							\$80,638
Design (31-100%)		\$1,266,174	\$562,827						\$1,829,001
Construction			\$2,344,760	\$3,521,143					\$5,865,903
Contingency		\$497,260	\$650,164	\$739,717					\$1,887,141
Total	\$304,819	\$1,996,484	\$3,557,751	\$4,260,860					\$10,119,914

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

Explanation: No M&O costs expected.

Proposed Funding Source:	Prior	2025-2030	Future	Total
General Fund	\$185,000	\$300,000		\$485,000
Transportation Benefit District	\$24,661	\$2,612,266		\$2,636,927
Real Estate Excise Tax		\$2,674,841		\$2,674,841
Water CIP	\$95,158	\$3,177,988		\$3,273,146
Transportation CIP		\$1,050,000		\$1,050,000
Total	\$304,819	\$9,815,095		\$10,119,914



Avondale Road Pavement (NE 90th - Novelty Hill Road)

Description:
Replacing water pipes in Avondale Road

Status: Design

Type: Water

Neighborhood: Bear Creek

Location: Avondale Road between NE 90th St and Novelty Hill Road

Contact Name: Deepali Jodh

Contact Phone: 425-556-2402

Completed Date: N/A

Modified Date: 1/28/2025

Avondale Road Pavement (NE 90th - Novelty Hill Road)

Description:
Replacing water pipes in Avondale Road

Status: Design

Type: Water

Neighborhood: Bear Creek

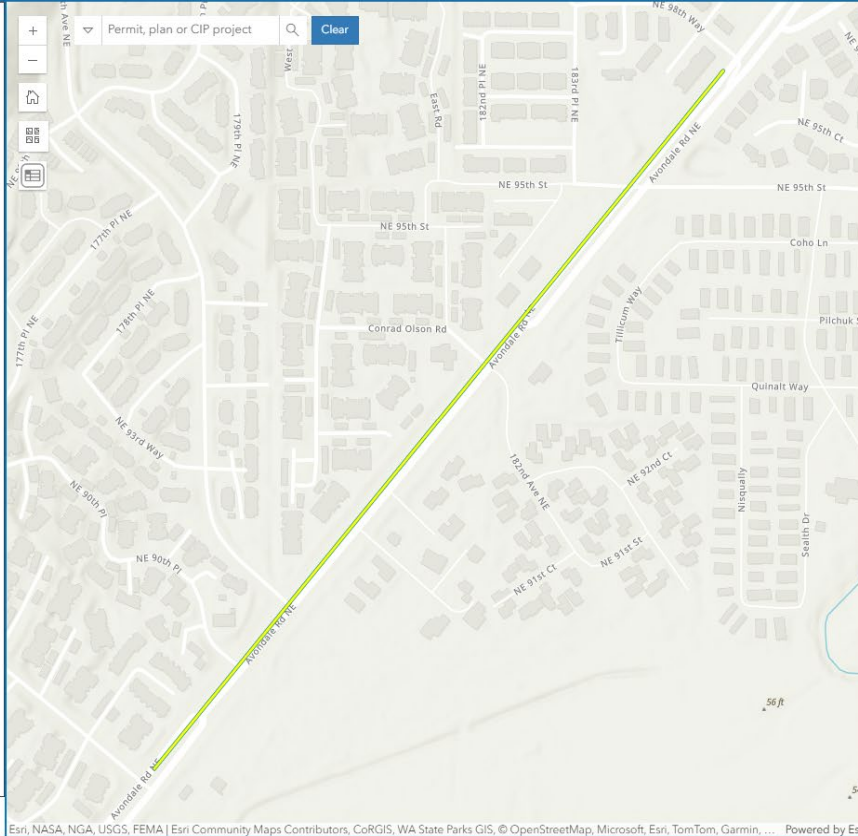
Location: Avondale Road between NE 90th St and Novelty Hill Road

Contact Name: Deepali Jodh

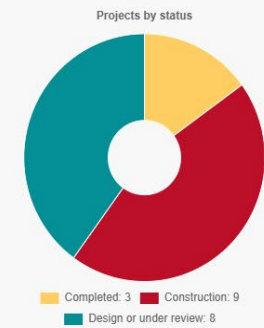
Contact Phone: 425-556-2402

Completed Date: N/A

Modified Date: 1/28/2025

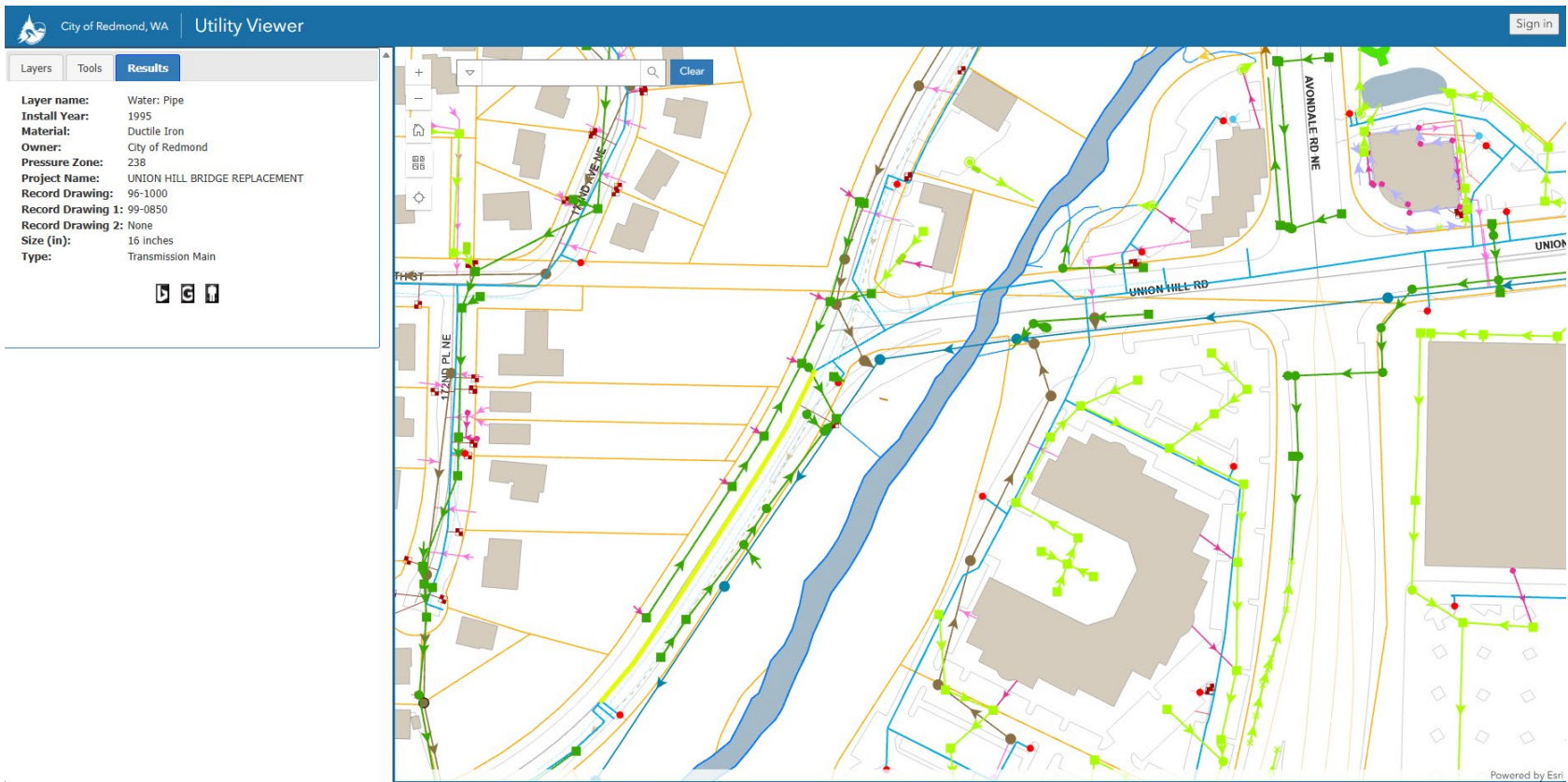


- Project Type
City Projects
- Project Subtype
Any
- Neighborhood
Any
- Project Status
Any
- Start Year
Any

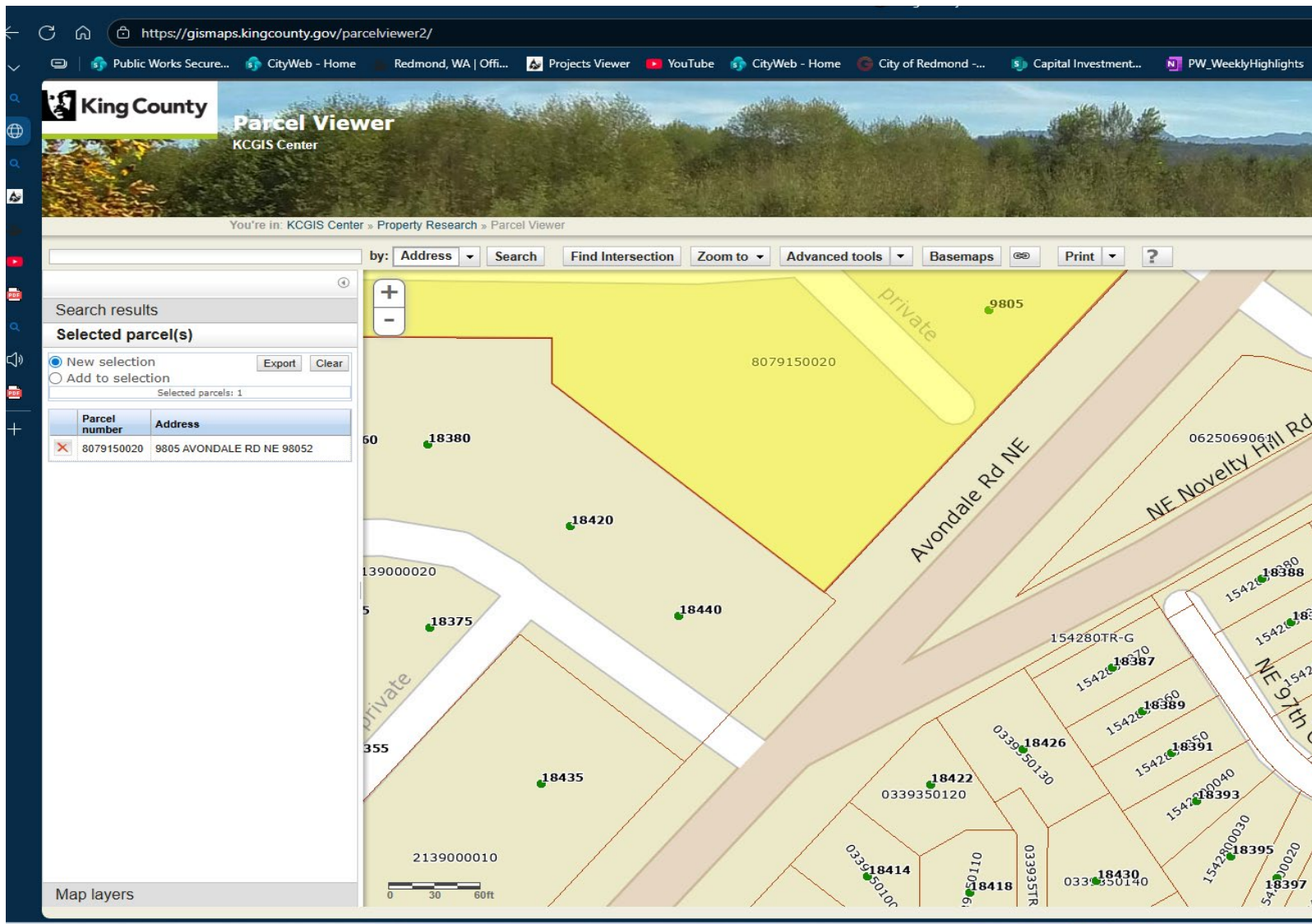


[Projects Viewer](#)

[Avondale Road Pavement \(NE 90th - Novelty Hill Road\) | Redmond, WA](#)



Utility Map of Avondale Road: [Utility Viewer](#)



King County Parcel Viewer Close up in vicinity of NE Novelty Hill Road off Avondale.

King County Parcel Viewer
KCGIS Center

You're in: KCGIS Center » Property Research » Parcel Viewer

by: Address Search Find Intersection Zoom to Advanc

Search results

Selected parcel(s)

New selection Add to selection

Selected parcels: 1

Parcel number	Address
<input checked="" type="checkbox"/> 0125059080	17771 NE 90TH ST 98052

Map layers

0 50 100ft

King County Parcel Viewer Close up in vicinity of NE 90th off Avondale.



Memorandum

Date: 6/2/2026
Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 26-361
Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Public Works	Aaron Bert	425-556-2786
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DEPARTMENT STAFF:

Public Works	Aaron Noble	Project Manger
Planning and Community Development	Micah Ross	Senior Planner
Public Works	Steve Gibbs	Division Manager
Public Works	Brandon Buehler	Acting Deputy Director

TITLE:

Award Construction Contract to NPM Construction of Maple Valley, WA in the Amount of \$602,756.50 and Approve Consultant Services Agreement Supplement 07 with Perteet in the Amount of \$47,156 for the NE 70th Shared Use Path Project

OVERVIEW STATEMENT:

Construct a Shared-use pedestrian and bicycle path in the in the right-of-way of NE 70th with a 12-foot concrete path from Redmond Way to 180th Ave NE. Upgrades will include new crosswalk and intersection improvements at 70th and Redmond Way.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

Receive Information Provide Direction Approve

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Transportation Master Plan
- **Required:**
Council approval is required to award 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 June 23, 2026, Council business meeting.

OUTCOMES:

This project will complete the shared use path installed NE 70th Street between SR 202 and 180th Ave NE. The project will increase safety by installing bike lanes, bike signal improvements, and lighting along the shared-use path.

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:
\$3,116,863

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

Budget Offer Number:
CIP

Budget Priority:
Vibrant and Connected

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

If yes, explain:
N/A

Funding source(s):
Transportation CIP

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
6/16/2026	Business Meeting	Approve

Time Constraints:

Award of bid must occur within 60 days of the bid opening (which occurred on May 28, 2026) or the contractor may withdraw their bid.

ANTICIPATED RESULT IF NOT APPROVED:

Not approving the contract will result in delaying construction, increasing the cost to complete the project. While delayed, the public does not get the benefit of the fully realized shared-use path, and prices can increase.

ATTACHMENTS:

- Attachment A: Project Information Sheet
- Attachment B: Additional Project Information
- Attachment C: Perteet Supplement 07



CIP Project Information Sheet

Project Name: NE 70th Shared Use Path (formerly NE 70th St Extension - Redmond Way to 180th Ave NE)

Project Status: Existing - Revised

Functional Area(s): Transportation

Relevant Plan(s): Transportation Master Plan

Neighborhood: Southeast Redmond

Time Frame: 2022-2026

Budget Priority: Vibrant and Connected

Citywide Rank: 104

Functional Area Priority: High

Location: NE 70th from Redmond Way to 180th Avenue NE

Description:

Shared use pedestrian and bicycle path in the 70th Street right-of-way with a 12-foot concrete path from Redmond Way to 180th Ave NE. Upgrades will include new crosswalk and intersection improvements at 70th and Redmond Way.

Anticipated Outcomes: **Primary:** Upgrade/Enhancement **Secondary:** Improved bicycle and pedestrian connectivity to new Sound Transit light rail station.

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

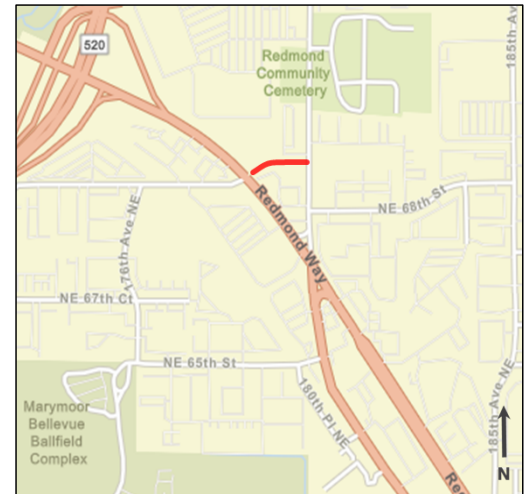
Budget:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Original Budget	\$4,547,483	\$691,653							\$5,239,136
Approved Changes	-\$3,612,441	\$1,152,952	\$337,216						-\$2,122,273
Current Approved Budget	\$935,042	\$1,844,605	\$337,216						\$3,116,863
Proposed New Budget	\$992,860	\$234,795	\$1,237,762						\$2,465,418
Proposed changes due to	<input checked="" type="checkbox"/> Scope Change <input type="checkbox"/> Schedule Change <input checked="" type="checkbox"/> Budget Change								

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)									
Right of Way	\$18,586	\$13,843	\$199						\$32,627
Design (31-100%)	\$966,884	\$107,551	\$199,873						\$1,274,309
Construction	\$7,390	\$113,402	\$798,223						\$919,015
Contingency			\$239,467						\$239,467
Total	\$992,860	\$234,795	\$1,237,762						\$2,465,418

Estimated M&O Impacts:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Cost				\$1,000	\$1,000	\$1,000	\$1,000	ongoing	\$4,000

Explanation: Additional funding for sweeping new roadway extension and maintaining channelization and signage.

Proposed Funding Sources:	Prior	2025-2030	Future	Total
Business Tax	\$156,037	\$364,483		\$520,520
Grant				
Impact Fees	\$836,823	\$1,108,074		\$1,944,898
Total	\$992,860	\$1,472,557		\$2,465,418



Attachment B – Additional Project Information

NE 70th Shared Use Path (formerly NE 70th St Extension - Redmond Way to 180th Ave NE)

Project-Related Community/Stakeholder Outreach

Message Board, City electronic traffic alerts, social media

Bid Results

The project was advertised in the *Daily Journal of Commerce* and *The Seattle Times* on May 6, 2026 and May 13, 2026. Bids were received and opened on May 21, 2026. The City received four bids which are summarized below.

Bidder	Bidder Location	Bid Amount
NPM Construction Co.	Maple Valley, WA	\$602,756.50
A-1 Landscaping and Construction, Inc	Snohomish, WA	\$612,170
Kamins Construction Inc.	Bothell, WA	\$624,038.18
Transportation Systems Inc.	Sumner, WA	\$709,650
Engineer’s Estimate		\$614,638

All bidders’ unit prices, extensions, and additions have been checked for accuracy and unbalanced bid items. The contractor’s references were checked and found to be acceptable. Staff recommends awarding contract to NPM Construction.

Consultant Agreement History

Supplement Number	Date	Amount	New Maximum Amount Payabl	Supplement Reason
Original				
1	7/14/2023	\$0	\$758,187	Release of management reserve
2	7/23/2023	\$40,035	\$798,222	Final Design Services
3	7/16/2023	\$45,986	\$844,208	Final Design Services - Time extension
4	11/26/2024	\$0	\$844,208	Time extension only
5	3/19/2025	\$111,110	\$955,318	Final Design Services
6		\$0	\$955,318	Time extension only

Fiscal Information

Current Project Budget

Business Tax	\$1,078,340
Impact Fees	\$2,038,523
Total Funding	\$3,116,863

Estimated Project Costs

ROW	\$32,627
Design	\$1,274,309
Pervious Path Construction	\$120,792

Construction	\$810.980
Contingency	\$243,294
Total Estimated Project Cost	\$2,482,002
Project Funding	\$3,116,863
Budget Difference	\$634,861

Previous Project-Related Council Touches

Date	Meeting	Action
3/18/2025	Business	Approve supplemental agreement
8/16/2022	Business	Accept FHWA Grant
8/16/2022	Business	Approve consultant agreement
2/16/2022	Business	Public Hearing for Vacating Ordinance
1/19/2021	Business	Adoption of a resolution for a Public Hearing
1/12/2021	Committee	NE 70 th Street Right of Way Vacation



Supplemental Agreement Number <u>7</u>		Organization and Address	
Original Agreement Number 10034		Perteet, Inc. 2707 Colby Avenue, Suite 900 Everett, WA 98201 Phone: 425.252.7700	
Project Number 2209	Execution Date September 19, 2022	Completion Date December 31, 2026	
Project Title NE 70th Extension, Redmond Way to 180th Ave NE		New Maximum Amount Payable \$1,002,474.00	
Description of Work See attached Exhibit A-1, Scope of Services. This supplement provides additional funding for completion of the Redmond Way and NE 70th Street intersection contract documents and design services during construction. This effort includes additional coordination with WSDOT on the Channelization Plans for Approval.			

The Local Agency of City of Redmond
desires to supplement the agreement entered in to with Perteet, Inc
and executed on September 19, 2022 and identified as Agreement No. 10034

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:

See attached Exhibit A-1, Scope of Services.

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: December 31, 2027

III

Section V, PAYMENT, shall be amended as follows:

The services described in Exhibit A-1 will cause an increase to the Contract Maximum in the amount of \$47,156.00 for a new Maximum Amount Payable of \$1,002,474.00. See attached Exhibit D, Consultant Fee Determination Summary.

as set forth in the attached Exhibit A, and by this reference made a part of this supplement.

If you concur with this supplement and agree to the changes as stated above, please sign in the Appropriate spaces below and return to this office for final action.

By: Peter De Boldt, Vice President By: _____

Consultant Signature

Approving Authority Signature

Date

Exhibit "A"
Summary of Payments

	Basic Agreement	Supplement #1 MRR	Supplement #2	Supplement #3	Supplement #4 Time Ext.	Supplement #5	Supplement #6 Time Ext.*	Supplement #7	Total
Hourly Salary Cost (includes overhead and fee)	\$ 471,422	\$ 26,809	\$ 40,035	\$ 41,153	\$ -	\$ 88,403	\$ 10,000	\$ 47,156	\$ 724,978
Direct Non-Salary Costs	\$ 238,765	\$ 19,000	-	\$ 4,833	\$ -	\$ 12,707	\$ -	\$ -	\$ 275,305
Management Reserve	\$ 48,000	\$ (45,809)	-	-	\$ -	\$ 10,000	\$ (10,000)	\$ -	\$ 2,191
Total	\$ 758,187	\$ -	\$ 40,035	\$ 45,986	\$ -	\$ 111,110		\$ 47,156	\$ 1,002,474

*Management Reserve Release

EXHIBIT A
 SCOPE OF SERVICES
 City of Redmond
 NE 70th Street Extension, Redmond Way to 180th Avenue NE
 Supplement #7

Redmond Way and NE 70th Street Intersection Improvements

City Project Number: 20012202

INTRODUCTION

The NE 70th Street Extension project was an effort to construct a new roadway segment along the NE 70th Street alignment between Redmond Way and 180th Avenue NE. The City of Redmond (City) has revised the scope of that project to reduce right-of-way needs by changing the proposed improvements to a new pedestrian and bicycle path along the NE 70th Street alignment. Previously, Perteet (the Consultant) developed a plan and profile for the shared-use path. The City plans to construct a portion of these path improvements in early 2025 with City crews.

This supplement provides additional funding for completion of the Redmond Way and NE 70th Street intersection contract documents and design services during construction. This effort includes additional coordination with WSDOT on the Channelization Plans for Approval.

All funding for this phase is assumed to be local.

The Consultant's services will be limited to those expressly set forth herein. If the service is not specifically identified herein, it is expressly excluded. The Consultant will have no other obligations, duties, or responsibilities associated with the project except as expressly provided in this Agreement.

Transferring Budget within Contract Maximum: The level of effort is specified in the scope of services. The budget may be transferred between discipline tasks at the discretion of the Consultant, provided that the total contracted amount is not exceeded. The Consultant will have the flexibility to manage budget within a given discipline on a subtask level.

Services provided by the Consultant will consist of:

GENERAL SCOPE OF SERVICES

This Scope of Services describes the work elements to be accomplished by the Consultant as summarized under each Task. This supplement modifies the following tasks:

Task 1 – Project Management and Coordination	(modified with Supplement No. 7)
Task 10 – Storm Drainage Design	(modified with Supplement No. 7)
Task 18 – Bid Support	(fee adjustment only)

Task 25 – Redmond Way/70th Intersection PS&E	(modified with Supplement No. 7)
Task 26 – Redmond Way/70th Intersection Construction Support	(modified with Supplement No. 7)

Optional Services

With prior written approval by the City and written notice-to-proceed, work elements described in this scope of services as optional services may be produced by the Consultant. Future supplements to this agreement may include construction management or design services during construction at the discretion of the City.

This Scope of Services is modified as defined in the tasks below.

SCOPE OF SERVICES DEFINED

Task 1 – Project Management and Coordination

The first Assumption for Task 1 is revised as follows (revised or added text is underlined):

Assumptions:

- The duration of this phase of the project shall be no longer than 52 months (since date of initial contract execution in September 2022).

Task 10 – Storm Drainage Design

Task 10.10 is modified as follows (revised or added text is underlined):

10.10 Redmond Way/70th Stormwater Report

The Consultant will prepare a stormwater report for the plans developed in Task 25 in compliance with the City's 2022 Stormwater Technical Notebook. This report is required because the project site has over 35% existing hard surface coverage and includes more than 2,000 square feet of new plus replaced hard surfaces with this improvement. The Consultant will use the prior stormwater report completed for the full NE 70th Street Extension roadway project as a basis for the documentation and will revise the document to cover only this phase's set of improvements.

The Consultant assumes that the off-site analysis from the prior phase of the project does not require any updates for this new phase of the project. The Consultant assumes no flow control or water quality facilities required for the project.

The Consultant will prepare a draft version and then address any comments provided by City reviewers. A maximum of two rounds of City comments is assumed for this Task. After addressing City review comments, a licensed professional engineer with the Consultant within Washington State will stamp and sign the document.

Deliverables:

- Draft stormwater report for the Redmond Way/70th intersection improvements.
- Revised stormwater report for the Redmond Way/70th intersection improvements.

- Final stormwater report for the Redmond Way/70th intersection improvements, stamped and signed.

Task 25 – Redmond Way/70th Intersection PS&E

25.6 Final Engineering and Plans

Task 25.6 is modified as follows (revised or added text is underlined):

The Consultant will prepare anticipated plans for the final construction documents to a final (construction-ready) level of detail. The Consultant anticipates that the final design will include all sheets for the final construction document package to be used by the contractor (see sheet list in Table S4-1).

The Consultant will complete the following new tasks to develop the sheets listed above:

- General: incorporate comments from the Draft review and comment resolution.
- General: designate all sheets as construction-ready through signatures by each engineer of record.

The Consultant will update the Channelization Plan for Approval for WSDOT as part of this task. This update will reflect the new lane configuration requested by the City during the review of the draft intersection plans. The Consultant will stamp and sign the updated Channelization Plan for Approval. This task includes one submittal of the updated Channelization Plan for Approval to WSDOT.

The fee for Task 25.7 (Specifications) is increased with Supplement #7 to reflect additional effort required to conform to the updated City specification boilerplate.

The Deliverables list for Task 25 is supplemented with the following:

- Revised Channelization Plan for Approval, stamped and signed

Task 26 – Redmond Way/70th Intersection Construction Support

Task 26 is modified as follows (revised or added text is underlined):

The Consultant will support the construction effort for the contract documents developed in Task 25. The Consultant will complete the additional tasks, if requested by the City, during the construction period.

- Attend pre-construction meeting (two Consultant staff to participate, assumed to be at Remond City Hall)
- Attend up to six weekly construction meetings, up to 1-hour-long each (two Consultant staff to participate, three meetings are assumed to be virtual and three meetings are assumed to be at Redmond City Hall)
- Review up to eight material submittals
- Respond to up to four requests for information (RFI)
- Develop up to three minor changes/change orders with updated contract documents
- Attend final inspection and provide punchlist comments (two Consultant staff to participate)

- Prepare record drawings per the City's CIP Record Drawing Requirements based on Contractor and City as-built notes (record drawings will capture the construction of the Task 25 design items as well as the City's construction of the shared-use path itself)

The Consultant will revise the contract documents as required to conform with any changes that WSDOT requires of the project. Changes requested by/required by WSDOT may include updates to the project documentation package, including traffic analysis, as well as channelization layout changes that would then alter the construction documents. The Consultant's effort associated with these updates will be limited to \$10,000 unless the City approves an additional budget supplement.

Assumptions

- As the exact nature of Construction Support is unknown, the effort is limited to the budget identified for this task. If additional support is required, a supplemental budget will be prepared.

Deliverables:

- Material submittal responses (up to eight)
- RFI responses (up to four)
- Updated contract documents reflecting change orders/minor changes (up to three sets of changes)
- Punchlist comments
- For record drawings:
 - Composite DWG file of as-built construction elements
 - Completed digital submittal checklist
 - Full-size record drawing plan set (PDF format)
- Revisions based on WSDOT review comments and requirements (specific deliverables unknown at this time)

EXHIBIT D

Consultant Fee Determination Summary

2707 Colby Avenue, Suite 900, Everett, WA 98201 P 425-252-7700 F 425-339-6018

Project: NE 70th Street - Supplement 7
 Client: City of Redmond
 Consultant: Perteet
 Perteet Project No. 20210164.0000
 Date: 05/14/2026

HOURLY COSTS

<u>Classification</u>	<u>Hours</u>	<u>Rate</u>	<u>Amount</u>
Director	62	\$331.81	\$20,571.97
Lead Engineer / Mgr	28	\$206.05	\$5,769.40
Engineer III	50	\$183.44	\$9,172.12
Lead Technician/Designer	34	\$158.33	\$5,383.21
Technician III	32	\$122.06	\$3,905.93
Accountant	12	\$196.08	\$2,352.96
Labor Total	218		\$47,155.58

CONTRACT TOTAL	\$47,156
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Rates shown reflect the typical compensation rate of employees assigned to the billing category listed. Each category may have multiple employees assigned to that billing category and each employee may have a different hourly rate of pay. Perteet's Hourly Rates are subject to change each year on January 1st.



Memorandum

Date: 6/2/2026

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 26-358

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

Public Works	Aaron Bert	425-553-5814
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DEPARTMENT STAFF:

Public Works	Jesse Dunbar	Program Administrator
Public Works	Amy Jankowiak	Division Supervisor

TITLE:

Progress of the Waste Hauler Contract Transition for Garbage, Recycling, and Compostables from Waste Management to Recology

OVERVIEW STATEMENT:

In 2023, Public Works began a procurement process for a new Garbage, Recycling, and Compostables Service Contract. Council approved the contract at the August 5, 2024, Special Meeting. The new contract went into effect on January 1, 2026. Attached is an update on Recology’s performance since the contract started.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

Receive Information Provide Direction Approve

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
King County Comprehensive Solid Waste Management Plan, King County Solid Waste Interlocal Agreement, Environmental Sustainability Action Plan
- **Required:**
N/A
- **Council Request:**
N/A
- **Other Key Facts:**
N/A

OUTCOMES:

Recology has provided strong service since the contract began in January 2026. Early collection-hour issues were resolved quickly, and missed collections remain very low and are fixed within 24 hours. Material handling and spill response meet all requirements. Customer service performance meets contract standards.

Commercial and multifamily services continue to grow, with diversion increasing to 47.31% in March. Communications, container maintenance, and the relabeling project are all on schedule. The fleet is fully compliant, and reporting has been timely.

The Recology Store continues to deliver strong community benefits through hard-to-recycle collection and shredding events. Bulky item collection is active and expanding, including planned on-site collection boxes at multifamily properties.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
 - **August** - Recology Redmond website published
 - **September** - Focus on Redmond feature, postcards from Recology to introduce Recology as new waste hauler, Recology outreach to commercial customers continues,
 - **October** - Recology store opened, ribbon cutting 10/22, Transition FAQ added to website, commercial organics outreach to customers began, social media updates began
 - **November** - New rate packets sent to customers, social media campaign continues
 - **December** - All customers received updated haul schedules and customer service contacts via mail, social media continues.
 - **January** - Social media updates daily during first week of service
- **Outreach Methods and Results:**
Press release, postcards, packets, ribbon cutting, social media, phone calls, websites
- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:
N/A

Approved in current biennial budget: Yes No N/A

Budget Offer Number:
0000006

Budget Priority:
Healthy and Sustainable

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

If yes, explain:

Revenue generated through franchise fees. This contract will maintain stable revenue for the Solid Waste Fund.

Funding source(s):

N/A

Budget/Funding Constraints:

N/A

Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
7/2/2024	Committee of the Whole - Planning and Public Works	Receive Information
7/16/2024	Business Meeting	Receive Information
8/5/2024	Special Meeting	Approve
10/21/2025	Committee of the Whole - Planning and Public Works	Receive Information

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
6/16/2026	Business Meeting	Receive Information

Time Constraints:

N/A

ANTICIPATED RESULT IF NOT APPROVED:

N/A

ATTACHMENTS:

Attachment A: Recology Contract Update

Recology Contract Update

June 2, 2026



Redmond
WASHINGTON

Contract Overview

Contract began on January 1, 2026

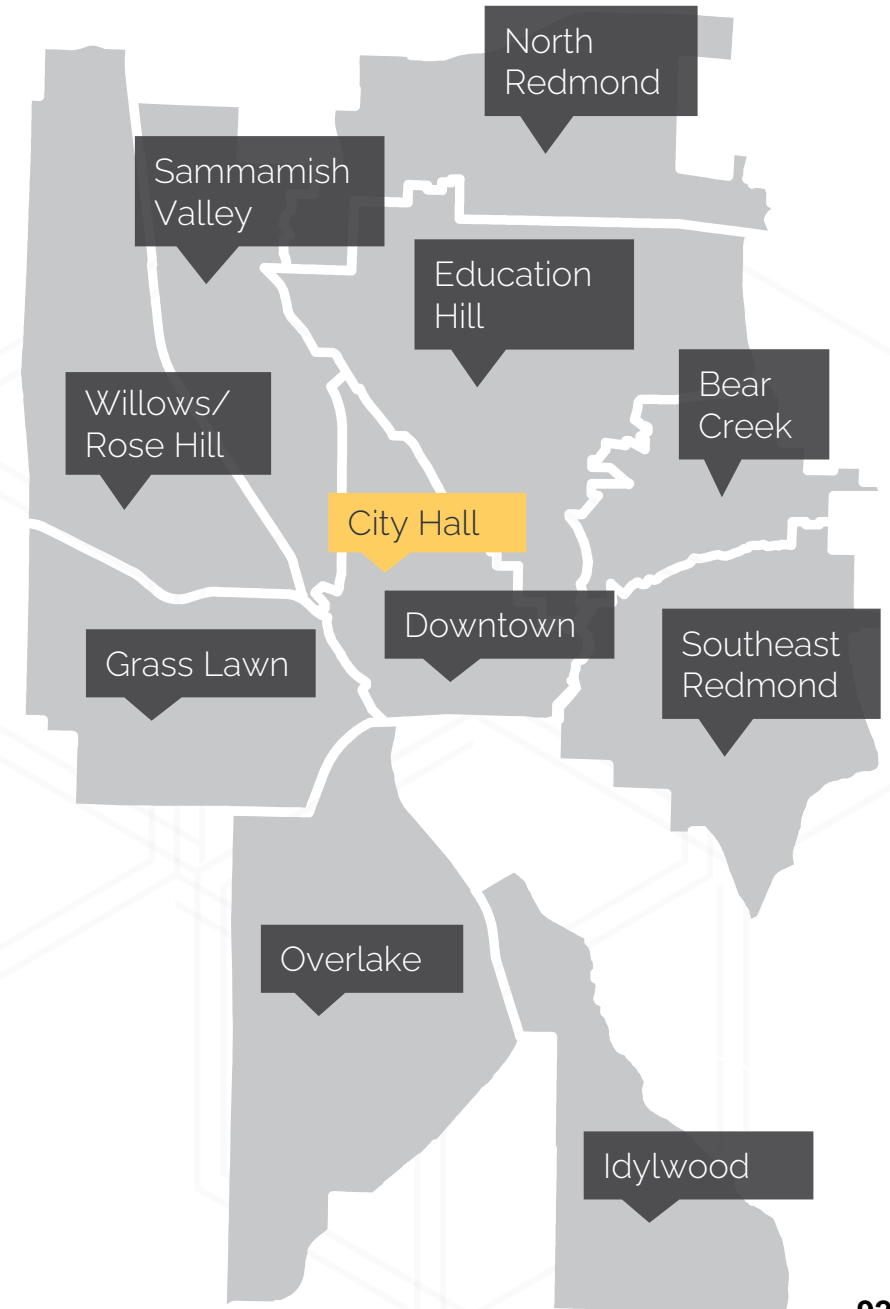
- Services include residential, commercial, multifamily, landfill, organics, recycling, Recology Store, bulky item collection, Waste Zero Specialists, recycling events
- Performance tracked monthly across service delivery, customer service, compliance, and community programs



Overall Performance

Since January 1, 2026, Recology has had a strong performance across all service areas.

- Recology is meeting all contract standards
- Customer service has been consistent
- The Recology Store has been popular with residents for both shopping and recycling
- Citywide diversion is increasing



Service Delivery & Collection Hours

Recology's services have been strong, but some issues have been reported.

- Early pre-7:00 AM collections impacted Downtown and Marymoor in January
- City established early-collection exception zones in Willows and SE Redmond
- Collection in residential areas have consistently met the 7:00 AM-6:00 PM window with no complaints.
- Missed collections: 0.36 per 1,000 stops; all resolved within 24 hours
- Three missed block segments; all completed within 1 business day per contract
- Cart replacement delays due to internal Recology staffing issues; fix implemented and ongoing



Material Handling and Spill Response

- Materials are processed appropriately per the contract
- Contamination tags have a clear message and are consistently applied
- Spill response prompt; cleanup meets City and State standards
- Spill notification even for very small volumes (as low as one quart)



Customer Service Performance

Recology's local customer service provides a valuable resource to Redmond residents.

Emails	Calls Answered	Average Seconds to Answer	Average Call Handle Time (Minutes)	Average Hold Time (Seconds)
1942	1663	25	5.53	76.61

- Issues escalated to the City have been addressed through coaching call center staff
- Repeated customer service issues rare after coaching
- Cart replacement escalation process has been reiterated to call center staff

Commercial & Multifamily Service Growth



Recology's Waste Zero team is making a difference

- New commercial accounts added: 45 garbage, 35 recycling, 20 organics
- Waste Zero audits completed at all commercial sites in Q1 2026
- Prioritized contamination list established and monitored
- Citywide diversion at 47.31% in March (2.4% increase from February)

Communications, Containers, & Fleet



Communications

- Website and customer communications up to date
- Effective snow day messaging
- Monthly reporting sent on time



Containers

Container relabeling on schedule for completion by end of summer 2026



Fleet

- New, contract-compliant fleet with minimal leaks
- New 5-year driver labor agreement reduces service disruption risk

Community Programs & The Recology Store

Strong foot traffic and in-store collection of hard-to-recycle materials (Q1)

- Styrofoam - 3488 lbs.
- Batteries - 1850 lbs.
- Fluorescent bulbs - 1400
- Small Electronics - 1300
- Small Appliances - 320
- Textiles - 450 lbs.

Community shred event: 150 vehicles, 5000 lbs. paper collected



Free Bulky Item and Hard-To-Recycle Collection

108 free bulky collections completed in Q1

- Mattresses & box springs - 71
- Furniture - 44 pieces
- Televisions - 14
- Large appliances - 12

Hard-To-Recycle Item Collection For Multifamily

Currently working with Recology's Waste Zero team to implement multifamily onsite hard-to-recycle collection at 20 buildings at no cost to residents.



Thank you

Any Questions?



Redmond
WASHINGTON



Memorandum

Date: 6/2/2026
Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 26-359
Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works
FROM: Mayor Angela Birney
DEPARTMENT DIRECTOR CONTACT(S):

Planning and Community Development	Carol Helland	425-556-2107
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DEPARTMENT STAFF:

Planning and Community Development	Seraphie Allen	Deputy Director
Planning and Community Development	Jeff Churchill	Long Range Planning Manager
Planning and Community Development	Lauren Alpert	Senior Planner

TITLE:
RZC Amendments: Temporary Non-Commercial Signs

OVERVIEW STATEMENT:

Staff recommend adopting an ordinance creating a regulatory framework for temporary non-commercial signs.

The Redmond Zoning Code (RZC) regulates signs in chapter 21.44, Signs. The proposed amendments would establish a regulatory framework for temporary non-commercial signs. Common examples of such signs include political campaign signs, community event signs, and philosophical or religions message signs.

The RZC does not have a regulatory framework for temporary non-commercial signs. The proposed framework is consistent with U.S. Supreme Court precedent (see Attachment B). The framework:

- Allows temporary non-commercial signs in the public right-of-way with limitations.
- Regulates size, placement, and durability of signs.
- Does not regulate content.

Creating a regulatory framework for temporary non-commercial signs advances public health, safety, and welfare while respecting constitution free speech and guarantees.

The Planning Commission recommendation is provided in Attachment A. It differs from the Technical Committee recommendation in two key respects:

- The Planning Commission does not recommend establishing a cost-free, renewable permit.
- The Planning Commission recommends allowing these types of signs in roundabouts and medians.

Staff's opinion on these differences is provided in Attachment C.

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

- Receive Information Provide Direction Approve

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
The following Redmond 2050 policies: PI-17 concerning clear development regulations, and FW-CD-2 concerning the use of development regulations to achieve desired design outcomes.
- **Required:**
U.S. Supreme Court decisions in *Reed v. Town of Gilbert (2015)* and *City of Austin v. Reagan National Advertising of Austin LLC (2022)* require the City to update sign regulations.
- **Council Request:**
N/A
- **Other Key Facts:**
N/A

OUTCOMES:

Creating a regulatory framework for temporary non-commercial signs advances public health, safety, and welfare while respecting constitutional free speech.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
Public comments were collected February and March 2026.
- **Outreach Methods and Results:**
Online questionnaire, and Planning Commission public hearing.
- **Feedback Summary:**
Public comments included:
 - Concerns on having clear rules on how long signs can remain posted,
 - Concerns about some signs being deliberately treated with hazardous substances, creating risks for anyone who touches or removes them.
 - Support of prohibiting signs in medians and roundabouts

BUDGET IMPACT:

Total Cost:

\$5,350,743 is the total cost of the Community and Economic Development budget offer, which includes the staff time for this work.

Approved in current biennial budget: Yes No N/A

Budget Offer Number:

0000304

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

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
6/23/2026	Study Session	Provide Direction
7/21/2026	Business Meeting	Approve

Time Constraints:

Existing regulations for these types of signs are not enforceable. Timely City Council action will establish a regulatory framework that is consistent with U.S. Supreme Court precedent.

ANTICIPATED RESULT IF NOT APPROVED:

If not adopted, the benefits of the recommended amendments will not be realized. There would not be a regulatory framework for temporary non-commercial signs.

ATTACHMENTS:

Attachment A: Planning Commission Report with Appendices

Attachment B: Legal Memo

Attachment C: Staff Memo



PLANNING COMMISSION REPORT AND RECOMMENDATION TO CITY COUNCIL

May 27, 2026

Project File Number:	LAND-2026-00082; SEPA-2026-00083
Proposal Name:	RZC Amendments for Temporary Non-Commercial Signs
Applicant:	City of Redmond
Staff Contacts:	Lauren Alpert, Senior Planner
	Jeff Churchill, Long Range Planning Manager

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 April 8, April 22, and May 13, 2026.
 - ii. The City of Redmond Planning Commission held a public hearing on the proposed amendments on April 22, 2026. Comments were received and are provided as Appendix C and D.
- b. **Notice and Public Involvement**

The public hearing notice was published in the Seattle Times on April 1, 2026 in accordance with RZC 21.76.080 Review Procedures. Notice was also provided by including the hearing schedule in Planning Commission agendas and extended agendas, distributed by email to various members of the public and various agencies. Additional public outreach included e-mail to Plans, Polices, and Regulations e-mail list and listing on the Rezoning Zoning Code website.

Redmond Zoning Code Amendment Summary and Criteria Evaluation

The Redmond Zoning Code (RZC) regulates signs in chapter 21.44, Signs. The proposed amendments would establish a regulatory framework for temporary non-commercial signs. Common examples of such signs include political campaign signs, community event signs, and philosophical or religious message signs.

Currently, the RZC does not have a regulatory framework for temporary non-commercial signs. The proposed framework is consistent with U.S. Supreme Court precedent. The framework:

- Allows temporary non-commercial signs in the public right-of-way with limitations.
- Regulates size, placement, and durability of signs.
- Does not regulate content.

Creating a regulatory framework for temporary non-commercial signs advances public health, safety, and welfare while respecting constitutional free speech guarantees.

The Planning Commission recommendation is provided in Attachment A. It differs from the Technical Committee recommendation in two key respects:

- The Planning Commission does not recommend establishing a cost-free, renewable permit.
- The Planning Commission recommends allowing these types of signs in roundabouts and medians.

The full amendments are provided as **Attachment A: Code Amendment Summary**

RZC 21.76.070.AE - TEXT AMENDMENT CRITERIA	MEETS/ DOES NOT MEET
All amendments to the RZC processed under this section shall be in conformance with the Comprehensive Plan.	MEETS

Staff Analysis

The staff analysis for this proposal can be found in **Attachment A** to the Technical Committee Report (Appendix E).

Recommended Conclusions of the Technical Committee

On April 1, 2026, the Technical Committee reviewed amendments to the Redmond Zoning Code, as documented in **Appendix E**, and found the amendments to be consistent with applicable review criteria and therefore recommended approval with no additional conditions.

RECOMMENDED CONCLUSIONS

The Planning Commission has reviewed:

- Applicable criteria for approval: RZC 21.76.070 Criteria for Evaluation and Action, and*
- The Technical Committee Report **Appendix E***

Recommendation

The Planning Commission finds the amendments to the Redmond Zoning Code to be consistent with applicable review criteria and therefore recommends approval with the following conditions

- Do not require a permit for placing temporary non-commercial signs in the public right-of-way.
- Allow placement of temporary non-commercial signs in roundabouts and medians.

The above changes are reflected in Attachment A. In addition, the Commission recommends a sign removal program as part of regular right-of-way maintenance to remove signs at pre-published times during the year to reduce sign clutter.

A summary of the Commission's discussion can be found in **Appendix A**.



Carol Helland
Planning and Community Development Director



Susan Weston
Planning Commission Chair

Attachments

- A. Recommended Amendments to the Redmond Zoning Code

Appendices

- A. Planning Commission Issue Matrix
- B. Public Hearing Notice
- C. Planning Commission Meeting Minutes for April 22
- D. Written Public Comments
- E. Technical Committee Report with Attachments

REDMOND ZONING CODE

Code Amendment Summary

Temporary Non-Commercial Signs (RZC 21.44)

Subject Matter Expert	<i>Sherri Jones</i>
Author	<i>Lauren Alpert</i>
Policy Basis for Amendment	<i>PI-17 concerning clear development regulations; FW-CD-2 concerning use of development regulations to achieve desired design outcomes.</i>
Relevant Code Portions	<i>RZC 21.44 Signs, RZC 21.78 Definitions</i>

Proposed Amendment Overview

The proposed amendments establish a regulatory framework for temporary non-commercial signs. Common examples of such signs include political campaign signs, community event signs, and philosophical or religious message signs.

The Redmond Zoning Code does not have a regulatory framework for temporary non-commercial signs. The proposed framework:

- Allows temporary non-commercial signs in the public right-of-way with limitations.
- Regulates size, placement, and durability of signs.
- Does not regulate content.

Rationale

Creating a regulatory framework for temporary non-commercial signs advances public health, safety, and welfare while respecting constitutional free speech guarantees.

Key Decision Points (as applicable)

- The proposed regulations are content neutral, consistent with U.S. Supreme Court precedent.
- The proposed regulations limit sign placement, materials, maintenance, and size in the public right-of-way in the interest of public safety.
- Permitting
- Prohibition of signs in medians and roundabouts.

Stakeholder Feedback to Date

Public comments were collected in February and March. The public comments received expressed

- Concerns that temporary signs do not block or be left lying on sidewalks or impede people with mobility challenges.
- Support clear rules on how long election signs can remain posted.
- Concerns about some temporary signs being deliberately treated with hazardous substances, creating risks for anyone who touches or removes them and there should be punishment for such signs.

Planning Commission discussion included:

- The proposed prohibiting signs in medians and roundabouts. The commission ultimately directed staff to remove the prohibition allowing temporary non-commercial signs in roundabouts and medians.
- Staff were also directed to remove the permitting requirements. During their discussion they thought it would be onerous for staff and the community.

EXISTING CODE:

RZC 21.78 Definitions.

Political Sign. A sign which exclusively and solely advertises a candidate or candidate’s public elective office, a political party, or promotes a position on a public, social, or ballot issue.

Sign. A communication device, structure, or fixture which incorporates graphics, symbols, or written copy that is intended to promote the sale of a product, commodity or service, or provide direction or identification for a premises or facility.

Temporary Sign. Any sign, banner, pennant, or advertising display intended to be displayed for a limited time period. Easily removed signs attached to windows are considered temporary signs.

RZC 21.44 Signs

Subsection 21.44.010(D)

D. *Exemptions.* The following signs are exempt from the requirements of this section:

...

5. *Certain Public Signs.* The following signs and displays are exempt from the requirements of this section: street signs and/or numbers, street address identification, traffic control and pedestrian signs and signals, governmental directional, gateway, informational, public service, temporary signs posted at City posting locations, and/or wayfinding signs, public and legal notices and warnings required by a public process, signs required by law, and governmental flags;

Subsection 21.44.010(E)

E. *Prohibited Signs.* The following signs are prohibited:

...

5. *Streamers, Pennants and Banners.* Displays of banners, festoon flags, flags, posters, pennants, ribbons, streamers, strings of lights (except as provided in seasonal decorations), chasing strobe or scintillating lights, flares, balloons, bubble machines, and similar devices are prohibited when the

same are visible from any off-site location, including but not limited to any public right-of-way. Where such signs or devices are not visible from public rights-of-way, this prohibition does not apply. For purposes of this subsection, a single, integrated development that does not contain or cross public rights-of-way is considered a single site even where the development spans more than one contiguous parcel. This section shall not prohibit the use of displays in a parade.

WORKING AMENDMENT:

RZC 21.78 Definitions.

“Government sign”: any temporary or permanent sign erected and maintained by the city, county, state, or federal government for traffic direction; official public notices such as notice of land use action signs or signs relating to an emergency; temporary signs posted at City posting locations; or for direction to any school, hospital, historical site, or public service, property, or facility.

~~*Political Sign*. A sign which exclusively and solely advertises a candidate or candidate’s public elective office, a political party, or promotes a position on a public, social, or ballot issue.~~

“Non-commercial sign”: a sign that expresses messages such as public/community events, religious, political, ideological, or other philosophical messages. These signs do not promote for-profit endeavors, projects, or services.

~~*Sign*. A communication device, structure, or fixture which incorporates graphics, symbols, or written copy that is intended to promote the sale of a product, commodity or service, or provide direction or identification for a premises or facility.~~

“Sign”: any material, structure, or device, or part thereof, composed of text, symbols, logos, or graphics, or on which text, symbols, or graphics are placed when used or located outside or on the exterior of any building and includes any announcement, declaration, demonstration, display, illustration, or insignia used to inform or attract the attention of the public when the same is placed in view of the public.

~~*Temporary Sign*. Any sign, banner, pennant, or advertising display intended to be displayed for a limited time period. Easily removed signs attached to windows are considered temporary signs.~~

“Temporary sign”: a sign structure or device that is easily installed and removed and that is not intended or suitable for long-term or permanent display due to the sign construction, materials, placement, or installation. Any sign not covered by this definition is a permanent sign.

RZC 21.44 Signs

Subsection 21.44.010(D)

D. *Exemptions.* The following signs are exempt from the requirements of this section:

...

5. *Certain Public Signs.* The following signs and displays are exempt from the requirements of this section: street signs and/or numbers, street address identification, traffic control and pedestrian signs and signals, ~~governmental direction and government signs; including but not limited to directional, gateway, informational, public service, temporary signs posted at City posting locations, and/or wayfinding signs, public and legal notices and warnings required by a public process, signs required by law, and governmental flags;~~

Subsection 21.44.010.E.5

E. *Prohibited Signs.* The following signs are prohibited:

...

5. *Streamers, Pennants and Banners.* Displays of banners, festoon flags, flags, posters, pennants, ribbons, streamers, strings of lights (except as provided in seasonal decorations), chasing strobe or scintillating lights, flares, balloons, bubble machines, and similar devices ~~when used as a sign or in conjunction with a sign~~ are prohibited when the same are visible from any off-site location, including but not limited to any public right-of-way, ~~except as otherwise provided for in this chapter.~~ Where such signs or devices are not visible from public rights-of-way, this prohibition does not apply. For purposes of this subsection, a single, integrated development that does not contain or cross public rights-of-way is considered a single site even where the development spans more than one contiguous parcel. This section shall not prohibit the use of displays in a parade.

3. Political Signs:

~~**a. On-Premises Signs.** On-premises political signs located at the headquarters of a political party, candidate for public elective office, or a public issue decided by ballot are permitted. All on-premises political signs shall comply with the dimensional and locational requirements of the sign district in which located.~~

~~**b. Off-Premises Signs:**~~

~~**i. Location.** Permits for political signs are not required. Political signs may not be placed on private property without the permission of the property owner. Political signs may not be located so as to impede driver vision or represent an obstruction or hazard to vehicular or pedestrian traffic. On public property not part of the public right-of-way, relevant City departments may designate an area or areas for the placement of political signs in order to ensure that placement will not interfere with the intended use of that land.~~

~~**ii. Size/Spacing.** Political signs shall not exceed six square feet in size. No political sign may exceed six feet in height, measured from the preexisting ground level to the top of the sign.~~

~~**iii. Removal of Election Signs.** Off-premises political signs shall be removed within seven days of the date of the election to which the sign pertains. Failure to remove political signs within the time limit provided shall constitute a violation of this code and shall be punishable as such. In the event that City personnel are required to remove signs from public rights-of-way after expiration of the~~

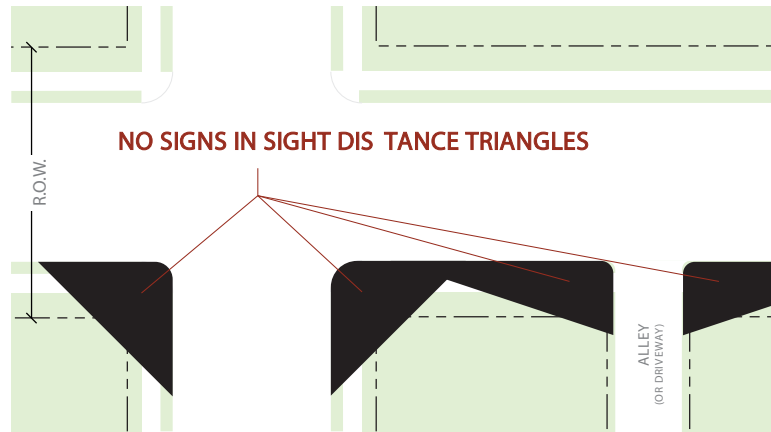
~~time limit for removal, all costs associated with such removal shall be the responsibility of the candidate or campaign organization for whom the sign was posted. The applicable costs shall be collected in addition to any other penalty applicable to failure to remove the sign.~~

~~iv. – Public Works Projects. The Public Works Department may remove signs from public rights-of-way in order to conduct periodic maintenance activities. Signs removed for this purpose may be picked up at the City’s Maintenance and Operations Center and returned to their prior location if still within the removal deadline. The Public Works Department may permanently remove political signs from public rights-of-way for the purpose of carrying out major public works projects. Political signs removed for this purpose will be held and made available for pickup at the City’s Maintenance and Operations Center until 14 days following the next election.~~

~~v. – Removal of Signs in Disrepair. The Public Works Department may remove any sign which is in a state of disrepair from the public right-of-way or public property at any time. For purposes of this subsection, a sign is in a state of disrepair if it is ripped, torn, broken, faded, obliterated, obscured, dilapidated, blown down, knocked over, or in any other state in which its message has ceased to be readable or legible.~~

New Section RZC 21.44.010.K– Temporary Non-commercial Sign Standards

1. Applicability. The following provisions apply to all temporary non-commercial signs.
2. *General Standards.* The content of temporary non-commercial signs is not regulated, but the sign is subject to the time, place, and manner standards outlined in this Chapter.
 - a. *Sign Materials and Construction.*
 - i. Temporary non-commercial signs must be constructed of material durable enough to withstand rain, wind, and normal wear and tear for the anticipated use and placement and must conform to the requirements of this chapter.
 - ii. Temporary non-commercial signs must be maintained and in a safe condition.
 - iii. Temporary non-commercial signs shall not have electrical components or be illuminated.
 - iv. Temporary non-commercial signs shall not have moving components, emit noise, be animated, or have changing images.
 - b. *Sign Placement.* The following sign placement standards apply to all temporary non-commercial signs.
 - i. Temporary non-commercial signs may be placed within the City right-of-way consistent with the requirements of this Chapter.
 - ii. Temporary non-commercial signs may be placed on private property consistent with RZC 21.44.010.K.4
 - iii. Temporary non-commercial signs shall not be placed in any public park, trail, open space, or other City public space without permission of the entity that owns the property.
 - iv. Minimum Setback Requirements. All temporary non-commercial signs shall be placed in conformance with the setback requirements of this section.
 - A. Out of the sight distance triangle of intersections and driveways between two and eight feet above existing street grade (see RZC 21.52.040).



B. Two (2) feet away from any curb



C. Where no curb exists, the sign must be placed outside the roadway at least six (6) feet from the roadway edge;

D. Five (5) feet away from any building access point, most commonly a door as measured from the edge of the door frame, if not attached to the building;

- v. The sign shall not obstruct pedestrian, bicycle, or accessible routes to or along the public or private sidewalk or encroach into the minimum clear pathway area of 48 inches in width.
- vi. The sign shall not interfere with the opening of car doors, use of ADA accessible parking spots or access routes, use of bicycle parking facilities, bus stops, or loading zones;

- vii. Temporary non-commercial signs shall not be placed directly adjacent to other temporary non-commercial signs or infrastructure in a manner that creates a visual or physical barrier between the roadway and the adjacent sidewalk or property, or between the sidewalk and the roadway or the adjacent property.
 - viii. The sign may not be placed within the right-of-way in a manner that impacts or harms irrigation systems, landscaping, ongoing maintenance, or other right-of-way installations. The sign owner is responsible for conferring with the City and/or adjacent property owner to confirm location of such right-of-way installations prior to placing a sign. Any sign that is placed in a manner that would limit or interfere with ongoing maintenance and landscaping efforts of the City or other responsible parties may be removed. The sign owner is responsible for all damage caused by sign installation and ongoing placement.
 - ix. Signs in the right-of-way must remain portable and may not be attached or anchored in any way to trees or to public property, including, but not limited to, utility or light poles, parking meters, sidewalk, or pavement.
 - x. Signs shall not create a hazard to either pedestrians or motorists.
- c. Removal and disposal. Any temporary non-commercial sign in violation of any provision of this chapter may be removed and disposed of by the City without prior notice according to the provisions of RMC 1.14.085.
3. *Allowed Temporary Non-commercial Sign Types and Standards within the Right-of-way.* Signs conforming to the regulations of this section are allowed to be placed within the right-of-way.
- a. *Size/Area.* Each sign face shall be no larger than six (6) square feet. No sign may include more than two sign surface areas.
 - b. *Height.* The sign height, when placed or posted, shall be no more than four (4) feet above grade.
4. *Allowed Temporary Non-commercial Sign Types and Standards on private property.* Signs conforming to the regulations of this section are allowed to be placed on private property.
- a. On private property in Neighborhood zones:
 - i. *Permission.* All temporary non-commercial signs placed on private property must be expressly permitted by the property owner.
 - ii. *Location.* All temporary non-commercial signs placed on private property must be wholly within the property.
 - iii. *Size/Area.* The sign surface area shall be no larger than six (6) square feet. No sign may include more than two sign surface areas.
 - iv. *Height.* The sign height, when posted, shall be no more than six (6) feet above grade.
 - v. *Number.* No limit.
 - vi. On private property in all other zones, regulations for temporary non-commercial signs are the same as for temporary commercial signs, except that there is no limit on the number of temporary non-commercial signs. See RZC 21.44.010.H.

PROPOSED AMENDMENT:

E. Prohibited Signs. The following signs are prohibited:

...

5. Streamers, Pennants and Banners. Displays of banners, festoon flags, flags, posters, pennants, ribbons, streamers, strings of lights (except as provided in seasonal decorations), chasing strobe or scintillating lights, flares, balloons, bubble machines, and similar devices when used as a sign or in conjunction with a sign are prohibited when the same are visible from any off-site location, including but not limited to any public right-of-way, except as otherwise provided for in this chapter. Where such signs or devices are not visible from public rights-of-way, this prohibition does not apply. For purposes of this subsection, a single, integrated development that does not contain or cross public rights-of-way is considered a single site even where the development spans more than one contiguous parcel. This section shall not prohibit the use of displays in a parade.

~~3.-Political Signs:~~

~~a.-On-Premises Signs. On-premises political signs located at the headquarters of a political party, candidate for public elective office, or a public issue decided by ballot are permitted. All on-premises political signs shall comply with the dimensional and locational requirements of the sign district in which located.~~

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~~iii.-Removal of Election Signs. Off-premises political signs shall be removed within seven days of the date of the election to which the sign pertains. Failure to remove political signs within the time limit provided shall constitute a violation of this code and shall be punishable as such. In the event that City personnel are required to remove signs from public rights-of-way after expiration of the time limit for removal, all costs associated with such removal shall be the responsibility of the candidate or campaign organization for whom the sign was posted. The applicable costs shall be collected in addition to any other penalty applicable to failure to remove the sign.~~

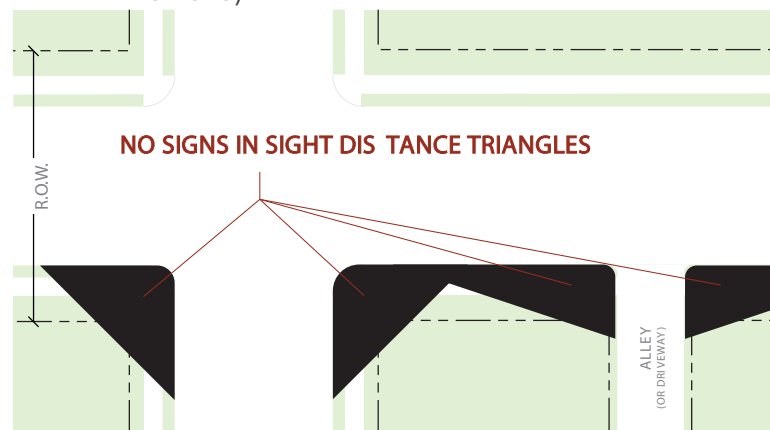
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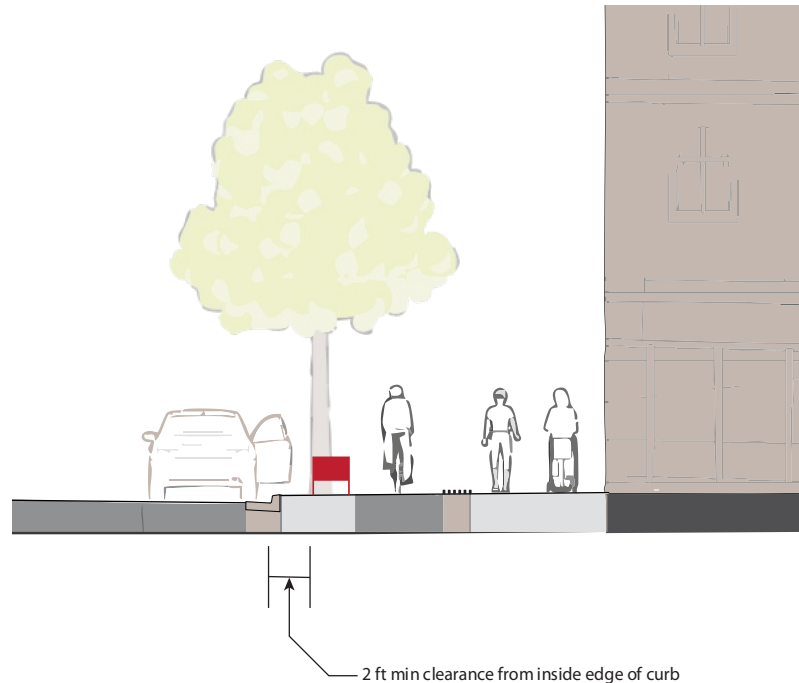
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 - ii. Temporary non-commercial signs may be placed on private property consistent with RZC 21.44.010.K.4
 - iii. Temporary non-commercial signs shall not be placed in any public park, trail, open space, or other City public space without permission of the entity that owns the property.
 - iv. Minimum Setback Requirements. All temporary non-commercial signs shall be placed in conformance with the setback requirements of this section.

- A. Out of the sight distance triangle of intersections and driveways between two and eight feet above existing street grade (see RZC 21.52.040).



- B. Two (2) feet away from any curb



- C. Where no curb exists, the sign must be placed outside the roadway at least six (6) feet from the roadway edge;
- D. Five (5) feet away from any building access point, most commonly a door as measured from the edge of the door frame, if not attached to the building;
- v. The sign shall not obstruct pedestrian, bicycle, or accessible routes to or along the public or private sidewalk or encroach into the minimum clear pathway area of 48 inches in width.
- vi. The sign shall not interfere with the opening of car doors, use of ADA accessible parking spots or access routes, use of bicycle parking facilities, bus stops, or loading zones;
- vii. Temporary non-commercial signs shall not be placed directly adjacent to other temporary non-commercial signs or infrastructure in a manner that creates a visual or physical barrier between the roadway and the adjacent sidewalk or property, or between the sidewalk and the roadway or the adjacent property.
- viii. The sign may not be placed within the right-of-way in a manner that impacts or harms irrigation systems, landscaping, ongoing maintenance, or other right-of-way installations. The sign owner is responsible for conferring with the City and/or adjacent property owner to confirm location of such right-of-way installations prior to placing a sign. Any sign that is placed in a manner that would limit or interfere with ongoing maintenance and landscaping efforts of the City or other responsible parties may be removed. The sign owner is responsible for all damage caused by sign installation and ongoing placement.
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- x. Signs shall not create a hazard to either pedestrians or motorists.

- c. Removal and disposal. Any temporary non-commercial sign in violation of any provision of this chapter may be removed and disposed of by the City without prior notice according to the provisions of RMC 1.14.085.
- 3. *Allowed Temporary Non-commercial Sign Types and Standards within the Right-of-way.* Signs conforming to the regulations of this section are allowed to be placed within the right-of-way.
 - a. *Size/Area.* Each sign face shall be no larger than six (6) square feet. No sign may include more than two sign surface areas.
 - b. *Height.* The sign height, when placed or posted, shall be no more than four (4) feet above grade.
- 4. *Allowed Temporary Non-commercial Sign Types and Standards on private property.* Signs conforming to the regulations of this section are allowed to be placed on private property.
 - a. On private property in Neighborhood zones:
 - i. *Permission.* All temporary non-commercial signs placed on private property must be expressly permitted by the property owner.
 - ii. *Location.* All temporary non-commercial signs placed on private property must be wholly within the property.
 - iii. *Size/Area.* The sign surface area shall be no larger than six (6) square feet. No sign may include more than two sign surface areas.
 - iv. *Height.* The sign height, when posted, shall be no more than six (6) feet above grade.
 - v. *Number.* No limit.
 - vi. On private property in all other zones, regulations for temporary non-commercial signs are the same as for temporary commercial signs, except that there is no limit on the number of temporary non-commercial signs. See RZC 21.44.010.H.

