



# Wilburton Neighborhood Streetscape Enhancements

124th Avenue Corridor Improvements South of NE 8th Street

## Neighborhood Streetscape Committee Meeting #3

Meeting Summary

October 2, 2013

*Updated: October 24, 2013*

**Meeting Date:** Wednesday, October 2, 2013

**Time:** 5:00 to 7:00 p.m.

**Location:** Bellevue City Hall

### **Attendees:**

#### Committee Members

Zee Straight-Weiss

Susan Myer

Peter Maxim

Jay Hamlin

Carolyn Harris

Harvey Kriloff

David Cagle

Darryl Nance

Dan Renn

Jo Scott

Bob Shay

#### Members of the Public

Nikola Rudic

Bre Goss

Gina Milano

Carolyn Maxim

Hossein Khorram

Hal Scott

#### City of Bellevue

Marina Arakelyan, Project Manager

Rick Logwood, Capital Projects Manager

Karen Gonzalez, Neighborhood Traffic Safety Services (NTSS) Manager

Vangie Garcia, NTSS Project Manager

Darek Jarzynski, Senior Transportation Engineer

#### Consultant Team

Paul Ferrier, HDR

Sarah Brandt, EnviroIssues

Daniel Brody, EnviroIssues

**Attachment:** "124th Traffic Calming Options" graphic



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

### **Committee members not in attendance:**

Bob Herschkowitz  
Mike Edde  
Margorie Hall  
Anita Leising  
Sandi Van Kleeck-Claggett

### **Welcome and Introductions**

Sarah Brandt, meeting facilitator, welcomed the Committee and led a round of introductions.

The group then reviewed the agenda and purpose of the meeting:

1. Provide updates since the last Committee meeting
2. Share public feedback received since the last Committee meeting
3. Discuss preliminary streetscape enhancement options developed by project team
4. Discuss and identify Committee recommendation(s) to be shared with public
5. Confirm next steps and action items

### **Committee's Purpose**

Marina Arakelyan, City of Bellevue project manager, summarized the progress the Committee has made to date, the context for the group's work, and the Committee's charge. There are significant changes that will occur in the Bel-Red Area in the next 20 years, and this project is one way the City is working with the Wilburton neighborhood to protect them from anticipated effects of that expected growth.

The Committee was convened to represent Wilburton residents in defining what the City could do to make drivers feel that they are moving through a neighborhood. This effort should help discourage people from driving on 124th Avenue NE and help reduce traffic when combined with improvements occurring in the 120th Avenue NE corridor. She emphasized that the City is looking for the Committee to provide an initial recommendation about their preferred streetscape enhancement alternative by the end of the meeting.

Sarah Brandt reviewed the project description agreed to by the Committee. She explained that the City and Committee members proposed additional updates, including:

1. Continuity must be maintained for other community services and amenities using the corridor (e.g., Three Cedars Waldorf, City of Bellevue parks, Bellevue School District, Metro buses, trash collectors, Sound Transit facilities, etc.). [Underlined portion added.]
2. This project is coordinated with the City's emergency services. [Made a separate item for emphasis.]
3. The project will be protective of the community's most vulnerable members. [Suggested addition by Committee member.]

Key Committee discussion and feedback are summarized below.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

1. **Committee member** – The 124th Avenue NE Corridor has seen an increasing density of elder care facilities, which in turn has increased the amount of emergency care vehicles entering the community. They wanted to make sure the project recognize that the need for emergency care access will likely increase in the future.
2. **Committee member** – The City will be required to follow all City, State, and Federal laws, which discuss emergency care vehicle access, so it might not need to be stated here (it's a given).

### Response

- a. Vangie Garcia – For all transportation projects, the City follows all regulations and design standards, which includes accessibility to all users as well as coordinating with other departments, such as Fire and Police.
3. **Committee member** – The most vulnerable populations include the elderly and the very young.

