CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

June 12, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Commissioners Bishop, Jokinen, Lampe, Larrivee, Tanaka, Zahn
COMMISSIONERS ABSENT:	Chair Simas
STAFF PRESENT:	Kevin McDonald, Eric Miller, Laurie Gromala, Chris Dreaney, John Murphy, Paula Stevens, Department of Transportation
OTHERS PRESENT:	None
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Vice-Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioners Bishop and Larrivee, both of whom arrived at 6:35 p.m., and Chair Simas, who was excused.

3. STAFF REPORTS - None

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

5. REPORTS FROM COMMISSIONERS - None

6. PETITIONS AND COMMUNICATIONS

Mr. Justin Jones, 811 1st Avenue, Seattle, spoke representing the Spring District project. He said he has reviewed the proposed Transportation Development Code amendments and was largely pleased to see many important issues addressed. The issue of private road standards, however, remains a concern. The proposed amendments require private roads to conform to the requirements of the Transportation Design Manual. While that manual includes a statement that allows for alternative road designs with approval by the director, the manual does not go far enough to give reasonable guidance relative to private road design. The result is uncertainty and leaves developers at risk if the decisions are discretional and sets the public road standards as the baseline for private roads. The Transportation Design Manual should be amended through a public process to include a chapter on private roads prior to adopting the Transportation Development Code update. The Spring District will construct over 5000 feet of

local roads within the development, and more than half of them will be private roads constructed and maintained by the Spring District. The private roads will serve as placemaking opportunities for the neighborhood and will contribute to the sense of place and character, but the Transportation Design Manual does not reasonably allow for flexibility in private road design. While some road design criteria, such as safety and access, are similar for public and private roads, other criteria may be of a higher importance to one system or another. Material choices such as unit pavers and custom light fixtures are not allowed on public roads, but the developer/owner of a private road system may decide such elements provide placemaking benefits that are worth the higher costs. The design process, criteria and standards for private roads should be collaboratively created and adopted into the Transportation Design Manual prior to the adoption of the proposed Transportation Development Code update.

7. APPROVAL OF AGENDA

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

8. DISCUSSION/ACTION ITEMS

A. 2015-2021 Capital Investment Program (CIP) Update

Capital Programming Manager Eric Miller said the City Council on June 9 discussed both projects and revenues. In addition to the current CIP period, the Council is taking the longer view relative to capital funding strategies that focus out to 2035. The first budget public hearing was held on May 19 and it did not generate much diverse input regarding transportation subjects, though several addressed the Newport Way sidewalk project. The next public hearing is slated for July 21. The city's leadership team capital investment panel will be evaluating all of the capital investment proposals submitted as part of the budget process and will in due course be handing down a preliminary ranking of project priorities. On the transportation side, close to $150 million in new investment has been proposed. There will be, however, only between $35 million and $45 million available for all new capital proposals citywide if no other revenue actions are taken.

Mr. Miller said the grant season is well under way and quite a few of the city's proposals have been recommended for funding. A number of projects have been submitted to the federal grant programs through the Puget Sound Regional Council. None have reached the final approval stage. Things are looking good to receive $1.9 million for the city's overlay program to address Richards Road and 148th Avenue NE in conjunction with Redmond; $4.4 million for the 120th Avenue NE Stage 3 project; $3.0 for design of NE 15th Street, which is now known as Spring Boulevard; and $1.2 million in design funding for pieces of the Mountains To Sound Greenway.

Mr. Miller sadly announced to the Commission that grant coordinator Jen Benn has submitted her resignation to the city. The hiring process to replace her will begin soon.

The Commissioners were informed that during the winter and spring months the Council underwent a visioning exercise called Bellevue 2035. As part of the process, the Council identified its two-year priorities. One of the Council attachments for its meeting on June 9 was based on those priority categories, which are structured under seven key categories: economic development, transportation and mobility, high-quality built environment, great places, regional leadership, achieving human potential and high-performance government.

