



**CITIZEN ADVISORY COMMITTEE MEETING
EAST MAIN STATION AREA PLAN
Tuesday, March 24, 2015
4:00 P.M. to 6:00 P.M. – Room 1E - 113
Bellevue City Hall – 450 110th Avenue NE**

<u>Time</u>	<u>Item</u>
4:00	1. Call to order, approval of agenda, approval of March 10 meeting minutes (Attachment 1) – Scott Lampe, Chair
4:05	2. *Public comment
4:10	3. Project Update (Attachment 2) – Mike Kattermann, PCD
4:15	4. Presentation by Wig Properties/owners of Red Lion site, Leshya Wig, Mon Wig and Arthur Chang (Freiheit & Ho Architects)
4:35	5. Presentation of market analysis by Matt Hoffman (Heartland) and new redevelopment concepts by Dan Bertolet (VIA)
5:50	6. *Public comment
6:00	7. Adjourn – Next meetings, Tuesday, April 14th (room 1E-108) and Tuesday, April 28th (room 1E-113), 4 pm to 6 pm.; OPEN HOUSE – Thursday, April 23rd, 5 pm to 7 pm, room 1E-108

Attachment 3 is provided as follow-up to requests for information from the CAC at the March 10 meeting.

**To allow sufficient time for all those who want to address the Committee, speakers are asked to limit their comments to 3 minutes per individual. Thank you.*

Wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).

CITY OF BELLEVUE
EAST MAIN STATION AREA PLANNING
CITIZEN ADVISORY COMMITTEE
MEETING MINUTES

March 10, 2015
4:00 p.m.

Bellevue City Hall
Room 1E-120

MEMBERS PRESENT: Christie Hammond, John King, Scott Lampe, Jim Long, Danny Rogers, Alexander Strunkin, Bill Thurston, Pamela Unger

MEMBERS ABSENT: Chris Breiland, John D'Agnone, Erin Powell

OTHERS PRESENT: Mike Kattermann, Department of Planning and Community Development; Kate March, Phil Harris, John Murphy, Department of Transportation; Adam Parast, Transpo Group

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER, APPROVAL OF AGENDA, APPROVAL OF MINUTES

Chair Lampe called the meeting to order at 4:04 p.m.

A motion to approve the agenda was made by Ms. Hammond. The motion was seconded by Mr. Long and it carried unanimously.

A motion to approve the minutes was made by Mr. King. The motion was seconded by Ms. Unger and it carried unanimously.

2. PUBLIC COMMENT - None

3. PROJECT UPDATE, CAC INFO REQUEST

Senior planner Philip Harris reminded the Committee that the station area planning work addresses the future of the station area. For the East Main station that refers to how the station will be integrated with its residential surroundings, what will be happening on the east side of 112th Avenue SE, and the southern portion of the downtown. The Committee is not charged with addressing construction issues.

Mr. Harris shared with the Committee a map showing the existing pedestrian network, including sidewalks and trails. He also shared a map of bicycle facilities in the area. Yet another map was shown to the Committee indicating the walkshed around the station, or the area that can be reached within a ten-minute walk of the station. SE 1st Place will be closed off and a new pedestrian access will be created to connect with the park. At the south end of the station there will be a signalized crosswalk. SE 4th Street will be closed to all but emergency vehicles.

Chair Lampe commented that early on the Committee discussed whether or not there should be access to the park from 112th Avenue SE. Because the tracks will need to be crossed, any access would have to be via a bridge going up and over the catenary, or via tunnel under the tracks. Either way would not be simple or inexpensive.

Mr. Harris showed the Committee a map showing the future walkshed based on the roadway closures. He pointed out that an area along the west side of 112th Avenue SE to the north of Surrey Downs Park will not be accessible for pedestrians.

A number of pedestrian network improvements are planned for the downtown area, including along Main Street. An off-street path will be created on the west side of 112th Avenue SE from SE 8th Street to Main Street that will connect to a path on the south side of Main Street that will be located between 110th Avenue NE and 116th Avenue NE. The trail will be a continuation of the trail that will start in south Bellevue on the east side of Bellevue Way and 112th Avenue SE to SE 8th Street. The crosswalks at the intersection of 112th Avenue SE and Main Street are identified for enhanced treatment; these treatments vary by location, but could include flashing lights and special pavement markings, possibly a raised crosswalk. A bicycle lane will be constructed along 114th Avenue SE adjacent to the freeway that will connect with Main Street. Both Bellevue Way and 106th Avenue SE will include shared roadway facilities to accommodate bicycles.

