



## MEETING NOTES

### Redmond Pedestrian and Bicycle Advisory Committee

January 14, 2013 6:30 PM City Hall Trestle Room

#### ATTENDEES:

Arnie Tomac, Evan Morris, Glen Buhlmann, Heidi Angel, Lyndon Heywood, Chris Thomas, Hank Myers, Wesley Goo, Glen Eades, Bertha Eades, Aaron Knopf

#### MEETING AGENDA

1. **2013 PBAC Work Plan:** Peter Dane presented the draft 2013 work plan. PBAC members made a few suggestions, with the agreed upon work plan being:

##### First Half of 2013

- PBAC Rules of Procedure
- Derby Days Prep
- Bike Share
- Bike to Work Month Prep
- 2013-2014 Sidewalk Program
- 2013-2014 Bicycle Program
- Ped and Bike Wayfinding Planning
- 2014-2019 TIP
- Establish an Issues Tracking Matrix
- Ongoing Project Updates

##### Second Half of 2013

- Bicycle Field Trip
- Pedestrian Field Trip
- Education/Encouragement Approach for PBAC
- Bikes Taking the Lane and Enforcement
- Initiate Bicycle Design Guidelines Update
- Bike Wayfinding Construction
- Downtown Interior Pathway Wayfinding
- Ongoing Project Updates

The Committee explored certain topics at a higher level of detail, including preparing for Derby Days. Members liked the efforts put together last year and this year are interested in ideas like holding a bike rodeo and also providing additional items at the booth to handout, like warning bells. Prepping for Bike to Work month focused on making sure that the City is ready by having the streets swept. The idea of a street closure/ciclovia also came up so residents can get an understanding of what it is like to travel by bike and walking when a street has no cars on it.

For the two field trips, the Committee supported walking the Redmond Central Connector, and reviewing the proposed wayfinding signage or riding Education Hill for the bicycle field trip.

Members were excited about the work plan, but did note how large the work plan is.

2. **Overlake Pedestrian/Bicycle Bridges:** Joel Pfundt presented the conceptual design of the two pedestrian/bicycle bridges that will connect future East Link light rail stations across SR 520 to dense land uses and to transportation facilities like the 520 Trail. These bridges will be a critical component of the East Link light rail line because the number of parking stalls will be limited -- requiring significant access to come from walking, bicycling, and local bus service.

The Overlake Village Bicycle-Pedestrian Bridge will have ramps and stairs that tie into the light rail station on the east landing, and to the 520 Trail and 31<sup>st</sup> Street on the west. The City has received a \$1.6 million grant to fund the design. Sound Transit will complete the design in order to best integrate the bridge with the Overlake Village light rail station design.

The Overlake Transit Center Pedestrian-Bicycle Bridge will span over SR 520, the Overlake Transit Center and 156<sup>th</sup> Ave NE. It will have direct connections to the 520 Trail and the Microsoft West Campus on the west side of SR 520, connect directly to the Overlake Transit Center using the Overlake Transit Center park and ride garage, and land on the east side of 156<sup>th</sup> Avenue. The bridge is planned to be 14 feet wide and have weather protection on key segments. The final scope and plans for the bridge are still being worked out, but the plan is that Microsoft will fund construction of the bridge, Sound Transit will design it, and Redmond will own the bridge.

PBAC is excited about the bridges and supports design approaches like having ramps instead of elevators. The Committee did wonder if 14 feet is wide enough for a bridge that is anticipated to have so much pedestrian and bicycle traffic. Additional width could be particularly useful on the main span where all pedestrians and bicycles are funneled together.

3. **Updates:**

- None

4. **Other Business:**

- The safety of the new mini-roundabout at 164<sup>th</sup> Avenue and 76<sup>th</sup> Street was discussed. Members wondered how to make it more visible.