

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

September 25, 2008  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Glass, Kiel, Larrivee, Simas, Tanaka,  
Wendle

COMMISSIONERS ABSENT: Chair Northey

STAFF PRESENT: David Cieri, Kevin McDonald, Franz Loewenherz, Kristi  
Oosterveen, Eric Miller, Mike Ingram, Drew Redman,  
Department of Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 7:43 p.m., and Chair Northey, who was excused.

3. STAFF REPORTS

Transportation CIP Construction Manager Dave Cieri said work has begun on the 2008 Mode Share survey. A survey of employee commute modes will be conducted at work sites in the Bel-Red/Northrup, Crossroads, Eastgate and Factoria areas in the fall. The surveys for worksites in the downtown area were conducted over the summer months under a separate state program. The consolidated report will include all of the data and will be completed early in 2009.

Mr. Cieri said staff is at work on the 2009-2020 Transportation Facilities Plan Environmental Impact Statement. A consultant has been engaged to analyze air quality, noise, land use, and the natural environment, and to develop the overall EIS document. The Draft Environmental Impact Statement is expected to be released for public comment in mid-December.

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

5. REPORTS FROM COMMISSIONERS

Commissioner Tanaka said he attended the Council meeting on September 22 along with representatives from all of the boards and commissions that worked on the Bel-Red issue. He said on behalf of the Transportation Commission he presented the conclusions reached at September 11. The Council had no questions.

6. PETITIONS AND COMMUNICATIONS – None

7. APPROVAL OF AGENDA

Motion to approve the agenda as printed was made by Commissioner Glass. Second was by Commissioner Wendle and the motion carried unanimously.

8. STUDY SESSION

A. Bel-Red Overlake Transportation Study (BROTS) Update

Senior Planner Kevin McDonald explained that the BROTS agreement is an interlocal agreement between Bellevue and Redmond that addresses the areas of the transportation system that overlap in the two jurisdictions. The existing agreement was developed in 1999 and adopted by the councils of both cities. The document includes 45 transportation projects and outlines how the costs are to be allocated between the jurisdictions based on the percentages of Bellevue and Redmond trips. The current BROTS agreement is set to expire in 2012.

Many of the BROTS projects have already been implemented. Some of those not yet implemented have been superseded by the Bel-Red Subarea planning efforts. The funding for many of the arterial projects that are part of the Bel-Red Subarea Plan package will be the responsibility of Bellevue rather than under the new BROTS agreement.

The City Council provided direction as to the types of transportation improvements to be considered and the objectives they would like to see accomplished through the BROTS agreement. They want to see opportunities to minimize peak hour single occupant vehicle trips on the north/south corridors between I-90 on the south and Overlake to the north. The Council and the neighborhoods agree that road widening projects should not be advocated, thus the objectives include redirecting north/south regional trips to the freeway system. Another objective is to investigate ways to protect neighborhoods from cut-through traffic.

Mr. McDonald said staff has taken the direction from Council and has engaged in a fairly

extensive and intensive public involvement process. A series of focus groups were conducted to gather information from the community with regard to traffic and their ideas for improving the situation. The ideas gathered from the focus groups were the main topic of a community meeting held on September 17. An interactive BROTTS website has been developed, and emails are being received in response to a questionnaire posted on the website.

During the focus groups, only three questions were asked: 1) What has been your experience in terms of traffic in East Bellevue? 2) What kinds of projects do you think would make a difference? and 3) Which of those projects should be given the highest priority?

Not surprisingly, the respondents indicated that there is a lot of congestion in the east Bellevue area, with the evening peak hours being the worse. The worst of the worst were listed as 148<sup>th</sup> Avenue NE and West Lake Sammamish Parkway. There was the feeling that the levels of congestion are impacting the effectiveness of transit in the area. Some suggested that the existing transit services, routing and facilities are inadequate and uncomfortable. There was appreciation voiced for the maturing of the ped-bike system and support for many of the projects identified through the ped-bike plan update. Most thought 164<sup>th</sup> Avenue NE and 140<sup>th</sup> Avenue NE as they are designed work quite well, but other areas could use improvements, though most of them are places for which projects are already identified. It was noted that speeding and cut-through traffic is an issue in several areas, including on the east/west streets as well as the north/south streets.

By way of solutions for the problems they identified, the community proposed optimizing and synchronizing signals on 148<sup>th</sup> Avenue NE as a way to help move traffic through. They advocated the use of approaches that included both “carrots” and “sticks” to help reduce the number of SOV commute vehicles using the north/south corridors. Enhancing transit services was touted as a solution, including the potential for bus rapid transit on 148<sup>th</sup> Avenue NE. Traffic calming should be implemented on some of the north/south and east/west arterials as well as on some of the neighborhood streets. The group also advocated for freeway improvements involving SR-520, I-90 and I-405, and investigating and implementing transportation demand management alternatives to reduce the number of commute trips during the evening peak hours.