Mr. Harris said some have raised the issue of improving pedestrian access between the southern part of Surrey Downs and the Bellfield residential area. He noted that while there are not a lot of sidewalks within the Surrey Downs neighborhood, the streets currently have little traffic and are very walkable.

Chair Lampe said one of the issues talked about in the past is the fact that the high school is outside the ten-minute walkshed. He asked if the school district has called for providing better access to the station. Ms. Hammond pointed out that there is a trail from 108th Avenue SE through the neighborhood. Chair Lampe said even with that shortcut the high school remains outside the ten-minute walkshed.

Ms. Hammond clarified that there will be a crosswalk to the south of the South Bellevue station allowing pedestrian access to the east side of 112th Avenue SE, and asked how far south the next crosswalk is. Mr. Harris said the next crosswalk is more than one thousand feet away at SE 6th Street. Northbound pedestrians from that point will need to use the off-street path to Main Street in order to get around the train.

Responding to a comment made by Mr. Long, Mr. Harris said there is a drop-off on the east side of 112th Avenue SE, making it difficult to locate a trail there.

Ms. Hammond pointed out that currently the residents of Bellfield, Bellecrest and Surrey Downs are able to access the Slough and the blueberry farm on foot. Once the project is complete, that pedestrian access will disappear. She said she would like to see pedestrian

access added to the south of SE 4th Street to let people cross 112th Avenue SE.

Ms. Unger asked if the existing small park and ride across from the Residence Inn on SE 8th Street will go away once the light rail line is completed. Mr. Harris said that may depend on what the bus service plan is. The park and ride also lies within the right-of-way for I-405 and in the future should the freeway need to be widened the site will be lost.

Ms. Unger pointed out that with pedestrian access to Surrey Downs Park limited, people may choose to drive to it instead. That will increase traffic on what are now safe roads and may be an argument in favor of sidewalks in the neighborhoods. Chair Lampe reminded her that the park is set to be downgraded from a regional park to a neighborhood park and that the ball fields will be going away. The parking lot will have only 15 to 20 stalls. Once access from 112th Avenue SE is closed off, the lion's share of traffic in the neighborhood will be residents.

Mr. King commented that there likely will be people dropping people off on 111th Avenue SE given that there will only be three spots at the kiss and ride on 112th Avenue SE. People will have to come through the Surrey Downs neighborhood to drop people off and pick them up on 111th Avenue SE.

Ms. Hammond suggested it would be unrealistic to assume there will be less vehicular traffic just because automobile access to the neighborhood from 112th Avenue SE will be closed off. There is a real need to continue focusing on pedestrian safety within the neighborhood.

4. NON-MOTORIZED ACCESS AND CIRCULATION

Associate planner John Murphy reminded the Committee that he had previously shared a number of maps showing traffic calming and parking strategies, primarily within the Surrey Downs and Bellecrest neighborhoods. He allowed that 108th Avenue SE is quite long but much of it is within the study area. The five major vehicular access points into the neighborhood currently are SE 1st, SE 4th, SE 11th, SE 2nd and 110th Avenue SE. At most of the entrances along 112th Avenue SE there are entry treatments in the form of raised pavement that signify to motorists that they are entering a different kind of street. Once East Link is up and running each of the access points will be removed along with the entry medians.

Mr. Murphy said the city has not engaged in a lot of traffic calming activities in the Surrey Downs neighborhood based on the current guidelines that stipulate vehicular speeds must be at certain levels as determined by speed studies. The studies done in the Surrey Downs neighborhood have never risen to the point of warranting speed humps or other types of traffic calming measures. Passive measures have been implemented, however, including 25 mile per hour lane markings on the pavement. There are a series of speed humps situated along 108th Avenue SE in addition to passive lane markings.

Residential Parking Zones (RPZ) exist in the neighborhood. It is difficult for the city to effectively address all 16 of the existing RPZs and residents have called for increased enforcement. The Surrey Downs RPZ was the first created in the city and it was done in response to growth in the downtown.

The right-in/right-out restriction at Main Street and 110th Avenue SE prevents those traveling west on Main Street from accessing the neighborhood. Those exiting the neighborhood must go east on Main Street. There is also a no-through movement on southbound 108th Avenue SE across Main Street. Southbound through is allowed only for bicycles and buses.