Sarah also noted that the project description now includes two bullets on what the project will not do to help further clarify its purpose and constraints:

1. Repair or improve the roadway surface / pavement / ditches
2. Repair or improve sound fences

Key Committee discussion and feedback are summarized below.

1. **Committee member** – What is a “sound fence?”

### Response

- a. Sarah Brandt / Paul Ferrier – An example is at the entrance of 124th Avenue NE and NE 8th Street. Repairing any damaged sound walls would be outside the scope of this project, though we've shared this issue with others at the City.
2. **Committee member** – Would these statements preclude the project from removing any ditches if our proposed solution called for widening the roadway to cover the ditches?

### Response

- a. Marina Arakelyan – The project will work within the City's existing right-of-way. In some places, the ditches are in the right-of-way and could be part of the project. However, enclosing ditches is costly and we can achieve the same results by placing medians in other locations that do not require such measures. Additionally, ditches are a stormwater conveyance system and there is a reason they have been built.

The Committee agreed to include the additional bullets in the project description. They also agreed to remove “ditches” from the list of items that the project would not address.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

### **Project Updates**

Sarah Brandt reviewed the Committee milestones timeline. She noted that it has been updated based on the latest schedule, and all updates are highlighted in yellow.

**Committee Member** – Could you please add “project construction” or “implementation” to the milestones schedule?

#### Response

- a. Marina Arakelyan responded that implementation would likely occur in Spring 2014. Sarah agreed to update the milestones timeline as suggested.

### **Traffic Data and Information Requests**

Sarah acknowledged Jo’s information requests related to traffic, and told the Committee that the City did not want to marginalize their concerns about traffic impacts, but the level of detail requested was probably more appropriately handled as a separate meeting for interested Committee members. Therefore, the City will offer a meeting to discuss any concerns about traffic for those interested. The following Committee members indicated their interest in attending:

1. Jo Scott
2. Jay Hamlin
3. Bob Shay
4. Carolyn Harris

### **Emergency Services Coordination**

Marina Arakelyan updated the Committee on the City’s efforts to coordinate with emergency services. She met with the fire department earlier in the day and had discussed the proposed project designs. The project team learned that the medians would not impact response time for services and that the fire department did not see any issues with the proposed options.

### **Speeding Citations Data**

Marina Arakelyan also discussed data on how many speeding citations were given on 124th Avenue NE over the last year. The data shows that only 10 citations were given. She will post the data on SharePoint for Committee members to access and review.

**Committee Member** – Do you have the dates of when the citations occurred? They suggested that the citations all occurred on one or two dates when the police were staking out the corridor.

#### Response

- a. Marina Arakelyan – The citations occurred in clusters in March, September, and October.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

### **124th Avenue NE Speed Study**

Karen Gonzalez, City of Bellevue, reviewed the results of speed studies the City conducted over the last week on 124th Avenue NE. The City conducted speed studies at four locations along the corridor, three along NE 124th Avenue and one on Main Street. They found that 85 percent of the vehicles (the threshold at which they make speed limit determinations) were going at or below 30 and 32 miles per hour (mph). The City compared this to before the radar signs were installed and found that they reduced traffic speeds between 3 and 4 mph.

In the last year, the City also added flashing slow-down messages with the radar signs and saw an additional reduction in speeds, for a total reduction of about 8 mph northbound and 7 mph southbound. The study showed a few vehicles traveling between 40 and 50 mph, but those were rare. The maximum speed recorded was 51 mph. The City will share these results with the police to help them identify the best times to patrol the area.

**Committee member** – Would adding a meander require the radar signs to be removed?

#### Response

- a. Karen Gonzalez – The radar signs would not be removed if the meander was implemented.

### **School Bus Stop and Related Parking Observations**

Karen Gonzalez and Vangie Garcia gave an update on their observations of morning drop-off for the Bellevue School District bus stop. They noticed that parents do park along 124th Avenue NE to drop their children off for the bus. They also noticed parents parking on NE 4th Street. If parking on 124th Avenue NE was removed then parents could potentially find parking on NE 4th Street. Drop-off at the Three Cedars Waldorf school should not be impacted by the project. For event parking, the school is required to provide shuttles from off off-site parking locations to ensure that attendees are not parking in the neighborhood.