Item	Discussion Notes	Issue Status
Temporary Non-Commercial Signs		
<p>1. Implementation of code</p> <p>Aparna</p>	<p><u>Commission Discussion</u></p> <p>Commissioners discussed who is responsible for picking up signs if they are permitted. Will there be any penalties if the City has to pick them up? Commissioners emphasized the need for a broad education and communication campaign around the new regulations.</p> <p><u>Staff Comments</u></p> <p>Public works and code enforcement staff are currently drafting enforcement procedures. In the current draft, their procedure will be to hold signs for 30 days and permit holders to pick up the sign at City Hall by appointment.</p> <p>Note added 4.22.2026 According to RMC Title 1.14.085 removal and disposal of illegal signs have a monetary penalty for the costs of removing and storing a sign.</p>	<p>Opened 4.8.2026</p> <p>Closed 4.22.2026</p>
<p>2. Implementation of code - permit number</p> <p>Van Niman, Gagner</p>	<p><u>Commission Discussion</u></p> <p>Commissioners had questions on how the permit number will be placed on the signs.</p> <ul style="list-style-type: none"> • How will the permit number be affixed to the sign? • Is there a specific place where the permit numbers need to be placed on the sign? • Will the permit number change every year because signs are often re-used for multiple years, and it could conflict with sustainability goals? <p><u>Staff Comments</u></p> <p>An important component of this is leaving it up to the permit holder to decide on how to affix the permit number for flexibility and to not increase burden to the permit holder or city. There are several options being considered including stickers provided by the city, a sticker printed by the applicant, a permit number printed directly on the sign or handwritten with permanent marker. The exact method of affixing the permit is still</p>	<p>Opened 4.8.2026</p> <p>Closed 4.22.2026 (Van Niman)</p>

Item	Discussion Notes	Issue Status
	being considered but will not change any language in RZC and be up to the City of Redmond to determine operationally.	
<p>3. Implementation/ Enforcement</p> <p>Woodyear, Coleman</p>	<p><u>Commission Discussion</u></p> <p>The Commission discussed common occurrences if signs are knocked over by wind or weather and if there is guidance on how sign removal is completed if there is clutter. What is the city’s role in picking up downed signs?</p> <p><u>Question Added 4.22.2026</u></p> <p>What if there is clutter of signs?</p> <p><u>Staff Comments</u></p> <p>Public works and code enforcement staff will typically hold signs for 30 days if they are knocked down and picked up by the city. Otherwise, permit holders or those that placed the sign have the responsibility to monitor and pick up their signs.</p> <p><u>Note Added for 5.13.2026 meeting</u></p> <p>Per legal memo, the City could consider a process of removal for a sign with a later-issued permit with a reasonable assumption that the first sign was placed when permit was issued, and the second sign came along and caused the issue. See page 5-6 of the memo for additional information.</p>	<p>Opened 4.8.2026</p> <p>Closed 5.13.2026X.XX.XX</p>
<p>4. Timeframe for Signs/Removal of Signs</p> <p>Weston, Coleman</p>	<p><u>Commission Discussion</u></p> <p>The commission discussed timeline for signs and if they should still have a timeline around elections, that it is helpful to have clear timelines before and after elections.</p> <p>Should there be a day/month for signs to be removed following elections. It will be publicized, and all the signs will be removed after that date. Is that possible? Could that add clarity and simplicity to the code?</p> <p><u>April 22 Update</u></p>	<p>Opened 4.8.2026</p> <p>Closed 5.13.2026</p>

Item	Discussion Notes	Issue Status
	<p>Can we have four dates per year for removing signs?</p> <p><u>Staff Comments</u></p> <p><u>Update for 5.13.2025 meeting</u></p> <p>The city staff attorney's legal memo states that placing a timeline for the removal of post-election signs could be viewed as regulating only political (content) signs. The city could do periodic sweeps for signs that do not follow regulations, or if the permit expired.</p> <p>Establishing the timing of signs sweeps would be difficult without overstepping. See the legal memo for additional information.</p>	
<p>5.</p> <p>Renewal of Permits</p> <p>Weston, Woodyear, Aparna, Copley</p>	<p><u>Commission Discussion</u></p> <p>Commissioners expressed concern over the continual renewal of signs and potential abuse of this system. Opinion signs that are nasty, don't like the idea of them being able to be renewed indefinitely, especially if they are near schools or where kids gather. Indefinite renewal of permits seems contradictory; how can a temporary sign be renewed indefinitely. The language is contradictory. Is there a way to limit the continual renewal of signs?</p> <p><u>Staff Comments</u></p> <p><u>Update for 5.13.2026 meeting</u></p> <p>The city staff attorney's legal memo indicates if there is a cap on sign renewals, then it is likely to end up precluding a political sign in advance of an election. The legal memo has additional information.</p> <p>There are RZC regulations on obscene signs that are not being repealed, see RZC 21.44.010.E.7 Obscene Signs. Signs that bear or contain statements, words, or pictures that are obscene under the prevailing statutes or U.S. Supreme Court decisional law are prohibited.</p>	<p>Opened 4.8.2026</p> <p>Closed 5.13.2026</p>
<p>6.</p> <p>Placement of signs on medians and roundabouts</p>	<p><u>Commission Discussion</u></p> <p>Medians and roundabouts are common places for signs to be placed, and some do have sidewalk and crosswalk access. There will be people that follow the rules and many who</p>	<p>Opened 4.8.2026</p> <p>Closed 5.13.2026</p>

Item	Discussion Notes	Issue Status
Copley, Weston, Van Niman, Gagner	<p>don't that can lead to disparity and unfairness in the application of regulations. This could also result in an increase in complaints to the city and workload to remove those signs placed in the medians and roundabouts.</p> <p><u>Update April 22</u></p> <p>What about medians with safe access from sidewalk. 140th Ave. and Old Redmond Road have medians with crosswalks.</p> <p>Staff Comments</p> <p>For safety and sight-clearance reasons, staff does not support placing signs in medians and roundabouts. These areas often have limited visibility, complex traffic movements, and restricted access, and allowing signs there would create safety hazards for drivers, pedestrians, and anyone attempting to install or remove signs.</p> <p>In addition, allowing signs in medians and roundabouts would create enforcement challenges and inconsistencies, as some individuals may comply with the rules while others may not. This would likely increase complaints and require additional City resources to remove improperly placed signs.</p> <p>For these reasons, the city recommends prohibiting temporary non-commercial signs in medians and roundabouts.</p>	
<p>7. Stickers</p> <p>Coleman</p>	<p><u>Commission Discussion</u></p> <p>How are stickers treated if they are affixed to a lamp post?</p> <p>Staff Comments</p> <p>In the draft code, RZC 21.44.010.H.3.B.6.g states "Signs are prohibited in, on, or within public or private medians, roundabouts, traffic circles, street trees, utility poles and boxes, fences, lampposts, traffic poles, and signals."</p> <p>Signs, or stickers, would not be permitted to be affixed to a lamp post.</p>	<p>Opened 4.8.2026</p> <p>Closed 4.22.2026</p>

Item	Discussion Notes	Issue Status
<p>8. Sign code abuse</p> <p>Copley</p>	<p><u>Commission Discussion</u></p> <p>What if a person places so many signs that it makes it difficult or impossible for others to legally place signs?</p> <p><u>Staff Comments</u></p> <p><u>Update for May 13 meeting</u> The legal memo addresses signs and removal of signs. The process should be consistent, the City could consider a process for removal of the later-issued sign with the reasonable presumption that the first sign was placed when the permit was issued with no issues, the second sign caused the issue.</p> <p>The draft code states in 21.44.010.H.3.B.6.h - Sign Placement that "Temporary non-commercial signs shall not be placed directly adjacent to other temporary non-commercial signs or infrastructure in a manner that creates a visual or physical barrier between the roadway and the adjacent sidewalk or property, or between the sidewalk and the roadway or the adjacent property."</p> <p>The draft code also states that "Any temporary non-commercial sign in violation of any provision of this chapter may be removed and disposed of by the City without prior notice according to the provisions of RMC 1.14.085."</p> <p>If signs are placed in a manner that creates a hazard, then signs may be removed.</p>	<p>Opened 4.8.2026</p> <p>Closed 5.13.2026</p>
<p>9. Non-endorsement of sign messages</p> <p>Aparna</p>	<p><u>Commission Discussion</u></p> <p>How can the city ensure that permitting signs is not seen as an endorsement of any sign's message?</p> <p><u>Staff Comments</u></p> <p>This can be component of the education and communication campaign as this goes into effect. This can also be stated on city's website.</p>	<p>Opened 4.8.2026</p> <p>Closed 4.22.2026</p>

Item	Discussion Notes	Issue Status
10. Hateful/ non-inclusive message	<p>The legal memo also addresses this, that the City does not approve the content. See page 6 of the legal memo for additional information.</p> <p><u>Commission Discussion</u></p> <p>Concerns around political message that is hateful or non-inclusive, is there any recourse to this?</p> <p><u>Staff Comments</u></p> <p><u>Updated for 5.13.2026 meeting</u></p> <p>The City attorney’s memo states that municipal governments have no power to restrict expression because of its message, its ideas, its subject matter, or its content.</p> <p>The city may issue a removal order and next steps for signs that are obscene, defamatory, or a true threat. However, enforcement is limited and requires clear legal justification.</p> <p>There are current RZC regulations on obscene signs that are not being repealed. RZC 21.44.010.E.7 Obscene Signs. Signs that bear or contain statements, words, or pictures that are obscene under the prevailing statutes or U.S. Supreme Court decisional law are prohibited.</p>	<p>Opened 4.8.2026</p> <p>Closed 5.13.2026</p>
11. Database of Signs	<p><u>Commission Discussion</u></p> <p>Commission had some disagreements with some way to view or look up who is creating or posting the signs and others have concerns about name or contact information being available and that it could stifle free speech.</p> <p><u>Staff Comments</u></p> <p>The permits will be issued using Redmond’s existing permitting system which is searchable. All permits are also subject to WA Public Records Act.</p>	<p>Opened 4.8.2026</p> <p>Closed 4.22.2026</p>

Item	Discussion Notes	Issue Status
<p>12. Comparison with other cities</p> <p>Gagner</p>	<p><u>Commission Discussion</u></p> <p>Commissioners asked whether there has been any comparison to other local communities and if Redmond has received any feedback on process, and implementation as other cities have implemented updates to their sign code.</p> <p><u>Update from 4.22</u> - Will permitting temporary non-commercial signs create liability for the city? Will it leave the impression that the City endorses viewpoints?</p> <p><u>Staff Comments</u></p> <p>Public works and code enforcement are reviewing operating procedures for neighboring municipalities. The law review that is being prepared will include an overview of the comparison used in drafting. Kirkland has similar regulations that signs have a duration of “not more than 60 days” and appears to comply with the precedent established in Reed v. Town of Gilbert (2015) while Bellevue’s code is similar to our current code and doesn’t have a framework for temporary non-commercial signs.</p> <p><u>Updated for 5.13 Meeting</u></p> <p>The legal memo indicates that the legal review included review of further jurisdictions and review of applicable case law.</p> <p>The city attorney’s legal memo says that the permit will not be based on the content of the sign. The process should be quick, easy, and free to specifically not create an undue burden on speech. The memo has additional information.</p> <p>MRSC includes Gig Harbor as an sign code example, and their code requires all temporary signs to have an approved city permit attached to the sign face.</p>	<p>Opened 4.8.2026</p> <p>Closed 5.13.2026</p>
<p>13. Rationale for updates</p>	<p><u>Commission Discussion</u></p>	<p>Opened 4.8.2026</p> <p>Closed 4.22.2026</p>

Item	Discussion Notes	Issue Status
Gagner	<p>What is the impetus for proposing updates to the code, especially as it relates to durational limits and permits?</p> <p><u>Staff Comments</u></p> <p>There was no regulatory framework for temporary non-commercial signs, and the current signs regulations were not in compliance with U.S. Supreme Court precedent. The 60-day durational limit avoids content regulation in keeping with Reed v. Town of Gilbert (2015)</p>	
<p>14. Permit</p> <p>Gagner, Aparna, Van Niman</p>	<p><u>Commission Discussion</u></p> <p>Why did we add that permitting to the sign process? If by adding a permit is that creating a burden, liability (file a suit against the city), or if the permit is seen as an endorsement that could create liability to the city?</p> <p>There needs to be a balance between too much regulation and overprescribing versus having no regulations. The rules should be realistic and practical otherwise its inviting rule breaking and won't lead to successful implementation.</p> <p><u>Update on 4.22.2026 -</u></p> <p>Does the sign permit create a burden? Focus should be on clearing signs that are blocking pedestrian pathways, and illegally placed signs.</p> <p><u>Staff Comments</u></p> <p>This is addressed in the city attorney's legal memo. the permit should not be based on content and should be easy to obtain. If someone wants to quickly express their first amendment right to free speech, it should not take days to get a permit approval, should not cost money, and should not be burdensome</p> <p>Staff will continue to monitor the implementation of any new regulations around temporary non-commercial signs and will adjust the code or procedures as needed.</p>	<p>Opened 4.22.2026</p> <p>Closed 5.13.2026</p>
<p>15. Permit</p>	<p><u>Commission Discussion</u></p>	<p>Opened 4.22.2026</p>

Item	Discussion Notes	Issue Status
<p>Aparna, Weston, Copley, Woodyear</p>	<p>Sign code should focus on size, safety and accessibility, and periodic clean up. The proposed permit system feels like adding administrative overhead. Enforcement is a burden at the best of times. Unless it is required for federal or state law compliance, why would we want something so complex? Why fix it if it is not broken? Costs of enforcement for sign permit enforcement can be better used for costs for tree permit enforcement or something weightier. The current system without permit allows for free speech without barriers or the burden of a permit which would not curb or control free speech anyway or generate revenue for the city.</p> <p>The commission is overall skeptical of permitting. Free speech doesn't need to be negotiated with the city every sixty days. Is this where we want to spend time and resources. Don't agree with the need for permits, or that it promotes free speech</p> <p>Regulations enforcement and accountability need to be balanced, are there instances you would not require a permit, for example, a lost cat sign.</p> <p>Updates on 5.13.2026</p> <p><u>Staff Comments</u></p> <p>The permit process is intended to be quick, easy, and free, to specifically not create an undue burden on speech. It should not take days to get permit approval, should not cost money, and should not be burdensome for the applicant or staff. The permit is a means to educate those placing signs to understand the rules around size and placement, and a way for the City to be able to contact those placing signs in the right-of-way.</p>	<p>Closed 5.13.2026</p>

**NOTICE OF PUBLIC HEARING
CITY OF REDMOND
Redmond Zoning Code Amendment:
Temporary Non-Commercial Signs
(LAND-2026-00082, SEPA-2026-00083)**

The City of Redmond Planning Commission will hold a Public Hearing at Redmond City Hall Council Chambers, 15670 NE 85th Street, Redmond, Washington on April 22, 2026 at 7 p.m. or as soon thereafter, on:

SUBJECT: The proposed amendments establish a regulatory framework for temporary non-commercial signs. Common examples of such signs include political campaign signs, community event signs, and philosophical or religious message signs. These updates include amendments to chapters RZC 21.44 and 21.78.

REQUESTED ACTION: Planning Commission recommendation on the proposed amendment to the Redmond Zoning Code.

PUBLIC PARTICIPATION: Join in-person at City Hall, watch live at redmond.gov/RCTV, Comcast channel 21, Ziply channel 34, on [facebook.com/City-of-Redmond](https://www.facebook.com/City-of-Redmond), or listen live by phone by calling 510-335-7371.

Public comment can be provided in-person or 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 redmond.gov/1480. If you have any comments, questions, or would like to be a Party-of-Record on this proposal, please contact Lauren Alpert, Senior Planner, 425-556-2460, lalpert@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: April 1, 2026

Holly Botts (she/her)

Legal Advertising Representative

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e: legals@seattletimes.com



MEETING MINUTES

REDMOND PLANNING COMMISSION MEETING

Wednesday, April 22, 2026 – 7:00 p.m.

1. Call to Order & Roll Call – 7:02 p.m.

Commissioners Present:	Chair Susan Weston, Vice-Chair Jeannine Woodyear, Commissioners Adam Coleman, Bryan Copley, Denice Gagner, and Aparna Varadharajan
Commissioners Absent:	Commissioner Tara Van Niman (Excused)
Staff Present:	Lauren Alpert, Jeff Chuchill, Glenn Coil, and Chris Wyatt
Recording Secretary:	Carolyn Garza, LLC

2. Approval of the Agenda

- *Motion to approve the Agenda by Commissioner Copley, seconded by Commissioner Aparna. The Motion passed.*

3. Approval of Meeting Minutes & Summaries

- *Motion by Commissioner Coleman to approve the April 8, 2026 Meeting Summary. Motion seconded by Commissioner Copley. The Motion passed unanimously.*

4. Items from the Audience (General)

- **Linda Seltzer**, Redmond, asked that the zoning code be amended or deleted to not incentivize demolition of existing affordable senior apartments, instead to preserve existing housing and described the situation.

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- **David Morton**, Redmond 98053, stated concerns regarding per- and polyfluoroalkyl substance (PFAS) contamination in municipal drinking water wells 1 and 2. Questions submitted online are regarding identifying sources, sentinel monitoring wells, Evans Creek, the DTG Recycle site, perfluorooctanesulfonate (PFOS), and the wellhead treatment timeline.

5. Temporary Non-Commercial Signs - Public Hearing and Study Session

Chair Weston opened the Public Hearing.

Public Hearing

- **David Morton**, Redmond 98053, stated that content neutral signs and no cost permits are a sensible approach, but stated having questions regarding enforcement and accountability, unlimited permit renewals, placement and safety, and public education.

Chair Weston closed the verbal portion of the Public Hearing.

Study Session

Technical issues with house audio was acknowledged by Planning Manager Churchill.

Senior Planner Alpert presented the Issues Matrix.

Regarding Issue one, implementation of code, Commissioner Aparna stated that the issue could be closed. Planning Manager Churchill replied that there are enforcement provisions in Redmond Municipal Code (RMC) for removal and disposal of illegal signage. Chair Weston asked that the answer be added into the Issues Matrix.

Regarding Issue two, permit numbers on signs, Commissioner Van Niman had previously closed but the Issue was left open by staff for any further comments. Commissioner Gagner asked for clarification regarding an exact method still being considered. Senior Planner Alpert replied that the intent is for the greatest flexibility possible. Commissioner Gagner asked that the Issue remain open for a clear answer. Planning Manager Churchill added that the method for affixing permit stickers will not be found in code and a Planning Commission recommendation will not include the detail.

Regarding Issue three, signs downed by weather, Vice-Chair Woodyear stated being satisfied with the response but asked how signs considered clutter are removed in a fair and equitable manner. Principal Planner Churchill replied that the city Attorney should address the question in regard to liability concerns. Chair Weston stated that a clarification could be added to the Issue and Vice-Chair Woodyear agreed. Commissioner Coleman stated agreement.

Regarding Issue four, timeframes, Chair Weston asked if the Issue should be combined with an Issue by Commissioner Coleman further in the Matrix. Principal Planner Churchill replied yes.

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Regarding Issue five, renewal of permits, Senior Planner Alpert stated that the Attorney was reviewing. Chair Weston asked that the Issue remain open and also tabled until the end of the Matrix for further discussion. Planning Manager Churchill stated that the Attorney will make available levers clearer.

Regarding Issue six, medians and roundabouts, Commissioner Copley stated agreement. Commissioner Coleman asked for clarification regarding a procedure for handling signs erected outside of code and Principal Planner Churchill replied that an education campaign will be necessary as well as consistency to avoid favoritism accusations. Commissioner Coleman asked if signage should be erected to indicate where signs are not allowed. Principal Planner Churchill replied that other education tools may be better suited in the instance. Chair Weston stated that some neighborhoods only have the option of a median for political signs and that limiting political signs will deprive voters of information. Chair Weston stated concern but not being aware if there is a safety issue for Public Works employees collecting signs. The Issue would remain open. Commissioner Coleman asked if walking on the median is illegal. Chair Weston stated that landscape crews are on medians regularly and that there are crosswalks on streets with medians. Commissioner Aparna stated that streetscape design has changed over time. Commissioner Gagner asked if there is a precedent regarding mechanics for enforcement currently. Principal Planner Churchill replied that all illegal signs are removed by Code Enforcement Officers in vehicles regardless of content, commercial and non-commercial, and sign owners are contacted to pick up; education will involve including information on the permit, education occurring at the point of permit application, online newsletters, and when a sign is removed. Senior Planner Alpert stated that stickers are prohibited on lampposts and are removed. Commissioner Coleman stated that the Issue could be closed.

Regarding the next open Issue, removal of signs following elections, Commissioner Coleman stated that signs that remain up after an election are irrelevant and that dates could be specified for removal regardless of political content to avoid a legal issues. Commissioner Gagner stated that previous code indicated seven days after an election and asked what issues arose that spurred changes. Senior Planner Alpert cited a Supreme Court ruling that if a sign must be read to regulate, removal is unconstitutional; as a result, regulatory framework is unenforceable and why the Planning Commission and Council are being asked by staff to address a regulatory framework around a broader category of signs without reviewing sign content. Commissioner Coleman asked if assigning certain dates throughout the year for removal of all signs would be illegal. Commissioner Copley asked if there could be an opt-in system for help in removing signs. Principal Planner Churchill replied that the city could be overwhelmed by requests to remove their signs. Commissioner Copley suggested volunteers or employment opportunities. Chair Weston replied that budget is not the purview of the Planning Policy Commission. Chair Weston stated that there are many signs that are not tied to elections but around current points of view, and that

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a set schedule to reset throughout the year would be a benefit. Commissioner Coleman stated that more information should be collected such as intended placement location. Chair Weston asked that the Issue be left open for further information to come from the Attorney.

Regarding Issue nine, sign code abuse, Planning Manager Churchill stated that Code Enforcement would be asked for insight into whether or not there is an issue. Commissioner Copley stated that language could be added that signs should not be placed in such a way that prohibits others from placing signs nearby, or a stated distance between identical signs. Planning Manager Churchill stated that code addresses distance from any signs but not from the same signage. Vice-Chair Woodyear stated that a view of enforcement challenges will resolve many questions.

Regarding Issue 10, non-endorsement of sign messages, Commissioner Aparna stated that the Issue could be closed.

Regarding Issue 11, hateful, non-inclusive messages, Commissioner Aparna stated that the Issue should remain open until the Attorney can answer.

Regarding Issue 12, database of signs, Chair Weston asked that Commissioner Gagner be added. Commissioner Gagner asked if other permits are searchable and Planning Manager Churchill replied that all permits are online. Commissioner Gagner stated that the Issue could be closed. Commissioner Coleman asked if there is policy that an individual name must be included rather than an organization name. Chair Weston replied that LLCs and charitable organizations, for example, are allowed. Commissioner Coleman, Vice-Chair Woodyear, and Chair Weston agreed that the Issue could be closed.

Regarding Issue 13, comparison with other cities, Commissioner Gagner asked if the permit creates liability for the city. Planning Manager Churchill stated that the Attorney would be asked and the Issue remained open. Commissioner Gagner asked if staff removes signs currently and Planning Manager Churchill replied that commercial signs not affected by the Supreme Court decision can be removed. The Issue remained open.

Regarding Issue 14, rationale for updates, Commissioner Gagner added an amendment to the Issue for the Attorney to answer regarding the impetus for proposing updates to code related to permitting, specifically if a permit is considered an endorsement. The Issue remained open.

Regarding Issue 15, sign code, Commissioner Aparna asked that the Issue remain open and stated that an email would be sent to staff with concerns regarding requiring permits.

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Chair Weston asked for final comments. Commissioner Coleman stated support for set dates for clearing signs but not a permitting process with cost and implications. Commissioner Copley stated concern that requiring a permit may become a barrier to free speech and that having the permit process explained on the record would be valuable. Vice-Chair Woodyear stated that regulation enforcement and accountability must be balanced and asked if there would be a situation where a permit would not be required such as for *Lost Cat* signs. Commissioner Aparna stated that the mentioned email would be sent to staff and that city money should be spent wisely. Chair Weston stated agreement regarding skepticism of permitting and that free speech does not need to be negotiated with the city every 60 days when there is no public safety component, not a top issue when the city has many other priorities, but that standardization and periodic clearing of signs is good.

Chair Weston stated that there would be an Issues Matrix update with Attorney answers next week. There will be no discussion during the Annual Workshop.

Commissioner Coleman asked about city signage communicating to the public, and Planning Manager Churchill replied that certain government signs would be exempt from the permitting requirement such as around Derby Days.

5-Minute Break

6. 2026-27 Comprehensive Plan Annual Docket Briefing

Senior Planner Coil presented the briefing.

Commissioner Aparna asked for details in writing and Senior Planner Coil replied that an email had been sent to Commissioners last month.

Chair Weston stated that the question is if a Comprehensive Plan change is needed but that Functional Plans are possibly where displacement should be addressed.

Commissioner Aparna stated that the issue should be revisited when the Housing Action Plan and Human Services Plan are brought to the Commission later in the year.

Commissioner Coleman asked if the particular property development is occurring or only could possibly occur and Senior Planner Coil replied only being able to speak regarding the policy discussion. Chair Weston stated that the process is what the Commission must examine and not an individual property issue. Commissioner Coleman stated agreement with Commissioner Aparna regarding revisiting when the other Plans are discussed.

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Commissioner Aparna stated that the budget is not in the purview of the Commission, and that while the issue is important conceptually that a docket item is only around the parcel in question and not a full Comprehensive Plan amendment. Chair Weston stated that re-zoning or budget are not being reviewed, and that the fastest and best way to address displacement of vulnerable populations are the two Functional Plans.

Commissioner Aparna asked if there is a place in the Functional Plans where the Issue could be addressed. Senior Planner Coil replied that Functional Plans are Capital Facility Plans and related to the Growth Management Act (GMA). Strategic Plans do not have the Capital Facility component, not used to meet GMA requirements, not in the Comprehensive Plan and not in the Planning Commission purview. Planning Manager Churchill replied that the Housing Action Plan will be updated to include anti-displacement and will come to the Planning Commission for briefings but not for a recommendation.

Commissioner Gagner asked for timing, and Planning Manager Churchill replied the second half of 2026.

Commissioner Copley stated that the docket should be considered and the broad topic should be left to the Strategic Plan.

Senior Planner Coil gave Next Steps.

Commissioner Aparna asked what happens to the property as the Issue moves through the docket process, if there would be a pause. Senior Planner Coil replied that project specific docket items are different than Comprehensive Plan related which is policy specific and that a docket item project can continue until Council takes action.

Chair Weston asked if city-sponsored items brought back in May could include answers to why, why now, and who for context. Senior Planner Coil replied that the criteria speaks to those questions.

Commissioner Copley asked if the docket item would be considered Planning Commission sponsored or staff and city sponsored. Senior Planner Coil replied that the Planning Commission is a recommendation body for Council to consider. Commissioner Copley asked for clarification that the Planning Commission has never recommended that something be added to the docket and Chair Weston replied correct, and that last year the Commission declined an item with Council adding afterwards.

Senior Planner Coil asked for directions for staff. Chair Weston asked if the issue should be included as a Planning Commission item, if staff should use the docket

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criteria to analyze the Public Comment email through a show of hands. Chair Weston stated that only item number one would be considered. The Commission voted 4-2 to proceed with no abstentions.

7. Staff & Commissioner Updates

Senior Planner Alpert read the Workshop Agenda which would be emailed by Friday. Chair Weston stated that the public is welcome but that the meeting will not be broadcast. A Meeting Summary will be published.

Senior Planner Coil stated that the Council has passed an emergency ordinance regarding commercial drone operations as there are no current regulations and explained the interim control.

Chair Weston will attend Council to help represent the Commission Land Use Amendment recommendation to reject from January, 2026.

8. Adjourn

- *Motion to adjourn at 8:56 p.m. by Commissioner Copley. Motion seconded by Vice-Chair Woodyear. The Motion passed.*

Minutes approved on:

5/19/2026

Planning Commission Chair

Signed by:

Susan Weston

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I'm a resident of unincorporated King County and a neighbor to Redmond. I regularly walk, shop, and travel through your city, and I have a genuine interest in how this ordinance takes shape. Thank you for the opportunity to comment.

I want to start by acknowledging what the City is trying to do here. Establishing a clear regulatory framework for temporary non-commercial signs — one that is [content-neutral](#) and consistent with [Reed v. Town of Gilbert](#) — is the right legal approach. Also, the [no-cost permit](#) is a sensible way to respect free expression without placing a financial burden on residents.

That said, I have several questions I hope the Commission and staff will address as this process continues.

First, on enforcement: the draft procedure calls for holding improperly placed or expired-permit signs for 30 days. I appreciate that, but [who bears the cost](#) if city staff must repeatedly retrieve signs from the same permit holder? Staff have noted that [enforcement procedures are still being drafted](#), and I'd encourage the Commission to ensure those procedures include meaningful accountability — not just retrieval.

Second, on permit renewal: the framework allows [60-day permits to be renewed indefinitely](#). Commissioners have questioned whether [calling something 'temporary' while allowing unlimited renewals is contradictory](#). I'd ask staff to explain tonight what, if any, content-neutral mechanism could place a practical limit on perpetual renewal — and whether [the city attorney's review](#) has produced any answers. The public deserves a clear answer before a recommendation moves forward.

Third, on placement and safety: I strongly support [prohibiting signs in medians and roundabouts](#). These are genuine safety hazards, and I commend staff for drawing a clear line there. I'd also encourage the City to ensure the [48-inch pedestrian clearance requirement](#) is actively enforced, particularly on routes used by people with mobility challenges — a concern that came up repeatedly in public feedback this past February and March.

Finally, on public education: this ordinance only works if people know about it. I'd urge the City to invest in a [robust outreach campaign before enforcement begins](#) — in multiple languages, given Redmond's diverse community.

Thank you for your careful work on this. I look forward to following the process through the May study session and Council review.



TECHNICAL COMMITTEE REPORT AND RECOMMENDATION TO THE PLANNING COMMISSION

April 1, 2026

Project File Number:	LAND-2026-00082; SEPA-2026-00083	
Proposal Name:	Temporary Non-Commercial Signs	
Applicant:	City of Redmond	
Staff Contacts:	Lauren Alpert, Senior Planner	425-556-2460
	Jeff Churchill, Long Range Planning Manager	425-556-2415

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.AE Zoning Code Amendment -Text*

REDMOND ZONING CODE TEXT AMENDMENT SUMMARY

The proposed amendments establish a regulatory framework for temporary non-commercial signs. Common examples of such signs include political campaign signs, community event signs, and philosophical or religious message signs.

The Redmond Zoning Code does not have a regulatory framework for temporary non-commercial signs. The proposed framework:

- Allows temporary non-commercial signs in the public right-of-way with limitations.
- Regulates size, placement, and durability of signs.
- Does not regulate content.
- Creates a no-cost, renewable, permit for signs in the public right-of-way.

Creating a regulatory framework for temporary non-commercial signs advances public health, safety, and welfare while respecting constitutional free speech guarantees.

RZC 21.76.070.AE - TEXT AMENDMENT CRITERIA	MEETS/ DOES NOT MEET
All amendments to the RZC processed under this section shall be in conformance with the Comprehensive Plan.	MEETS

STATE ENVIRONMENTAL POLICY ACT (SEPA)

The lead agency for this proposal has determined that the requirements of environmental analysis, protection, and mitigation measures have been adequately addressed through the City’s regulations and Comprehensive Plan together with applicable state and federal laws. Additionally, the lead agency has determined that the proposal does not have a probable significant adverse impact on the environment as described under SEPA. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2). This decision was made after review of a completed environmental checklist and other information on file with the lead agency.

- ❖ In accordance with WAC 197-11-340(2) an opportunity for comment period from April 6 - April 20 and appeal period was provided from April 21-May 4

STAFF RECOMMENDATION

Based on the compliance review of the decision criteria set forth in

- A. *RZC 21.76.070.AE Zoning Code Amendment -Text*

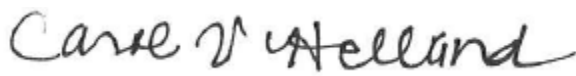
Staff recommends **approval** of the proposed amendments. Staff compliance review and analysis is provided in Attachment A.

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.AE Zoning Code Amendment -Text*
-

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 Redmond Zoning Code Amendments
- C. SEPA Threshold Determination



ATTACHMENT A: STAFF COMPLIANCE REVIEW AND ANALYSIS
Temporary Non-Commercial Signs
LAND-2026-00082; SEPA-2026-00083

Redmond Zoning Code Text Amendment Criteria (RZC 21.76.070.AE)

CRITERION	ANALYSIS
<p>All amendments to the RZC processed under this section shall be in conformance with the Comprehensive Plan.</p>	<p>The proposed amendments are consistent with the Redmond Comprehensive Plan as described below.</p> <p>CD-2 Review policies, design standards and requirements, building codes, standard details, and other policies and regulations that impact the built environment to ensure they consider the needs of all community members regardless of their age, gender, language, or ability.</p> <p>To enhance equity and inclusion in the built environment:</p> <ul style="list-style-type: none"> ○ Remove elements that may be exclusionary; ○ Enhance or consider new provisions that improve accessibility; and ○ Prioritize designs that improve the safety and inclusion of community members. <p>The updates to the sign code create a regulatory framework for temporary non-commercial signs that advance public health, safety and welfare while respecting constitutional free speech guarantees.</p> <p>PI-17 Prepare and maintain development regulations that implement Redmond’s Comprehensive Plan and include all significant development requirements. Ensure that the regulations are clearly written and can be efficiently and effectively carried out. Avoid duplicative or inconsistent requirements. Ensure that the development regulations can be accessed, understood, and used to the greatest extent possible by all people.</p> <p>PI-18 Ensure that Redmond’s development review process provides applicants and the community a high degree of certainty and clarity that results in timely and predictable decision making on development applications.</p> <p>One objective of the sign code updates is to improve clarity of those sections that are amended so that staff, applicants, and community members enjoy a high degree of certainty. The proposed regulatory framework:</p> <ul style="list-style-type: none"> ● Allow temporary non-commercial signs in the public right-of-way with limitations ● Regulates size, placement, and durability of signs ● Does not regulate content ● Creates a no-cost, renewable, permit for signs in the public right-of-way

REDMOND ZONING CODE

Code Amendment Summary

Temporary Non-Commercial Signs (RZC 21.44)

Subject Matter Expert	<i>Sherri Jones</i>
Author	<i>Lauren Alpert</i>
Policy Basis for Amendment	<i>PI-17 concerning clear development regulations; FW-CD-2 concerning use of development regulations to achieve desired design outcomes.</i>
Relevant Code Portions	<i>RZC 21.44 Signs, RZC 21.78 Definitions</i>

Proposed Amendment Overview

The proposed amendments establish a regulatory framework for temporary non-commercial signs. Common examples of such signs include political campaign signs, community event signs, and philosophical or religious message signs.

The Redmond Zoning Code does not have a regulatory framework for temporary non-commercial signs. The proposed framework:

- Allows temporary non-commercial signs in the public right-of-way with limitations.
- Regulates size, placement, and durability of signs.
- Does not regulate content.
- Creates a no-cost, renewable, permit for signs in the public right-of-way.

Rationale

Creating a regulatory framework for temporary non-commercial signs advances public health, safety, and welfare while respecting constitutional free speech guarantees.

Key Decision Points (as applicable)

- The proposed regulations are content neutral, consistent with U.S. Supreme Court precedent.
- The proposed regulations limit sign placement, materials, maintenance, and size in the public right-of-way in the interest of public safety.

Stakeholder Feedback to Date

Public comments were collected in February and March. The public comments received expressed concerns that temporary signs do not block or be left lying on sidewalks or impede people with mobility challenges. Comments also supported clear rules on how long election signs can remain posted. There were also concerns about some temporary signs being deliberately treated with hazardous substances, creating risks for anyone who touches or removes them and there should be punishment for such signs.

EXISTING CODE:

RZC 21.78 Definitions.

Political Sign. A sign which exclusively and solely advertises a candidate or candidate's public elective office, a political party, or promotes a position on a public, social, or ballot issue.

Sign. A communication device, structure, or fixture which incorporates graphics, symbols, or written copy that is intended to promote the sale of a product, commodity or service, or provide direction or identification for a premises or facility.

Temporary Sign. Any sign, banner, pennant, or advertising display intended to be displayed for a limited time period. Easily removed signs attached to windows are considered temporary signs.

RZC 21.44 Signs

Subsection 21.44.010(D)

D. *Exemptions.* The following signs are exempt from the requirements of this section:

...

5. *Certain Public Signs.* The following signs and displays are exempt from the requirements of this section: street signs and/or numbers, street address identification, traffic control and pedestrian signs and signals, governmental directional, gateway, informational, public service, temporary signs posted at City posting locations, and/or wayfinding signs, public and legal notices and warnings required by a public process, signs required by law, and governmental flags;

Subsection 21.44.010(E)

E. *Prohibited Signs.* The following signs are prohibited:

...

5. *Streamers, Pennants and Banners.* Displays of banners, festoon flags, flags, posters, pennants, ribbons, streamers, strings of lights (except as provided in seasonal decorations), chasing strobe or scintillating lights, flares, balloons, bubble machines, and similar devices are prohibited when the same are visible from any off-site location, including but not limited to any public right-of-way. Where such signs or devices are not visible from public rights-of-way, this prohibition does not apply. For purposes of this subsection, a single, integrated development that does not contain or cross public rights-of-way is considered a single site even where the development spans more than one contiguous parcel. This section shall not prohibit the use of displays in a parade.

WORKING AMENDMENT:

RZC 21.78 Definitions.

“Government sign”: any temporary or permanent sign erected and maintained by the city, county, state, or federal government for traffic direction; official public notices such as notice of land use action signs or signs relating to an emergency; temporary signs posted at City posting locations; or for direction to any school, hospital, historical site, or public service, property, or facility.

Political Sign. A sign which exclusively and solely advertises a candidate or candidate’s public elective office, a political party, or promotes a position on a public, social, or ballot issue.

“Non-commercial sign”: a sign that expresses messages such as public/community events, religious, political, ideological, or other philosophical messages. These signs do not promote for-profit endeavors, projects, or services.

Sign. A communication device, structure, or fixture which incorporates graphics, symbols, or written copy that is intended to promote the sale of a product, commodity or service, or provide direction or identification for a premises or facility.

“Sign”: any material, structure, or device, or part thereof, composed of text, symbols, logos, or graphics, or on which text, symbols, or graphics are placed when used or located outside or on the exterior of any building and includes any announcement, declaration, demonstration, display, illustration, or insignia used to inform or attract the attention of the public when the same is placed in view of the public.

Temporary Sign. Any sign, banner, pennant, or advertising display intended to be displayed for a limited time period. Easily removed signs attached to windows are considered temporary signs.

“Temporary sign”: a sign structure or device that is easily installed and removed and that is not intended or suitable for long-term or permanent display due to the sign construction, materials, placement, or installation. Any sign not covered by this definition is a permanent sign.

RZC 21.44 Signs

Subsection 21.44.010(D)

D. *Exemptions*. The following signs are exempt from the requirements of this section:

...

5. *Certain Public Signs.* The following signs and displays are exempt from the requirements of this section: street signs and/or numbers, street address identification, traffic control and pedestrian signs and signals, ~~governmental direction and government signs; including but not limited to directional, gateway, informational, public-service, temporary signs posted at City posting locations, and/or wayfinding signs, public and legal notices and warnings required by a public process, signs required by law, and governmental flags;~~

Subsection 21.44.010(E)

E. *Prohibited Signs.* The following signs are prohibited:

...

5. *Streamers, Pennants and Banners.* Displays of banners, festoon flags, flags, posters, pennants, ribbons, streamers, strings of lights (except as provided in seasonal decorations), chasing strobe or scintillating lights, flares, balloons, bubble machines, and similar devices ~~when used as a sign or in conjunction with a sign~~ are prohibited when the same are visible from any off-site location, including but not limited to any public right-of-way, ~~except as otherwise provided for in this chapter.~~ Where such signs or devices are not visible from public rights-of-way, this prohibition does not apply. For purposes of this subsection, a single, integrated development that does not contain or cross public rights-of-way is considered a single site even where the development spans more than one contiguous parcel. This section shall not prohibit the use of displays in a parade.

~~3.-Political Signs:~~

~~a.-On-Premises Signs. On-premises political signs located at the headquarters of a political party, candidate for public elective office, or a public issue decided by ballot are permitted. All on-premises political signs shall comply with the dimensional and locational requirements of the sign district in which located.~~

~~b.-Off-Premises Signs:~~

~~i.-Location. Permits for political signs are not required. Political signs may not be placed on private property without the permission of the property owner. Political signs may not be located so as to impede driver vision or represent an obstruction or hazard to vehicular or pedestrian traffic. On public property not part of the public right-of-way, relevant City departments may designate an area or areas for the placement of political signs in order to ensure that placement will not interfere with the intended use of that land.~~

~~ii.-Size/Spacing. Political signs shall not exceed six square feet in size. No political sign may exceed six feet in height, measured from the preexisting ground level to the top of the sign.~~

~~iii.-Removal of Election Signs. Off-premises political signs shall be removed within seven days of the date of the election to which the sign pertains. Failure to remove political signs within the time limit provided shall constitute a violation of this code and shall be punishable as such. In the event that City personnel are required to remove signs from public rights-of-way after expiration of the time limit for removal, all costs associated with such removal shall be the responsibility of the candidate or campaign organization for whom the sign was posted. The applicable costs shall be collected in addition to any other penalty applicable to failure to remove the sign.~~

~~iv.-Public Works Projects. The Public Works Department may remove signs from public rights-of-way in order to conduct periodic maintenance activities. Signs removed for this purpose may be~~

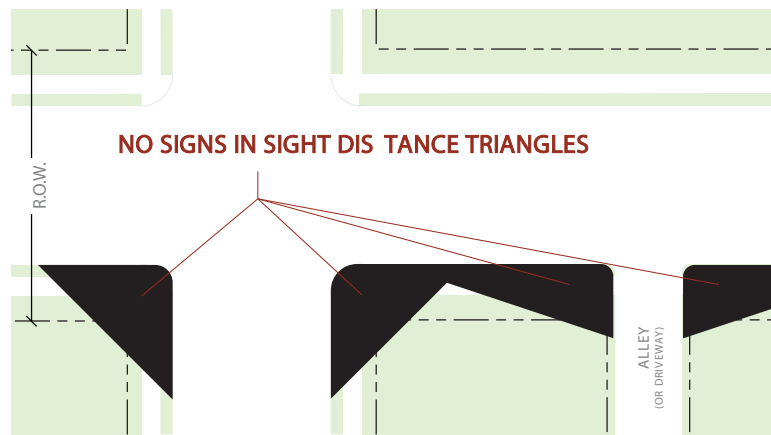
~~picked up at the City's Maintenance and Operations Center and returned to their prior location if still within the removal deadline. The Public Works Department may permanently remove political signs from public rights-of-way for the purpose of carrying out major public works projects. Political signs removed for this purpose will be held and made available for pickup at the City's Maintenance and Operations Center until 14 days following the next election.~~

~~v. Removal of Signs in Disrepair. The Public Works Department may remove any sign which is in a state of disrepair from the public right-of-way or public property at any time. For purposes of this subsection, a sign is in a state of disrepair if it is ripped, torn, broken, faded, obliterated, obscured, dilapidated, blown down, knocked over, or in any other state in which its message has ceased to be readable or legible.~~

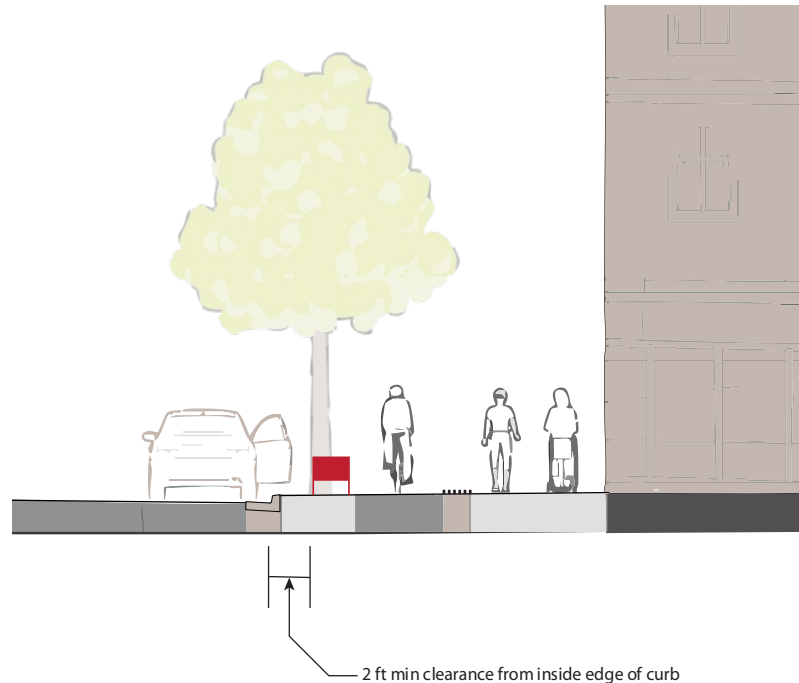
New Section RZC 21.44.010.H.3– Temporary Non-commercial Sign Standards

- A. Applicability. The following provisions apply to all temporary non-commercial signs.
- B. *General Standards*. The content of temporary non-commercial signs is not regulated, but the sign is subject to the time, place, and manner standards outlined in this Chapter.
 1. *Permit*.
 - a. Private Property. No permit is required to place a temporary non-commercial sign on private property.
 - b. Right-of-way. A temporary sign permit must be obtained for each temporary non-commercial sign placed within the right-of-way. Each sign within the right-of-way shall have an approved City permit or City-issued identification attached to the sign structure at all times. A single permit application can be used for each identical sign. Permits are acquired online at the City of Redmond website or in person at Redmond City Hall.
 - i. Signs posted by the City of Redmond are exempt from permit requirement for signs posted in the right-of-way which are not otherwise exempt (21.44.10 (D))
 2. *Fee*. No fee is required for temporary non-commercial sign permits.
 3. *Duration*. Temporary non-commercial sign permits allow the placement of a sign in the right-of-way for a period of 60 days. Sign permits may be renewed for additional 60-day periods. There is no durational limit for the placement of temporary non-commercial signs on private property.
 4. *Expired and Absent Permits*. All signs with expired permits or with no permit/identification attached when placed in the right-of-way are in violation of this chapter.
 5. *Sign Materials and Construction*.
 - a. Temporary non-commercial signs must be constructed of material durable enough to withstand rain, wind, and normal wear and tear for the anticipated use and placement and must conform to the requirements of this chapter.
 - b. Temporary non-commercial signs must be maintained and in a safe condition.
 - c. Temporary non-commercial signs shall not have electrical components or be illuminated.

- d. Temporary non-commercial signs shall not have moving components, emit noise, be animated, or have changing images.
6. *Sign Placement.* The following sign placement standards apply to all temporary non-commercial signs.
- a. Temporary non-commercial signs may be placed within the City right-of-way consistent with the requirements of this Chapter.
 - b. Temporary non-commercial signs may be placed on private property consistent with RZC 21.44.XXX.D.
 - c. Temporary non-commercial signs shall not be placed in any public park, trail, open space, or other City public space without permission of the entity that owns the property.
 - d. Minimum Setback Requirements. All temporary non-commercial signs shall be placed in conformance with the setback requirements of this section.
 - i. Out of the sight distance triangle of intersections and driveways between two and eight feet above existing street grade (see RZC 21.52.040).



- ii. Two (2) feet away from any curb



- iii. Where no curb exists, the sign must be placed outside the roadway at least six (6) feet from the roadway edge;
- iv. Five (5) feet away from any building access point, most commonly a door as measured from the edge of the door frame, if not attached to the building;
- e. The sign shall not obstruct pedestrian, bicycle, or accessible routes to or along the public or private sidewalk or encroach into the minimum clear pathway area of 48 inches in width.
- f. The sign shall not interfere with the opening of car doors, use of ADA accessible parking spots or access routes, use of bicycle parking facilities, bus stops, or loading zones;
- g. Signs are prohibited in, on, or within public or private medians, roundabouts, traffic circles, street trees, utility poles and boxes, fences, lampposts, traffic poles, and signals.
- h. Temporary non-commercial signs shall not be placed directly adjacent to other temporary non-commercial signs or infrastructure in a manner that creates a visual or physical barrier between the roadway and the adjacent sidewalk or property, or between the sidewalk and the roadway or the adjacent property.
- i. The sign may not be placed within the right-of-way in a manner that impacts or harms irrigation systems, landscaping, ongoing maintenance, or other right-of-way installations. The sign owner is responsible for conferring with the City and/or adjacent property owner to confirm location of such right-of-way installations prior to placing a sign. Any sign that is placed in a manner that would limit or interfere with ongoing maintenance and landscaping efforts of the City or other responsible parties may be removed. The sign owner is responsible for all damage caused by sign installation and ongoing placement.

- j. Signs in the right-of-way must remain portable and may not be attached or anchored in any way to trees or to public property, including, but not limited to, utility or light poles, parking meters, sidewalk, or pavement.
 - k. Signs shall not create a hazard to either pedestrians or motorists.
 - 7. Removal and disposal. Any temporary non-commercial sign in violation of any provision of this chapter may be removed and disposed of by the City without prior notice according to the provisions of RMC 1.14.085.
- C. *Allowed Temporary Non-commercial Sign Types and Standards within the Right-of-way.* Signs conforming to the regulations of this section are allowed to be placed within the right-of-way.
 - 1. *Size/Area.* Each sign face shall be no larger than six (6) square feet. No sign may include more than two sign surface areas.
 - 2. *Height.* The sign height, when placed or posted, shall be no more than four (4) feet above grade.
- D. *Allowed Temporary Non-commercial Sign Types and Standards on private property.* Signs conforming to the regulations of this section are allowed to be placed on private property.
 - 1. On private property in Neighborhood zones:
 - a. *Permission.* All temporary non-commercial signs placed on private property must be expressly permitted by the property owner.
 - b. *Location.* All temporary non-commercial signs placed on private property must be wholly within the property.
 - c. *Size/Area.* The sign surface area shall be no larger than six (6) square feet. No sign may include more than two sign surface areas.
 - d. *Height.* The sign height, when posted, shall be no more than six (6) feet above grade.
 - e. *Number.* No limit.
 - 2. On private property in all other zones, regulations for temporary non-commercial signs are the same as for temporary commercial signs, except that there is no limit on the number of temporary non-commercial signs. See RZC 21.44.010.H.

PROPOSED AMENDMENT:



STATE ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION OF NON-SIGNIFICANCE

For more information about this project visit www.redmond.gov/landuseapps

PROJECT INFORMATION

PROJECT NAME: Temporary Non-Commercial Signs

SEPA FILE NUMBER: SEPA-2026-00083

PROJECT DESCRIPTION:

SEPA Determination of Non-Significance (DNS) for a citywide Zoning Code text amendment concerning the regulation of temporary non-commercial signs.

PROJECT LOCATION: Citywide

SITE ADDRESS:

APPLICANT: Jeff Churchill

LEAD AGENCY: City of Redmond

The lead agency for this proposal has determined that the requirements of environmental analysis, protection, and mitigation measures have been adequately addressed through the City's regulations and Comprehensive Plan together with applicable State and Federal laws.

Additionally, the lead agency has determined that the proposal does not have a probable significant adverse impact on the environment as described under SEPA.

An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. **This information is available to the public on request.**

CITY CONTACT INFORMATION

PROJECT PLANNER NAME: Lauren Alpert

PHONE NUMBER: 425-556-2460

EMAIL: lalpert@redmond.gov

IMPORTANT DATES

COMMENT PERIOD

Depending upon the proposal, a comment period may not be required. An "**X**" is placed next to the applicable comment period provision.

There is no comment period for this DNS. Please see below for appeal provisions.

'X' This DNS is issued under WAC 197-11-340(2), and the lead agency will not make a decision on this proposal for 14 days from the date below. Comments can be submitted to the Project Planner, via phone, fax (425)556-2400, email or in person at the Development Services Center located at 15670 NE 85th Street, Redmond, WA 98052. **Comments must be submitted by 04/20/2026.**

APPEAL PERIOD

You may appeal this determination to the City of Redmond Office of the City Clerk, Redmond City Hall, 15670 NE 85th Street, P.O. Box 97010, Redmond, WA 98073-9710, **no later than 5:00 p.m. on 05/04/2026**, by submitting a completed City of Redmond Appeal Application Form available on the City's website at www.redmond.gov or at City Hall. You should be prepared to make specific factual objections.

DATE OF DNS ISSUANCE: April 6, 2026

For more information about the project or SEPA procedures, please contact the project planner.

RESPONSIBLE OFFICIAL: Carol V. Helland
Planning Director

SIGNATURE: _____

RESPONSIBLE OFFICIAL: Aaron Bert
Public Works Director

SIGNATURE: _____

Address: 15670 NE 85th Street Redmond, WA 98052



M E M O R A N D U M

DATE: April 28, 2026
TO: City of Redmond Planning Commission
FROM: Rebecca Mueller, City Attorney's Office
SUBJECT: Legal overview re: proposed amendments to temporary non-commercial sign code

Memo Summary: The City of Redmond Planning Commission is in review of the proposed temporary non-commercial sign code amendments to RZC 21.44 *Definitions* and RZC 21.44 *Signs*. The purpose of this memo is to provide the Planning Commission a legal analysis of current sign code law consistent with U.S. Supreme Court and Washington court rulings and legal guidance on related matrix questions from April 2026.

Legal Questions from Planning Commission Matrix:

1. Is there a way to limit the continual renewal of signs?
2. Should there be a day/month for signs to be removed following elections. It will be publicized, and all the signs will be removed after that date. Is that possible?
3. Concerns around political message that is hateful or non-inclusive, is there any recourse to this?
4. Did the legal review include comparison of other jurisdictions?
5. Would the City be able to have "sign sweeps" on certain dates every year, chosen because the volume of temporary non-commercial signs is typically highest on those dates, where all temporary non-commercial signs are removed?
6. How should the City approach sign removal when two signs together create an unsafe condition but any one sign on its own would not?
7. Would the City be able to enact a regulation requiring that signs that are the same (e.g., two of the same message signs) be located a certain distance from one another so that no one person could monopolize the ability to place temporary non-commercial sign?
8. Does creating a permit requirement create a liability for the City? Could this create liability from a) creating an undue burden on speech, or b) associating the City with the content of the sign?

Legal Background and Analysis: The legal landscape for municipal sign regulation has undergone significant changes particularly following the U.S. Supreme Court’s decision in *Reed v. Town of Gilbert* (2015)¹ and *City of Austin v. Reagan National Advertising of Austin LLC* (2022)².

In *Reed*, the Supreme Court held that any regulation that categorizes signs based on the message content (e.g. political, ideological or temporary directional) is content-based on its face, and therefore, unconstitutional.³ A sign code regulation is content-based if it "target[s] speech based on its communicative content."⁴

The first step in considering the constitutionality of legislation affecting protected speech is to determine whether it is content-neutral or content-based. A sign regulation may not define the content of a sign. Sign regulations that are aimed at the content of speech or expression in a public forum are subject to “strict scrutiny” by the Courts.⁵ This means the municipality must prove such restriction is the “least restrictive means” to achieve a “compelling state interest,” and is “narrowly tailored” to further that interest. The Court summarizes this as “if law enforcement must *read* the sign to determine which regulation applies, the code is likely content-based.” This is a very high, difficult standard to overcome.

The Supreme Court went on to clarify *Reed* through its 2022 ruling in *City of Austin*. In April 2022, the United States Supreme Court ruled in favor of the City of Austin, Texas, in a challenge to the City’s off-premises sign regulations. This decision clarified a question whether on-/off-premises sign regulations (i.e., regulations that regulate off-premises signs such as billboards differently than on-premises signs) are “content-based” and therefore presumptively unconstitutional. The Court held that the City’s on-/off-premises sign regulations were not subject to the “strict scrutiny” standard of review that applies to content-based restrictions. Rather, the regulations were content neutral; and, therefore subject to the lower “intermediate scrutiny” standard of review.

For a regulation to survive intermediate scrutiny review, the regulation must:⁶

- Must be a lawful activity and not misleading (Commercial Speech);
- Serve a substantial governmental interest;
- Directly and materially advance the governmental interest;
- Restricts no more speech than necessary (narrowly tailored under Ninth Circuit); and,
- Must leave open ample alternatives for communicating.

¹ 576 U.S. 155, 135 S. Ct. 2218, 2226, 192 L. Ed. 2d 236 (2015).

² 596 U.S. 61 (2022).

³ *Reed*, at 163.

⁴ *Id.* at 163.

⁵ *Id.*

⁶ See generally, *City of Austin*.

Washington law provides broader protections for free speech under the WA State Constitution. For example, *Collier v. City of Tacoma (1993)*⁷, held that political signs are a core form of protected political speech. Tacoma’s attempt to limit political signs to a 60-day window prior to an election was struck down because the City did not similarly limit other types of temporary signs. The Court further recognizes that traditional public forums (e.g. streets and sidewalks) are vital for political expression.

The First Amendment, applicable to the States through the Fourteenth Amendment, prohibits the enactment of laws “abridging the freedom of speech.” U.S. Const., Amdt. Under that clause, a government, including a municipal government vested with state authority, “has no power to restrict expression because of its message, its ideas, its subject matter, or its content.”⁸

Still, some kinds of speech, such as obscenity, defamation, and fighting words, are not protected by the First Amendment. And local governments may impose reasonable “time, place and manner” restrictions on speech, provided they advance a legitimate governmental interest.⁹ Also, sign regulations may limit the manner in which a sign can be displayed, the speaker must be allowed to express views somewhere in the community.

Noncommercial speech expresses some personal, political or religious view. Government regulation of non-commercial speech is more limited than its power over commercial speech.¹⁰ The U.S. Supreme Court has held that states can regulate obscenity without running afoul of the First Amendment.¹¹

However, cities generally cannot ban signs simply because they contain offensive, vulgar, or even some sexually suggestive content. Under the U.S. First Amendment, such expression is protected unless it falls into a narrow set of exceptions. For example, the City may issue a removal order and next steps included in code. However, enforcement is limited and requires clear legal justification. Including a general limitation of hateful, harmful or rude commentary in a sign code runs the risk of subjectively restricting content in violation of First Amendment protections. Most offensive signs — including those with profanity, provocative images, or controversial political messages — remain protected unless they meet one of the narrow exceptions. The current code’s prohibitions adequately capture limitations (e.g. true threats, fighting words) consistent with constitutional protections. The goal is to provide view-point neutral and uniform enforcement measures while not putting City staff in the position of interpreting offensive speech.

⁷ 121 Wn.2d 737 (1993).

⁸ See *Reed*.

⁹ *Id.* at 153.

¹⁰ *Central Hudson Gas & Elec. Corp. v. Public Service Comm'n of N.Y.*, 447 U.S. 557, 562-563, 100 S.Ct. 2343, 65 L.Ed.2d 341 (1980).

¹¹ *Miller v. California*, 413 U.S. 15, 18-19 (1973).

As proposed, City of Redmond can regulate all signs visible to the public through the zoning code using reasonable and objective standards that are meant to protect the public's health, safety, welfare, and aesthetics. Considerations should include:

1. Regulate by content-neutral measures, e.g.:
 - a. Size;
 - b. Materials;
 - c. Lighting;
 - d. Moving parts;
 - e. Portability;
 - f. Public property restriction;
 - g. Locations;
 - h. Other time, place, and manner restrictions (e.g., time restrictions for one-time, non-recurring events); and,
 - i. Governmental signs
2. Avoid categorical and disproportionate exemptions
3. Do not prohibit types of messaging
4. Have clear regulations, with clear expectations, enforcement and approval processes
5. Intervene when signs contain unprotected speech under 1st amendment . E.g.:
 - a. True threats — signs that communicate a serious intent to commit violence against a specific person or group; signs that pose a true safety risk to public safety
 - b. Obscenity - can be used to remove signs, though this is narrowly defined and often requires legal determination that the material meets the legal test for obscenity.

Questions and Answers:

Q #1. Is there a way to limit the continual renewal of signs?

A #1: If the City imposes a cap on sign renewals, then it is likely to end up precluding a political sign in advance of an election, which should not happen. It is very challenging to put time limits on signs with the political protections in WA state.

Q #2: Should there be a day/month for signs to be removed following elections. It will be publicized, and all the signs will be removed after that date. Is that possible? Could that add clarity and simplicity to the code?

A #2: Regulations for, including enforcement of or limitations to, non-commercial signs based on viewpoints, types of messages, topics, or subject matter would not follow Supreme Court precedent in *Reed*. Placing a timeline for the removal of political signs post-election decision could be viewed as regulating only political (content) signs. The City could do periodic sweeps of signs that do not follow the regulations in general, or if the permit is expired.

Additionally, some might view their political signs may not be viewed as election based (though at the time they are election based) and want them to remain for 60 days.

Another consideration is that there are primaries and general elections, so signs tend to stay

up before and after the primary and continue through the general.

Q#3: Concerns around political message that is hateful or non-inclusive, is there any recourse to this?

A#3: The First Amendment, applicable to the States through the Fourteenth Amendment, prohibits the enactment of laws “abridging the freedom of speech.” U.S. Const., Amdt. Under that clause, a government, including a municipal government vested with state authority, “has no power to restrict expression because of its message, its ideas, its subject matter, or its content.”

Still, some kinds of speech, such as obscenity, defamation, and true threats, are not protected by the First Amendment. Cities generally cannot ban signs simply because they contain offensive, vulgar, hateful, or even some sexually suggestive content. Under the U.S. First Amendment, such expression is protected unless it falls into a narrow set of exceptions. Most offensive signs — including those with profanity, provocative images, or controversial political messages — remain protected unless they meet one of the narrow exceptions.

The City may issue a removal order and next steps included in code for signs that are obscene, defamatory or a true threat. However, enforcement is limited and requires clear legal justification. Including a general limitation of hateful, harmful or rude commentary in a sign code runs the risk of subjectively restricting content in violation of First Amendment protections.

Q #4: Did the legal review include comparison of other jurisdictions?

A #4: Yes. Legal review included review of other jurisdictions and review of applicable case law.

Q #5: Would the City be able to have “sign sweeps” on certain dates every year, chosen because the volume of temporary non-commercial signs is typically highest on those dates, where all temporary non-commercial signs are removed?

A #5: Likely no, as establishing the timing would be difficult without overstepping. The *Collier* case has requirements for time allowances in advance of an election. Those requirements indicate there should not be a sweep that could remove temporary signs during the window where those signs should be allowed. City’s code does not distinguish between types of temporary signs, so that means all temporary signs would need the same allowances to ensure political signs get the allowance they need. Also, the nature of temporary signs in a limited public forum is that they are intended to facilitate a reactive or quick expression of speech. If there is a sweep, then the person that just posted their sign has no ability to fully express their First Amendment speech because they had their duration cut short.

Q #6: How should the City approach sign removal when two signs together create an unsafe condition but any one sign on its own would not?

A #6: This is certainly a valid question. While each situation should be evaluated case-by-case,

the City would want to have a consistent process in place for addressing these situations when removal is necessary, and to avoid the appearance of being arbitrary or capricious. Because each temporary sign in the ROW needs a permit, the City could consider a process for removal of the later issued sign with the reasonable presumption that the first sign was placed when the permit was issued with no issue, and the second sign came along and caused the issue.

Q #7: Would the City be able to enact a regulation requiring that signs that are the same (e.g., two of the same message signs) be located a certain distance from one another so that no one person could monopolize the ability to place temporary non-commercial sign?

A #7: The City will not regulate content, so limiting certain speech (e.g. the same message) and allowing other speech (different messages) is to be avoided. Otherwise, this creates the effect of regulating content. Also, signs that look the exact same (e.g. political signs) aren't necessarily placed by the same person. If more than one person wants to express themselves and place the same sign in a certain location, each person should be able to do that in the same way as if they all wanted to place different signs.

Q#8: Does creating a permit requirement create a liability for the City? Could this create liability from a) creating an undue burden on speech, or b) associating the City with the content of the sign?

A #8: As proposed, the permit decision does not appear to be based on the content of the sign. The content would not be noted on the permit application, and the City does not approve the content. The permit process should be reasonable and not unduly such that it prevents the opportunity to post a sign for its intended purpose. The process should be quick, easy, and free to specifically not create an undue burden on speech. As noted above, if someone wants to quickly express their first amendment right to free speech, it should not take days to get a permit approval, should not cost money, and should not be burdensome. The entire permit process should be created with that in mind.

cc:

Carol Helland, Planning and Community Development Director
Lauren Alpert, Senior Planner
Anthony Soldato, Deputy City Attorney
Daniel Kenney, Ogden Murphy Wallace, Attorney, Outside Counsel



M E M O R A N D U M

DATE: May 26, 2026

TO: City Council

FROM: Carol Helland, Director
Seraphie Allen, Deputy Director
Jeff Churchill, Long Range Planning Manager
Lauren Alpert, Senior Planner
Planning and Community Development

SUBJECT: Temporary Non-Commercial Signs

On May 13, 2026 the Planning Commission concluded its review of temporary non-commercial sign regulations and voted on a recommendation to the City Council. The Commission is expected to approve its report to the Council at the Commission's May 27 meeting. The draft report is included in your packet for your June 2 Committee of the Whole meeting.

The Planning Commission recommendation differs from the Technical Committee recommendation in two key respects:

- The Planning Commission does not recommend establishing a cost-free, renewable permit.
- The Planning Commission recommends allowing these types of signs in roundabouts and medians.

Staff believe that requiring a cost-free, renewable permit, and prohibiting the placement of these types of signs in medians and roundabouts best balances the interests of free speech, and safety and the ability to enforce the code. Staff recommend that the Council adopt these provisions.

Cost-Free, Renewable Permit

- The permit allows staff to equitably apply the sign code regulations and remove signs that are too close to others by determining who obtained the permit first.
- The permit provides contact information for those responsible for the sign.
- The permit provides an opportunity for education on regulations around the placement of signs.

Signs in Medians and Roundabouts

- These areas often have limited visibility, complex traffic movements, and restricted access creating safety concerns around sign clearance and visibility. This creates safety hazards for drivers, pedestrians, and anyone attempting to install or remove signs.
- Enforcement challenges and inconsistencies, as some individuals may comply with the rules while others may not would likely increase complaints and require additional City resources to remove improperly placed signs.



Memorandum

Date: 6/2/2026
Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 26-354
Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works
FROM: Mayor Angela Birney

DEPARTMENT DIRECTOR CONTACT(S):

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

Safer Streets Redmond Annual Progress Report

OVERVIEW STATEMENT:

Redmond’s Safer Streets Action Plan (SSAP) was approved by the Council on April 15, 2025. Since adoption, City staff have initiated, continued, and completed a variety of efforts that advance the Safe System Approach and further the goals of the SSAP. With a SSAP commitment to reduce and eliminate fatal and serious injury crashes by 2035, the Safer Streets Redmond Annual Progress Report provides transparency on progress and holds Redmond accountable to this commitment while also celebrating accomplishments.

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](https://www.redmond.gov/DocumentCenter/View/24493/RES1559-PDF?bidId=) 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.

This touchpoint will present the highlights of the 2025 Safer Streets Redmond Annual Progress Report and upcoming priorities. To date, 13 of the 25 actions identified in the SSAP are either underway or completed. The report also includes actions not identified in the SSAP that advance transportation safety, such as Redmond Fire Department’s purchase of additional extraction equipment to enhance Redmond’s post-crash care response.

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.
 - **TR-2:** Develop a Vision Zero Action Plan that incorporates a whole-City and whole-community approach to achieving zero deaths and serious injuries.
 - **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.
 - **Redmond 2050, FW-TR-4:** Plan, design, build, operate, and maintain a transportation system that supports the City’s sustainability principles.
 - **Redmond 2050, FW-TR-5:** Influence regional transportation decisions and leverage regional transportation investments in support of Redmond’s transportation policy objectives.
 - **Redmond 2050, FW-EV-2:** Support policies that contribute to a high quality of life in Redmond, such as career and education opportunities, housing, transportation, and recreation choices, as well as a healthy natural environment.
 - **Redmond 2050, FW-LU-2:** Ensure that the land use pattern in Redmond meets the following objectives:
 - Reflects the community values of sustainability, resilience, and equity and inclusion;
 - Advances sustainable land development and best management practices and a high-quality natural environment;
 - Promotes development sufficiently away from environmentally critical areas;
 - Encourages a mix of uses that create complete neighborhoods ;
 - Maintains and enhances an extensive system of parks, trails, and open space;
 - Supports and encourages flexible places for a resilient and adaptive economy that includes a mix of research, retail, health, technology, and manufacturing uses;
 - Ensure the siting and delivery of public infrastructure and community services to support preferred land use pattern; and
 - Promotes sufficient density for development pattern and urban design that enable people to readily use a variety of accessible and active forms of travel including but not limited to walking, rolling, bicycling, transit.
 - **Redmond 2050, FW-CR-1:** Develop partnerships and programs to rapidly and equitably reduce greenhouse gas emissions and create a thriving, climate resilient community.
- **Required:**
N/A
- **Council Request:**
The Safer Streets Action Plan was adopted by Council on April 15, 2025.
- **Other Key Facts:**
N/A

OUTCOMES:

The Safer Streets Action Plan developed safety improvement policies, programs, and projects that will provide direct countermeasures to existing high-risk locations. With this Action Plan, the City of Redmond is well prepared to apply for funding from safety grant programs.

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:

Staff working on this project are funded through the adopted budget.

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):

N/A

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:

N/A

ANTICIPATED RESULT IF NOT APPROVED:

N/A

ATTACHMENTS:

Attachment A: Draft 2025 Safer Streets Redmond Annual Progress Report

Attachment B: Adopted Safer Streets Action Plan

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.