Answering a question asked by Chair Lampe, Mr. Murphy said the city uses the standard 85th percentile as the threshold for speed humps within a neighborhood. That translates into 85 percent of all vehicles traveling at or below 35 miles per hour. The speed studies done on 109th Avenue SE have indicated the 85th percentile speed is around 31 miles per hour; while that exceeds the posted 25 miles per hour, it is not to an extreme degree.

Mr. Murphy said the city is currently involved in collecting fresh data on traffic volumes at all of the entrances into the neighborhood and at key locations within the neighborhood on 109th Avenue SE, 111th Avenue SE and SE 4th Street. The traffic study extends into the Bellecrest neighborhood and into the downtown on the east side of 112th Avenue NE as well.

Answering a question asked by Ms. Hammond, Mr. Murphy said the 85th percentile is not a perfect metric but serves as a threshold. The vast majority of drivers on 109th Avenue SE are traveling at 31 miles per hour or less; only 15 percent are exceeding that speed. Around parks and elementary schools where there are more pedestrians the threshold is lowered to 30 miles per hour. The opportunity may exist in the study area to take another look at the guidelines given the recognition that the light rail will be a big pedestrian generator. Besides the speed studies, there are other factors that go into determining where sidewalks should be constructed, including safety, Transportation Commission review and City Council selection. The Neighborhood Sidewalk Program is another option.

Ms. Hammond said safety must be taken into consideration. The Surrey Downs neighborhood is seeing strong growth in the number of residents with small children.

Chair Lampe commented that as a Transportation Commission member he understands there is a screaming need for sidewalks all around the city. The city only scratches the surface of the need with what is built every couple of years.

Mr. Parast asked where the neighborhood believes the greatest need for sidewalks is. Mr. King said the place to start is with the East Main station. There is also a need to accommodate high school students. Sidewalks are also needed on 111th Avenue SE and on SE 2nd Street. Ms. Hammond added that 109th Avenue SE between Main Street and SE 11th Street is a straight speedway and a sidewalk is needed on at least one side of the

road. If the park does see increased use by people driving to it, SE 11th Street will also need sidewalks.

Ms. Unger proposed addressing the issue of access into the neighborhood from 110th Avenue SE before prioritizing where sidewalks are most needed in the community. Chair Lampe commented that regardless of whether or not the configuration of the intersection of Main Street and 110th Avenue SE changes, the potential for additional traffic in the neighborhood exists and that brings with it safety issues.

Mr. Murphy allowed that while the city wants to see thresholds met before initiating traffic calming measures such as speed humps, their placement is largely community driven. The city leaves to the residents decisions about if and where speed humps should be located.

Mr. Parast said whenever traffic restrictions or calming actions are taken there is always an inherent tradeoff. There is no technical solution that will solve everyone's issues, and in fact some issues do not have technical solutions. He asked for comment on how the current RPZ system within the study area is working.

Chair Lampe said the current situation is clearly different from what it will be when the station is operational. He said he could see no point in comparing how things stand presently with what the future might bring. Mr. Parast said part of the complexity lies in the fact that no one knows exactly how people will behave in the future. Certainly hide and ride activities will be more of an issue in the future than it is currently, but maybe the city will engage in more comprehensive enforcement in the future.

Ms. Hammond commented that regardless of how lenient or strict the rules about parking will be in the future, if the rules are not enforced they will not matter.

Mr. King said one option might be to develop a different RPZ for the area around the station. Ms. Unger agreed and said the distance persons are likely to walk after parking should be taken into account. Mr. Murphy said that breakpoint is usually around a quarter of a mile, though parking costs could get people to walk a little further. He said it might make sense to recommend a parking study before the station opens and another afterward to see if there is a large increase in parking violations.

Ms. Unger noted that sidewalks are not currently needed in the neighborhood, but said the Committee should recommend revisiting the topic a year after the station opens if there is not going to be any action to construct sidewalks before East Link begins operations.

Mr. Thurston said the problem is either real or imagined. Should a before and after study highlight the need to make changes, the actions would be based on real needs and real facts. There is no doubt there are concerns about having the station, the kiss and ride, and the potential traffic that might be generated.

Ms. Unger said residential access is not currently a big problem. It will be more inconvenient once the access points are closed off, but not that much more inconvenient, except for the impact the change will have on the Bellecrest neighborhood due to the increased number of people using 110th Avenue SE to get into Surrey Downs.