Karen and Vangie also talked with the Bellevue School District's transportation department and learned that their only concern is that medians not be constructed where existing bus stops are currently located. Doing so would require the buses to pickup in both directions at that stop in the morning, and drop-off in both directions at night. None of the current median options restrict any bus stops.

**Committee member** – Does the Bellevue School District ever have to change where their bus stops are located?

#### Response

1. Karen Gonzalez – The School District does change where bus stops are located depending on where student populations occur. They review on an ongoing basis and are aware that streets change and consider that in choosing bus stop locations. The District also has a Safe Routes Committee for parents to discuss if there is an issue with a bus stop or lack of a stop. If this project resulted in a median, the School District would take that into account when locating future bus stops.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

### Public Feedback since Last Committee Meeting

Jo Scott has been compiling comments from community members she has been talking with. The most interesting feedback she has received recently was through an online survey sent out on Wilburton NextDoor. In the survey, approximately 24 participants ranked their priorities, with the following results:

1. Diverting traffic elsewhere
2. Pedestrian safety
3. Slowing traffic
4. Preserving emergency access
5. School safety
6. Maintaining neighborhood access
7. Beautifying our streetscape
8. Safe access for cyclists

Jo promised to share the results with the Committee by email.

Dan Renn shared that at the Wilburton neighborhood picnic, several people who lived on the dirt lane that extends from 2nd Street west of 124th Avenue NE did not see a reason to have a crosswalk go across their dirt road. They preferred a crosswalk going across 124th Avenue NE. Other community members also indicated their preference for a barrier on NE 8th Street and that an aesthetic influence at the entrance to Wilburton was important.

Carolyn Harris expressed that she heard interest in traffic calming measures between NE 2nd Street and NE 5th Street, and that those she talked with liked the meander. They also discussed including something that would designate the area as a residential community.

### Preliminary Streetscape Enhancement Options

Paul Ferrier, HDR, noted that at the community Open House in June, the project team described what the project would entail and sought initial public feedback. At the first and second Committee meetings, the Committee brainstormed ideas and created a toolbox of streetscape enhancements. Now, based on that feedback, he is presenting an “a la carte menu” of streetscape options for the Committee to review. (See the attached graphic which served as the basis for this discussion.)

Paul provided an overview a proposed baseline package of streetscape enhancements, which costs about \$265,000. Additional enhancements are provided as different options that can be mixed and matched with the baseline. Paul walked the Committee through each option and answered clarifying questions.

#### Baseline

The baseline focuses on pedestrian safety elements and landscape elements.

**Gateway at NE 8th Street:** The baseline includes a gateway feature at NE 8th Street, which includes a short median. The median is set back from the intersection and starts off six inches and increases in



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

height. He added that because of underground pipes and a vault, the City could not build much below the street and thus, a raised median was considered. The median would allow for up to a six foot planted area.

**Committee member** – Why does the median not start higher at the beginning near the intersection of NE 8th Street? Could the median be as high as 30 inches and provide space for trees and vegetation?

### Response

- a. Paul Ferrier – The median starts off short to accommodate truck-turning movements. The project team has not reviewed a vegetation pallet at this point. There are likely some restrictions on what type of vegetation can be planted.
- b. Marina Arakelyan – There are a lot of constraints that the City must consider when building any improvements at NE 8th Street. If the median is higher, then trucks could run over it, causing damage that would need to be repaired by the City.

**Committee member** – It is important for the City to put in a Wilburton Neighborhood sign. It is not the role of a private developer or the neighborhood association to do this or fund it. The City should pay for and install a sign for the community.

