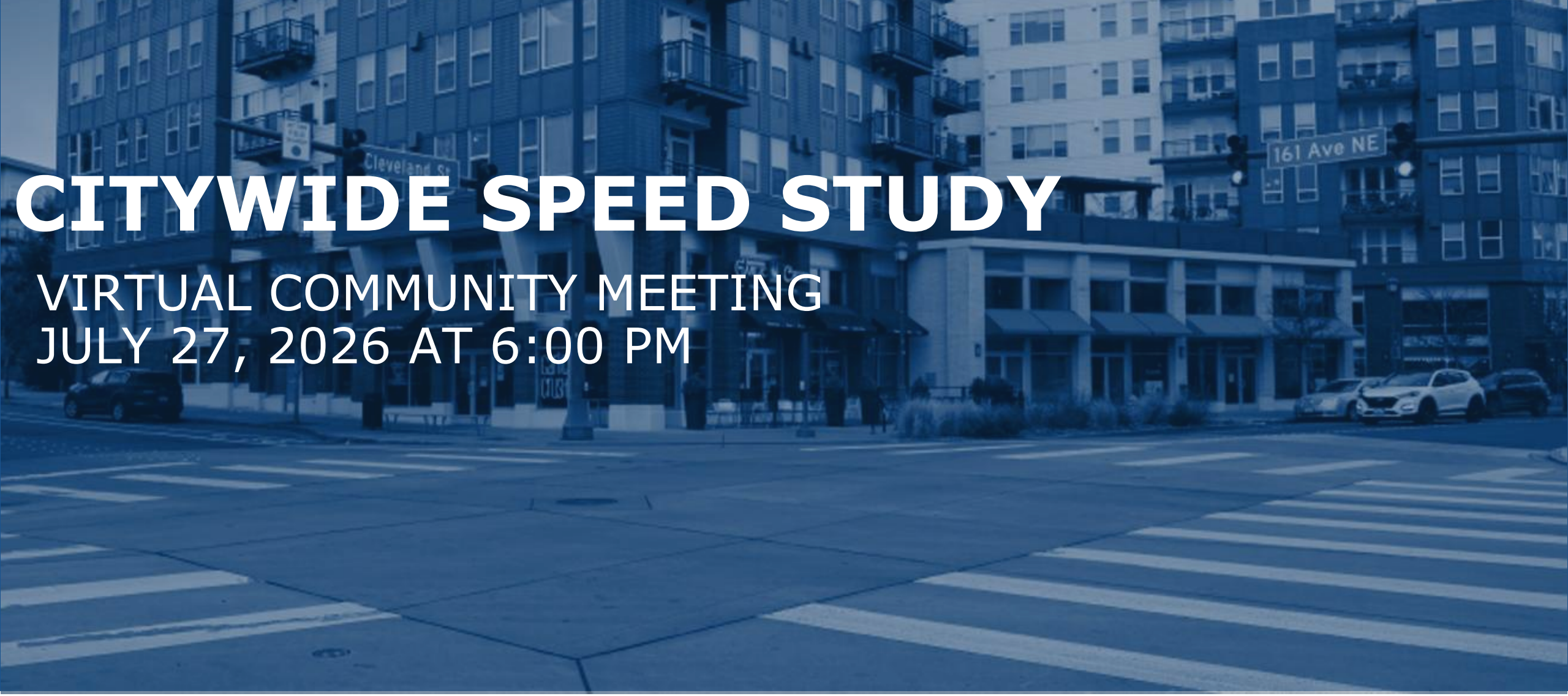

CITYWIDE SPEED STUDY

VIRTUAL COMMUNITY MEETING
JULY 27, 2026 AT 6:00 PM

Redmond
WASHINGTON

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Zoom Instructions

To Submit a Question via Q&A Box

01

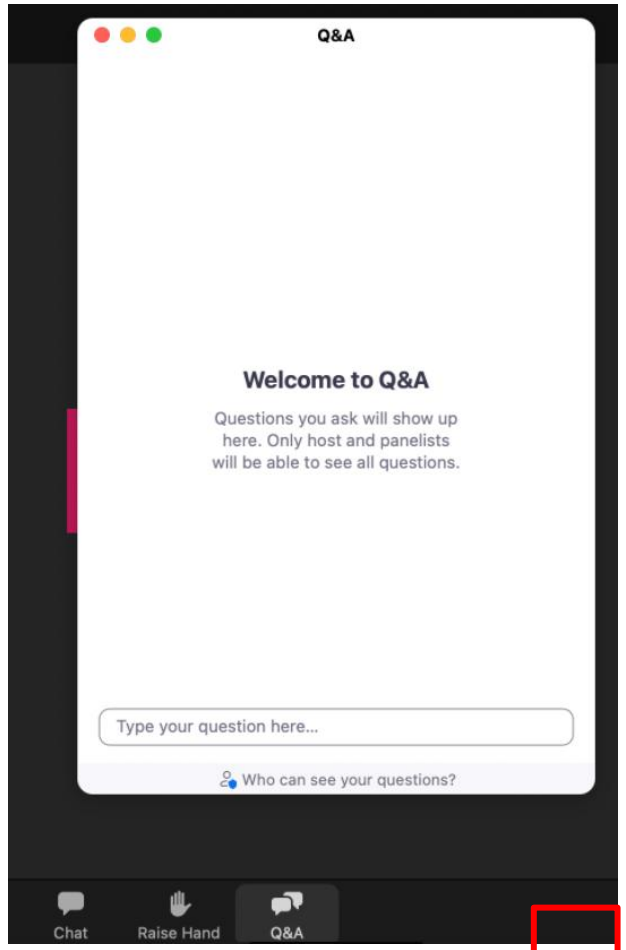
Click the **Q&A button** on the control bar, which opens the questions window, and enter your question.

02

Questions will be seen and read aloud by moderators at the end of the presentation.

03

Duplicate questions will be answered once, but kept as part of the official meeting record.





AGENDA

1 / Project Background

2 / Hearing from the Community

3 / Developing a Framework for Speed Limit Setting

4 / Next Steps

1

PROJECT BACKGROUND

City of Redmond is Committed to Safety

Redmond City Council approved and adopted **Resolution No. 1559**[1], endorsing Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Redmond streets.

Further supported through the adoption of the Transportation Master Plan and the Safer Streets Action Plan, the City is committing to:

2030

50% Reduction

Targeting a 50% reduction in fatal and serious injury crashes on Redmond streets by the end of the year 2030.

2035

Vision Zero

Eliminating all fatal and serious injury crashes completely across the City of Redmond by the end of the year 2035.

[1] City of Redmond Resolution No 1559, Adopted July 19, 2022

City of Redmond is Committed to Safety



Strategy 4: Reduce vehicle operating speeds

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

Target Speeds

Establish target speed of 25 - 30 mph for most arterial and collector streets: 35 mph only on corridors with no land uses or transit

Lowering Speeds

Employ a variety of engineered strategies that proactively lower vehicle speeds.

Local Access Roads

Lower posted speed limits on local neighborhood access roads to 20 mph.

Shared Streets

Consider shared street designs to safely accommodate pedestrians, bikes, and transit.