Mr. Thurston pointed out that the commercial side of 112th Avenue SE could be impacted as well. Drivers might elect to park their cars in those parking lots and then hop on the train. Surrey Downs has limited access via a circuitous system of roads, but some of the commercial interests are facing huge exposure. Given that there will only be three spots at the proposed kiss and ride, it will easily be filled up. Waiting cars will trigger backups. It is not difficult to imagine people dropping riders off in all kinds of places around the city rather than go to the main station. The East Main station has been billed as a convenience, but the question remains whether the area is set up to handle the impacts associated with the convenience without adverse consequences.

Mr. Parast agreed the kiss and ride is something the Committee should look at relative to how to best provide vehicle access to the station. Mr. Harris said there are always tradeoffs to weigh. It is good that the Committee is talking about the commercial area as well as the residential area. There remain uncertainties about what will occur long term in the commercial area as it redevelops over time, but there is the potential for more streets there.

Ms. Hammond said one of the things the Committee talked about early on relative to commercial traffic was the fact that currently traffic in the right-hand lane heading east on Main Street backs up from 112th Avenue SE past 110th Avenue SE as people try to turn right. The kiss and ride has always been a big question as to whether it will trigger even bigger backups.

Answering a question asked by Ms. Unger, Mr. Harris said it was his understanding that there will be kiss and ride locations to serve both southbound and northbound drop-offs on 112th Avenue SE.

Mr. King said the closure of two of the five entrances and exits to the neighborhood will put more pressure on 108th Avenue SE and on SE 2nd Street. With the additional traffic that will come from the large projects being built on Bellevue Way and Main Street, residents of the neighborhood may at times be sealed off.

Ms. Hammond commented that access to areas south of Main Street for traffic coming off of I-405 is difficult. Drivers that get off at NE 4th Street cannot turn onto 112th Avenue SE and must go into the downtown first. Southbound traffic on I-405 wanting to get to Surrey Downs can take the SE 8th Street exit but if they do so they will have to come back north on 112th Avenue SE. She asked what is going to happen to the ingress and egress on SE 8th Street from 112th Avenue SE once the train is operational. Mr. Murphy said he was unwilling to speculate. He said the area will be included in the traffic study to be done by the city's modeling group.

Mr. Thurston pointed out that once construction begins and heavy trucks start taking over the streets, there are going to be all sorts of traffic problems. Chair Lampe noted that construction impacts fall outside the purview of the Committee.

Mr. King asked if there are any plans to change either the speed or lane configurations for 112th Avenue SE. Mr. Harris said no bike lanes will be added given that an off-street path will be constructed. He also said there are no specific plans for changing the number of lanes though there have been discussions about reducing the four lanes to three to accommodate a turn lane.

Ms. Unger suggested consideration should be given to installing a signal on Main Street to control the intersections of 110th Avenue SE and 110th Avenue NE to allow for access into and out of the neighborhood. Mr. Murphy reminded the Committee that that would represent another trade-off between potentially increasing access to and thus traffic in the neighborhood and maintaining the status quo which limits traffic in the neighborhood.

Ms. Unger said another option that would improve access for the neighborhood would be to connect 110th Place SE with SE 2nd Street.

A motion to extend the meeting by 15 minutes was made by Ms. Unger. The motion was seconded by Mr. King and it carried unanimously.

Mr. Thurston commented that if there were no kiss and ride option associated with the East Main station, people would still drop people off in various places but not necessarily right by the station.

Mr. Strunkin said that could trigger some safety concerns.

Ms. Hammond commented that westbound traffic on Main Street wanting to turn left onto 108th Avenue SE are benefited from having the flashing yellow arrow. She said a lot more traffic can be anticipated on Main Street, however, and suggested that a left-turn arrow facilitating the turn could improve things.

6. PUBLIC COMMENT - None

Mr. Harris briefly outlined the next steps in the process and noted that the next meeting would be on March 24.

7. ADJOURN

Chair Lampe adjourned the meeting at 6:06 p.m.



Bellevue

MEMORANDUM

DATE: March 24, 2015

TO: East Main CAC Members

FROM: Mike Kattermann, Senior Planner, 452-2042
Planning & Community Development Department

SUBJECT: Project Update

The project update on the agenda for this meeting is summarized in this memo in order to allow more time for the other items on the CAC agenda. The next two CAC meetings (March 24, April 14) are the only opportunities for the CAC to provide feedback on the concepts that will be presented for public comment at the public open house, now tentatively scheduled for April 23rd (more information below). Also included with this memo is a draft list of principles to guide the CAC discussion and ultimate recommendation on the redevelopment area and an update on planning for the CAC tour of the Central Link light rail system.