**NE 5th Street to NE 2th Street:** Paul Ferrier reviewed additional enhancements from NE 5th Street to NE 2nd Street. These enhancements include enhanced crosswalks. At NE 5th Street and NE 2nd Street, this would include putting in stamped pigmented concrete crosswalks. At NE 4th Street and NE 3rd Place they would just be painted crosswalks. Additionally, pedestrian lighting would be added, as well as optical speed bars on Main Street.

**Committee member** – Why did you choose to include three crosswalks at NE 2nd Street? It seems like just two would be necessary – one crossing 124th Avenue NE on the north and one crossing NE 2nd Street on the east.

### Response

- a. Paul Ferrier – There is not significant reason to include three crosswalks instead of two.

The Committee agreed that only two crosswalks should be considered at NE 2nd Street and 124th Avenue NE – one across 124th Avenue NE to the north and one across NE 2nd Street on the east.

**Committee member** – What is pedestrian lighting? What is the viability of having blinking crosswalk lights to alert motorists that they are approaching a crosswalk? It seems that a blinking light could provide more pedestrian safety and slow northbound traffic.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

### Response

- a. Paul Ferrier – Pedestrian lighting would include placing lights on 14- to 15-foot-tall poles at corners that enhance visibility for pedestrians, and so that drivers notice pedestrians.
- b. Darek Jarzynski – The City is looking at rectangular beacons as the leader in compliance for crosswalks. These devices allow pedestrians to press a button, which causes a sign to flash indicating a pedestrian is planning on crossing the street. We are currently gathering data at all crosswalks to identify where to pilot these devices through a separate program.

**Committee member** – The City could install a blinking pedestrian light similar to the blinking stop signs.

### Response

- a. Darek Jarzynski – A constant blinking light does not provide as much benefit as a push button activation system. These systems could range from \$80,000 to \$150,000, depending on pavement overlays.
- b. Vangie Garcia – The City could evaluate a button activation system as a pilot location after the 124th Avenue NE project is built.

**Committee member** – Why does the project budget range from \$300,000 to \$500,000?

### Response

- a. Marina Arakelyan – We are in partnership with other City departments to fund this project. We have not gone through design at this point so there is a cost range for how much implementing the final suite of streetscape enhancements could be. There is a possibility that if the Committee recommends an option that is above our budget, we can ask the City Council for additional funds.
- b. Rick Logwood – The project's budget range is reflected in the City's Capital Improvement Program budgets for various departments. A project's funds can change based on the years in the CIP.

**Committee member** – It looks like the baseline would include adding trees to the ditch or existing sidewalk.

### Response

- a. Paul Ferrier – The baseline includes doing enhancements in some sidewalks by adding planter zones, especially near intersections. These planters would provide visual beautification as well as traffic calming. In some areas, sidewalks may need to be relocated (but not removed) to make room for other enhancements.

**Committee member** – I have heard feedback from some neighbors that Metro buses often need to use the parking spaces on 124th Avenue NE when turning onto NE 2nd Street.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

### Response

- a. Paul Ferrier – We can evaluate turning radii for various vehicles and how our enhancements would impact that. This can ensure what we implement does not hinder larger vehicles' ability to turn on and off of 124th Avenue NE.

**Additional Traffic Calming Options:** Paul Ferrier presented the a la carte options that could be added to the baseline (see attached graphic). These options included:

- A. A short median that redirects traffic from driving in a straight long corridor. The median would street between NE 2nd Street and NE 3rd Place and would add some landscaping. This short median would cost about \$21,000 more than the baseline.
- B. A short median just north of NE 3rd Place that would slow traffic and allow for additional landscaping. This short median would allow for about four to five on-street parking spaces for parents to drop and pick up their children from the Bellevue School District bus stop. The median would cost about \$83,000 more than the baseline.
- C. A full median north of NE 3rd Place that would cost about \$125,000 more than the baseline. Vangie Garcia noted that this option does allow for about two to three parking spaces on 124th Avenue NE.

