CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 12, 2015
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Chair Lampe, Commissioners Bishop, Chirls, Larrivee, Simas, Tanaka, Zahn
COMMISSIONERS ABSENT:	None
STAFF PRESENT:	Kevin McDonald, Andreas Piller, Mike Ingram, Kristi Oosterveen, Eric Miller, Department of Transportation
OTHERS PRESENT:	None
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:31 p.m. by Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Zahn, who arrived at 6:35 p.m., and Commissioner Larrivee, who arrived at 6:48 p.m.

3. STAFF REPORTS

Senior transportation planner Franz Loewenherz reported that earlier in the day he had a meeting with people in the data center headquarters of the state Department of Transportation who came up to locate two areas along the I-90 and SR-520 trails for pedestrian/bicycle inductive loop and infrared systems count systems. The effort is exciting on a number of levels, not the least of which is the fact that it aligns with the initiative that is getting started and with national calls to get busy on data-driven decision making. The two test locations will not cost the city anything.

Mr. Loewenherz informed the Commissioners that five Interlake High School students are currently volunteering in the transportation department. They have been assigned the responsibility of coordinating with the Cascade Bicycle Club on a bike to school month event at Newport High School, Interlake High School, and Sherwood Elementary. That fits into the encouragement aspect of the initiative and will unfold in May.

Mr. Loewenherz also reported that staff has submitted the Bicycle Friendly Community application. There will be a report card assessment sometime later in the fall months.

Finally, Mr. Loewenherz said staff carried to the Council the pedestrian/bicycle implementation initiative on February 9. He said the proposal met with unanimous support on the part of the Councilmembers who were very appreciative of the work done by the Commission. The Council will vote to approve the initiative when the Commission makes its

formal presentation.

There was consensus in favor of the draft transmittal memo.

Senior Planner Kevin McDonald presented the Commission with the finished draft of the Transportation Element of the Comprehensive Plan. He noted the change in format from the existing Comprehensive Plan layout as he briefly walked through the document with the Commissioners.

The Commissioners were reminded of the open house slated for February 25 that will be hosted by the Planning and Community Development. The open house will start at 5:00 p.m. and will be followed at 7:00 p.m. by a joint boards and commissions meeting.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS – None

5. REPORTS FROM COMMISSIONERS

Commissioner Chirls provided the Commissioners with statistics on protected bike lanes.

Commissioner Bishop reported that earlier in the day he had received an email from Kevin Desmond, the executive director of King County Metro, inviting him to participate in the King County Metro Transit Service Guidelines task force, a new countywide body charged with reviewing amendments to the service guidelines. The task force is set to begin its work in March and will work through June.

6. PETITIONS AND COMMUNICATIONS

Ms. Sandra Wallace from Northtowne said there is new traffic on Bellevue Way from NE 24th Street to SR-520 that is getting out of hand. The local residents turned in a request to the Council a couple of months ago but has not heard anything back. The desire is for speed calming and speed radar boards, as well as a single speed limit for the length of roadway. Also needed is a crosswalk near the QFC and traffic lights at the intersection with NE 28th Street.

7. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Chirls. The motion was seconded by Commissioner Bishop and it carried unanimously.

8. DISCUSSION/ACTION ITEMS

A. Downtown Bicycle Parking

Assistant Transportation Planner Andreas Piller commented that like motorists, bicycle riders also require some end-of-trip facilities in order to conveniently access their destinations. The Comprehensive Plan contains general policies in the Transportation Element that promote and facilitate the effective use of non-motorized transportation and which call for considering pedestrians and bicyclists in all aspects of the transportation system. There are also policies that require development to provide some forms of bicycle amenities, which may include bicycle parking, storage facilities or showers. Development is also encouraged to provide bicycle racks in open spaces such as plazas. The Urban Design Element includes a policy that

calls for sidewalks and walkways to be furnished with an assortment of different things, including bicycle racks.

Mr. Piller said based on the policy guidance a funded capital project, PW-WB-56, funds small projects that can make a big difference in terms of filling gaps in sidewalks, trails and bicycle lanes. The annual $400,000 allocation to the program funds an assortment of improvements, including bicycle racks.

