

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

April 3, 2008  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Vice Chair Northey, Commissioners Glass, Tanaka, Van Valkenburgh

COMMISSIONERS ABSENT: Commissioner Wendle

STAFF PRESENT: David Berg, Franz Loewenherz, Kristi Oosterveen, Eric Miller, Department of Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:33 p.m. by Vice Chair Northey who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Wendle who was excused.

3. STAFF REPORTS – None

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None

5. REPORTS FROM COMMISSIONERS

Commissioner Glass said the Light Rail Best Practices committee met on April 1 and reviewed what the final outcome of the study will look like. The group will be reviewing the draft recommendations over the next couple of meetings.

Commissioner Northey said she attended the Light Rail Best Practices meeting and also the staff presentation to the City Council on the ped-bike policies. She said the Council was generally supportive and favorable toward the work that has been done. They especially liked the focused goals for the bike plan and suggested they would like to see similar goals for the pedestrian side, though they recognized that it would be more difficult to articulate the pedestrian plan in that way.

At the Council meeting, Councilmember Lee asked questions about the bike lanes in terms of the price range.

Councilmember Balducci noted that at the Youth Involvement Conference held recently at

Meydenbauer Center the working groups identified sidewalks and pedestrian safety as a priority need in Bellevue. She expressed an interest in knowing more about what the Commission intends to achieve by the goal of constructing 25 miles of sidewalks in the next ten years.

Councilmember Chelmeniak said he was happy to see the two north/south and two east/west routes highlighted, even though he recognized the goal is ambitious.

Mayor Degginger commented favorably on the aggressive goals but was quick to point out that there will be a price tag associated with the recommendations.

Councilmember Noble said he has not seen any advancement in measuring pedestrian and bicycle traffic in the past ten years. He also wanted to make sure the project list reflects the public comments received.

Commissioner Northey said she also participated in interviewing candidates for the Commission vacancies. Hopefully new appointments will be made in the near future.

## 6. PETITIONS AND COMMUNICATIONS

Mr. Dennis Neuzil, 2307 94<sup>th</sup> Avenue NE in Clyde Hill, said he has been studying the bike draft network plan documents with great interest. He said the documentation is excellent. The district concept is very good, as is the corridor approach. The project list includes some fine enhancements and additions to the earlier plans. He called attention to the north/south and east/west maps from the corridor plan and put them together on a single map. He pointed out that the east/west number two corridor from downtown to Overlake does not reach Crossroads where there is a large population and a tremendous need. He proposed that the corridor be extended and renamed the Downtown/Crossroads/West Lake Sammamish Parkway. He indicated on a map where some connections could be made by taking advantage of existing street rights-of-way and easements from projects that are still under way. Without making the link, the plan will be incomplete. Much of the corridor in the area to the north of Bel-Red is non-existing currently; the city should take advantage of interim improvements.

Ms. Betty Lou Capella, 5652 132<sup>nd</sup> Avenue NE, noted that some additional property owners have signed the petition to end the proposed trail M-631 at Cantershire and not continue it further north where historically there has never been a trail. She asked the Commission to eliminate the trail from all maps and project lists. She also noted that walking along West Lake Sammamish Parkway is very scary and suggested that a safe pedestrian walkway there is needed.

Ms. Dana Ficke, 13336 NE 56<sup>th</sup> Place, agreed with the need to completely remove project M-631 from the system map. The trail from Cantershire under the powerlines heading south, however, should remain on the project map because a lot of horse people use it to avoid using 134<sup>th</sup> Avenue NE to access Bridle Trails. She urged the city to work with Redmond and King County to keep equestrian trails open. The purpose of the Bridlecrest trail on the border of Bellevue and Kirkland is to link Bridle Trails State Park to Marymoor Park, but now the latter denies access to horses.

## 7. APPROVAL OF AGENDA

Commissioner Northey added a discussion item under New Business regarding how to bring issues forward to the Council from the Commission.

Motion to approve the agenda as amended was made by Commissioner Glass. Second was by Commissioner Tanaka and the motion carried unanimously.