Committee discussion of additional traffic calming options (above the baseline):

**Committee member** – Without having the opportunity to discuss these options with the community, there is concern about deciding on a preferred alternative. Has the City talked with Seattle City Light about their plans to access the electrical towers and the new culvert they plan to construct?

### Response

- a. Paul Ferrier – The City has been working with Seattle City Light throughout the 124th Avenue NE corridor. The equipment that Seattle City Light would use to access the towers would currently require shutting one lane of 124th Avenue NE. None of these options would preclude them from doing maintenance.
- b. Karen Gonzalez – Any utility work along roads requires that Seattle City Light get a permit to close down lanes and provide a detour route. We work with them to develop traffic control plans for when they do maintenance work that interrupts traffic.
- c. Marina Arakelyan – We are in ongoing coordination with Seattle City Light and I will talk with them about their plans to install a culvert just south of NE 2nd Street.

## **Committee Feedback and Recommendations**

Sarah reviewed the Committee's Operating Guidelines and decision-making process. The Committee makes decisions by consensus when possible. She then asked each Committee member to give their preferred streetscape option and why. The Committee's responses are captured in the below table.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

COMMITTEE MEMBER	STREETSCAPE OPTION PREFERENCE	REASONS FOR PREFERENCE
Dan Renn	<ul style="list-style-type: none"> <li>• <b>Baseline</b> with only two crosswalks at the intersection of 124th Ave NE and NE 2nd St</li> <li>• Include options <b>A</b> and <b>B</b></li> </ul>	Dan explained that there was only need for two crosswalks at 124th Ave NE and NE 2nd St, which would save on costs. He wants to see as much meander as possible while still providing some parking, which is why he chose B instead of C.
Peter Maxim	<ul style="list-style-type: none"> <li>• <b>Baseline</b></li> <li>• Include options <b>A</b> and <b>C</b></li> </ul>	Peter chose A and C because they maximize the number of trees and vegetation. He is not worried about providing parking for the school drop-off and pick-up.
Carolyn Harris	<ul style="list-style-type: none"> <li>• <b>Baseline</b></li> <li>• Include options <b>A</b> and <b>C</b></li> </ul>	Carolyn likes the meander and felt that parents will find other areas in the neighborhood to park.
Bob Shay	<ul style="list-style-type: none"> <li>• <b>Baseline</b> with only two crosswalks at the intersection of 124th Ave NE and NE 2nd St</li> <li>• Include options <b>A</b> and <b>B</b></li> </ul>	Bob felt options A and B were the best choices.
David Cagle	<ul style="list-style-type: none"> <li>• <b>Baseline</b></li> <li>• Include options <b>A</b> and <b>C</b></li> </ul>	David expressed his favor for C because it provides the best traffic calming. David is willing to give up elements in the baseline to ensure A and C are implemented.
Jay Hamlin	<ul style="list-style-type: none"> <li>• <b>Baseline</b> with only two crosswalks at the intersection of 124th Ave NE and NE 2nd St</li> <li>• Include options <b>A</b> and <b>B</b></li> </ul>	Jay explained that he was okay with either option B or C, but thought it was good to allow for some parking on 124th Avenue NE.
Susan Myer	<ul style="list-style-type: none"> <li>• <b>Baseline</b></li> <li>• Include options <b>A</b> and <b>C</b></li> </ul>	Susan liked the amount of vegetation introduces by option A and was okay with eliminating the on-street parking.
Jo Scott	Abstained from providing a preference	Jo did not feel that there was enough time to gather input from the community to have a clear preference between the different options.
Darryl Nance	<ul style="list-style-type: none"> <li>• <b>Baseline</b> without including beautification trees</li> <li>• Include options <b>A</b> and <b>B</b></li> </ul>	Darryl preferred A and B because it would retain some on-street parking.
Zee Straight-Weiss	<ul style="list-style-type: none"> <li>• <b>Baseline</b></li> <li>• Include options <b>A</b> and <b>C</b></li> </ul>	Zee expressed that option C would create a boulevard affect, which in her experience does a good job of traffic calming.
Harvey Kriloff	<ul style="list-style-type: none"> <li>• <b>Baseline</b></li> <li>• Include option <b>C</b></li> </ul>	Harvey preferred option C because it was the best option to reduce the extraneous traffic coming into the Wilburton neighborhood. He did not include option A because he worries that choosing both A and C would compromise the projects budget.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