The Commissioners were shown a map showing where there is currently parking for bicycles in the downtown, both those maintained privately and those maintained by the city. It was noted that while there are bicycle racks distributed throughout the downtown, there are certain blocks that have none at all.

Answering a question asked by Commissioner Larrivee, Mr. Piller explained that the parks department manages the bicycle facilities that are located in city parks. Often they are not in the street right-of-way and as such do not fall under the authority of the transportation department. Mr. McDonald added that the bike racks located in the street rights-of-way are largely urban design and functional features; many include locational criteria that determine their placement.

Commissioner Chirls commented that there are often aesthetic issues associated with bike racks. Parks may seek to achieve a certain look and will use a rack design that fits with a particular aesthetic even if the design is impractical.

Answering a question asked by Commissioner Bishop, Mr. Piller noted that some of the guidelines pertaining to bike racks assure that they will not be placed too close to other sidewalk amenities such as street trees and benches. Mr. McDonald added that in instances where the city installs and maintains street furniture, the parks department is responsible for all but the bike racks. In some cases private sector development puts in street furniture compatible with their design, and then they are the responsible party. That is why benches, trash receptacles and other furnishings can differ development by development.

Mr. Piller said in all there are 107 existing bicycle racks in the downtown, 72 of which are maintained by the transportation department, six of which are maintained by Sound Transit, 11 of which are maintained by King County Metro, and 18 of which are maintained by private development. Taken together, the bicycle racks can accommodate 380 bicycles.

Commissioner Bishop asked if any counts have been made to determine how many bicycles are being parked in the available bike racks. Mr. Piller said no counts have been made to date but the action is being considered as part of the pedestrian/bicycle implementation initiative. Anecdotally, some racks are very well used, including those by the transit center and those on Bellevue Way in front of the Kemper Development Company developments.

Commissioner Larrivee asked what the driver is behind the placement of a bike rack. Mr. Piller said the need can be identified by a local business. The city also identifies locations based on seeing bicycles chained to railings, trees and benches, but also simply on the lack of such facilities in a given area.

Mr. Piller said the high rail bike rack design is the most common in the downtown. The racks have a relatively high capacity and allow for easy access by multiple bicycles. They are not, however, the most aesthetically pleasing. Another type of rack is the bicycle circle which look

nicer and are readily identifiable as bike racks, though they are smaller and accommodate only two bikes at most. Three coffee cup racks were installed in 2009 outside of cafés; they look nice but over the years have proven to be less than stable.

Commissioner Larrivee suggested that the simple bike racks are the best.

Mr. Piller said the city's bike rack installation guidelines are consistent with the guidelines of Association of Pedestrian and Bicycle Professionals. The guidelines include supporting bikes in ways that will prevent them from tipping over; being able to accommodate locking with a simple U-shaped lock; placement at least 30 inches apart to allow access from each side of the bicycles; and racks that are well anchored to prevent theft or damage. In addition, the city's guidelines direct placement location; consideration of parking demand; the convenience of riders; and some level of visibility. Placement of the racks should not create an obstacle and should not be in the way of fire hydrants.

The new racks to be installed as part of the pedestrian/bicycle implementation plan are a standard inverted U-shape with some playful localized customization. The city has contracted with a company to fabricate, deliver and install approximately 36 new racks. All of them will be maintained by the city.

Commissioner Chirls asked if the city has considered giving to private development the opportunity to purchase the same racks to address the issue of uniformity across the city. Mr. Piller said that has not been done to date. However, the guidelines are being updated as part of the pedestrian/bicycle implementation program that will help to create some uniformity. The city may not provide the racks but could provide access to the contractor the city works with. Additionally, the city is considering where bicycle facilities should be located.

Commissioner Larrivee asked if any attempt is made to coordinate bike rack locations with bus stops. Mr. Piller said transit and bus stops are locations where bicycle racks will be considered given the obvious connection. There are bicycle facilities in place at some transit and bus stops already.

Commissioner Bishop noted that there are quite a few private bicycle racks near the Safeway on Bellevue Way and NE 4th Street, but almost none up around the QFC to the north of NE 8th Street. Mr. Piller said the problem with the area by the QFC is that there is a parking lot between the sidewalk and the storefronts and every attempt is made to avoid such situations. The bicycle rack that is on the south side of that side is adjacent to a transit stop.