April 23rd Public Open House

The original schedule set a tentative date of April 16 for a public open house to solicit feedback on initial concepts for land use, traffic and access issues. Staff is now planning to have a public open house on **Thursday, April 23 from 5 to 7 pm in room 1E-108 at city hall**. In addition there will be an online open house with the same information that will be open for public comment from approximately April 17 through May 10. In order to prepare all of the necessary materials and provide timely public notice, staff and consultants will be seeking feedback from the CAC on two redevelopment scenarios that are intended to show additional levels and types of redevelopment that could occur between the bookend scenarios presented at the February 24th meeting. We will be asking the CAC whether to proceed with the open house based on your feedback on the work to date for both the land use and the transportation discussion. The next CAC discussion on transportation materials (April 14) occurs after the decision date on proceeding with the open house; however, there will be time to make some changes to the transportation materials before the open house goes live online.

It is important to keep in mind that the information that will be presented to the public will not be presented as a proposal or recommendation. These public open houses are an important and valuable part of the process for the CAC as you continue your work. The purpose of the April 23 open house is to test different ideas so the CAC can obtain public feedback before preparing a draft recommendation which will also be presented to the public for their

comments before the CAC prepares its final report and recommendation to the City Council. The direction staff is seeking from the CAC at this time is whether these are the ideas/concepts that you would like to test with the public.

Redevelopment Principles

These are based on CAC feedback on the bookends, light rail best practices, typical TOD design practices, and the design advisory statement for the East Main station by the Light Rail Permit CAC. Please review these draft principles in preparation for the discussion about the two new scenarios that will be presented by VIA on March 24. During the presentation, VIA and city staff will be highlighting how these principles are or are not addressed through different aspects of the scenarios. We will be seeking feedback from the CAC about whether these principles capture what the CAC would like to see for redevelopment, whether some are more important than others, or if there are edits or additions that should be made. The resulting guiding principles will be used to frame the questions that will be posed to the public for the open house and to evaluate modifications or additional scenarios. The following draft principles are in no particular order:

Future development of the OLB properties east of 112th Avenue SE should:

- Be complementary to the neighborhood by:
 - Providing noise attenuation to the west from I-405
 - Providing services that are desired by/meet the needs of the nearby neighborhoods
 - Incorporating a significant amount of trees and green space into the development
 - Creating an engaging, pedestrian-oriented street frontage along the east side of 112th Avenue SE from Main Street to the southern edge of the station platform
- Be complementary to Downtown by:
 - Continuing to reflect the distinction between Downtown and adjoining areas
 - Focusing land use, economic development and urban form on a niche or niches not being met Downtown
- Draw people who work and live in the area to the redevelopment by:
 - Creating an active, people-oriented environment with trees and green spaces and smaller walkable blocks
 - Including a mix of uses and activities rather than big-box retail or a single-use corporate campus

- Concentrating retail and other pedestrian-oriented uses closer to the northwest portion of the redevelopment area with more of an orientation to 112th Avenue SE and Main Street
- Locating parking in structures away from the edges of 112th Avenue SE and Main Street
- Optimize use of the station with land uses that increase potential ridership
- Optimize access to the station by people who live and work in the area and apply the principles of universal design to street and sidewalks providing access to the station
- Put “eyes on the station” for better security
- *Encourage development of projects adjacent to light rail that exhibit following characteristics:
 - An emphasis on being “a place, not a project”
 - Includes housing as well as other uses
 - Higher urban scale densities
 - Pedestrian oriented
 - Density tapers down to adjacent lower density communities
 - Integrated into the station &/or neighborhood

**From Light Rail Permit CAC design advisory statement.*

Central Link Tour

Staff is continuing to work on an itinerary for a CAC tour of some neighborhoods along the Central Link line in Seattle. The purpose of the tour is to give the CAC an opportunity to visit transit-oriented developments, see stations in operation, and walk through some neighborhoods and commercial areas around light rail stations to see how they relate (or don't) to the stations in terms of design, access, visibility, etc. Staff time has been focused on preparing for the CAC meetings and the upcoming open house, but a draft itinerary is coming together and that will be sent out to the CAC for your feedback and to identify potential tour dates as soon as possible.



MEMORANDUM

DATE: March 24, 2015

TO: East Main CAC Members

FROM: Philip Harris, Senior Planner, (425) 452-7680, psharris@bellevuewa.gov
Transportation Department

SUBJECT: CAC Information Requests

At the March 10th, 2015 CAC meeting members had some questions which required additional research. Questions and answers are summarized below.

