



## **Pedestrian/Bicycle Advisory Committee (PBAC) March 10, 2008 – Meeting Summary**

**Attendees:** Cindy Jayne, Glenn Eades, Bertha Eades, Arnie Tomac

**City Staff:** Joel Pfundt

### **1. Announcements**

The meeting began with a brief discussion of the Budget by Priorities process that the City is undertaking in 2008. More information on the budget can be found at <http://www.redmond.gov/bp/default.asp>.

### **2. Bicycle Wayfinding and Corridors**

Joel described the City of Seattle Wayfinding approach including the three types of guidance provided as part of the system:

1. Direction & Spot Signage: At decision points where routes intersect or where guidance is required.
2. Regional Route Signs: Along named paths
3. Confirmation Signs: Confirmation of route choice

Joel then described the sub-regional group of Eastside and South King County cities along with King County, Sound Transit, Puget Sound Regional Council and WSDOT, which are working on implement a system of wayfinding signs that builds on Seattle's approach. This system would encompass the rest of Lake Washington and also reach into adjacent communities like Redmond. At the meeting the Committee was given the opportunity to identify regional routes and destinations prior to the next meeting of this sub-regional group.

Richie Strong also e-mailed Joel some comments stating that he “would like to see some thought in making the wayfinding scheme compatible with GPS navigation principles and devices.” Joel is going to follow-up with Richie on this suggestion and get some more information.

### **3. Bicycle Striping and Pavement Marking**

Joel provided a brief description regarding the plans to stripe all existing bike lanes this spring and hopefully begin to stripe them twice a year. Copies of the attached map were handed out to the Committee so that members could identify locations where striping or other bike related pavement markings need to be redone. Please be as descriptive as possible with your comments.

### **4. Traffic Signal Loop Testing**

Joel also provided another map, also attached, which shows the location of most of the traffic signals in the City. A few of the most recent additions may not be included on the map. Committee members were encouraged to identify any locations where they found loops that were not working. Also, other Committee members will be asked to check loops that are of concern. The purpose of this will be to verify the problem and help identify locations that need to be fixed, or marked so that cyclists know where to place their bike on the loop to activate the traffic signal. Please be as descriptive as possible with your comments.

### **5. Updates**

- This spring 10 additional bike-bike racks will be installed at various locations around Downtown. These bike racks provide much needed visible, convenient and functional bike parking in Downtown Redmond.
- It was noted that at the Marc 4, 2008 Council meeting, City Council endorsed moving forward with implementing the 4-to-3 lane rechannelization of 166<sup>th</sup> Ave NE from NE 100<sup>th</sup> St to NE 104<sup>th</sup> St. The rechannelization of the remainder of 166<sup>th</sup> Ave NE was put on hold until after this section was completed.