Commissioner Simas left the meeting at 7:42 p.m.

Chair Lampe asked if the city ever receives a negative reaction from a business about having a bicycle rack in front of their establishments. Mr. McDonald said property owners are given advance notice and are asked to participate in deciding where the racks should be specifically located.

Commissioner Bishop reiterated the need to have bike counts in determining where bike racks are needed. Mr. McDonald allowed that a photo essay of bicycle parking might be interesting. People chain their bikes to all sorts of things from posts to rails to trees, and where that is happening there is a clear need for a bike rack.

B. 2016-2027 Transportation Facilities Plan

Senior Transportation Planner Mike Ingram said several of the projects on the list in the packet were flagged with a recommendation not to advance; he provided the Commissioners with an updated project list. He noted that the candidate projects looked at during the last TFP update exercise that had not made the cut were folded back into the pool. Several of them, however, no longer make sense. Project TFP-192 made the cut the last time around and involves adding a signal on Cougar Mountain Way and building sidewalk and bike lanes along a segment of the roadway to the north of Cougar Mountain Way, as well as a segment between 164th Avenue SE and 171st Avenue SE. The signal is being done as a CIP project and the bike lanes will be constructed as part of the street overlay. What remains is one missing piece of sidewalk on the east side from about SE 62nd Street up to Lewis Creek Park. He suggested the project should not be advanced, leaving the sidewalk element to be addressed through another program.

Mr. Ingram said a similar situation is associated with BTL-10, a project that involves adding a signal to the intersection of Lakemont Boulevard and 164th Avenue SE and doing a similar sidewalk/bike lanes treatment on the roadway segment to the south. The sidewalks have been completed and the bike lanes will be done in the summer with the street overlay. Staff are confident it will be possible to install the signal through a combination of programmatic efforts. Accordingly, BTL-10 does not need to be advanced in the TFP.

Mr. Ingram said the project for 129th Place SE involves adding a missing link. One segment of the roadway runs parallel to Factoria Boulevard southbound from SE 38th Street, and another segment runs northbound from SE Newport Way, but the two segments do not connect between SE 40th Court and SE 40th Place. The city has for some time had the concept of making the connection. The topography is challenging and in the past the city has not wanted to put up the money. Securing the through connection is still being discussed but is not looking very promising. The impact on the land needed and the cost is great enough that the city cannot require the development in sight to construct the missing segment.

Commissioner Zahn pointed out the clear need to relieve congestion on Factoria Boulevard in whatever way possible. She said cost alone was not enough of a reason to pull the project from the TFP. There are no other viable alternatives and the need for relief is clear.

Commissioner Bishop concurred. He agreed the topography is challenging, but things can get done where there is a real interest and need.

Mr. Ingram said in the previous TFP the project had a placeholder dollar amount associated with it. Capital Facilities Planning and Programming AdministratorKristi Oosterveen added that in the early 2000s there was a feasibility study done as well, but it has not been updated since. The project scores well against the TFP criteria.

Capital Programming Implementation Manager Eric Miller explained that the project in fact can be traced back to the original Factoria Area Transportation Study. The update to the study maintained the benefits of the project and it has been retained in the TFP ever since as a placeholder. The site is very steep and would be very difficult to develop either for homes or a roadway. The city attorney's office is on record as saying the city cannot prevent a developer from building on the land needed for the roadway because development there would have access either from the north or the south and would therefore not need the road to go through. If the city wants to build the roadway, it will have to pony up the money to buy and preserve the right-of-way.

Commissioner Zahn argued that leaving the project on the TFP project list will at least keep the conversation open. Given that the economy has been soft, Factoria itself has not moved much. If the economy picks up and some of the planned changes at Factoria Mall happen, there will be even more of a need to relieve the pressures on Factoria Boulevard.

There was consensus to leave the project on the list of TFP projects.