Effects of High Speeds

SAFE SPEEDS: REDUCING PEDESTRIAN FATALITIES

Hit by a vehicle traveling at

23

MPH

10% RISK OF DEATH

Hit by a vehicle traveling at

42

MPH

50% RISK OF DEATH

Hit by a vehicle traveling at

58

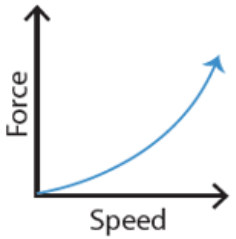
MPH

90% RISK OF DEATH

How Speeds Kill

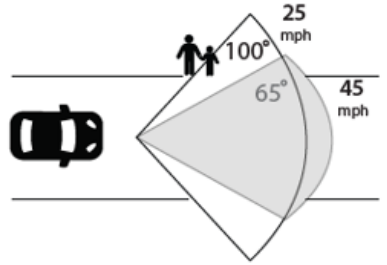
1

Crashes at higher speeds are more **forceful** and thus more likely to be fatal



2

Drivers traveling at higher speeds have a **narrower field of vision**

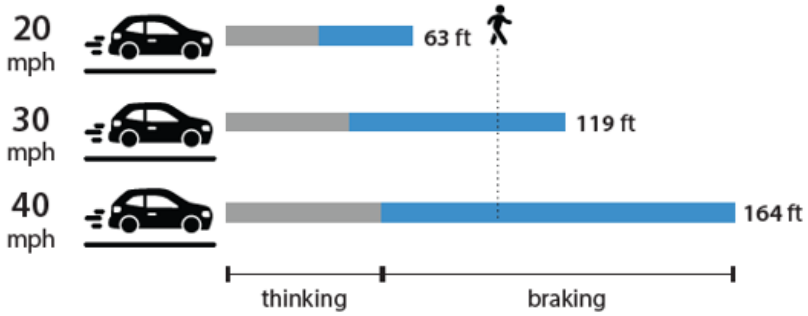


3

Drivers traveling at higher speeds **travel farther** before they can react

4

Vehicles traveling at higher speeds have **longer braking distances**



Speeding Crashes in Redmond

DISCLAIMER The values presented have been updated to exclude crashes on SR 520 and to include all five years of crash data from 2021 through 2025.

Total Reported Crashes (2021-2025)