## 8. STUDY SESSION

### A. 2009-2014 Transportation Improvement Program (TIP)

Capital Programming Coordinator Kristi Oosterveen reminded the Commissioners that the long-range facility plans, the Transportation Facilities Plan (TFP), the Capital Investment Program (CIP), and other regional projects in which the city may wish to participate all feed into the TIP. The TIP in turn feeds into the regional TIP managed by the Puget Sound Regional Council, and the state TIP managed by Washington State Department of Transportation.

The role of the Commission is to provide staff with information and input, solicit and consider public input at the mandatory public hearing, and help to develop an update recommendation for the City Council to act on. The public hearing is slated for May 8, and the updated document must be submitted to the state no later than June 30.

The proposed 2009-2014 TIP project list is divided into four sections. Section I includes projects that are in the current 2007-2013 CIP, but only those with funding in the years between 2009 and 2013. Section II contains unfunded projects in the currently adopted 2006-2017 TFP. Section III has unfunded projects that have been identified through completed alternative analyses or other planning and pre-design studies. Section IV contains regional or outside agency-led projects that the city may choose to participate in financially if funding is available.

Ms. Oosterveen said there are 21 projects proposed for addition to the new TIP. Two of the projects have been added to Section I; they are part of the 2007 supplemental CIP. The projects are Reference Numbers 33, downtown Great Streets, and 43, downtown midblock crossings. Sixteen projects have been added to Section III, the majority of which will be coming to the Commission as candidates for the 2009-2020 TFP; they are numbered 87 through 101. There is one new project that was not included in Section III of Attachment 1 of the Commission desk packet, and three new projects that have been added to Section IV, the regional section.

The new addition to Section III is focused on implementing the ped-bike plan update. While the update is not complete, having a project in the TIP will allow the city to seek funding for projects as they are identified. Some of the projects will be prioritized for both the TFP and the CIP. The unsecured funding amount for the ped-bike projects will be \$10 million.

Ms. Oosterveen said the new additions to Section IV include the 124<sup>th</sup> Avenue NE/SR-520 interchange. The project description outlines a study that would evaluate completion of the interchange ramps to and from the east. It was subsequently decided, however, that that particular piece should be broken out and made a stand-alone project. The project would represent a \$10 million contribution from the city to work with the state and other agencies.

The second of the three additions to Section IV involves interim bus rapid transit investments for the downtown, Bel-Red corridor and Overlake Neighborhood areas. The city contribution would be another \$10 million.

Capital Programming Implementation Manager Eric Miller reminded the Commissioners that there is not a lot of engineering or scientific thought that goes into the dollar numbers for projects in Section IV; for the most part they represent a magnitude of cost.

The third addition to Section IV is the East Link light rail transit project. The unsecured funding amount is \$50 million.

Ms. Oosterveen pointed out some textual modifications to projects 1 and 2 to include the recommendations that will be coming forward as a result of the Bel-Red corridor project, and to projects 4 and 15, which are also tied to the Bel-Red corridor program.

Commissioner Northey stressed the need to know what the priorities will be in the TFP before approving the TIP document. She noted that the TFP process introduces a level of rigor that triggers the need to make tradeoffs because of financial constraints. Ms. Oosterveen said the schedule will not allow for having all of the TFP discussions before acting to recommend the TIP. The schedule does not call for the Commission to make a final TFP recommendation before the end of the summer.

Ms. Oosterveen said three projects in Section I have been completed or are scheduled to be completed by the end of the year and thus will need to be removed from the TIP. They are projects 23, which was originally included in the TIP in 2007 and which was addressed through the supplemental CIP; and 24, the NE 10<sup>th</sup> Street extension of which Phase I has been completed and the city's financial contribution to it will be completed by the end of the year; and 29 which has been superseded by projects 96 and 97, the NE 4<sup>th</sup> Street and NE 6<sup>th</sup> Street extension projects.

There is one project from Section II that is proposed for deletion, number 61, which was completed by a private developer.

