

Transportation

The community's preference is for a variety of mobility choices to significantly increase access to, from and within the Downtown. While there will be continued reliance on vehicle travel, future investments will also enable more safe and attractive opportunities for walking, using transit or bicycling between stores, work, residences, parks and other attractions.

DT-21 Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:

- ◆ Encouraging commuter traffic that does not have a destination in Downtown to use bypass routes, which will reduce traffic on Downtown streets and allow better access to businesses;
- ◆ Encouraging use of transit, car pools, bicycles, walking and other forms of transportation that limit congestion and parking demand;
- ◆ Maintaining an attractive and efficient Downtown transit center that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside and the region;
- ◆ Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service;
- ◆ Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, bike lanes on key streets and signage at key points;
- ◆ Completing and preserving Downtown sidewalk systems, mid-block pedestrian walkways and bicycle lanes to provide strong linkages among destinations throughout the Downtown;
- ◆ Implementing shared-street connections to provide access, circulation and active spaces for adjacent properties in Downtown focusing on non-motorized transportation; and
- ◆ Encouraging City of Redmond employees who work in the Downtown to lead by example in walking, bicycling, carpooling or using transit alternatives.

[Downtown's designation as an Urban Center qualifies it as a candidate for a Growth and Transportation Efficiency Center \(GTEC\). The GTEC concept is part of Washington's Commute Trip Reduction program and has enabled areas to receive](#)

additional funding and assistance in creating programs to encourage use of alternatives to single-occupant vehicle use and reduce single-occupancy vehicle trips and vehicle miles traveled. Such programs benefit the community by supporting improved transportation efficiency, economic development, energy conservation, air quality and livability.

DT 21.1 Establish the Downtown Urban Center as a Growth and Transportation Efficiency Center to promote the use of alternative transportation modes in Downtown and the surrounding neighborhoods in Redmond.

DT-22 Establish standards for Downtown streetscape treatments to reinforce the identity of Downtown zones and promote the Downtown's aesthetic appeal. Consider use of treatments, such as special paving materials for sidewalks, street furniture, landscaping and lighting. Ensure that these treatments are implemented as part of public and private development.