Exhibit D: Written Testimony

November 16, 2010 email from Steve Thompson

Greetings,

I seem to be slowly learning the ways of the City. I found the Issues Matrix on the web site directory but when clicked upon up popped a "could not be found message" for this week but last weeks's Matrix was there. Thus I am not sure if these points have already been addressed or recorded so please don't consider it too redundant if you are already aware. Some additional thoughts have bounced around in my head following last weeks public hearing and study session.

- Issue #2 -- It appears that opening the additional lane on the 520 overpass of Redmond Way has improved morning traffic for now. That is the good news. All additional development further North and East will only fill it in again. At the 11/10 meeting the question was asked "What will happen in the future?" The answer to that questions lies in the amount of additional dwelling units which can be added. What percentages of Trilogy and Redmond Ridge are built out? What other areas can add housing units along Avondale? As long as single occupancy vehicles are the sole option, traffic is not going to get better.
- Issue #2 -- Additional point-- Development within our neighborhood, in my opinion, no additional development should be allowed which requires U-turn access. As a resident that was subjected to U-turns for over 13 years before the center median across from my driveway was removed, my family of 5 required over 26,000 (yes that is thousand) U-turns. That situation was unnecessary and all future plans for work to Avondale Road should work to eliminate the need for U-turns. They are neither safe nor efficient and they disrupt the flow of through-traffic by increasing the number of activities required at intersections. Please take the U-turn option off the table.
- Issue #4 -- The wording here relating traffic and bicycle lanes tended to miss the point that high traffic speeds are a problem for our residential neighborhood. This street was originally designed and sold to the community as a 35 mph street. After is was completed the City raised the speed to 40 mph based on "actual statistical speeds." Surprise (?) people do drive 5 mph over the speed limit, so now, when I drive 40 mph, I am often passed. Faster traffic causes more neighborhood noise and makes it harder to enter and exit the road way safely (especially if a U-turn is required).

Thank you for your time and consideration.

Steve Thompson

November 17, 2010 email from Sue Stewart

Bus Pull-outs – The “Pro” and “Con”

1. Bus pullouts are generally deemed necessary on high speed roadways, such as our State Roadway system like Hwy 202. In fact, the WAC/RCW requires that a transit bus operating on a State Hwy, outside the control of a city (local) municipality, to pull off the roadway. Typically in this situation there is sufficient and continuous paved shoulder that allows the bus to both decelerate and accelerate safely to merge back into traffic. The concern expressed by the State is related to

the speed differential (braking distance required for a truck at 50-60 mph against their first vision of a bus stopped in the roadway) and often there are sight line issues (curved highway). Consider Hwy 202 outside Fall City – the speeds and the curves – and you can appreciate the safety issue for having the bus out of the pathway. Still, even where the bus is stopped, it must equally provide for the opportunity to see approaching traffic and gain adequate speed to blend back into the normal flow of traffic.

2. Bus pullouts in an urban setting have been done but are a minority facility. To properly design and build a bus pullout you need the following:
    1. 20-40 feet for a deceleration taper

    2. Straight curb that is at minimum, 2X length of the bus = 120 feet

    3. 20-40 feet, sometime more, as acceleration taper

3. Locations of pullouts in an urban setting have to be carefully examined. The two we have in Redmond (148th NE/NE 40th and Avondale Rd/NE80th) are way too short and they are immediately farside of an intersection. A widely permitted action throughout the area is the ability to make a "right on red". The issue with both of the pullouts:
    a. is there is insufficient sight to see if there is a vehicle present exiting from this side road?
    b. is it making a ROR, and once it does, is there sufficient preview distance to react to that vehicle after it turns?
4. If the sight distance isn't sufficient:
    a. Passenger who has just boarded is knocked to the floor
    b. Driver has lost significant acceleration distance to re-enter the flow of traffic
    c. BOTH a and b
5. Bus Pull-outs are not efficient. Instead of closing the door and resuming speed in their lane of travel, the driver is forced to wait and seek an opportunity to re-enter traffic.
6. Dwell times are not that long – generally considered to be about 15 seconds on average - the delay to general traffic is not, in reality, a major player – school bus with their red paddle will interfere with traffic for longer periods of time and along Avondale, almost at the same frequency as transit but with larger passenger loads.
7. Roadways like Avondale historically carry many cars and the traffic line up behind the red light will back up for several blocks, not just 100-150 feet like a downtown arterial may have. The challenge then is that this traffic line up can go well past the bus pull-out, further locking the bus inside the pull-out adding more service delay.
8. Current zone frequency on Avondale between UNION and NE 128th is 10 pairs at an average interval of .34 of a mile or right in the middle of our new standard of .25 - .5 mile interval.
9. The human factor of bus pull-outs is that no one wants to let the bus back in except for the few – and for the operator, running short on time, begins to make riskier choices of when to depart the zone.

In a time where transit seeks to compete with the car, improve on-time-performance, and be more efficient with allocated hours, the bus pull-out is not the answer but the opposite. Busses move more efficiently in the regular lane of travel – the only thing better would be a separated lane such as an HOV lane or a BAT lane like we have on NE 85th.

Bus pull-outs are much bigger than many plan for – not 80 feet but 200 feet – which increases the amount of impervious surfaces (a significant issue for the Avondale corridor) as well as the building cost.

FINALLY: Bus pull-outs should be limited to where there are excessive dwell time and/or safety problems. Note the guidelines by TRI-MET in Portland, OR:

3. Bus pullouts and bus pads

A bus pullout's primary function is to move buses out of travel lanes where they might impede traffic flow. Although there are scenarios where this is a valuable function, TriMet does not actively pursue the placement of bus pullouts at regular bus stops because it reduces the efficiency of transit service. TriMet will consider accepting pullouts:

- *at bus layovers (where buses park for several minutes) and at selected bus stops on roads with at least **two** of the following:*
- *posted speed limit at or above 40 mph*
- *ridership above 35 daily boardings (or six (6) daily lift boardings)*
- *potential safety issues*