How wide is the pathway through the Main Street Park and will it accommodate bicycles as well?

The park at the southwest corner of Main Street and 112th Avenue SE is currently undergoing final design, city staff have recommended to Sound Transit that the path through the park be designed to accommodate bicycles as it will connect the recommended 12- to 14-foot multipurpose path on the south side of Main Street with the off-street multipurpose path along the west side of 112th Avenue SE as well connecting to a neighborhood access point. At this time, the width of the pathway through the park has not been finalized.

What are enhanced or exceptional crosswalks? Are they also speed bumps?

The city's Draft Downtown Transportation Plan outlines three types of crosswalk treatments for Downtown are planned, each intended to fit the urban context: Standard; Enhanced; and Exceptional.

Standard crosswalk/intersection:

In Downtown Bellevue the current standard crosswalk design consists of 2 parallel white bars that are spaced 8-feet between the inside of the stripes.

Enhanced crosswalk/intersection:

Crosswalks at certain intersections warrant some enhancement beyond the standard. Enhanced crosswalks are designated for intersections where high numbers of both pedestrians and vehicles are expected, and where the urban design treatment along the street could be carried through the intersection.

The design tools to create an enhanced crosswalk include: wider than standard to accommodate a large number of pedestrians and provide a buffer from vehicles; wayfinding at corners; weather protection at corners; special paving treatment or striping across the street; and curb bump outs or tighter radius to shorten crossing distance, calm traffic and provide pedestrian queuing areas.

In the East Main station study area the candidates for enhanced crosswalk/intersection treatment are Main Street and 112th Avenue NE/SE and NE 2nd Street and 110th Avenue NE.

Exceptional crosswalk/intersection:

The Downtown Bellevue Streetscape Design Guidelines (December 2010) refers to “celebrated intersections” where the pedestrian is provided a very appealing place to walk across the street. For the Downtown Transportation Plan, staff considered additional guidance from adopted code and community input to identify other crosswalk locations suitable for “exceptional” treatment. Candidate intersections for exceptional treatment are those along the Pedestrian Corridor (NE 6th Street at 110th Ave NE, 108th Ave NE, 106th Ave NE and Bellevue Way), in Old Bellevue across Main Street, and at the 102nd Ave NE @ NE 1st Street entrance to the Downtown Park. Exceptional intersections may incorporate design components of an Enhanced intersection, and may also include a pedestrian scramble signal phase, raised crossings; and landmark freestanding wayfinding.

Source: Draft Downtown Transportation Plan: Final Report

Crosswalks do not typically act as speed bumps although in some cases they can be part of a “speed table” where the crosswalk is raised to have a flat area level with the adjacent sidewalk which increases pedestrian visibility and can also reduce traffic speeds.

Which properties on Main Street are being taken by Sound Transit?

For the light rail project, Sound Transit will be taking all of the properties on the south side of Main Street between 110th Place SE and 112th Avenue SE as well as the property on the northeast corner of Main Street and 110th Avenue NE.

Will the “kiss and ride” drop off zones be on both sides of 112th Avenue SE?

Yes, the drop-off zones (Sound Transit is not calling these particular zones “Kiss and ride”) will be on both sides of 112th Avenue SE. Both of the drop-off zones will be pull-outs from the regular traffic lanes, the southbound one will be adjacent to the ticket vending area towards the northern end of the station and will have space for up to three cars and a maintenance vehicle (for station cleaning). The northbound drop-off zone will be located across 112th Ave south of the new signalized crosswalk and the existing Hilton hotel driveway and will have space for up to three cars.

Will the existing park and ride on SE 8th St adjacent to I-405, change in the future?

The park and ride facility lies within the I-405 right-of-way; in the near term it is expected that it will remain. In the long term, the Washington State Department of Transportation has plans for the future expansion of the freeway, although the timeline for the expansion is uncertain, when or if the expansion takes place then the park and ride will be removed.

What is the future use of Surrey Downs Park?

The Surrey Downs Park will go from being a community park to a neighborhood park. The change in designation will see the removal of the ballfields and passive uses rather than programmed activities such as little league games in the park. The new park design also sees the removal of the District Court and a reduction in the number of parking spaces at the park.

Is there information that sets out the criteria for installing sidewalks?

Staff is compiling information that outlines what criteria are used when deciding to install sidewalks. This information will be provided for CAC members in the agenda package for the next CAC meeting on April 14, 2015.