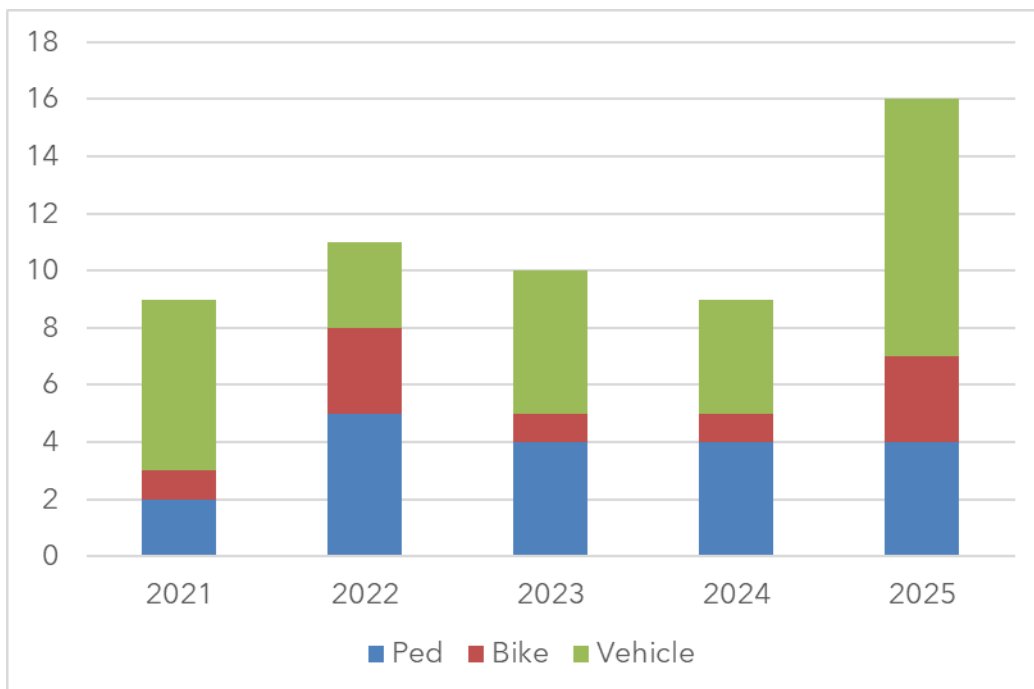


FIGURE 1: REDMOND FSI CRASHES BY TYPE, 2021-2025

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.

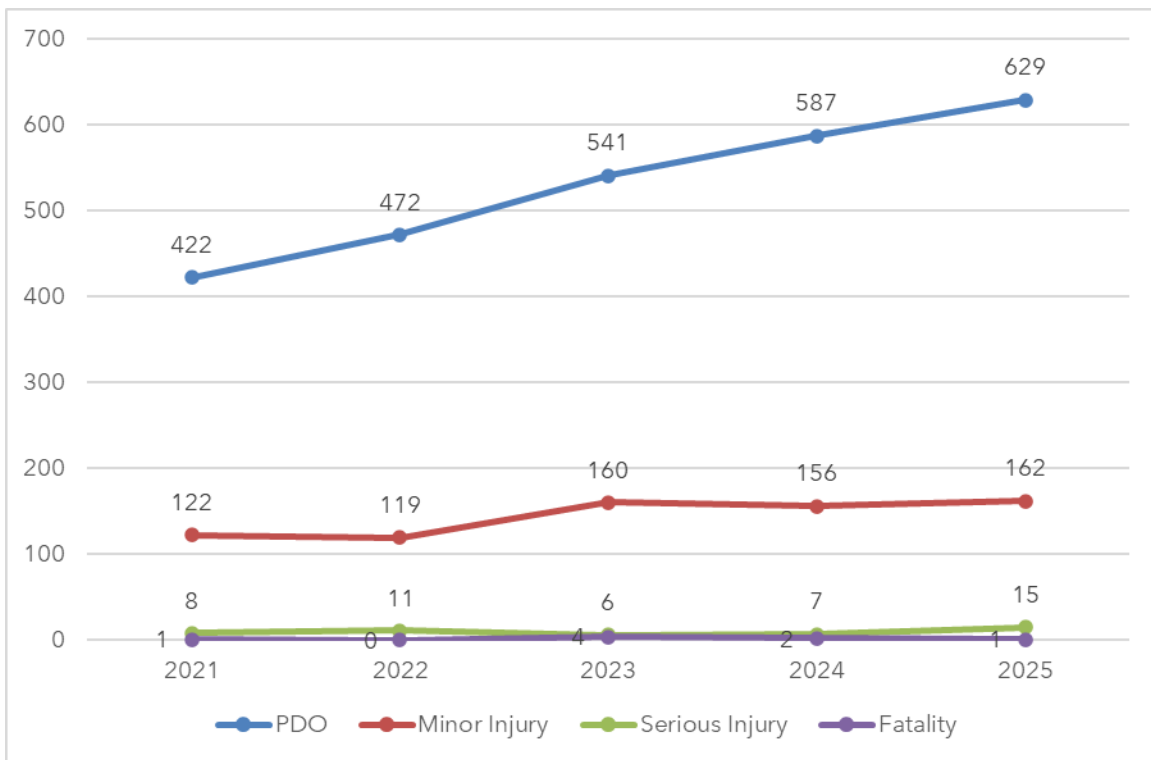


FIGURE 2: ALL REDMOND CRASHES BY SEVERITY, 2021-2025

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

Safer Streets Action Plan

City of Redmond, WA

Prepared for City of Redmond
Prepared by Transpo Group

March 2025



Redmond
WASHINGTON

Title VI Notice to Public

The City of Redmond assures that no person shall, on the grounds of race, color, national origin, or gender, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. Furthermore, the City of Redmond assures that no person shall, on the grounds of age, ethnicity, disability, sexual orientation, income or limited English proficiency, as provided by the legal statutes listed below, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Federal law 23 United States Code Section 409 governs use of the data in this report. Under this law, data maintained for purposes of evaluating potential highway safety enhancements "...shall not be subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data." If you should attempt to use the information in this report in an action for damages against City, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data, these entities expressly reserve the right, under Section 409, to object to the use of the data, including any opinions drawn from them.

For more information on the City of Redmond's Title VI Plan, visit www.redmond.gov/857/Title-VI-Program.

Letter from Mayor Angela Birney



Safety is at the forefront of Redmond’s transportation projects. With Redmond advancing from suburb to city, strengthening the City’s culture of safety within its transportation network becomes even more important. The City of Redmond is deeply committed to ensuring that our streets are safe for all residents, visitors, and commuters. Redmond’s Safer Streets Action Plan formally establishes the City’s goal to eliminate fatal and serious injury traffic crashes while fostering a culture where transportation systems promote safety, for everyone.

The Safer Streets Action Plan represents a crucial step forward in our efforts to reduce traffic-related injuries and fatalities, enhance mobility for all modes of transportation, and create a more connected and vibrant community. Developed through a cross-departmental effort with city staff, this plan includes possible policies, programs, and projects that are driven by data and community input. Backed by the United States Department of Transportation’s Safe System Approach, Redmond’s Safer Streets Action Plan provides opportunities for Redmond to pursue federal grant funding for transportation safety improvements. By implementing evidence-based safety measures, we will enhance pedestrian and bicyclist-friendly routes, further develop safe routes to schools, and establish a foundation for a citywide culture of safety. The Safer Streets Action Plan helps to address Redmond’s immediate community needs while planning for a sustainable future.

Through this plan, our goal is to make our streets safer, and more accessible, fostering more opportunities for the community to gather in positive and creative settings. The City of Redmond will implement this plan with local partners and the community. With a collaborative approach to eliminating fatal and serious injury crashes, we are taking necessary steps toward reducing congestion, promoting alternative transportation options, and improving the health and well-being of our city. With the adoption of the Safer Streets Action Plan, together we can build a safer Redmond.

In partnership,

A handwritten signature in black ink, appearing to read "Angela Birney". The signature is fluid and cursive.

Angela Birney
Mayor, City of Redmond

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

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Safe Streets and Roads for All Safety Action Plan Checklist

The Safer Streets Action Plan (SSAP) for the City of Redmond meets the requirements of the US Department of Transportation’s Safe Streets and Roads for All (SS4A) Program. The City’s plan was developed using the SS4A’s Action Plan components self certification checklist, as published in February of 2024. The SSAP also follows the State of Washington’s guidance for the development of Local Road Safety Plans (LRSP). The two safety programs, one at the national level, and one at the state level, have similar goals and the City’s plan needed to be flexible to meet the requirements of each program to not only guide the City’s safety improvements and meet the goals of Vision Zero, but to remain eligible for implementation funding to assist in building safety improvements on the City’s transportation network. The chapters of the SSAP have been titled to follow the SS4A checklist, but are ordered in a manner that allows the LRSP to be identified separately when used for the Washington State Highway Safety Improvement Program (HSIP) application process.

The SS4A Checklist requirements have been met by the following chapters:



Leadership Commitment and Goal Setting

Chapter 1



Planning Structure

Chapter 2



Safety Analysis

Chapter 5



Engagement and Collaboration

Chapter 2



Equity Considerations

Chapter 2



Policy and Process Changes

Chapter 4



Strategy and Project Selections

Chapter 5



Progress and Transparency

Chapter 6



Action Plan Date

Chapter 5

Executive Summary



Redmond
WASHINGTON

Introduction

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.

Excerpt from Resolution 1559 on the City of Redmond website:

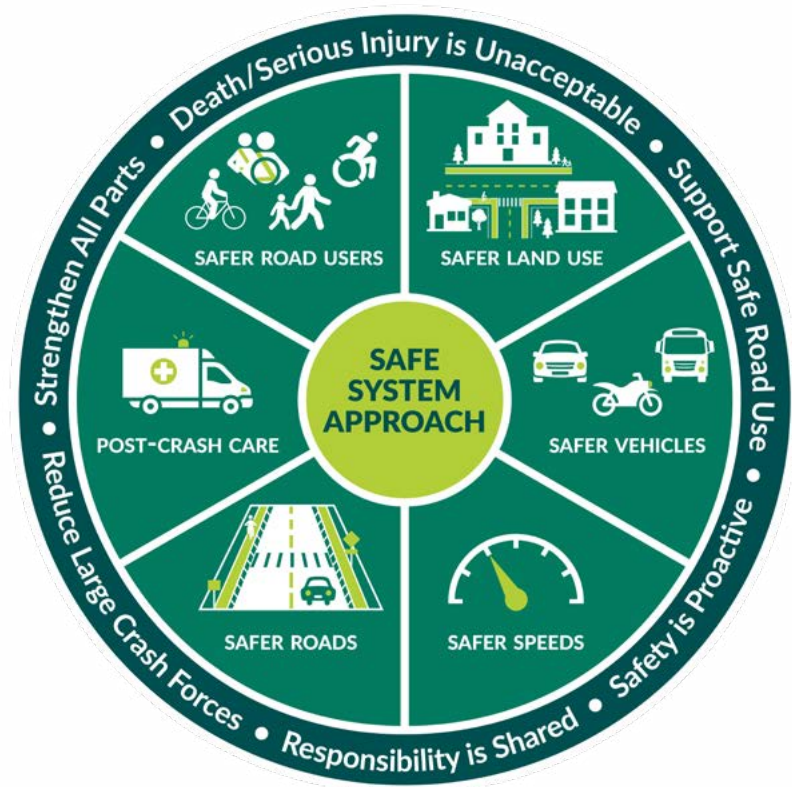
Through adoption of the Safer Streets Action Plan, the Redmond City Council is committing to a **50 percent reduction** in fatal and serious injury crashes by the end of the year 2030. Further, the Council is committed to **eliminating all fatal and serious injury crashes** by the end of the year 2035.



Executive Summary

Leadership Commitment

The City of Redmond, including Mayor Angela Birney, the City Council, and City staff are invested in advancing the safety of the transportation network for all modes in the City. Using a Safe System Approach, leadership is committed to taking action to update policies and procedures, implement proactive infrastructure improvements and develop a safety culture among staff and users of the transportation network.



Planning Structure and Engagement

The City's actions include creation of a task force, and conducting outreach to engage with the community and understand an array of viewpoints on the improvements that can be made to increase transportation safety. The Task Force has provided valuable feedback and will continue to meet on a regular basis to update crash data, celebrate successes and continue to gather feedback on evolving transportation safety concerns. Outreach to the community has taken the form of Road Safety Assessments (RSA) with community members and with City staff. The RSAs, conducted in the Education Hill Neighborhood, involved walking on along a designated route to cite spot and systemic potential safety improvements, discuss what is and is not working, and gather real-time feedback.



Executive Summary

City Policies and Processes Review

As part of the review process, the City's current design manuals were reviewed for opportunities to incorporate current safety best practices and processes. The policy and process review was informed by the results of the Local Road Safety Plan development and the City's Roadway Safety Assessment and recommends methods to integrate the recommendations of both safety-focused planning efforts into the City's design standards, policies and guidelines. Many of the strategies included in the Safer Streets Action Plan require minimal additional funding to implement but may require adjusting current processes to optimize for better safety outcomes.

Three areas of focus were analyzed for **potential safety improvements**:



City policies and design standards revisions



New or revisited programs



Community outreach and engagement

Following a review of the above-listed areas of focus, the following **categories of changes** to City practices to improve safety outcomes are recommended for implementation:



Revision of City documented policies and standards



Adjustments of standard practices via cultural norms and advocacy



Development and execution of new programs

Details of the recommended changes to policies and processes are included in the implementation checklist.

Executive Summary

Local Road Safety Plan

The Local Road Safety Plan (LRSP) is a comprehensive safety analysis, identification and prioritization of risk factors, and conceptual design for proactive safety countermeasure projects to be constructed across the City of Redmond's transportation network. The LRSP is also a requirement for the state of Washington's Highway Safety Improvement Program (HSIP). The LRSP is a standalone document for the City's eligibility and application to the HSIP program, as well as a component of the Safer Streets Action Plan. The City of Redmond's Local Road Safety Plan follows a process developed by the Federal Highway Administration (FHWA) and promoted by WSDOT to proactively address safety concerns based on crash data. WSDOT's success with a similar program at the county level in reducing crash rates for targeted risk factors has led to the application of the LRSP process for cities to identify risk factors and targeted countermeasures. The LRSP analyzed crash data in a 5-year FHWA and WSDOT prescribed study period, 2018 through 2022, and identified trends in contributing factors to all crashes, but with a specific focus on crashes resulting in a severe injury or fatality. The crash data was analyzed statistically and spatially, resulting in the following risk factors for future crashes:



Pedestrians in Marked Crossings



Crashes on 30 mph+ Roadways



Bikes in Existing Facilities



Crashes on Median Divided Roadways



Crashes at Signalized Intersections



Improper Speed for Conditions



To proactively address the risk for crashes presented by the above risk factors, the following types of countermeasures are proposed to be implemented in both spot locations, and systemically across the City's transportation network. Working in combination with the policy and process changes, the following engineered changes will help to reduced the severity and incidence of future crashes.

- High Visibility Crosswalk Markings
- Signalized Crosswalk Improvements and Signage
- High Friction Surface Treatment Program
- Enhanced Bike Lane Protection
- Bike Lane Relocation
- Median Separated, 35 mph+ Limit Intersection Program
- Add Enhanced Pedestrian Crossings at High Demand Locations
- Reducing Vehicle Speeds Through Automated Enforcement
- Citywide Speed Limit Study

Executive Summary

The LRSP process identified specific locations where implementation of countermeasures would result in safety improvements. The following projects are candidates for funding through grant programs such as HSIP and SS4A, and could be implemented by the City, as funding allows, in the short to long-term.



Project 01 - Citywide Speed Limit Study

A citywide safe speed study will evaluate the existing posted speed limits on all arterial and collector roadways owned and maintained by the city. The objective of the effort would be to develop speed limit setting policy and recommend speed limit changes based on the NACTO 2020 City Limits, Setting Safe Speed Limits on Urban Streets (City Limits) publication, and best practices incorporated recently by other nearby agencies. *Estimated cost: \$200,000.*



Project 02 - 148th Avenue NE Safety Corridor Project

The 148th Avenue NE safety corridor project would incorporate elements of several proposed countermeasures throughout the corridor, improving conditions for all modes, but with a specific focus on the safety and comfort of active mode users. *Estimated cost: \$1,518,000.*

Project 03 - 166th Avenue NE Safety Corridor Project

The 166th Avenue NE safety corridor project would incorporate elements of several proposed countermeasures throughout the corridor, improving conditions for all modes, but with a specific focus on the safety and comfort of active mode users. *Estimated cost: \$1,123,000.*

Project 04 - Old Redmond Road Safety Project

The Old Redmond Road safety project would include countermeasures to address risk factors around bike facilities, and crashes occurring in inclement weather at significant intersections. *Estimated cost: \$1,646,000.*

Project 05 - NE 85th Street Active Mode Safety Pilot Project

A pilot project that the City of Redmond is interested in implementing as a potential precursor to future modifications of bike facilities in other corridors is to flip the location of existing striped bike lanes and existing on-street parking on NE 85th Street between 154th Avenue NE and 164th Avenue NE. *Estimated cost: \$130,000.*

Project 06 - Avondale Road Bike Improvements Project

The Avondale Road Bike Improvements project would address risk factors associated with a roadway that has a higher speed limit (40 mph), a raised median, multiple lanes and an existing striped on-road bike facility. *Estimated cost: \$17,500,000.*

Executive Summary

- short range project (0-2 yr)
- medium range project (2-5 yr)
- long range project (5+ yr)

Next Steps

The first five chapters of the Safer Streets Action Plan identify many actions the City should take to proactively address safety risk factors and advanced towards the goal of eliminating all fatal and serious injury crashes by the end of the year 2035. A summary of those next steps is presented below:

Chapter 1

- Update the City's Complete Streets Policy
- Develop a Complete Streets checklist for project review

Chapter 2

- Continue to engage with the Safety Task Force
- Post-crash response task force
- Identify opportunities for future Road Safety Audits

Chapter 4

Update the City's code and design manual for traffic signals

- City code Section 10.24.070
- Section II(C) Pedestrian Scrambles
- Section IV(C) Lead Pedestrian Interval
- Section IV(I)(1) Backplates
- Section IV(P) Blank-out signs

Update roadway geometry standards

- Table 2 - Street widths
- Section A.7.b curb radii
- Section A.7.d.b.2 lane encroachment
- Section A.21 safety of vulnerable users

- Update speed limit policy
- High visibility enforcement in Pedestrian Zones
- Signal operational changes and signing modifications in Pedestrian Zones
- Pedestrian safety educational outreach

Programmatic safety strategies

- Automated speed enforcement
- Safe Routes to School
- Traffic Gardens
- Speeding educational and enforcement campaign
- Urgency reduction outreach campaign
- Celebrating success
- Pedestrian and bike user safety campaign

Chapter 5

- Project 01: Citywide Speed Limit Study
- Project 02: 148th Avenue NE Safety Corridor Project
- Project 03: 166th Avenue NE Safety Corridor Project
- Project 04: Old Redmond Road Safety Project
- Project 05: NE 85th Street Active Mode Safety Pilot Project
- Project 06: Avondale Road Bike Improvements Project

1

Leadership Commitment



Redmond
WASHINGTON

1

Introduction

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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.



1 Leadership Commitment

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 an 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.

The full text of Resolution 1559 can be viewed on the City of Redmond’s [website](#).

Through adoption of the *Safer Streets Action Plan*, the Redmond City Council is committing to a **50 percent reduction** in fatal and serious injury crashes by the end of the year 2030.

Further, the Council is committed to ***eliminating all fatal and serious injury crashes*** by the end of the year 2035.

1

Safety Successes

The City of Redmond has put safety at the forefront of past and ongoing projects and programs, and has implemented many traffic safety measures to date. The following list highlights completed and ongoing safety improvements in Redmond. The City looks to build upon these projects with the strategies outlined in the Safer Streets Action Plan.

- **156th Avenue NE separated bike lanes** - This high-comfort bicycle facility separates bicycles from pedestrian and vehicle traffic, reducing conflict points and creating a safe environment for all road users.
- **NE 40th Street shared use path** - Another low-stress and high-comfort facility in Overlake, the NE 40th Street shared use path separates the walking and rolling community from vehicles.
- **No right on red (NROR) blank out signs** - By continuing to implement no right on red signage, Redmond reduces vehicle conflicts between pedestrians and bicyclists in crosswalks and right-turning vehicles, especially during the morning and afternoon peak periods.
- **Leading pedestrian intervals (LPIs)** - Redmond looks to build upon current intersections with LPIs to give pedestrians more time to cross at signalized intersections, while making drivers more aware of pedestrians in crosswalks.
- **Adaptive signals** - Redmond's upcoming adaptive signals project planned for implementation in 2025 will improve vehicle movement along Redmond Way by adapting in real-time to improve congested conditions and will provide more time for pedestrians to cross signalized crossings when needed
- **Pedestrian crossing improvements including Rectangular Rapid Flashing Beacons (RRFBs)** - Redmond makes mid-block crossings safer for pedestrians with RRFBs that draw attention to pedestrians and improve driver yielding at crosswalks.
- **MioVision cameras** - Redmond is installing these cameras at nearly 20 additional signalized intersections allowing better traffic management while also providing data for more advanced conflict analysis, including near-miss incidents.
- **Reducing the number of travel lanes on streets**, including NE 85th St, Redmond Way, Cleveland St, and Bel-Red Rd, to make them easier for pedestrian to cross, provide bike lanes, and calm traffic.



NE 40th St Shared Use Path



156th Ave NE Separated Bike Lanes

1

Safe System Approach

The “Safe System” approach is based on the following principles:

Safer Land Use

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

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.

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.

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.

Post Crash Care

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

Safer Road Users

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

The City of Redmond joins regional and local partners in their commitment to transportation safety and the application of the Safe System Approach to achieve Vision Zero, including efforts by the Puget Sound Regional Council to develop a Regional Safety Action Plan, King County’s formal adoption of the Safe System Approach, and the efforts of Redmond’s neighbors - Bellevue and Kirkland - to achieve Vision Zero.

The City’s Local Road Safety Plan (2024), incorporated as Chapter 5 of the Safer Streets Action Plan, focuses on identifying risk factors and Safer Road and Safer Speeds strategies. This Safer Streets Action Plan furthers the work of the LRSP and incorporates additional strategies for Safer People as a whole, Safer Vehicles, and Post Crash Care strategies.

Redmond has adopted WSDOT’s modified version of FHWA’s Safe System Approach with six categories of systemwide safety improvements. WSDOT’s modified version includes Safer Land Use as a critical complementary component of transportation safety. The following pages describe in detail how the City’s approach to safety improvements, through the Safer Streets Action Plan, meet the six categories of WSDOT’s modified Safe System Approach.



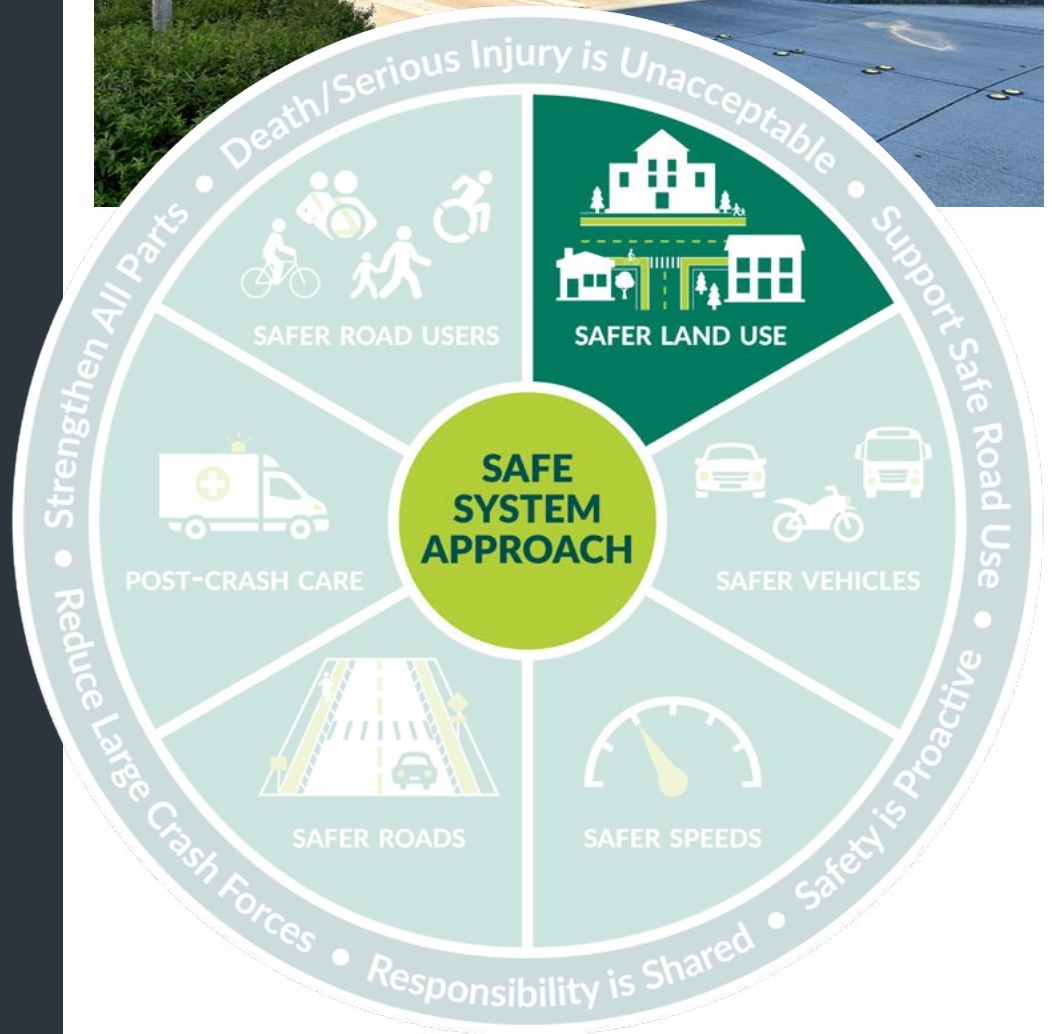
1

Safe System Approach

Thoughtful land use and transportation planning can bring daily needs closer together and easier to access, reducing exposure to crashes, promoting walking and biking, and reducing congestion and air pollution. Safer, more comfortable environments can increase human interaction, making communities healthier, safer, and more vibrant.

Safer Land Use in the City of Redmond

The City's commitment to safety in transportation is a collaborative effort among all city departments. The review and approval of development, future changes to zoning and land use, and siting of future community facilities such as parks and schools will incorporate the principles of the Safe System Approach as described in the Safer Streets Action Plan. Safer land use is a long-term goal and will complement the City's other short term work in implementing safety projects (Chapter 5) and supporting policy and procedural changes (Chapter 4).



1 Safe System Approach

Safer Vehicles in the City of Redmond

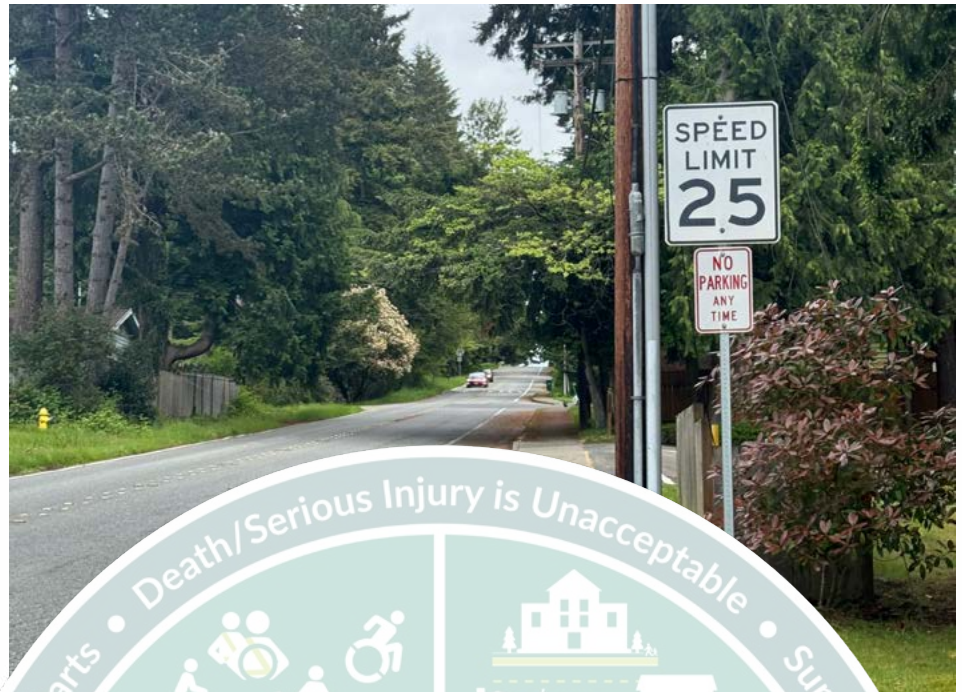
The City will lead by example, limiting use of larger vehicles to appropriate settings (maintenance activities, etc.), incorporating safety technologies into its fleet vehicles, and encouraging the use of compact vehicle parking spaces in the downtown area to encourage smaller vehicles in a more pedestrian-oriented area. City emergency responders are also investigating the potential for using smaller vehicles to respond to calls given the context of the emergency.



1 Safe System Approach

Safer Speeds in the City of Redmond

As identified in the LRSP (Chapter 5) the City will undertake a citywide speed limit study to identify locations where a lower limit is already feasible and recommended based on roadway context and usage. The City will also continue to undertake projects and apply the principles of modified policies and procedures which create roadway environments that passively limit speeds, encourage slower speeds, and limit speeds in areas with high pedestrian activity such as school zones and near parks. The City's engineering efforts will be combined with a targeted enforcement program, use of automated enforcement, and a broader campaign of education to encourage safer driving practices.



1 Safe System Approach

Safer Roads in the City of Redmond

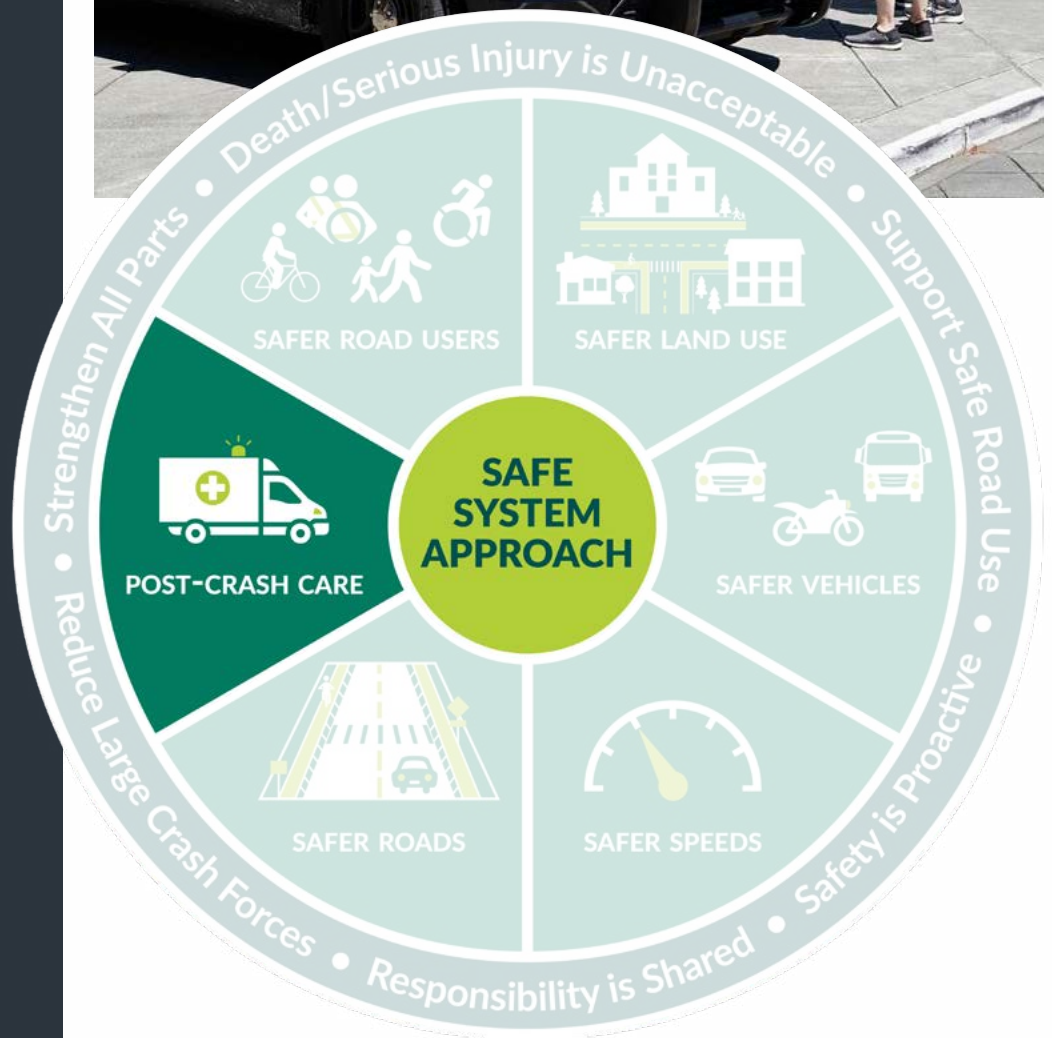
Through the development of the Safer Streets Action Plan, the City has identified several specific projects (Chapter 5) and changes to design standards (Chapter 4) which will further the City's work towards safer streets. The City will continue to identify projects and procedural changes to create roads that passively calm vehicle speeds, roadside development and land use patterns that encourage safer movement of all modes, and a specific focus on pedestrian safety especially within Redmond's three Urban Centers and around transit hubs for light rail and bus service.



1 Safe System Approach

Post Crash Care in the City of Redmond

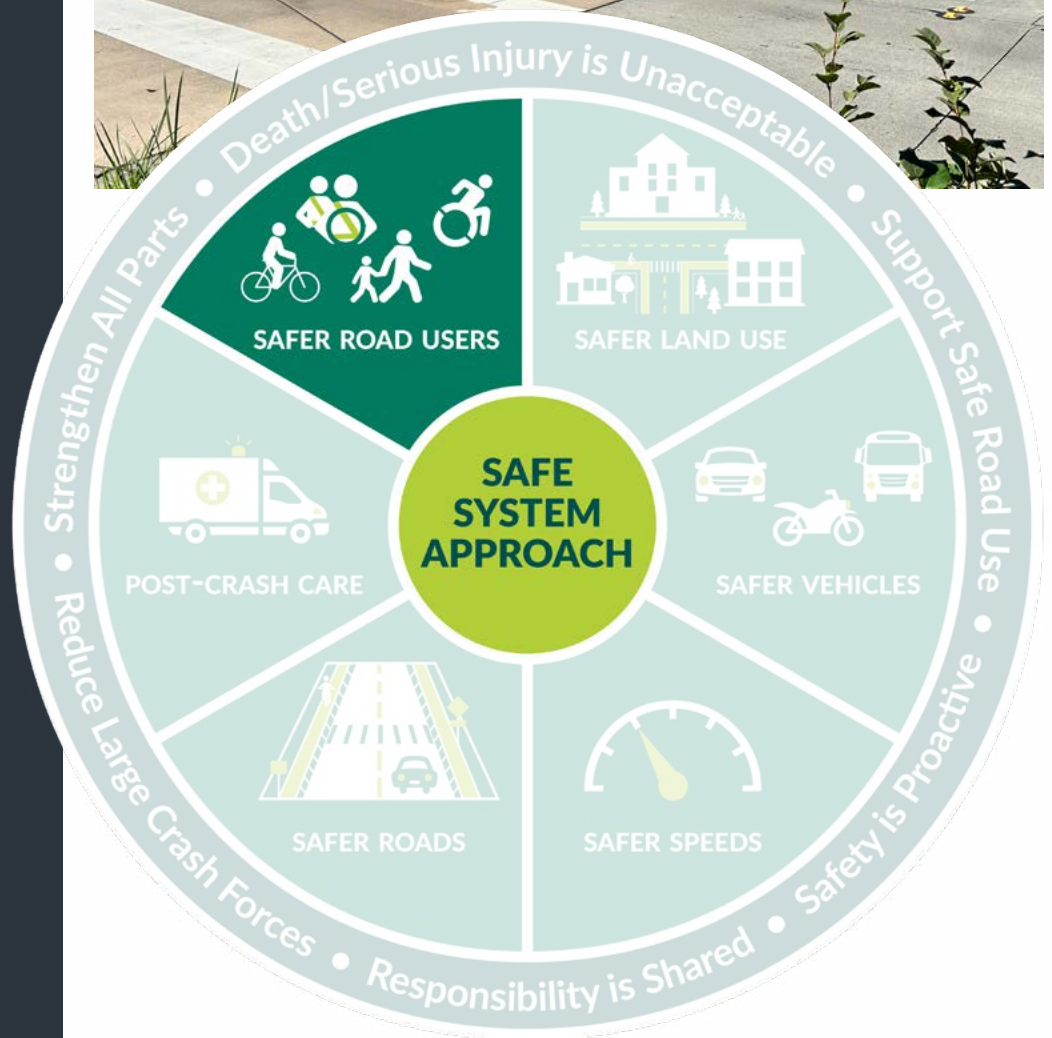
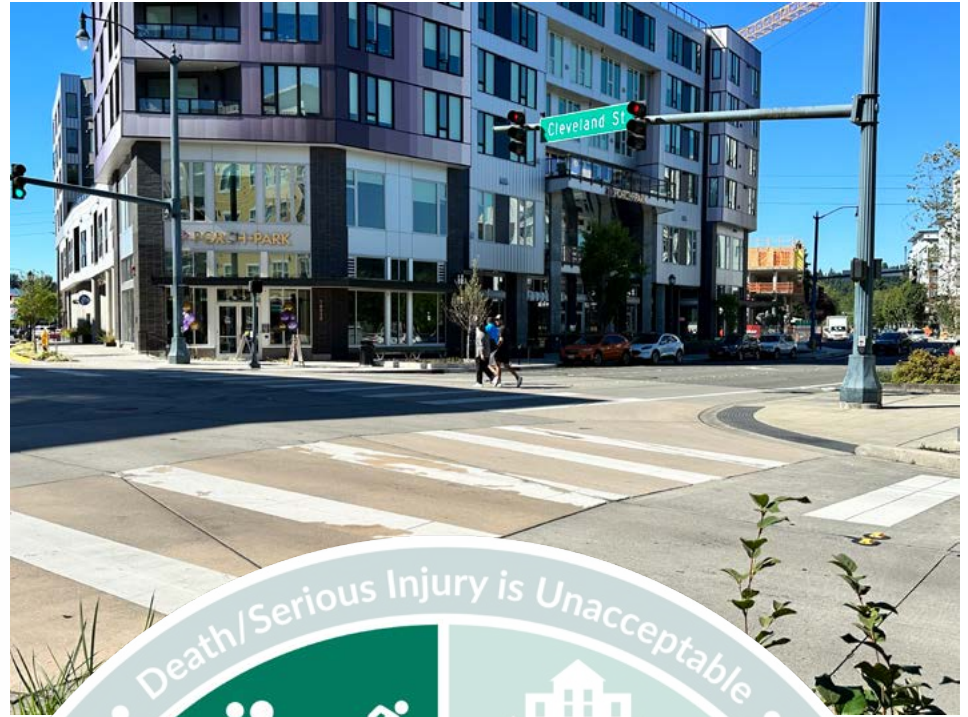
Crashes in Redmond occur in an environment where medical facilities are nearby. Creating a safer transportation system and maintaining fast emergency response times are both important city goals that need to be constantly evaluated as part of the Safe System approach. Post crash care also includes thorough evaluation of the factors contributing to a crash and identifying any possible solutions that could help prevent future crashes.



1 Safe System Approach

Safer Road Users in the City of Redmond

The city will be increasingly intentional about safety culture campaigns, with a specific focus on behaviors contributing most to severe crashes such as speeding and not yielding to pedestrians. The city recognizes the need to educate users of all modes. Incorporating Safe System principles into the City's policies and procedures, as described in Chapter 4, will help to create environments where safe and responsible transportation behavior is easy, natural and familiar for all users.

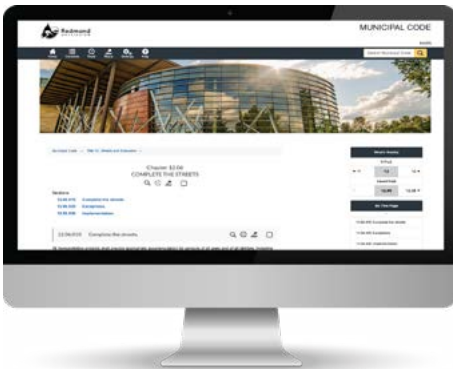


1

Complete Streets



Throughout this document, this graphic indicates an action for the city to take to address safety.



The City of Redmond has an existing Complete Streets policy that was passed via Ordinance in 2007 and updated in 2016. The application of Complete Streets to city capital projects and development review could be improved as a method of addressing safety risk factors that could help to achieve the goals of Vision Zero.

The City's Comprehensive Plan identifies the need to integrate the Complete Streets policy into the City's transportation procedures, policies, and projects:

POLICY: TR-18 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.



The need for updating of the Complete Streets policy and processes for ensuring its implementation, including development of a checklist that can be used for all capital project and development review to ensure incorporation of Complete Streets and safety elements, is a future action to support the evolving impact of the Safer Streets Action Plan's goal to eliminate serious and fatal crashes.



2

Planning Structure, Engagement, and Collaboration



2

Introduction

As part of the development of the Safer Streets Action Plan, the City of Redmond formed a task force to provide local insight, guidance, a diverse array of feedback on safety concerns and countermeasures, and continued monitoring of the City's plans for implementation of changes to the transportation system, policies and procedures.

The City also engaged the community using a Road Safety Assessment (RSA) to understand primary safety concerns of the community and discuss potential strategies and actions to address these concerns. The City of Redmond also conducted a community-wide questionnaire on proposed strategies and actions to gauge whether the community understands how proposed strategies will affect them and improve safety overall in Redmond.



2

Safety Task Force

The City of Redmond’s Safety Task Force included City staff from Public Works, Planning and Community Development, Police, Fire, Parks and Recreation, and Executive departments. The task force allowed the project team to directly present ideas and solicit specific feedback from the group to ensure alignment of the Safer Streets Action Plan with the concerns and priorities of the Redmond community, and the objectives of various City departments and divisions.

The task force agreed with the targets of a 50% reduction in fatal and serious injury crashes by 2030 and elimination of fatal and serious injury crashes by 2035.

Many of the policy recommendations recorded in the policy and procedures chapter of this report were influenced by the task force discussions, including the use of slower walk times for calculating crossing intervals. The task force explored the concept of creating a Safety Campaign, performing additional corridor studies, and discussed ways to improve post-crash care. They also explored methods to improve communications internally, and potential strategies that could be deployed to support identified countermeasures such as enforcement.



The Task Force will continue to meet on an annual or bi-annual basis to review updated crash data analysis, celebrate successes in implementation of safety improvements, and continue to gather feedback on evolving transportation safety concerns.



2

Post-Crash Response Task Force



Post-Crash Response Task Force

One of the six pillars of the Safe System Approach is post-crash care. Redmond’s roadways are nearly all adjacent to homes and businesses, with few rural roads in undeveloped environments. Because of the urban and suburban development of the city, the chances of a crash going unnoticed are low. The City hosts several medical facilities, many of which have urgent and/or emergency care departments. Efficient response to crashes, including traffic control and medical care, are important factors in achieving the City’s safety goals.

The Post-Care Response Team will meet and conduct a site visit following any future crashes with a fatal or serious injury outcome to understand the circumstances and conditions that led to and contributed to the crash. The on-site meeting will help to develop potential solutions that could be implemented either through programmatic and practice changes, improvements constructed by City crews or via grant-funded projects. The Post-Care Response Task Force, which includes City engineers, planners and emergency service personnel, will meet one to two times a year to review recent case studies of crash contributing factors and identify potential improvements in post-crash care. The work of the Task Force will be a component of the City’s yearly reporting on safety progress and next steps towards achieving the goal of the Safer Streets Action Plan.

2

Community Engagement

Road Safety Assessment

As part of the effort to develop a Safer Streets Action Plan, the City of Redmond, conducted a Road Safety Assessment (RSA) in the Education Hill Neighborhood with the assistance of the safety consultant team. The RSA was conducted following the completion of the safety analysis (Chapter 5), and the selection of the Education Hill neighborhood was intended to be representative of the safety risk factors observed in the data that could be applicable citywide. The site for the RSA was also intended to address equity concerns and be accessible to a wide range of transportation users among the general public. The Education Hill neighborhood was selected for several reasons, including;

- An area with a history of expressed transportation safety concerns by residents
- A representative area of the City's transportation network in residential areas. Education Hill includes schools, transit service, parks, existing complete and partial bike and pedestrian infrastructure, mixed with single and multifamily residential land uses.
- An area that, historically, had seen comparatively less investment in the transportation network compared to other areas of the city, such as the Downtown core.

The RSA involved a significant community outreach effort that included the development of a website and registration page, the on-site field audits, and a Debrief Workshop.

A full report from the RSA is included in the Appendix to the Safer Streets Action Plan.

What is a Road Safety Assessment?



Conducted by an interdisciplinary team, and includes the community.



Performed by a multi-disciplinary team, including non-technical members.



Considers all possible road users.



Accounts for road user capabilities and limitations.



Generates a formal report and plan for action.



2

Community Engagement

The Community RSA, which was promoted on the city website calendar, social media (X and Facebook), Peachjar, and an email campaign, invited members of the community to evaluate the site area with a focus on transportation safety for travelers of all modes, ages, and abilities. The project team spent two hours working with attendees to identify safety concerns along a route that included 166th Avenue NE, NE 104th Street, NE 95th Street and 171st Avenue NE. The RSA staff encouraged attendees to identify issues that indicated common needs throughout the City's transportation system which could be addressed through systemwide application of countermeasures. The team used the time to point out key safety features, answer questions from the community, and take suggestions which were compiled into notes.

Observations from the Community RSA that were shared with the project team included:

- The school lacks consistent walking routes from most homes, even those that are located nearby
- Crossing times are not long enough
- Driver behavior during school pick-up and drop off results in vehicles in the bike lane and through traffic utilizing the turn lane
- Additional crosswalks connecting to transit stops are needed
- Walking along the roadway is uncomfortable and generally unpleasant
- Throughout the corridor, sidewalks are narrow and obstructed by overgrown trees and shrubbery

Many of the needs and hazards noted along the route walked by the Community RSA were representative of needs and hazards existing throughout the city and can be successfully addressed through systemic application of selected countermeasures. Using slower walk times and adding safe crossings in proximity to transit stops are two such needs that have been identified as necessary improvements which could be applied citywide.



2

Community Engagement

City RSA

The City RSA involved a multidisciplinary group of individuals including Road Safety Professional Consultants, City of Redmond Planning and Public Works staff, and representatives of the Redmond Fire Department.

Over a dozen individuals performed a Roadway Safety Audit walk on the same route through the Education Hill neighborhood as the Community RSA, led by the same personnel who led the Community RSA for continuity between the two site questionnaires. The team discussed observations of safety concerns and how those could be applied to the wider city transportation system. The City RSA group, compared to the Community group, was much more familiar with similar roadway, transit, bike and pedestrian facilities across the citywide network, as well as the history of how some of the observed physical roadway conditions were designed and built. The additional insight led to more in-depth conversations around policy and standards that could be addressed to yield better safety outcomes. The team also made observations and had discussions of safety treatments that have additional considerations such as impact on maintenance times, costs and equipment, access for municipal services like garbage pickup or water and sewer maintenance access, and emergency response times and access.



2

Community Engagement

RSA Debrief Workshop

The Debrief Workshop was held with City RSA participants and representatives from the Fire and Police departments to discuss the Safe System Approach, introduce the Safer Streets Action Plan, and facilitate a brainstorming session of possible safety improvements for both citywide application and RSA specific treatments. To promote brainstorming, and encourage inclusive input, the consultant team utilized MURAL, a digital collaboration tool that allows anonymous, simultaneous input from all participants. A wide screen capture of the entire MURAL working document from the workshop is shown below.



The feedback the City received as part of the community outreach process was used to confirm the data-based analysis of risk factors for crashes and to inform the range of policy, procedural and engineering projects the City has committed to in the Safer Streets Action Plan. Together with the Equity Analysis, the Community RSA will ensure the safety needs of community members are equitably met. The City may use the format and the procedure that was developed around the RSA to conduct future RSAs in other areas of the City or as a method of following up on reoccurring or common concerns expressed about the safety of the City's transportation system.

AGENDA ITEM	TIME
1. Introduction and Welcome	8:00-8:30
2. Practice using Mural	8:30-9:00
3. Review of the City of Redmond 2020 Roadway Safety Plan	9:00-9:30
4. City Safety System Approach	9:30-10:00
5. Local Road Safety Plan Overview	10:00-10:30
6. Segment A	10:30-11:00
7. 10 Minutes Break	11:00-11:30
8. Segment B	11:30-12:00
9. 10 Minutes Break	12:00-12:30
10. Overall Conclusions and Summary Brainstorming	12:30-1:00
11. Conclude	1:00-1:30
12. Mutual Thanks and an overview of the Relationship between us and the Task Force	1:30-2:00

3

Equity Analysis



Redmond
WASHINGTON

3

Introduction

An integral part of a Safer Streets Action Plan is the analysis of equity and the effect that inequities in the distribution of socioeconomic, demographic, and environmental burdens have on the history of crashes, both locations and contributing factors, and the City's planned future actions. The goal of the equity analysis is to develop a deeper understanding of the contributing factors to crashes and how these contributing factors are distributed across the City or impact certain populations that may be overburdened or otherwise underserved by safe transportation infrastructure.



3

Equity Data Analysis

Per the amended fiscal year 2024 USDOT Safe Streets for All Notice of Funding Opportunity (NOFO), **underserved communities** are defined as any Tribal land; any territory or possession of the United States; or U.S. Census tracts identified in one of the following tools:

- The USDOT Equitable Transportation Community (ETC) Explorer; or
- The Climate and Economic Justice Screening Tool (CEJST).

The City of Redmond is fortunate to have a lower burden in nearly all of the equity factors that were considered in the equity analysis, compared to other cities in Washington state and across the country. Because of the City's lower rates of burden and underserved communities, the City may be less competitive for any grant programs have that equity as a scoring criteria.



3

Equity Data Analysis

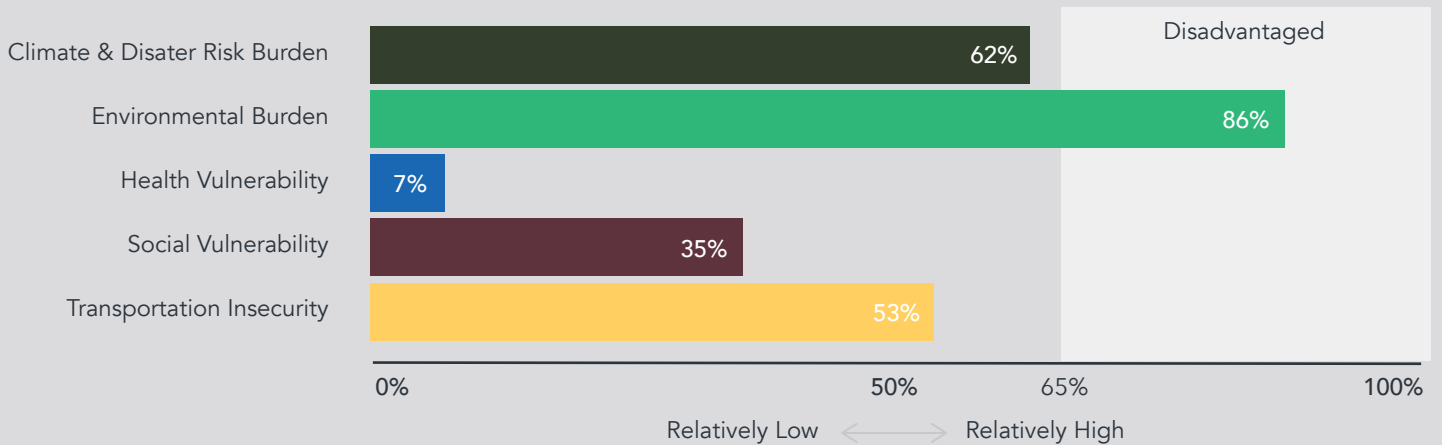
USDOT’s ETC Explorer was chosen for the data analysis in the City of Redmond’s Safer Streets Action Plan. The ETC Explorer provides a normalized numerical factor by census tract that can be used to compare the cumulative impacts of transportation disadvantage at a national level, using a percentile ranking. The metric established by USDOT and the SS4A NOFO consider a census tract to be experiencing disadvantage if the overall ETC index score places it in the 65th percentage (or higher) of all US census tracts. Of the five measures in the ETC, Redmond scored above the 65th percentile in only Transportation-related categories and only in the Downtown census tract.

The central Downtown Redmond tract had a “disadvantaged” ranking for the traffic safety sub-category, likely due to the low total population of the Downtown census tract, combined with the higher traffic rates in Downtown (from outside the tract), and related higher number of severe crashes from traffic exposure and volumes of all modes. As Redmond’s Downtown continues to grow and add population, building out a multimodal transportation network that prioritizes walking, biking, and transit is critical to ensuring that the percentile ranking for Traffic Safety for the downtown census tract decreases over time.

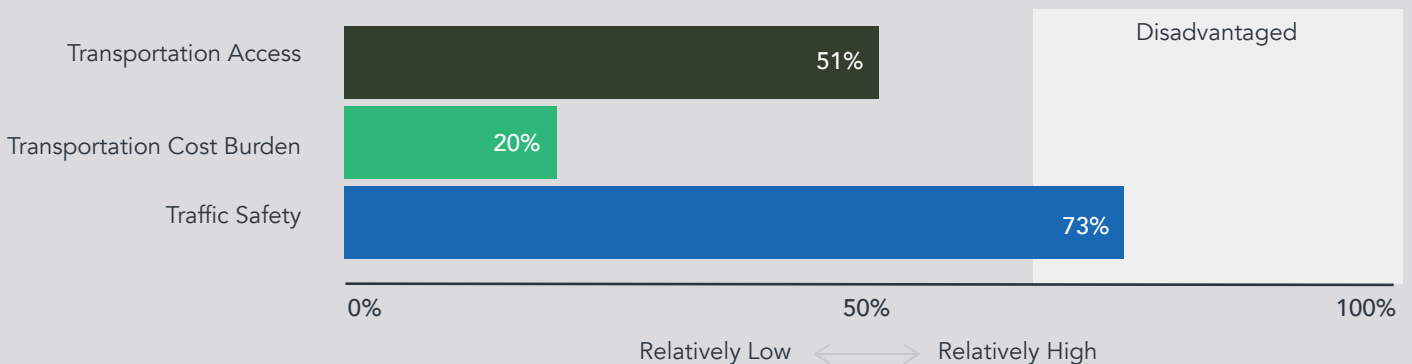
A representation of the ETC Explorer graphics for the central Downtown Redmond tract, with a focus on transportation insecurity which directly relates to safety, are shown below. Additional detailed ETC Explorer graphs for the Downtown Redmond tract, as well as the rest of the City, can be found in Appendix C.

Downtown Redmond Census Tract - ETC Explorer Data

Overall Disadvantage Component Scores—Percentile Ranked



Transportation Insecurity—Percentile Ranked



3

Summary

In the Downtown Redmond census tract, Transportation Access and Traffic Safety, two measures under the ETC's Transportation Insecurity category which scored higher for burdens, will be addressed over time as the City's land use plan is implemented and a multimodal transportation network is built out, providing more residents and employees access to safe walking and biking infrastructure. Furthermore, a focus on implementing Pedestrian Zones in the City's Urban Centers (see page 52) will result in the lowering of the Traffic Safety equity risk factor, particularly for the central Downtown Redmond census tract.



4

City Policies and Processes Review



Redmond
WASHINGTON

4

Introduction

One of the key elements of the Safer Streets Action Plan is a review of the City's existing policies and processes to identify changes to increase the focus on safety and proactively address crashes, helping the City advance towards the goal of eliminating fatal and serious injury crashes by 2035.

The recommendations identified through the policies and process review are intended to be implemented not only in the current practices of the City and future capital improvement projects, but also guide future project development by developers and other private entities.



4

City Policies and Design Standards

Current Policy and Standards Review

As part of the review process, the City's current design manuals were reviewed for opportunities to incorporate current best safety practices and processes. The policy and process review was informed by the results of the Local Road Safety Plan development and the City's Roadway Safety Assessment, and recommends methods to integrate the recommendations of both safety-focused planning efforts into the City's design standards, policies and guidelines.

Many of the strategies included in the Safer Streets Action Plan require minimal additional funding to implement but may require adjusting current processes to optimize for better safety outcomes.

Three areas of focus were analyzed for potential safety improvements:



City policies and design standards revisions



New or revisited programs



Community outreach and engagement

Following a review of the above-listed areas of focus, the following categories of changes to City practices to improve safety outcomes are recommended for implementation:



Revision of City documented policies and standards



Adjustments of standard practices via cultural norms and advocacy



Development and execution of new programs

4

Safe System Roadway Policies and Processes

FHWA Safe System Roadway Hierarchy

Aligned with the City's safety goals and use of the Safe System Approach, the following elements of FHWA's Safe System Roadway Hierarchy were considered in identifying opportunities for safety-focused changes in the City's existing policies and design standards.



Space conflicts within intersections

The City's standards for roadway geometry were reviewed for opportunities to update with best practices, and identify ways to reduce roadway widths and intersection sizes for both passive traffic calming (not requiring enforcement or maintenance) and to reduce crossing distances and exposure to traffic for active mode users.



Time conflicts within signalized intersections

The City will adopt changes to the timing of traffic signals at intersections to prioritize vulnerable user movements. Changes to signal timing practices and signing to incorporate best practices into the traffic signal design manual can help to manage potential conflicts in the intersection related to timing of movements.



Reducing crash severity through speed management

The City's speed limit policies will be complemented by a citywide speed limit study. Speed limits will be matched to roadway context, including adjacent land uses. Passive traffic calming and active targeted enforcement of speeds, as resources allow, from both roadway physical changes, cooperation with the Redmond Police Department, and the use of automated enforcement will advance the goal of managing speeds.



Increasing all modes' awareness of potential conflicts

Educational campaigns will address the City's rates of distraction and inattentiveness among all modes, drivers, pedestrians, and cyclists, that have contributed to past crashes and are risk factors for future crashes. Awareness can also be facilitated by intentional geometric design of roadways, sidewalks, and bike facilities to ensure clear sight distances. Signalization, appropriate signing, and direct communications can help to manage awareness and expectations at intersections and crossings.



4

Policies and Processes: Conflicts in Intersections

Space and Time Conflicts in Signalized Intersections

Policy and design standard recommendations are focused on traffic signals, speed limits, and elevated active mode activity zones. Several of the risk factors, countermeasures, and projects from the City's Local Road Safety Plan had a similar focus. The Roadway Safety Audit identified similar potential improvements that were desired by the community and supported by city partners across departments. Between 2018 and 2022, collisions with pedestrians or cyclists accounted for 47% of the City's serious injury and fatal crashes, many occurring at signalized intersections.

City of Redmond Traffic Signal Design Manual

The City of Redmond Traffic Signal Design Manual (2002) is used by city staff and other design professionals to communicate the City's preferred processes for signal phasing, signal equipment, and priority movements. While the manual does refer to WSDOT standards and allow for the most up-to-date design standards to be used, altering the City's preference language to include some specific safety measures would ensure that practices that may be common among current staff on recent projects continue to be implemented regardless of City personnel changes.

Incorporating additional pedestrian-focused safety countermeasures in the City's Traffic Signal Design Manual represents a proactive strategy to improve the safety and comfort of the pedestrian environment. Updating the Manual does not require the City to invest in immediate resource-intensive changes. Modifications would be forward-looking, making incremental improvements through new development and capital projects as they arise. Several of the recommendations are already being included in the City of Redmond's upcoming adaptive signal project that will be deployed in the Downtown pilot area.



4

Policies and Processes: Conflicts in Intersections

Newer pedestrian safety-focused signal countermeasures may increase some delay times for vehicles at signals. The City should include language in the Manual acknowledging the potential for delay and confirming the City's preference for treatments that prioritize safety at signals, especially for vulnerable users. Crossing pedestrians more safely and efficiently can improve conditions for vehicle drivers as well, reducing frustration and haste. Each of the measures, if implemented, may require an educational period for drivers and pedestrians.

With the Manual on Uniform Traffic Control Devices (MUTCD)-compliant signing notifying the community of signal changes, and intentional proactive communication from the City about where changes are happening, the goal of the change, and the opportunity to provide feedback, the new and/or modified signal operations will soon become expected and habitual for drivers and pedestrians.



To reinforce changes to the Traffic Signal Design Manual, the City should consider an ordinance to modify the City of Redmond Municipal Code section 10.24.070 to more specifically identify the priority of safety, especially for pedestrians and cyclists, in the consideration of traffic signal timing.

10.24.070 Traffic signal timing. 🔍 ↻ 📄

The Traffic Engineer is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner upon the public streets. (Ord. 304 § 40, 1963).



4

Policies and Processes: Conflicts in Intersections



Section II (C) Pedestrian Scrambles

Pedestrian scrambles allow pedestrian movement in any direction, including diagonally, during the pedestrian walk phase. All vehicular traffic is held during the crossing phase so there are no moving vehicles conflicting with pedestrians. The City should incorporate evaluation of pedestrian scrambles into Section II (C) as a potential treatment for increased pedestrian safety when operational and contextual development and pedestrian facilities warrant a scramble. The City should avoid specific design guidance on scrambles, as other guidance from WSDOT, MUTCD, or other sources may be updated and include best practices that the City would want to avoid making further updates to include.



Section IV (C) Lead Pedestrian Interval

The City has implemented Leading Pedestrian Intervals (LPI) in many locations and will continue to evaluate their use at more signals, unless the signal prohibits pedestrian movements, or where high right turn volumes may be present. LPI allows the pedestrian signal to activate four to seven seconds prior to the traffic signal for vehicle movements. The time allows pedestrians to enter the crosswalk, increasing visibility to drivers, and reduces crossing time while vehicle movements are permitted. LPI can potentially reduce vehicle delay waiting to turn across crosswalks, and allows slower moving pedestrians extra time to cross if the LPI time is added to the walk phase. This measure can provide a significant safety benefit with little impact to overall traffic operations. LPI may not be appropriate for all intersections. The City should incorporate a preference to consider LPI and require a documented reason a signal operation does not include LPI for allowable pedestrian signalized movements.



4

Policies and Processes: Conflicts in Intersections

No Turn on Red Guidance

The use of no turn on red restrictions needs to be carefully applied to situations where it will not cause excessive delay. No turn on red signage, which could include both static and electronic "blank out" types that can be responsive to traffic, time of day, etc., should be applied in areas where there is a documented crash history, where sight distance may be restricted, or where abnormally high volumes of active mode users may be encountered. No turn on red is also required (per the MUTCD) at locations where there is a protected bike signal phase. High volume transit crossings, where pedestrian volumes will increase when transit vehicles arrive, could also be candidates for blank-out no turn on red restrictions. A case-by-case traffic study should be conducted before applying no turn on red restrictions, even at only specific times of day.



Section IV (I) (1) Backplates

Increasing the conspicuity of traffic signals by applying retro-reflective strips to the perimeter of the back plate can reduce crashes due to inconspicuous traffic signals by up to 15 percent. The City should include language in the listed section to require the use of backplates with perimeter reflective strips, on all future signals. The City should identify opportunities, including grant funding, to retrofit any existing signals lacking backplates and reflective strips for citywide consistency and to improve signal conspicuity.



Section IV (P) Blank-out signs

Blank-out signs, which restrict turns and can be programmed to be responsive to the signal phase, pushbuttons for crosswalk calls, or set to only be active at certain times of day, allow significant flexibility in balancing safety and signal operations depending on expected traffic. The City's crash data indicated a strong correlation between the time of day and crashes in crosswalks which could be mitigated by blank-out signage. The City should include in the Manual specific language allowing actuated, lit and non-continuous signage to be used in signal design. Evaluation of the placement of no turn on red blank out signage is included in the City's Local Road Safety Plan.



4

Policies and Processes: Conflicts in Intersections

Regional Examples

In the Puget Sound region, lane width standards vary greatly between agencies. Land use and roadway classification/context, historical priorities and expectations, and emergency and municipal service providers input are all factors in setting and/or changing lane width standards.

Some selected area agency examples include:

City of Seattle	City of Kirkland
25' curb-to-curb width	20' curb-to-curb width
on-street parking on both sides	on-street parking on one side
One 11' two-way lane with two 7' parking (Neighborhood Yield Streets)	One 12' lane with one 8' parking (Neighborhood Access Streets)

City of Redmond Roadway Geometry Standards

The City of Redmond Municipal Code (RMC) provides specific information on lane widths, curb returns, pavement widths, and other geometric information required for public and private projects in the City. While several positive safety measures are already included, such as lane widths as low as 10 feet on local roads and under 12 feet on arterial roads, there are some areas which could be modified to allow for greater flexibility when site conditions allow for measures that can increase safety and comfort, especially for vulnerable active mode users.



RMC, Appendix 2, Table 2, Local Streets, specifies a minimum paved width of 28 feet, with a minimum lane size of 10 feet and parking on one side. This standard should be updated to allow for narrower paved widths. Narrower roadways have been demonstrated to reduce speeding and can open up right of way width for other uses such as sidewalk, shared use paths, protected bike lanes and buffer strips for landscaping and/or stormwater treatment. Further coordination with the City's emergency response teams (medical, fire, and police) will include discussion of options to reduce service vehicle sizes where appropriate, as well as the minimum clear width standard for emergency access, to allow for further reductions in minimum geometry requirements for roadways that are tied to the need for access by emergency vehicles.



Typical residential street observed during City RSA

4

Policies and Processes: Conflicts in Intersections



Section A. 7. b., the City should consider reducing or removing the minimum curb return radii, especially on local access streets, to allow for context-sensitive reductions in radius. Reduced or flexible minimum radii can reduce crossing distances and slow the speed of turning vehicles. Reduction of curb radii would be considered in the discussion of emergency response vehicle sizes. The optimal curb radii at intersections will be context-dependent based on the adjacent land uses and anticipated vehicle fleet mix. A radius as small as 10' should be considered in low volume, single family residential neighborhoods to limit roadway width and slow turning speeds.



Section A. 7. d. B. 2. requires that vehicles, including larger vehicles, not be allowed to encroach in the oncoming lane when evaluating curb return radii. The language of Section A.7.d.B.2. could be changed to be flexible and allow, when feasible based on site context such as on local streets, turning vehicles to encroach in the oncoming lane for a short distance. Modification of the provision in the Standards was raised during the Roadway Safety Audit when a garbage truck was observed turning on a local street with no other oncoming traffic present. In many situations, the safety benefit of a smaller radius for reduced crossing distances and speed calming would outweigh considerations around vehicle turning movement encroachment. Design solutions such as setting back the stop bar can allow for this encroachment while reducing conflicts that may result.



Section A. 21. Add a new section to the standards with a statement on the City's focus on safety, specifically for vulnerable active mode users, and encourage flexibility and creativity in identifying safety improvements. Statements that would allow for City, consultant and private development designers to bring the latest best practices and ideas for safety treatments would allow the City's code to incorporate the latest improvements without repeated updates.



4

Policies and Processes: Speed Management

Speed-Related Bicycle Policy

According to the National Association of City Transportation Officials (NACTO), traffic volume and traffic speed are the two most influential factors that contribute to levels of traffic stress for cyclists and pedestrians. Level of traffic stress impacts road users' actual physical safety as well as the perceived comfort level of their selected mode. High vehicle speeds, whether a result of drivers adhering to higher posted speed limits (e.g., 35 mph or higher), or driving faster than the posted speed, introduce significant risk to all road users by narrowing driver sight cones, increasing stopping distance, and increasing the severity of injuries and the likelihood of fatality when crashes do occur.



Studies show that most people are uncomfortable riding a bicycle immediately adjacent to traffic moving at speeds exceeding 25 miles per hour. The City should evaluate the most effective method for reducing bicycle level of traffic stress on a corridor by corridor basis. In some cases, reducing vehicle speeds on streets with bike lanes to 25 miles per hour or less may be an effective strategy to achieve a lower level of traffic stress for bicyclists while in other cases separated bike lanes will be the best solution. Generally, lowering vehicle speeds will achieve better safety outcomes for all users.



4

Policies and Processes: Speed Management



Automated Speed Enforcement

Speed safety cameras are regulated, in specific detail, by the Revised Code of Washington (RCW 46.63.220). Implementation of camera enforcement for speeds is allowable in school zones, along school walking routes, near parks, in work zones, or in other locations with a demonstrated need by an engineering study and with an accompanying equity analysis. The City is implementing a program of speed safety cameras in school zones in 2025. Application of automated enforcement along school walking routes near parks may follow after a review of the effectiveness of the school zone program and application of any lessons learned.

The City should monitor the impact of speed safety cameras on overall traffic speed in the area of the cameras. Traffic data should be obtained prior to deploying cameras to understand volume and speed not only on the enforced segment, but on adjacent potential diversion routes that may see added traffic from drivers seeking to avoid the cameras.

Speed safety cameras are a highly effective safety tool the City of Redmond will use to encourage safer speeds and any excess revenue from the program will be directly applied to making more permanent street safety improvements that create “self-enforcing” streets. In this way, those who violate the speed limit and make Redmond streets unsafe for others help pay for making streets safer for everyone. Thus, speed safety cameras are intended to not be in place forever, but only until vehicle speeds are reduced.

The City’s Safer Streets Action Plan Communications Plan identifies the importance of communication about automated speed enforcement, how the fines collected are applied to roadway projects, how vendor costs are related to fines, and the alignment of the program with broader goals of programs like Safe Routes to School (page 50) and the overall Vision Zero goal (Chapter 1).