COMMITTEE MEMBER	STREETSCAPE OPTION PREFERENCE	REASONS FOR PREFERENCE
Feedback by email response shared with group (needs to be confirmed)		
Anita Leising	<b>Baseline</b> with option C	
Sandi Van Kleeck-Claggett		Sandi opposes option A if it affects access to her driveway, and proposed alternatives to the options presented to the Committee.

Sarah reviewed Committee member responses. A majority of the Committee favored the baseline and option A. There was discrepancy between options B and C. The main reason members preferred option B was the ability to retain on-street parking.

**Committee members** – Is it possible to revise option C to allow for between four and five on-street parking spaces?

Response

- a. Paul Ferrier – It is possible to shorten the median in option C to allow for five on-street parking spaces. Doing so would reduce the median somewhere between 20 and 50 feet, making it approximately 350 to 380 feet long.

**Committee Recommendation**

A majority of the Committee members present at the meeting (ten of eleven members) agreed to identify the Committee’s preliminary preferred alternative as the following suite of enhancements:

- The **Baseline** option with only two crosswalks at the intersection of NE 124th Avenue NE and NE 2nd Street.
- **Options A**, a short roadway median between NE 2nd Street and NE 3rd Place.
- A **modified version of Option C**, a long roadway median north of NE 3rd Place, shortened slightly to allow for four or five on-street parking spots.

One Committee member opposed this preference alternative, so consensus was not reached.

The Committee’s operating guidelines note that a simple majority will determine the Committee’s preference if consensus is not reached. With a vote of ten in favor and one against, the Committee’s recommendation was confirmed as described above. The opposing Committee member’s position will also be documented moving forward.

A Committee member also asked that the Committee recommend that the City ensure the project is funded and implemented now rather than waiting or phasing implementation. This ensures that the budget for the project is not reduced in the future. The Committee generally agreed to this recommendation.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

### **Summary Addendum (October 24, 2013)**

On October 24, 2013, project team members Marina Arakelyan, Paul Ferrier, and Sarah Brandt met with Committee members who were unable to attend the October 2 meeting. They presented the streetscape enhancement options and answered any questions these members had. Both Committee members who attended this meeting, Anita Leising and Sandi Van Kleeck-Claggett, supported the preferred alternative adopted by the Committee on October 2.

### **Public Comment Opportunity**

- City Councilmember Kevin Wallace asked that the Committee and City review different scenarios for how the NE 4th Street extension and additional traffic coming from NE 5th Street and NE 8th Street could impact the project. He explained that this information would be useful for the Transportation Commission and the City Council. He thanked the Committee members for their work to date.
- Hossein Khorram, Milano Townhomes LCC, addressed the Committee about the development that Milano Townhomes LCC is building along 124th Avenue NE. He explained that he lived in Wilburton on 132nd Avenue NE for ten years. He understands that during construction everything seems like a mess. He expects that the development will take 12 to 14 months. Once it is completed, it will be an asset to the community and will retain the residential integrity of Wilburton. He was concerned with whether the project would impact the ability of large trucks to move in and out of the property.

#### Responses

- a. Marina Arakelyan – The project has accommodated the movement of large trucks in and out of that property. Paul Ferrier added that large trucks will be able to turn north and south from the property.
- Carolyn Maxim expressed her frustration at the City's lack of willingness to include a more robust treatment at NE 8th Street. For the City to state that pipes under the roadway is a barrier to them doing something more significant is offensive. The City was willing to rezone to allow the Spring District and setting back a median at NE 8th Street is shortsighted. She added that any median there should provide height and large trees, not just small plants.
  - Hal Scott asked when 124th Avenue NE was designated as an arterial. With the likelihood of increasing traffic on 124th Avenue NE, would the street be reclassified?