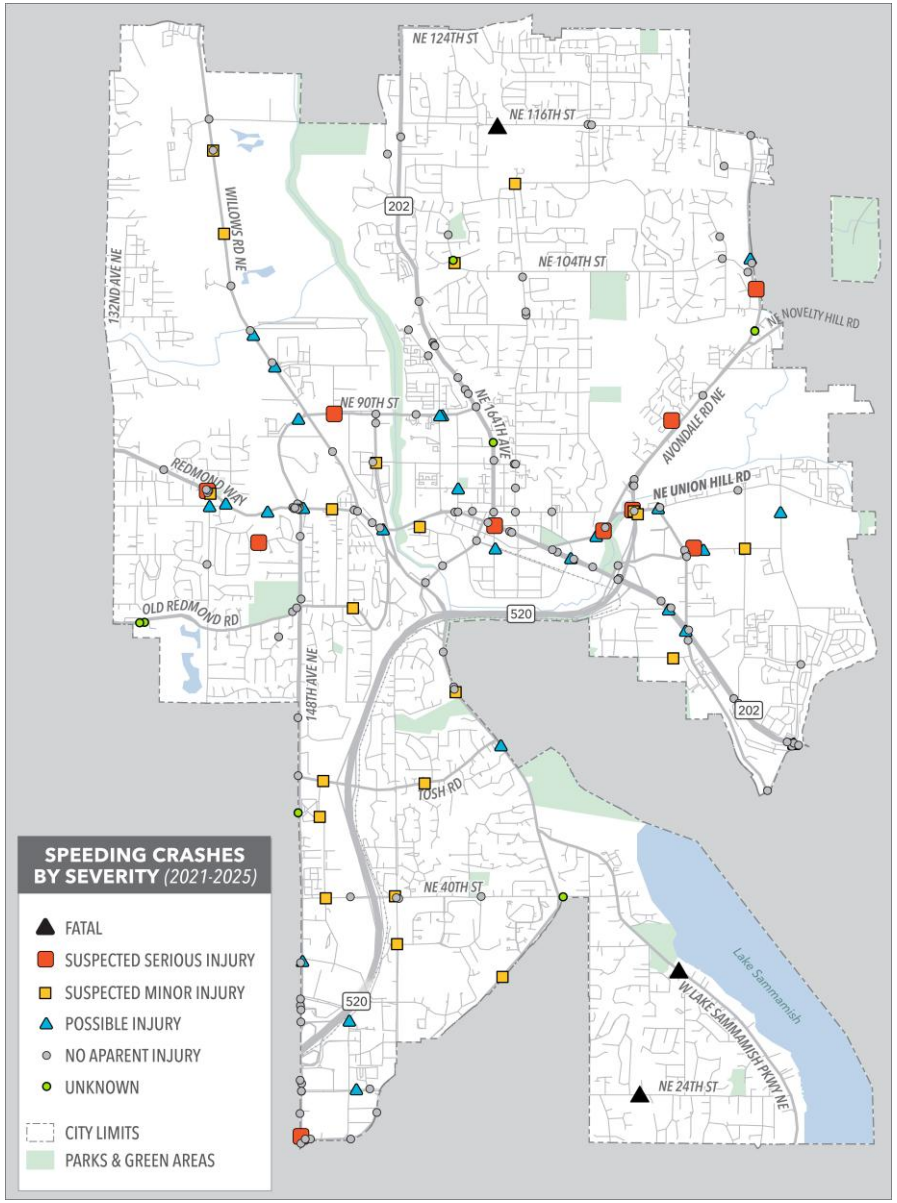
3,156

Speed-Related Crashes (2021-2025)

210

Speed-Related Crashes by Severity

Suspected Serious Injury	3
Suspected Minor Injury	10
Possible Injury	21
No Apparent Injury	143
Unknown	7

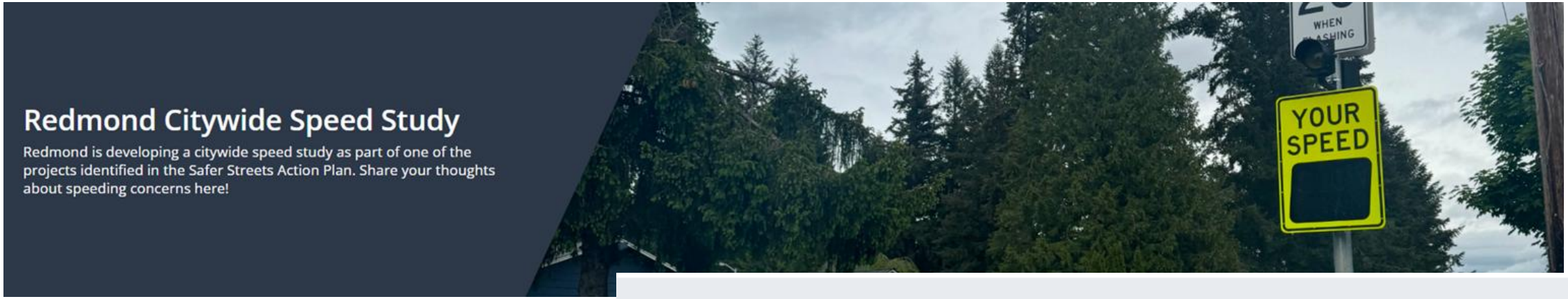


[1] *Does not include crashes along highway 520*



Hearing from the Community

Project Webpage



Timeline

- **Kick Off**
- **Data Collection**
- **Public Open House**
- **Analyze Speeds on Streets**
- **Share Analysis Results**

Share Your Thoughts!

To view and add comments on the map, follow the instructions below:

View a Comment

To view a comment, select a target 'map marker' on the map. This will open a panel containing the contributor's comment along with any other information they have contributed.

To close a comment, click the 'X' button within the panel.

Add a Comment

To add a comment to the map, please follow these steps:

1. Use the 'Address Search' to find an address, nav or pan the map to the general location you want to add your comment.
2. Select the 'Add Marker' button and click / tap the specific location on the map you want to leave your comment. This will open an input form at the side of the map.
3. Fill out the details of the input form as required. When finished, select the 'Submit' button to leave your comment on the map.