In discussing revenues, the mayor suggested support for seeking as much as $100 million in new revenues. The idea of a voted levy was discussed, possibly one attached to a transportation benefit district, something that is typically tied to a vehicle licensing fee. The Council can act on its own to impose a $20 fee, and with voted support the fee can be as high as $100. The idea of a property tax increase was discussed as well using the city's banked property tax capacity. Other Councilmembers mentioned grants and developing cost-sharing agreements with Sound Transit and other agencies. One Councilmember suggested using the red light ticket revenues for funding sidewalk projects. On the project side, nearly all of the Councilmembers talked about Newport Way.

Commissioner Bishop asked what role the Commission is expected to play. Mr. Miller said there has been no specific direction from the Council. Certainly the Commission's part has been limited during the last two funding cycles.

Vice-Chair Lampe noted that in addition to the Newport Way project, Councilmembers also mentioned the next phase of the West Lake Sammamish Parkway project. Mr. Miller said other Councilmembers highlighted the link between transportation projects and economic development, particularly projects that connect to and enhance the circulation around Sound Transit light rail stations. Spring Boulevard Zone 1 was specifically mentioned in the context of how much more it will cost if the city waits until East Link is constructed and operational first. Vice-Chair Lampe said there was also a comment made about the Memorandum of Understanding with Sound Transit and the feeling that it is basically broken and could be up for renegotiation.

Mr. Miller said there were comments made about non-transportation priorities as well. Several mentioned the parks system, specifically Phase 1 of Meydenbauer Bay Park. The performing arts center was also discussed along with fire station restoration projects.

Vice-Chair Lampe said Councilmember Robinson mentioned having had a conversation with someone in the transportation department about the Bellevue Way HOV lane and the concept of constructing only 300 feet of it to provide a buffer zone to the north of the park and ride. Mr. Miller said he was not aware of any specific modeling or cost estimates reflecting that scenario.

Mr. Miller said the Council has directed staff to bring back some funding options and timeframes to the June 30 meeting.

Answering a question asked by Commissioner Tanaka, Mr. Miller said between the months of July and October the staff will be preparing the preliminary budget under direction from the city manager for presentation to the Council.

Commissioner Bishop said interest in the Newport Way project is clear but he suggested the Council is unlikely to allocate $10 million to it. He noted that the spreadsheet indicates $1.1 million for the project over the next two years. Mr. Miller said the funds will go for a community outreach process in 2015, and the input received would be fed into the design process in 2016. The next budget process will occur in 2016 and by that time there will be a better notion of what the project will cost.

Commissioner Bishop noted that the West Lake Sammamish Parkway project is identified as having no funding at all for the next two years. He said he would like to see $200,000 or so added to the next budget to determine what should be done in the next phase. Mr. Miller said he would share that input with the management team.

With regard to the Spring Boulevard project, Commissioner Bishop said every opportunity should be taken to save money. However, the city should avoid being ten years out in front of the Sound Transit development. He suggested the staff should rigorously look at phasing and staging. Putting some projects off to later years might free up dollars for other projects. Vice-Chair Lampe concurred with the suggestion.

Vice-Chair Lampe asked for a brief explanation of the Meydenbauer Bay Park to Wilburton connection that seemed to generate a lot of interest on the part of the Council. Mr. Miller explained that during the Meydenbauer Bay Park planning process there was a lot of discussion about creating connections between Meydenbauer Bay Park and Downtown Park by making enhancements to NE 1st Street and/or Main Street, then continuing the connections via Main Street and/or NE 2nd Street could cross I-405 and up the hill in Wilburton.

Mr. Miller said the leadership team will take into account any comments the Commission might want to pass along. Commissioner Zahn suggested it would be better to wait for the team to release its early recommendations so there will be something concrete to comment on. Commissioner Bishop disagreed, saying it would be better to offer comments for the team to react to.