4

Policies and Processes: Speed Management

A Culture of Safety

Creating a safety culture is critical to achieving the City's goal 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. To educate the community on the role they can play in proactively improving safety, several programs of targeted outreach and engagement are recommended. The City's Communications Division would be a key partner in executing the programs listed below.

Each of the programs listed below is suggested based on the data gathered on the crash history in the City of Redmond for the LRSP, or comments gathered through the City's safety task force meetings conducted in 2024. The programs are targeted at specific crash risks and are recommended as frameworks for conducting outreach. The specific elements of an outreach program would be developed with the City's Communications Division. The outreach around speed will be complementary to the citywide evaluation of speed limits (Chapter 5).



Speeding Educational and Enforcement Campaign

The crash data for the City of Redmond did not cite excessive speed as a contributing factor in a high number of crashes. The most often cited speed-related contributing factor to crashes is "exceeding reasonable safe speed for conditions."

As a proactive measure, due to the correlation between speed and crash severity in research, the City will conduct education about the impacts of speed and actions the City is taking to address the relationship between speed and crashes. An educational campaign by traffic enforcement officers, as resources allow, to reinforce to drivers when conditions require a lower speed could be effective in addressing the risk factor to crashes. Enforcement of speed limits that is highly visible, such as near high volume intersections and school zones, can have a passive speed reduction effect on drive-by traffic, not just drivers that are stopped and cited by officers.

Gathering of speed data prior to focused enforcement campaigns can help to target hours when excessive speeds are most often observed, allowing for greater impact on the overall speed profile of the traffic in a corridor.

4

Policies and Processes: Speed Management



Urgency Reduction Outreach Campaign

In the City's safety Task Force meetings, traffic enforcement officers, as well as others who work with schools and receive community feedback on traffic concerns, noted the prevalence of urgency at the source of many instances of observed speeding. Enforcement officers cited anecdotes about drivers stopped for speeding on local roads and especially around school zones concern with missing meetings at work, missing appointments, or generally an urgency to get to a destination being the reason for exceeding the posted speed limit.

As part of other communications from the City around traffic safety, an emphasis on the actual time savings from exceeding the posted limit by 5 mph may help to calm fears that drivers will miss appointments or meetings. For example, demonstrating that, across the length of Redmond (approximately 5 miles), the difference between traveling at 25 mph and traveling at 30 mph is only 2 minutes.

In addition, the City should leverage the presence of large employers in the City (Microsoft, etc.) to encourage avoiding scheduling meetings at times when it may encourage urgency among drivers, such as right after school drop off times, or just before school dismissal.

Questionnaires of drivers, conducted by the City, could help to understand other causes of urgency. Ensuring that responses to questionnaires are anonymous and only aggregated to calm fears of retaliation may help to gain more specific insight to the causes of urgency-related speeding. The results of such a questionnaire may be helpful in informing future outreach communications and could also contribute to the design of capital projects, such as signal timing, school zones, etc.

4

Policies and Processes: Conflict Awareness

Increasing all Modes' Awareness of Potential Conflicts

Pedestrian Zones

One of the ways that Redmond demonstrates its commitment to active transportation is through the provision of a Downtown Pedestrian Zone. This zone is delineated by "Pedestrian Zone" signage at nine locations at the primary entrance roadways to the Downtown core. The existing Downtown Pedestrian Zone creates a logical area to emphasize pedestrian safety through a combination of education, enforcement, and street designs such as short pedestrian crossings, raised crosswalks, as well as signal operations that prioritize pedestrian movements. Existing Pedestrian Zone signage could be augmented with signage that indicates that pedestrian laws are strictly enforced. Signage should also be modified to more clearly explain what a Pedestrian Zone means for users of all modes.



The City has three existing Pedestrian Zones (Downtown, Overlake, and Marymoor) but only the Downtown Zone is clearly delineated by signage. The City should expand the signage and community messaging about the other two Pedestrian Zones, and look for opportunities to apply the recommended practices below in all three zones.

Adding Pedestrian Zones was identified in the Safer Streets Action Plan Communications Plan as a strategy to explore in 2026 or beyond once other complementary strategies have been implemented in the existing Downtown Pedestrian Zone. Additional citywide outreach on the intent and specific changes to typical transportation operations for all modes in the Pedestrian Zones should accompany changes to the zones.



4

Policies and Processes: Conflict Awareness

The City's LRSP (Chapter 5) provides engineering recommendations to upgrade the City's existing Downtown Pedestrian Zone. In addition to the engineering recommendations, policy and process modifications that would contribute to upgrading all existing Pedestrian Zones, include the following:



High Visibility Enforcement

The objective of high visibility enforcement in the Pedestrian Zone is to focus on both education of and enforcement of yielding requirements to pedestrians in crosswalks.

The ideal program of enforcement would need to be developed in collaboration with the City of Redmond Police Department to:

- Balance staffing requirements
- Identify ideal times for enforcement when both pedestrian and vehicle traffic are moderate, but not high
- Identify ideal locations so that the officers are visible, yet able to make appropriate stops of drivers
- Discuss the appropriate balance of educating drivers about violations and ticketing for offenses

Enforcement of pedestrian crossing laws is most effective when it is designed to:

- be highly visible and publicized
- educate about pedestrian crossing laws
- reinforce the required behavior of drivers and pedestrians,
- raise the expectation that failure to yield, aggressive driving, distraction or impairment may result in legal consequences, enforcement campaigns should be aimed at both drivers and pedestrians

Campaigns should start with communications and outreach efforts that announce, describe, and publicize the traffic safety campaign through community meetings, media coverage, social media, mass emails, and signage, a best practice identified by the National Highway Traffic Safety Administration (NHTSA).

High visibility enforcement in the Pedestrian Zone would need to be a regular, repeating program, rather than a "one-off" single action. The reinforcing of educational elements of the program, and the need to capture new drivers to the area, would be benefits of continued investment in high visibility enforcement of the Pedestrian Zone.

The City should, during the winter months when the program is less likely to occur due to lower volumes of pedestrian traffic, conduct a yearly review of the program to identify successes, opportunities for improvements and lessons learned. A collaborative meeting with law enforcement officers and the City's safety task force would provide valuable feedback to improve future enforcement periods.

4

Policies and Processes: Conflict Awareness



Operational and Signing Modifications at Signalized Intersections

Several of the recommended operational and signing modifications that would be part of the Pedestrian Zones are described in the LRSP (Chapter 5). Other engineering-based changes that are complementary to operational changes, such as raised crossings, curb extensions, and narrowed lanes, are described in the LRSP (Chapter 5). The recommended Pedestrian Zone improvements align with the recommended modifications to the City's Traffic Signal Design Manual, and provide an opportunity for targeted implementation of some of the recommended safety-focused changes in the Manual.

Operational changes in the Zone will address:

- **Consider Pedestrian Scrambles** which will hold all traffic and allow pedestrians to cross in all directions, reducing conflicts, potentially improving vehicle operational flow, and reducing pedestrian walk times by allowing "two-stage" crossings to occur diagonally across intersections.
- **Implement Leading Pedestrian Interval (LPI)**, which gives pedestrians additional time to cross and increases visibility. Pedestrians will be in the crosswalk when traffic is allowed, by the signal, to turn across the crossing, rather than being at the curb ramp just preparing to cross. Pedestrians in the crossing can be easier for drivers to see, while assessing other potential traffic conflicts during turning maneuvers.
- **Implement right and left turn restrictions at certain intersections** which, especially when focused on certain times of day when high conflicts are expected. This can fully eliminate conflicts between turning traffic and pedestrians in crossings, which could lead to operational improvements for traffic. The use of a variety of signing, including static signs and electronic blank out signage to indicate turn restrictions, will help to reinforce turn restrictions that may only be in effect during certain times of day or when certain crossings are activated by the pushbutton.

In the Pedestrian Zone, using the operational pedestrian safety measures listed above could be set for specific times of day when conflicts have been observed in historical crash data. At other times of day when traffic is less and pedestrian conflicts are reduced, signals could run without features that could cause delay for traffic that is viewed as "unnecessary," when pedestrians are not present, and could lead to drivers not obeying signals and signage. Time of day programming will require assessment of the City's signal equipment to determine the programming capabilities of the controllers, installation of signage, similar to time-of-day turn restrictions on busy morning and evening peak routes, and educational outreach to the community to raise awareness of the changes.

Communicating to the community when operational changes go into effect, both to educate about the benefits and to celebrate the successes of the City's safety improvements, is an important component of the changes. The Safer Streets Action Plan communications plan and programmatic strategies are outlined in the following section.

4

Policies and Processes: Conflict Awareness



Pedestrian Safety Educational Outreach in Pedestrian Zone

In addition to the education provided by officers during high visibility enforcement, longer-term educational outreach on pedestrian safety laws is recommended within the Pedestrian Zone. During the City's Safety Task Force meetings, and Roadway Safety Assessment, feedback was gathered from police officers as well as others with traffic safety involvement that there is not a high level of awareness of the legal requirements for drivers yielding to pedestrians. Education of pedestrians is also an important complementary action to proactively prevent conflicts and crashes in crossings. The Pedestrian Zone educational concepts align with recommended targeted community outreach programs covered in other sections of the policy and process improvements chapter.

Combining the outreach around pedestrian safety with the program described above for high visibility enforcement would help to efficiently utilize City outreach resources, and increase the likelihood of attention from the community. Similar methods as recommended by NHTSA would be effective in educating drivers and pedestrians about pedestrian crossing laws. In addition, signage (such as sandwich boards, flyers, and posters) within the Pedestrian Zone in targeted areas such as entrances to high volume businesses (popular restaurants, high volume retailers, gyms, etc.) from parking lots, at crossings where it does not distract or block visibility of pedestrians, and at city parks would provide passive opportunities for educating the community at or near the moment when they have or will soon be driving or walking through the Pedestrian Zone.

The City should also adopt a standard practice of providing educational materials about pedestrian crossing laws at all City events where tabling is occurring and community interactions with educational opportunities may occur. Education should also include reminders for vehicle operators of applicable traffic laws related to pedestrian safety, including: Blocking the Box, left-turn right of way, right turn on red, etc. City staff working at community events should be provided with training and materials to be able to convey information to the community and answer basic questions, or refer the community to existing online materials for more information.



4

Policies and Processes: Conflict Awareness

Communication Strategies for Public Education

The City of Redmond recognizes that reaching the goal for Vision Zero and achieving a behavioral change to a safety focused culture in the City will require significant communications efforts with the community. The programmatic safety strategies are outlined in the next section, and also in the more detailed Safer Streets Action Plan Communication Plan. The Communication Plan contains additional detailed information on the existing or proposed media and channels to be used for communications strategies and programs, proposed dates for outreach tailored to the season and city events, details on messaging, and performance measures to monitor the Plan's impact.

The plan's key messages include:

- Build a safer Redmond together by doing your part (being part of the solution) in making our community safer.
- Redmond uses the Safe System Approach to reduce and eliminate the number of collisions and risks in the City
- Everyone has a role to play in making Redmond's streets safer, including drivers, pedestrians, and cyclists, as well as the City of Redmond as the organization planning, designing, and managing the operations of the transportation system.

Key performance metrics include:

- Quality engagement/feedback at tabling events to increase awareness and change behaviors.
- Share about Vision Zero at least once per month in city e-news

The following pages detail specific programmatic strategies for risk factors found in the City's crash data (see Chapter 5), in the communications with the Safety Task Force and community outreach (see Chapter 2) and general safety risk factors like addressing speeding and distraction. The strategies and the Communications Plan are intended to deliver safety messages to users of all modes in a Safe System Approach manner of shared responsibility for safety. The programs and Plan also encourage the community to provide feedback to the City on where improvements can be made, and to note and celebrate the City's success in proactively addressing safety through projects (Chapter 5) and policy and procedure actions (Chapter 4).

4

Policies and Processes: Conflict Awareness



Safe Routes to School

The City of Redmond partners with Lake Washington School District (LWSD) in its participation in King County's School Pool program. The Schoolpool program is primarily focused on activities that encourage students to walk and bike to school. Safety is a paramount concern for students walking and biking to school, and providing safe infrastructure is a priority. To improve safety and thereby encourage more students to walk and bike to school and reduce the number of school-related vehicle trips, the City will expand its Safe Routes to School efforts in the following ways:

- Build on School Pool and identify engineering, education, and encouragement strategies to facilitate and encourage higher rates of walking and biking to school and a reduction of school-related vehicle trips.
- Work with schools to improve site circulation and access and arrival/dismissal procedures for enhanced safety
- Work with the LWSD and WSDOT to bring bicycle and pedestrian safety curriculum into Redmond schools.
- Establish a traffic garden to provide a safe space for students to learn and practice traffic safety.
- Implement Speed Safety Cameras in all school zones and assess other potential camera locations along school walk routes.

The goal of the Safe Routes to School program is to give students and parents/guardians a greater comfort in their ability to safely walk and/or bike to school. The program's success will be measured by a combination of safety-focused infrastructure improvements with two-way communications with students and families about safety and what changes can be made. The Safe Routes to School program is closely aligned with the implementation of automated speed safety cameras (page 49).

4

Policies and Processes: Conflict Awareness



Traffic Gardens

One successful strategy that has been used to educate kids about transportation safety is a traffic garden. Traffic gardens are essentially mock, scaled transportation networks, set up on playgrounds, or in parks, that can be used as a safe space to practice traffic safety, understand how kids' choices can impact their safety, and help to instill a culture of safety that will have a long-term positive impact on not only Redmond but other cities' goals to reduce incidence rates and severity of crashes. The City could coordinate the efforts of educational outreach with local advocacy groups like MoveRedmond.



4

Policies and Processes: Conflict Awareness



Pedestrian and Bike User Safety Campaign

In the City of Redmond, 45% of pedestrian-involved crashes and 55% of bicycle-involved crashes in the last 5 years involved impairment, distraction, or disregard on the part of the pedestrian or cyclist of traffic control devices or requirements to yield. While there are many actions the City can and will take to improve the transportation system to encourage safe user behaviors, the Safe System approach is premised on shared responsibility, which means that all users adhere to traffic laws and use infrastructure as it is intended.

A targeted community outreach campaign focused on active mode users' shared responsibility would be a beneficial proactive program. The outreach could include a mixture of messaging in the Downtown area, such as sandwich boards and flyers in popular restaurants, and at popular trailheads and locations where significant active mode activity is expected. Focusing outreach on the City's Pedestrian Zones, as described on page 44, will help improve the impact of the outreach efforts. Online messaging through social media and communication at City events would also be effective components of the program.

Program communications should focus on:

- Avoiding cell phone use and other distractions when in crosswalks or other conflict points.
- Making eye contact with drivers at crosswalks and mixing zones to ensure visibility and yielding of drivers before entering conflict zones.
- Highlighting visibility and awareness as a person walking/biking/rolling.
- While acknowledging that, by Washington state law, all intersecting roadways are legal crossings, consider choosing marked and/or enhanced (RRFB or signalized) crosswalks when available nearby. Predictability in when and where drivers should expect and watch for pedestrians and cyclists helps to avoid conflicts.
- Focus on the statewide issue of mixing alcohol and cannabis use and the increased safety risk of traveling when under the influence.

The City should engage partners, such as Cascade Bicycle Club, and other regional organizations, to assist in providing educational outreach regarding the use of e-bikes and e-scooters. The rise in the prevalence of these important mobility devices that help to expand the range of users that feel comfortable using active modes of transportation has created new challenges and unfamiliar situations that warrant further education. The City should help to facilitate the education and outreach, providing space and notifications to the community, in addition to signage in zones where e-bike and e-scooter use is anticipated in higher volumes.

4

Policies and Processes: Proactive Improvement



Celebrating Success

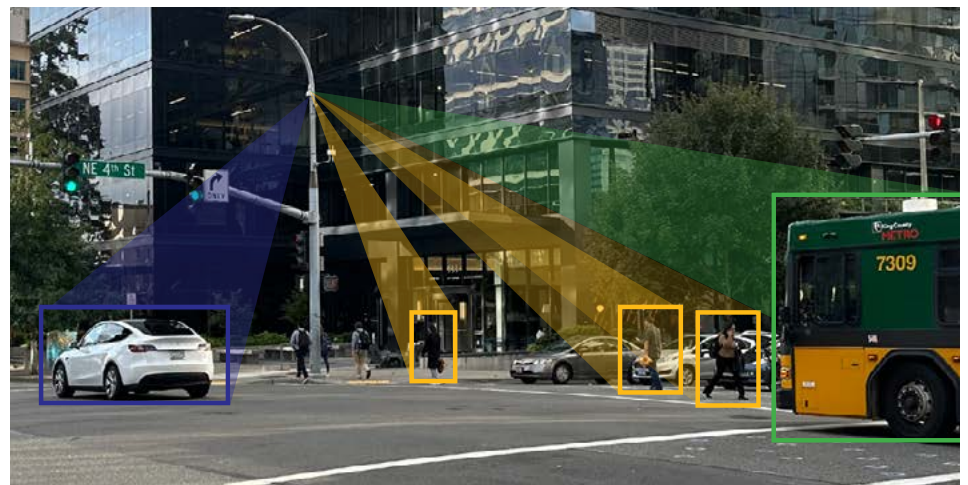
As part of the Safer Streets Action Plan’s commitment for the City of Redmond to work towards a Target Zero goal, and report out annual progress, the City should make an intentional effort to celebrate successes around safety. Successes could take the form of:

- Reductions in crash rates or severe outcomes
- Highlighting new safety projects, including the “why” behind each project
- Highlighting the educational opportunities or a “caught you doing the right thing” version of enforcement during high visibility enforcement programs
- Maintaining a positive, forward-looking tone in outreach programs and staying focused on the City’s safety goal

Best Practice Guidelines for Emerging Topics

Addressing transportation safety is an evolving practice area, and the City staff focused on the implementation of the Safer Streets Action Plan should stay apprised of new technologies and best practices. Some of the emerging topics and technologies that could have a safety benefit that are currently in development as of the writing of this Plan include;

- **Use of intelligent speed assistant technology or speed governors on City vehicles.** Ensuring City vehicles are driven at safe speeds can set a positive example and reduce speed-related risks for City employees.
- **Infrared detection signs.** SmartSigns is a product piloted by King County that detects cell phone use by occupants of a vehicles and displays an educational message to drivers to put their phones down. The signs also track data on cell phone use detection. The signs can also be used to detect seat belt usage and speeding. An article was published on the use of the signs by the County on April 5th, 2024 (www.seattletimes.com/seattle-news/new-traffic-signs-may-catch-you-looking-at-your-phone/).
- **Using AI technology to assess near-miss incidents at traffic signals.** Existing and/or new cameras at signalized intersections can be used to identify, through the help of AI-assisted review of footage, near-miss incidents that significantly impact comfort and perceived safety for active mode users, but which are not reflected in crash data.
- **Incorporate safety risk factors (see Chapter 5) into the City’s updated Geographic Information System (GIS)-based asset management system.** Integration of safety into the asset management system will help the City identify high priority locations for safety improvements and assets that can be directly addressed to proactively address safety concerns.



Example of Real-Time Traffic Signal Safety Intervention technology

4

Summary

The review of policies and processes for the City of Redmond's Safer Streets Action Plan focused on identifying the practices, educational opportunities, and targeted enforcement programs that would have the most proactive impact on the risk factors for crashes in the City, as identified in the most recent 5-year crash history. The recommendations of Chapter 4 are complementary to the engineering improvements identified in the LRSP (Chapter 5), as well as other City plans, including the Transportation Master Plan and Bicycle Facility Design Manual. Each of the recommendations are aligned with a Safe System Approach. Many of the recommendations are also complementary to each other, building upon the momentum, community messaging, and cultural change to prioritize transportation safety in the City of Redmond and advance towards the Vision Zero goal.

5

Local Road Safety Plan



Redmond
WASHINGTON

5

Introduction

The Local Road Safety Plan (LRSP) is a comprehensive safety analysis, identification and prioritization of risk factors, and conceptual design for proactive safety countermeasure projects to be constructed across the City of Redmond’s transportation network. The LRSP is also a requirement for the state of Washington’s Highway Safety Improvement Program (HSIP). The LRSP is a standalone document for the City’s eligibility and application to the HSIP program, as well as a component of the Safer Streets Action Plan. The LRSP covers several sub-topics related to the safety analysis and identification of projects. An outline of the contents of Chapter 5 is as follows:

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5.1

Introduction

The City of Redmond places a high priority on the safety of its transportation system users. The City's commitment is to people-oriented travel, with a focus on the comfort of vulnerable active transportation users of all ages and abilities.

The City of Redmond seeks to reduce the incidence and risk of future crashes throughout the city, especially those with a severe injury or fatality. To more effectively address transportation safety, Redmond has created a Local Road Safety Plan (LRSP) which uses a data-based, proactive approach to identifying potential safety concerns. In addition to guiding spot treatments, the LRSP allows the City to identify systemic improvements to the citywide transportation network to address historical crashes, and proactively address risk factors and likely locations for future crashes.



5.2

History of Safety Projects

The City of Redmond has a legacy of working to improve the safety of the City's roadways and active transportation facilities. The Targeted Safety Improvement Program (TSIP) implements the policies of the City's Transportation Master Plan. The key elements of the program help to identify existing and potential traffic safety problem areas and implement projects to reduce traffic crashes using both proactive and reactive strategies.

Table 1. Targeted Safety Improvement Projects the City has Recently Completed or Plans to Complete

New Rectangular Rapid Flashing Beacon Crosswalk at the following locations scheduled for installation in 2023

NE 116th Street and 159th Avenue NE

180th Avenue NE and NE 70th Street

Bear Creek Parkway and 159th Place NE

Completed Targeted Safety Improvement Projects

Northbound flashing sign on 140th Ave NE approaching NE 80th St

Rectangular Rapid Flashing Beacon (RRFB) Crossing at Trader Joe's and 160th Ave NE

RRFB Crossing and new ADA curb ramp on the Northwest corner of Bear Creek Parkway and 166th Avenue NE

Projects proposed for the 6-year Capital Investment Strategy

Traffic Signal and pedestrian crossings at 151st Avenue NE and NE 90th Street

East Lake Sammamish Parkway and 187th Avenue NE: Add a southbound left turn lane and construct a wall to maintain bike lanes through the intersection

Flashing Crosswalk on 164th Avenue NE at NE 87th Street

NE 104th Street- 179th Avenue NE to 184th Avenue NE: Median Islands and Flashing Crosswalks

188th Avenue NE and NE 65th Street: Mini Roundabout

East Lake Sammamish Parkway near Marymoor Connector Trail: Flashing Crosswalk



5.3

Local Road Safety Plan Process

The data for the LRSP is limited to a 5-year study period, January 1, 2018 through December 31, 2022.

The City of Redmond's Local Road Safety Plan follows a process developed by the Federal Highway Administration (FHWA) and promoted by WSDOT to proactively address safety concerns based on crash data. WSDOT's success with a similar program at the county level in reducing crash rates for targeted risk factors has led to the application of the LRSP process for cities to identify risk factors and targeted countermeasures.

Transpo Group, on behalf of the City of Redmond, analyzed crash data reports to identify risk factors. Analysis includes a statistical look at the rate of contributing factors cited in crashes, as well as a spatial examination of the locations and groupings of crashes, and the contributing factors' spatial distribution. Prioritized risk factors are developed based on the combined statistical and spatial analysis.

Countermeasures to risk factors are assigned to sites of historical crashes as well as locations with similar characteristics that may be sites of future crashes. A program of prioritized countermeasure projects is developed based on the risk factors and an evaluation of historically underserved or vulnerable populations. The program will help to guide systemic, citywide improvements that enhance the safety and comfort of all modes of transportation.

Data Sources

Data for the City of Redmond's Local Road Safety Plan comes from WSDOT resources, which are coordinated with the Washington State Patrol and the local Redmond Police Department through the Statewide Electronic Collision & Ticket Online Records (SECTOR) system. WSDOT verifies and calibrates crash data on a calendar year basis, therefore only data through the end of 2022 is included in the plan. Future updates to the plan will include a revised 5-year window and a historical comparison to identify trends or changes in crash frequency or severity.



5.4

Existing Transportation Infrastructure

Streets

The City of Redmond’s transportation system is primarily a gridded urban street network in the downtown core, with irregular blocks ranging in size from about 400’ by 300’ to about 600’ by 600’ long. Outside of the downtown areas, Redmond’s residential neighborhoods take the form of cul-de-sacs, occasionally enclosed within much larger blocks. There are 219 lane miles of arterial streets within the city limits, and 128 lane miles of local streets (each local street has two lanes and arterial streets have multiple lanes). At the eastern bounds of the city the grid size increases and becomes more irregular, along with lot sizes, but remains suburban in nature with sidewalks, curbs, illumination and bike lanes in most locations. Nearly 4,000 streetlights illuminate highways and city streets in Redmond and the city plans to install an additional 1,000 lights by 2030. Some of the streetlights in Redmond are owned and maintained by the city, while others are owned and maintained by Puget Sound Energy.

Redmond considers each street and its role or function within the context of the overall street network using a functional classification system. The functional classification system identifies the role of each street along with its planned cross-sectional design elements. In addition to their specific functional classification, selected streets in Redmond are designated as modal corridors, freight routes, or main streets to indicate their specific roles in the street network.

Table 2. Roadway Functional Classification Designations

State Routes (SR 520 and SR 202)
Principal arterials
Minor arterials
Collector arterials
Local streets including Connectors, Local access and Shared streets.

Modal Corridors

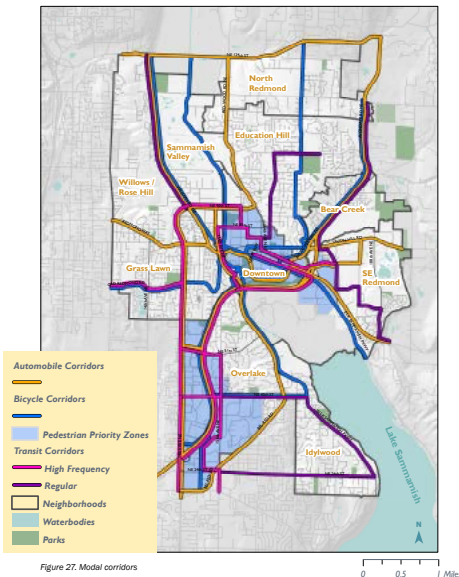


Figure 1. Redmond’s Modal Corridors

WA State Highways 520 and 202 pass through the city, intersecting at NE 76th Street. Highway 520 runs generally east-west and turns northwest at the junction with Highway 202, before transitioning into Avondale Road NE. Highway 202 bisects the city from the northwest and continues toward the southeast at Redmond Way before exiting the city limits. I-405 lies approximately three-quarters of a mile to the west of the city limits.

The city contains numerous parks and greenbelts within its neighborhoods. To the north and west, neighborhoods are predominantly residential in character, with commercial and industrial lots primarily located south and east of Highway 520. The Sammamish River and local streams, including Bear Creek, in the city have wide buffers which interrupt the gridded transportation system. Large parks, including the Marymoor complex, Sportsman Park, Arthur Johnson Park, and the Evans Creek Natural Area fringe the city to the south and east.

Redmond has identified several critical modal corridors serving as the framework of its transportation system. Critical modal corridors include all principal and important minor arterial streets, the SR 520 corridor, and several multi-purpose regional trails. Critical modal corridors, together with the remaining arterial streets, local streets and trails, connect all nine neighborhoods and Redmond’s two urban centers, and comprise the city’s primary transportation network.

5.4

Existing Transportation Infrastructure

Intersection Control

Redmond’s transportation system is designed to support travel by pedestrians, bicyclists, transit riders, motorists and freight. Intersections are controlled by a variety of traffic control devices such as traffic signals, roundabouts, and stop signs. Traffic signals are found throughout the city on its major principal, minor, and collector arterial corridors. If a traffic signal is not present, 4-way intersections

The city’s 4-way intersections are a mix of uncontrolled, 2-way stop controlled, and 4-way stop controlled. Towards the eastern boundary of the city, there is a roundabout at the intersection of Union Hill Road and 196th Avenue NE, and another roundabout just outside of the city limits about three quarters of a mile to the north. Two more roundabouts lie to the north of downtown on NE 116th Street at the intersections of 162nd Avenue NE and 172nd Avenue NE.

Active Transportation

Redmond offers a wealth of opportunities to walk, bike or roll. There are numerous trails, sidewalks, and walking paths to utilize either for exercise, commuting, or merely for access to destinations within or outside of Redmond. The City maintains 235 miles of sidewalk, many of which are separated by vegetated buffer strips. There are 59 miles of public trails in Redmond, of which 39 miles are owned and maintained by the City. Pedestrian zones are located around Redmond’s Downtown Pedestrian District and marked with special signage to communicate to drivers they are in an area where they can expect higher volumes of people walking.



Figure 2. Pedestrian Zone Sign in Redmond

Table 3. Pedestrian Zone Sign Locations

Leary Way north of West Lake Sammamish Parkway
Redmond Way west of West Lake Sammamish Parkway
NE 85 Street east of 154 Avenue NE
NE 90 Street east of 154 Avenue NE
Redmond-Woodinville Road north of NE 90 Street
166 Avenue NE north of NE 85 Street
Redmond Way near Bear Creek Crossing
Avondale Way from westbound Union Hill Road
NE 80 Street at 170 Avenue NE

5.4

Existing Transportation Infrastructure

Marked crosswalks are provided at all legs of signalized intersections unless their absence is warranted. The City of Redmond defines crosswalks as: “any portion of the road outlined with white paint or created by reflective pavement markings or a different texture of concrete-like brick pavers.” The City has a number of mid-block crosswalks, designed to discourage pedestrians from making random crossings by offering a convenient location to cross in an area which does not have frequent intersection crossings. The City maintains over 45 Rectangular Rapid Flashing Beacon (RRFB) arrays throughout Redmond which enhance the safety and visibility of crossing locations where they are installed. Pedestrian countdown signals are installed at all of Redmond’s signalized intersections.

To promote the safety of active transportation users in school zones, 20 mph school zone speed limit signs with interactive radar feedback are installed around schools throughout the city. Speed feedback signs calm traffic near schools and improve the safety of pedestrians using school crosswalks by displaying the driver’s speed, a prominent “Slow Down” message when exceeding the 20-MPH speed limit and flashing amber beacons to notify drivers when the 20-MPH speed limit is active.

With the Eastside’s largest share of bike commuters, Redmond is one of 19 cities in Washington designated as a Bicycle Friendly Community (BFC) by the League of American Bicyclists and has an extensive network of both on-street bike lanes and off-street trails for easy access to downtown, neighborhoods, businesses, parks, and even to other cities. Redmond is currently designated as a Silver-level by the League of American Bicyclists.

In the City of Redmond, segments of the bicycle modal corridor network are considered “complete” if they are served by a trail or another type of physically separated bikeway, such as a cycle track. Bicycle lanes are not considered physically separated bikeways. Within the modal corridors, bike boxes are provided at intersections.



5.4

Existing Transportation Infrastructure

Transit

Redmond is connected to the region by all-day frequent bus service and light rail. Construction of the first two East Link light rail stations in the Overlake Urban Center started in 2015 with service to Bellevue and Seattle to begin sometime after 2024. The future light rail station across from Microsoft's main campus, in the southern part of the city along 156th Avenue NE, will expand the existing Overlake Transit Center into one of the most significant multi-modal transit hubs in the region. A mile to the south a new station at the northern tip of the planned Overlake Village will become the catalyst for a dense and highly accessible urban community from which residents can walk to the train and be in Seattle in under one hour.

Light Rail Development Impact

The vision for downtown Redmond is for a primary community gathering place where housing, retail, and office uses coexist in a pedestrian-friendly environment. With comfortable access to an East Link light rail station at Overlake Village, the area will grow into a vibrant urban neighborhood offering a key mix of housing, retail, and short commutes to the Microsoft campus and downtown Bellevue.

Within two urban centers, a strategic mix of land uses will allow more trips to be made conveniently and quickly by walking or bicycling. The City of Redmond expects to reach a population mix of 78,000 residents and about 119,000 jobs by 2030. The forecast gap between the number of jobs and the number of residents indicates many people who work in Redmond in 2030 will continue to commute to their jobs from outside the city.

To service the demand for commuter travel, the Downtown Redmond Link Extension will add two new light rail stations in southeast Redmond, one serving Marymoor Village at NE 70th Street near Marymoor Park, and another in the downtown residential and retail core at 166th Avenue NE. The new link extension is projected to open by 2025 and will take travelers to Westlake center in Downtown Seattle in 45 minutes and provide access from Marymoor Village Station to downtown Bellevue in 15 minutes. Sound Transit estimates the project will attract an estimated 40,000 - 50,000 daily riders within a year of opening, introducing a large volume of pedestrians and cyclists to station areas and changing the volume and pattern of vehicular traffic near stations.

While observed traffic volumes have trended downwards between 2001 and 2010, the city's traffic models predict the downward trend will reverse between 2010 and 2030 in response to population and employment growth in the region. Trips in Redmond occur throughout the day, are mostly for purposes other than commuting, and are for short distances: as the majority are under five miles. Commute trips tend to be longer than other types, are concentrated in the am and pm peak travel periods, and, with the expansion of Light Rail into southeast and downtown Redmond, are expected to increase the mode share of transit trips in the area. The City's travel forecast model predicts the number of trips taking place by single-occupant-vehicle may decrease as much as 47 percent in response to programmed transportation system changes and transit expansion.



5.5

Crash Data Statistical Analysis

The summary data for all crashes on city roads was analyzed for statistical outliers where factors surrounding crashes were overrepresented compared to statewide crash data, as well as data for western Washington cities. Contributing factors or conditions which were cited in a significant percentage of crashes within Redmond have also been identified. Crash data statistical analysis allows for targeted research into the causes related to the transportation user (drivers, cyclists, and pedestrians) and the transportation environment (roadway geometry, characteristics, enhancements, etc.) which contribute to crashes. While the focus of the LRSP is on crashes with severe injuries or fatalities, the data for all crashes was analyzed for over-representation of contributing factors to avoid any statistical bias that could miss larger crash trends.

During the 5-year study period (2018-2022), the total number of crashes on city roads was 3,481. Of all crashes, 53, (0.2 percent) resulted in a serious injury or fatality (SIF). Table 4 displays the SIF crashes for each of the years in the 2018-2022 period compared to the total SIF crashes for the previous five-year period.

The total number of crashes was 7 percent lower in the current 5-year (2018-2022) period than the previously analyzed 5-year period (2016-2020), however the percentage of fatal crashes has increased by 2 percent, and the number of serious injury crashes has increased by 4 percent. The statistical difference between the two five-year periods reflects the random nature of crashes and is not necessarily indicative of an overall trend in crashes in the City.

Table 4. Summary of all Crashes and Serious Injury and Fatal Crashes

	2018-2022							% of Total	
	2018-2022	% of Total 2018-2022	2022	2021	2020	2019	2018	2016-2020	% of Total 2016-2020
Fatal Crashes	5	9%	0	1	0	2	2	7	13%
Serious Injury Crashes	48	91%	10	5	14	6	14	46	87%
Total Crashes	3,481		601	553	465	885	977	3,718	

Source: WSDOT November 2023
Does not include SR 520 in limited access areas

30-40 mph Divided Arterials

52 percent of all crashes in Redmond which resulted in serious injury or fatality occurred on roads where the posted speed limit is between 30 mph and 40 mph. Redmond likely has a higher-than-average proportion of roadways with 30-40 mph posted speeds. Many of the facilities with posted speeds in the 30-40 mph range are of a design that does not provide passive management of vehicle speeds, with elements including wider lane widths, directional division, the presence of turning lanes, and a lack of friction at the street edges. Table 5 provides a breakdown of the statistical summary for crashes on 30 mph to 40 mph roads.

Table 5. Statistical Summary 30 mph to 40 mph Roads

Speed Limit Posting	Total Crashes			Serious Injury and Fatal Crashes		
	All WA City Roads	Western WA City Roads	Redmond Roads	All WA City Roads	Western WA City Roads	Redmond Roads
30-MPH	24%	39%	23%	9%	18%	35%
35-MPH	36%	33%	16%	27%	42%	0%
40-MPH	4%	4%	12%	7%	5%	5%

Source: WSDOT November 2023. Does not include SR 520 in limited access areas
[Jump to Index](#)

5.5

Crash Data Statistical Analysis

Active Mode Involved Crashes

The city's rate of reported active mode (pedestrian and bicycle) crashes is 4.6% which is slightly lower compared to other similar western Washington cities. The severity of active mode crashes that do occur represents the top two categories of severe crashes in the City, and nearly half of all severe crashes with 47 percent of active mode crashes resulting in a severe injury or fatality. Table 6 includes the crash data for active modes.

The rate of pedestrians and cyclists being struck in marked crosswalks is very high for both total reported crashes in the city and for crashes with fatal or severe injury outcomes. For pedestrians, the rates are 65 percent of total reported pedestrian crashes and 60 percent of pedestrian crashes reported with severe injury or fatal outcomes. For bicyclists, the rates are 31 percent of total reported bike crashes.

Other overrepresented crash circumstances cited in more detailed crash data include pedestrians hit while the vehicle is making a left turn across a crosswalk, and pedestrians hit in marked crosswalks. Table 6 provides a summary of the pedestrian and bicycle involved crashes in Redmond for the 2018-2022 period.

Table 6. Statistical Summary of Contributing Factors to Pedestrian and Bike Crashes

Contributing Circumstance	% of Total Crashes			% of Serious Injury and Fatal Crashes		
	All WA City Roads	Western WA City Roads	Redmond Roads	All WA City Roads	Western WA City Roads	Redmond Roads
Pedestrian and Bike Crashes	5% (10,208)	5% (8,338)	5% (159)	24% (2,595)	37% (1,408)	47% (25)
Failure to yield to Ped/Cyclist	0.7% (3,061)	0.7% (2,416)	0.8% (6)	4% (384)	4% (301)	6% (4)
Ped in Marked Crosswalk	45% (3,100)	46% (2,573)	65% (46)	33% (488)	34% (400)	60% (9)
Bike in Marked Crosswalk	31% (629)	46% (2,573)	15% (21)	10% (47)	9% (35)	0% (0)
Cyclist Failure to Yield to Vehicle	12% (488)	12% (425)	12% (7)	15% (79)	13% (56)	8% (1)

Source: WSDOT November 2023. Does not include SR 520 in limited access areas

5.5

Crash Data Statistical Analysis

Rear-End Crashes

The proportion of both total and Serious Injury or Fatal (SIF) rear end crashes, as shown in Table 7, is higher in Redmond than in comparison jurisdictions. In Redmond, rear ends accounted for 8 percent of the SIF crashes compared to 6 percent on all Washington city streets, and 4 percent in other Western Washington cities. Rear ends accounted for one third of the total crashes in Redmond. Following too closely was contributing factor in 8 percent of all crashes in Redmond and 4 percent on other Western Washington city streets. Rear-end crashes are typically indicative of congestion, especially for agencies with a significant number of signalized intersections, and with heavier traffic volumes, as are present in Redmond.

Table 7. Incidence Rate of Rear End and Following Too Close Crashes

Contributing Circumstance	% of Total Crashes			% of Serious Injury and Fatal Crashes		
	All WA City Roads	Western WA City Roads	Redmond Roads	All WA City Roads	Western WA City Roads	Redmond Roads
Rear End	19% (41,071)	19% (30,847)	33% (1,136)	9% (937)	4% (152)	8% (4)
Following Too Close	5% (20,079)	4% (13,246)	8% (25)	0.8% (69)	0.6% (43)	3% (3)

Source: WSDOT November 2023. Does not include SR 520 in limited access areas

5.5

Crash Data Statistical Analysis

Intersection Crashes

Serious injury and fatal crashes related to intersections were comparable to other Western Washington cities, but 8 percent higher in Redmond than for all city roads in Washington state. Signalized intersections followed a similar percentage distribution, with disregard for stop and go lights cited as a contributing circumstance in 5 percent of the SIF crashes in Redmond. Intersection-related crash data is shown in Table 8.

Intersection crashes include angle-type crashes at intersections with no traffic control, stop sign control (2 or 4-way) and with signal control. Angle crashes at intersections may include disregard for a posted stop sign or a red signal. The highest percentages of all types of crashes in Redmond occurred at signalized (43 percent) and uncontrolled (53 percent) intersections. Angle type crashes accounted for 23 percent of all crashes in the city, and 9 percent of SIF crashes in Redmond.

Table 8. Incidence Rate of Intersection-Related Crashes

Contributing Circumstance	% of Total Crashes			% of Serious Injury and Fatal Crashes		
	All WA City Roads	Western WA City Roads	Redmond Roads	All WA City Roads	Western WA City Roads	Redmond Roads
Intersection Related	42% (90,005)	41% (65,453)	40% (1,407)	32% (3,427)	42% (1,583)	40% (21)
Disregard Stop and Go Light	0.7% (2,909)	0.6% (2,096)	1.2% (3)	0.7% (61)	0.7% (47)	5% (3)
Signalized Intersection	42% (140,356)	41% (107,539)	41% (1,170)	32% (3,574)	42% (2,599)	40% (16)

Source: WSDOT November 2023
Does not include SR 520 in limited access areas

Fixed Object Crashes

While fixed object crashes in Redmond compared favorably to the rates of fixed object crashes in other locations, summarized in Table 9, the proportion of SIF crashed involving fixed object strikes is proportionally high compared to other crash types in the city. Fixed object crashes accounted for 17 percent of SIF and 11 percent of total crashes in Redmond between 2018 and 2022. Collisions with trees and stumps were the most frequently cited type of fixed object collision, accounting for 15 percent of Redmond’s total crashes.

Table 9. Statistical Summary of Roadside Fixed Object Crashes

Contributing Circumstance	% of Total Crashes			% of Serious Injury and Fatal Crashes		
	All WA City Roads	Western WA City Roads	Redmond Roads	All WA City Roads	Western WA City Roads	Redmond Roads
Fixed Object Crashes	13% (27,271)	13% (20,910)	11% (392)	23% (2,435)	19% (711)	17% (9)
Hit Tree/Stump	14% (4,049)	16% (3,441)	15% (60)	23% (207)	26% (184)	11% (1)

Source: WSDOT November 2023
Does not include SR 520 in limited access areas

5.5

Crash Data Statistical Analysis

Median Divided Roadways

Several of Redmond’s major arterials, other than highway access-controlled segments of SR 520, are divided by curbed medians. WSDOT’s categorization of crashes for the LRSP process separates crashes that occur on these types of roadways as “two way divided”. The majority of the crashes during the study period in Redmond, 68 percent, occurred on these divided arterials. 38 percent of all crashes occurred in areas of these arterials with raised, curbed medians. Compared to statewide data, Redmond’s crash rate on divided arterials with barriers is significantly higher, but this could be an anomaly based on categorization of crashes, and Redmond’s relatively unique configuration of arterials compared to other cities. Table 10 summarizes the WSDOT categorized crash data related to divided arterials and barriers.

Table 10. Incidence Rate of Crashes on Median Divided Roadways

Contributing Circumstance	% of Total Crashes			% of Serious Injury and Fatal Crashes		
	All WA City Roads	Western WA City Roads	Redmond Roads	All WA City Roads	Western WA City Roads	Redmond Roads
Two Way Divided with Barrier Arterials	8% (28,339)	8% (8,428)	38% (1,018)	8% (738)	7% (526)	30% (9)
Two Way Divided without Barrier Arterials	35% (132,084)	37% (35,054)	30% (792)	37% (3,500)	39% (2,857)	20% (6)

Source: WSDOT November 2023
Does not include SR 520 in limited access areas

Drug and Alcohol Related Crashes

Crashes involving the influence of drugs or alcohol were comparatively low for Redmond, as shown in Table 11, with only about 2 percent of all crashes and about 6 percent of SIF crashes compared to about 5 percent for total crashes on both all city streets in the State and for other cities in Western Washington, and 14 percent for SIF crashes in the comparison locations.

Table 11. Incidence Rate of Under the Influence Crashes

Contributing Circumstance	% of Total Crashes			% of Serious Injury and Fatal Crashes		
	All WA City Roads	Western WA City Roads	Redmond Roads	All WA City Roads	Western WA City Roads	Redmond Roads
Drugs or Alcohol	5% (13,162)	5% (9,639)	2% (13)	14% (732)	14% (551)	6% (7)

Source: WSDOT November 2023
Does not include SR 520 in limited access areas

5.6

Spatial Analysis

Data on crashes that includes geolocation data from SECTOR public records were obtained for each reported crash in Redmond in the study period, to produce maps of reported contributing circumstances. Mapping of the crash data allows for identification of patterns by physical location and the roadway environment and a statistical analysis of risk factors. The spatial analysis complements the statistical analysis and helps to identify specific risk factors for future crashes. A selection of the maps generated for analysis in the comprehensive safety planning process are included in the Appendix.

Crashes Concentrated on Arterials

Several SIF crashes involving pedestrians and or bicyclists were reported along SR202/Redmond Way southeast of the city center, between SR 520 and 188th Place NE. Minor and principal arterials leading into the City have posted speed limits ranging from 35-45 mph. The spatial pattern of crashes indicates SIF crashes involving pedestrians struck by vehicles are clustered in the downtown core, particularly along NE 85th Street between 160th Avenue NE and 166th Avenue NE, and along 160th Avenue NE and 161st Avenue NE between NE 85th Street and SR202/Redmond Way.

In residential neighborhoods, presumably due to the many cul-de-sacs, narrower roadways, and increased friction from parked cars and other roadside objects, there are far fewer clusters of data points representing crashes with pedestrians and cyclists. The vast majority of crashes occurring on narrower residential roadways were drivers striking parked cars or fixed objects such as trees.

Crashes at Intersections

152nd Avenue NE/ NE 24th Street Intersection

The intersection at 152nd Avenue NE and NE 24th Street is signalized. 152nd Avenue NE has right turn pockets on both sides of the intersection. NE 24th Street is a multi-lane approach with left turn lanes on both sides of the intersection. Sight distances may be obscured by the rock retaining wall at the southwest corner of the intersection and by trees at the other three corners. Mapping the crash data shows the number of crashes with pedestrians is unusually high at this intersection.

140th Avenue NE/ Redmond Way Intersection

The intersection at 140th Avenue NE and Redmond Way is signalized, with multi lane approaches on all four legs. Both Redmond Way and 140th Avenue NE have posted speed limits of 40-MPH. The data indicates a concentration of angle and sideswipe crashes occurred on Redmond Way between 139th Avenue NE and 142nd Avenue NE.

W Lake Sammamish Parkway/ NE Leary Way Intersection

Spatial analysis of data points indicates a dense cluster of angled and rear-end crashes at the intersection of W Lake Sammamish Parkway at NE Leary Way and a cluster of Angled type crashes occurring on W Lake Sammamish Parkway at the driveway to Sunrise Donuts and Espresso. A concentration of similar type crashes occurred on SR 202 between 166th Avenue NE and 170th Avenue NE, on 164th Avenue NE between Redmond Way and NE 87th Street, and on 166th Avenue NE between NE 80th Street and NE 85th Street.

Pedestrians and Bikes in Downtown Core

Redmond's pedestrian and bicycle crashes are primarily clustered along Redmond Way between 160th Avenue NE and SR 520. Crashes on Redmond Way/SR 202 corridor resulting in serious injuries or fatality tend to be at signalized crossings and near transit stops or parks. Several crashes with pedestrians on NE 90th Street at 161st Avenue NE and at intersections along 161st Avenue NE between NE 90th and Redmond Way involved drivers failing to yield to non-motorists. A cluster of pedestrian involved crashes resulting in injury occurred on 156th Avenue NE, at the entrance to the Overlake Transit Center Access Road.

5.6

Spatial Analysis

Roadside Objects

Roadside object crashes are heavily concentrated along the SR 520 on ramps at SR 202/Redmond Way, and the SR 520 on and off ramps at W Lake Sammamish Parkway. On facilities owned by the city, high concentrations of crashes with parked cars were reported along Cleveland Street, especially at the intersections with Leary Way and 161st Avenue NE. A cluster of crashes with parked cars was reported at the intersection of 170th Avenue NE and NE 80th Street. Farther to the west, data points indicate an increased incidence of vehicles colliding with fixed objects, likely street trees, along Old Redmond Road between 132nd Avenue NE and 140th Avenue NE.

Sideswipes at Intersections

Sideswipe crashes are concentrated at intersections along the Cleveland Street and Redmond Way corridors between 154th Avenue NE and NE 76th Street. Reported sideswipe incidents have occurred frequently along Avondale Road NE, from the junction with SR 520 to NE Novelty Hill Road, along SR 202 from the northern boundary of the city to where SR 202 transitions to NE Redmond Fall City Road and the intersection with 188th Place NE, and on Willows Road NE from the northern city boundary to 148th Avenue NE.

Sideswipe and rear-end crashes are heavily concentrated on the SR 520 on and off ramps at several intersections along Cleveland Street and Redmond Way between 160th Avenue NE and 168th Avenue NE, and at the intersection of SR 202 and 180th Avenue NE. Crashes of a rear end and sideswipe type near the off-ramps are thought to be primarily the product of congestion. Sideswipe crashes resulting in severe injury or fatality appeared concentrated along the Redmond Way/SR 202 corridor between 161st Avenue NE and 185th Avenue NE.

Angle Crashes at Intersections

A concentration of angle crashes which cited driver disregard for traffic signals occurred on SR 202/Redmond Way near Anderson Park and on SR 202/Redmond Way at the intersections of 170th Avenue NE and 166th Avenue NE. A cluster of angle crashes occurred at the intersection of SR 520/Avondale Road and NE 80th Street/Union Hill Road. A similar pattern of driver disregard for signals resulting in angle and other type crashes was observed on NE 85th Street at all but one (NE 85th and 158th Avenue NE) intersection between 154th Avenue NE and 166th Avenue NE.

Active Mode Crashes Along Transit Routes

Active mode crashes were closely associated with locations where transit facilities are or will soon be found. Clusters of pedestrian and cyclist crashes were observed at the entrance to the Overlake Transit center currently under construction, near transit stops in the downtown core, and at several locations located within the one-half mile walkshed of future light rail access.

Active mode crashes in other areas of the city clustered around all-day service routes, defined as those with headways of 30 minutes or greater, and frequent service, defined as those with headways of 15 minutes or less. The correlation between active mode crashes and transit routes can be seen in the maps in the Appendix.

5.7

Risk Factors



Based on a combination of the statistical and spatial analysis of the crash data for Redmond, the following risk factors were identified and prioritized. Risk factors will provide guidance to the City's implementation of countermeasures in a focused effort to reduce the frequency and severity of future crashes. The following list of factors is not inclusive of all potential risks for future crashes but is a prioritized set of factors that can be addressed through systemic implementation of countermeasures citywide. The use of a systemic approach to prioritized risk factors provides a higher potential safety benefit for investment ratio when compared to a more reactionary spot-treatment approach, or when attempting to spread limited resources to address all possible risk factors. The risk factors outlined below are presented in priority order.

Pedestrians in Marked Crossings

A majority of crashes involving pedestrians have occurred in marked crossings. Crossings are the primary location where different modes have potential conflicts. Improvements to increase the visibility of crossings and users in and entering the crossing are a high priority to address a significant risk factor to vulnerable users.

Bikes in Existing Facilities

Redmond has a well-developed bike network, but improvements to incorporate current best practices and guidance on separation and crossing improvements can address a risk factor for crashes with bikes in existing facilities. Risk factors based on crash history are present in both linear and crossing bike facilities.

Crashes at Signalized Intersections

Signalized intersections are complex environments with many demands on the attention of all users. Redmond's signalized intersections represent a risk factor for vehicle and active mode crashes. Improvements to visibility, operations and predictability of signalized intersections can reduce risks and improve overall system safety.

Crashes on 30 mph+ Roadways

Roadways in Redmond with a posted speed limit of 30 mph or greater experience a higher percentage of crashes than similar cities. Faster vehicle speeds can mean less time to react to changing roadway conditions or grant right of way to active mode users. Addressing the risk factors for higher speed roadways could include a study of appropriate speed limits.

Crashes on Median Divided Roadways

Median-divided roadways in Redmond are typically associated with higher speeds and are another common risk factor for crashes involving all modes. Identification of countermeasure projects on divided roadways works together with other risk factors to reduce the overall crash risk in the city.

Improper Speed for Conditions

Speed affects not only the risk for a crash occurring, but the severity and outcomes of the crash on people. While Redmond's rate of speed compliance with posted limits in crash data is a positive, there is a common risk factor of improper speed for conditions, indicating a need to address speeds and roadway conditions in inclement weather or in heavy traffic conditions.

5.8

Countermeasures

Countermeasures are the actions the City of Redmond can take to proactively address the risk factors identified through the crash data analysis. To identify projects and programs that could address the risk factors for crashes, a full range of potential countermeasures was evaluated. The most broadly effective countermeasures which addressed the prioritized risk factors within reasonable resource constraints were selected for the LRSP and associated project list. Each of the listed countermeasures has proven effective in addressing the risk factors identified in Redmond’s transportation system.

Effectiveness of the selected countermeasures was evaluated using:

- National Highway Traffic Safety Administration’s Countermeasures That Work publication,
- Washington State’s Target Zero plan, and
- FHWA’s Crash Modification Factor (CMF) Clearinghouse website.

The listed resources help to identify appropriate solutions and provide research backed documentation of the anticipated effectiveness of selected treatments on reducing crash rates.

The countermeasures shown on the following pages can be systemically applied to many locations throughout the city. The recommended modifications to the city’s transportation system will improve safety and comfort for users of all modes and proactively limit the severity and reduce the incidence of future crashes. The descriptions of the projects and programs are designed to be open-ended to allow for updating of the Safety Plan in the coming years to note completed actions, and continue to address recommended locations as local and grant funding resources allow.



High Visibility Crosswalk Markings

Risk Factors



Countermeasures

Expand use of Continental style crossings	Mark crossings at slip lanes and ped islands	Green/white combined markings for multimodal crossings
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The use of Continental style crosswalk markings for improved visibility is now the City of Redmond’s standard. The larger bars improves the visibility of crossings for drivers and can create contrast with crossing pedestrians compared to thinner crosswalk marking styles. Using green and white combined colors highlights the increased presence of bicycles and widens the crossing for the comfort of all modes. Marking crossings at slip lanes improves driver yielding and visibility of pedestrians.

Updated markings are prioritized at;

- Signalized intersections with existing crosswalks
- Arterial and higher volume collector roadway intersections
- On or near transit routes (bus and light rail) especially with more frequent service
- Near schools, parks and other high volume pedestrian generators

The City has been upgrading crossings, but the following intersections have been identified as a priority for the next round of grant-funded or maintenance upgrades to the current City Standard 311B.

For the city’s projects which address intersection control, the CMF Clearinghouse research indicates improvements to the visibility, signing and markings at controlled intersections can reduce total crashes by 10 to 20 percent.



Multimodal continental crossing



Continental, high visibility markings



Estimated Project Construction Cost:
\$15,000-30,000
per intersection

Costs would include marking removal, and new pavement markings at selected intersections

Time to Construct:

3-6
months from design kickoff

High Visibility Crosswalk Markings

Candidate locations for upgraded markings include:

- Avondale Road (NE 90th Street to 116th)
- 148th Avenue NE (Willows Road to NE 38th St)
- 161st Avenue NE/NE 83rd Street
- 160th Avenue NE/NE 83rd Street
- NE 85th Street/154th Avenue NE
- Willows Road/NE 90th Street
- Redmond Way/185th Avenue NE
- Old Redmond Road/148th Avenue NE, 140th Avenue NE

Multimodal continental crossing:

- Bear Creek Parkway/161st Avenue NE, Leary Way



Figure 3. Candidate Locations for Upgraded Crosswalk Markings

Signalized Crosswalk Improvements and Signage

Risk Factors



Countermeasures

Lighted and actuated warning and blankout turn restriction signage	PM peak turn restrictions	Lead pedestrian interval
Pedestrian "scrambles"	ADA pushbutton and ramp upgrades	

Pedestrian and cyclist risk factors in marked crossings varies by time of day. Starting in the evening peak hours, a greater concentration of pedestrian and cyclist-involved crashes occurs in marked crossings. Pedestrians are more often involved in left turn crashes with vehicles, while cyclists are involved in right turn crashes. Lead pedestrian interval, lead cyclist intervals with bike boxes, or turn restrictions limited by time of day, controlled by electronic blank-out signage that can be actuated to pedestrian push buttons or bicycle presence detectors can remove some of the conflicts contributing to historical crashes, while balancing impacts to traffic operations.

Based on the results of traffic studies, restrictions on turns, all-way pedestrian crossing signal phases or "scrambles" where all traffic is held, and lead pedestrian intervals can all assist in increasing pedestrian visibility, considering a range of pedestrian abilities and crossing speeds and improve comfort for users.

Some existing crossings, because of intersection geometry, make visibility of pedestrians in marked crossings difficult from some approaches. Installation of lighted signage actuated to pedestrian push-buttons, combined with leading pedestrian intervals can improve visibility of pedestrians in crossings prior to the permitted movement of traffic.

Estimated Project Construction Cost:
\$15,000-100,000
 per intersection

Costs could vary widely depending on the need to upgrade signal control equipment, cost of static and electronic signage, pushbutton upgrades and associated curb ramps, and traffic studies.

Time to Construct:
12-15
 months from design and traffic study kickoff



Signalized Crosswalk Improvements and Signage

Candidate locations for signalized operational and signing improvements include:

- Redmond Way (all downtown intersections)
- Cleveland Street (all downtown intersections)
- 160th Avenue NE, 161st Avenue NE and 166th Avenue NE, Redmond Way to NE 85th Street
- EB Avondale Road at 170th Avenue NE
- EB Redmond Way at Cleveland

The CMF clearinghouse indicates pedestrian crossing improvements can reduce crashes between vehicles and users of active modes by 40-60 percent. Yellow change intervals, when appropriately timed, can reduce the incidence of red-light running by up to 50 percent.

Programming signals to provide increased walk phase times or leading pedestrian intervals, which give pedestrians a head start of several seconds to cross before the signal changes to green for vehicles, can result in up to a 13 percent reduction in pedestrian-vehicle crashes alone.

Reconfiguring the crossings at intersections to provide pedestrian 'scrambles' which allow pedestrians and other active mode or micro-mobility users to cross in all directions during the crossing interval can reduce pedestrian-vehicle conflicts by 34 percent.

'Blank-out' signs can be added to the signal array and programmed to restrict vehicle drivers from turning for a portion of the signal phasing and can result in a 45 percent reduction in all crash types. Assessments of visibility including sight distance and lighting can be beneficial countermeasures to improve the safety of active mode users at signalized intersections.

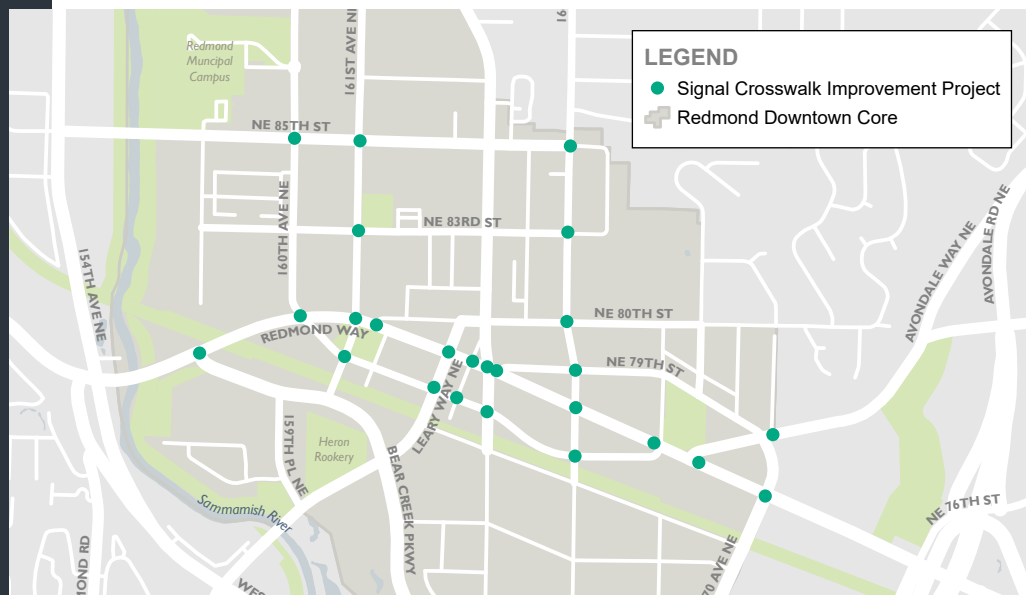


Figure 4. Candidate Locations for Upgraded Signal and Signage Improvements

High Friction Surface Treatment Program

Risk Factors



Countermeasures

High Friction Surface Treatment

High friction surface treatments (HFST) are a method of applying higher quality aggregate and binder to an existing roadway to improve vehicle grip in wet conditions as well as dry. The crash history at signalized intersections and higher volume and speed roadways in the city is correlated with wet surface conditions. HFST is a relatively inexpensive method of reducing crash rates, especially in the vicinity of horizontal curves and high-volume intersection approaches.

HSFT does not involve the overlay of long sections of roadway but is a spot treatment applied in critical areas. HFST does require some long-term maintenance in excess of that for a traditional asphalt roadway, but there is a tangible benefit in reduced crash rates that has been demonstrated by pilot and research projects using the treatment.

A HFST program should also include a field assessment of existing pavement conditions to determine the appropriate extents of HSFT to be applied to the candidate roadways identified in the list below.



Estimated Project Construction Cost:
\$35,000-50,000
per 100 LF depending on roadway curb-to-curb width



High Friction Surface Treatment Program

Candidate locations for spot location installation of HFST include:

- Avondale Road-NE 85th Street to Avondale Way, NE 95th Street, south of NE 116th
- 148th Avenue NE and Willows Road
- Union Hill Road-178th Place
- Redmond Way-148th Avenue NE, Willows Road, Cleveland Street, Cleveland Street through 170th Avenue NE,
- West Sammamish Lake Parkway-Leary Way, NE 51st, Bel-Red Road
- NE 104th Street and 166th Avenue NE
- Old Redmond Road-148th, 154th, east of Snyder's Corner Park

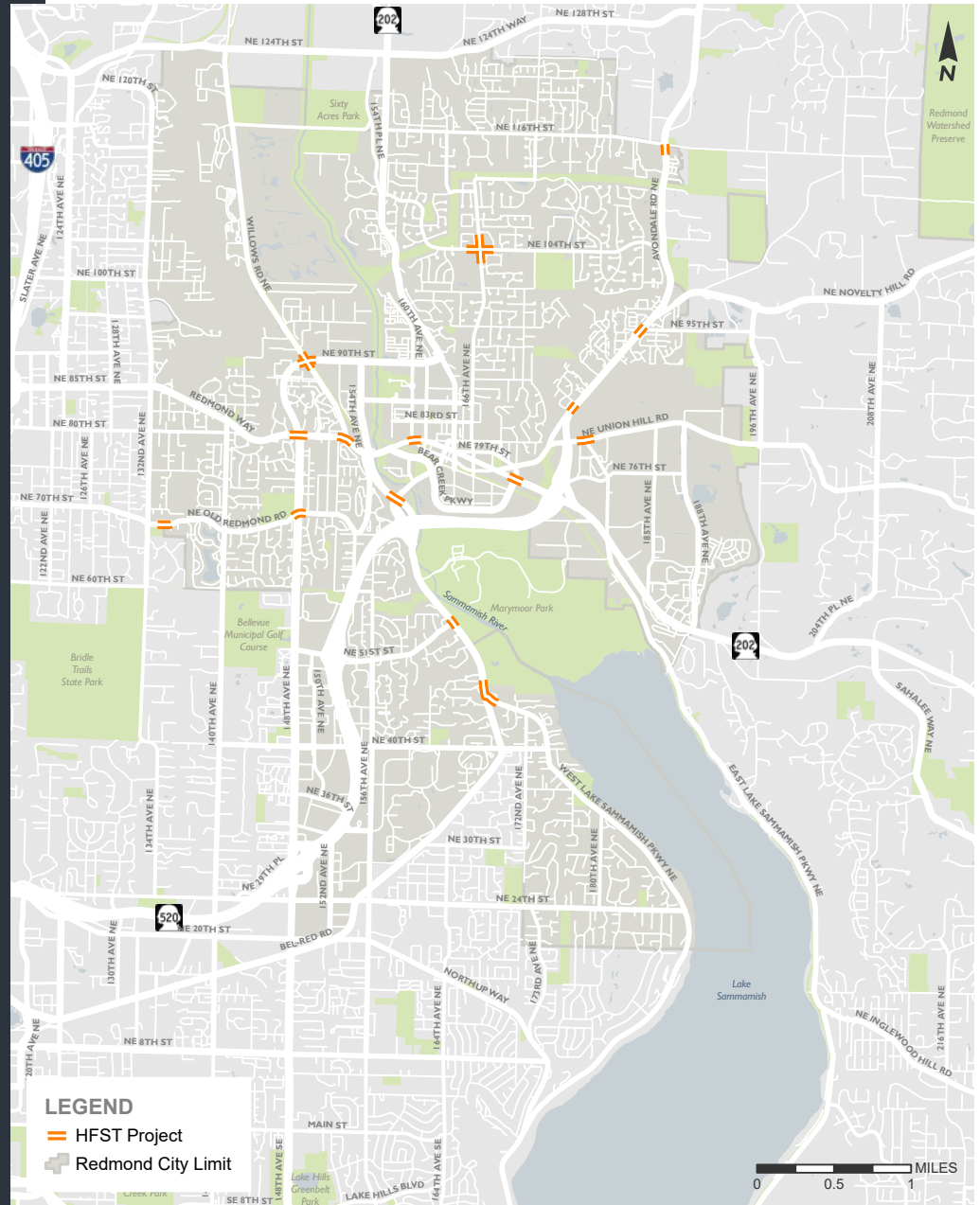


Figure 5. Candidate Locations for High Friction Surface Treatments

Enhanced Bike Lane Protection

Risk Factors



Countermeasures

Physical barriers at bike lane buffers

Physical protection of bike lanes can help to avoid incursion by vehicles, improve the comfort of bike lanes for a wider range of users, address conflicts with vehicles approaching intersections, and improve the visibility of bikes and awareness of drivers of the presence of bike lanes. Linear crashes with cyclists in marked bike lanes could be significantly reduced by the increased physical protection.

The use of single unit curbing from vendors, equipped with a vertical reflective marker, significantly increase the visibility of bike lanes, and also provide a physical separation from traffic. The units do require long-term maintenance and potential replacement, but allow for increased protection of existing bike lanes without modification of curbs, hardscape or other more expensive capital improvements. Acquisition of specialized bike lane width cleaning equipment by the city would help to maintain the safety and utility of physically separated bike lanes.

Other low-cost modifications to improve the physical barriers to existing bike lanes, which could be piloted as a demonstration project, would be to flip the location of on-street parking adjacent to bike lanes. Bike lanes would be placed at the curb line, and on-street parking would occur separated from the curb. On-street parking can be accessed without crossing the bike lanes, drivers' doors do not open into bike lanes, and bikes are protected from moving vehicle traffic by the space of the parking lane and any parked vehicles. There is an educational requirement for drivers to avoid parking occurring in the bike lane.



Estimated Project Construction Cost:

\$1,000

per 100 LF of bike lane stripe

Spaced at 50 foot intervals, curbs could be installed directly otop of existing bike lane striping.