Projects 53 and 60 are being morphed into project 42, the Neighborhood Sidewalks Program, which was part of the supplemental CIP.

Two projects from Section III are proposed for deletion and replacement. Projects 84 and 85 will be replaced by projects 93 and 94.

Project 86 will become project 42 in Section I.

Ms. Oosterveen reviewed the process timeline with the Commission. She noted that the public hearing has been slated for May 8, following which the list will be finalized and forwarded to the Council for adoption in early June.

Commissioner Van Valkenburgh asked if the specific locations for downtown midblock crossings have been identified. Ms. Oosterveen said there have been midblock crossings identified for some blocks. She noted that staff for the midblock crossing project and the ped-bike plan update have worked closely together in making sure there will be adequate connections.

Commissioner Glass observed that there are a number of projects being proposed for the Bel-Red corridor, only some of which are specifically called out in the proposed TIP. Ms. Oosterveen said project 28 is a placeholder for the implementation of projects from the Bel-Red corridor study.

Commissioner Northey voiced discomfort with the document. She suggested that the work of the Commission in developing the CIP and TFP is one of its most important functions. The proposed document gives staff latitude to apply for grants within the next year. Adoption of the TIP without any new projects in it will represent far more projects than the city has the money to construct. She said she would prefer to see the Commission take the time to integrate the new projects into the rest of the TFP before giving approval to staff to seek grants for projects that are not in the TFP. It is unlikely the city will lose out on huge opportunities for funding over the next year by waiting and putting the process back in sequence.

Ms. Oosterveen noted that two of the new projects are already adopted in the CIP and as such should be included in the TIP. Commissioner Northey agreed.

Commissioner Glass observed that many of the new projects are simply restatements of projects that were previously in the TIP. As such the list is not all that different. There would be no harm in adopting the list as it is.

Motion to strike all new projects in Section III, with the exception of the two already in the CIP, and adopting the rest was made by Commissioner Northey. The motion died for lack of a second.

Commissioner Van Valkenburgh asked what the implication would be in terms of grant funding applications by removing the new projects from the list. Mr. Miller said making grant applications for projects not in the funded CIP or the adopted TIP has happened only rarely through the years. The projects in Section III have all gone through analysis, and many of them are familiar through the Bel-Red planning process or the downtown Comprehensive Plan amendment process. Having a project in the TIP does not automatically mean the city will seek a grant for it, but it does make projects more competitive and leaves the door open to opportunity.

Motion to approve the project list as compiled by staff for purposes of the public hearing was made by Commissioner Glass. Second was by Commissioner Tanaka and the motion carried unanimously.

\*\* BREAK \*\*

B. 2008 Pedestrian and Bicycle Transportation Plan  
– Draft Network Plan and Project List

Senior transportation planner Franz Loewenherz said the outcomes of the March 6 workshop included a review of the public input, and a review of the revisions to the network plan and project list. At the March 24 briefing direction was given to provide the Commission with some census data, which has been done, and to provide the Commission with maps showing projects in proximity to key walking and cycling destinations, which has also been done.

Mr. Loewenherz said the plan is part of a four-step process to implementation. Following plan adoption will come design and construction, then ultimately operation and maintenance. Public input will be integral to the process at each stage.

Beginning his review with the District 1 bicycle projects, Mr. Loewenherz noted that the off-street paths were marked as green on the map, while the bike lanes were blue and the bike shoulders were orange. He reviewed with the Commissioners the projects.

Commissioner Van Valkenburgh noted that at the northern terminus of (“the first green project”) there is a small gap before it picks up with the wide outside lane. Mr. Loewenherz said that is the case and agreed to look into making the connection.

With regard to the north south priority bike lane corridor, Mr. Loewenherz said there are still internal staff conversations going on as to whether the bike lane should be on 106<sup>th</sup> Avenue NE or 108<sup>th</sup> Avenue NE. The community has expressed a preference for 108<sup>th</sup> Avenue NE, but staff is focusing on whether or not that alignment would be feasible.