With regard to the Eastside rail corridor, Commissioner Bishop noted that the project has $200,000 attached to it for the next seven years. He said it is the most important pedestrian corridor in the entire city and should be given priority. Mr. Miller said the intent of the $200,000 is to figure out what to do with the corridor, its connections and crossings. Commissioner Bishop noted that Kirkland has chosen to spend millions to buy its portion of the corridor while Bellevue just sits back and says the corridor is not its problem. Commissioner Zahn countered that it can hardly be said that Bellevue is doing nothing when it will be putting real money into studying the corridor. In two years when the next budget cycle

rolls around, there will be much more information in hand to work from.

Commissioner Bishop argued that the city is spending a great deal of money on the 120th Avenue NE project from NE 4th Street to the Spring District, including five-foot bike lanes on either side of the roadway, even though the corridor is only two blocks away from the Burlington Northern/Sante Fe corridor. That seems out of order. The rail corridor should be given top priority.

Vice-Chair Lampe pointed out that there is grant money associated with the 120th Avenue NE project, which is why it has been given focus.

Senior Planner Kevin McDonald said it is difficult to put city money toward studying property that is not owned by the city. The regional coalition of property owners that do own the Eastside rail corridor, King County, Kirkland, Redmond, Sound Transit and Puget Sound Energy, are working to develop a vision for the corridor and develop design concepts that can be worked into reality in terms of building a trail. The work is not focused on who should pay for what. With respect to the 120th Avenue NE bike lanes, he said they are focused on local access. Any future pedestrian/bicycle facility on the rail corridor will be regional. It simply is not possible to get to a lot of the uses along the corridor from the corridor; parallel routes are required to provide access to the local land uses. That is why the long-range planning for both 116th Avenue NE and 120th Avenue NE includes bike lanes.

B. Transportation Development Code

Development Review Manager Chris Dreaney said work to update the Transportation Development Code was launched in October 2013. The topic was introduced to the Commission and the public hearing was held in January. In March the Council in study session was generally supportive but requested more public outreach. She said she reached out specifically to representatives of the Chamber of Commerce, the Bellevue Downtown Association, and local developers and consultants. The outreach generated four responses: a letter from Gregory Johnson of Wright Runstad; an email from Stu Vander Hoek; a letter from Bruce Nurse with Kemper Development Company; and an email from Patrick Bannon with the Bellevue Downtown Association. Collectively the responses generated information that needed to be definitively responded to. The table in Attachment 6 in the staff report summarizes the code-related comments and the staff responses to those comments.

Commissioner Bishop called attention to the proposal made by Mr. Nurse relative to including a definition for the term "roughly proportionate," for which the response of staff was that the proposal is beyond the scope of the update, and asked when it would be appropriate to add the definition. Ms. Dreaney said the term has a lot of background in legal situations and case law, including the United States Supreme Court. The code updates being made are specific to construction requirements, and include general references to mitigation requirements. Any discussion of "roughly proportionate" would open a policy issue that would be better handled through a different process.

Traffic Management Assistant Director Laurie Gromala commented that the city's processes adhere to law, including statutes, the RCW, and case law, all of which are in the background even without being specifically highlighted. To include the definition as proposed would open up the document more as a legal document rather than as the code itself. Any time the city asks for mitigation on a project it must have proportionality. In some cases the courts have made the determination with regard to reasonable proportionality.

Commissioner Tanaka added that there is no definition of reasonable in the law. It is something that changes case by case. Any ironclad definition that might be included in the code could be out of date very quickly.

Commissioner Zahn agreed that including a specific definition could result in ambiguity someplace else. It simply is not possible to cover every situation in the code.

With regard to making modifications to the design manual relative to private streets, Ms. Dreaney explained that the design manual is authorized by the Transportation Development Code, which says the director of the Department of Transportation has the authority to administratively create the design manual. Since 1985 the manual has been updated about eight times. Over the last several years use of the manual has been expanding into more than just the manual for private development; it is being used as a very good tool for the transportation department as a whole. The text section, which is quite small, outlines the standards and is used by the development review group. The standards have been updated over the years, but it has been difficult to do so without also updating the code. For example, the current code states that short plats are four lots or fewer, but in practice they are ten lots or fewer. The code needs to reflect the fact that short plats can be larger. Things are simply getting out of balance and the code needs to be updated. The issue raised about private roads in the Spring District is very interesting and is something the transportation department would be very interested in working in. It would require, however, an evolution relative to what the transportation department regulates relative to private roads and what it needs to regulate as things change. The code update does not need to be held up in order to accomplish that project.

