



Redmond Pedestrian and Bicycle Advisory Committee

January 13, 2014 6:30 PM City Hall Trestle Room

MEETING AGENDA

1. **2014 Committed Work Plan:** To finish the 2014 Work Plan process, staff will present the staff committed version of the 2014 PBAC work plan. 6:30 – 6:45
2. **PBAC Work Plan Framework:** PBAC identified numerous items to work on to be led by PBAC members. A framework for working on these items needs to be established in order for these efforts to be successful and still meet the goals and role of PBAC. 6:45 – 7:20
3. **SouthEast Redmond Neighborhood Plan Response Letter:** Review the draft response letter and provide comments prior to signature by the PBAC Chair. The draft is attached below for review prior to the meeting. 7:20 – 7:40
4. **Bicycle Wayfinding:** With the help of the PBAC Wayfinding Subcommittee and the staff committee, the bicycle wayfinding project has progressed to the point where the planning manual can be drafted. Staff will present on the recommendations to date that will be put into the draft plan (which will be sent to PBAC for review when the draft is complete). 7:40 – 8:00
5. **Updates:** 8:00 – 8:15
 - a. Bicycle Signal Face – MUTCD Interim Approval
6. **Other Business:** Please bring any additional pedestrian and bicycle issues to share and discuss. 8:15 – 8:30

Next meeting will be on February 10, 2014 – Please let me know if there are any items you would like to see on the agenda.

Memorandum

To: Planning Commission

From: Pedestrian Bicycle Advisory Committee

Date: January 13, 2014

Subject: Southeast Redmond Neighborhood Plan Update

We would like to thank you for the opportunity to review and comment on the Southeast Redmond Neighborhood Plan update. PBAC believes there is an opportunity to enhance non-motorized mobility that ties together the unique mixture of residential, manufacturing, retail and business park uses. Additionally, the construction of the future light rail station offers a unique opportunity for improved non-motorized usage and mobility.

PBAC is interested in a successful transition from the present to a future that transitions to include a light rail station and additional development. Techniques that assist with site design, such as performance zoning, that help buffer between areas with significant different uses could minimize impacts as this area adjusts to a future land use.

Non-motorized Connectivity in Southeast Redmond

The PBAC committee supports the following items:

1. Complete the street grid system so that pedestrians and bicyclists can use the most convenient and shortest routes.
2. Incorporate high comfort bicycle facilities such as cycle tracks or additional paved shared-use paths for a new or improved East-West connection – current plans only include high comfort bicycle facilities on edges of the neighborhood, but do not provide a high quality east-west connection between the future light rail station and the housing and employment east of SR 202..

There are two options to consider:

Option 1: Create a new non-motorized connection between 180th Ave and 185th Ave in the vicinity of the 7000 block, creating a complete, comfortable bicycle and pedestrian corridor from the future light rail station to the land uses east of SR 202, all the way to 192nd Ave.

Preferred Option 2: Provide a high quality bicycle and pedestrian connection on 180th Avenue that ties the 70th Street connection from SR 202 to 180th Ave that links to the existing 68th Street at 180th Ave

In either option, sidewalks should be wider than the standard 5 foot width.

3. Consider another enhanced Pedestrian crossing of Redmond Way between 180th Ave NE and 188th Ave NE.
4. Consider an enhanced Pedestrian crossing of East Lake Sammamish to connect the residential area on the Eastside to the Retail Center/Marymoor Park to the West.
5. Provide a non-motorized connection to East Lake Sammamish Parkway from the English Cove neighborhood. The connection can be provided by extending NE 55th St. The portion that is closed to traffic is already 80-percent paved.

Marymoor Subarea

1. There should be a fine-grained network of high comfort non-motorized connections to the light rail station. One important connection is to Marymoor Park.
2. Keep a strong emphasis on the completion of the East Lake Sammamish Trail thru the SR520 Interchange (grade separated) to the Redmond Central Connector.
3. We support a grade separated crossing of Redmond Way.
4. Add a new separated Bicycle/Pedestrian facility along the North side of Redmond Way at the crossing of Bear Creek. This would tie the existing WSDOT trail to the Bear Creek Trail and allow connections between the Redmond Central Connector to the East Lake Sammamish Trail prior the completion of item 2. East Lake Sammamish Trail completion through the SR 520 Interchange (grade separated) which is currently envisioned to occur at the same time that light rail is extended into Downtown (min 20 years away). Item 2 remains a critical project that directly links three regional paved, shared use paths.
5. Allow multi-family housing in the area near the light rail station to increase use of walking and bicycling use in Redmond by taking advantage of the light rail station intermodal connection and high quality bicycle and pedestrian connections in the vicinity.

Northeast Subarea

6. Keep emphasizing and if possible complete the extension South of the Evans Creek Trail through Arthur Johnson Park and to the existing trail near 195th Pl NE.

Evans Creek Subarea

7. Provide bicycle lanes or separated bikeway along 187th Ave NE between SR202 and East Lake Sammamish Parkway and the East Lake Sammamish trail.

8. At East Lake Sammamish and 187th Ave NE, upgrade the existing under crossing to ADA standards to allow easy pedestrian and bicycle access.

The PBAC committee would like to thank you for your presentations to the committee and the opportunity to comment on the Southeast Redmond neighborhood. We hope these comments will aid the Planning Commission and City Council in their deliberations.