Commissioner Glass called attention to B-335 and questioned how practical it would be to have bike shoulders for the entire distance in the project description. Mr. Loewenherz noted that the language specifically says when overlaid when feasible, particularly on uphill lanes. He said the details will need to be worked out at the design stage.

Commissioner Glass noted that the map shows some sections on Bellevue Way as complete and other sections as needing to be completed. He asked if there are already bike lanes to the south of Main Street but was told by Mr. Loewenherz that there are only wide outside shoulders and there is no proposal to include bicycle lanes on that stretch.

Commissioner Glass observed that 104<sup>th</sup> Avenue NE has become a default north/south route for most bicyclists. He said a route along 108<sup>th</sup> Avenue NE would be a nice addition, particularly south of Bellevue Way. Currently it is a nice quiet street. Mr. Loewenherz said it may be that some wayfinding signage is all that is required.

Mr. Loewenherz described for the Commissioners the District 1 pedestrian projects.

Commissioner Northey asked what process was used to select residential streets for sidewalk projects, and what governing policy was used to determine if sidewalks should be located on one or both sides of collectors and arterials. Mr. Loewenherz said the plan is based on fulfilling a network, so cul-de-sacs and small residential streets have been avoided; the projects are aimed at connecting beyond just the immediate area.

Commissioner Northey asked what the rationale is for projects S-007 and S-003. Mr. Loewenherz said the projects build on what is already in place. He agreed to look into extending it one block further to the south.

Commissioner Glass commented that having sidewalks on both sides of some streets in the Enatai area will definitely change their character. He asked if there is enough pedestrian traffic to warrant sidewalks on both sides. He highlighted specifically Killarney Way and 104<sup>th</sup> Avenue SE.

Commissioner Tanaka asked if the public has been surveyed about that issue. Commissioner

Northey agreed that it would be interesting to know what the public feedback has been. Mr. Loewenherz said the focus of the last Commission workshop was the public input and how it informed the process. However, public comment has not been received regarding each and every one of the proposed connections. He also pointed out that traditionally the city has implemented sidewalks incrementally starting with just one side.

Transportation Deputy Director David Berg said questions of those kinds often rise during the design phase. Often it is found that a sidewalk on only one side of a street is all the city can afford, while in other areas the citizens make it clear that a sidewalk on only one side is all they want for a variety of reasons.

Commissioner Glass suggested that when the Commission is asked to prioritize the projects, cost will be a factor, and having sidewalks on only one side might cost half as much, making them more likely to be slid up higher on the list. Mr. Loewenherz said that issue can be taken up during the prioritization process; in some cases it could be that facilities on one side of a street could be given one project number and facilities on the other side another project number so they can be prioritized accordingly.

Mr. Loewenherz noted that there are very few trail projects in District 1. He reviewed with the Commissioners the trail projects that are included in the area.

Commissioner Northey asked what rationale was used in identifying the project to include new boardwalks in Mercer Slough. Mr. Loewenherz said the projects were identified by the parks department to complete the network that exists there. He added that he relied heavily on the parks department for input regarding trails.

Mr. Loewenherz allowed that the most public input has been received regarding the projects in District 2. He reviewed the projects with the Commissioners.

With regard to the comments made by Mr. Neuzil regarding the connection from (“here over to here, and then continuing down to West Lake Sammamish Parkway”), Mr. Loewenherz said he has been looking at opportunities to establish easements through construction projects that are under way on 148<sup>th</sup> Avenue NE and 156<sup>th</sup> Avenue NE. If those connections can be established, the potential exists to make a continuous connection all the way to West Lake Sammamish Parkway. There are a lot of hurdles to jump yet, but the attempt will be made.

Mr. Loewenherz said project B-201 is consistent with comments received from cyclists who would very much like to see 140<sup>th</sup> Avenue NE improved beyond what the staff recommendation outlines.

