

TABLE OF ACTIVE TRANSPORTATION PLAN COMMENTS REQUIRING TRANSPORTATION COMMISSION REVIEW			
Based on comments received prior to January 26, 2009			
No	Comment or Concept	From	Possible changes with pros and cons from staff
1	Ped. wayfinding for paths and connections	Various	<p>Could be added as an objective under goal G3 "add sidewalks" which would then be renamed. Strategies would be similar to those for bicycle wayfinding G8.1.</p> <p>Pros: Wayfinding for "hidden connections" would be useful.</p> <p>Cons: Less certain how to proceed than with bicycle wayfinding</p>
2	<i>Active transportation</i> to school -include other ages Too, specifically mention bicycles to school	Planning Commission, others	<p>Change goal 4 to increase the number of children who use active transportation to get to school. Add objective to determine interest in active transportation at KJHS, LWHS and JHS by 2010. Strategy is to meet with group of parents and students at KJHS and students at LWHS and JHS. Gauge interest and develop list of possible improvements/strategies to increase active transportation. Implement based on responses.</p> <p>Pros: Promotes active transportation. More inclusive.</p> <p>Cons: Since at Jr High and High School age, students are largely able to use active transportation if they choose, this is not needed. Elementary school students need extra help; cognitive abilities to cross the street etc. are not adequately developed. Funding for completing elementary school walkways is limited.</p>
3	Bicycle parking should be improved outside of downtown too	Planning Commission, others	<p>Change objective G8.3 to include bicycle parking in other areas with associated strategies.</p> <p>Pros: Bicycle parking is needed throughout the city.</p> <p>Cons: Previously, downtown has been the source of most requests. Funding is not available even for downtown. Downtown could serve as a pilot for other areas.</p>
4	Clear up ambiguity	Planning	Council has discussed this in the past and been reluctant to increase the

	about who is responsible for sidewalk maintenance, do more public information.	Commission	force the city uses to require property owners to maintain sidewalks. Add "sidewalk maintenance" as a part of Objective G6.1. Cons: None
5	Put more weight on Transit/Commercial less on Park/School	Planning Commission	Can be done with recalculation of scores. Policy call on the part of Transportation Commission. Thought from PC was that people take the bus and visit commercial areas for work every day, other trips are more discretionary. Pro: May better represent trip making Con: Based on previous analysis such a change would make a negligible difference in final scores. Transportation Commission felt that community was more interested in Parks and Schools.
6	Better address Seniors and those with limited mobility	Planning Commission	There are many places in the text where this can be highlighted Pros: Should be emphasized. Cons: none.
7	Add connection to the water on bike network through the Market Neighborhood	Planning Commission	Add components to the defining a network section which begins on page 86. Bicycle network does not currently have a component to specifically support connections with parks or scenic routes. Pros: Cyclists may be interested in finding parks and waterfront. Waverly way provides nice views of Lake Washington. Cons: Survey information says most cyclists are more interested in regional destinations. Existing park wayfinding signs tell cyclists where parks are located.
8	Add water trail section	Active Living Task Force	Copy the small section from the existing plan into its own new section. Pros: It was in the last plan Cons: Complicates plan somewhat, is not transportation oriented

9	Determine how to include Neighborhood Plan bicycle and pedestrian routes	Planning Commission	Past plans used a network to determine priorities for sidewalk projects. Since this plan does not do that pedestrian routes from neighborhood plans are less meaningful. Neighborhood Plans are unclear about what the significance of designation is. With only a couple of exceptions, the proposed bicycle network coincides with bike routes from neighborhood plans. There are more neighborhood routes in addition to those on the network.
10	Add 90 th Street connection over I-405 as a part of bicycle network; would also serve pedestrians.	Planning Commission	<p>Could be added to the bicycle network</p> <p>Pros: Logical connection, in previous plans, if in plan, could be included as part of NE 85th Street/NE 70th Street interchange reconstruction. Provides another connection across I-405.</p> <p>Cons: Doesn't fit with the criteria for selecting the bicycle network, NE 90th Street doesn't connect to Redmond. Expensive, construction must be coordinated with construction of interchange.</p>
11	NE 124th Climbing lane for bicycles. Eastbound between 100th and 103rd Avenues.	Citizen	<p>Currently in draft plan. Would require restriping and median narrowing/removal. 10' lanes except 11' westbound curb lane. 5' striped climbing lane</p> <p>Pro: Could be done as part of NE 124th resurfacing project this summer. Would provide climbing lane on steep hill.</p> <p>Con: Climbing lane doesn't connect to the east. Reconstruction of island is relatively expensive. Requires 10' lanes -may not be room for c-curb. Alternate would restripe inside auto lanes to 10, --12' outside lanes.</p>
12	Add construction project for bicycle lanes on 122nd Ave between NE 70th and NE 80th	Citizen	<p>Could be added to table 17.</p> <p>Pro: Connects with bike lanes to the south.</p> <p>Con: Plan does not call for bike lanes on streets with auto volumes of less than 5000 vehicles per day. Volume here is around 2600.</p>