Transit service emerged as the top priority for the citizens in every forum. Improved services for commuters, primarily during peak hours, was the top priority, followed by improved ped-bike facilities, implementing traffic calming, transportation demand management strategies, and addressing aggressive driving behaviors in the neighborhoods. Bus rapid transit was held up as an example of how to provide faster and more efficient transit service between Eastgate and Overlake. King County Metro is in the process of implementing a RapidRide program on NE 8th Street/156<sup>th</sup> Avenue NE between downtown Bellevue and the Overlake transit center, and an east/west bus rapid transit system could integrate well with that. Bus rapid transit typically has five- to ten-minute headways, so where the systems overlap there could be great benefit. Better bus waiting areas were heralded as an absolute must, including better shelters

with canopies and maps showing where the bus has been and where it is going.

Mr. McDonald said staff is working with a consultant to identify components of bus rapid transit to inform the decision on what level of service to provide. The focus is on potential ridership, transit travel times, locations where transit signal priority and queue jump lanes would be most effective, and cost.

The focus groups indicated they like the new projects on 140<sup>th</sup> Avenue NE, Lake Hills Boulevard, and SE 16<sup>th</sup> Street as good examples of projects that provided some traffic calming. They indicated they would like to see more of this type of project, including on 156<sup>th</sup> Avenue NE and SE 16<sup>th</sup> Street between 148<sup>th</sup> Avenue NE and 156<sup>th</sup> Avenue NE.

Mr. McDonald informed the Commissioners that there has been an ongoing Bellevue-to-Redmond staff effort dealing with core area projects in the area bounded by 148<sup>th</sup> Avenue NE, 156<sup>th</sup> Avenue NE, Bel-Red Road and SR-520. Several intersections have been identified as needing improvements in terms of additional turning lanes, both right and left. Additionally, the potential for converting some right-turn lanes on 148<sup>th</sup> Avenue NE to through/right-turn lanes is being investigated. Along the SR-520 corridor, the idea of creating a slip lane is being investigated.

One of the major congestion points is the area on 148<sup>th</sup> Avenue NE between the freeway and NE 24<sup>th</sup> Street where eastbound freeway traffic exits to southbound 148<sup>th</sup> Avenue NE but has as its real destination eastbound NE 24<sup>th</sup> Street, making it necessary to maneuver across all the lanes of traffic. That maneuver could be avoided by simply adding a grade-separated by-pass lane coming from eastbound SR-520 underneath 148<sup>th</sup> Avenue NE and connecting to points east, primarily the intersection at 152<sup>nd</sup> Avenue NE. The concept is being modeled, and the initial indication is congestion on 148<sup>th</sup> Avenue NE would be greatly improved.

Commissioner Wendle asked if consideration has been given to having the eastbound off ramp allowed to go straight through on 148<sup>th</sup> Avenue NE rather than being forced to turn south. Mr. McDonald said that has not been looked at, but suggested that adding an at-grade intersection could ultimately compound the congestion that already exists.

Mr. McDonald said not all of the potential projects will end up in the 2008 BROTS agreement. The focus of the agreement is on projects that address interlocal transportation issues. Many of the projects identified by the community do not really fit the interjurisdictional category. The ideas will be captured, however, and considered for inclusion in other programs.

A briefing for the City Council on the public involvement process and the potential BROTS projects has been slated for October 20. The Council wants to see an adopted BROTS agreement by the end of the year.

Answering a question asked by Commissioner Wendle, Mr. McDonald said earlier in the year

staff attempted to cast a net widely to capture potential projects that could be effective in east Bellevue. One of the projects was dedicated HOV or bus lanes on 148<sup>th</sup> Avenue NE. While it was found that they would greatly improve the flow of traffic in the corridor, it was determined that the impact on the neighborhoods would be too great due to having to expand the footprint of the road, remove the median, or a combination of both. The conclusion reached was that through signalization and queue jump lanes fairly reasonable transit travel times could be achieved.

Commissioner Glass voiced his support for the bus rapid transit solutions. He suggested that most of the intersections would qualify as needing a queue jump, though some of the sections are so short the jump would simply become a new lane. Mr. McDonald allowed that there would be some tradeoffs, not the least of which is the widened footprint required that would mean a longer crossing distance for pedestrians.

Commissioner Wendle said he is a big fan of transit projects, but pointed out that it is unlikely they will do much to alleviate congestion. Some of the public comments indicate a belief that transit projects will do just that, but that really will not happen with any of the alternative modes for a variety of reasons, not the least of which are the large number of uses in the area that involve people who are difficult to capture with transit. Mr. McDonald said some preliminary work has been done on origins and destinations as they relate to transit. The PM peak sees many people moving south, about 40 percent of which peel off into the neighborhoods; the balance move right on through the area heading toward I-90 and parts east. The prime target for a bus rapid transit system will not necessarily be along the corridor; it will primarily be the areas to the east.

Commissioner Glass asked if any thought has been given to reworking the channelization of the entrance to eastbound I-90. Mr. McDonald said staff has heard a lot about that issue and has it on the radar screen. While it is not a BROTS issue it is one that needs to be addressed.