Commissioner Glass said it is very difficult to find a good north/south route through that part of the city. He said he does not personally enjoy being too close to the freeway and would rather have a nice quiet street to ride on. It is obvious the community does not want cyclists on 132<sup>nd</sup> Avenue NE or 134<sup>th</sup> Avenue NE, so 140<sup>th</sup> Avenue NE is the best alternative. It would be nice if the uphill sections at least had areas wide enough for bicycles. Mr. Loewenherz noted that there are bike lanes and six-foot sidewalks to the north in Redmond which do not connect to the Bellevue side of 140<sup>th</sup> Avenue NE.

Commissioner Northey said she understands that the community is not happy about building bike lanes on 140<sup>th</sup> Avenue NE, but it is a designated north/south route and should be

addressed. The current proposal is not adequate.

Mr. Loewenherz said the proposal for 140<sup>th</sup> Avenue NE between NE 60<sup>th</sup> Street and NE 24<sup>th</sup> Street is to include an off-street path on the east side, primarily focused on use by pedestrians but usable by bicycles. The proposal does not include a sidewalk along 140<sup>th</sup> Avenue NE in addition to the off-street path.

It was suggested that the corridor should be the focus of the next study session. Staff agreed to bring additional information, including maps and photos.

Mr. Loewenherz described for the Commissioners the pedestrian projects proposed for District 2.

Commissioner Glass asked if it would be feasible to have sidewalks on both sides of Northup Way down towards the lake. Mr. Loewenherz said that issue will need to be worked out at the design stage. Commissioner Northey suggested that if that section is made a bike route there will not be room for sidewalks on both sides. She suggested that a feasibility study should be done for all four of the proposed north/south and east/west bike routes, especially where pedestrian improvements overlap.

Commissioner Tanaka said it would be helpful to have a map showing the bus routes used by the Bellevue and Issaquah school districts.

Commissioner Van Valkenburgh asked if there are sidewalks in the neighborhood to the east of 140<sup>th</sup> south of Bel-Red Road, and Mr. Loewenherz said he does not believe there are.

Answering a question asked by Commissioner Northey, Mr. Loewenherz explained that sidewalk projects in subdivisions are generally handled as Neighborhood Enhancement Program projects. The ped-bike plan is focused on system connectivity.

Mr. Loewenherz described the proposed trails in District 2. He noted that the recommendation includes retaining the connections in the network map, but removing many of them from the project list. There is a strong community desire to completely eliminate the connection that crosses the Capella property and limiting M-361 to the Cantorshire trail. The projects to be retained are those for which the community voiced support. Having a trail on the network map recognizes its existence but does not equate to an intent on the part of the city to do anything to improve it.

Answering a question asked by Commissioner Glass, Mr. Loewenherz explained that the 1993 ped-bike plan relied heavily on plat documents, some of which have ambiguities relative to easements being public or private. Many of the listed connections exist informally and are maintained by local property owners. Over time, however, people have put in blockages, effectively eliminating connections. While there remain uncertainties relative to the public/private nature of certain connections, staff believes they should be retained on the network map but eliminated as projects. He allowed that there continues to be controversy associated with L-454.

Commissioner Northey asked what standing the network map will have. Mr. Loewenherz said the map is intended to show what the completed network would look like. Without the map, there is no point of reference to show how the projects on the project list build on the existing

network. He added that the proposal is to eliminate L-631 from both the network map and the project list.

Commissioner Northey questioned putting out a map that shows trails with easements that can be legally challenged. Mr. Loewenherz agreed that the easements cannot all be verified without in-depth title searches and in some cases surveying. However, publishing a network map without certain trails and connections would be to not acknowledge what exists. The powerline trail, M-361, does exist. Commissioner Northey said her preference would be to not publish a network map.

It was agreed to raise the issue for further discussion at the April 10 Commission meeting.

Mr. Loewenherz outlined the District 3 projects for the Commissioners, beginning with the bicycle facilities.

Commissioner Glass asked about projects S-854 and S-853, noting that the two do not meet. He asked if there is a facility there that connects them. Mr. Loewenherz said S-853.3 is on park property, and S-853.1 connects the two. He added that off-street paths are typically used by both bikes and pedestrians, but in the final version the projects will be shown as “O” or off-street projects.

Mr. Loewenherz next reviewed the pedestrian projects.

