



Pedestrian/Bicycle Advisory Committee (PBAC) January 12, 2009 – Meeting Summary

Attendees: Cindy Jayne, Pat Matson, Arnie Tomac

City Staff: Joel Pfundt

Other Attendees: Mike Wallace, Reid Middleton

1. Puget Sound Energy Trail (Phase III) – Sammamish River Trail to Red-Wood Rd (SR 202)

Mike Wallace from Reid Middleton presented the current results of the preliminary design study that is being done for this project. The proposed project will construct a paved trail with soft shoulders that links Redmond-Woodinville Road (SR 202) with the Sammamish River Trail at the pedestrian bridge over Sammamish River. Mike's presentation covered the following information:

- Project constraints
 - King County Metro water transmission line
 - Puget Sound Energy electricity transmission tower
 - Wetlands, including wetland mitigation site for Tolt Pipeline project
 - 120 feet of elevation gain over 800 feet
 - Planned 160th Ave NE Extension
 - Connection points at Sammamish River Trail and SR 202
- Shared use path design criteria matrix was presented and the general conclusion that the guidelines that would be followed are from the 1999 AASHTO Guide for Development of Bicycle Facilities*
- A memo was presented on the design criteria for the project.
- A review of a similar project that was done in Kent – 272nd was performed by the consultant team. The Kent project included tight radiuses (down to 6 feet) and steep grades up to 14%.
- Based on this information alignment alternatives were developed.
- The alignments had the following common features:
 - Pave first 1000' near the Sammamish River trail using the existing alignment
 - Provide rest stops along the route
 - Provide grade separation from future 160th Ave NE Extension – This requires two bridges over the wetlands in the area

- 10' wide paved path with gravel shoulders
 - A number of retaining walls
- Alternative A
 - More wetland impacts
 - 9-12% grade
 - Curve at top
- Alternative B
 - Avoids Wetland at bottom of hill
 - 8% grade
 - 'S' curve at bottom which is not as direct
 - "Cotter pin" like curve at bottom of hill
 - Straighter alignment at top
- Alternative C (preferred alignment)
 - 8% grade
 - Bit straighter alignment
- Project cost for all three alternatives is about \$3.1 million.

The Committee had the following comments:

- Include warning signage for curves and grade
- Provide good sightlines at curves
- Examples with trails that have switch backs and step grades that the design team may want to look at:
 - Sammamish River Trail to Marymoor at Leary (OK switchback)
 - I-90 Trail near Newport Way/W Lake Sammamish Pkwy (not OK switchback)
 - Chief Sealth Trail (to steep in some sections)
 - Sunset Interchange related trail in Issaquah (OK steepness and width)
- Flair out corners to 12' or more to avoid conflicts
- Accommodate equestrians to the degree possible
- Swoops near SR 202 in Alt A are not as safe as alignment in B and C
- Better to have a grade separated crossing once 160th Ave NE Extension is built
- Chain link fence on cross section? Would only get put where we have retaining walls. Fences have a tendency to make trail seem narrower than it is and crowd riders and walkers towards the middle of the trail.
- Keep bridges 14' wide especially if they have railings – narrowing effect.
- Keep soft surface trail. Are there any maintenance issues with keeping the soft surface and paved trails?
- What could be done to reduce the cost of the project? The single largest cost in the project is the bridges with a cost of about \$1.2 million.
- What does an 8% grade feel like? City staff will do some analysis of existing trails and streets to create some examples of different grades.
- Grade separation from the future street is important.

2. 2008 Bicycling Guide Update

Joel Pfundt presented the latest draft of the Redmond Bicycling Guide. Comments from the committee included:

- Map is looking really good.
- Do we show bicycle repair shops? The final decision was not to but show them on other detailed maps, including the downtown bike parking map that is a future work item.
- Display the final map in kiosks for people that don't have it with them.

3. Updates

a. Bicycle Facilities Design Manual

The City has selected a consultant team lead by Fehr & Peers to prepare the Bicycle Facilities Design Manual. We are currently working on the final scope, schedule and budget. This project will be the subject of a future PBAC meeting.

b. 2009 Bike Expo

The City of Redmond will have a booth at the 2009 Bike Expo and is looking for volunteers to help staff the booth. The Bike Expo will take place on March 14 and 15 at Magnuson Park, Seattle.

4. Other Business

- Arnie Tomac reported that he is participating on a Sound Transit advisory committee that is addressing how Sound Transit addresses bicyclists. He said that the last meeting included touring the new Link Light Rail stations in South Seattle to see the bicycle facilities included in the stops.
- The suggestion was made that street signs be fixed to bridges and grade separated trail crossing as an additional wayfinding device. City staff contact King County and they are going to be doing some work on what is possible.
- Is the City clearing sand off of sidewalks from the snow? Yes, the City has crews out working on clearing the sand off of sidewalks.
- Upcoming Events:
 - Bike Sway, February 21st, Magnuson Park, Seattle, <http://www.cascade.org/EandR/bikeswap/index.cfm>
 - Chilly Hill, February 22nd, Bainbridge Island, <http://www.cascade.org/EandR/chilly/index.cfm>
 - Transportation Advocacy Day is February 24th in Olympia. For more information visit <http://www.transportationchoices.org/>.
- There is now a bike rack on the Sammamish River Trail (west) side of City Hall in the center courtyard. It is under cover and visible from the Trestle

Room. On the nights we have PBAC the doors that access this area are unlocked from 6:00-8:00 PM.