340 contributions so far

What We Have Heard So Far

322
Surveys Completed

355
Map Comments

177
Contributors

Speeding Concerns on neighborhood and arterial streets

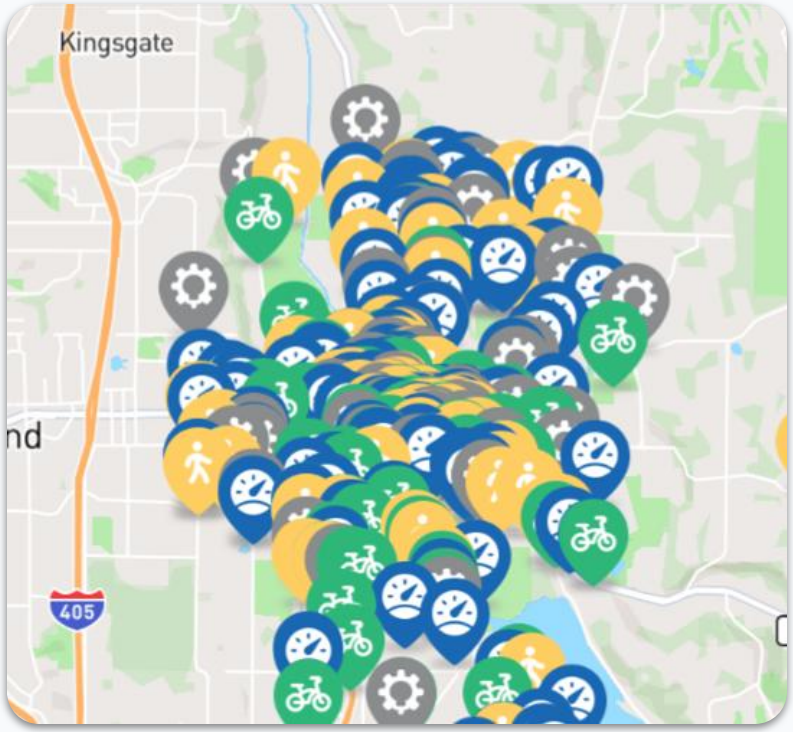
164th Ave NE, Redmond Way, 148th Ave NE, NE 80th St, Redmond Woodinville Rd NE, 162nd Ave NE, and Avondale Rd NE

Safety for people walking and biking

Difficult crossings, Vehicles failing to yield, Missing sidewalks, Gaps in the bicycle network.

Need for Safer Street Design

Improving intersections, Slowing vehicle speeds, Creating safer conditions for all roadway users



Survey Results

Ranked Speed Management Strategies

Traffic calming (e.g., roundabouts, narrower lanes)	167
Increased enforcement	163
More signage	105
Public education campaigns	99
Speed cameras	95
Changing posted speed limits	75

Other Suggestions Shared

- Protected Crossings
- Protected Bike Lanes
- Improved Lighting
- Signal Timing Optimization
- Improved Signage & Pavement Markings
- Roadway Maintenance
- Redlight Enforcement
- Distracted Driving Enforcement
- Driver Education



