



Pedestrian/Bicycle Advisory Committee (PBAC) April 9, 2007 – Meeting Summary

Attendees: Glenn Eades, Bertha Eades, Bill Simmons, Tom Getzinger, Jim McAlpine, Cindy Jayne, Peter McDonald, David Chicks, Ernie Gerillo

City Staff: Chester Knapp, Joel Pfundt, Linda Gorremans

Consultant: Lance Stevens, Roth Hill Engineers

1a. PSE Trail, Willows Road to Rose Hill Extension Update

Lance Stevens, Project Engineer from Roth Hill Engineers presented the results of the route alternatives study that was done for the extension of the Puget Sound Energy (PSE) Trail. Alternatives for two connections were evaluated. One to connect to NE 93rd Court and on to 132nd Ave NE and the other to connect to 142nd Ave NE in the vicinity of Willows Creek Park.

Joel introduced the presentation by describing the history of the project and discussing the intent of the project to connect the regional PSE Trail west to Downtown Kirkland and South to Bellevue and Overlake. The trail will also link the Rose Hill Neighborhood with the rest of the City of Redmond.

Lance presented the various alignments that have been analyzed as part of the route study and described each alignment. Based on the discussion at the meeting, staff will move forward with the following recommendation:

1. Continue planning, funding and design for implementation of alternative 1A (stairway between PSE Trail terminus and the access at the end of NE 93rd Ct) as a community connection. Use City funds from Bicycle and Sidewalk Programs.
2. Pursue regional grant funding for continued planning, funding and design for implementation of route 1 (multi-use paved path between PSE Trail terminus and the access at the end of NE 93rd Ct) and route 2 (multi-use paved path between end of 142nd Ave NE and the access at the end of NE 93rd Ct).
3. Work with Parks to identify opportunities to connect the Willows Creek Neighborhood more directly with Willows Rd using a soft surface path.

Staff will do more research on what public access easements exists in the area and the exact requirements of obtaining and terminating trails. Staff will also be continuing to

research the exact requirements that the trails and paths need to be constructed under in order to comply with the American's with Disabilities Act (ADA).

1b. NE 65th Street Trail

Lance also presented the results of cost estimating done for implementing the NE 65th Street Trail on the north side of the street from 176th Ave NE and the E Lake Sammamish Trail. Two cost estimates were developed, one assumed an asphalt surface and the other concrete. The difference between the two was negligible and the recommendation was to move forward with a concrete path, but make sure that the design would minimize the number and harshness of the panel joins for cyclists. PBAC continued to support this project but did not think that it was a high priority. The NE 65th St crossing of the E Lake Sammamish Trail was raised as an issue and staff said that they would discuss this with King County. The 65th St Trail crossing at 176th Ave NE was also mentioned as an issue since it is not stop controlled.

2. E Lake Sammamish Trail at SR 520 and SR 202 Grade Separation

Joel provided an update on the status of the grade separation of the E Lake Sammamish Trail at SR 520. He provided copies of the letter sent by Arnie Tomac as Chair of PBAC and the response received by Arnie and the City of Redmond.

Note: Since the meeting there have been a number of developments, which were addressed in another e-mail to the committee.

3. Redmond Bike Map

Chester Knapp, Program Coordinator from the City's Office of Communications and Community Initiatives (OCCI) told members that his group is leading an effort to update the City of Redmond Bicycling Guide. He said that it is in the very early stages and he was trying to get ideas from the committee on what they like or don't like about the existing map and how it might be improved. Ideas discussed included:

- Create a map that works for both transit and bikes
- Could we coordinate color codes with other maps?
- Bike lanes should be more visible
- A smaller map, or smaller version, might be more user friendly
- Like connections section on back of current map
- Add some transit information if it can't be all put on one map?
- Add named routes to the front
- Could go with a bike route map like King County, but most people prefer the current bicycle guide approach
- Include destinations
- Identify soft surface trails differently
- Routes vs. facilities
- Make the map available on the City of Redmond Website.

Chester will be returning at a future meeting for more discussion.

4. Other Business

None.