Time to Construct:

3-6

months from design kickoff



Enhanced Bike Lane Protection

Candidate locations for physical buffers include:

- NE 85th Street
- NE 90th Street
- 164th Avenue NE
- 166th Avenue NE
- 156th Avenue NE
- NE 104th Street
- Old Redmond Road

Candidate locations for flipping on-street parking and bike lanes include:

- NE 85th Street (pilot project potential)
- 156th Avenue NE (pilot project potential)
- NE 104th Street

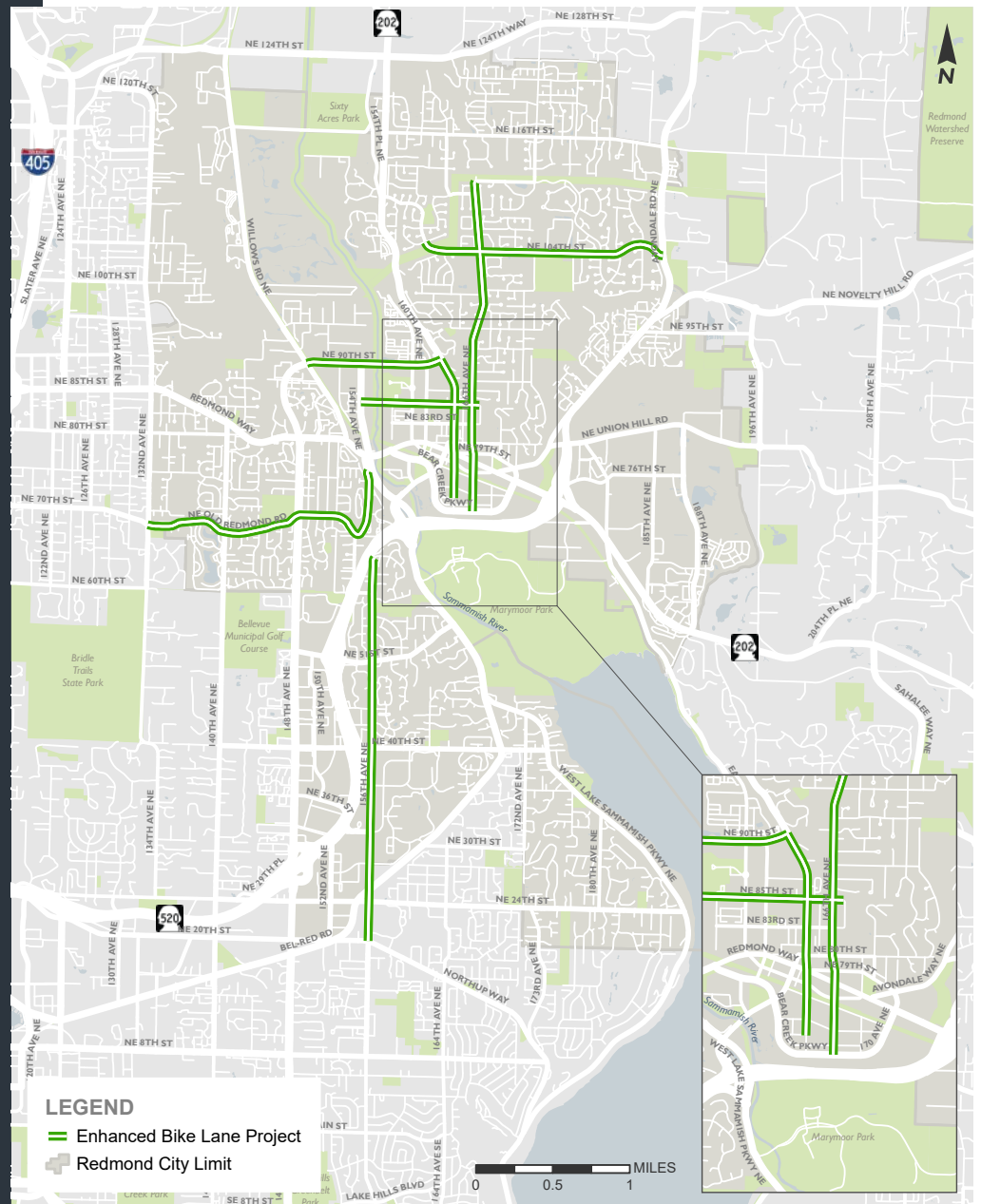


Figure 6. Candidate Locations for Bike Lane Protection

Bike Lane Relocation

Risk Factors



Countermeasures

Separated bike facilities

Redmond-Fall City Road NE has experienced a history of bike crashes at intersections and linearly along the roadway. The existing bike facilities on the roadway consist of marked bike lanes. Current best practices for bike facilities would not recommend the use of striped bike lanes on Redmond-Fall City Road NE due to the posted speed limit and traffic volume. To improve the comfort and safety of biking on Redmond Way, a project to relocate the existing curb line would provide for a separated bike facility, and could have a calming effect on vehicle traffic by increasing side friction with a narrower roadway curb-to-curb width.

The relocation of the curb would allow, with some reconstruction of the existing vegetated buffer strip, for either a side-by-side bike and pedestrian facility, a shared use path on both sides of the roadway, or a raised bike lane with the existing sidewalk and vegetated buffer retained in place.

The limits of the raised bike facility would ultimately be between the SR 520 ramps and 187th Avenue. Phasing of the relocated bike facility at logical termini with significant intersections, such as at East Lake Sammamish Parkway and 185th Avenue would allow the city to pursue multiple grant funding sources to implement the project while also making incremental safety and comfort improvements for cyclists.



Estimated Project Construction Cost:
\$3,000,000+

Costs would include curb relocation, stormwater and utility modifications, new buffer strips and bike lane pavements.

Time to Construct:
18-24+
months from design kickoff

Bike Lane Relocation

Avondale Road would also be a strong candidate for a bike lane relocation behind a new curb line to remove the bikes from the higher volume roadway lanes. The historical crash rate for cyclists on Avondale Road is lower than for Redmond Way, but this could be a result of uncomfortable existing conditions that limit the number of cyclists in the corridor. Avondale Road meets the criteria for the risk factors and should be considered as a bike lane relocation project location as well.

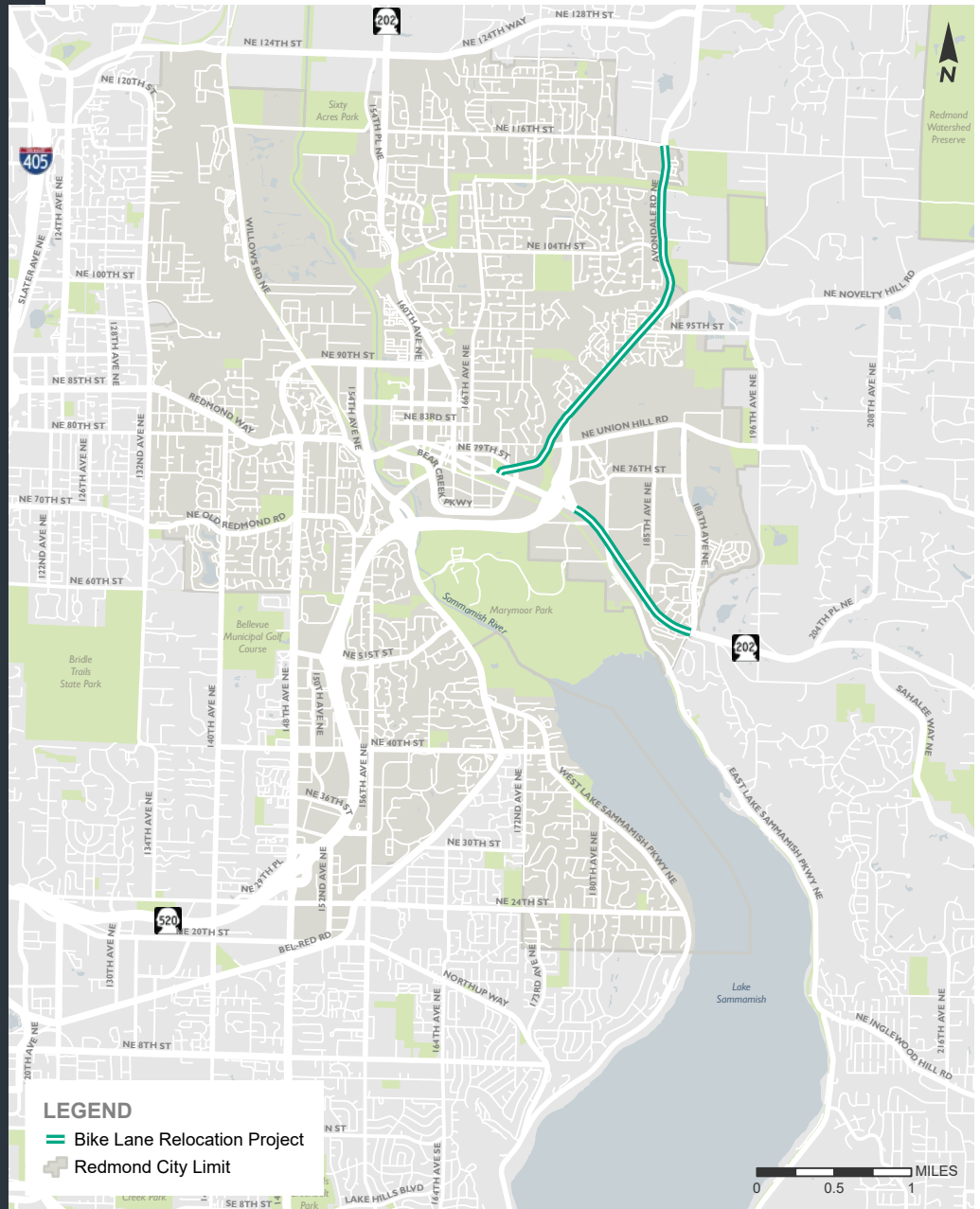


Figure 7. Candidate Locations for Bike Lane Relocation

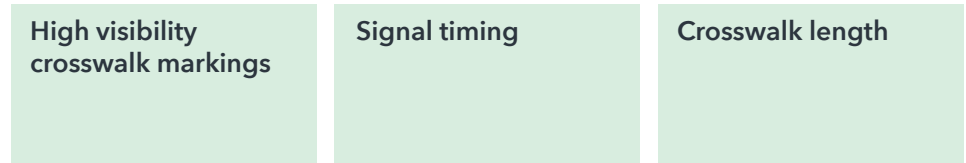
Median Separated, 35 mph+ Limit Intersection Program

Risk Factors



Countermeasures

Corridor-wide improvements to;



The City of Redmond’s highest priority risk factors come together in two corridors that meet all of the risk factors and could be upgraded throughout the city to improve comfort and reduce risk of crashes for not only users of the crossings, but vehicle traffic as well.

The recommended program of improvements in each corridor would seek to implement at all existing signalized intersections, one or all of the following projects;

- High visibility crosswalk markings
- Curb extensions using either full height curbs or 2” truck apron-style curb extensions to avoid impacts to bike facilities and low frequency truck turning movements, to shorten the crossing distance of vehicle lanes.
- Reduce lane widths to shorten the distance a pedestrian is exposed to traffic lanes.
- Widen sidewalks, add vegetated buffers, and reduce driveway lengths along high volume, higher speed arterials in the vicinity of transit stops.
- Increase pedestrian phase times and/or introduce lead pedestrian interval, especially near transit stops. Update pedestrian pushbuttons and curb ramps for Americans with Disabilities Act (ADA)/ Public Right-of-Way Accessibility Guidelines (PROWAG) compliance.
- Conduct corridor-wide signal timing, adaptive signal control, or interconnect signals to improve traffic flow at peak hours and reduce congestion that can lead to crashes and risky behaviors to reduce travel times.

Estimated Project Construction Cost:

\$100,000–\$2,000,000+

Costs will vary depending on the amount of hardscape changes, sidewalk extensions and need for signal equipment replacement

Time to Construct:

12-24

months from design kickoff

Median Separated, 35 mph+ Limit Intersection Program

Two corridors are recommended for a full-length program of improvements at signalized intersections:

Avondale Road, including the intersections with

- NE 116th Street
 - NE 104th Street
 - Novelty Hill Road
 - NE 180th Street
 - 85th Avenue NE (new pedestrian signal)
- 148th Avenue NE
- All intersections within the city limits

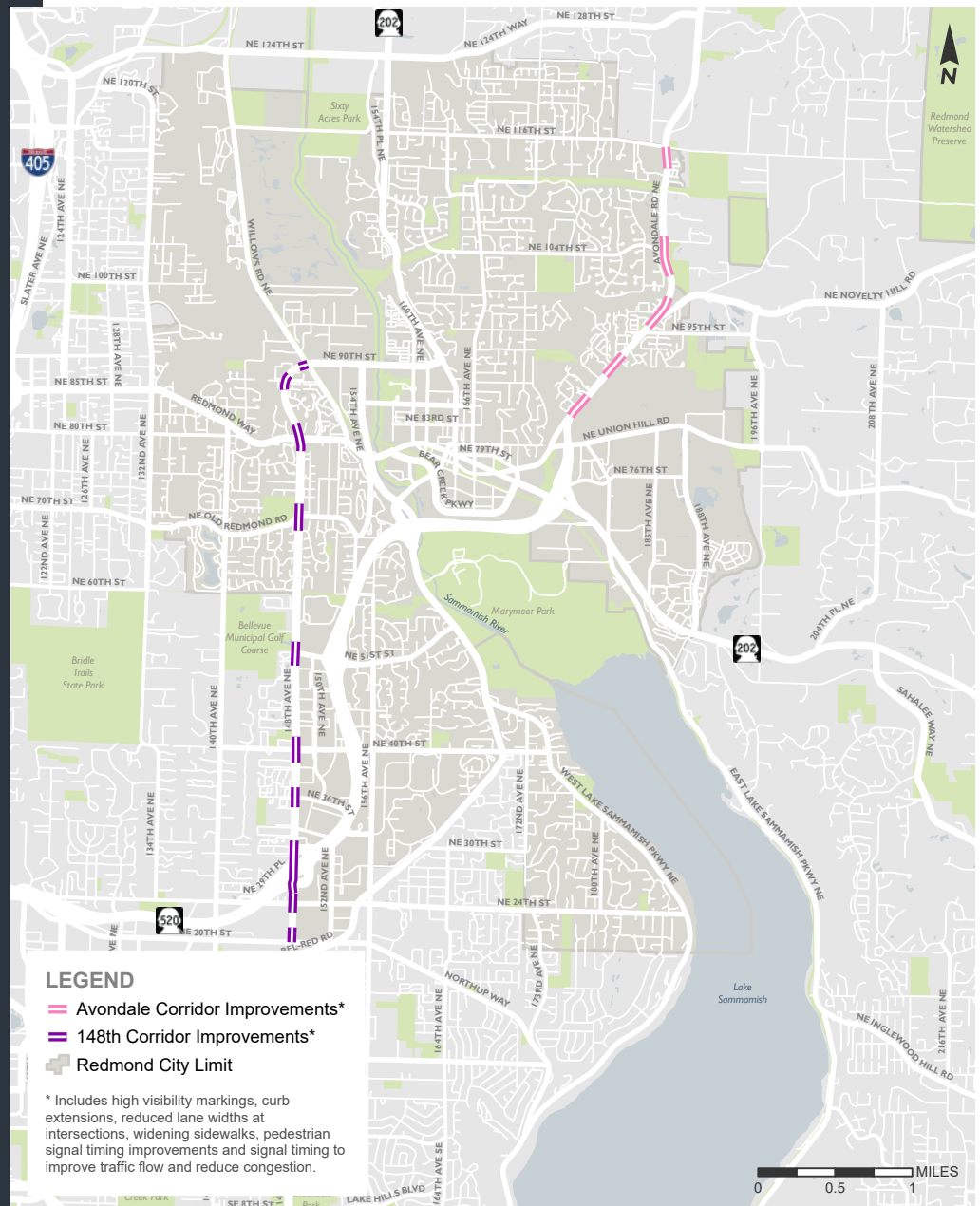


Figure 8. Candidate Locations for Corridor Safety Improvements

Add Enhanced Pedestrian Crossings at High Demand Locations

Risk Factors



Countermeasures

Pedestrian crossings with high visibility markings and pedestrian-actuated beacons or signals

Locations at cross streets where there are no existing markings are legal crossings under Washington state law. But, without markings, signage and pedestrian-actuated beacons or signals, unmarked crossings of higher volume or higher speed roadways can be an elevated risk for crashes. The City of Redmond has experienced crashes at unmarked crossings, indicating a demand for crossings that could warrant new enhanced crossings.

Selecting locations for enhanced crossings along high frequency and high demand transit routes is recommended based on the strong spatial relationship between active mode crashes and transit routes. Corridors with frequent service, including 148th Avenue NE, 156th Avenue NE, 164th Avenue NE near downtown, and Avondale Road should be strongly considered. Other regular service route candidates would include 166th Avenue NE and NE 104th Street.



Estimated Project Construction Cost (RRFB):

\$100,000

Costs include solar powered RRFBs, new curb ramps, markings and signage.

Time to Construct:

6-9

months from design kickoff

Estimated Project Construction Cost (Pedestrian Signal):

\$300,000

Costs include a new pedestrian signal, new curb ramps, markings and signage.

Time to Construct:

12-15

months from design kickoff



Add Enhanced Pedestrian Crossings at High Demand Locations

Candidate locations for enhanced location crossings include:

- Avondale Road NE and NE 85th Street (pedestrian signal)
- NE 166th Street and 79th Avenue NE (rectangular rapid flashing beacon) - planned city project
- NE 166th Street at Redmond Middle School (RRFB)
- NE 166th Street at 87th Avenue NE (RRFB)
- NE 148th Street at 61st Court (RRFB)
- NE 148th Street at 31st Street (Pedestrian signal)
- Other locations on transit routes to be identified

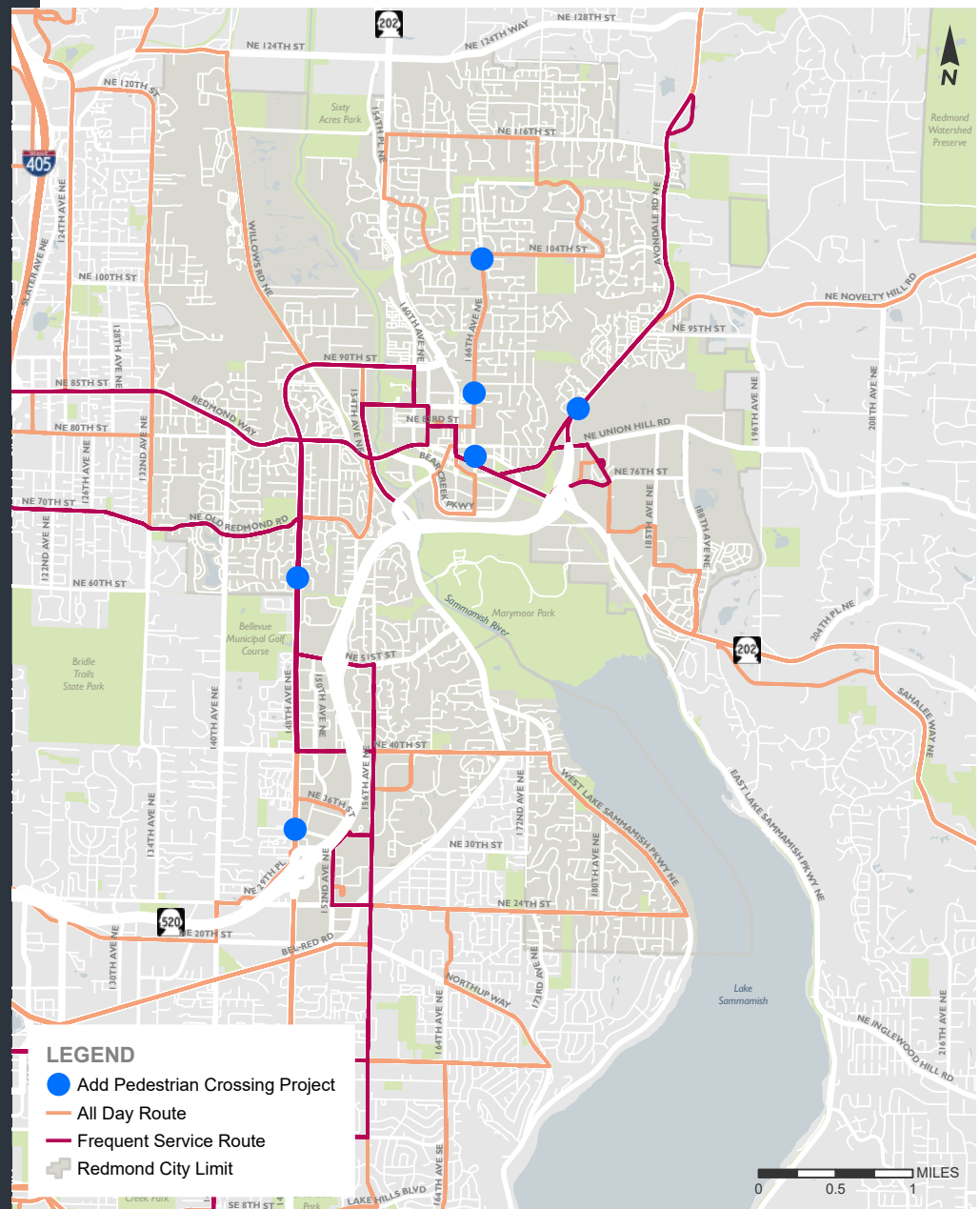


Figure 9. Candidate Corridors for Enhanced Pedestrian Crossings

Reducing Vehicle Speeds Through Automated Enforcement

Risk Factors



Countermeasures

Automated speed enforcement (compliant with RCW 46.63.170)

The state of Washington recently passed RCW 46.63.170 which grants Cities the expanded authority to install speed cameras. Historically, automated speed enforcement cameras could only be installed in designated 20 mph school zones, now cities can also install them along school walk routes, and in park and hospital zones. The legislation also allows automated speed enforcement cameras in locations with safety concerns as documented in a Local Road Safety Plan.

The City of Redmond's crash history does cite speed in excess of that which would be appropriate for the given conditions in nearly 10 percent of all crashes. Crashes that cite speed as a contributing factor cite speeds in excess of the posted limits at a significantly lower rate than other cities. The City would be able to pilot an automated speed enforcement system and monitor the impact on nearby crash rates for crashes of all types. Implementation of automated enforcement would likely require policy discussions and a community outreach program prior to implementation.

An automated speed enforcement program would not be intended to replace existing traffic calming programs, such as the Traffic and Pedestrian Safety Program or existing enforcement.

Estimated Project Construction Cost:

N/A

Costs will be dependent on vendor contracts and scale of community outreach program however revenue from the citations typically covers all ongoing maintenance and operations of the cameras

Time to Construct:

12-18 months



Reducing Vehicle Speeds Through Automated Enforcement

Candidate locations for automated speed enforcement include:

- Old Redmond Road or 148th Avenue NE at Grass Lawn Park
- West Lake Sammamish Parkway at Marymoor Park
- NE 104th Street at Hartman Park

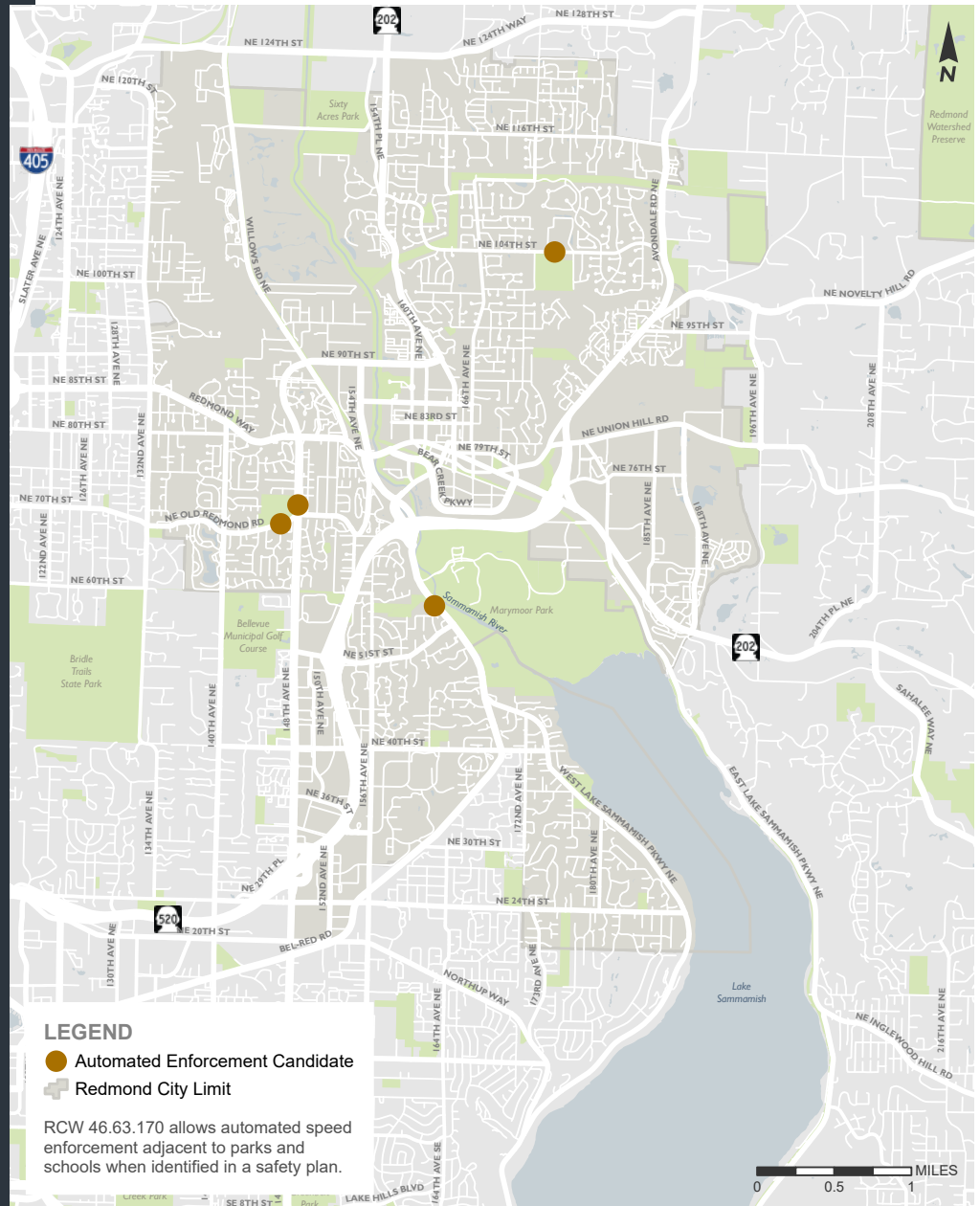


Figure 10. Candidate Locations for Automated Speed Enforcement Cameras

Citywide Speed Limit Study

Risk Factors



Countermeasures

Identify feasibility of reducing speed limits

Reducing speed limits can help reduce a number of risk factors for crashes, but the determination of speed limits is a complex task that balances the roadway physical environment, operating conditions, and passive and active enforcement measures. A comprehensive citywide speed limit study would help the city to identify where existing speed limits may be able to be reduced based on existing conditions without significant investment in physical modification to the roadway, or enforcement.

A citywide study of speed limits could also identify locations where physical modifications of higher volume arterial roadways, which are not candidates for traditional physical traffic calming devices, would be warranted in order to provide passive enforcement of a lower speed limit. The speed limit study could help to identify other high priority safety capital projects related to speed reduction for addressing crash risk factors.



Estimated Project Cost:
\$200,000

Costs include acquisition of current speed data, field study of existing conditions, an analysis of potential changes in speed limits that are warranted by existing conditions, and identification of conceptual projects to modify the roadway environment of arterials that are identified for lower speed limits.



5.9

HSIP Projects

Specific projects to be applied for in the 2024 WSDOT Highway Safety Improvement Program (HSIP), a state-administered federal safety funding program, are included in Section 5.9.

The specific projects are designed to be strong candidates for the HSIP, meeting the typical criteria of the program:

- Systemic safety improvements applied to multiple locations within the city
- Addresses a data-based risk factor identified through a Local Road Safety Plan
- Scalable project with the potential for partial funding
- Deliverable project within 2 1/2 years of award
- Anticipated award in (late 2024) or less

Projects were developed from the recommended countermeasure projects and programs in Section 5.8. The projects are based on coordination with the City of Redmond's City Council, Transportation Commission, Public Works and Planning groups. Projects that are not funded through HSIP may be considered for implementation through local funding resources or applied for funding in future cycles of the HSIP or other grant programs. The next HSIP is anticipated to hold a call for projects in early 2026, with a future award in late 2026.

Systemic improvements for citywide implementation have been consolidated into projects by corridor. The corridor approach, while still applying systemic improvements, seeks to realize efficiencies in design, mobilization and construction efforts during the project completion process. The City also anticipates a more limited impact on the community during construction from a corridor-focused project.



5.9

HSIP Projects

Project 01

Citywide Speed Limit Study

A citywide safe speed study will evaluate the existing posted speed limits on all arterial and collector roadways owned and maintained by the city. The objective of the effort would be to develop speed limit setting policy and recommend speed limit changes based on the NACTO 2020 City Limits, Setting Safe Speed Limits on Urban Streets (City Limits) publication, and best practices incorporated recently by other nearby agencies. The speed limit policy changes move away from using the observed 85th percentile speed of traffic as the sole determinant of appropriate posted speed limits, and considers a wider range of factors and criteria, including the presence of active mode facilities, roadway geometry and classification, roadside access, parking and development, etc.

The citywide evaluation of speed limits will help to ensure consistency in speed limits with the City's policies of prioritizing the safety of all modes, but especially for vulnerable active mode users across the city based on the overall land use context of the street. Consistency in posted speed limits also helps with compliance as drivers have an expectation of the speed limit and are not reliant on signage alone to inform them of the expected speed for each roadway. The citywide speed limit evaluation will utilize speed and traffic volume data collected in the field, along with the methodologies outlined in the City Limits publication to propose maintaining or changing speed limits on arterials and collectors.



Estimated Project Cost:
\$200,000

Anticipated Schedule
**Project obligated
for funding by
April 2027**

5.9

HSIP Projects

Estimated Project Cost:

\$1,518,000

Anticipated Schedule

**Project obligated
for construction
by April 2027**

Project 02

148th Avenue NE Safety Corridor Project

148th Avenue NE, west of downtown Redmond, connects the northern half of the city to the Overlake area and the Microsoft Campus. The road connects to a major arterial at Willows road and a regional highway at SR 520. 148th Avenue has seen recent improvements from the implementation of the Sound Transit Link Light Rail project, but additional systemic safety improvements can be made in the corridor. The 148th Avenue NE safety corridor project would incorporate elements of several proposed countermeasures throughout the corridor, improving conditions for all modes, but with a specific focus on the safety and comfort of active mode users. A new location signal at NE 31st Street will provide a controlled and protected at-grade active mode connection to the new pedestrian bridge at the Overlake Village Station. The project limits are from Willows Road NE to NE 29th Place. The project has been consolidated into a single corridor to maximize efficiencies of scale for design and construction of citywide systemic improvements. Project elements from the systemic countermeasures include:

Replacement of all crosswalks in the corridor with high visibility markings

- 37 total crossings throughout the project corridor.

Signal improvements at all corridor signals (9 intersections)

- Incorporate lead pedestrian intervals and a 3.5 ft/sec walk speed at all signals
- Evaluate the feasibility of removing right turn lanes and shortening crossings with curb relocations at NE 36th Street, NE 40th Street, Old Redmond Way and Redmond Way

New-location protected crossing near NE 61st Court

- Protected crossing utilizing existing median island to provide a high comfort refuge, connecting existing transit stops.
- Evaluate reducing length of existing left turn pocket(s) to provide median refuge and shorten crossing distance.

New-location signalized intersection at NE 31st Street

- Pedestrian signal incorporating safety elements including high visibility markings, 3.5 ft/sec walk time, and advanced signage.

FUNDED
BY HSIP
FOR FY 2025

5.9

HSIP Projects

Estimated Project Cost:

\$1,123,000

Anticipated Schedule

To be determined

Project 03

166th Avenue NE Safety Corridor Project

The 166th Avenue NE safety corridor project would incorporate elements of several proposed systemic countermeasures throughout the corridor, improving conditions for all modes, but with a specific focus on the safety and comfort of active mode users. The project limits are from NE 104th Street to Redmond Way (SR 202). 166th Avenue connects the northeastern part of the City of Redmond, to the downtown core. The road is a 2-lane road with a continuous two-way left turn lane and marked bike lanes. Several signalized intersections are present within the corridor, primarily in the southern part near the downtown. There are several existing marked and protected pedestrian midblock crossings. The 166th Avenue corridor project has been consolidated into a single corridor to maximize efficiencies of scale for design and construction of citywide systemic improvements. Project elements from the systemic countermeasures include:

Replacement of all crosswalks in the corridor with high visibility markings

- 5 crossings at the north end of the project corridor.

Signal improvements between Redmond Way and NE 85th Street (4 intersections)

- Incorporate lead pedestrian interval and a 3.5 ft/sec walk speed at all signals.
- Evaluate the feasibility of pedestrian “scramble” signal phases at all signals.
- Add blankout-style no right turn on red electronic signage, actuated to pushbuttons at all four signals, in all directions.
- Replace existing pushbuttons with APS-style buttons at locations meeting current ADA/PROWAG standards at 83rd and 85th Streets.
- Evaluate and upgrade curb ramps to the Maximum Extent Feasible (MEF) at 83rd and 85th Streets.
- Add perimeter-LED lit crosswalk signs at north/south crossings at 166th Ave NE and NE 79th Street

Physical buffering and barriers to the existing bike lane, where feasible

- Removal of the two-way left turn lane (TWLTL) in areas where there are no left-turn access points and/or left turn volumes do not warrant a left turn lane, and widening of existing bike lane buffers in areas of TWLTL removal.
- Installation of plastic curbing and/or vertical reflective markers intermittently along the existing bike lane striping, especially near intersections, to provide a physical buffer for the bike lane in locations where incursion by vehicles is more likely.

New-location protected crossing at Redmond Middle School

- RRFB-protected crossing with median island and/or curb extensions at the north entrance path to the school, co-located with a connection between existing transit stops.

New-location protected crossing near NE 87th Street

- RRFB-protected crossing utilizing existing median island to provide a high comfort refuge, connecting existing transit stops.

5.9

HSIP Projects

Project 04

Old Redmond Road Safety Project

Old Redmond Road, on the west side of the city, has significant vertical and horizontal features that are a challenge for roadway safety. The road also includes on-street marked bike lanes. Between Redmond Way and 148th Avenue NE, the road is a 2-lane roadway with bike lanes. West of 148th Avenue NE, the roadway section widens to include a two way left turn lane with intermittent raised medians. The City of Redmond is constructing locally-funded crossing improvements at NE 68th Street and 137th Avenue NE, adding rectangular rapid flashing beacons to existing marked crossings near transit stops. Old Redmond Road connects to parks and residential areas, and is a transit route. The limits of the project are Redmond Way and NE 69th Way at the city's western limit.

The Old Redmond Road safety project would include countermeasures to address risk factors around bike facilities, and crashes occurring in inclement weather at significant intersections. Project elements from the systemic countermeasures include:

Physical buffering and barriers to the existing bike lane, where feasible

Installation of plastic curbing and/or vertical reflective markers intermittently along the existing bike lane striping, especially near intersections, to provide a physical buffer for the bike lane in locations where incursion by vehicles is more likely.

High Friction Surface Treatment (HFST) at select intersections.

HFST typically is provided for 200 LF +/- on either side of an intersection to provide increased friction for traffic stopping or accelerating in response to signals in rainy or snowy conditions. The exact limits of the HFST would be confirmed during the detailed design of the project.

- Old Redmond Road at Redmond Way
- Old Redmond Road and 148th Avenue NE
- Old Redmond Road and 140th Avenue NE



Estimated Project Cost:

\$1,646,000

Anticipated Schedule

To be determined

5.9

HSIP Projects

Project 05

NE 85th Street Active Mode Safety Pilot Project

A pilot project that the City of Redmond is interested in implementing as a potential precursor to future modifications of bike facilities in other corridors is to flip the location of existing striped bike lanes and existing on-street parking on NE 85th Street between the Sammamish River Trail and 166th Avenue NE. The project would not modify the motor vehicle travel lanes, but would restripe in a way to minimize marking removal and shadowing to flip the location of the bike lanes and on-street parking on NE 85th Street. The relocated bike lanes would be at the curb line, while on-street parking would be allowed at the edge of the travel lane. The relocation of the bike lane has safety benefits from:

- Removing the incidence of drivers' side dooring risk, although passenger side dooring remains a risk factor. The rate of single occupancy vehicles makes it significantly more likely that drivers' side doors would be used to enter and exit parked vehicles.
- Moving bike lanes further from active travel lanes, and providing a physical buffer between cyclists and vehicles when parked cars are present.
- Removing the need for vehicles entering and exiting parking to cross the bike lanes.

The project will require education and monitoring to ensure drivers understand the expected position for on-street parking, and to understand the impact the changes may have on cyclist comfort, usage of the road by cyclists, and impact to on-street parking usage.

The City may elect to incorporate the countermeasure of providing a physical barrier to the bike lane, by use of plastic curing and/or vertical reflective markers intermittently along the bike lane striping to reinforce to drivers where the limits of on-street parking are and to assist in educating the community about the new roadway section and the intended use of each space within the curb limits.

CANDIDATE
PILOT
PROJECT

Estimated Project Cost:

\$130,000

Anticipated Schedule

To be determined

5.9

SS4A Projects

Project 06

Avondale Road Bike Improvements Project

The Avondale Road Bike Improvements project would address risk factors associated with a roadway that has a higher speed limit (40 mph), a raised median, multiple lanes and an existing striped on-road bike facility. The project would be between NE Union Hill Rd and NE 116th St. Improvements would consist of removing the existing striped bike lanes from the roadway and replacing with shared sidepaths on both sides of the road, relocating the existing curb line inwards, towards the center of the road. The sidepaths would replace the existing narrow sidewalks and bike lanes with a wider high comfort facility shared by bicyclists and pedestrians within street right-of-way. Connections between the new sidepaths and the City's existing trail network will increase the utility for users. The cost estimate for this project also includes:

- Signal improvements at Redmond Way to assist cyclists in comfortably getting through the intersection
- A new RRFB protected crossing at Avondale Way, north of Union Hill Rd
- Reduction of the two-way left-turn lane to fit a wider sidepath and landscape buffer where feasible
- A new shared use path connection to Bear Creek Trail.

The project's conceptual design assumes that no right of way acquisition will be required, and all improvements can be constructed within the existing roadway footprint. Constructing within the right of way avoids impacts to existing development and preserves the existing mature trees in the corridor that provide a significant aesthetic feature of the corridor and, as side friction, can help to keep traffic speeds within acceptable ranges. The sidepaths are estimated at a minimum of 10 feet wide, with 12 feet of width where feasible. The existing roadway illumination was not identified in the safety analysis as a risk factor and is not intended to be modified within the project's scope, but with work occurring in the corridor, inclusion of illumination improvements could be an addition to the project's scope as the City programs the project and identifies funding sources and partnerships.

Estimated Project Cost:

\$17,500,000

(in 2025 dollars)

Anticipated Schedule

To be determined



Example of a bicycle sidepath along 156th Ave in Redmond

6

Next Steps



Redmond
WASHINGTON

6

Summary of Actions

- short range project (0-2 yr)
- medium range project (2-5 yr)
- long range project (5+ yr)

The previous five chapters of the Safer Streets Action Plan have identified many actions the City should take to proactively address safety risk factors and advanced towards the goal of eliminating all fatal and serious injury crashes by the end of the year 2035. A summary of those next steps is presented below:

Chapter 1

- Update the City's Complete Streets Policy
- Develop a Complete Streets checklist for project review

Chapter 2

- Continue to engage with the Safety Task Force
- Post-crash response task force
- Identify opportunities for future Road Safety Audits

Chapter 4

Update the City's code and design manual for traffic signals

- City code Section 10.24.070
- Section II(C) Pedestrian Scrambles
- Section IV(C) Lead Pedestrian Interval
- Section IV(I)(1) Backplates
- Section IV(P) Blank-out signs

Update roadway geometry standards

- Table 2 - Street widths
- Section A.7.b curb radii
- Section A.7.d.b.2 lane encroachment
- Section A.21 safety of vulnerable users

- Update speed limit policy
- High visibility enforcement in Pedestrian Zones
- Signal operational changes and signing modifications in Pedestrian Zones
- Pedestrian safety educational outreach

Programmatic safety strategies

- Automated speed enforcement
- Safe Routes to School
- Traffic Gardens
- Speeding educational and enforcement campaign
- Urgency reduction outreach campaign
- Celebrating success
- Pedestrian and bike user safety campaign

Chapter 5

- Project 01: Citywide Speed Limit Study
- Project 02: 148th Avenue NE Safety Corridor Project
- Project 03: 166th Avenue NE Safety Corridor Project
- Project 04: Old Redmond Road Safety Project
- Project 05: NE 85th Street Active Mode Safety Pilot Project
- Project 06: Avondale Road Bike Improvements Project

6

Prioritizing Implementation

Prioritizing implementation of safety projects takes into account both history of crashes, especially those with severe outcomes, and a proactive approach to preventing severe crashes or any crashes at all, through addressing risk factors. The risk factors for crashes were identified, in priority order, in Chapter 5, section 5.7.

For the Safer Streets Action Plan, the development of high risk and high injury networks applies the data on crash history and the identified risk factors across the City of Redmond’s transportation network in a systemic manner to identify locations where implementation of safety countermeasures is likely to have the greatest positive impact on crash rates and severity. The city’s transportation network was digitized in GIS and a “sliding window” method of analysis was used to avoid concentrating risk too heavily based on single crashes.

For the high injury network, which is a reactive display of historical crash data, the following scores were applied to individual roadway segments in the GIS map, based on crash history and location;

Mode	Severity	Points assigned
Ped/Bike	Property damage only (PDO)	3
Ped/Bike	Minor injury	4
Ped/Bike	Severe injury or fatal crash	5
Vehicle	Property damage only (PDO)	2
Vehicle	Minor injury	3
Vehicle	Severe injury or fatal crash	5

The scores for each segment were smoothed using the sliding window. The scores were normalized on a 0-10 scale. the resulting map of Redmond’s entire transportation network identified areas where severe crashes have occurred more often.

The high risk network is a proactive assessment of risk based on the factors included in Chapter 5. In a similar manner, scores were applied to each roadway segment based on having the following risk factors present or in close proximity:

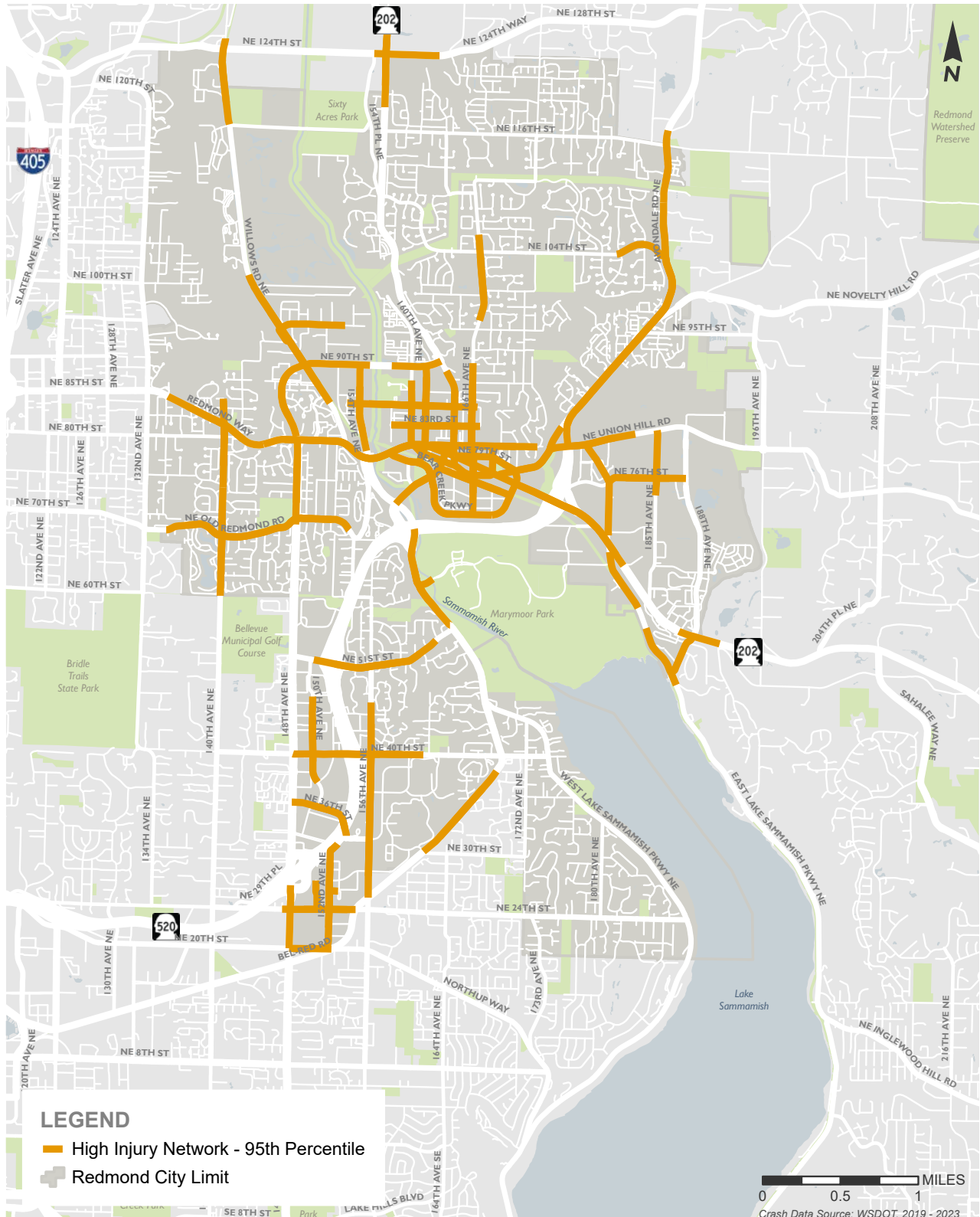
Roadway Risk Factor	Points assigned
30-35 mph speed limit	3
40-45 mph speed limit	4
Painted Bike Lanes	3
Median Divided Roadway	3
“Two Bar” Crosswalk markings	5
“Piano Key” Crosswalk markings	4
Signalized Intersections	4
Park proximity	3
Trail Crossing proximity	3
Collector functional classification	2
Arterial functional classification	2

The scores for each segment were smoothed using the sliding window. The scores were normalized on a 0-36 scale. the resulting map of Redmond’s entire transportation network identified areas where more numerous risk factors are present, and could be ideal locations for safety interventions and countermeasure projects.

6

High Injury Network

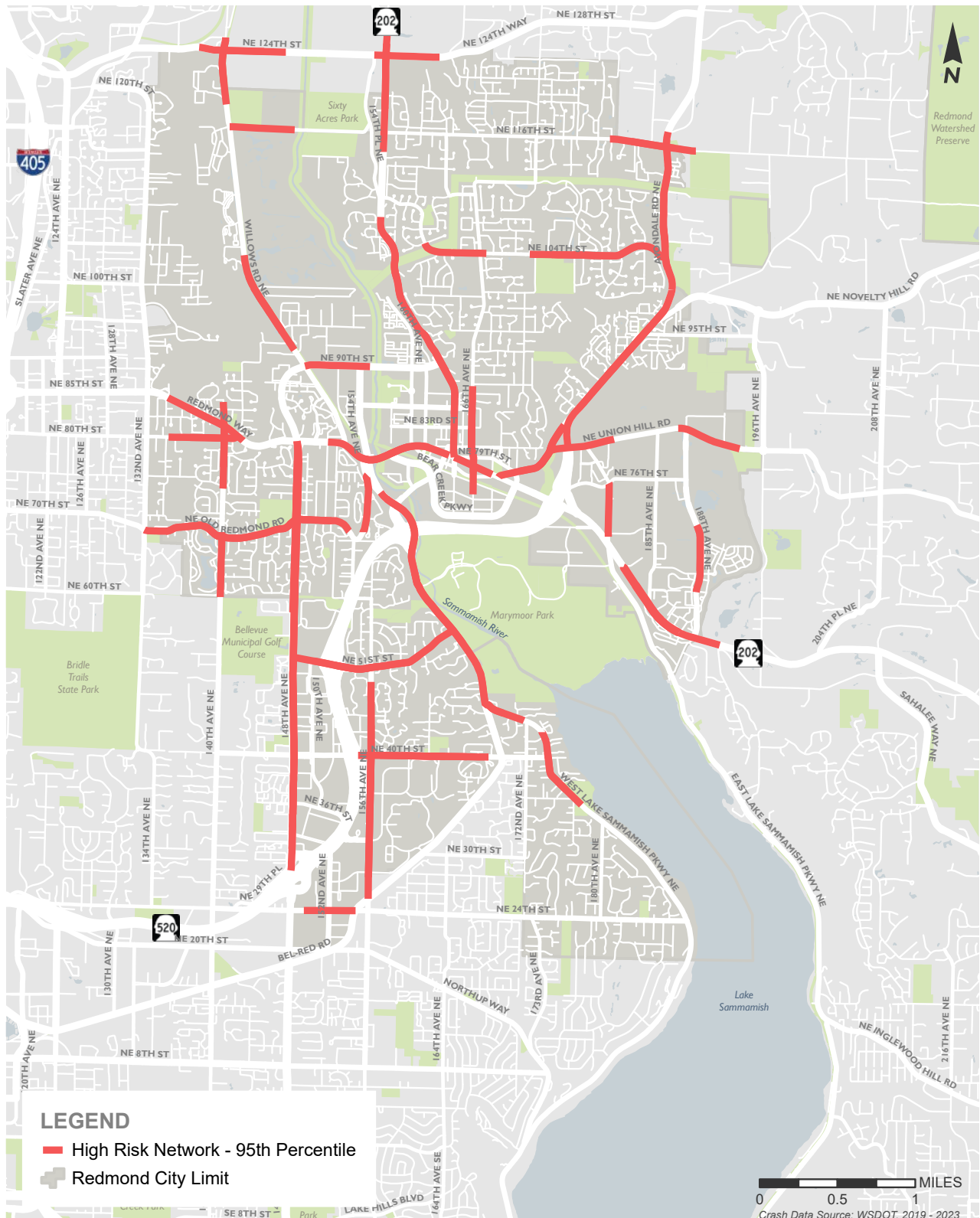
The 95th percentile map of the high injury network shows the top 5% of locations where injury-related crashes have occurred in the last five years. The map provides a reactive tool to help guide City investment in safety countermeasures in locations where crashes have occurred. The most effective locations for investment are likely to be identified through a combined analysis of historical crash locations and locations with a higher number of risk factors that can be proactively mitigated.



6

High Risk Network

The 95th percentile map of the high risk network shows the top 5% of locations where the risk of crashes is highest. The map provides a proactive tool to help guide City investment in safety countermeasures in locations where the most risk factors are present. The most effective locations for investment are likely to be identified through a combined analysis of locations with a higher number of risk factors that can be proactively mitigated and historical crash locations.



6

Reporting and Future Updates

Reporting

The City of Redmond will prepare yearly public reports of the progress in addressing the safety concerns of the LRSP and other elements of the Safer Streets Action Plan. Reports will be prepared and provided to the City Council and will document;

- An overview of changes made to City policies and procedures in the last 12 months
- A summary of completed safety improvement projects
- A summary of funded safety improvement projects
- An update on the scope and cost of unfunded safety improvement projects
- A summary of any barriers to further safety improvements identified by the City team that could be addressed in the coming year

The Safer Streets Action plan, including the Local Road Safety Plan is planned for future updates. The Local Road Safety Plan (Chapter 5) will be updated on a biennial basis, aligned with the WSDOT cycle for HSIP applications and project funding.

The safety analysis will be updated to consider the most recent crash data. Risk factors will be re-confirmed to verify applicability and priority based on the new data. If new risk factors arise in the data, they will be incorporated into the plan appropriately. Projects will be updated to align with risk factors, prioritization, and completion of complementary infrastructure, either through safety projects, other transportation improvements, or development.

Future updates will:

- Update crash data with the most recent 2-year verified period of crashes from WSDOT and the Washington State Patrol
- Continued coordination and partnership with WSDOT on state routes and safety actions that affect Redmond's transportation system
- Document completed projects, including safety-oriented projects not identified within the Safer Streets Action Plan
- Document funded projects, through HSIP or other grant programs or local funding, that are in design

The remainder of the Safer Streets Action Plan will be updated on a regular basis. Updates for the full Action Plan will identify, in addition to the changes listed above:

- Document policy and procedural changes and assess if any additional changes are warranted.
- Review the effectiveness of policy, procedural and program changes and incorporate lessons learned.

Collecting pedestrian and bike volume data to evaluate overall safety trends will help to document progress towards the City's Vision Zero goal. Presentation of pedestrian, bike and vehicle volume data, along with crash data, in public-facing dashboards hosted on the city website help to provide transparency to the City's Vision Zero efforts, accountability, and reporting to the community on progress.



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Appendix A: LRSP Countermeasure Project Maps