#### Response

- a. Rick Logwood – The City has an arterial classification system and 124th Avenue NE has been classified as a collector arterial for a long time. While traffic volumes may increase, the City would not reclassify the road since it is being planned for a specific function and purpose.



# Wilburton Neighborhood Streetscape Enhancements

## 124th Avenue Corridor Improvements South of NE 8th Street

- Nikola Rudic expressed his surprise that the project was not looking to add bike lanes along 124th Avenue NE.

### Response

- a. Paul Ferrier – Adding bike lanes would require the purchase of additional right-of-way, which is not occurring for this project. However, all of the options discussed at the meeting accommodate (do not restrict) bike access or use.

### **Wrap Up and Action Items**

The Committee agreed that they needed to meet again in October to discuss more details about the preferred alternative. Several members mentioned they would like more time to discuss elements of the median at the entrance to the neighborhood at NE 8th Street.

Action items from the meeting include the following:

1. The project team will update the Committee milestones timeline and project description per meeting feedback.
2. The action tracker that was not included in the Committee packets will be sent to the Committee by email after being updated.
3. The project team will convene a separate traffic-related meeting for interested Committee members.
4. Jo Scott will send the Committee her summary of the feedback she's collected.
5. Paul will evaluate turning radii at key corridor locations to ensure appropriate vehicle movements will be accommodated.
6. Marina will coordinate with Seattle City Light about their plans to install a culvert just south of NE 2nd Street.
7. The project team will further investigate options for the entry treatment at NE 8<sup>th</sup> Street / NE 124th Avenue.
8. The project team will identify a time for the Community Open House and next Committee meeting (later in October) and inform Committee members.
9. The project team will offer a "catch-up" meeting to Committee members who have participated to date but were not able to attend.