Ms. Gromala said the design manual allows for a lot of flexibility. It is not cast in concrete. It exists to offer guidance and establish minimums, but it does not set forth absolutes. Private roads should be addressed within the design manual but the exercise would need to be added to the work program. In order to do a good job in effecting change, however, the foundation of good code will be needed. Additionally, input should be sought from those with interests in private roads.

Answering a question asked by Commissioner Zahn, Ms. Dreaney said hammerheads, circular turnarounds and even L-shaped alternatives to hammerheads are allowable. The main criteria involve accommodating the turning radius of fire and emergency vehicles.

Commissioner Larrivee said he appreciated the additional outreach. The feedback received will make the Transportation Development Code that much better.

A motion to approve the Transportation Development Code update and to direct staff to draft a transmittal memo forwarding the recommendation of the Commission to the Council was made by Commissioner Zahn. The motion was seconded by Commissioner Bishop and it carried unanimously.

C. Comprehensive Plan Update - Transportation Element

Mr. McDonald introduced Assistant Planner John Murphy, a member of the neighborhood traffic safety services team. He explained that following the review of the transportation policies in the Transportation Element he would develop a comprehensive package of recommended amendments and new policies arranged in logical groups, after which any redundancies and overlaps that arise will be addressed.

Answering a question asked by Commissioner Tanaka regarding Policy TR-79.4, Mr. McDonald explained that the reference to trails had been deleted as being redundant. The policy does not prescribe any specific typology, and any pedestrian or bicycle facility could be a trail.

Commissioner Zahn noted that the original language of Policy TR-79 talked about transit stops and park and ride lots, but those references have been removed. Mr. McDonald said the issue is covered in the transit system policies.

Commissioner Bishop called attention to Policy TR-79.5 and suggested the word "across" should be replaced with "through." With regard to Policy TR-79.6 he asked why the idea of the roadway classification system is proposed to be deleted. Mr. McDonald said there are standards and a discussion of the arterial classifications in the road section. What was disjointed in Policy TR-79.6 was the notion that pedestrian and bicycle facility types are tied to the roadway classification system, which they are not.

Commissioner Bishop asked if the sidewalk standards are the same for collector arterials and major arterials. Mr. McDonald said there are minimum standards that apply regardless of the classification.

Commissioner Bishop suggested adding to Policy TR-85 a reference to the Eastside Rail Corridor. Commissioner Larrivee proposed including the Mountains to Sound Greenway trail as well.

With regard to Policy TR-87, Commissioner Bishop said a real argument is occurring nationally regarding share the road signs. The issue is what the sign means, who it is addressing, and who the sign is trying to educate. Mr. McDonald said it is legacy language that has been used for many years. It is also embedded in state law.

Commissioner Zahn noted that share the road signs are already posted in Bellevue. She said it may be that what is needed is an education component so people will know how to share the roads safely.

Commissioner Larrivee suggested the share the road concept could apply to drivers and pedestrians at intersections as well. He agreed the real issue is a need for education.

Commissioner Jokinen said too much is being read into it. The average citizen seeing a share the road sign understands what it means in practice.

Commissioner Larrivee asked what "develop a concept" means as used in the proposed policy language. Mr. McDonald said it could be signage, it could be a brochure handout, or it could be an education program in the schools. The city does not have an active education program in place. The policy would promote the notion of sharing limited right-of-way space, sidewalks and trails. Commissioner Larrivee suggested using those words would help make the policy intent clearer.

Commissioner Bishop proposed adding "consistent with the pedestrian/bicycle plan" to the end of Policy TR-88. Mr. McDonald said he could add the phrase but pointed out that the pedestrian/bicycle plan does not address community health. The pedestrian/bicycle plan describes projects, but the project design process considers such things as context. The proposed policy calls for consideration of the community health and environmental benefits of walking, jogging and bicycling when designing projects. The policy language will serve to inform the next version of the pedestrian/bicycle plan.

