



Pedestrian/Bicycle Advisory Committee (PBAC) March 9, 2009 – Meeting Summary

Attendees: Dave Alm, Bertha Eades, Glenn Eades, Cindy Jayne, Pat Matson, Arnie Tomac

City Staff: Joel Pfundt

Other Attendees: Seleta Reynolds, Fehr & Peers/Mirai

1. Bicycle Facilities Design Manual

Seleta Reynolds from Fehr & Peers/Mirai presented the outline for the draft Bicycle Facilities Design Manual. The design manual will include a series of design principles that can be applied to different types of projects that do not exactly meet the guidance included in the design manual. The purpose of the guide is to develop best practices for design standards in order to accommodate bicycles as part of projects. In many cases the best practices will go beyond the minimums established in other documentation, although minimums will also be set for projects that are retrofits within existing infrastructure. Items covered in the presentation included:

- Bike lanes
- Sharrows
- Bike boulevards – Parallel routes to major through streets that have less traffic on them. They can be designed to be easy through streets for bikes while still not allowing for cut-through vehicle traffic. They work best in cities that have a well developed street grid. Research has shown these routes are used heavily by less experience and less aggressive cyclists.
- Trails
- Connections
- Trail crossing
 - Providing transition zones to warn trail users of upcoming crossings
 - Bollard design
 - Bike signals which are a traffic signal head that looks like a bike and can be used to facilitate bicycle related turning movements in an intersection in a safe and efficient fashion.
 - Mid-block trail crossings
- Loop detector stencil at signalized intersections
- Bikes and traffic calming

- Bikes and transit – Stops, shared lanes
- Bike parking, including layouts and recommendations for on-street and off-street bike parking
- Construction zones
- Signage
 - Bicycle wayfinding
 - Wrong way riding signs
 - Bike lane begins and ends signs

Some of the comments from the committee were:

- More direction signage is needed
- Signage needs to be for cyclists and drivers
- Lighting needs to be addressed, example is difficult to see people at night where 520 Trail crosses W Lake Sammamish Pkwy.
- City of Redmond has conflicting standards for bollards, agreed fewer is better
- Would it be good to have a volume threshold for putting in a bike signal?
- We like the bike-bike rack.
- If we are going to do on-street bike parking it needs to look better than the picture you showed.
- Detour signage and treatments – good example is some of the trail projects that have been done along the Sammamish River Trail.
- No more concrete bike lanes.

2. NE 116th St Access to the Sammamish River Trail

Because of time constraints this item was deferred to the next meeting.

3. Updates

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

The final preferred layout for this project which did not include any bridges to reduce cost and was designed to be further from the PSE transmission tower to avoid conflicts was presented to the Committee.

b. 2009 Bike Expo

A final version of the Redmond Bicycle Guide and Transit Map was presented to the Committee. This version is at the printer and will be available at the Bike Expo on March 14 and 15.

4. Other Business

The Parks Department requested a volunteer to participate in a focus group for the update of the Parks, Recreation and Open Space (PRO) Plan on April 1. Bertha

Eades volunteered to represent the Committee. There will be additional community meetings scheduled in April and May on this subject for members who are interested.

Chris Thomas provided Joel Pfundt with a contact person who may be interested in assisting the City in developing bicycle training courses which could be offered through the Parks and Recreation Department to promote cycling. He will report back with more information at a future meeting.