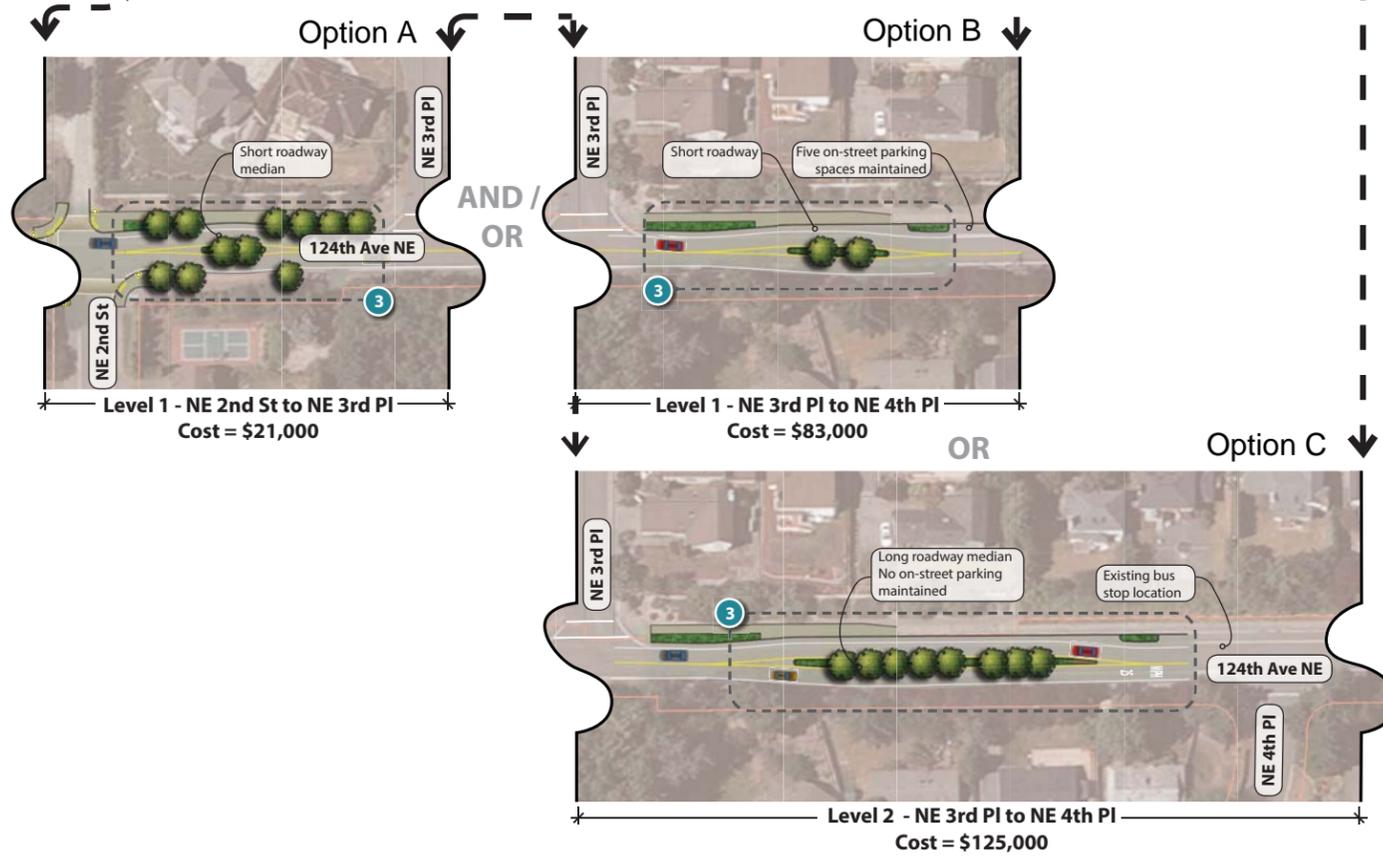
BASE



Base - Main St to NE 8th St  
 Cost = \$265,000



LEVEL 1



LEVEL 2

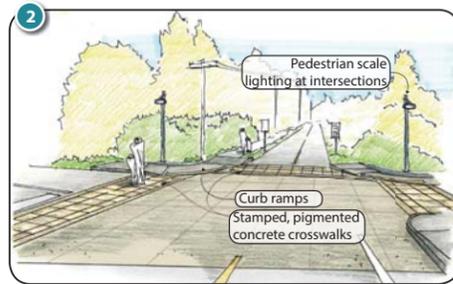
TRAFFIC CALMING STRATEGIES



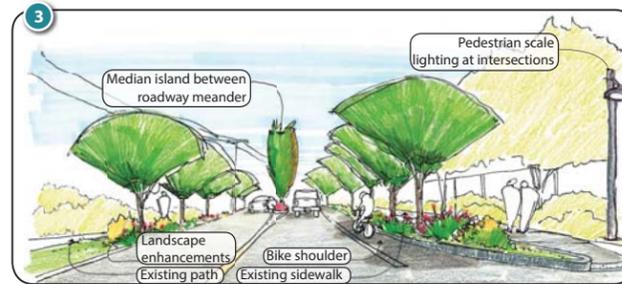
Pavement Markings - Optical Speed Bars



Pavement Markings - Speed Legends



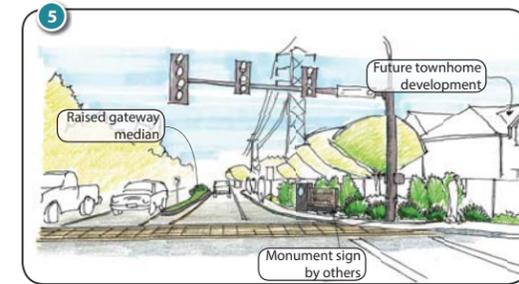
Intersection Safety Enhancements



Roadway Medians



Crosswalk Enhancements



Gateway Enhancements

