



## **Pedestrian/Bicycle Advisory Committee (PBAC) January 14, 2008 – Meeting Summary**

**Attendees:** Cindy Jayne, Arnie Tomac, Bertha Eades, Ben von Ullrich

**City Staff:** Tricia Thomson, Joel Pfundt

### **1. Announcements**

Chair Arnie Tomac stated that the committee will likely be meeting monthly during the first part of 2008 due to the number of issues that the City needs input and feedback on from committee members. He also mentioned that he had met with Joel early in January to discuss the 2008 Work Program that was sent out as part of the January agenda.

### **2. 166<sup>th</sup> Ave NE & NE 104<sup>th</sup> St Traffic Signal and NE 166<sup>th</sup> St Rechannelization**

Tricia Thomson, Senior Project Engineer attended the meeting to report on the installation of a traffic signal at the intersection of 166<sup>th</sup> Ave NE and NE 104<sup>th</sup> St and a study of the rechannelization of NE 166<sup>th</sup> St from NE 85<sup>th</sup> St to NE 104<sup>th</sup> St. Rechannelization would generally convert the street from two through lanes in each direction to 1 through lane in each direction, center turn lane and bike lanes. She said that an open house will be held regarding the project the evening of February 7<sup>th</sup> at Redmond Junior High. There may be up to two additional workshops in the future.

The project is divided into two contracts, one for the traffic signal and one for the study of the rechannelization. The analysis for the two projects is being brought forward together. The primary purpose of both of these projects is to improve safety and connectivity for nonmotorized uses and improve traffic flow. She stated the most significant concern heard from people to date regarding the 4-to-3 lane rechannelization study is the potential for drivers to get caught behind slow moving vehicles, particularly up hill.

The traffic signal will be constructed in 2008 and the main issues are the location of the transition from 4-to-3 lanes on the south leg of the intersection, how to support all the nonmotorized activity at the intersection and reducing the confusion that exists at the intersection today. Two transition options will be presented at the open house: at NE 100<sup>th</sup> St and a yet-to-be-identified location closer to the intersection. The

intersection is being designed in a way to minimize speeds, because although the 4-way stop is confusing it calms traffic much more than a traffic signal. The design will also eliminate bike lanes near the intersection and provide transitions (ramps) on to the sidewalk for young cyclists.

Comments from the Committee were:

- Make sure that the new intersection detects bicycles and that the loops are marked for where cyclists should place their bikes.
- Preferred extending the 3-lane section to NE 100<sup>th</sup> St because of traffic calming effect in front of Junior High and connectivity with NE 100<sup>th</sup> St for pedestrians and cyclists.
- The ramps on to the sidewalk for kids could result in confusion and conflicts for different users:
  - Car-bike conflicts for cyclists that take the lane
  - Bike-pedestrian conflicts for cyclists that choose to get on the sidewalk
  - Need to make sure “who should do what” is communicated clearly
- Removal of bike lane near the intersection in the uphill direction will cause conflicts between slow moving bicyclists in the traffic queue and cars
- Should provide some type of shared lane facility
- Supportive of Metro stop consolidation and strongly encouraged getting feedback from neighborhood on this topic at open house.
- How much student ridership is there on Metro transit?
- Improved pedestrian environment resulting from adding bike lane separation will make slightly longer walks to stops more tolerable.
- Would this be a good place to put pedestrian count down lights?
- Supportive of concept of time-of-day signal timing. Morning and afternoon when school children are present the timing would very pedestrian focused.
- Requested briefing on project at February 11 Committee meeting.

### **3. 152<sup>nd</sup> Ave NE, NE 31<sup>st</sup> St, NE 36<sup>th</sup> St and 150<sup>th</sup> Ave NE Corridor**

Tricia Thomson and Joel Pfundt gave an overview of what is happening in this significant new pedestrian/bicycle corridor in Overlake.

- **152<sup>nd</sup> Ave NE Rechannelization from NE 20<sup>th</sup> St to NE 30<sup>th</sup> St** – Project would convert from 2 through lanes in each direction to 1 through lane in each direction, center turn lane and bike lanes. Traffic analysis shows vehicle delay remains about the same, but is decreased at 152<sup>nd</sup> and 24<sup>th</sup>. The committee is supportive of the project since it improves the pedestrian and bicycle friendliness of the corridor, calms traffic and doesn't harm vehicle flow.
- **NE 31<sup>st</sup>/36<sup>th</sup> St Bridge Over SR 520** – New bridge is moving forward and is scheduled to be under construction in 2008. PBAC emphasized the importance of access to the SR 520 trail, preferably on both sides to reduce conflicts. If access is only on one side the access point needs to be improved and a crossing which includes a refuge island should be added.

- **150<sup>th</sup> Ave NE Realignment from NE 36<sup>th</sup> St to NE 40<sup>th</sup> St** – This project is complete and includes bike lanes, wide sidewalks and planting strips.
- **150<sup>th</sup> Ave NE Striping Bike Lanes from NE 40<sup>th</sup> St to NE 51<sup>st</sup> St** – Using the existing cross section the street will be rechannelized to include bike lanes. Some narrow sections will include the use of sharrows to communicate to drivers and cyclists that they need to share the lane.
- **150<sup>th</sup> Ave NE and NE 51<sup>st</sup> St Traffic Signal** – This signal will be installed as Microsoft moves forward with developing the property north of NE 51<sup>st</sup> St that was formerly owned by Nintendo.
- **150<sup>th</sup> Ave NE Extension, NE 51<sup>st</sup> St to Microsoft Redmond West Campus** – This extension will be constructed as Microsoft moves forward with developing the property north of NE 51<sup>st</sup> St that was formerly owned by Nintendo. It will be a private connection. The committee encouraged the City to work with Microsoft to see if an agreement can be worked out to allow this connection to be used for nonmotorized uses on a more formal basis. The committee mentioned the state's recreational use liability statute as one tool to minimize Microsoft's risk of legal action by nonmotorized users being on their property.

#### **4. 2008 Work Program**

The committee briefly discussed the 2008 work program and a few items were added to the list:

- Address wrong way riding on NE 116<sup>th</sup> St near the Sammamish River Trail
- Get information about PBAC on RCTV
- Organize PBAC booth, maybe jointly with the Parks and Trails Commission for Derby Days
- City of Redmond Bike Map update – Coordinate with County regarding if they are doing any updates
- City Campus Master Plan and impacts of Great Lawn project on Sammamish River Trail

#### **5. Action Items**

- Add committee members to the e-mail distribution list for the 166<sup>th</sup> Ave NE Signalization and Rechannelization project
- Provide information regarding the results of testing to determine if detection loops and picking bicycles