Commissioner Northey suggested that project S-982 on SE 34<sup>th</sup> Street does not need sidewalks on both sides, only on the north side. Mr. Berg pointed out that the CIP project is only on the north side.

Commissioner Northey asked about the proposed sidewalk on the south side of Lake Hills Connector. She noted that there is already a sidewalk on the north side. Mr. Loewenherz said there is a sidewalk there that abruptly ends and the proposal is to continue it.

Commissioner Van Valkenburgh observed that the city does not have a policy regarding pervious surface sidewalks in environmentally sensitive areas. The area along Lake Hills Connector has sensitive areas and an impervious sidewalk could have a negative impact on the wetlands. She suggested it would make more sense to enhance the sidewalk on the north side of the street that is already in place than to add a new sidewalk on the south side of the street.

Commissioner Glass said one way to do it would be to include the sidewalk on the south side from Richards Road to 145<sup>th</sup> Avenue NE, but not from Richards Road to SE 8<sup>th</sup> Street.

Commissioner Van Valkenburgh said she would like to see project S-864 extended south to provide for a continuous sidewalk connection. Mr. Loewenherz said he will look into that.

Mr. Loewenherz reviewed the District 3 trail projects.

Commissioner Van Valkenburgh asked if project L-422 could be extended southward, connecting all the way to Phillips Hill. Mr. Loewenherz said he would check to see if it would be feasible.

Commissioner Tanaka proposed keeping the trail eastbound from Richards Road to SE 8<sup>th</sup>

Street.

Mr. Loewenherz said the project on 150<sup>th</sup> Avenue SE will be modified to have a 14-foot section in the uphill direction and nothing in the downhill direction, consistent with the design project. King County had planned on implementing the project in 2001 but redirected their funding elsewhere.

Mr. Loewenherz said the SE 60<sup>th</sup> bike lane project may be suitable to a shared lane configuration, and the city is exploring the notion of seeking experimental permission from the Federal Highway Administration to use shared lane markings where on-street parking or the narrow profile of the roadway will not allow for full bike lanes.

Mr. Loewenherz said staff agrees with the suggestion of Commissioner Glass to modify B-252 to include bike lanes only on the north side. The project will now read: Add a 5 foot-wide bike lane on both sides of SE 60th Street from Lake Washington Boulevard to 129th Ave SE; and then only on North side from 129th Ave SE to Coal Creek Pkwy. This project is partially funded by CIP# W/B-72: SE 60th Street/Lake Washington Blvd to Coal Creek Parkway: This funding will design and construct the first phase of the project, which includes five foot bike lanes and curb, gutter and six foot sidewalks, where missing, to provide continuous improvements along the south side from Lake Washington Boulevard to 119th Avenue SE and the north side of SE 60th Street from 119th Avenue SE to 129th Avenue SE. Funding for the second phase of the project will be determined at a later date. The second phase of design and construction will take place on the north side from Lake Washington Boulevard to 119th Avenue SE and the south side from 119th Avenue SE to Coal Creek Parkway. \*\*Partially funded; Phase 1 (south side from Lake Washington Blvd to 119th Ave SE; north side from 119th Ave SE to 129th Ave SE); (2009-2011)

Mr. Loewenherz noted that Commissioner Tanaka had indicated this project would not easily accommodate the shoulders due to the physical constraints. He said in the opinion of staff the project should be kept on the map and allow the feasibility to be determined later in the design process.

With regard to project B-239, Commissioner Glass suggested that there is little need to do more than re-stripe the shoulder. It was agreed to pull it from the project list but keep it on the network map.

Mr. Loewenherz outlined the pedestrian projects in District 4.

Commissioner Glass suggested that if the shoulder is going to be taken up with a sidewalk by (“that project”) the bike lane will need to be put back in. Mr. Loewenherz said the point is well taken.

Commissioner Van Valkenburgh referred to project S-844 and noted that on one side of the street there is a church being developed that will be required to do the sidewalks, while on the other side of the street there is a residential development that has already built sidewalks. On the west side the sidewalk is continuous. She suggested the project may not be needed as a result. Mr. Loewenherz said the project has four different components and it could be revised to show as complete the portion to be done by the church.