Developing a Framework for Speed Limit Setting

Research and What it Told Us

Speed influences crash severity

Prioritize safer operating speeds

Context Matters

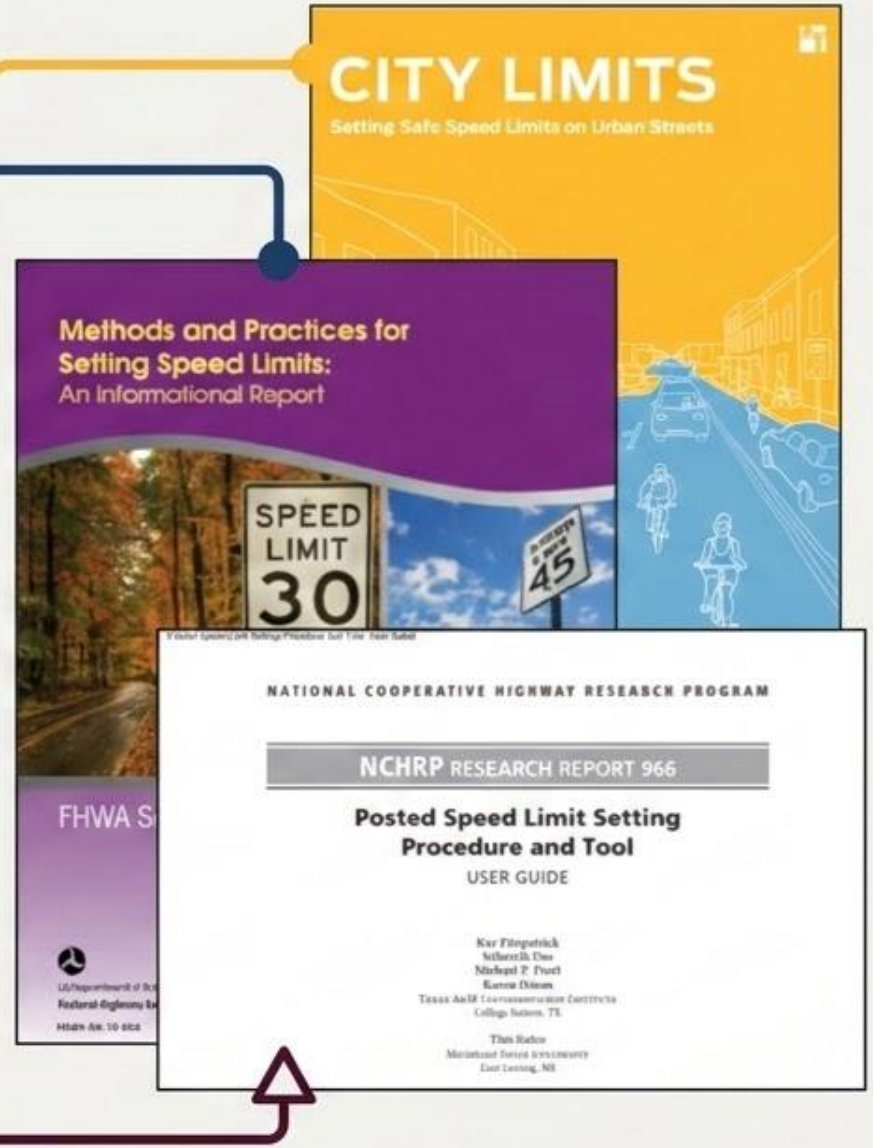
Consider land use and roadway function

85th percentile speed alone is insufficient

Incorporate additional decision factors

Safe System prioritizes vulnerable users

Elevate pedestrian and bicycle considers



Translating Research

No single methodology fully addressed Redmond's needs

Inputs for Redmond Speed Limit Methodology



NCHRP 966

Decision Rule



NACTO

Target Speeds



Safe System

Principals



Redmond Context

Framework

Key Factors in Redmond's Framework

Primary Factors

- On the High Injury Network
- Crash Rate
- Pedestrian Activity / Pedestrian Zone
- Mid-block Crossings
- Bicycle Level of Traffic Stress



Supporting Factors

- Bicycle Facilities
  (Bike Lane, Sharrow, Shoulder, Shared Use Path, Separated Lane)
- Traffic Signal and Access Density
- Transit Corridor
  (High Frequency or Regular Transit Corridor)
- On Street Parking



Translating into a Redmond Specific Framework

Roadway Classification

- Principal Arterial
- Minor Arterial
- Collector Arterial
- Connector Street

+

Roadway Context

- Centers
- Citywide Mixed-Use
- Manufacturing / Business Park
- Parks, Open Space, and Rural

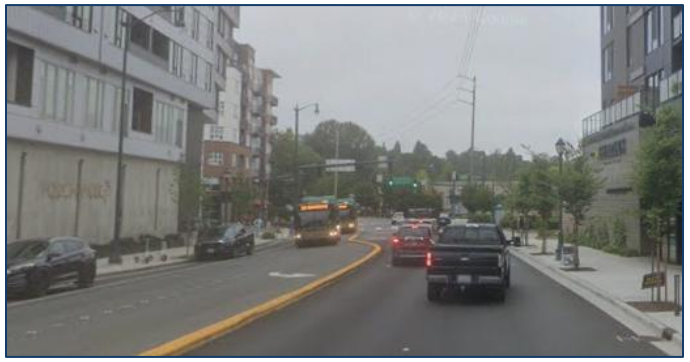
=

Speed Limit Groups

Group A: Sensitive to non-motorized and environmental factors.

Group B: Suited for higher speed, less dense or separated areas.