Mr. Ingram called attention to NE 20th Place north of Bel-Red Road and the planned project to extend the roadway through the Ross Plaza development to a traffic signal on NE 20th Street that was installed several years ago. He said the idea is for the city to identify the through connection as a desired project, develop some level of detail regarding what it could look like, and wait for the Ross Plaza to redevelopment and work with the developer to achieve the through connection. He said there was a candidate project in the last TFP, BTL-8, to put in a turn lane and a signal at Bel-Red Road and NE 20th Place to facilitate turning movements. The proposal is to integrate the concept of the through connection with the turn lane and signal project.

Mr. McDonald pointed out that the Bel-Red subarea plan is set to be revisited shortly after the Comprehensive Plan update is adopted. The roadway through Ross Plaza is expected to be designated as something to be required when the Ross Plaza redevelops.

There was agreement to include the combined project in mix of candidate projects.

Mr. Ingram proposed adding a maintenance project in the Tam O' Shanter area in the northeast part of the city. Access to the area is gained from Northup Way via NE 10th Place. When the area was developed the roads were not built to the standard they should have been. In the early 2000s the entrance area was rebuilt but there are other roads that exceed the capacity of the ongoing maintenance programs. A rebuild with curbs, gutters, sidewalks and pavement is needed.

Ms. Oosterveen said a rehabilitation study was completed in 2001 and it was determined at that time that to redo the entire area would exceed $10 million. Constant little fixes are required but they are taking care of the major problems.

Commissioner Zahn said it appeared to her that a full rebuild would result in an asset that could be capitalized, not just a maintenance improvement. Mr. Miller said the capitalization has already occurred. It is a maintenance project in that it will not add a single new capital asset.

Answering a question asked by Commissioner Chirls, Mr. Miller said once the roadway is reconstructed the ongoing maintenance will not be significantly changed. The problem is the work needed does not fit neatly into the established maintenance program budgets.

Commissioner Larrivee commented that there are other areas in Bellevue where there are roadway, sidewalk and drainage issues. He said his concern is that significantly investing in one area of the city could trigger equity issues. Mr. Miller said the city's major maintenance program saw its funding increased during the recent CIP update. He pointed out that it is in fact the maintenance folks who brought up the need for the Tam O' Shanter project. Having it on the candidate list does not mean it will automatically be adopted into the TFP, nor is there any assumption it will automatically get funded.

Ms. Oosterveen said the project is too large to fit in any currently funded ongoing program.

Commissioner Larrivee said that may be true if the project is viewed as a whole but would not be the case if the project were to be broken into smaller pieces. Ms. Oosterveen said the maintenance staff feel they have done all they can by way of minor maintenance and the real problem can only be addressed through a complete rehabilitation of the roadway.

There was consensus to include the project on the list of candidates.

Mr. Ingram pointed out that the descriptions for several projects in the candidate pool, such as NE 15th Street/NE 16th Street now having the name Spring Boulevard. The Northup Way project scope no longer includes the NE 24th Street leg. Language was added to the NE 6th Street extension to reflect its function as a transit corridor. The Bellevue College connection description was revised to fully incorporate the full scope of the project. The 134th Avenue NE project scope has been reduced to cover only the area between Spring Boulevard and NE 20th Street.

Commissioner Bishop suggested the list of candidate projects should be carefully reviewed as to their components and the project type column in the matrix should be clear as to what type of elements are included. He asked if TFP-209 will include sidewalks on both sides as well as a multiuse path on the north side. Mr. Ingram said the concept is for both a sidewalk and multiuse path on the north side, however they will not be separate facilities.

Commissioner Bishop called attention to TFP-216 and pointed out that it was not really discussed during the study on the Downtown Implementation Plan. The section of NE 2nd Street between 112th Avenue NE and 114th Avenue NE is relatively new. Mr. Ingram said the project is related to the future connection of NE 2nd Street over to I-405. It is not a high priority for the Washington State Department of Transportation and is outside the 2030 horizon. He said he would do some more research on the element related to straightening and realigning NE 2nd Street, however. He said he could see no reason to move that element forward independent of the freeway project.

With regard to TFP-217, Commissioner Bishop said the conversations ongoing at the legislative level lead him to believe the project could see funding in the upcoming budget.

