

Issue/Commissioner	Discussion Notes	Issue Status
<p>1. 152<sup>nd</sup> cross section: does analysis show that 3 lanes is preferable to 2 given land-use and character objectives? (Miller)</p>	<p><u>Staff Comment/Recommendation</u>                      2/16: At the outset of the 152<sup>nd</sup> Ave NE Corridor Study, the Overlake Neighborhood Plan identified it as a three-lane street. As part of the traffic analysis for the 152<sup>nd</sup> Ave NE Corridor Study, the City analyzed traffic conditions assuming that 152<sup>nd</sup> Ave NE would have no turn lanes (i.e., a two-lane street). The analysis concludes that gridlock condition would not develop, but that queues could extend beyond two blocks on 152<sup>nd</sup> Ave NE.</p> <p>The guiding principles of the 152<sup>nd</sup> study speak to creating a lively people place, supporting existing business and new development, having an active streetscape on 152<sup>nd</sup>, and overall having people who visit say “Wow!”</p> <p>Guided by the principles above, staff recommends a three-lane section for 152<sup>nd</sup> Ave NE. City staff believes the queue lengths projected for the two-lane scenario would be unacceptable. Staff believes that the scenario with left-turn lanes meets neighborhood plan goals of creating a pedestrian- and bicycle-friendly corridor that will also be an active retail street.</p> <p><u>Public Comment</u></p> <p><u>PC Comments</u>                      2/16: Commissioners were satisfied with the staff response.</p>	<p>Opened 2/9                      Closed 2/16</p>
<p>2. What does note 5 mean on cross section table? (Hinman)</p>	<p><u>Staff Comment/Recommendation</u>                      2/16: The indication for note 5 should be deleted. It is leftover from the “old” code. It indicates that medians/two-way left-turn lanes are evaluated on a project-by-project basis based on volumes, etc. Because the code (“old” and “new”) gives the Technical Committee authority to amend the cross section based on project-specific conditions, this note is not necessary.</p> <p><u>Public Comment</u></p> <p><u>PC Comments</u>                      2/16: Commissioners were satisfied with the staff response.</p>	<p>Opened 2/9                      Closed 2/16</p>

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3. Where are BRT stops on 152 <sup>nd</sup> ? (Hinman)	<p><u>Staff Comment/Recommendation</u>            2/16: A BRT stop is planned near the existing Park &amp; Ride. When light rail opens, that station could shift, but that decision has not been made.</p> <p><u>Public Comment</u></p> <p><u>PC Comments</u>            2/16: Commissioners were satisfied with the staff response.</p>	Opened 2/9 Closed 2/16
4. Provide information about rain gardens in street/pathway cross sections (Hinman)	<p><u>Staff Comment/Recommendation</u>            2/23: At the 2/16 meeting, Don Cairns described how stormwater would be handled on the north-south and east-west streets, as well as under the urban pathway.</p> <p>2/16: Information about how rain gardens would be used can be found on pages 46, 50, 51, and 56 of the Street Requirements document provided in your February 9, 2011 packet. On 151<sup>st</sup> Ave NE, for example, low impact development features run alongside and underneath the urban pathway.</p> <p><u>Public Comment</u></p> <p><u>PC Comments</u>            2/16: Commissioners were satisfied with the staff response on 2/16.</p>	Opened 2/9 Closed 2/16