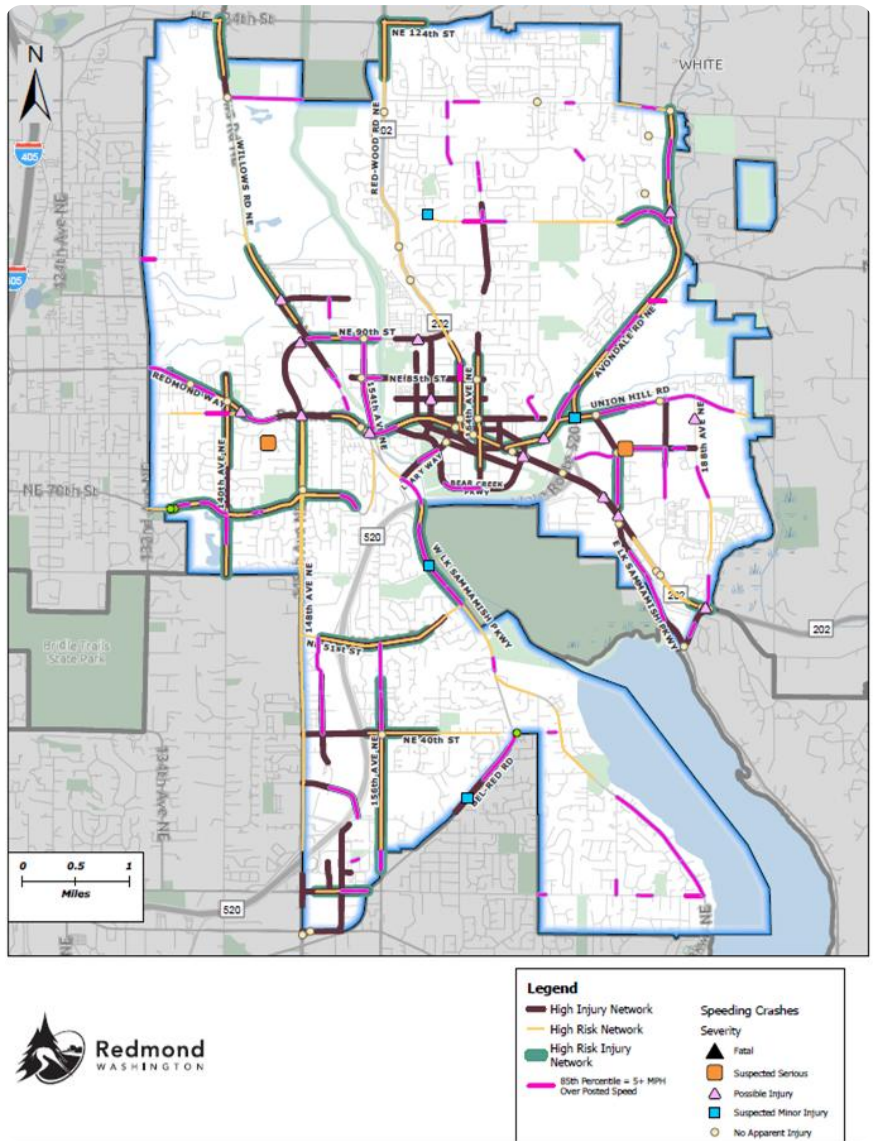
Group A
Redmond Way



Group B
Willows Road



Applying the Framework



01 Street Selection

- High Injury Network (HIN) or High Risk Network (HRN)
- Speed-related crashes
- Operating speeds (85th percentile) 5+ mph above posted speed limit

02 Analyze Speed Data

Detailed safety profiles and speed metrics analysis across chosen corridors.

03 Choose Implementation Path

Council-adopted speed limit change

AND / OR

Infrastructure treatments to reduce speeds



Next Steps

Project Schedule & Next Steps

Spring 2026

- Project Kickoff
- Existing Conditions Review

Summer 2026

- Developed Speed Limit Setting Framework
- Community Engagement Events
- Select Evaluation Corridors

Fall 2026

- Evaluate Selected Corridors
- Provide Recommended Target Speed
- Determine Appropriate Countermeasures
- Develop Community Engagement Summary

Winter 2026

- Final Report



Q & A

THANK YOU

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