Commissioner Zahn suggested using the word "consider" in place of "propose."

Answering a question asked by Commissioner Zahn, Mr. McDonald said staff discussed whether or not policies Policy TR-A and Policy TR-B should be consolidated or kept separate and concluded they should be kept separate to preserve the distinction between them. Policy TR-A focuses on the use of the Eastside rail corridor itself, while Policy TR-B talks about the relationship of the corridor to other things happening around it.

Commissioner Zahn proposed shortening Policy TR-A by dropping the references to design and development.

Commissioner Bishop suggested using the word "multimodal" in Policy TR-A in place of "pedestrian and bicycle." Mr. McDonald agreed that would be consistent with other policies.

Commissioner Zahn commented that Policy TR-C appears to be a duplicate of Policy TR-88. Commissioner Bishop concurred. Mr. McDonald agreed.

With regard to Policy TR-89, Commissioner Bishop suggested the proposed new language

completely changes the notion of the original policy, which is focused on improving freeway-to-freeway access. The only freeway-to-freeway access points are I-405/I-90 and I-405/SR-520, but there are numerous interchanges. Mr. McDonald said freeway-to-freeway is one type of interchange, but freeway-to-arterial is another type of interchange.

Commissioner Larrivee said he read the proposed language as including all interchanges, including the freeway-to-freeway interchanges.

Commissioner Tanaka suggested spelling out both types of interchanges in the one policy just to cover all bases.

Commissioner Bishop noted that Policy TR-90 specifically references the HOV system and access at the freeway interchanges. Mr. McDonald said the new language is intended to be more inclusive.

With regard to Policy TR-90, Commissioner Zahn asked why the new language moves toward the specific when the original language is more general. Mr. McDonald said there are no other key activity areas beyond those listed in the new policy language. If the specific areas were removed from the language and replaced with "key activity areas," the reference would be exactly the same. There was agreement to retain the specific language.

Turning to Policy TR-96, Commissioner Bishop asked if there is a definition for high-capacity transit. Mr. McDonald said the reference is to light rail and/or bus rapid transit, and the reference is spelled out in the high-capacity transit policies.

Answering a question asked by Commissioner Bishop, Mr. McDonald said he checked with Traffic Operations Manager Mark Poch and learned that Policy TR-97 is absolutely needed.

Mr. McDonald called attention to Policy TR-100 and said the city has actively participated in the SR-520 bridge replacement and HOV project. The part left to be focused on is the part that travels through the Bel-Red area.

Commissioner Bishop commented that the Medina to SR-202 segment is a current state project that does not include the 124th Avenue NE interchange. Mr. McDonald said that is why the interchange is added to the policy language, but agreed the language could be reworked to keep the projects separated. Commissioner Larrivee proposed using "as well as" in place of "including" and there was agreement with his suggestion.

Commissioner Bishop suggested that Policy TR-E is in direct conflict with Policy TR-102 if parcels and freight are the same thing. Mr. McDonald said the Downtown Transportation Plan takes the position that parcels are not the same as freight and provides for the curbside loading and unloading of parcels. Commissioner Bishop said the Downtown Transportation Plan ties accommodating curbside parcel loading to the development review process and he suggested the same concept should be included in Policy TR-E.

Commissioner Bishop said it was his understanding that the state was phasing out the vehicle emission inspection program. As such reference to the program should be removed from Policy TR-111.

With regard to Policy TR-F, Commissioner Bishop said the argument could be made that the best greenhouse gas reduction program would involve capacity improvements that would keep cars from having to stop and idle. As written, the policy implies that walking and biking are far superior options to increasing capacity. Mr. McDonald said the language was not written with that intent. He said in the Downtown Transportation Plan discussions the notion of mobility options was introduced as being roads, transit, pedestrians and bicycles. The notion of technology could apply to any mode through a number of different means. Commissioner Bishop proposed adding in congestion relief projects.

