



## MEETING NOTES

### Redmond Pedestrian and Bicycle Advisory Committee

February 11, 2013 6:30 PM City Hall Trestle Room

#### ATTENDEES:

Arnie Tomac, Evan Morris, Glen Buhlmann, Heidi Angel, Lorraine Josifek, Lyndon Heywood, Chris Thomas, Hank Myers, Joseph Shuster, Nicholas Lee

#### MEETING AGENDA

1. **Rules of Procedure:** Staff presented draft rules of procedure which, upon adoption, will layout the ground rules for how PBAC functions. This document builds off of the Resolution that establishes PBAC (Resolution 1377) and formalizes a number of established practices that PBAC has been following, like meeting frequency and a consensus based approach for recommendations to staff. The major new proposed rule of procedure is the election of the Chair.

PBAC was supportive of the majority of the language. Considerable discussion focused on creating a Chair election process that provides greater opportunity to run for Chair. The draft rules will be updated to include a one month notice of the PBAC meeting where chair nominations (with voting will occur the next meeting after). The anticipated Chair election schedule is that the rules of procedure will be adopted at the March PBAC meeting, Chair nominations will take place at the April meeting, and voting will occur at the May meeting.

Another comment called for a process to update the rules in the future.

2. **2013-2014 Sidewalk Program:** A draft of the 2013-2014 sidewalk program was discussed. Nearly all funds are proposed to be spent on construction of new pedestrian facilities. Major projects include contributing to Phase II of the Redmond Central Connector (extending from the terminus of Phase I at the Sammamish River up to the Puget Sound Energy Trail along the old BNSF corridor) and the Redmond Way sidewalk (connecting between 148<sup>th</sup> Avenue and 142<sup>nd</sup> Avenue on the north side of Redmond Way).

Funds exist to work on the design but not construction of one more major sidewalk project. Two potential projects were presented:

- Build sidewalk on West Lake Sammamish Parkway from 180<sup>th</sup> Avenue to 40<sup>th</sup> Street

- where there is currently a wide shoulder often used for on-street parking, and
- Constructing sidewalk on 88<sup>th</sup> Street between 166<sup>th</sup> Avenue and 171<sup>st</sup> Avenue where no physical improvements exist today.

Members noted that the wide shoulder along West Lake Sammamish Parkway provides a comfortable space to ride bicycles and wondered how the sidewalk would impact this quality bicycling space. 88<sup>th</sup> Street did not have negative feedback, other than the fact that 166<sup>th</sup> Avenue is a bad place to walk and bicycle today – staff noted that the rechannelization of 166<sup>th</sup> Avenue has been funded separately and will provide bicycle lanes and improve walkability along the corridor.

3. **2013-2014 Bicycle Program:** The Committee reviewed the draft 2013-2014 Bicycle Program proposal. This includes a variety of different projects including a funding contribution for construction of Phase II of the Redmond Central Connector, implementation of bicycle wayfinding signage, education and encouragement, and research and engineering to establish design standards for high comfort bicycle facilities like greenways and cycle tracks (and planning level design of particular high comfort projects).

PBAC members supported the projects and were very interested in education and encouragement. Members wondered if education and encouragement may provide a higher return on investment than other activities and what type of education/encouragement this project would fund. Staff noted the city's effort and commitment to education and encouragement of alternative modes for employers through the R-TRIP program but also described how there are few if any education/encouragement programs for residents. PBAC brainstormed methods to successfully conduct education and encouragement for residents, citing efforts like bike ambassadors in Chicago.

4. **Updates:**

- Wayfinding Subcommittee: The Wayfinding Subcommittee focused on creating a tier based destination system in order to guide the destination names that are installed on future wayfinding signs. Staff proposed a four tier system to the Subcommittee, which members generally agreed with but proposed changes such as including shopping centers like Bella Bottega.

Both bicycle and pedestrian wayfinding sign destinations were discussed, which led to a conversation about the design of the pedestrian wayfinding signs.

Subcommittee members voiced opposition to the existing design but agreed that the high cost to redesign and retrofit the system is not worthwhile at this time.

5. **Other Business:**

- Glen noted his concern about the design of the new raised mid-block crosswalks being installed on the Microsoft campus because it forces bicyclists to merge with automobile traffic. The Committee discussed how to approach this issue.