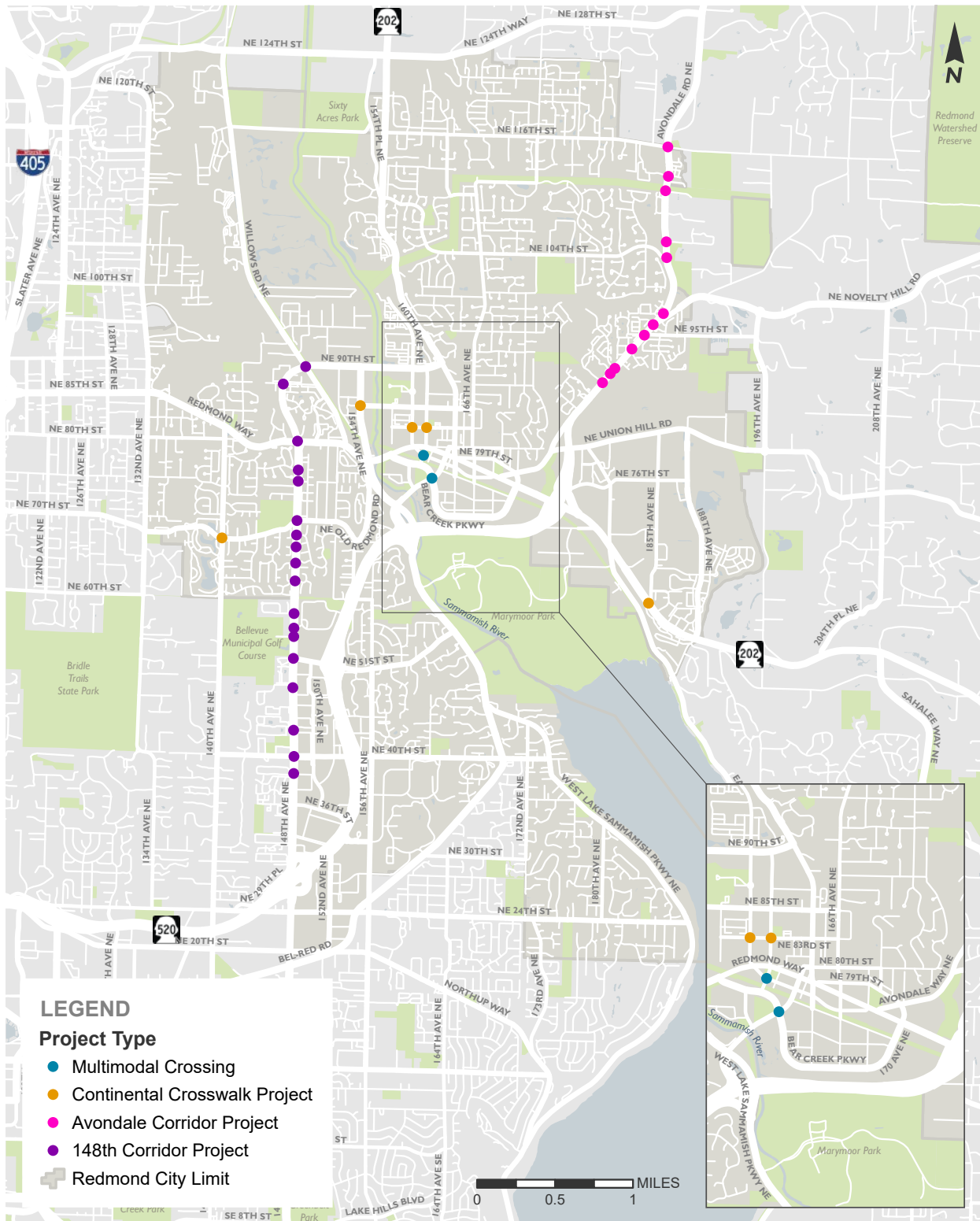


Figure A1. Location of High Visibility Crosswalk Projects

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Appendix

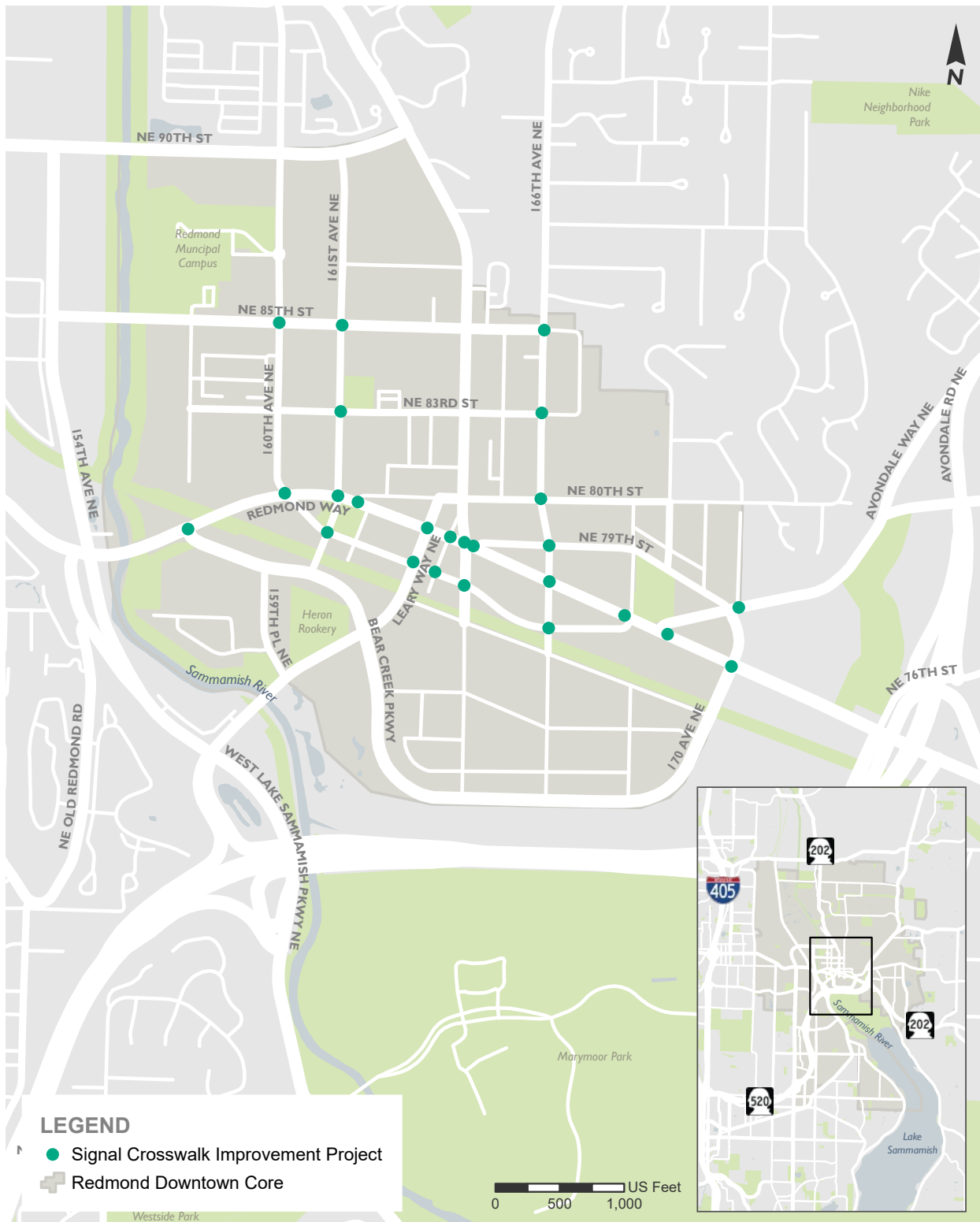


Figure A2. Location of Improve Signal for Pedestrian Crossing Projects

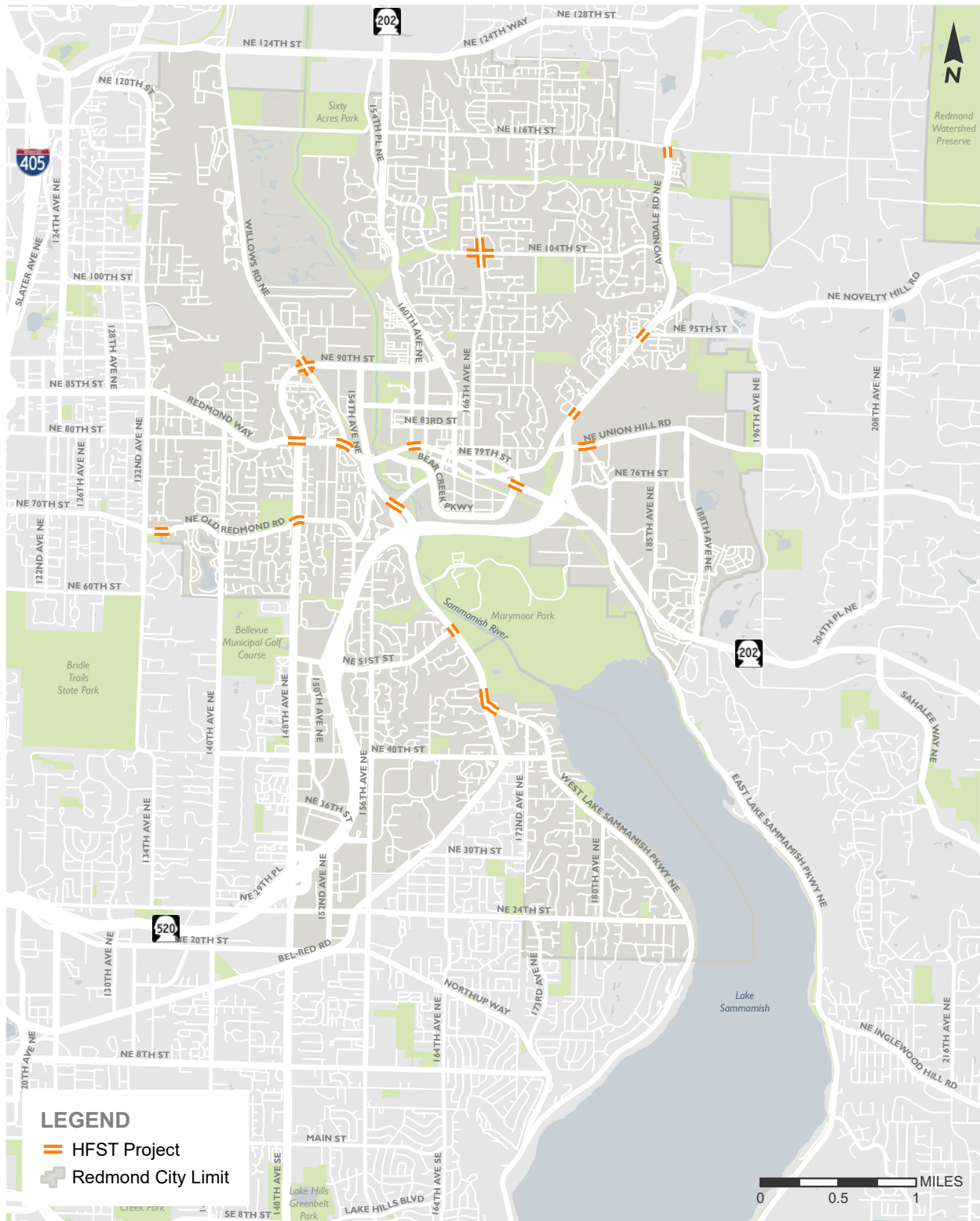


Figure A3. Location of High Friction Surface Treatment Projects

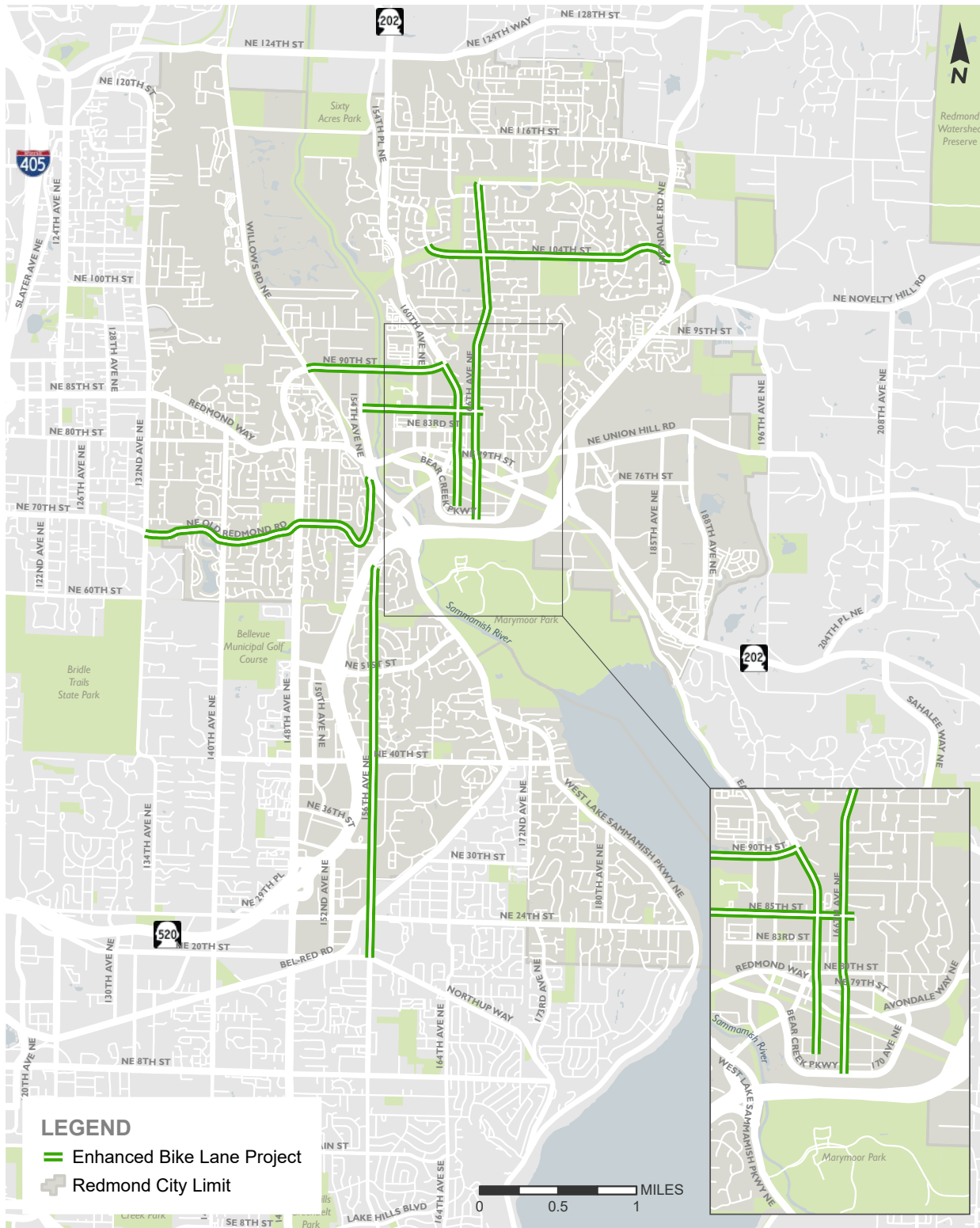


Figure A4. Location of Enhanced Bike Lane Projects

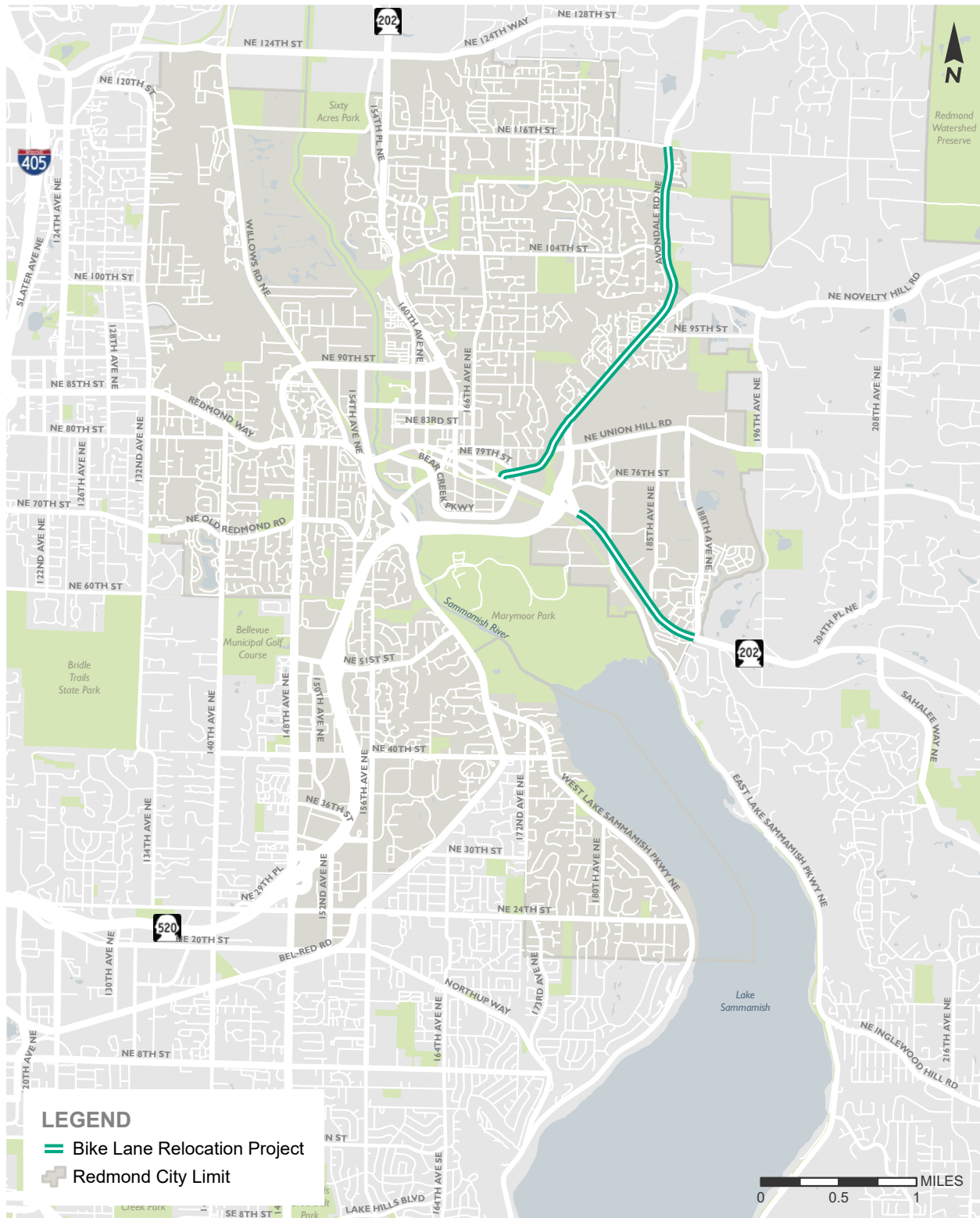


Figure A5. Location of Bike Lane Relocation Project

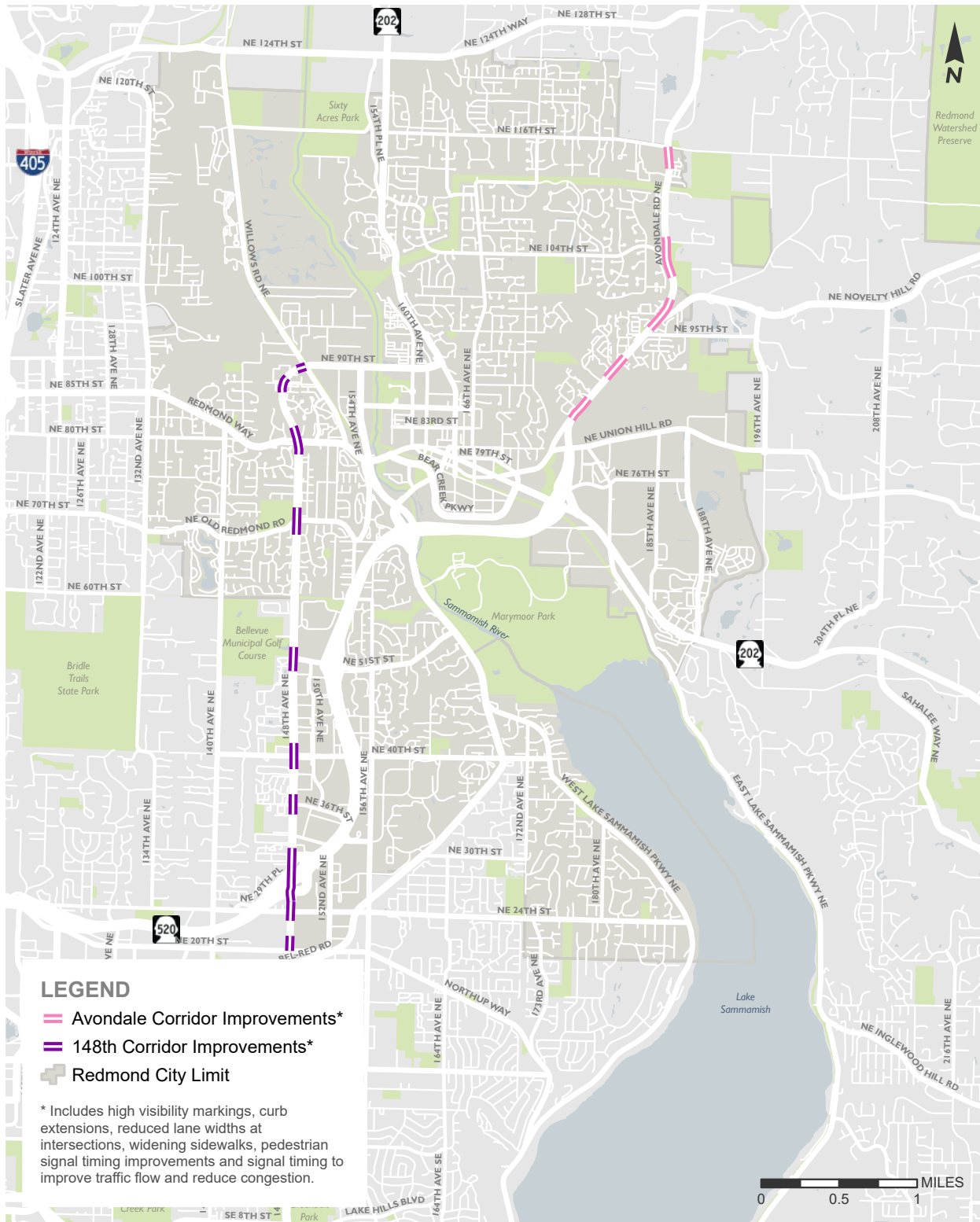


Figure A6. Location of Divided Highway/Reduced Speed Projects

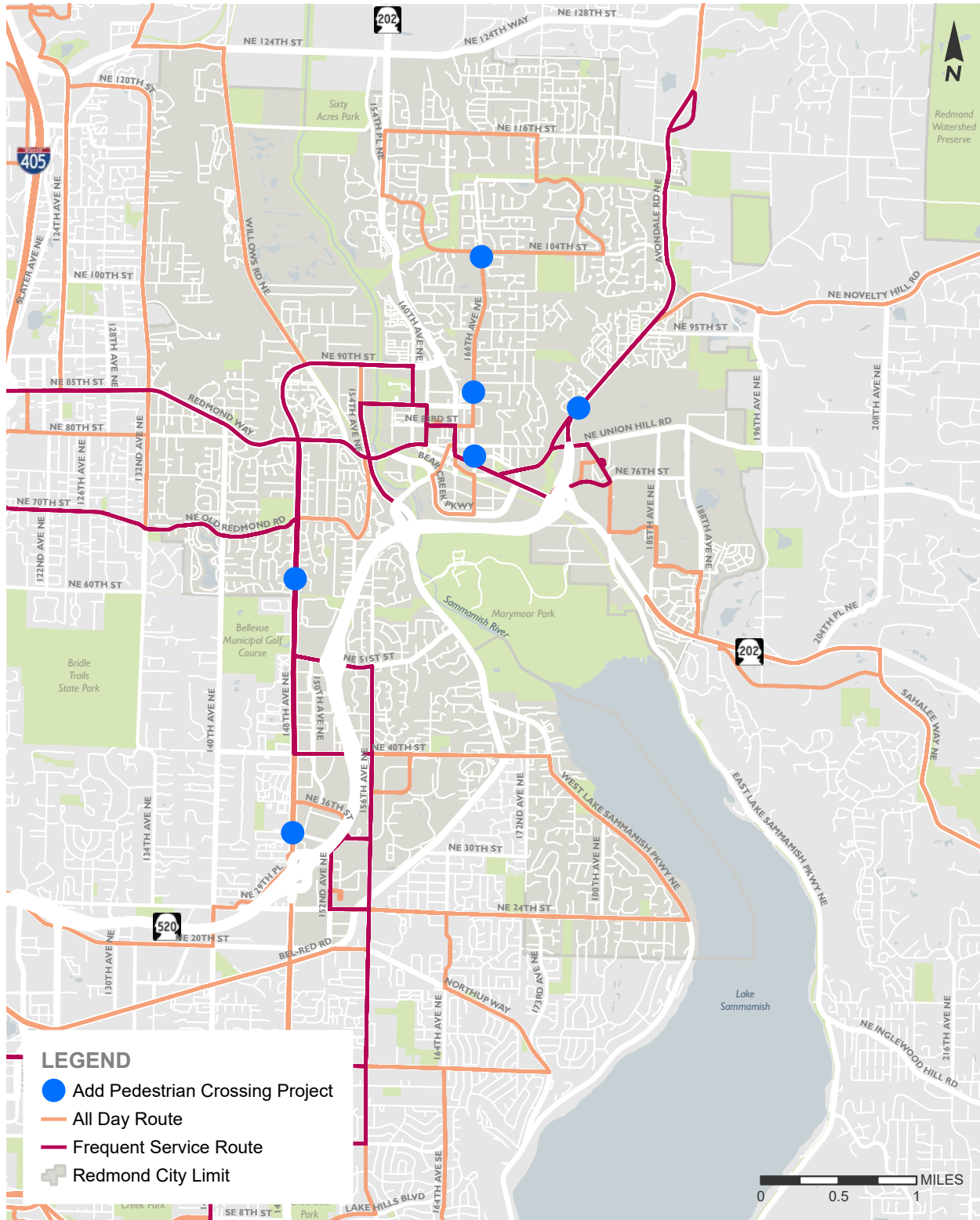


Figure A7. Location of Add Pedestrian Crossing Projects

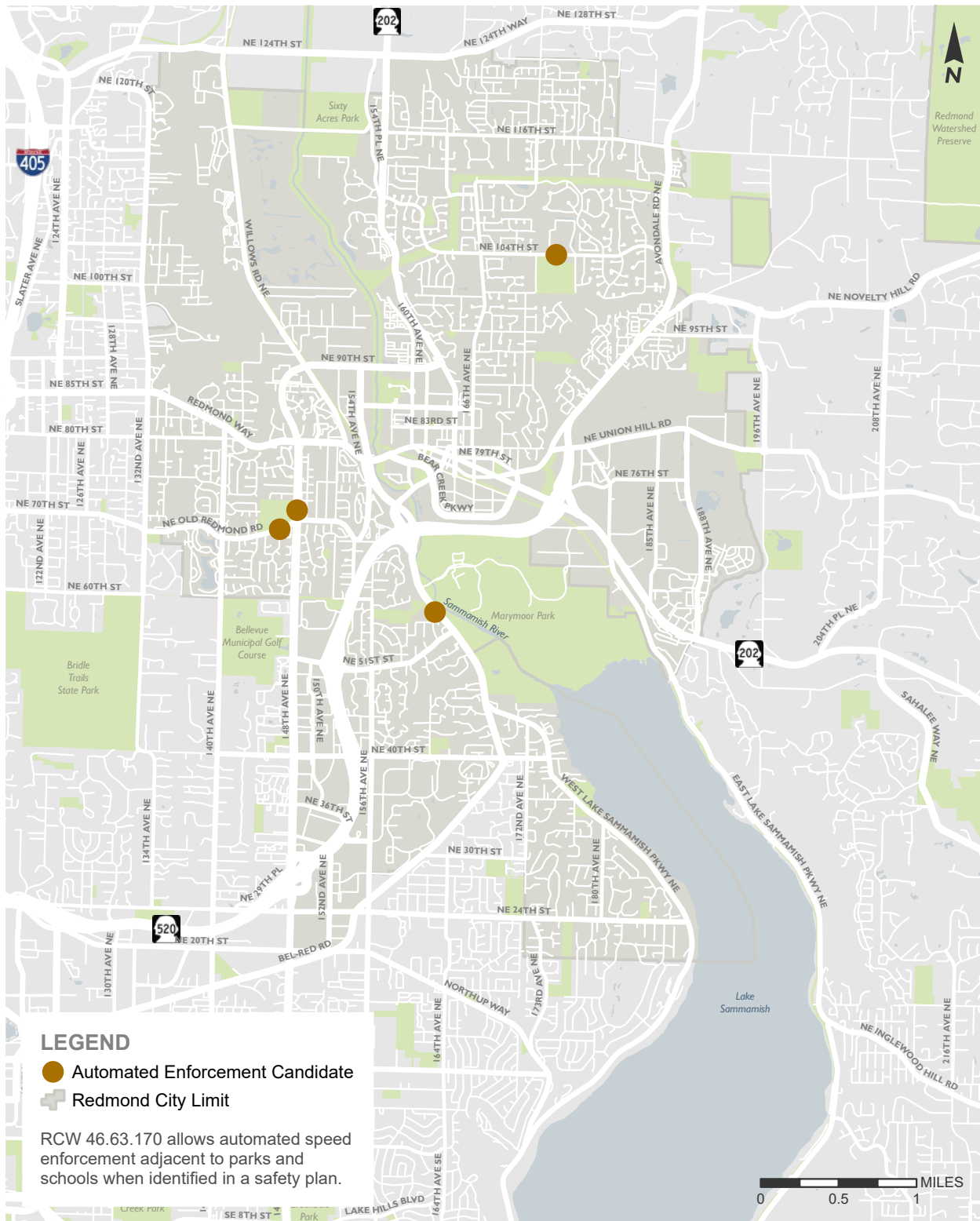


Figure A8. Location of Potential Automated Enforcement Projects

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Appendix B: LRSP Detailed Crash Maps

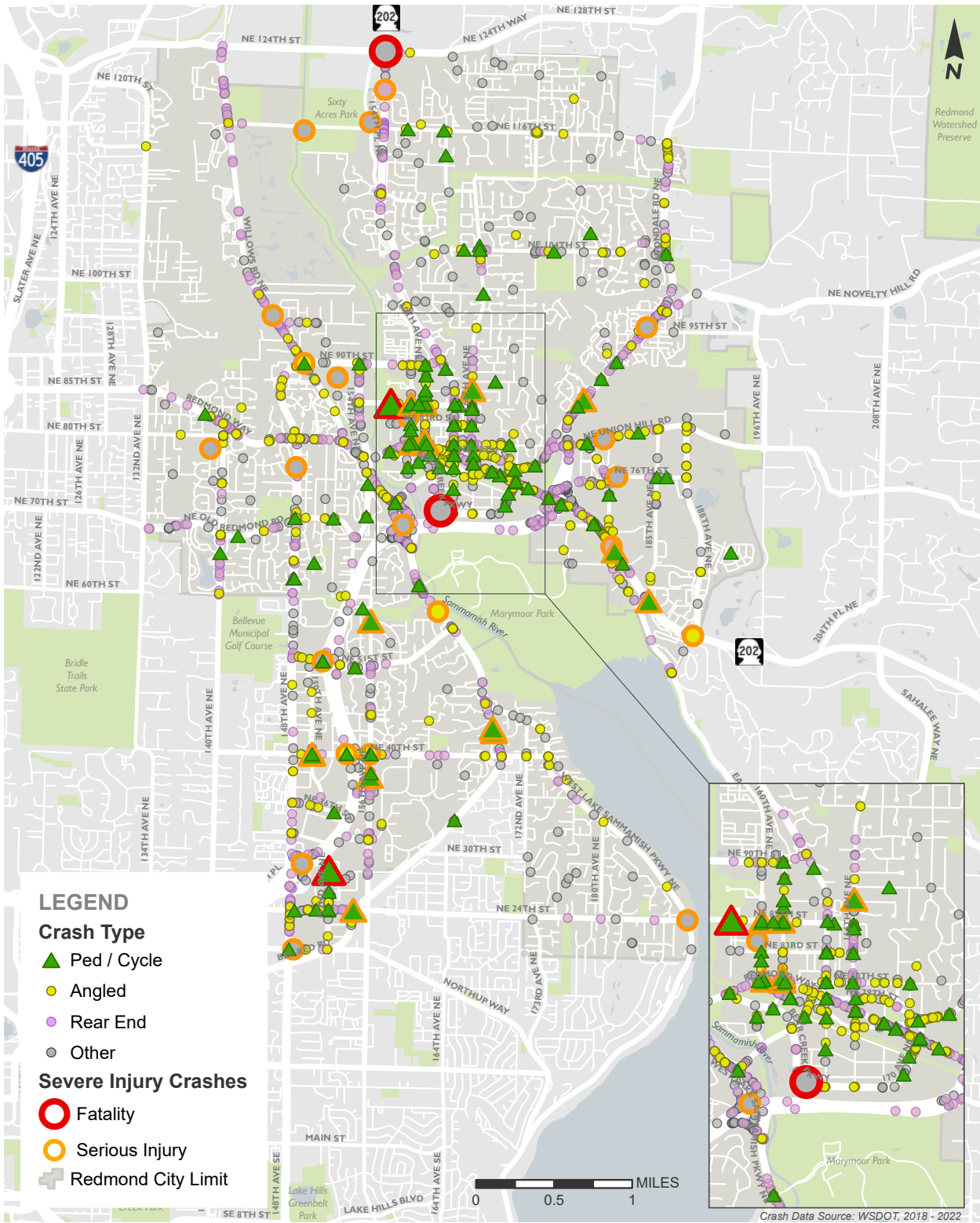


Figure A9. All Crashes

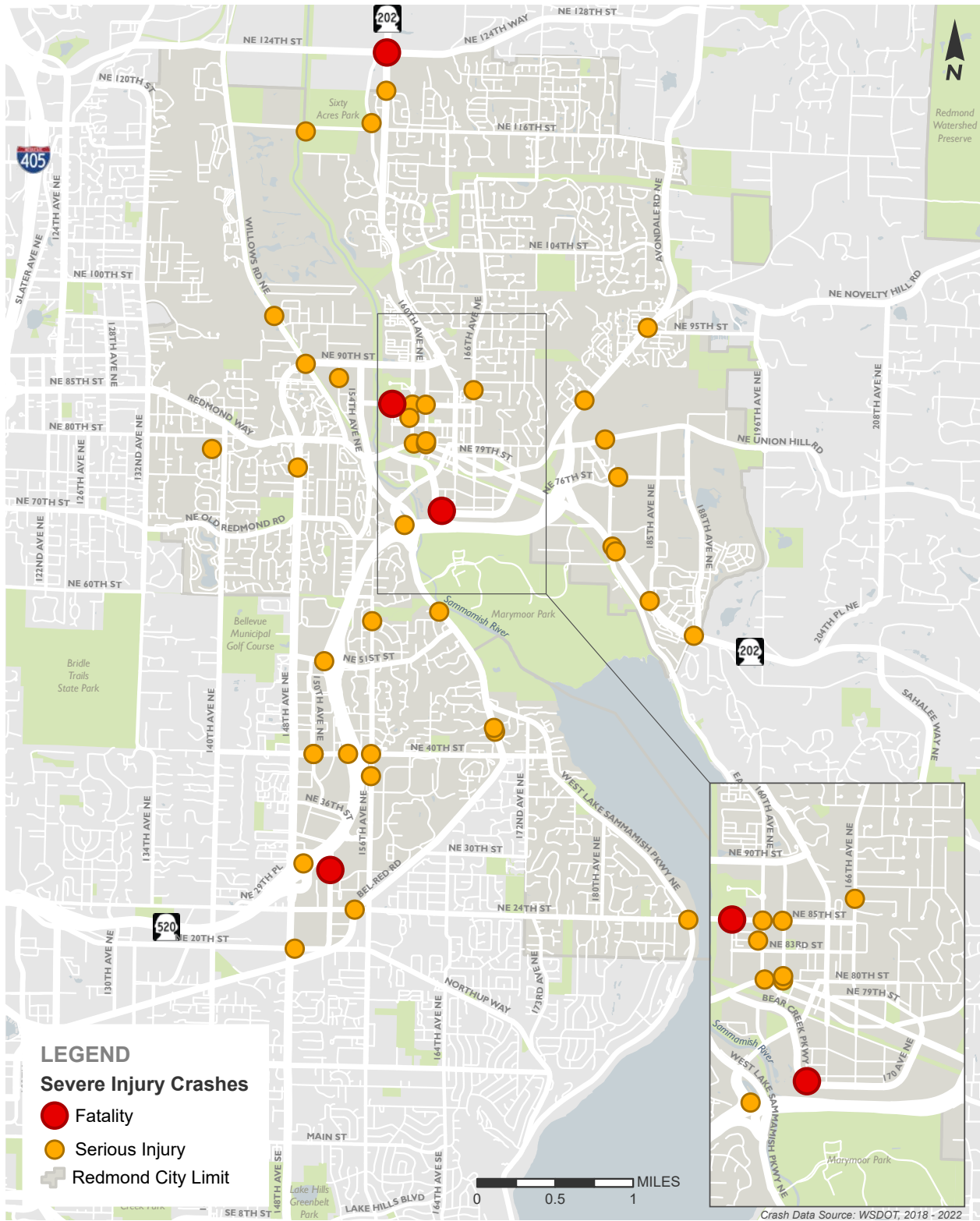


Figure A10. Severe Injury Crashes

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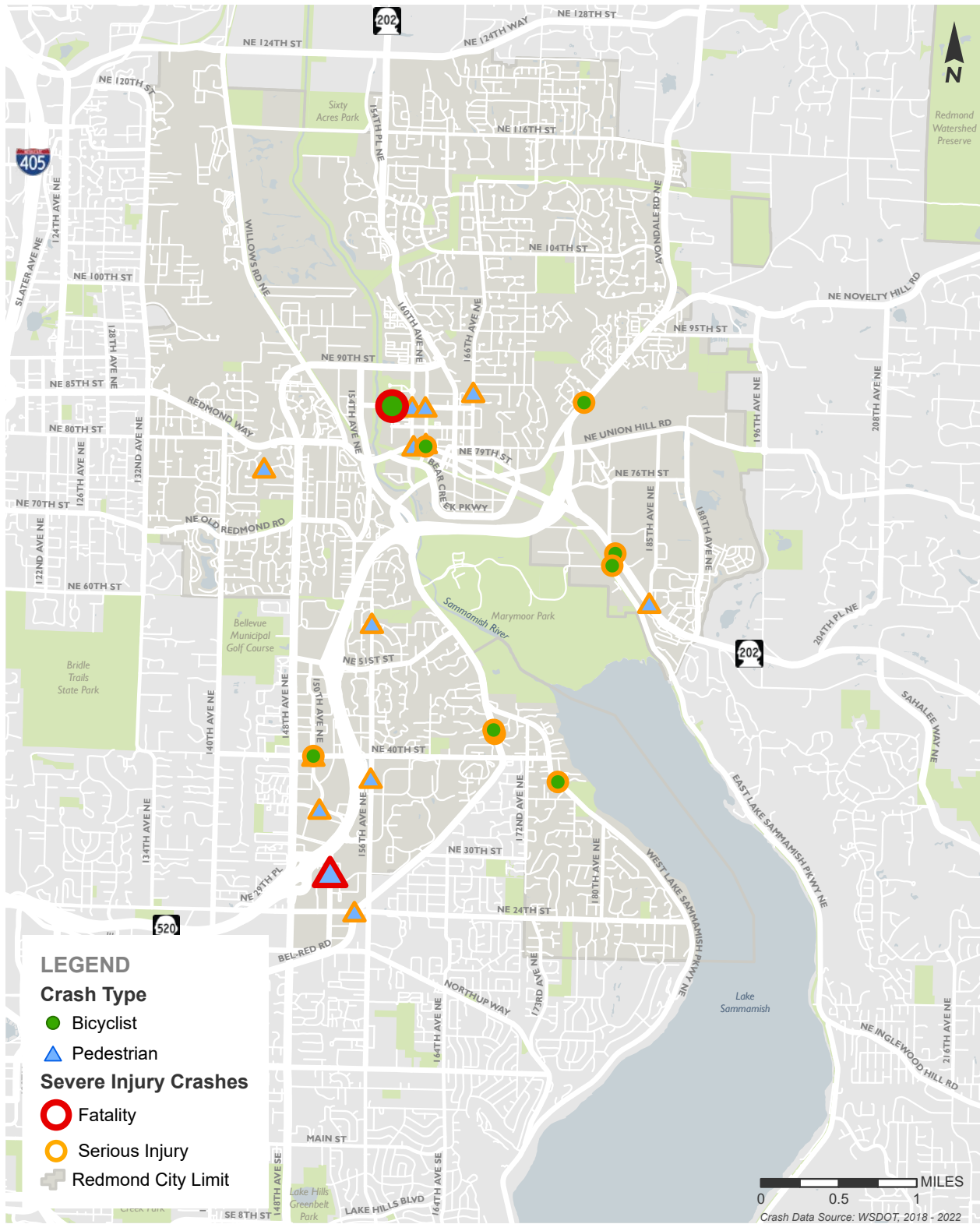


Figure A11. Severe Ped/Cycle Crashes

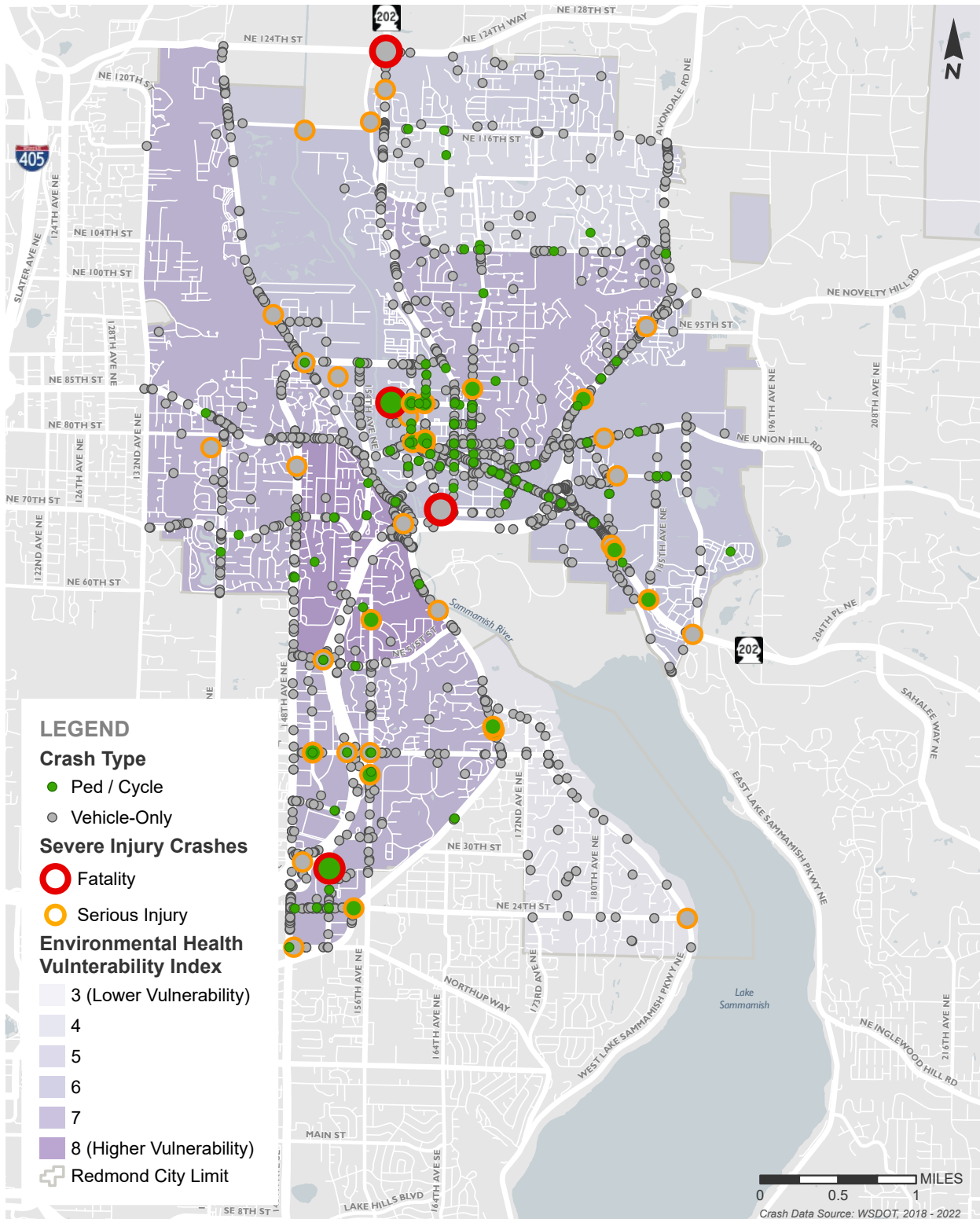


Figure A12. All Crashes with DOH Environmental Vulnerability

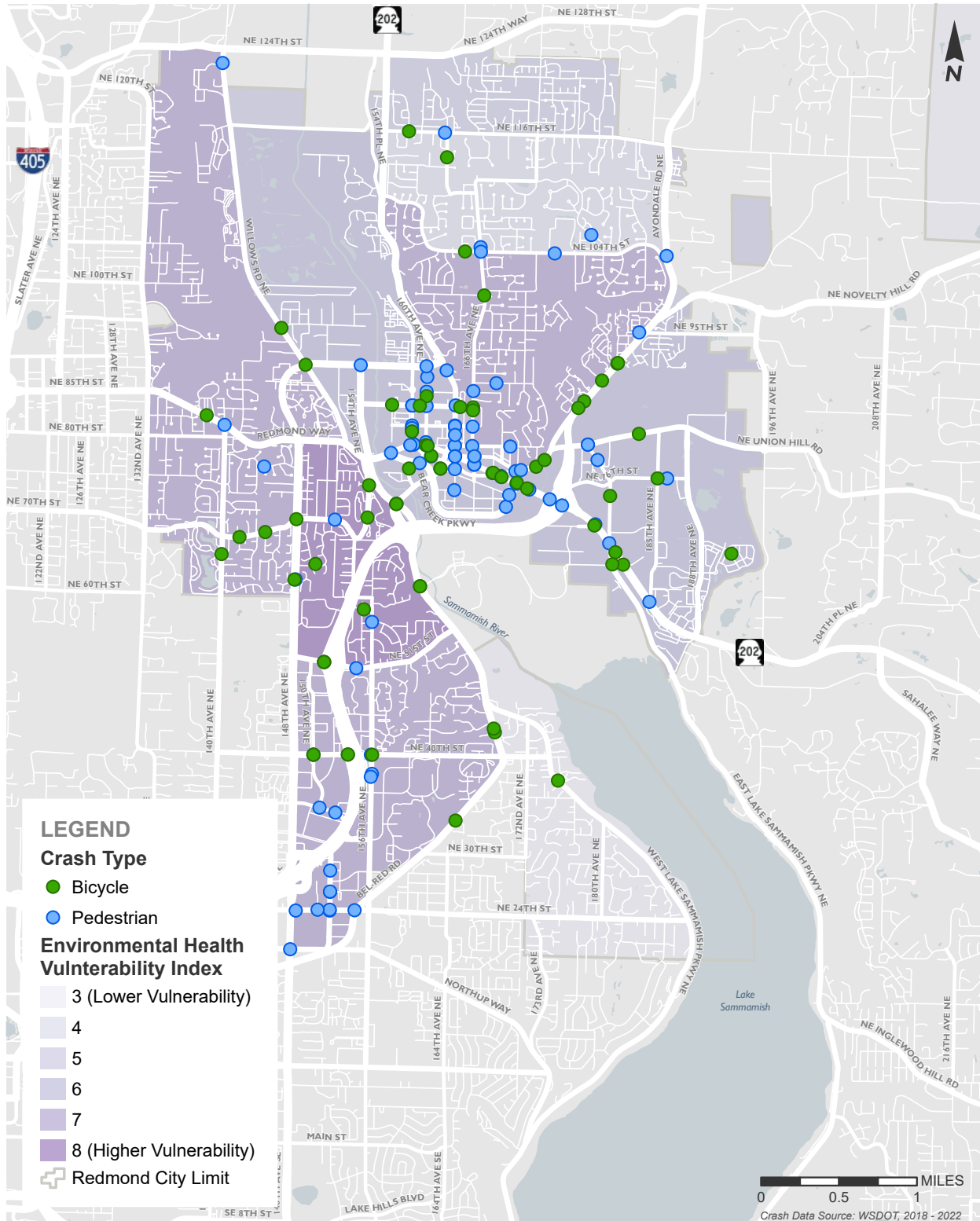


Figure A13. Ped/CycleCrashes with DOH Environmental Vulnerability

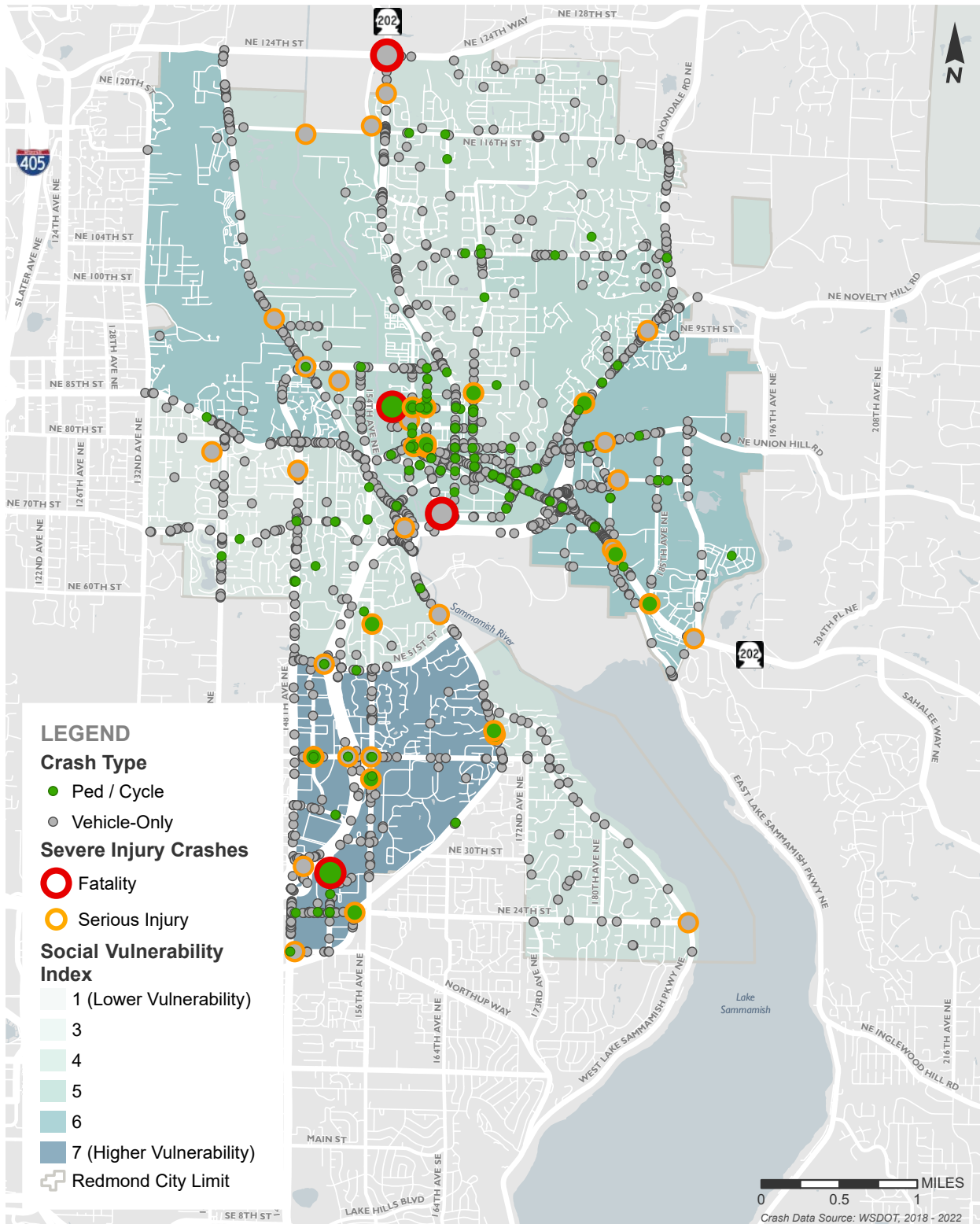


Figure A14. All Crashes with DOH Social Vulnerability

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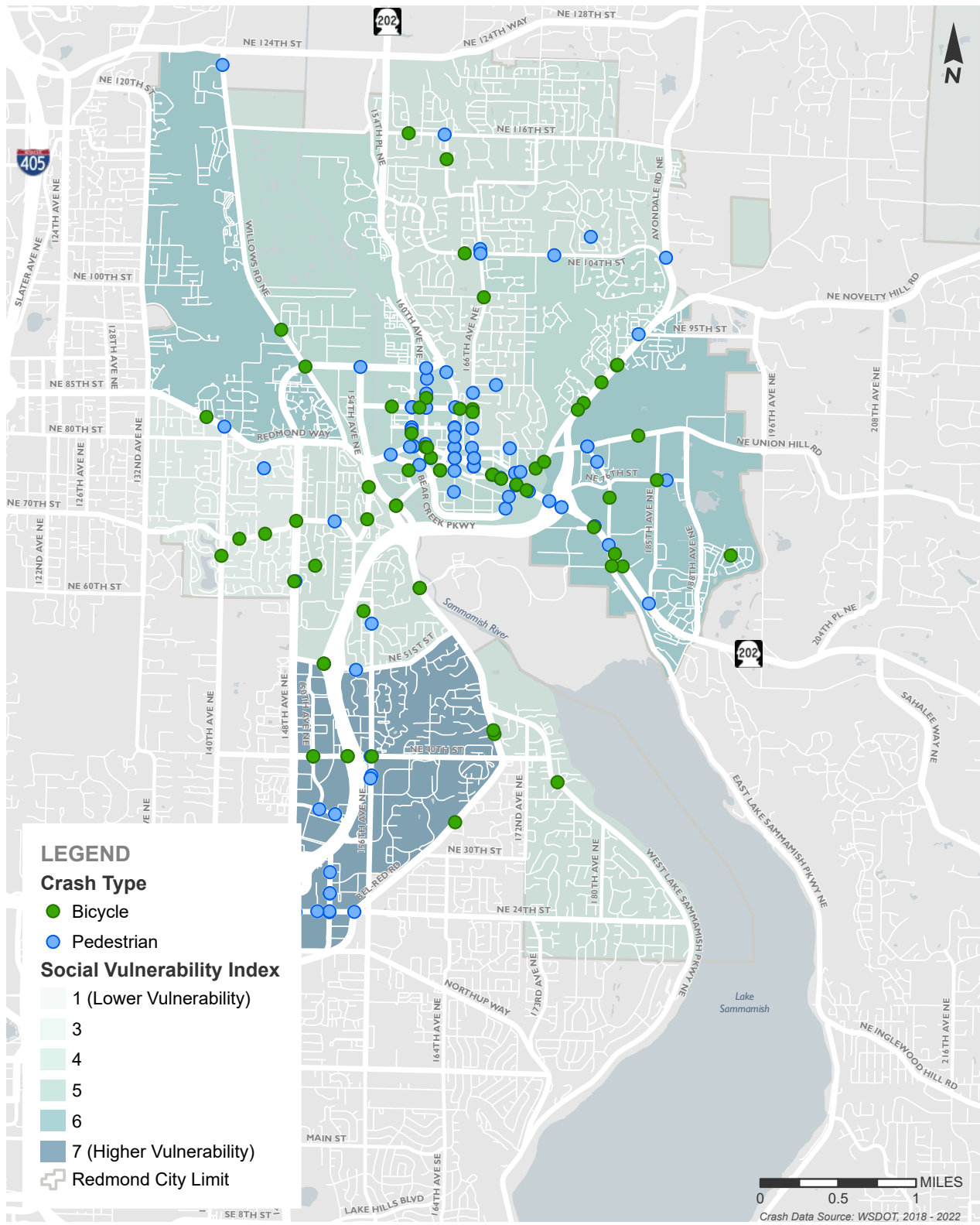


Figure A15. Ped/Cycle Crashes with DOH Social Vulnerability



Figure A16. Ped/Cycle Crashes in Downtown Core

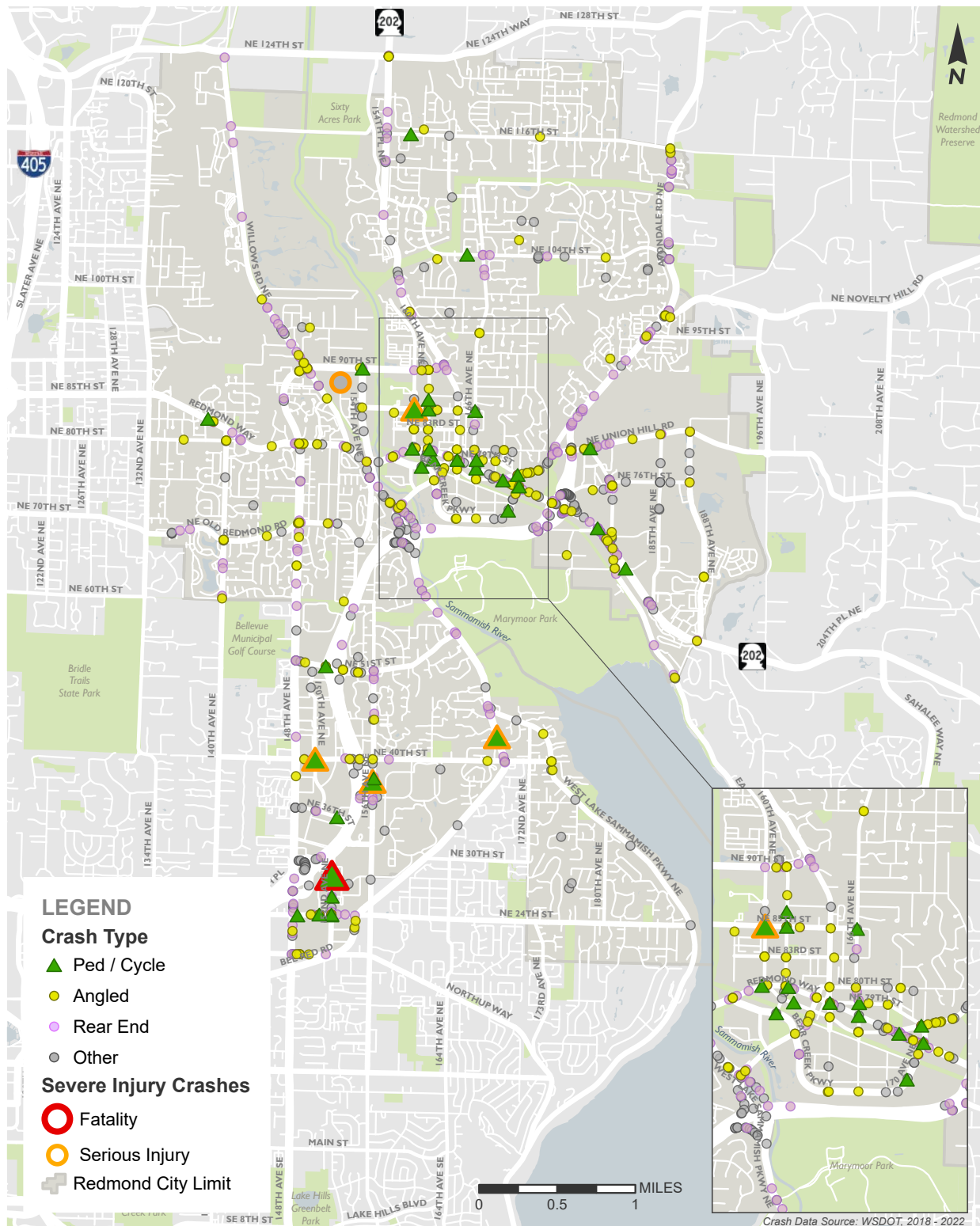


Figure A17. Wet Roadway Condition–All Crashes

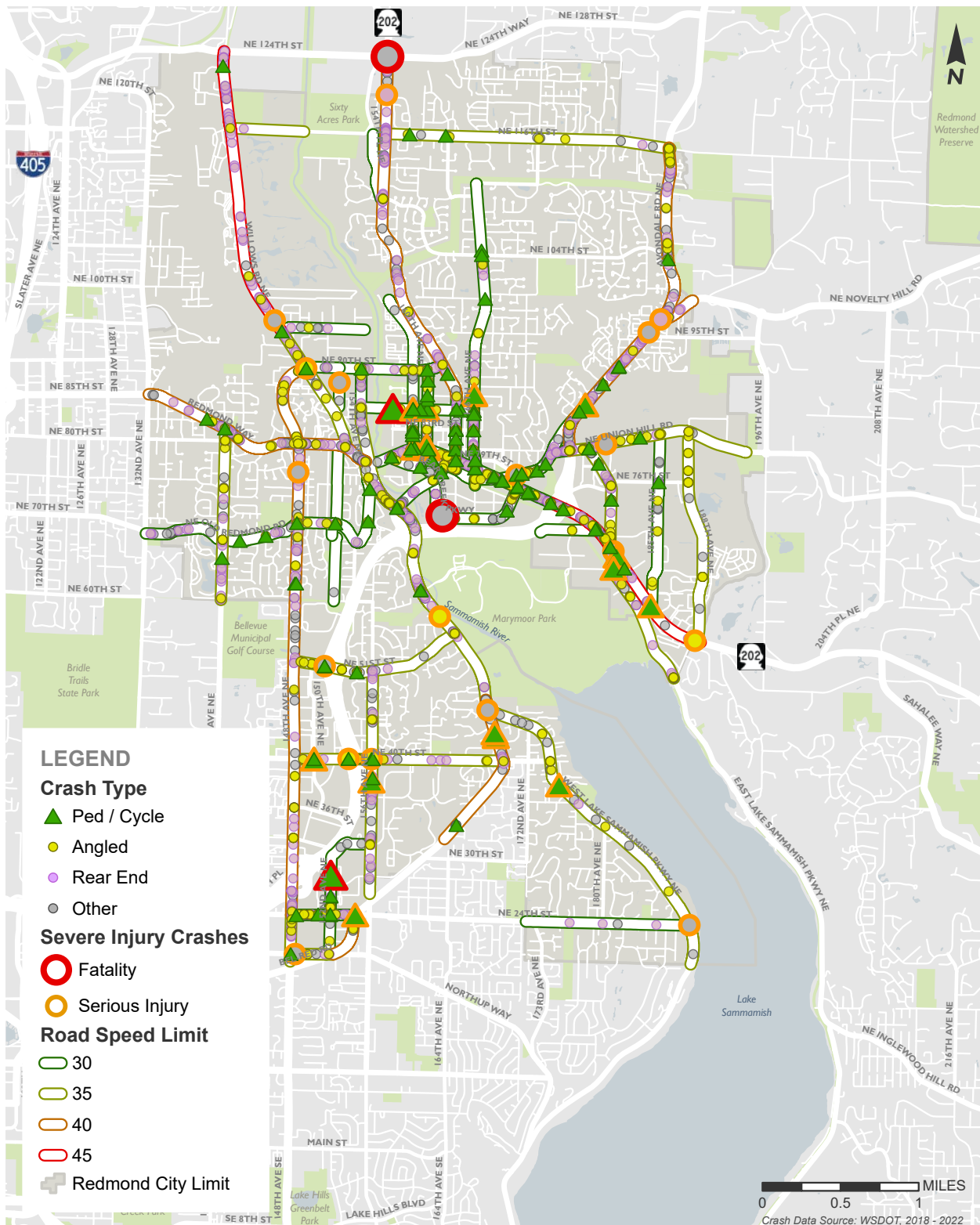


Figure A18. All Crashes on 30-45 mph Roadways

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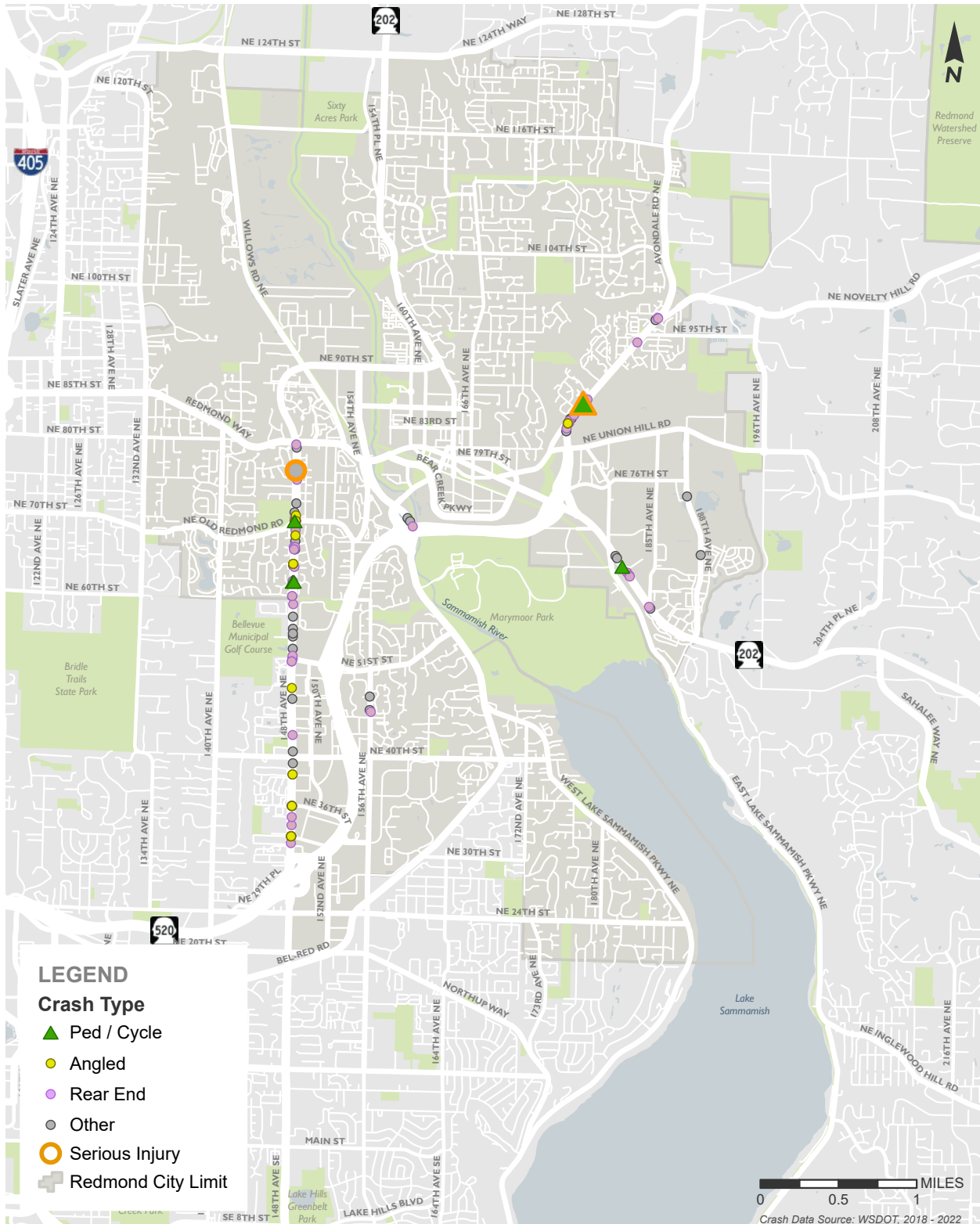