Commissioner Bishop called attention to TFP-250 and asked if the conversation with Redmond has included the need for a third lane across the bridge. He suggested the whole corridor could be benefited by having a third lane traveling northbound across the bridge. Mr. Miller said the project was identified in the Bel-Red/Overlake Transportation Study, an interlocal agreement between Bellevue and Redmond that is no longer in effect. TFP-250 is aimed at developing a master plan for that segment of 148th Avenue NE between Bel-Red Road and SR-520. Both cities would need to agree to move forward with developing the master plan.

Commissioner Bishop suggested BTL-2 should be combined with TFP-2. Mr. Ingram explained that while both projects are in the same location, the scope for each is different; TFP-2 is focused on transit and BTL-2 is a capacity project.

Commissioner Bishop noted that BTL-5 includes accommodating a wide-lane bicycle facility on NE 24th Street. The pedestrian/bicycle plan, however, talks about a wide shoulder rather than a lane facility. Mr. Ingram said the idea is to create a wider vehicular lane that bicycles can share, not to create a separate bicycle lane.

Commissioner Bishop asked if the planned bike lanes on Eastgate Way that are referred to in

BTL-6 had already been implemented through the paving program. Mr. Ingram said the westbound lanes are in place but not the eastbound lanes.

Commissioner Bishop called attention to BTL-7 and asked if implementation of the SCATS system solved the problem. Mr. Ingram said it improved things considerably. BTL-7 fell below the line in the last update and more research is required to determine the current need. The same is true of BTL-12.

Commissioner Bishop commented that BTL-11 refers to bike lanes. Mr. Ingram said the concept includes separated bike lanes on both sides of the street.

Commissioner Bishop said it appeared to him that TIP-1 is a transit project rather than a roadway project as indicated in the matrix. Mr. Ingram said there are elements of both in the project scope.

Turning to the TFP survey, Ms. Oosterveen noted that more substance had been added to the questions that will be asked either online or at the open house events. She asked for input regarding the questions before moving ahead with them.

Commissioner Larrivee referred to the version to be made available at open house events and questioned having so much verbiage ahead of the questions. He also suggested the language of question 4 should be shortened and made simpler.

Commissioner Zahn proposed revising question 4 to read "Please indicate what improvements would influence your transportation decisions," and then blending the concept of deficiencies and improvements, making each a positive statement.

Commissioner Larrivee called attention to question 8b and suggested that a "No opinion" option might be useful to include in the other questions. He also proposed adding to question 9 an "other priority" option.

Commissioner Larrivee questioned whether or not the forms used to gain input from the public garner anything valuable from the youth. He asked if there will be any outreach to schools and the like. Ms. Oosterveen said there were none planned but agreed it would be a good approach to take.

Commissioner Chirls suggested it might be helpful to cooperate with Cascade Bicycle Club. That organization currently has an Eastside project under way that will gain for them feedback on bicycling on the Eastside. Ms. Oosterveen said that would depend to a large degree on how well their timeline meshes with the TFP timeline.

Commissioner Bishop proposed adding "van pool" to the boxes under question 2, and the "other" box under question 5 should include a line on which to write in an answer. Additionally, the options of adding road capacity to relieve peak period congestion and maintenance should be listed at or near the top. He said his comments applied to both the open house and online versions of the questionnaire.

Ms. Oosterveen said the first open house will occur from 4:30 p.m. to 6:30 p.m. prior to the Commission's regular meeting on March 12. The intent is to hold an open house in the northern part of the city on March 17 and one in the southern part of the city on March 18 or 19. The candidate projects will be posted to the website along with the schedule. Notices will

be included in *Neighborhood News*, on Facebook and Twitter, and through traditional means.

9. OLD BUSINESS - None

10. NEW BUSINESS - None

11. PETITIONS AND COMMUNICATIONS - None

12. APPROVAL OF MINUTES

A. December 11, 2014

It was noted the minutes had not been included in the Commission packet. No action was taken to approve the minutes

B. January 8, 2015

A motion to approve the minutes as submitted was made by Commissioner Chirls. The motion was seconded by Commissioner Bishop and it carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed the calendar of events and list of upcoming agenda items.

14. ADJOURNMENT

Chair Lampe adjourned the meeting at 9:28 p.m.

Kevin McDonald — 3/12/15

Secretary to the Transportation Commission — Date

Scott Lampe — 3/12/15

Chairperson of the Transportation Commission — Date