Mr. Loewenherz shared with the Commissioners the list of trail projects in District 4.

Commissioner Northey asked if the trail by Eastside Catholic will be needed once the school is no longer there. Mr. Loewenherz said the trail connects to the park and ride.

Commissioner Tanaka asked where trails L-423 and L-425 connect. Mr. Loewenherz noted that Commissioner Glass had previously suggested extending L-423 to the north and south to connect to the trail on 152<sup>nd</sup> Place SE to the south and SE 35<sup>th</sup> Place to the north. He said Commissioner Glass also spoke to extending L-470.2 to the Lakemont trail, and adding a link to the Lower Summit trail.

9. OLD BUSINESS – None

10. NEW BUSINESS

It was agreed to discuss the protocol for taking items to the City Council at the April 10 meeting.

11. PETITIONS AND COMMUNICATIONS

Mr. James Wright, 13435 NE 47<sup>th</sup> Street, said the bike project for NE 24<sup>th</sup> Street in District 2 between Northup Way and 136<sup>th</sup> Avenue NE involves a safety issue. Going east there is a fairly steep hill, at the top of which is an intersection with a blinking light; from there it is steeply downhill to where it crosses 130<sup>th</sup> Avenue NE. The road then rises again to 134<sup>th</sup> Avenue NE then falls again to 140<sup>th</sup> Avenue NE. The only bicycle riders that would use facilities there would be the gung ho types. Going west of NE 24<sup>th</sup> Street there is a downhill section, then a flat area before the stop sign. Southbound on 130<sup>th</sup> Avenue NE is slightly downhill. The problem is coming east on NE 24<sup>th</sup> Avenue NE there is a steep hill and it would be problematic to mix in bicycles with the uphill vehicle traffic, particularly when the roadway is slippery. That part of the project should be deleted for safety reasons. The project is also unnecessary given the parallel paths available on Northup Way. He noted that bicyclists on the Eastside are careless about stopping at stop signs. Where bicycle paths are provided, safety must be considered. The pedestrian pathway on 140<sup>th</sup> Avenue NE between NE 60<sup>th</sup> Street and NE 24<sup>th</sup> Street shows an eight-foot sidewalk. In that section there are very few houses and eight feet is too wide for the sidewalk. The network plan shows trails wherever they are, even if they are unauthorized and unwanted and without easements. The city should not put out a map showing them all. To do so would be the same as challenging the legal rights of the private property owners to use their properties.

Mr. Norm Hanson, 3851 136<sup>th</sup> Avenue NE, echoed the notion of not showing on the network map any project that is not on the plan. That is the request that has been made by the Bridle Trails communities. He suggested that on 140<sup>th</sup> Avenue NE between NE 40<sup>th</sup> Street and NE 60<sup>th</sup> Street the Bridle Trails community would like to see a six-foot multipurpose path mirroring what is on west side of the road. That would allow for more of a berm. With regard to the widened bike shoulder on 140<sup>th</sup> Avenue NE from NE 40<sup>th</sup> Street to NE 24<sup>th</sup> Street, he noted that Bridle Trails is adamant about not widening the roadway. The existing multipurpose paths do a good job because there is not a lot of bicycle and pedestrian traffic in that stretch. Where facilities are needed are on the north end where the roadway connects with Redmond where all the offices are.

12. APPROVAL OF MINUTES

A. February 28, 2008

Motion to approve the minutes as submitted was made by Commissioner Glass. Second was by Commissioner Van Valkenburgh and the motion carried unanimously.

13. REVIEW CALENDAR

A. Commission Calendar and Agenda

The Commission reviewed the items scheduled for discussion at upcoming meetings.

B. Public Involvement Calendar

14. ADJOURNMENT

Commissioner Northey adjourned the meeting at 10:02 p.m.

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Secretary to the Transportation Commission

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Date

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Chairperson of the Transportation Commission

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Date