Figure A19. All Crashes on Roadways with Center Median

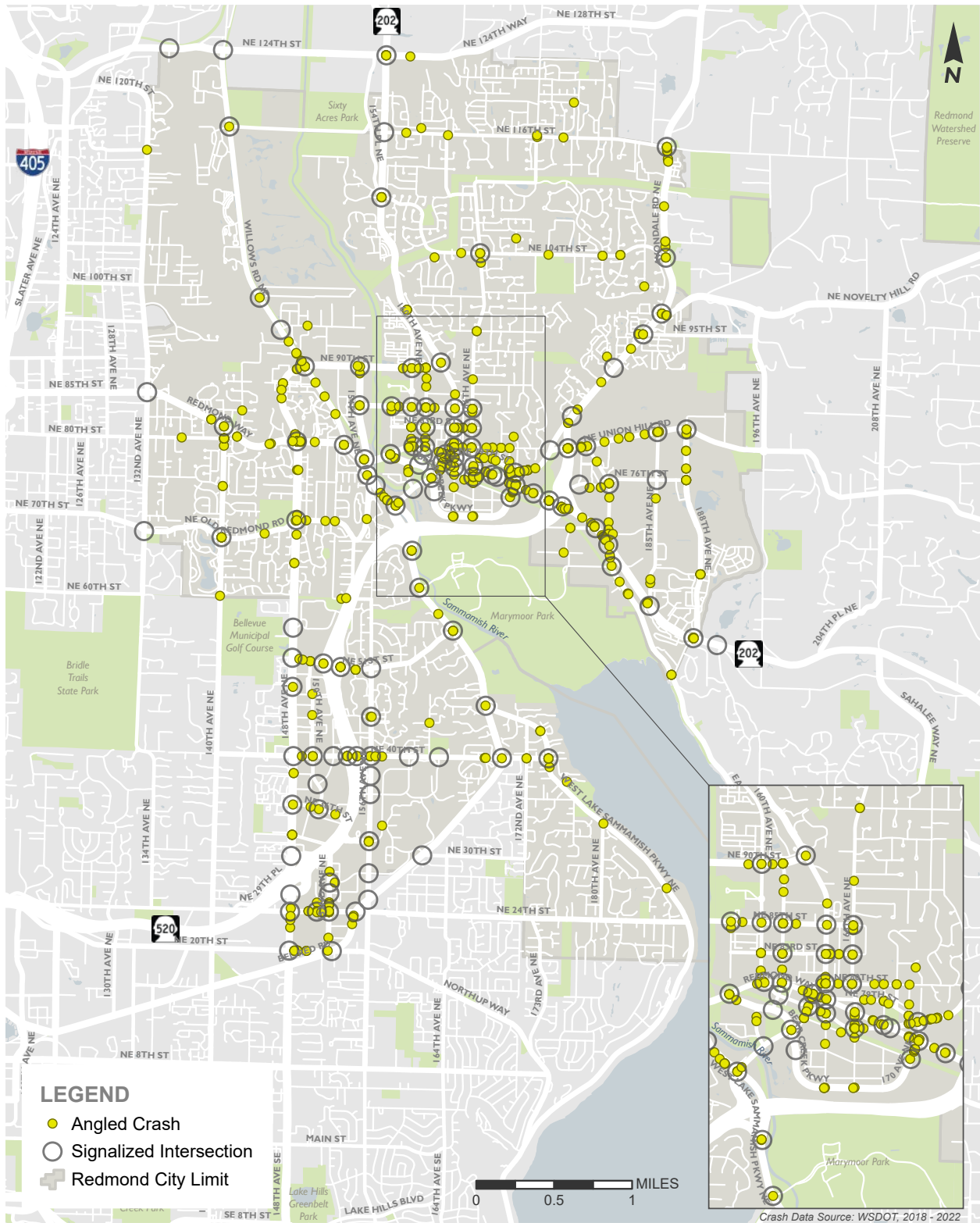


Figure A20. Angled Crashes with Signalized Intersections

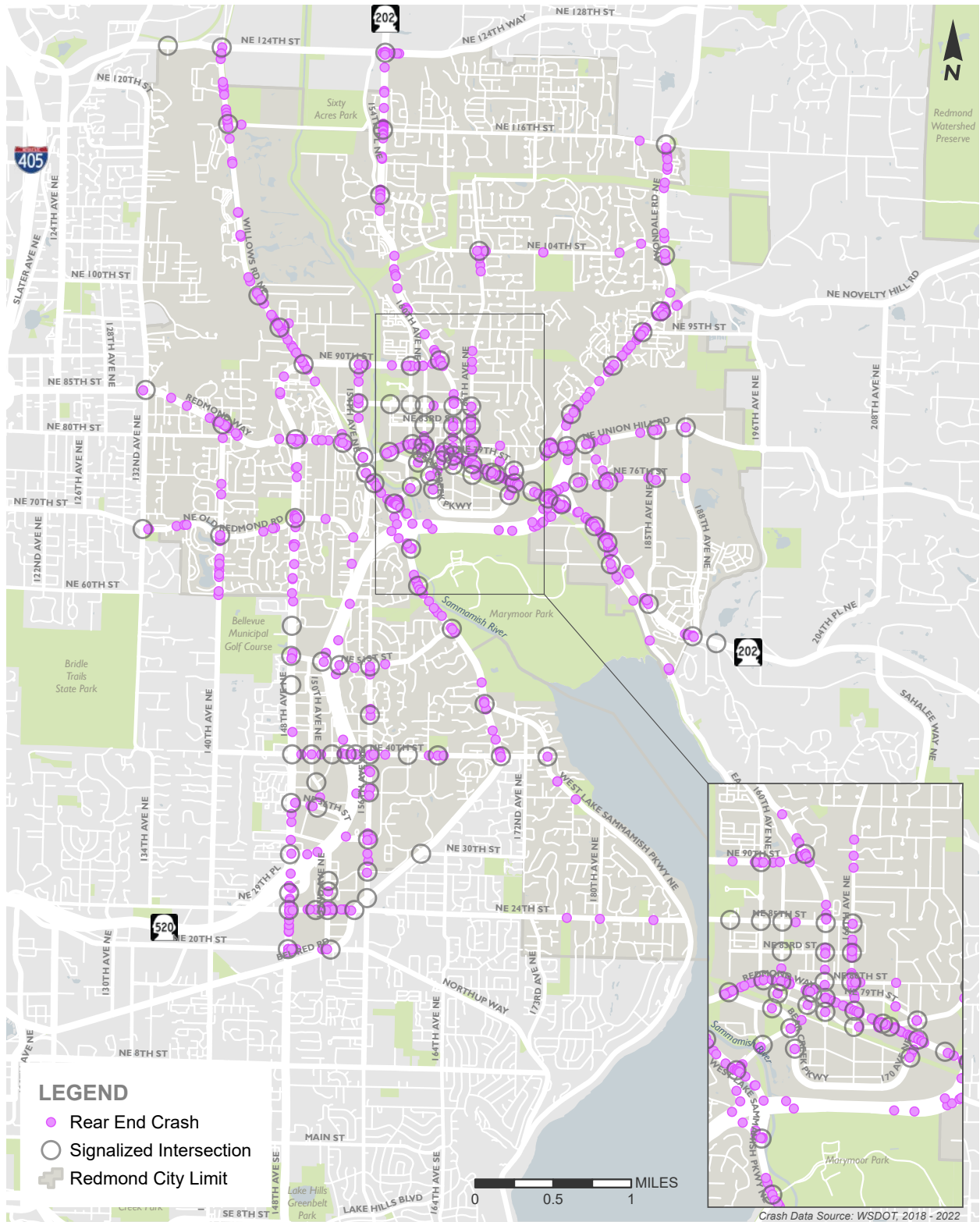


Figure A21. Rear End Crashes with Signaled Intersections

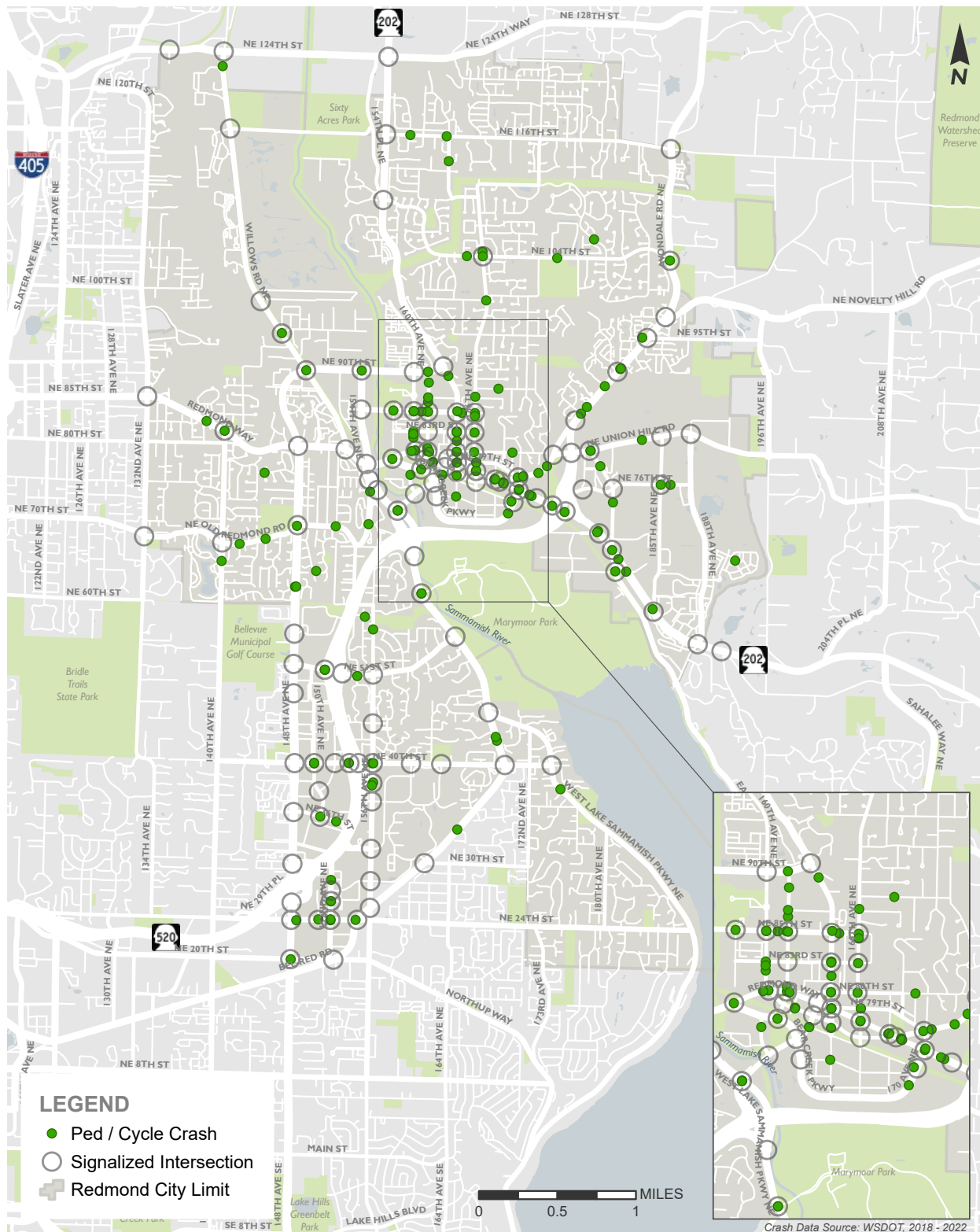


Figure A22. Ped/Cycle Crashes with Signalized Intersections

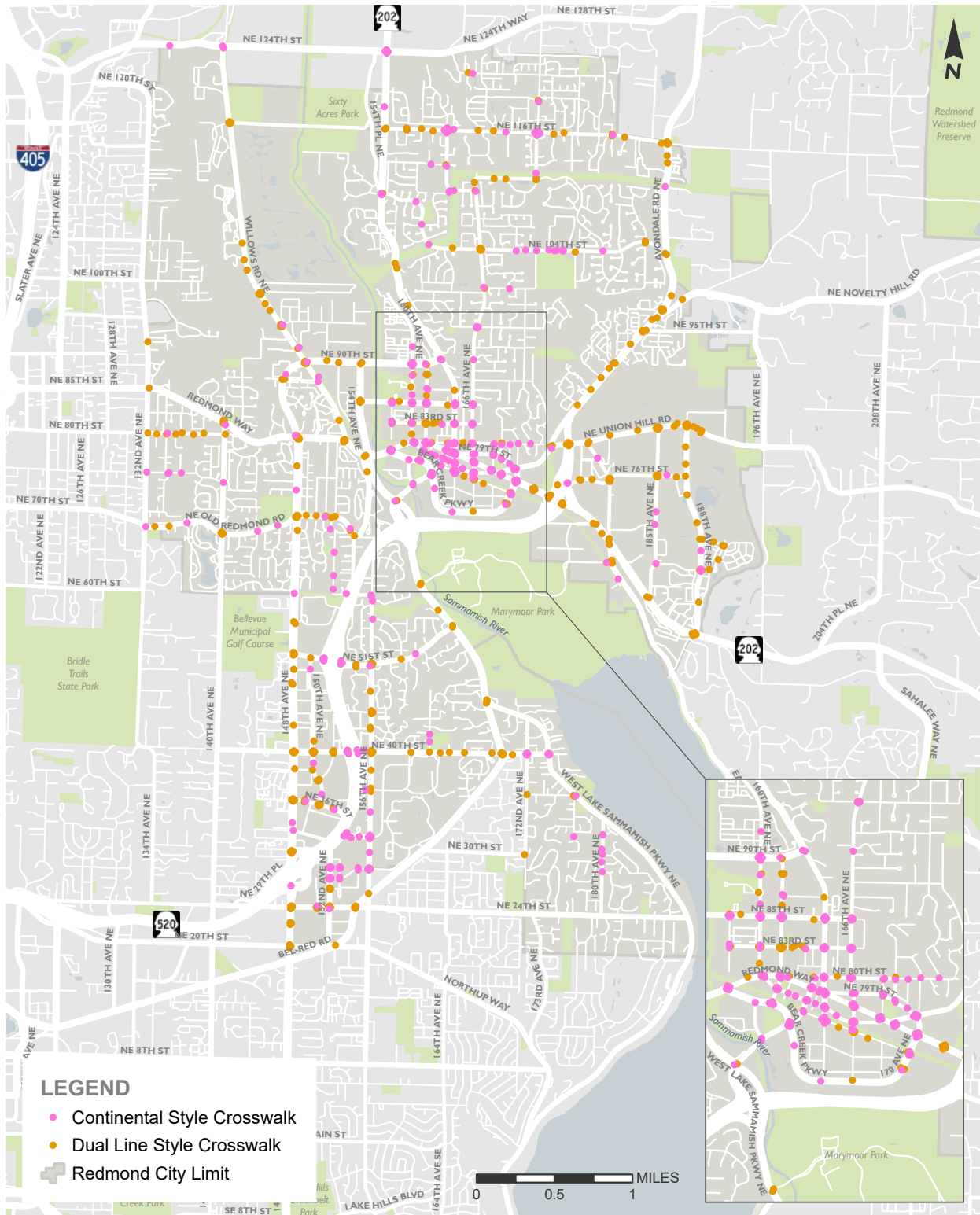


Figure A23. Existing Crosswalk by Type

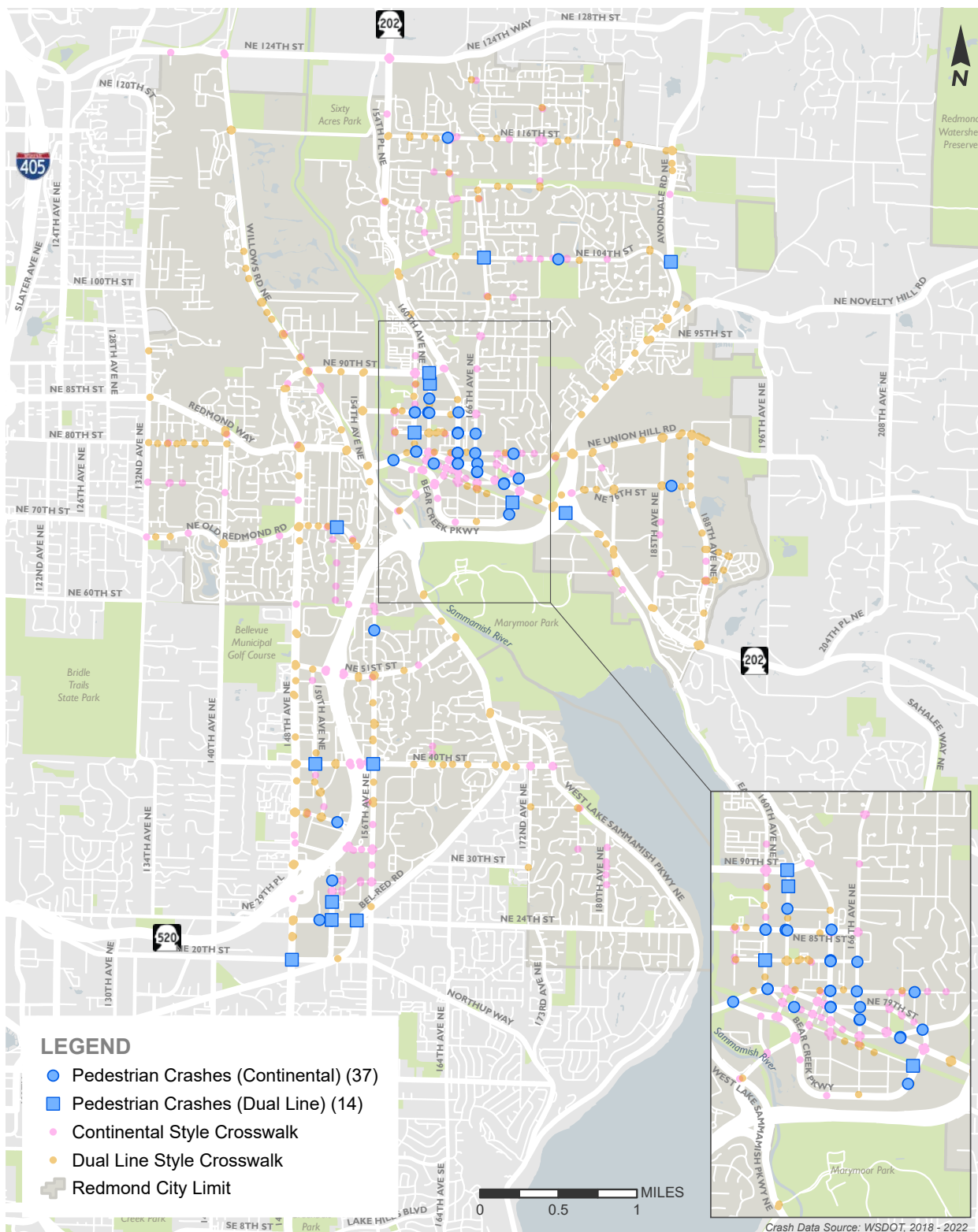


Figure A24. Pedestrian Crash by Crosswalk Type

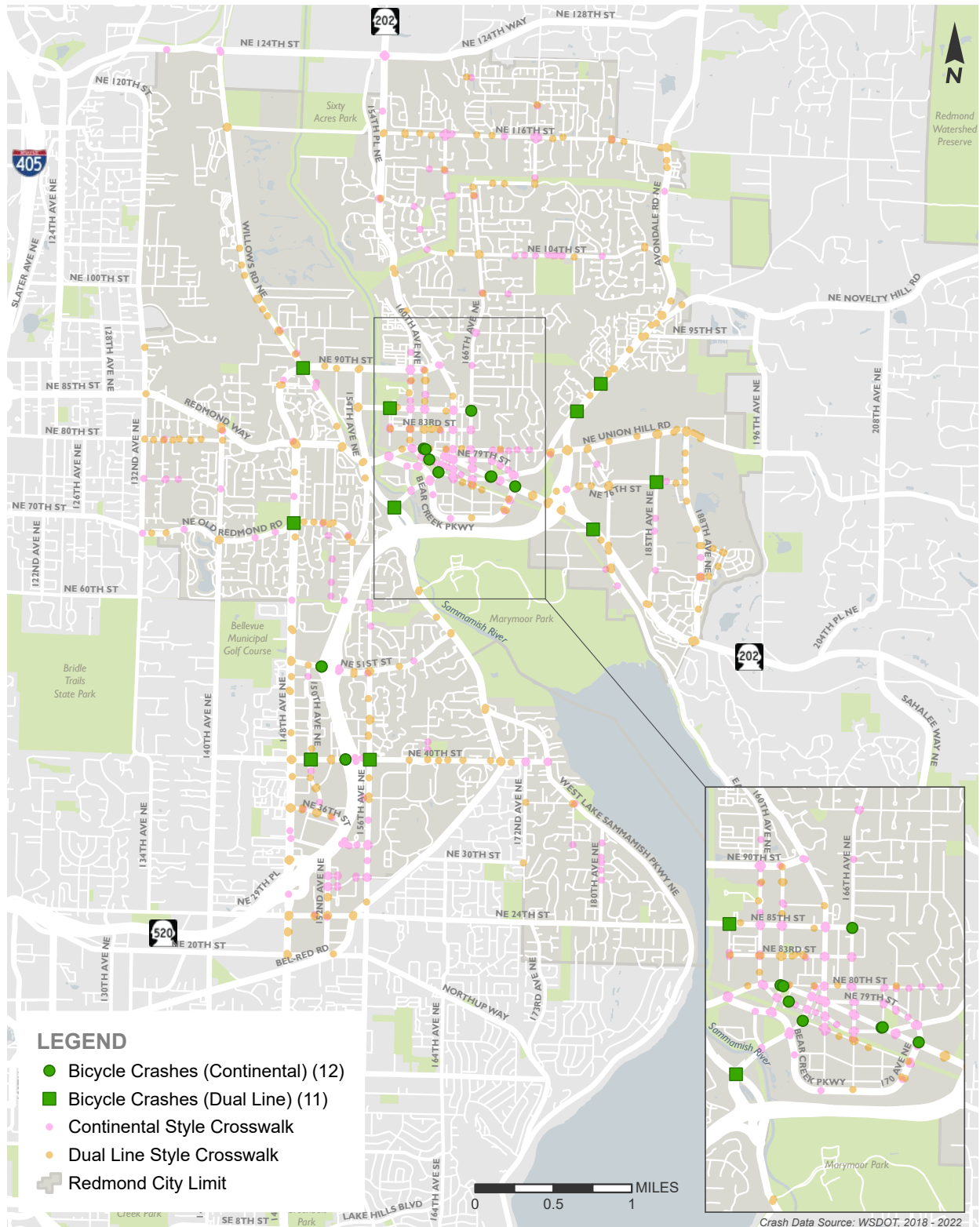


Figure A25. Bicycle Crash by Crosswalk Type

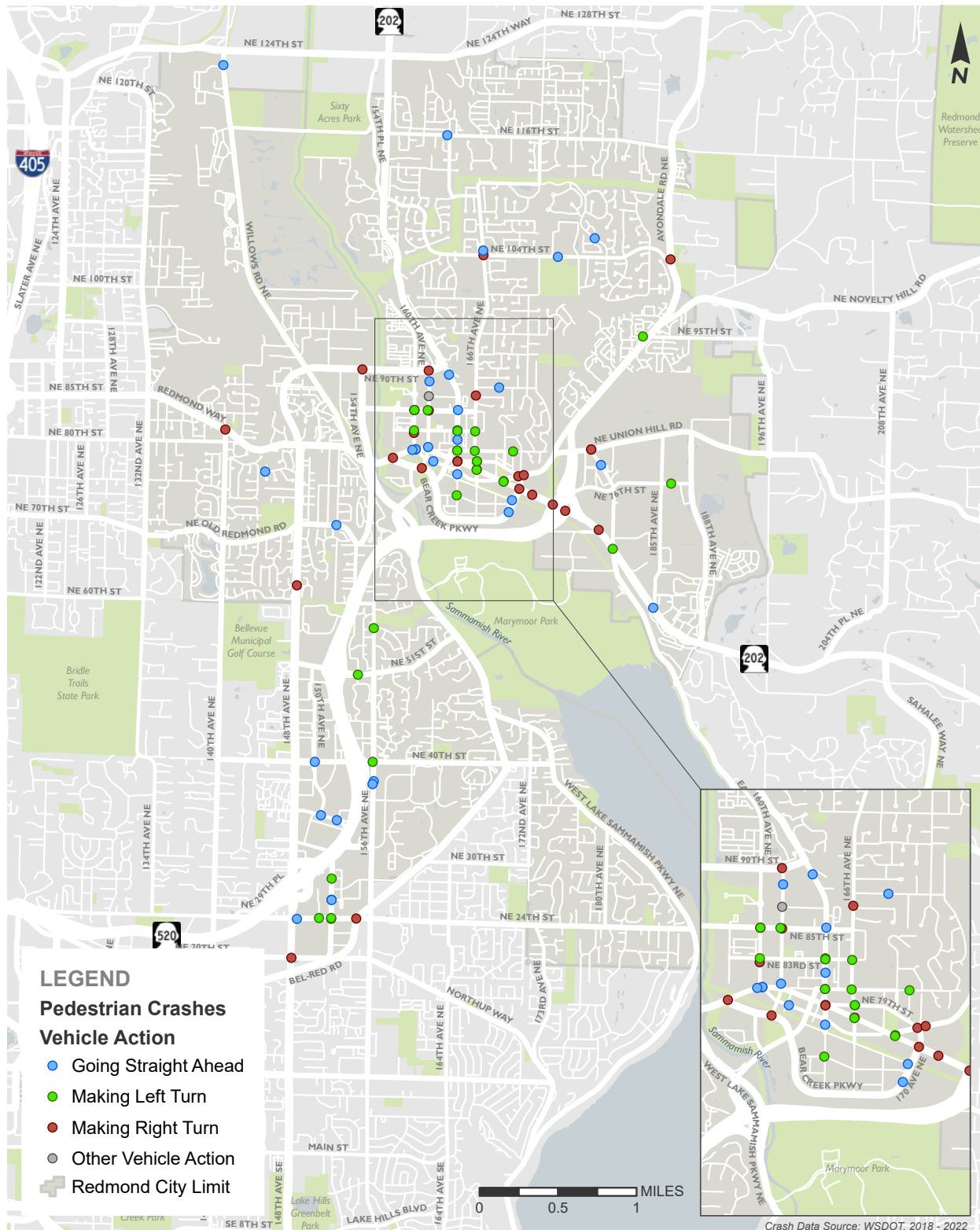


Figure A26. Pedestrian Crashes by Vehicle Turn Type

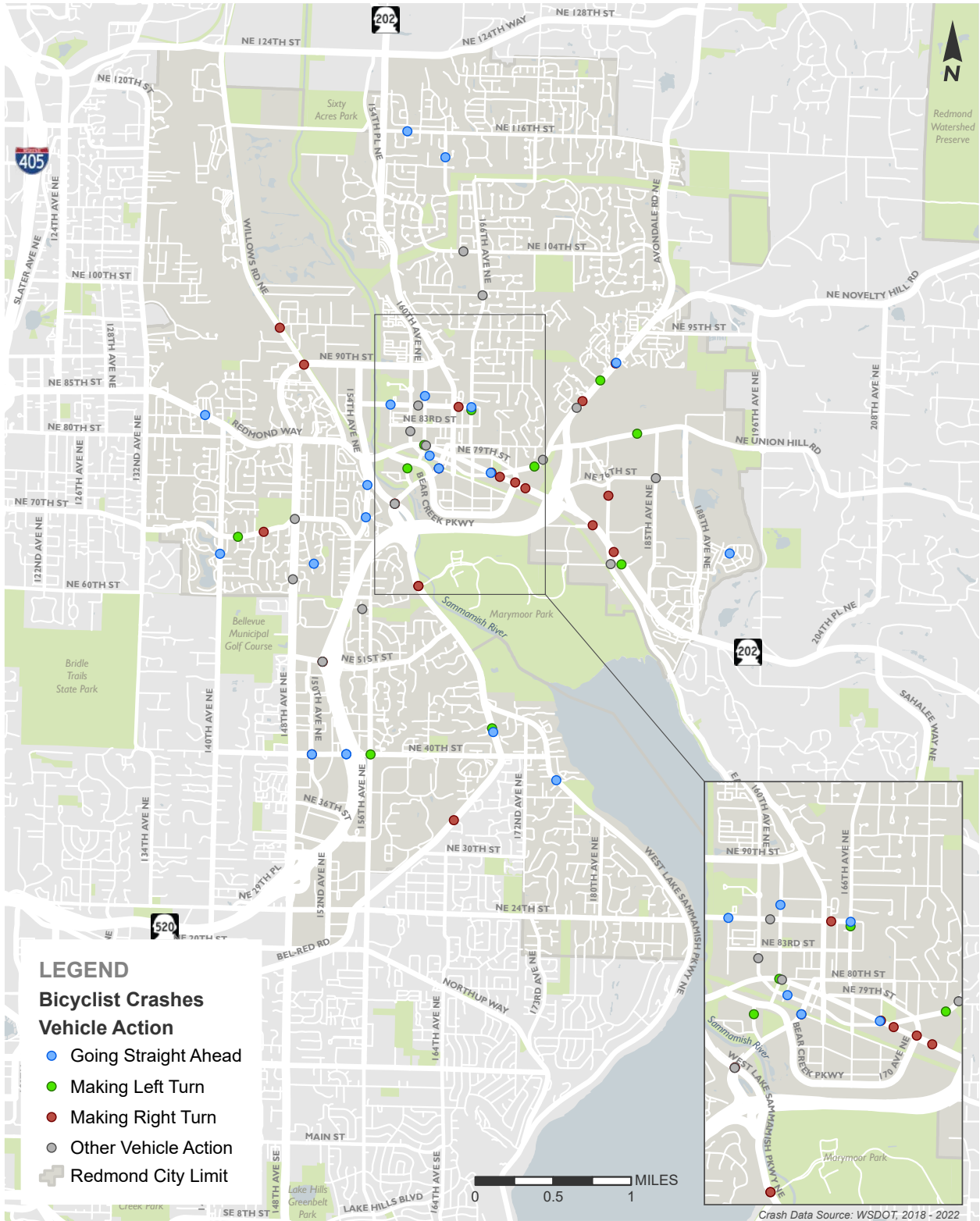


Figure A27. Bicycle Crashes by Vehicle Turn Type

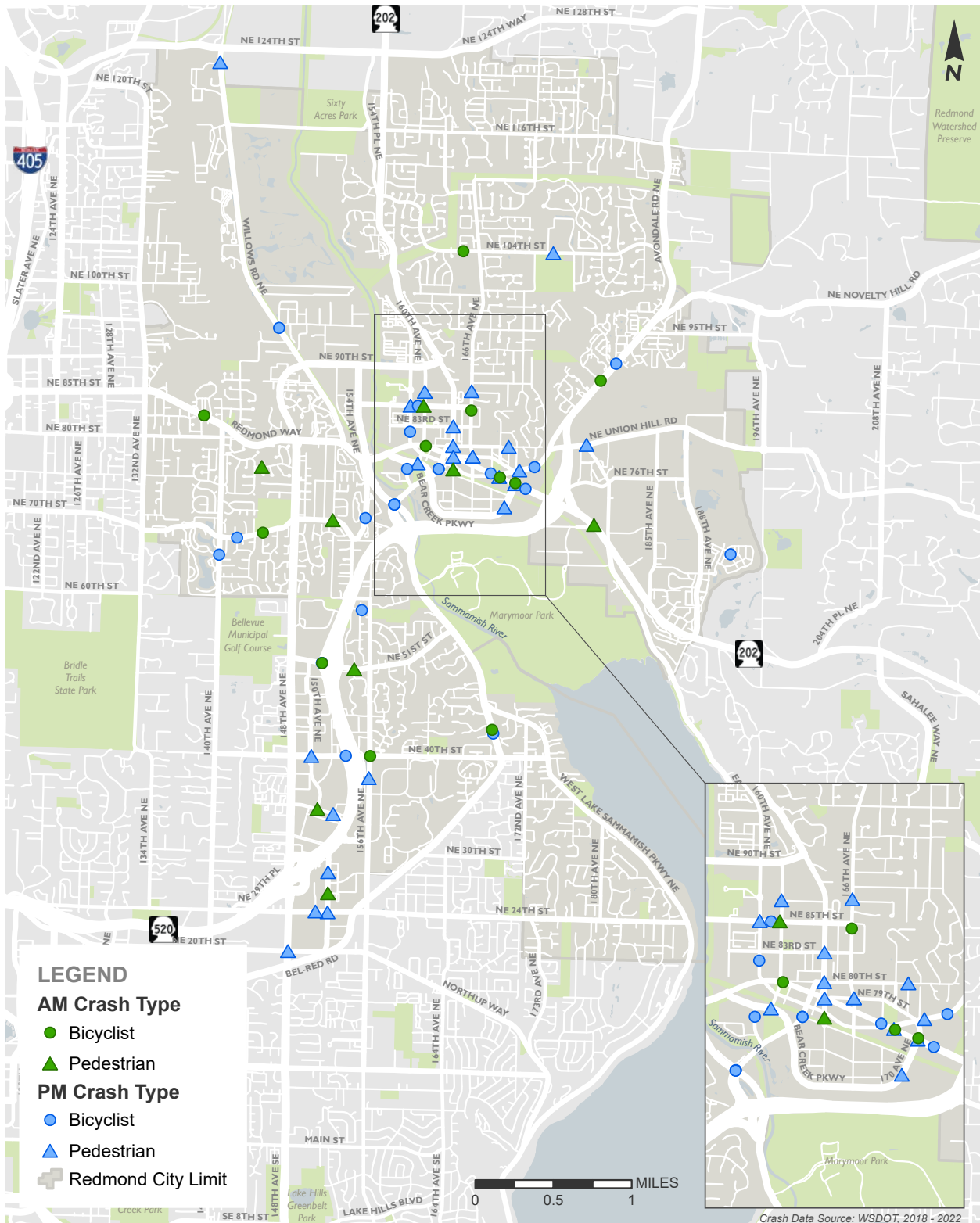


Figure A28. AM (7-9am) and PM (4-7pm) Ped/Cycle Crashes

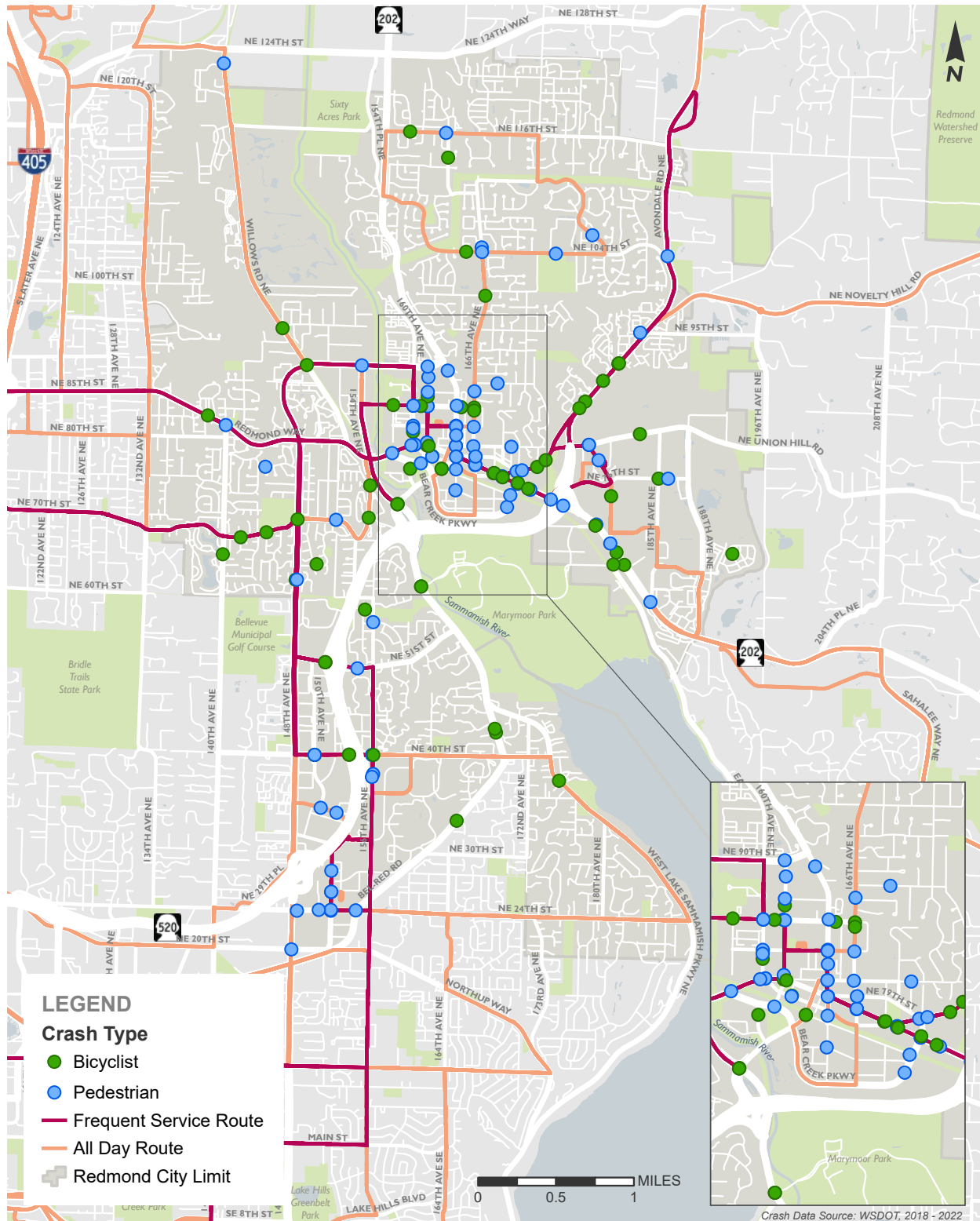


Figure A29. Ped/Cycle Crashes and Transit Routes

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Appendix C: High Risk and High Injury Networks

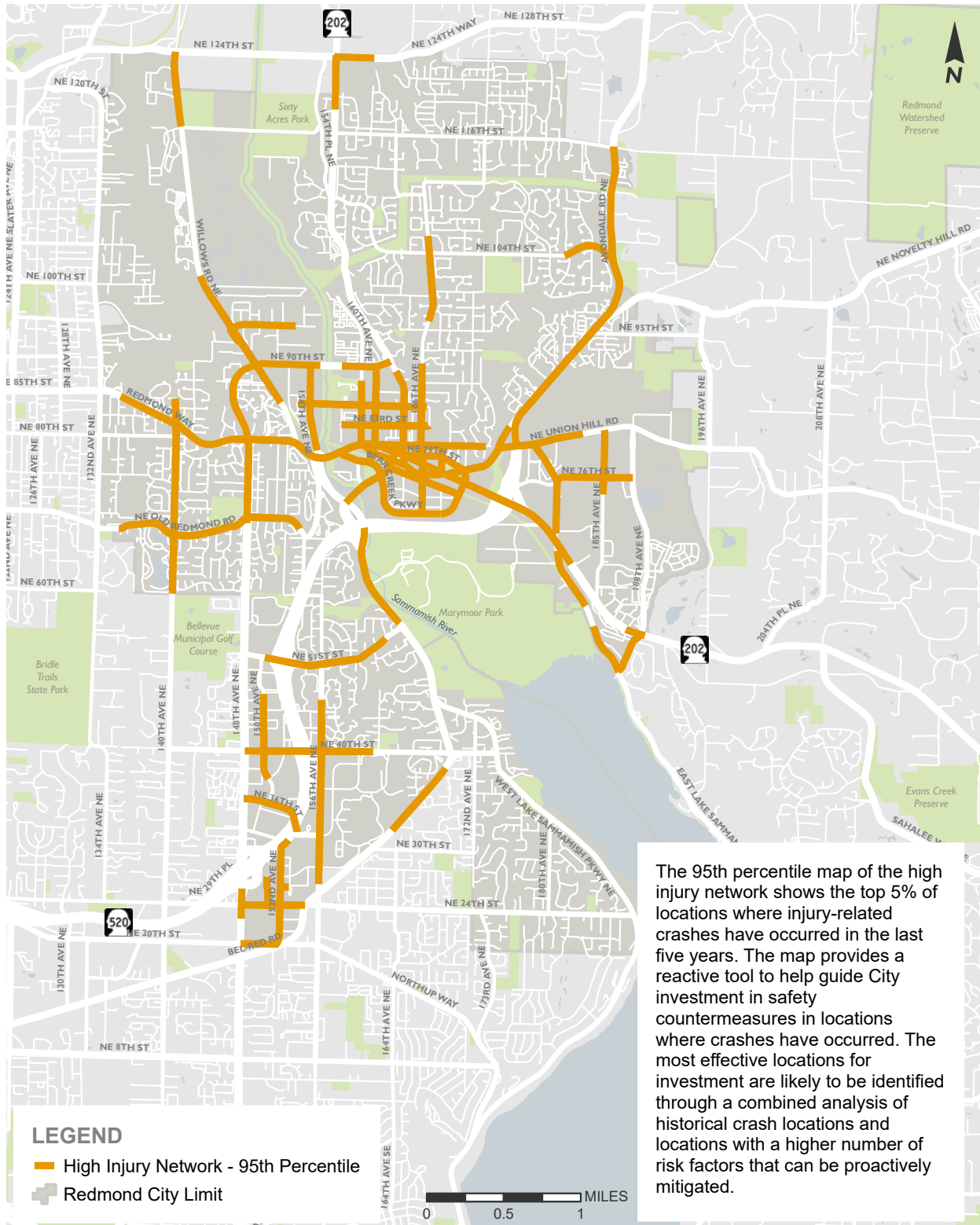


Figure A31. High Injury Network - 95th Percentile

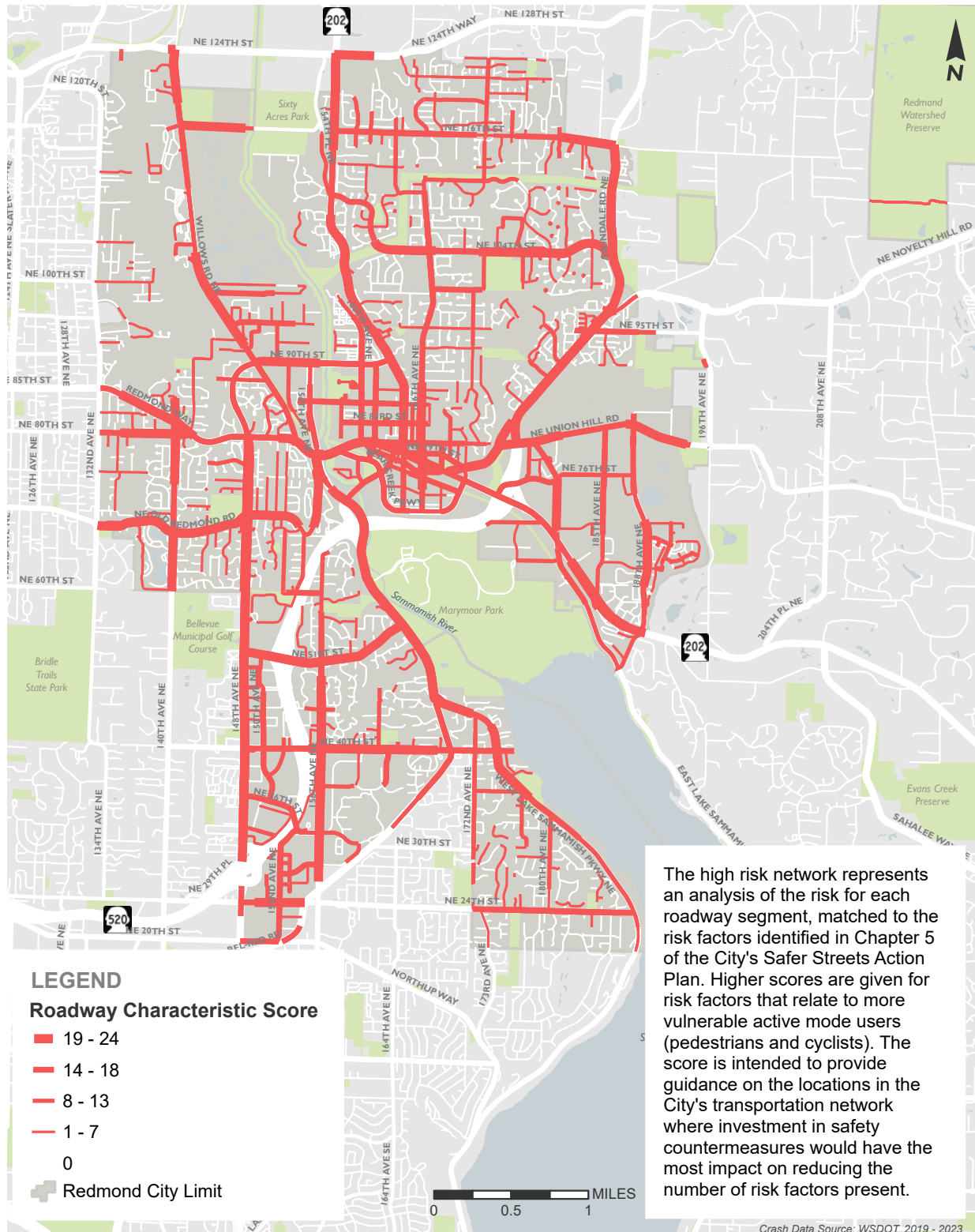


Figure A32. High Risk Network - Full Network



Figure A33. High Risk Network - 95th Percentile

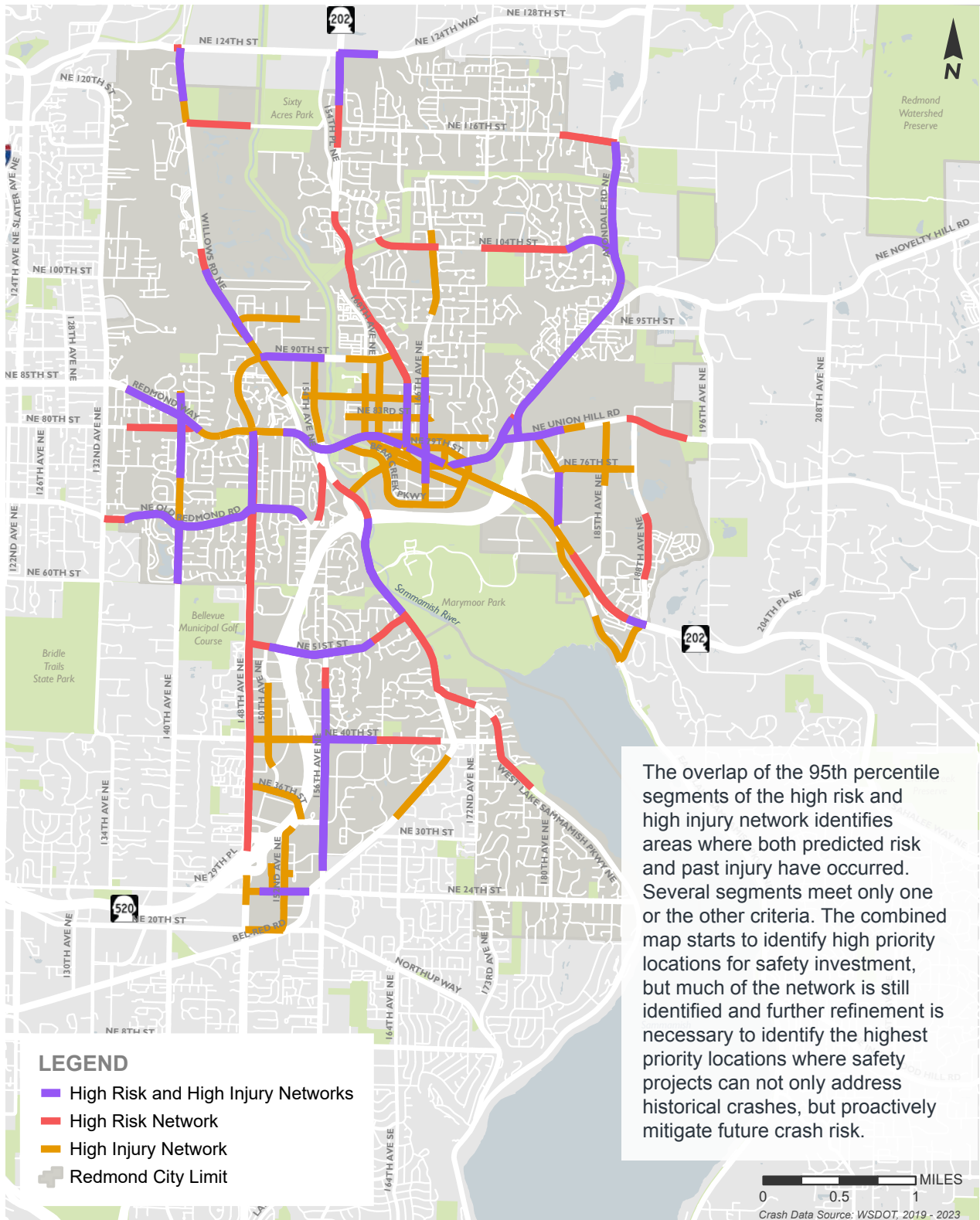


Figure A34. Combined Networks with High Risk and High Injury Networks

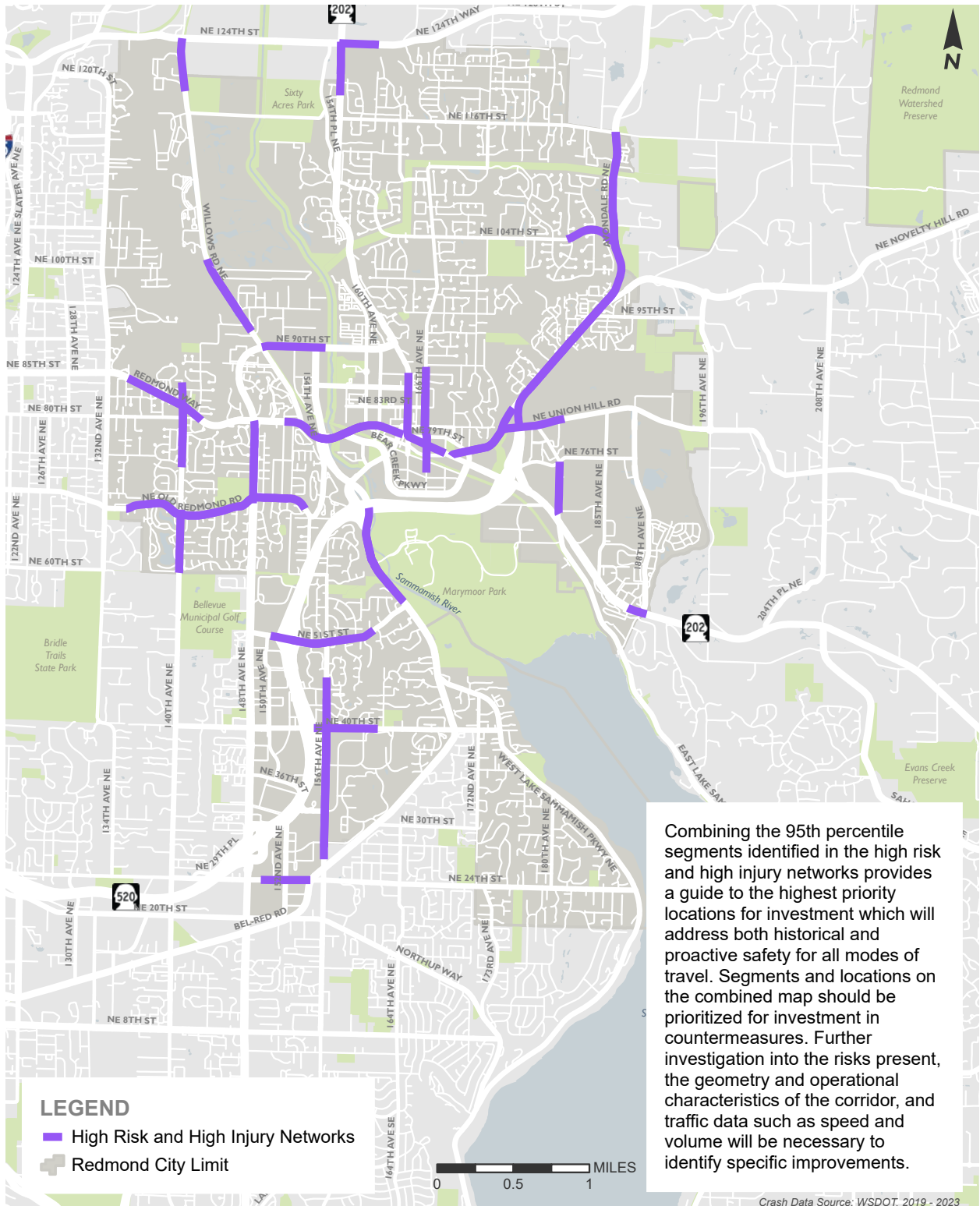


Figure A35. Combined Risk and Injury Networks

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Appendix D: Equity

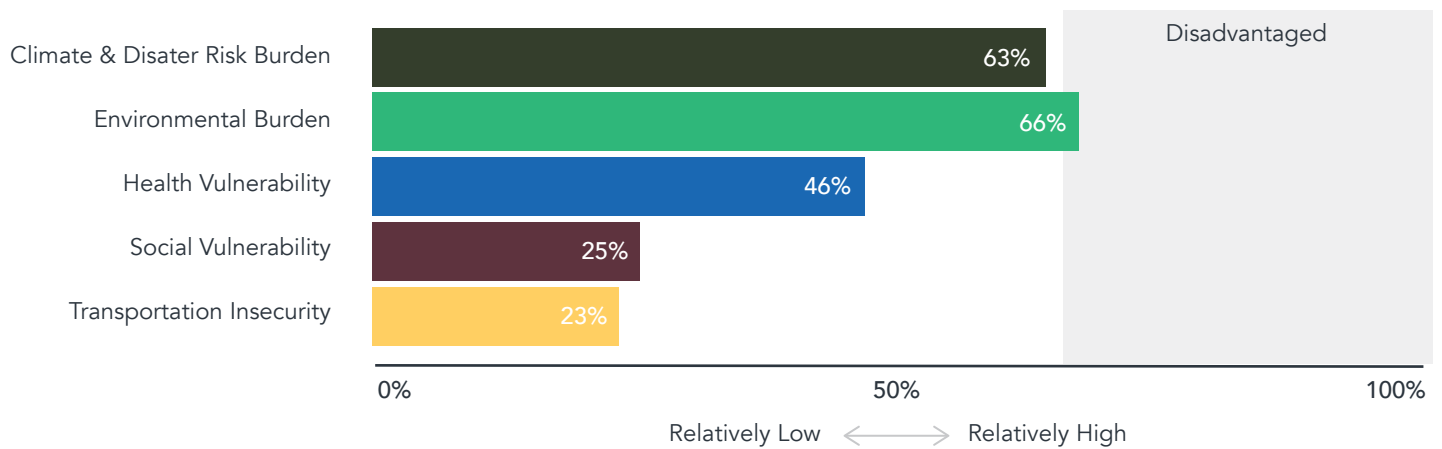
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Appendix D: Equity

Within the ETC, Overall Disadvantage Component Scores are created by normalizing and then summing indicators within each component. The Explorer then displays the percentile ranking of these normalized sums at either a national or state level. The tool considers a census tract to be experiencing disadvantage if the overall index score places it in the 65 percent (or higher) of either all state or all US census tracts.

The City of Redmond’s total population is 80,040. Of the city’s 12 census tracts, only one (8% of all tracts) is ranked as “Disadvantaged” and has a population of just under 3,000 people (3.7% of the City’s population). The disadvantaged tract, primarily based on environmental burden, is located in the City’s downtown area.

Overall Disadvantage Component Scores—Percentile Ranked



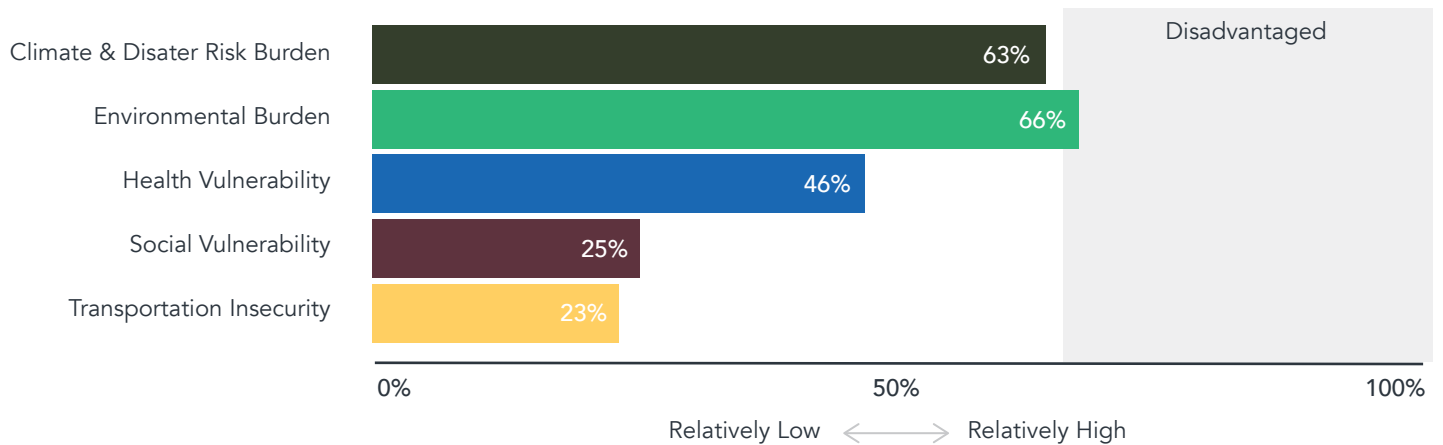
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Appendix D: Equity

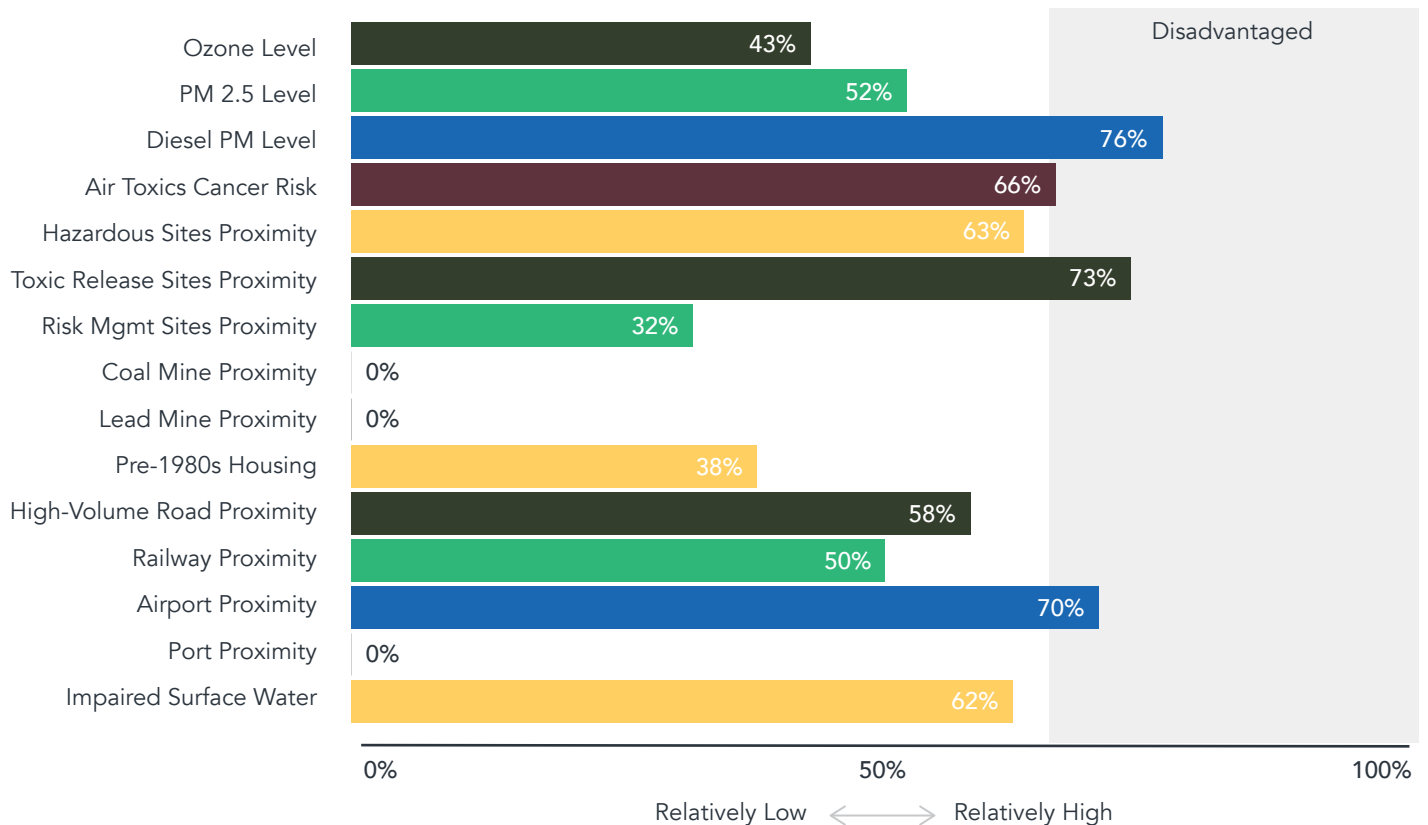
Environmental Burden

For the City of Redmond, the Environmental Burden compared to the State of Washington is 66 percent. The Environmental Burden component of the ETC index includes variables measuring factors such as air pollution, hazardous facility exposure, water pollution, and the built environment. For the City of Redmond as a whole, as well as the City's one disadvantaged census tract, diesel PM, proximity to toxic release sites, proximity to airports, and carcinogenic air pollutant ranked high, as shown in Figure 2. The high rankings for these elements can be related to the City's multimodal and regional transportation network, which is an essential element of the City's economic advantages.

Overall Disadvantage Component Scores—Percentile Ranked



Environmental Burden—Percentile Rank



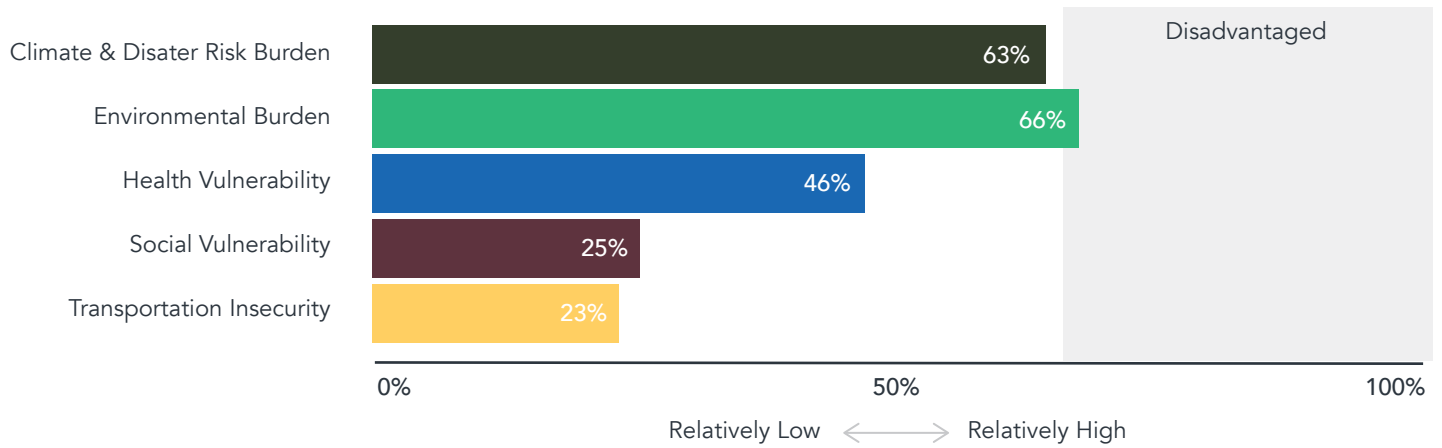
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Appendix D: Equity

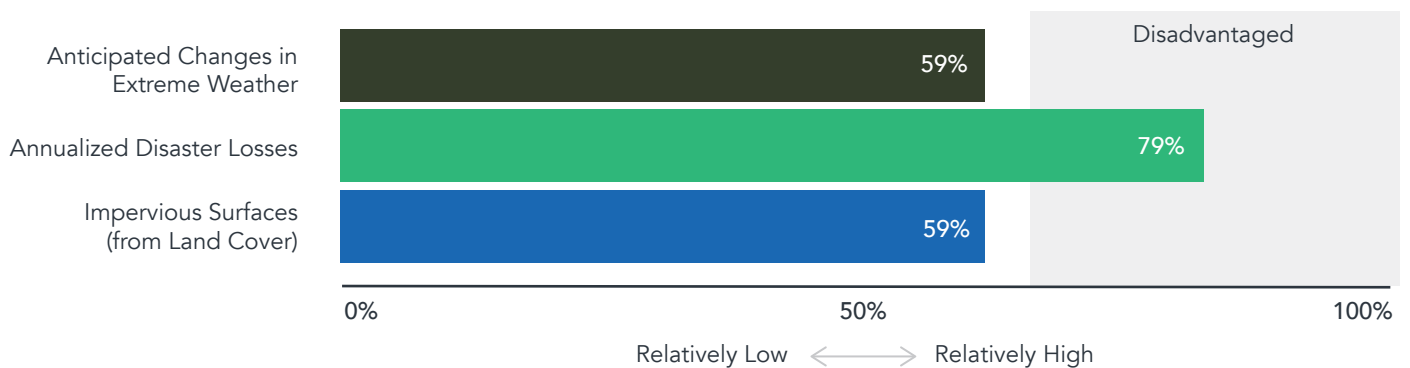
Climate and Disaster Burden

The second highest disadvantage score for the City as a whole, is the Climate and Disaster Risk Burden category. The score did not meet the threshold for disadvantaged, but is close at 63 percent, as seen in Figure 3. The category reflects climate change related risks such as changes in precipitation, extreme weather, and wildfire. Climate hazards may affect system performance, safety, and reliability, which is a particular risk during a situation where evacuation routes would become necessary. While the overall Climate and Disaster Risk Burden score only nears the “disadvantaged” range, one variable within the category, annualized disaster losses, falls above the 65 percent threshold (Figure 3). There could be a strong correlation between the high cost of disaster loss risk and the high median home price in the City of Redmond.

Overall Disadvantage Component Scores—Percentile Ranked



Climate & Disaster Risk Burden—Percentile Ranked

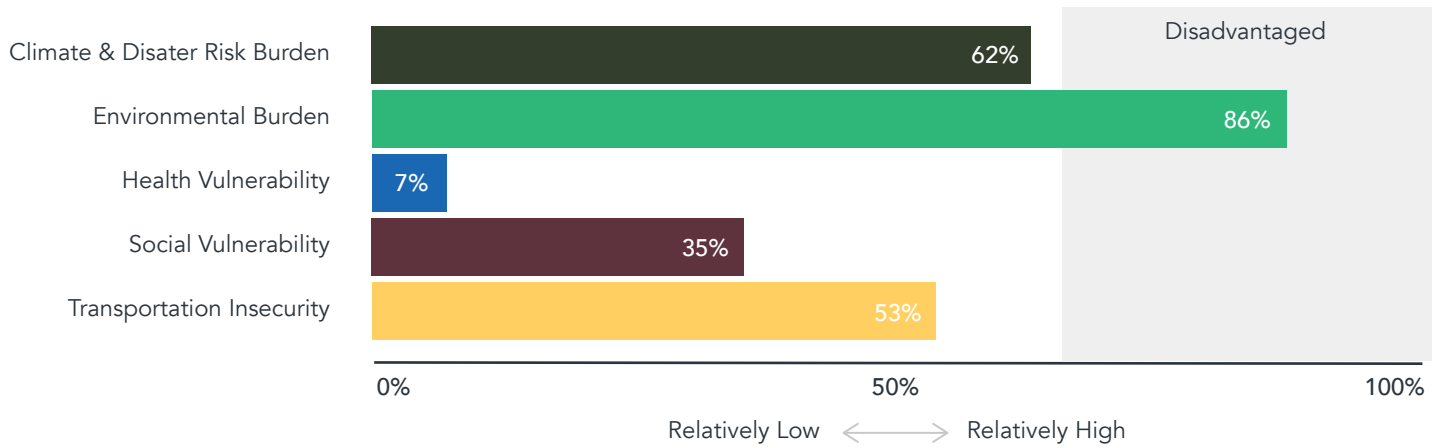


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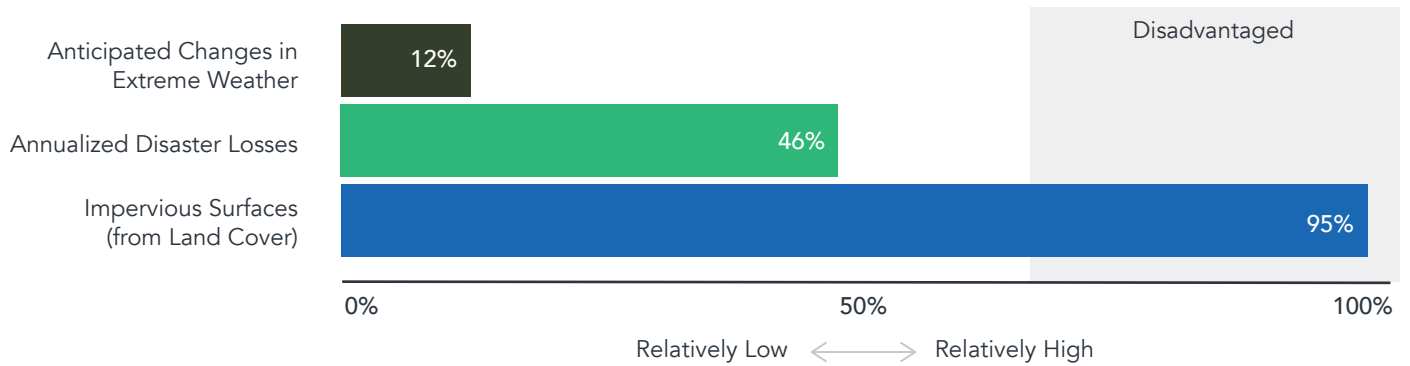
Appendix D: Equity

The Climate and Disaster Risk Burdens within Redmond’s one disadvantaged census tract, in the downtown area, are shown in Figure 4. The downtown received a slightly lower overall Climate and Disaster Risk Burdens score, but high risks from impervious surfaces. The high risk makes sense in the context of the land use in the downtown area, and demonstrates the need to consider the ETC Explorer rankings in the context of land use and intentional decisions by the city. The Redmond Stormwater Technical Notebook adopts and modifies the Washington State Department of Ecology 2019 Stormwater Management Manual for Western Washington and outlines several “best practices” to reduce the City’s impact on stormwater flows. In-place practices related to stormwater management address the identified equity risk and fall outside the scope of a Safer Streets Action Plan.

Overall Disadvantage Component Scores—Percentile Ranked



Climate & Disaster Risk Burden—Percentile Ranked



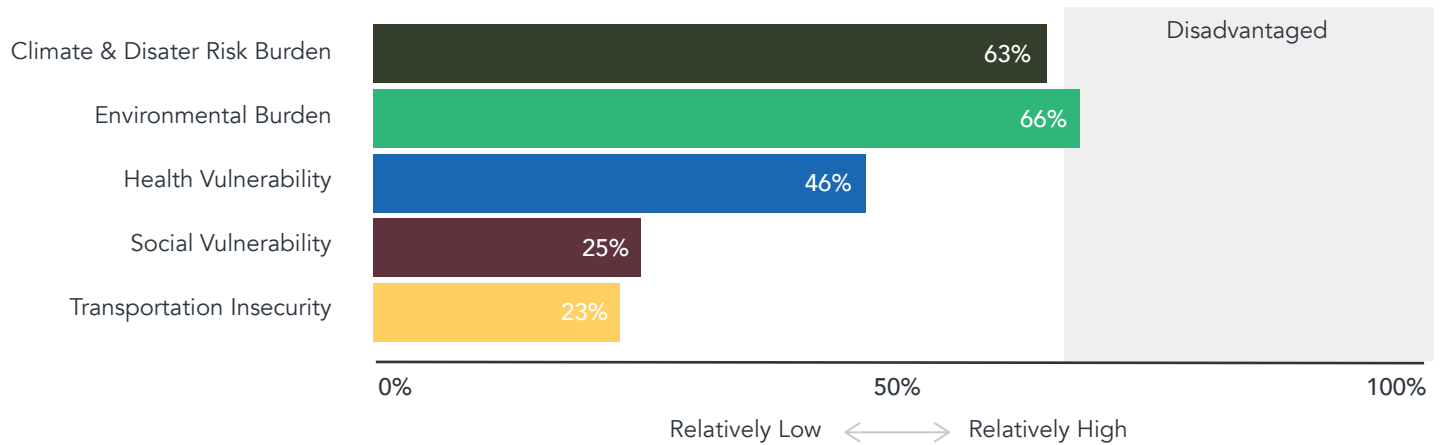
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Appendix D: Equity

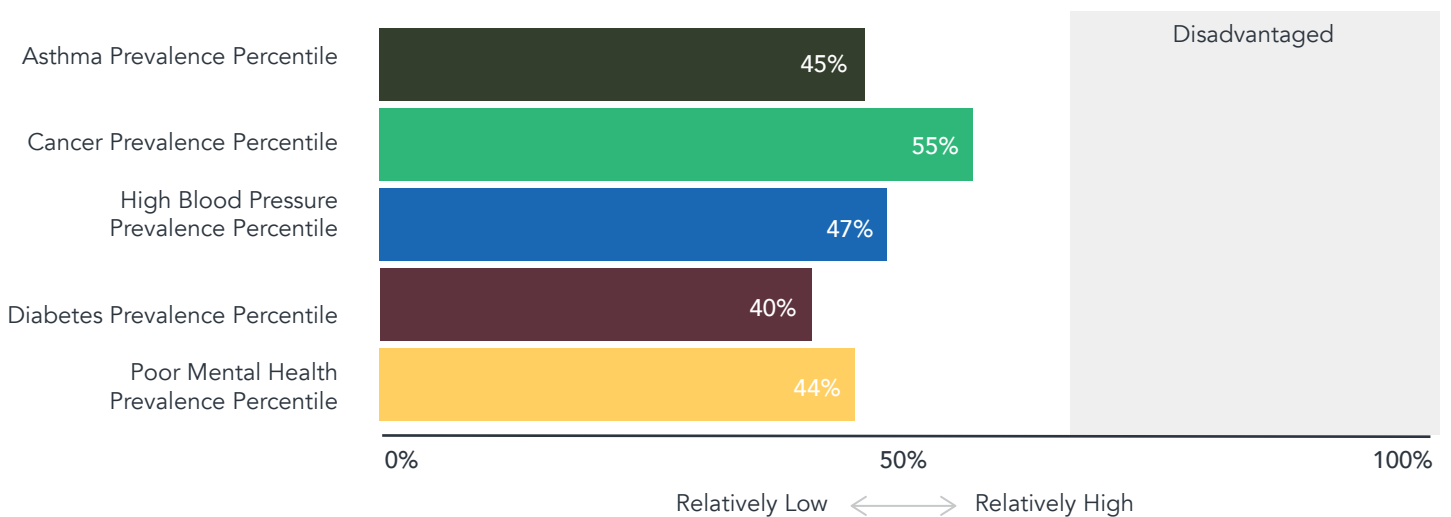
Health Vulnerability Burden

Compared to other Census tracts in Washington state, Redmond ranked moderately in terms of Health Vulnerability Burden, and below the disadvantaged threshold. The Health Vulnerability Burden category assesses the increased frequency of health conditions that may result from exposure to air, noise, and water pollution, as well as lifestyle factors such as poor walkability, car dependency, and long commute times.

Overall Disadvantage Component Scores—Percentile Ranked



Health Vulnerability—Percentile Ranked



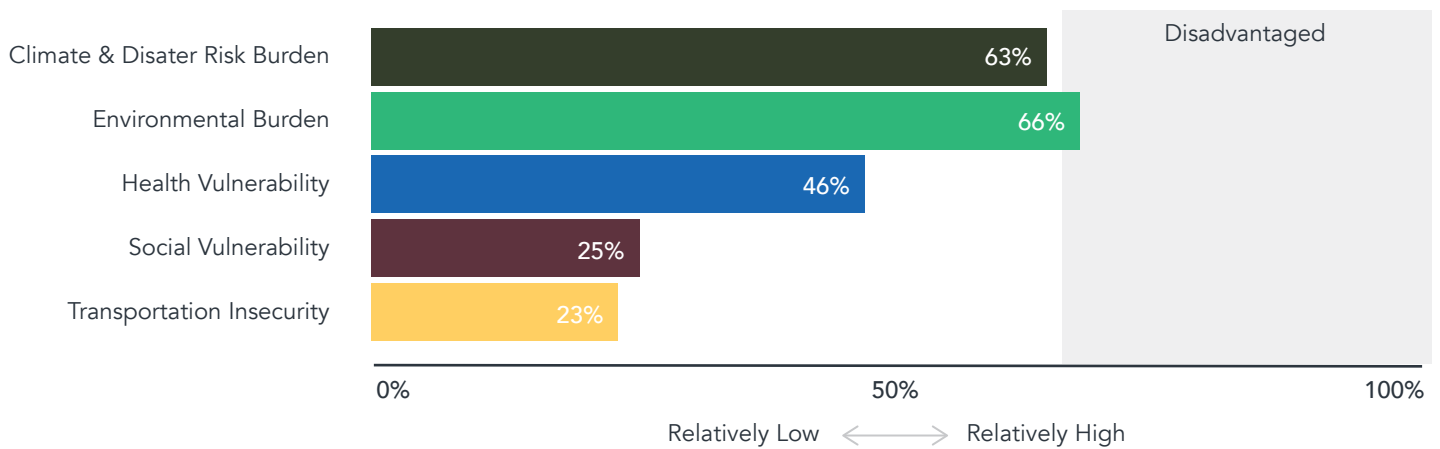
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Appendix D: Equity

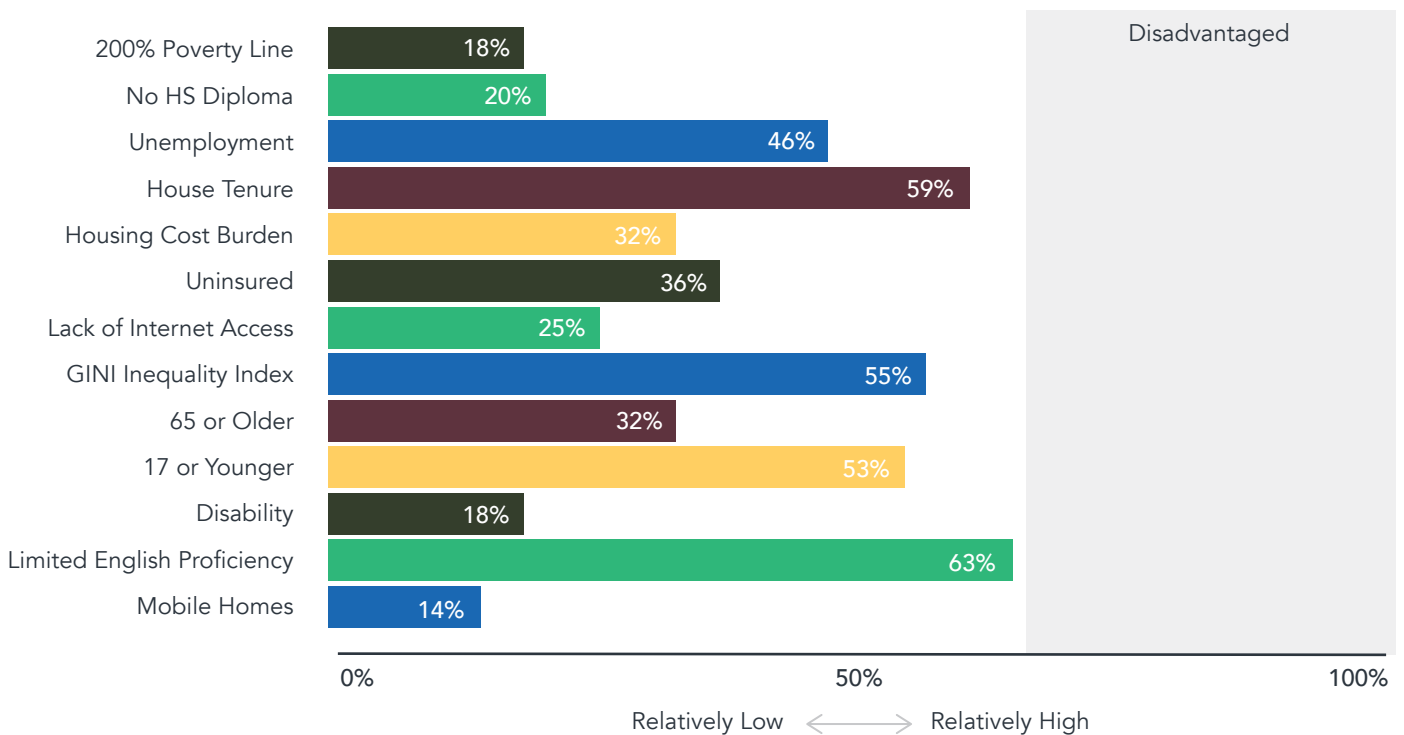
Social Vulnerability Burden

Compared to other Census tracts in Washington state, Redmond ranked low in Social Vulnerability Burden. The Social Vulnerability index measures lack of employment, educational attainment, poverty, housing tenure, access to broadband, and housing cost burden as well as identifying household characteristics such as age, disability status and English proficiency. Within the City of Redmond, social vulnerability falls below disadvantaged thresholds. The highest percentage ranks are for residents with limited English language proficiency, a higher turnover in housing, and an inequality in incomes, shown in Figure 6. The potential for vulnerabilities is considered in the described need for multilingual and repeated communications about safety-related initiatives and projects as identified in the Policies and Procedures chapter.

Overall Disadvantage Component Scores—Percentile Ranked



Social Vulnerability—Percentile Rank



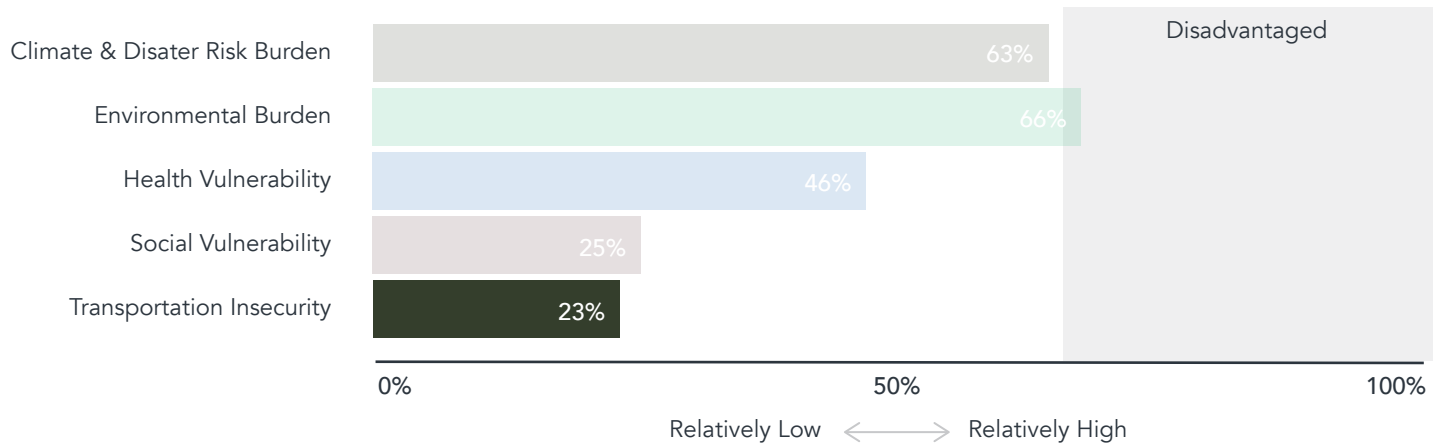
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Appendix D: Equity

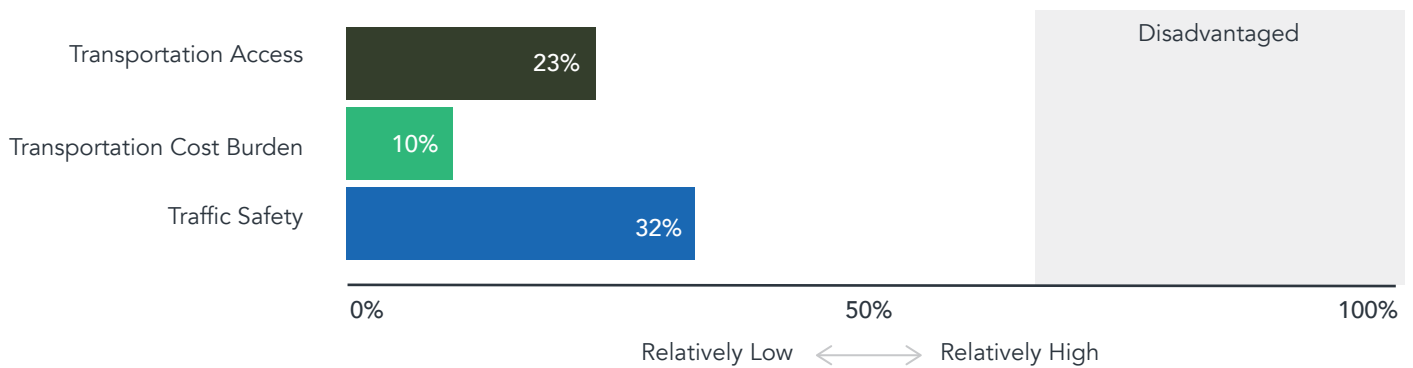
Transportation Insecurity Burden

Compared to other Census tracts in Washington state, Redmond ranked low in Transportation Insecurity Burden (Figure 7). The index measures lack of access to personal vehicles, proximity via short drives and walks to critical land uses, and a relative transportation safety factor based on serious crashes per population. Within the City of Redmond, transportation insecurity falls below disadvantaged thresholds, except in the downtown census tract. The higher score in the downtown census tract (Figure 8), especially for transportation safety, is a factor of the low population and high multimodal traffic volumes from outside of the downtown census tract. The high score in the downtown tract for safety reinforces the need to consider safety in the downtown, especially for active modes which represent all the serious injury and fatal crashes in the downtown census tract.