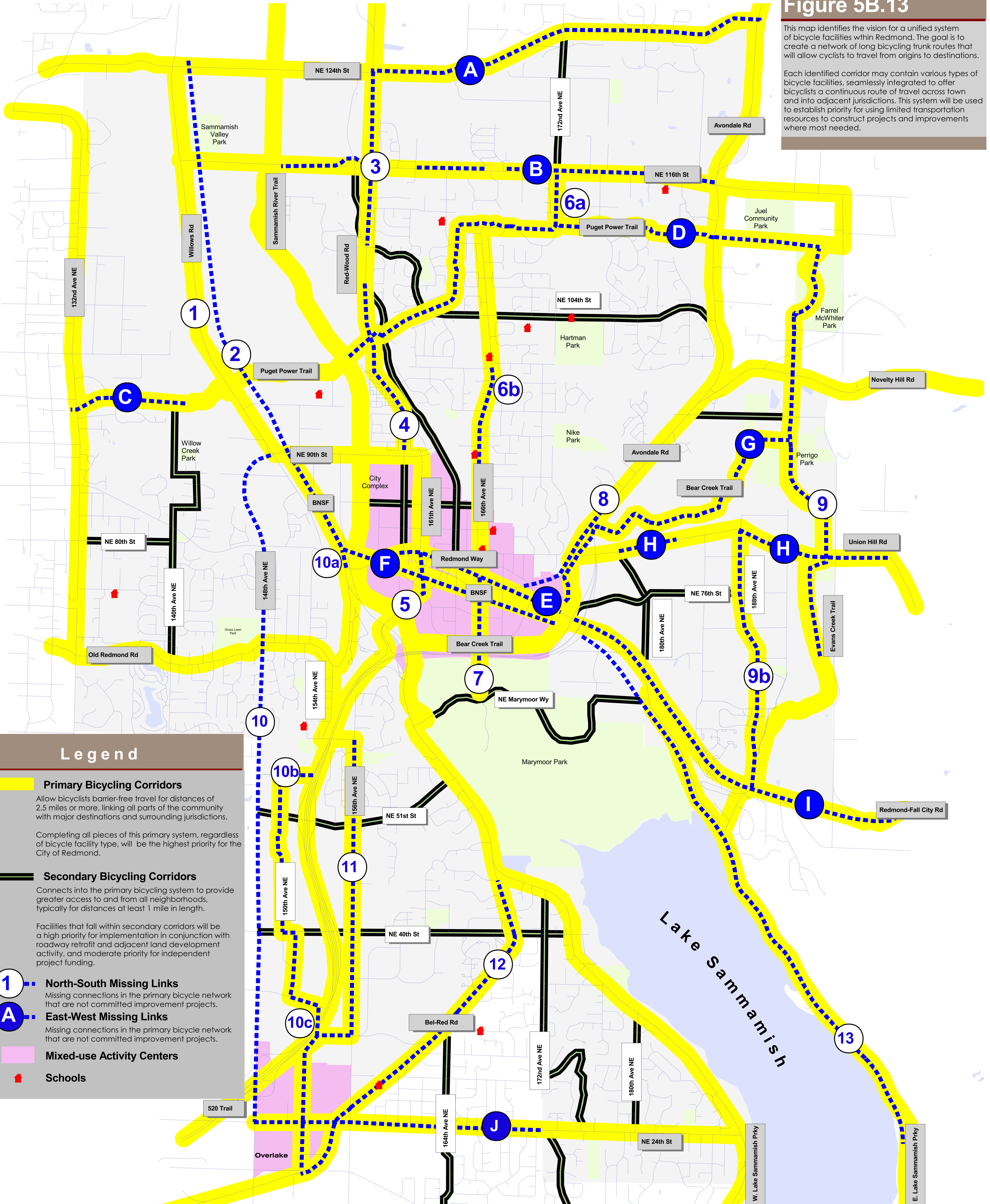
# Primary & Secondary Bicycle Corridors



**Figure 5B.13**

This map identifies the vision for a unified system of bicycle facilities within Redmond. The goal is to create a network of long bicycling trunk routes that will allow cyclists to travel from origins to destinations.

Each identified corridor may contain various types of bicycle facilities, seamlessly integrated to offer bicyclists a continuous route of travel across town and into adjacent jurisdictions. This system will be used to establish priority for using limited transportation resources to construct projects and improvements where most needed.



**Legend**

- Primary Bicycling Corridors**  
Allow bicyclists barrier-free travel for distances of 2.5 miles or more, linking all parts of the community with major destinations and surrounding jurisdictions.  
  
Completing all pieces of this primary system, regardless of bicycle facility type, will be the highest priority for the City of Redmond.
- Secondary Bicycling Corridors**  
Connects into the primary bicycling system to provide greater access to and from all neighborhoods, typically for distances at least 1 mile in length.  
  
Facilities that fall within secondary corridors will be a high priority for implementation in conjunction with roadway retrofit and adjacent land development activity, and moderate priority for independent project funding.
- North-South Missing Links**  
Missing connections in the primary bicycle network that are not committed improvement projects.
- East-West Missing Links**  
Missing connections in the primary bicycle network that are not committed improvement projects.
- Mixed-use Activity Centers**
- Schools**

0 0.25 0.5 0.75 1 Mile

2.5 miles is average length of a bicycle trip