Vice-Chair Lampe suggested "...through the implementation of enhanced and improved mobility options and technologies." That would bring in things like better roadways that reduce congestion.

Commissioner Bishop said the multimodal level of service standards will end up saying congestion should be increased so as to accommodate more bicycles and transit buses. That would mean the choices the city makes could end up having a net negative effect. Transit is touted as one way to reduce greenhouse gasses, something that simply is not true to the data.

Commissioner Zahn allowed that not everyone will agree to the pluses or minuses of transit. She also pointed out that the "what's missing" column in the matrix calls for establishing a citywide target relative to greenhouse gas emissions, something the city does not currently have. She suggested that is an area that should be given some focus. Mr. McDonald said there is a target that was established by Council resolution which called for reducing the 1990 level greenhouse gas emissions by 20 percent by 2005. The Environmental Element will take steps to move the ball forward in that arena. Policy TR-F recognizes that greenhouse gas emissions can be reduced through the implementation of mobility options, information and technologies. The policy likely may ultimately be moved to the Environmental Element.

Commissioner Zahn proposed rewording the policy to read "Support means to reduce transportation source greenhouse gas emissions." The Commission agreed to make that change.

Commissioner Bishop suggested adding "where on-street parking is allowed" to Policy TR-G. Mr. McDonald agreed to make the change and to delete the first "on-street."

Commissioner Bishop argued in favor of using the word "allow" rather than "provide." Commissioner Tanaka suggested the two words take the policy in different directions. Mr. McDonald said the city would be the provider and it would not make sense to include a policy allowing the city to do what the city has determined it should do.

Commissioner Bishop said his desire was to give local businesses a say in where the charging stations should be sited. Parking stalls dedicated to charging stations cannot be used by anyone else. Allocating stalls for specific uses does not make sense. Mr. McDonald said the policy could be softened by removing the word "exclusive." The Commissioners agreed to make that change.

Commissioner Zahn questioned the use of the word "strong" in Policy TR-115.

Commissioner Bishop said he was uncomfortable removing the phrase "discouraging non-local traffic on streets classified as local." That is the primary purpose behind neighborhood traffic control and reducing cut-through traffic. Mr. McDonald said there is no classification for "local" street in the code, so the policy does not relate to anything on a map. The term "residential" was substituted for "local."

Mr. Murphy said the intent of the edited policy is to be more inclusive of wider traffic management goals than limiting intent to just discouragement of cut-through traffic.

Commissioner Zahn commented that traffic control options such as speed humps and narrower streets do not improve connectivity. Commissioner Bishop pointed out that the policy calls for providing for connectivity, not improving connectivity.

Mr. Murphy allowed the policy could be worded to indicate that discouraging cut-through traffic is one element of managing traffic.

Commissioner Larrivee said he favored keeping the policy language more general rather than specific. The policy should be centered on keeping residential streets safe and livable.

Commissioner Zahn proposed wording the policy to read "Provide an adequately funded neighborhood traffic safety program to preserve the safety and livability of residential streets."

Mr. McDonald agreed to bring back to the Commission a couple of different language options for consideration.

Commissioner Bishop asked what the word "livability" means as it is used in Policy TR-116. Mr. McDonald said the Downtown Livability Initiative is about to wrap up and in that context livability means different things to everyone with a stake in being comfortable and safe in the downtown. The term is intentionally broad and takes into consideration a variety of elements.

With regard to Policy TR-118, there was agreement to reword the language to focus on mitigating or avoiding impacts.

Commissioner Bishop said he was hung up on the word "avoid" and suggested using "minimize" instead. Commissioner Tanaka disagreed and said "avoid" is a much stronger word.

Commissioner Bishop asked why transit stops are included in Policy TR-119. Mr. Murphy said in addition to transit stations the reference could include a bus stop.

Commissioner Bishop suggested that the proposed language of Policy TR-121 is completely different from the existing policy, which simply calls for monitoring growth. The new language allows for the repurposing of travel lanes on arterials for other uses. Mr. McDonald agreed that this could be considered as a new policy.