Overall Disadvantage Component Scores—Percentile Ranked



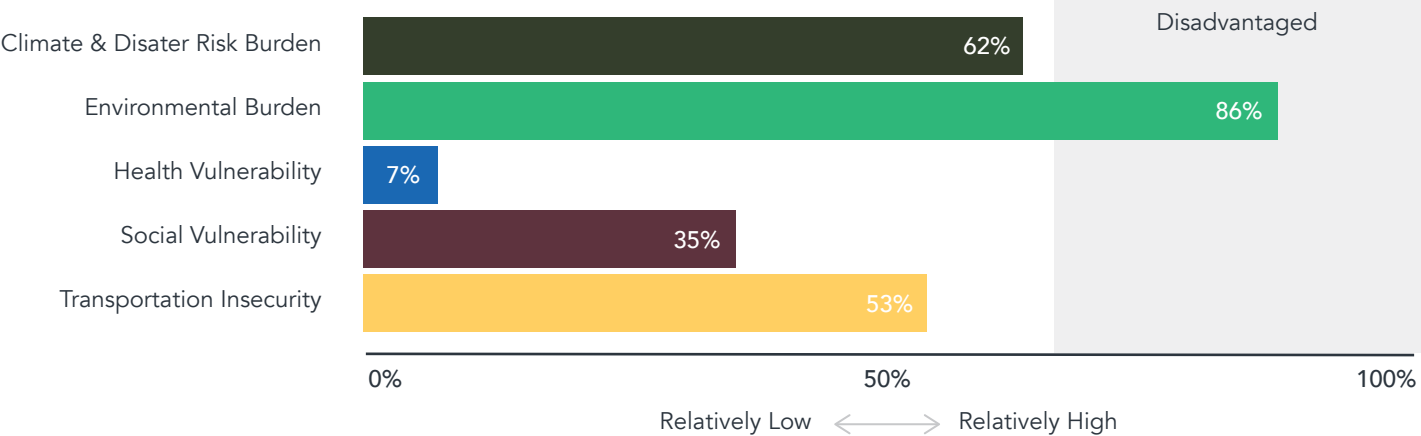
Transportation Insecurity—Percentile Ranked



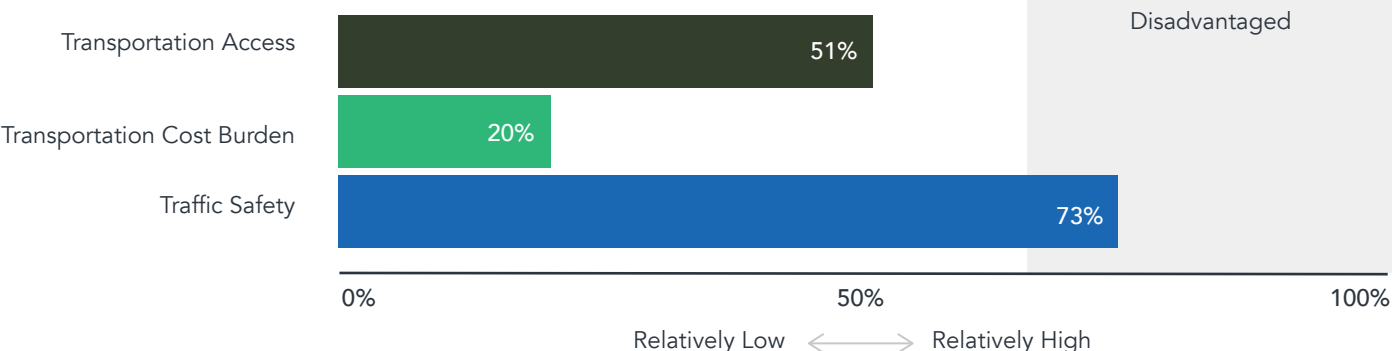
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Appendix D: Equity

Overall Disadvantage Component Scores—Percentile Ranked



Transportation Insecurity—Percentile Ranked



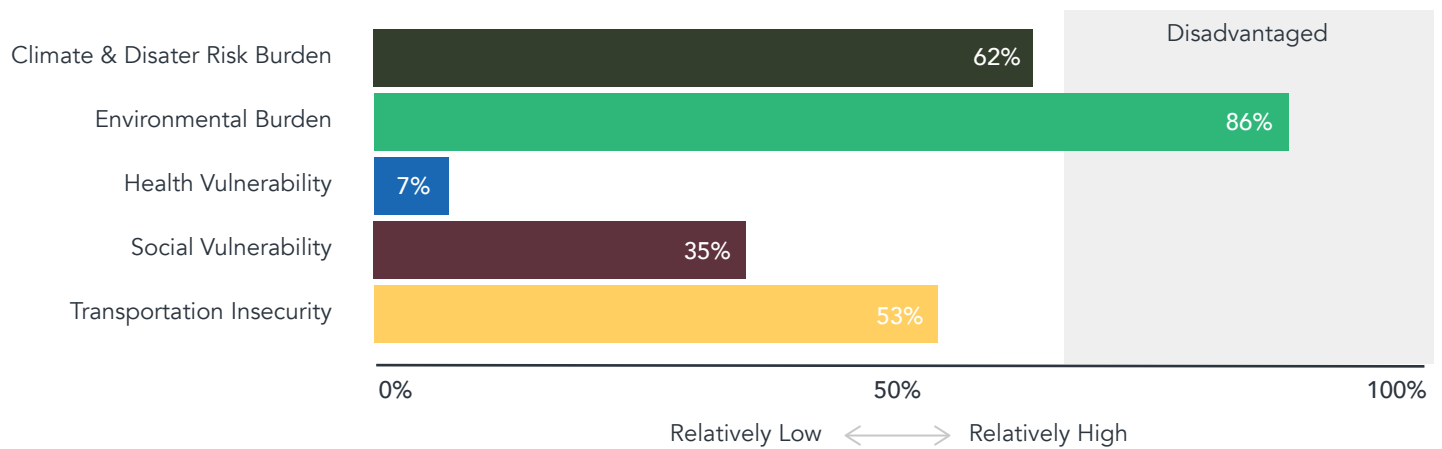
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Appendix D: Equity

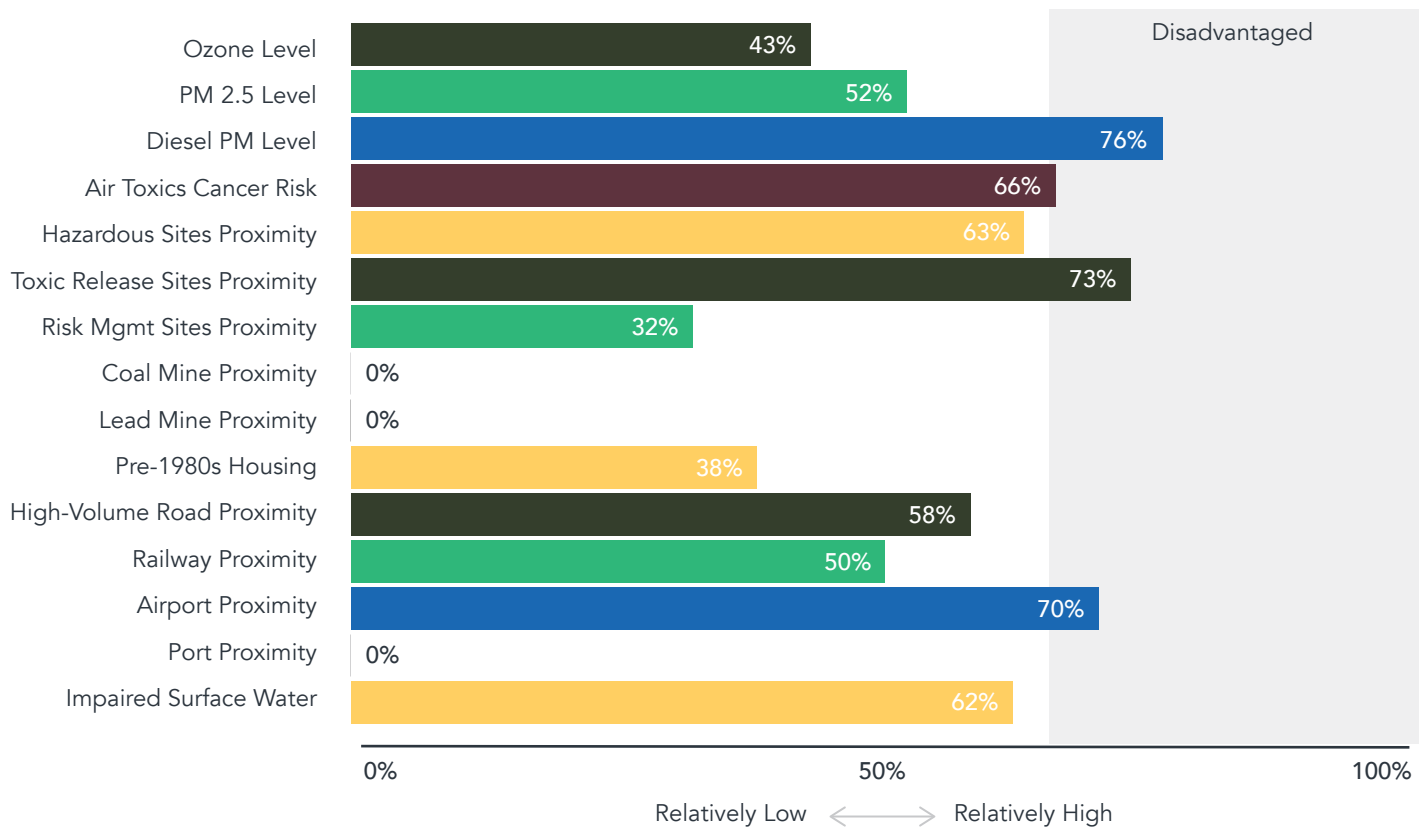
The Environmental Burdens within Disadvantaged Census Tract 53033032331 (herein after referred to as “the Tract” or “Redmond’s Disadvantaged Census Tract”) are shown in Figure 3. This area of the City received a significantly higher Environmental Burdens score of 86 percent, meaning that only 14 percent of other tracts in the state scored worse. Variables with high scores in this category included:

- Proximity to railway (98 percent)
- Proximity to risk management sites (88 percent)
- Proximity to high-volume roadways (86 percent)
- Proximity to toxic release sites (85 percent)
- Hazardous site proximity (80 percent)
- Diesel PM (79 percent)
- Airport proximity (74 percent), and;
- Carcinogenic air pollutants (66 percent).

Overall Disadvantage Component Scores—Percentile Ranked



Environmental Burden—Percentile Rank



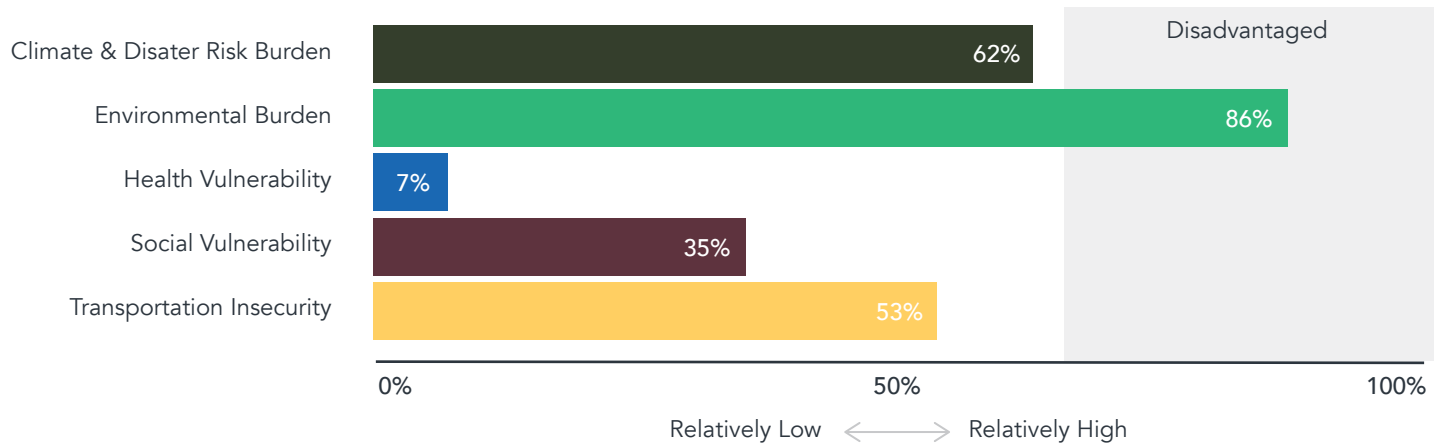
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Appendix D: Equity

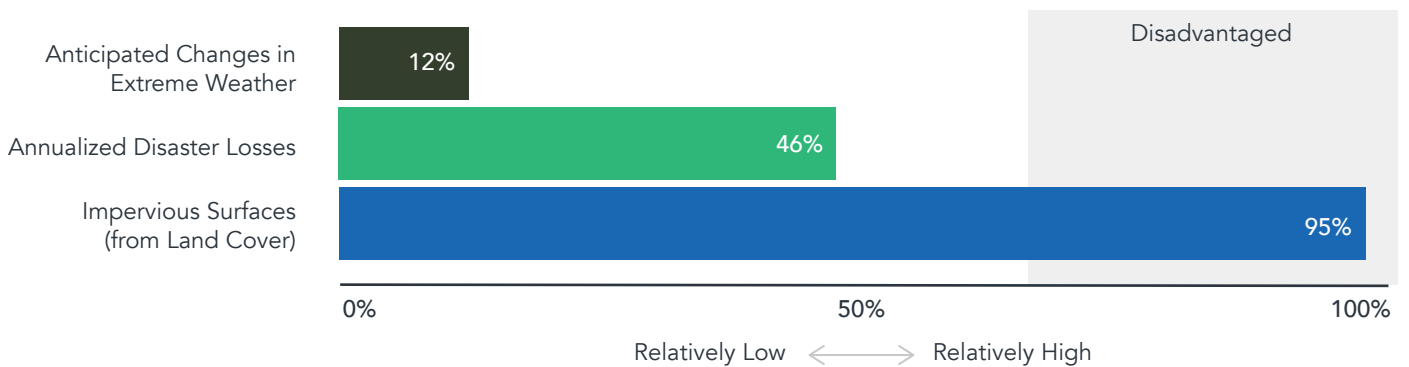
The Climate and Disaster Risk Burdens within Redmond’s Disadvantaged Census Tract are shown in Figure 5. This area of the City received a slightly lower overall Climate and Disaster Risk Burdens score of 62 percent compared to the City as a whole. However, within the variables measured in this category, risks from Impervious Surfaces associated with paved roadways, parking lots, and driveways, and other developments fell into the “disadvantaged” range with a significant score of 95 percent.

Impervious surfaces are common to all urbanized, heavily paved, areas. The Washington Stormwater Manual requires certain improvements to handle increased stormwater flow generated by paved areas, including the preservation of natural drainage systems and outfalls, and retention of native vegetation and tree canopy to reduce impervious surfaces. The Redmond Stormwater Technical Notebook adopts and modifies the Washington State Department of Ecology 2019 Stormwater Management Manual for Western Washington and outlines several “best practices” to reduce the City’s impact on stormwater flows.

Overall Disadvantage Component Scores—Percentile Ranked



Climate & Disaster Risk Burden—Percentile Ranked

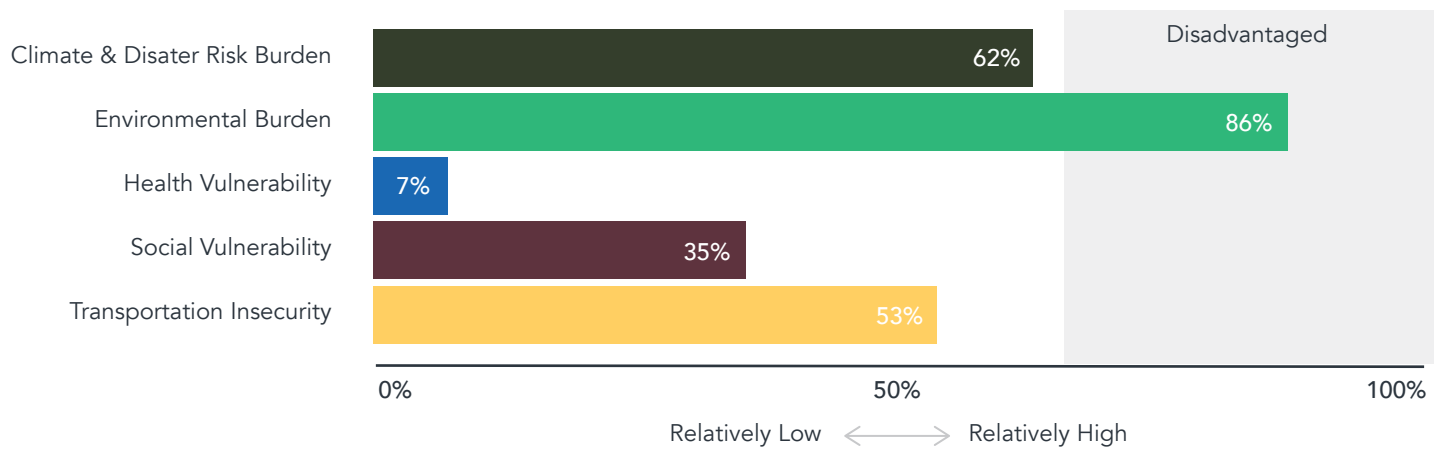


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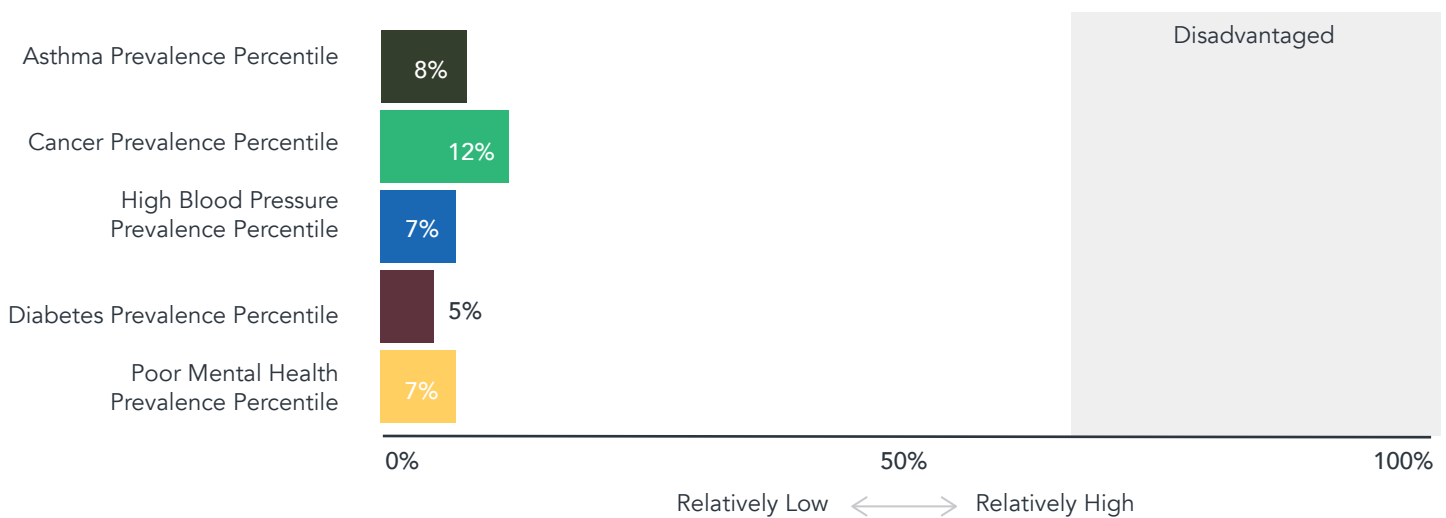
Appendix D: Equity

The Health Vulnerability Burdens within Redmond’s Disadvantaged Census Tract are shown in Figure 7. This area of the City received a significantly lower Health Vulnerability Burden score of 7 percent. Additionally, within the variables measured in this category, no other variables fell into the “disadvantaged” range with the highest score of 12 percent falling into the cancer prevalence percentile.

Overall Disadvantage Component Scores—Percentile Ranked



Health Vulnerability—Percentile Ranked

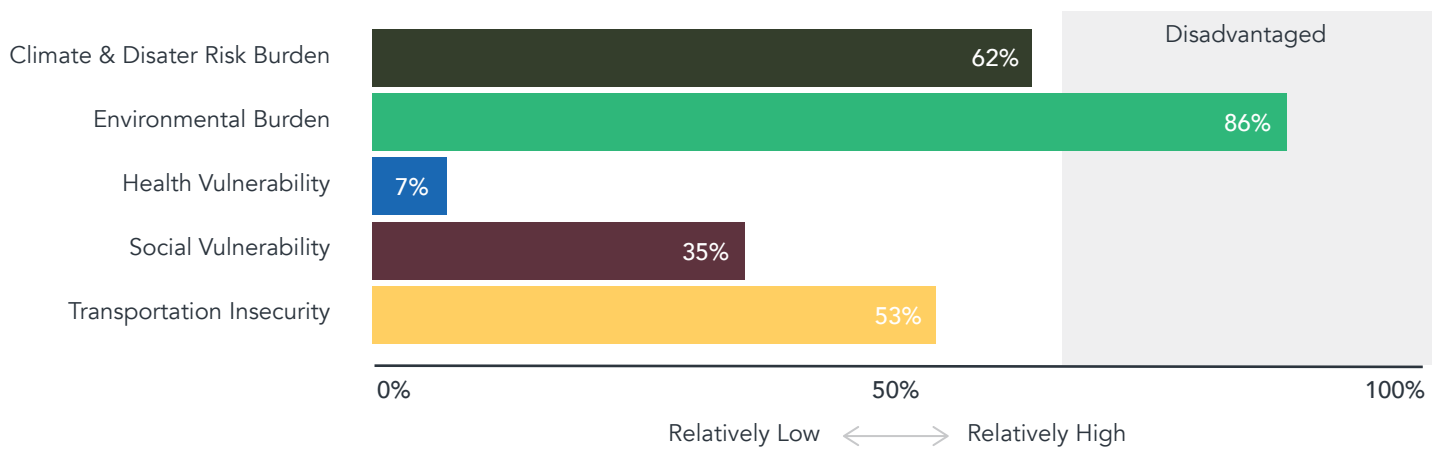


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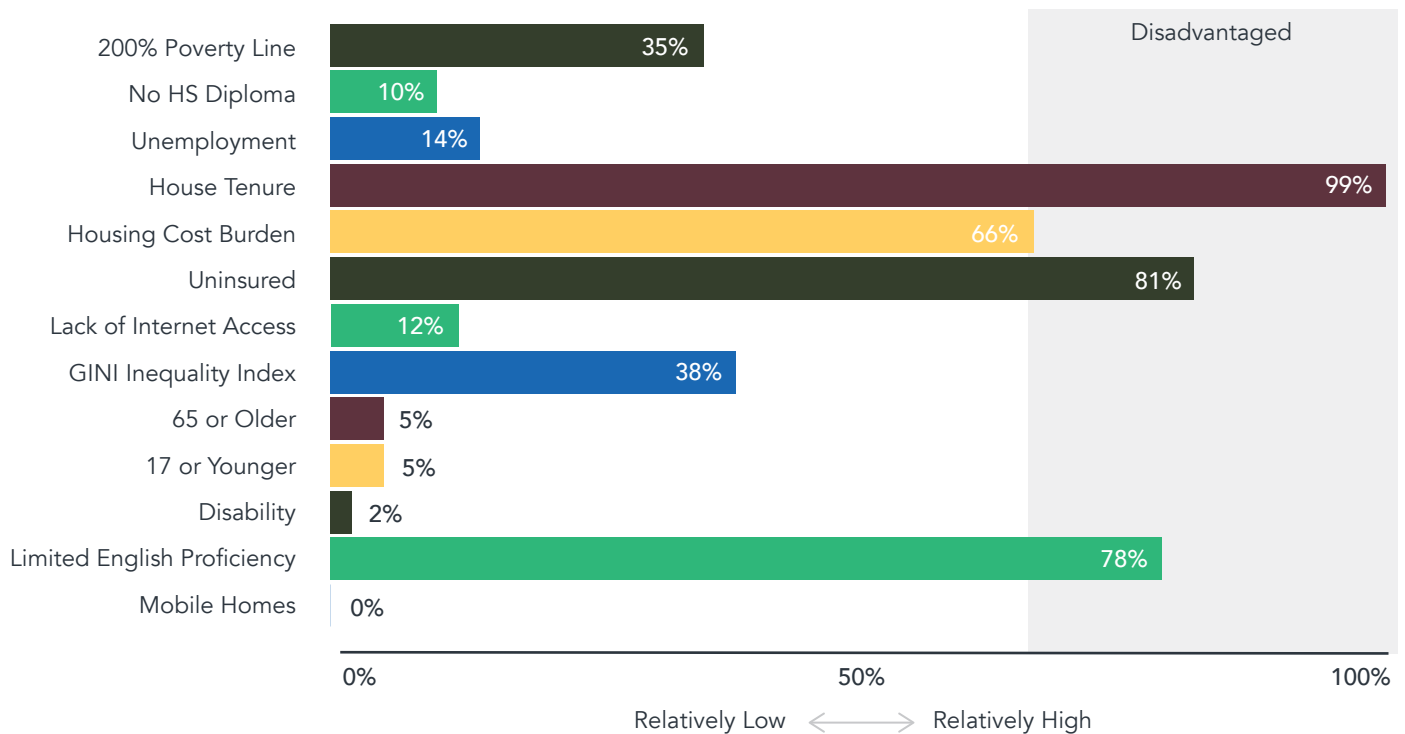
Within the City of Redmond, social vulnerability falls below disadvantaged thresholds. The highest percentages are for residents with limited English language proficiency, a higher turnover in housing, and an inequality in incomes.

Appendix D: Equity

Overall Disadvantage Component Scores—Percentile Ranked



Social Vulnerability—Percentile Rank



Glossary of Acronyms

ADA	Americans with Disabilities Act
APS	Accessible Pedestrian Signals
BFC	Bicycle Friendly Community
CEJST	Climate and Economic Justice Screening Tool
CMF	Crash Modification Factor
ETC	Equitable Transportation Community
FHWA	Federal Highway Administration
GIS	Geographic Information Systems
HFST	High friction surface treatments
HSIP	Highway Safety Improvement Program
LPI	Leading pedestrian intervals
LRSP	Local Road Safety Plan
LWSD	Lake Washington School District
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NHTSA	National Highway Traffic Safety Administration
NOFO	Notice of Funding Opportunity
NROR	No right on red
PDO	Property damage only
PROWAG	Public Right-of-Way Accessibility Guidelines
RCW	Revised Code of Washington
RMC	Redmond Municipal Code
RRFB	Rectangular Rapid Flashing Beacons
RSA	Road Safety Assessments
SECTOR	Statewide Electronic Collision & Ticket Online Records
SIF	Serious Injury or Fatal
SS4A	Safe Streets and Roads for All
SSAP	Safer Streets Action Plan
TSIP	Targeted Safety Improvement Program
TWLTL	two-way left turn lane
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation



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Prepared for City of Redmond
Prepared by Transpo Group

February 2025





Memorandum

Date: 6/2/2026

Meeting of: Committee of the Whole - Planning and Public Works

File No. CM 26-370

Type: Committee Memo

TO: Committee of the Whole - Planning and Public Works

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	Amy Kim	Capital Project Manager
Public Works	Eric Dawson	Engineering Supervisor
Public Works	Steve Gibbs	Capital Projects Division Manager
Public Works	Brandon Buehler	Acting Deputy Director

TITLE:

Approval of Progressive Design-Build (PDB) Contract Amendment No. 1 with Lease Crutcher Lewis WA, LLC of Seattle, Washington, for the Maintenance and Operations Center (MOC) - Campus Redevelopment Project

OVERVIEW STATEMENT:

Public Works requests approval of PDB Contract Amendment No. 1 with Lease Crutcher Lewis WA, LLC in the amount of \$40,915,764.00 to authorize additional work for the MOC Campus Redevelopment Project, including expanded Validation, Phase 1 (Preconstruction and Design), and early procurement activities. The PDB Contract requires the Design-Builder to deliver all design and construction services across three phases: Validation, Phase 1 (Preconstruction and Design), and Phase 2 (Construction). A future funding request will be brought forward for Phase 2 (Construction).

Additional Background Information/Description of Proposal Attached

REQUESTED ACTION:

Receive Information **Provide Direction** **Approve**

REQUEST RATIONALE:

- **Relevant Plans/Policies:**
Capital Investment Program
Community Strategic Plan - Objective #1: Invest in infrastructure preservation and replacement across the City to maintain the current level of service, the reliability of capital assets, and provide timely and cost-effective replacement.

Maintenance and Operations Center Master Plan

- **Required:**
Council approval is required to award 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 June 02, 2026, Council Business Meeting.

OUTCOMES:

Approving this Contract Amendment allows the City to complete an updated Validation Report that aligns scope, schedule, and a fixed budget, and incorporates any site-specific requirements for the new site.

Expanded Validation is a necessary step to confirm the site, budget, and project scope before advancing into design. Phase 1 services include design, preconstruction, and permitting activities based on the updated Validation Report. This phase also supports early contracting, shop drawing reviews, and release of commitment funding to secure long-lead materials as design advances. These may include mass timber, structural steel, stairs, elevators, electrical switchgear, Battery Energy Storage System (BESS) and generators, and maintenance bay and specialty shop equipment.

This effort also brings the project one step closer to delivering a more efficient operations center that will allow Public Works and Parks staff to grow and continue to provide the expected level of services to Redmond residents, as outlined in the 2050 Comprehensive Plan.

COMMUNITY/STAKEHOLDER OUTREACH AND INVOLVEMENT:

- **Timeline (previous or planned):**
The MOC is a City-occupied facility, with engagement focused mainly internally at this time. Since entering the Validation Phase, the project team has used a structured communication approach to maintain ongoing updates with staff, leadership, and Council. Beginning in November 2025, Parks and Public Works MOC Managers have provided coordinated monthly or bi-monthly updates to departments, including highlighting key milestones.

The project team also provides regular updates to the City Council through CIP Quarterly Updates and scheduled check-ins, generally on a monthly-to-bi-monthly cadence, consistent with the Council's request from the 3/25/2025 Committee of the Whole PES session regarding regular engagement and feedback. The team has followed through on this approach through ongoing updates and coordination.

- **Outreach Methods and Results:**
A CIP project website has been established under the oversight of the City's Communications Team. Communication efforts are primarily internal at this stage, using departmental updates, leadership briefings, Council sessions, and CIP reporting structures to maintain awareness and coordination.

City Communications staff are engaged in planning for expanded public outreach as the project advances. While public impacts are expected to be limited, they may include temporary traffic or frontage disruptions during construction, which will be planned and communicated in future phases as design progresses. Overall, the project is using a multi-pronged communication approach focused on internal coordination during Validation,

with additional public engagement to follow as the project moves into design and construction planning.

- **Feedback Summary:**
N/A

BUDGET IMPACT:

Total Cost:
\$40,915,764.00

Approved in current biennial budget: Yes No N/A

Budget Offer Number:
CIP

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
Real Estate Excise Tax
Stormwater CIP
Water CIP
Wastewater CIP
Bond Issuance
Impact Fees
Solid Waste Fund
Real Property Fund

Budget/Funding Constraints:
N/A

Additional budget details attached

COUNCIL REVIEW:

Previous Contact(s)

Date	Meeting	Requested Action
3/25/2025	Committee of the Whole - Parks and Environmental Sustainability	Provide Direction
4/1/2025	Business Meeting	Approve

7/15/2025	Business Meeting	Receive Information
9/2/2025	Committee of the Whole - Planning and Public Works	Provide Direction
9/16/2025	Business Meeting	Approve
1/6/2026	Committee of the Whole - Planning and Public Works	Provide Direction
1/27/2026	Study Session	Receive Information
3/3/2026	Committee of the Whole - Planning and Public Works	Receive Information
3/24/2026	Study Session	Receive Information
4/7/2026	Committee of the Whole - Planning and Public Works	Receive Information
4/21/2026	Business Meeting	Receive Information
5/26/2026	Committee of the Whole - Parks and Environmental Sustainability	Provide Direction

Proposed Upcoming Contact(s)

Date	Meeting	Requested Action
6/2/2026	Business Meeting	Approve

Time Constraints:

Remaining contract funding and duration limits the team’s ability to proceed. Without this amendment, work will pause. The amendment allows completion of expanded Validation for the new site and budget alignment, enabling transition into design and early procurement.

ANTICIPATED RESULT IF NOT APPROVED:

Delaying or not approving this action risks losing project momentum as the current contract and available funding near expiration. It also adds ongoing cost escalation (approximately 0.3%-0.4% per month, ~4% annually) and increases the risk of losing the current PDB team.

ATTACHMENTS:

- Attachment A: Project Information Sheet
- Attachment B: Additional Project Information
- Attachment C: PDB Contract MOC Project Contract Amendment No.1



CIP Project Information Sheet

Project Name: Maintenance and Operation Center (MOC) - Campus Redevelopment

Project Status: Existing - Revised

Functional Area(s): Facilities, Stormwater, Wastewater, Water

Relevant Plan(s): Facilities Plan, Emergency Management Plan

Neighborhood: Southeast Redmond

Time Frame: 2027-2029

Budget Priority: Vibrant and Connected

Citywide Rank: 2

Functional Area Priority: High

Location: 18080 NE 76th Street

Description:

Construction of Phase 1 of the MOC campus redevelopment.

Anticipated Outcomes: **Primary:** Upgrade/Enhancement **Secondary:** Completed construction and have use of a multi-story central Parks and Public Works operations building with open and flexible crew, office, meeting, and emergency response spaces that replaces the existing MOC1 building that is past its useful life.

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				\$22,500,000	\$22,500,000	\$22,500,000	\$22,500,000	\$60,000,000	\$150,000,000
Approved Changes		\$22,500,000	\$22,500,000	\$37,500,000	\$37,500,000	\$30,000,000	-\$15,000,000	-\$60,000,000	\$75,000,000
Current Approved Budget		\$22,500,000	\$22,500,000	\$60,000,000	\$60,000,000	\$52,500,000	\$7,500,000		\$225,000,000
Proposed New Budget	\$192,947	\$1,339,500	\$9,671,747	\$82,695,807	\$85,100,000	\$71,000,000			\$250,000,000
Proposed changes due to	___ Scope Change		X Schedule Change		___ Budget Change				

Project Phasing:	Prior	2025	2026	2027	2028	2029	2030	Future	Total
Preliminary Design (0-30%)	\$192,397	\$400,680	\$60,889						\$653,966
Right of Way	\$550	\$120,787	\$3,604,984						\$3,726,321
Design (31-100%)		\$818,032	\$6,005,874	\$2,000,000					\$8,823,906
Construction				\$80,695,807	\$85,100,000	\$71,000,000			\$236,795,807
Contingency	DRAFT	DRAFT	DRAFT	DRAFT	DRAFT	DRAFT			
Total	\$192,947	\$1,339,500	\$9,671,747	\$82,695,807	\$85,100,000	\$71,000,000			\$250,000,000

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

Explanation: No M&O costs expected.

Proposed Funding Sources:	Prior	2025-2030	Future	Total
General Fund	\$192,947	\$42,073,149		\$42,266,096
Real Estate Excise Tax		\$67,050,000		\$67,050,000
Stormwater CIP		\$54,957,552		\$54,957,552
Water CIP		\$32,474,917		\$32,474,917
Wastewater CIP		\$32,474,917		\$32,474,917
Bond Issuance		\$13,776,518		\$13,776,518
Impact Fees		\$5,000,000		\$5,000,000
Solid Waste Fund		\$1,000,000		\$1,000,000
Real Property Fund		\$1,000,000		\$1,000,000
Total	\$192,947	\$249,807,053		\$250,000,000



Attachment B – Additional Project Information

Maintenance and Operations Center (MOC) – Campus Redevelopment Project

Phase 1 Amendment Structure and Scope Details

Council is being asked to approve an amendment to expand the current Validation Phase in order to evaluate a newly identified site that presents significant advantages over rebuilding at the existing MOC location. Reconstructing the existing site would require relocating staff for an extended period, result in reduced service levels for the public, introduce substantial cost impacts, and create major disruption to staff operations and morale.

Given the advantages of the new site, this amendment allows the Design-Build (DB) team to extend Validation to assess site-specific requirements and confirm the project scope, budget, and schedule. This is a critical step that will serve as the foundational “roadmap” for design and delivery decisions moving forward.

The amendment is structured into three components for clarity:

- Extension of the Validation Phase to incorporate the new site evaluation and establish the final scope, budget, and schedule;
- Phase 1 (Preconstruction and Design) services to advance design and permitting based on the approved Validation Report; and
- Allowances for early procurement of long-lead materials as design progresses.

These early procurement allowances are a key advantage of the Progressive Design-Build model, allowing the City to secure pricing, reduce schedule risk, and align material delivery with construction sequencing. Without this action, the project would not fully leverage the benefits of the DB delivery approach, including cost certainty, schedule protection, and risk mitigation.

The table provides a breakdown of costs for each scope of work.

	Additional Validation	Phase 1 Services	Early Procurement Allowances
DB Contract Subtotal	\$1,166,483.00	\$23,329,303.00	\$12,270,956.00
Pass Through Costs	\$9,348.00	\$186,954.00	\$98,336.00
WSST (10.4%)	\$122,286.00	\$2,445,691.00	\$1,286,406.00
Total	\$1,298,117.00	\$25,961,949.00	\$13,655,698.00

City of Redmond
Progressive Design-Build Contract
Maintenance & Operation Center Project
Contract Amendment No. 1

OWNER:

The City of Redmond
15670 NE 85th St
Redmond, WA 98073

DESIGN-BUILDER:

Lease Crutcher Lewis WA, LLC
2200 Western Ave #500
Seattle, WA 98121

PROJECT:

Maintenance & Operation Center Project

The Owner and Design-Builder hereby amend the Progressive Design-Build Contract (the "Contract") dated September 19, 2025 as stated herein. This Contract Amendment No. 1 is made as of June 2, 2026.

I. VALIDATION PHASE SCOPE AND PRICE

Contract Section 7.1: Validation Phase Price is modified as follows:

7.1 Validation Phase Price. For the completion of Validation Phase Work (Exhibit C), Owner shall pay the Design-Builder in accordance with Article 8 of this Contract for a (sum not to exceed six million one hundred forty thousand three hundred seventeen dollars (\$ 6,140,317.00) (the "Validation Phase Price").

Contract Exhibit C: Validation Phase Work is amended to include as additional scope, as attached as **Exhibit 1** to this Contract Amendment.

II. PHASE 1 SCOPE AND PRICE

Contract Section 7.2: Phase 1 Price is modified as follows:

7.2 Phase 1 Price. For completion of the Phase 1 Work (**Exhibit D**), Owner shall pay Design-Builder in accordance with Article 8 of this Contract a sum not to exceed twenty-three million three hundred twenty-nine thousand three hundred three dollars (\$ 23,329,303.00) for Phase 1 Scope of Work. Phase 1 Work shall be billed at the all-

inclusive billing rates and labor categories agreed to in the Phase 1 Amendment, and an agreed-upon not to exceed price. Any rates established shall not be subject to increase for any Phase 1 Work. Phase 1 work shall not start until after completion of Validation Phase and a written Notice to Proceed is issued by the Owner.

Contract Exhibit D: Phase 1 Work, as attached as **Exhibit 2** to this Contract Amendment, is adopted and incorporated into the Contract.

III. EARLY WORK SCOPE AND PRICE

- A. Owner and Design-Builder enter into this Contract Amendment to allow for the performance of an Early Works Package (i.e., procurement of long lead time items) before the parties have reached possible agreement on a Phase 2 scope and GMP for the whole of the Project Work.
- B. The scope of the Early Works Package is provided in the attached **Exhibit 3** to this Contract Amendment, which is incorporated herein by reference.
- C. Design-Builder agrees to perform all Early Works in accordance with the provisions of the Progressive Design-Build Contract and its associated General Conditions.
- D. The Owner shall pay Design-Builder in accordance with the terms of the Contract an Early Works Package Price calculated as follows:
 - The Cost of the Early Works Package shall include only those items expressly itemized and defined in Section 7.6.1 of the Contract.
 - Pass-Through Costs, in accordance with Section 7.6.3 of the Contract.
 - The Design-Build Fee shall be as defined in Section 7.5 of the Contract
- E. The Early Works Package Price shall be subject to and shall not exceed the Early Works Package Guaranteed Maximum Price ("Mini GMP") of twelve million two hundred seventy thousand nine hundred fifty-six dollars (\$12,270,956.00).

IV. GENERAL PROVISIONS

Neither the execution of this Contract Amendment by the Parties, nor the acceptance by the Owner of any Work provided by the Design-Builder pursuant to this Contract Amendment, shall entitle Design-Builder to perform any additional Phase 2 Work on the Project

Design-Builder's performance of additional Phase 2 Work on the Project, if any, shall be conditioned on the Parties' negotiation and execution of a GMP Amendment for the entire Project in accordance with Section 2.3 of the Contract. The execution of this Contract Amendment does not modify or limit the Owner's rights and remedies under the Contract in the event such GMP negotiations for the entire Project are unsuccessful. The execution of this Contract Amendment also does not represent a promise or commitment, express or implied, that an agreed-upon GMP for the entire Project will be achieved or that the Owner will enter into a GMP Amendment with Design-Builder for the entire Project.

If the parties reach agreement on a GMP Amendment, the Mini GMP for the Early Works Package performed pursuant to this Contract Amendment shall be merged into the negotiated GMP for the entire Project.

This Contract Amendment entered into as of the day and year first written above.

OWNER:

DESIGN-BUILDER:

(Signature)

(Name of Design-Builder)

(Signature)

(Printed Name)

(Title)

Date: _____

Date: _____

Redmond Maintenance and Operation Center Project

Progressive Design-Build Contract Summary

Amendment No.	Phase Description	Amendment Amount	Adjusted Contract Amount by Phase	Adjusted Pass Through Costs		Adjusted Total Encumbrance
				B&O Tax & Builder's Risk	Sales Tax 10.40%	
Initial Contract	Validation Services		\$ 4,973,834	\$ 24,291	\$ 519,805.00	\$ 5,517,930.00
	Phase 1 Services					
	Early Works #1					
	Phase 2 Services					
Amendment #1	Validation Amendment	\$ 1,166,483	\$ 6,140,317	\$ 364,842	\$ 4,378,963.47	\$ 46,484,381.47
	Phase 1 Services	\$ 23,329,303	\$ 23,329,303			
	Early Works #1	\$ 12,270,956	\$ 12,270,956			
	Phase 2 Services	\$ -	\$ -			

Exhibit 1
Validation Phase Work

EXTENDED VALIDATION TASK AND DELIVERABLE LIST

RMOC AMENDMENT 1

1. Extended Validation

Revise the Validation Report to account for:

- A. Alternate site location, and/or
- B. Target budget approach in lieu of target program

This scope involves issuance of an updated Validation Report documenting the aligned scope and schedule recommendations associated with a fixed budget. If an alternate site is approved for purchase, this task also accounts for revising the Validation Report to account for the unique requirements of that site in lieu of the existing site.

Deliverables include:

- a. Updated Validation Report

Redmond MOC Validation Phase

Item	Description	Takeoff Qty	Unit Cost	Amount
EXTENDED VALIDATION				
00.000 Design				
00.100 Design				
01	Architect - Miller Hull - Extended Validation	1.00 nte	713,548.00 /nte	713,548
Design				\$713,548
Design				\$713,548
01.000 General Conditions				
01.010 Job Staff & Support				
04	Validation Staff - Extended Validation	2.00 mos	99,032.51 /mos	198,065
Job Staff & Support				\$198,065
General Conditions				\$198,065
09.000 HVAC				
09.300 HVAC				
005	Design Build Mechanical - Extended Validation	1.00 alw	50,000.00 /alw	50,000
HVAC				\$50,000
HVAC				\$50,000
12.000 Electrical				
12.001 Electrical Subcontract				
005	Design Build Electrical - Extended Validation	1.00 alw	50,000.00 /alw	50,000
Electrical Subcontract				\$50,000
Electrical				\$50,000
NDED VALIDATION				\$1,011,613



PH I Proposal Budget/Task Summary
 Project: Redmond Maintenance & Operations Center
 Lease Crutcher Lewis + The Miller Hull Partnership + Stantec

#	Summary System	Validation Report		September	Total
		Amendment Execution	Acceptance	2027	
		Extended Validation	PH I Services	Early Procurement	Cost
00	Design Builder (Design/Precon)	\$ 911,613	\$ 15,316,392		\$ 16,228,005
01	General Conditions				\$ -
02	Demolition				\$ -
03	Site		\$ 250,000		\$ 250,000
04	Structure		\$ -	\$ 5,292,350	\$ 5,292,350
05	Exterior Wall		\$ 375,000		\$ 375,000
06	Roofing \ Waterproofing				\$ -
07	Interior Construction		\$ 100,000		\$ 100,000
08	Vertical Transportation			\$ 350,000	\$ 350,000
09	HVAC	\$ 50,000	\$ 998,102		\$ 1,048,102
10	Plumbing		\$ 306,782		\$ 306,782
11	Fire Sprinklers		\$ 150,000		\$ 150,000
12	Electrical	\$ 50,000	\$ 2,700,444	\$ 3,050,000	\$ 5,800,444
13	Construction Support				\$ -
14	Equipment			\$ 1,050,000	\$ 1,050,000
	Subtotal	\$ 1,011,613	\$ 20,196,720	\$ 9,742,350	\$ 30,950,683
	PL/PD Insurance (included in fee)				
	SDI / Subcontractor Bonds (on sub cost) 1.223%	\$ 1,223	\$ 59,686	\$ 119,149	\$ 180,058
	Scope Coordination Contingency 10.00%	\$ 101,284	\$ 2,025,641	\$ 986,150	\$ 3,113,074
	Contractor's Contingency 4.00%				\$ -
	Payment & Performance Bond (included in fee) Fee 4.70%	\$ 52,364	\$ 1,047,256	\$ 509,839	\$ 1,609,459
	Budget Subtotal	\$ 1,166,483	\$ 23,329,303	\$ 11,357,488	\$ 35,853,275
	Escalation 8.68%	-	-	913,468	\$ 913,468
	DB Contract Subtotal	1,166,483	23,329,303	12,270,956	\$ 36,766,742
	State B&O Tax* 0.492%	5,785	115,700	60,857	\$ 182,342
	State B&O Surcharge* 0.303%	\$ 3,563	\$ 71,254	\$ 37,479	\$ 112,296
	Builder's Risk* 1.00%				\$ -
	*Pass Through Costs Subtotal	\$ 9,348	\$ 186,954	\$ 98,336	\$ 294,638
	BUDGET TOTAL	\$ 1,175,831	\$ 23,516,258	\$ 12,369,292	\$ 37,061,380
	WSST (Current rate shown, rate will increase) 10.40%	\$ 122,286	\$ 2,445,691	\$ 1,286,406	\$ 3,854,384
	BUDGET TOTAL WITH WSST	\$ 1,298,118	\$ 25,961,948	\$ 13,655,698	\$ 40,915,764

Exhibit 2
Phase 1 Work

PH I TASK AND DELIVERABLE LIST

RMOC AMENDMENT 1

1. PH I Design and Permitting

Provide design, preconstruction, and permitting services for the project based on the approved Validation Report. This includes iterative advancement of the target program to ensure performance and cost investment alignment while developing project Basis of Design documentation as required to obtain building permit and set GMP. This also includes refinement of the project schedule, risk matrix, added value investment log, procurement plan, and other tools supporting the successful delivery of the project. This effort is anticipated to include 2-3 milestone-based print issuances and/or charrettes to facilitate team and client review of the design to ensure shared understanding of design intent and how performance criteria will be implemented.

This effort is also anticipated to include recurring support (PMT meetings, Big Room sessions, PWT sessions, etc.) required to facilitate delivery of the project for the duration indicated by the project schedule.

Deliverables include:

- a. Basis of Design Documents
- b. GMP Amendment
- c. Project Schedule
- d. Risk Matrix
- e. Added value investment log
- f. Procurement Plan



Redmond MOC Phase 1 Work

Item	Description	Takeoff Qty	Unit Cost	Amount
OPT 1				
00.000 Design				
00.100 Design				
01	Acoustician - TBD	1.00 alw	50,000.00 /alw	50,000
01	Architect - Miller Hull	1.00 nte	5,876,778.42 /nte	5,876,778
01	Architect - Miller Hull - Pacer	1.00 alw	283,752.00 /alw	283,752
01	Architect - Miller Hull - SCADA	1.00 alw	96,733.00 /alw	96,733
01	Civil Engineer - KPFF	1.00 alw	875,000.00 /alw	875,000
01	Civil Engineer - KPFF - SCADA	1.00 alw	40,000.00 /alw	40,000
01	Code Consultant - TBD	1.00 alw	75,000.00 /alw	75,000
01	Design Services Management Reserve	1.00 alw	400,000.00 /alw	400,000
01	Dewatering Consultant	1.00 alw	100,000.00 /alw	100,000
01	Envelope - 4EA	1.00 alw	30,000.00 /alw	30,000
01	Environmental Consultant - Shannon & Wilson	1.00 alw	264,467.50 /alw	264,468
01	Industrial Systems Engineer - Stantec	1.00 nte	1,500,000.00 /nte	1,500,000
01	Landscape - Berger	1.00 alw	600,000.00 /alw	600,000
01	Means & Methods Engineering	1.00 alw	100,000.00 /alw	100,000
01	Structural Engineer - KPFF	1.00 alw	1,280,000.00 /alw	1,280,000
01	Structural Engineer - KPFF - SCADA	1.00 alw	26,000.00 /alw	26,000
01	Traffic Consultant - Heffron	1.00 alw	56,705.00 /alw	56,705

Design **\$11,654,436**

Design **\$11,654,436**

01.000 General Conditions

01.010 Job Staff & Support

03	Project Director - Design Support	99.00 wks	621.67 /wks	61,546
03	Project Director - Permit/Buyout/Procurement	25.00 wks	939.97 /wks	23,499
04	Project Executive - Design Support	99.00 wks	994.68 /wks	98,473
04	Project Executive - Permit/Buyout/Procurement	25.00 wks	1,312.97 /wks	32,824
04	Senior Precon Manager - Design Support	99.00 wks	4,973.38 /wks	492,365
04	Senior Precon Manager - Permit/Buyout/Procurement	25.00 wks	4,973.38 /wks	124,335
04	Senior Project Manager - Design Support	99.00 wks	4,973.38 /wks	492,365
04	Senior Project Manager - Permit/Buyout/Procurement	25.00 wks	4,973.38 /wks	124,335
05	Chief Estimator - Design Support	17.00 wks	1,023.93 /wks	17,407
05	Chief Estimator - Permit/Buyout/Procurement	11.00 wks	1,039.89 /wks	11,439
05	Misc Estimating Support - Design Support	12.00 wks	2,486.69 /wks	29,840
05	Misc Estimating Support - Permit/Buyout/Procurement	10.00 wks	3,481.37 /wks	34,814
06	Design Construction Integrator - Design Support	30.00 wks	895.21 /wks	26,856
06	Design Construction Integrator - Permit/Buyout/Procurement	6.00 wks	2,652.47 /wks	15,915
06	Project Controls	8.00 wks	1,243.35 /wks	9,947
10	General Supt. - Design Support	99.00 wks	994.68 /wks	98,473
10	General Supt. - Permit/Buyout/Procurement	25.00 wks	1,472.12 /wks	36,803
11	Assistant Superintendent - Permit/Buyout/Procurement	25.00 wks	2,387.22 /wks	59,681
11	Superintendent - Design Support	99.00 wks	1,022.31 /wks	101,208



Redmond MOC Phase 1 Work

Item	Description	Takeoff Qty	Unit Cost	Amount
OPT 1				
11	Superintendent - Permit/Buyout/Procurement	25.00 wks	3,899.13 /wks	97,478
13	Employee Parking (per employee)	25,436.00 hrs	1.44 /hrs	36,628
24	Project Administration	1.00 ls	5,913.93 /ls	5,914
25	Project Coordinator - Design Support	99.00 wks	497.34 /wks	49,237
25	Project Coordinator - Permit/Buyout/Procurement	25.00 wks	1,909.78 /wks	47,744
35	Assistant Project Manager - Design Support	99.00 wks	4,973.38 /wks	492,365
35	Assistant Project Manager - Permit/Buyout/Procurement	25.00 wks	4,973.38 /wks	124,335
35	Project Engineer 2 - Permit/Buyout/Procurement	25.00 wks	4,973.38 /wks	124,335
35	Project Engineer 3 - Permit/Buyout/Procurement	15.00 wks	4,973.38 /wks	74,601
35	Sr. Project Engineer 1 - Permit/Buyout/Procurement	33.00 wks	4,973.38 /wks	164,122
35	VDC Support	70.00 wks	2,859.70 /wks	200,179
58	Management Travel	18,886.00 hrs	4.62 /hrs	87,253
63	Public Relations	1.00 ls	3,000.00 /ls	3,000
63	Teaming Activities	28.50 mos	750.00 /mos	21,375
66	Postage	28.50 mos	50.00 /mos	1,425
70	Blueprint/Reproduction Costs	28.50 mos	250.00 /mos	7,125
74	Photographs - Aerial	1.00 ls	10,000.00 /ls	10,000
76	Safety Director Review	14.00 wks	876.58 /wks	12,272
Job Staff & Support				\$3,451,511
01.020 Equipment and Supplies				
10	Office Supplies & Expendables	28.50 mos	500.00 /mos	14,250
70	Pick Up Trucks	3,270.00 hrs	8.08 /hrs	26,422
85	Gas/Oil/Lubricants	3,270.00 hrs	2.89 /hrs	9,450
Equipment and Supplies				\$50,122
01.040 Office Equipment				
40	Cell Phones	28.50 mos	588.20 /mos	16,764
60	Computers	28.50 mos	815.49 /mos	23,241
110	Software	28.50 mos	2,707.60 /mos	77,167
110	Software - VDC	28.50 mos	119.17 /mos	3,396
120	Project Management System	1.00 ls	39,754.66 /ls	39,755
Office Equipment				\$160,323
General Conditions				\$3,661,955
03.000 Sitework				
03.100 Shoring				
01	Shoring Design - PH I	1.00 ls	250,000.00 /ls	250,000
Shoring				\$250,000
Sitework				\$250,000



Redmond MOC Phase 1 Work

Item	Description	Takeoff Qty	Unit Cost	Amount
OPT 1				
05.000 Exterior Wall				
05.300 Metal Panels				
001	Metal Wall Panel Partner Precon - TBD	1.00 LS	250,000.00 /LS	250,000
Metal Panels				\$250,000
05.800 Glass Package				
010	Curtainwall Partner Precon - TBD	1.00 LS	125,000.00 /LS	125,000
Glass Package				\$125,000
Exterior Wall				\$375,000
07.000 Interior Construction				
07.200 Drywall / Plaster				
001	Framing Drywall Partner Precon - TBD	1.00 ls	100,000.00 /ls	100,000
Drywall / Plaster				\$100,000
Interior Construction				\$100,000
09.000 HVAC				
09.300 HVAC				
005	Design Build Mechanical - MOC	1.00 alw	971,477.49 /alw	971,477
005	Design Build Mechanical - SCADA	1.00 alw	26,625.00 /alw	26,625
HVAC				\$998,102
HVAC				\$998,102
10.000 Plumbing				
10.100 Plumbing				
005	Design Build Plumbing - MOC	1.00 alw	306,782.37 /alw	306,782
Plumbing				\$306,782
Plumbing				\$306,782
11.000 Fire Sprinklers				
11.100 Fire Sprinklers				
001	Design Build Fire Sprinklers - TBD - MOC	1.00 ls	150,000.00 /ls	150,000



Redmond MOC Phase 1 Work

Item	Description	Takeoff Qty	Unit Cost	Amount
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OPT 1

Fire Sprinklers				\$150,000
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Fire Sprinklers				\$150,000
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12.000 Electrical

12.001 Electrical Subcontract

005	Design Build Electrical - BHC	1.00	alw	121,000.00	/alw	121,000
005	Design Build Electrical - MOC	1.00	alw	1,934,671.00	/alw	1,934,671
005	Design Build Electrical -SCADA	1.00	alw	644,773.00	/alw	644,773

Electrical Subcontract				\$2,700,444
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Electrical				\$2,700,444
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OPT 1			\$20,196,720
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Phase I Amendment Rate Sheets

Lease Crutcher Lewis

Based on the contract, our team understands the intent of reimbursable salaried labor costs in the final (GMP) agreement to be based on actual salaried labor cost plus an auditable burden rate. Therefore, we recommend use of the same approach in the Phase 1 contract amendment to provide continuity of accounting and auditability for contract costs. We also believe this provides the best value to City of Redmond, since it ties our hourly cost to actuals, rather than escalating a rate to cover future salary actions.

For the purpose of providing a proposal cost, Lewis has provided a blended average rate as part of the collateral shared with this proposal based on our proposed staffing to complete the Phase I scope of work.

Miller Hull + Stantec

Similar to the logic above, Miller Hull and Stantec have provided proposals based on blended rates that assume an escalation of 5% per year from current rates for the purpose of compiling a cost for PH I services. The roles listed are listed for clarity and completeness, and time charged will still be subject to the chargeable cost provisions of the contract.

Miller Hull roles and rates are shown on page two of this Exhibit. The Miller Hull rates shown are the current 2026 rates applicable to the roles listed. These actual rates will be re-documented annually given the duration of the work.

As a related note, MHP will charge 10% OHP markup on sub-consultants and reimbursables. Stantec expenses will be subject to a reduced 5% OHP markup.

Stantec rates for specific project personnel are shown on page 3 of this Exhibit. These rates are presented as blended averages for the PH I proposal to inform the NTE amount of Stantec's services, which means that actual billings in initial portions of PH I will be lower than the rates shown. The actual rates can be verified annually upon request.



Miller Hull:

Category/Career Stage	2026 Billing Rates
Partner	\$330
Principal I	\$305
Principal II	\$285
Senior Associate I	\$270
Senior Associate II	\$260
Associate I	\$250
Associate II	\$230
Architect 9	\$265
Architect 8	\$250
Architect 7	\$235
Architect 6	\$210
Architect 5	\$190
Architect 4	\$170
Architect 3	\$160
Architect 2	\$130
Architect 1	\$120
Interior Design 8	\$215
Interior Design 7	\$205
Interior Design 6	\$195
Interior Design 5	\$185
Interior Design 4	\$165
Interior Design 3	\$155
Interior Design 2	\$135
Project Accountant	\$170
Contract Specialist	\$150
Administrative Assistant	\$145
Office Manager	\$145

Stantec:

Estimated Blended Hourly Rates

Task	Bill Rate
Industrial Labor	
Klun, Samuel Allen	\$ 174.00
Kowalewski, Sylvia	\$ 198.00
Plotkin, David Kozolchyk	\$ 302.00
Shiple, Greg	\$ 291.00
Strehlow, Ben	\$ 214.00
Sunder, Dominic	\$ 174.00
Weiche, Ethan	\$ 174.00
Weismantel, Jared	\$ 250.00
Electrical Labor	
Fonslow, Daryl	\$ 291.00
Huynh, Tai Ba	\$ 198.00
Lyons, Adam	\$ 238.00
Fueling Labor	
Azad, Baby Ramona	\$ 226.00
Guthrie, Reb	\$ 291.00



PH I Proposal Budget/Task Summary
 Project: Redmond Maintenance & Operations Center
 Lease Crutcher Lewis + The Miller Hull Partnership + Stantec

#	Summary System	Validation Report		September	Total
		Amendment Execution	Acceptance	2027	
		Extended Validation	PH I Services	Early Procurement	Cost
00	Design Builder (Design/Precon)	\$ 911,613	\$ 15,316,392		\$ 16,228,005
01	General Conditions				\$ -
02	Demolition				\$ -
03	Site		\$ 250,000		\$ 250,000
04	Structure		\$ -	\$ 5,292,350	\$ 5,292,350
05	Exterior Wall		\$ 375,000		\$ 375,000
06	Roofing \ Waterproofing				\$ -
07	Interior Construction		\$ 100,000		\$ 100,000
08	Vertical Transportation			\$ 350,000	\$ 350,000
09	HVAC	\$ 50,000	\$ 998,102		\$ 1,048,102
10	Plumbing		\$ 306,782		\$ 306,782
11	Fire Sprinklers		\$ 150,000		\$ 150,000
12	Electrical	\$ 50,000	\$ 2,700,444	\$ 3,050,000	\$ 5,800,444
13	Construction Support				\$ -
14	Equipment			\$ 1,050,000	\$ 1,050,000
	Subtotal	\$ 1,011,613	\$ 20,196,720	\$ 9,742,350	\$ 30,950,683
	PL/PD Insurance (included in fee)				
	SDI / Subcontractor Bonds (on sub cost) 1.223%	\$ 1,223	\$ 59,686	\$ 119,149	\$ 180,058
	Scope Coordination Contingency 10.00%	\$ 101,284	\$ 2,025,641	\$ 986,150	\$ 3,113,074
	Contractor's Contingency 4.00%				\$ -
	Payment & Performance Bond (included in fee) Fee 4.70%	\$ 52,364	\$ 1,047,256	\$ 509,839	\$ 1,609,459
	Budget Subtotal	\$ 1,166,483	\$ 23,329,303	\$ 11,357,488	\$ 35,853,275
	Escalation 8.68%	-	-	913,468	\$ 913,468
	DB Contract Subtotal	1,166,483	23,329,303	12,270,956	\$ 36,766,742
	State B&O Tax* 0.492%	5,785	115,700	60,857	\$ 182,342
	State B&O Surcharge* 0.303%	\$ 3,563	\$ 71,254	\$ 37,479	\$ 112,296
	Builder's Risk* 1.00%				\$ -
	*Pass Through Costs Subtotal	\$ 9,348	\$ 186,954	\$ 98,336	\$ 294,638
	BUDGET TOTAL	\$ 1,175,831	\$ 23,516,258	\$ 12,369,292	\$ 37,061,380
	WSST (Current rate shown, rate will increase) 10.40%	\$ 122,286	\$ 2,445,691	\$ 1,286,406	\$ 3,854,384
	BUDGET TOTAL WITH WSST	\$ 1,298,118	\$ 25,961,948	\$ 13,655,698	\$ 40,915,764

Exhibit 3
Early Works

EARLY WORKS TASK AND DELIVERABLE LIST

RMOC AMENDMENT 1

1. Early Procurements

Provide contracts, shop drawing reviews, and commitment funding releases required to secure long-lead materials as design advances. Some examples of long lead materials contemplated include:

- Mass timber
- Structural Steel
- Stairs
- Elevators
- Electrical Switchgears, BESS, and Generator(s)
- Maintenance Bay and Shop Specialty Equipment

This funding is intended to be released as allowances to support securing the materials identified in the schedule as “Long Lead Submittals/Procurements,” at a minimum, but is recommended to be made flexible in the event additional materials can be released early to mitigate risk and ensure the timely arrival of materials on site. This allows the fixed value to have a maximized purchasing power once design certainty reaches the point needed to secure materials.

Deliverables include:

- a. Contracts for early procurement materials
- b. If applicable, shop drawings and/or material deposits for early procurement materials

Redmond MOC Early Works

Item	Description	Takeoff Qty	Unit Cost	Amount
Early Procurement				
04.000 Structure				
04.500 Buy Structural Steel				
001	Garage Steel - Material Deposit/Mill Order	1.00	Is 805,000.00 /Is	805,000
001	MOC Steel - Material Deposit/Mill Order	1.00	Is 750,000.00 /Is	750,000
001	Site Steel - Material Deposit/Mill Order	1.00	Is 916,350.00 /Is	916,350
Buy Structural Steel				\$2,471,350
04.590 Steel Stairs				
001	Garage Stairs - Material Deposit	1.00	Is 25,000.00 /Is	25,000
001	MOC Stairs - Material Deposit	1.00	Is 150,000.00 /Is	150,000
Steel Stairs				\$175,000
04.800 Mass Timber				
250	MOC Mass Timber - Material Deposit	1.00	LS 2,646,000.00 /LS	2,646,000
Mass Timber				\$2,646,000
Structure				\$5,292,350
08.000 Vertical Transportation				
08.100 Elevators				
001	Garage Elevators - Material Deposit and Shipping	1.00	LS 175,000.00 /LS	175,000
001	MOC Elevators - Material Deposit and Shipping	1.00	LS 175,000.00 /LS	175,000
Elevators				\$350,000
Vertical Transportation				\$350,000
12.000 Electrical				
12.001 Electrical Subcontract				
005	Site BESS + Generator Deposits	3.00	LS 350,000.00 /LS	1,050,000
005	Site Switchgear - Deposit/Early Procurement	2.00	LS 1,000,000.00 /LS	2,000,000
Electrical Subcontract				\$3,050,000
Electrical				\$3,050,000
14.000 Value Adds				
14.001 Value Adds				
01	MOC Specialty Equipment - Deposit/Early Procurement	1.00	Is 750,000.00 /Is	750,000
01	Site Specialty Equipment - Deposit/Early Procurement	1.00	Is 300,000.00 /Is	300,000



Redmond MOC Early Works

Item	Description	Takeoff Qty	Unit Cost	Amount
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Early Procurement

<i>Value Adds</i>	<i>\$1,050,000</i>
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<i>Value Adds</i>	<i>\$1,050,000</i>
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<i>Early Procurement</i>	<i>\$9,742,350</i>
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PH I Proposal Budget/Task Summary
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 Lease Crutcher Lewis + The Miller Hull Partnership + Stantec

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02	Demolition				\$ -
03	Site		\$ 250,000		\$ 250,000
04	Structure		\$ -	\$ 5,292,350	\$ 5,292,350
05	Exterior Wall		\$ 375,000		\$ 375,000
06	Roofing \ Waterproofing				\$ -
07	Interior Construction		\$ 100,000		\$ 100,000
08	Vertical Transportation			\$ 350,000	\$ 350,000
09	HVAC	\$ 50,000	\$ 998,102		\$ 1,048,102
10	Plumbing		\$ 306,782		\$ 306,782
11	Fire Sprinklers		\$ 150,000		\$ 150,000
12	Electrical	\$ 50,000	\$ 2,700,444	\$ 3,050,000	\$ 5,800,444
13	Construction Support				\$ -
14	Equipment			\$ 1,050,000	\$ 1,050,000
	Subtotal	\$ 1,011,613	\$ 20,196,720	\$ 9,742,350	\$ 30,950,683
	PL/PD Insurance (included in fee)				
	SDI / Subcontractor Bonds (on sub cost) 1.223%	\$ 1,223	\$ 59,686	\$ 119,149	\$ 180,058
	Scope Coordination Contingency 10.00%	\$ 101,284	\$ 2,025,641	\$ 986,150	\$ 3,113,074
	Contractor's Contingency 4.00%				\$ -
	Payment & Performance Bond (included in fee) Fee 4.70%	\$ 52,364	\$ 1,047,256	\$ 509,839	\$ 1,609,459
	Budget Subtotal	\$ 1,166,483	\$ 23,329,303	\$ 11,357,488	\$ 35,853,275
	Escalation 8.68%	-	-	913,468	\$ 913,468
	DB Contract Subtotal	1,166,483	23,329,303	12,270,956	\$ 36,766,742
	State B&O Tax* 0.492%	5,785	115,700	60,857	\$ 182,342
	State B&O Surcharge* 0.303%	\$ 3,563	\$ 71,254	\$ 37,479	\$ 112,296
	Builder's Risk* 1.00%				\$ -
	*Pass Through Costs Subtotal	\$ 9,348	\$ 186,954	\$ 98,336	\$ 294,638
	BUDGET TOTAL	\$ 1,175,831	\$ 23,516,258	\$ 12,369,292	\$ 37,061,380
	WSST (Current rate shown, rate will increase) 10.40%	\$ 122,286	\$ 2,445,691	\$ 1,286,406	\$ 3,854,384
	BUDGET TOTAL WITH WSST	\$ 1,298,118	\$ 25,961,948	\$ 13,655,698	\$ 40,915,764



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05	Exterior Wall		\$ 375,000		\$ 375,000
06	Roofing \ Waterproofing				\$ -
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12	Electrical	\$ 50,000	\$ 2,700,444	\$ 3,050,000	\$ 5,800,444
13	Construction Support				\$ -
14	Equipment			\$ 1,050,000	\$ 1,050,000
	Subtotal	\$ 1,011,613	\$ 20,196,720	\$ 9,742,350	\$ 30,950,683
	PL/PD Insurance (included in fee)				
	SDI / Subcontractor Bonds (on sub cost) 1.223%	\$ 1,223	\$ 59,686	\$ 119,149	\$ 180,058
	Scope Coordination Contingency 10.00%	\$ 101,284	\$ 2,025,641	\$ 986,150	\$ 3,113,074
	(Coordination Contingency Reduced to 6% for D. Ops) 6.00%				\$ -
	Contractor's Contingency 4.00%				\$ -
	Payment & Performance Bond (included in fee) Fee 4.70%	\$ 52,364	\$ 1,047,256	\$ 509,839	\$ 1,609,459
	Budget Subtotal	\$ 1,166,483	\$ 23,329,303	\$ 11,357,488	\$ 35,853,275
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	State B&O Tax* 0.492%	5,785	115,700	60,857	\$ 182,342
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	Builder's Risk* 1.00%				\$ -
	*Pass Through Costs Subtotal	\$ 9,348	\$ 186,954	\$ 98,336	\$ 294,638
	BUDGET TOTAL	\$ 1,175,831	\$ 23,516,258	\$ 12,369,292	\$ 37,061,380
	WSST (Current rate shown, rate will increase) 10.40%	\$ 122,286	\$ 2,445,691	\$ 1,286,406	\$ 3,854,384
	Estimated Soft Cost 13.3%	\$ 156,386	\$ 3,127,662	\$ 1,645,116	\$ 4,929,164
	(Soft cost reduced to 11% for D. Ops) 11.0%				\$ -
	BUDGET TOTAL WITH SOFT & WSST	\$ 1,454,503	\$ 29,089,611	\$ 15,300,814	\$ 45,844,928