Commissioner Zahn suggested that "vehicular capacity" really is a reference to "roadway capacity." Mr. McDonald agreed.

Commissioner Bishop said Policy TR-I as drafted could mean the city will get involved in constructing improvements on school property. He allowed that the city should work closely with the school district, but it should not spend money on school district projects.

Commissioner Larrivee proposed changing "through the construction" to "in the construction."

9. OLD BUSINESS - None

10. NEW BUSINESS

A. Commission Elections for Chair and Vice-Chair

Mr. McDonald said the process would involve first creating a slate of candidates for the positions of Chair and Vice-Chair to be voted on at the next Commission meeting. He noted that he had received email nominations for Chair that included Vice-Chair Lampe and no one else, and email nominations for Vice-Chair that included Commissioners Bishop and Zahn.

No other nominations were made.

Commissioner Larrivee commented that the proposed transit cuts will impact Bellevue. He wondered if there would be any role for the Commission to play as the impact of the cuts become apparent and the demand to replace what was lost emerges. He noted that there is potential grant funding for operations through the Puget Sound Regional Council and the federal government, and he asked if the Commission could participate in identifying additional grant dollars. Mr. McDonald said the Commission's work on the Transit Master Plan will play an indirect role in that it talks about the priority corridors and the methodology for determining lower and higher priority routes. Commissioner Larrivee said he had in mind identifying service gaps and funding to fill those gaps.

Vice-Chair Lampe said in the broader context the whole Eastside has had an ongoing debate about the level of funding it provides to King County Metro relative to the services it receives. It would be difficult to engage in a conversation of the type highlighted by Commissioner

Larrivee without including the entire Eastside.

Commissioner Larrivee said Seattle as a local jurisdiction is considering the notion of buying service. Everett has its own transit service, and that approach could certainly be considered by Bellevue.

Assistant Director for Transportation Planning Paula Stevens informed the Commissioners that she along with Joyce Nichols, who handles regional issues for the City Manager's Office on behalf of the Council, Kim Becklund, policy advisor in the transportation department, Transportation Director Dave Berg, and Senior transportation planner Franz Loewenherz have been collaborating together to advise the Council regarding what wide-ranging options it might want to consider in terms of transit. In the post-Proposition 1 world, the cuts anticipated in the Transit Master Plan will be going into effect. She said she was not aware the Council has anticipated a role for the Commission to play in the conversation, but the Council has not yet had the time to think through all of the issues as things have been moving very quickly.

Commissioner Bishop suggested the Commission should not take any action before receiving direction from the Council.

Ms. Stevens said she would share the concerns of the Commission with the staff group focused on the topic and would consider what role the Commission could potentially play.

Commissioner Zahn said the creation of composite maps showing the transit routes and various community services in the community would be very helpful. Tools of that sort are needed. At the workshop in May instead of community service organizations talking about the need for transit gaps, many from the Bellevue School District spoke up about the fact that many families do not attend school functions in the evenings because they cannot get there by bus. If Bellevue moves to create its own transit services, it should think beyond just retaining the services currently in place and include taking into consideration where the gaps and true needs are.

Ms. Stevens said the Council is being kept up to date as things progress at the county level. The city is also waiting for King County Metro to provide cost estimates of what it would cost for local jurisdictions to buy service. Those figures will be needed before any local analysis can be conducted. She added that work is under way to create the maps highlighted by Commissioner Zahn to help better inform the decision-making process.

11. PETITIONS AND COMMUNICATIONS - None

12. APPROVAL OF MINUTES

A. March 27, 2014
B. May 8, 2014

A motion to approve the minutes was made by Commissioner Zahn. The motion was seconded

by Commissioner Larrivee and it carried without dissent; Commissioner Tanaka abstained from voting.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed its calendar and agenda of upcoming issues.

14. ADJOURNMENT

Vice-Chair Lampe adjourned the meeting at 9:26 p.m.

Kevin McDonald
Secretary to the Transportation Commission

9/25/14
Date

Scott Lampe
Chairperson of the Transportation Commission

9/25/14
Date