#### B. CIP/TFP Pedestrian and Bicycle Project Placeholders

Capital Programming Coordinator Kristi Oosterveen said the focus of the discussion would be the development of a process for selecting ped-bike projects for inclusion in the CIP and TFP. She shared with the Commissioners two maps, one showing the pedestrian projects and one showing the bicycle projects. Projects shown on the map that are already in the CIP were highlighted. Ms. Oosterveen stressed that costs estimates are not yet available for any of the projects.

Ms. Oosterveen reviewed with the Commissioners the language of Policy PB-2 relative to completing bicycle corridor projects and sidewalk mileage within five and ten years. She noted that the projects in the current CIP that have not technically started would be available for application toward the goal; they include about five miles of sidewalk projects to be implemented within the next three years, and another four to five miles of projects that exist as

components of other projects, all of which would be included on Council's high priority list of project.

On October 13 the Council will conduct a financial strategy meeting; their discussion will include ped-bike priorities. Ms. Oosterveen explained that what the Commission needed to do was determine the highest of the high priority projects. During October and November staff will work on developing cost estimates. The Commission will be asked to finalize its recommendations in the November/December timeframe.

Answering a question asked by Commissioner Wendle, Ms. Oosterveen said the projects that were included in the neighborhood sidewalk program were mostly generated by the Neighborhood Enhancement Program. The projects the citizens are requesting through that program are unfortunately getting to be too expensive for the program limits, so it has become necessary to do more partnering between the Neighborhood Enhancement Program and WB-56.

Commissioner Glass asked if Parks funds trail projects or if they are funded with transportation dollars. Senior Transportation Planner Franz Loewenherz said it varies. He noted that there would be a meeting soon to talk about an asphalt trail near Highland Middle School that connects with an existing trail in Silver Glen. Technically it will be an off-street path configuration funded by Transportation. The more informal gravel trails are typically funded by Parks.

Commissioner Tanaka suggested the Commission should focus on ends rather than means. He allowed that while everyone on the Commission is united in the desire to reduce SOV ridership by offering other options, including sidewalks and bicycles. He proposed that it would make the most sense to focus on a percentage reduction over a period of time through enhancing the ped-bike system. The projects on the list that can help achieve that end should receive the most attention. At the same time, health and safety issues cannot be overlooked in seeking efficiency. Mr. Loewenherz noted that the information shared with the Commission during the ped-bike plan update discussions on prioritization included safety and connectivity data in the GIS point ranking. Those variables were all weighted and used in assessing the 500 projects on the master list.

Commissioner Tanaka noted that just getting sidewalks constructed will not move the city closer to the goal of reducing SOV use. Clear thinking will be required about how the sidewalk projects selected will further the goal in an efficient manner.

Commissioner Wendle commented that the automobile will continue to be a dominant form of transportation no matter what. All of the projects to be considered are relatively small and there will not be much differentiation between them. He suggested that in considering what the split should be between sidewalk and bike projects, it should be kept in mind that there are far more potential walkers than bikers. For that reason sidewalk projects should make up the

lion's share. On the bike side, the projects chosen should be those that will serve the most people and link to pieces already done.

Commissioner Simas said the sidewalk projects selected should be those that will help complete the north/south and east/west linkages the Commission has selected as priorities. The same goes for the bicycle paths. In the long run, however, bicycle facilities may prove to be the more important element. The goal is not necessarily to get people out of their cars; that may be a byproduct of creating an efficient ped-bike system.

Commissioner Kiel said she would like to see more of a focus on sidewalk projects, especially where there are safety concerns. She added, however, that she would like to see at least one of the bike routes completed.

Commissioner Glass said his preference would be to focus on completing the north/south routes and suggested that some of the cost data could be utilized in determining which should be addressed first. He agreed that some sidewalks are more important than others; Main Street in the downtown is a good example.

Commissioner Simas allowed that areas with the highest densities would be the most appropriate places for sidewalk projects.

Mr. Loewenherz said the last he heard staff had found funding from a variety of sources to address the projects associated with NS-1. He said the estimate is that an additional \$1 million or \$2 million still needs to be identified to realize most of the corridor. By leveraging funds, it is possible that route could be completed, yielding a bike route through the heart of the downtown. He allowed that NS-2 actually had been ranked higher by the Commission.

Commissioner Tanaka asked how the east/west projects break down by cost. Mr. Loewenherz said the Council gave NE 15th Street/NE 16th Street a high-priority ranking. Ms. Oosterveen added that if the high-priority CIP package of investments are approved, NE 15th Street/NE 16th Street will be on the list. Mr. Loewenherz added that there is a momentum building around the Mountains-to-Sound Greenway corridor; the project will be very expensive to complete through Bellevue but could benefit from having some design money earmarked.

Mr. Loewenherz said there is talk of putting the Main Street project on a road diet in order to realize bike lanes along the corridor. The Commission could potentially identify a combination sidewalk/bike improvement for Main Street. To the west of Bellevue Way on Main Street, the 2010 plan calls for a sharrow test through Old Bellevue; federal funds have already been received for that component. The project could be combined with bike lanes to the east of Bellevue Way, which would be a move toward completion of the EW-3 corridor.

Implementation Planning Division Manager Eric Miller noted that highlighting a \$15 million placeholder will not guarantee that the funding will be there when needed. He said the Council

has given the non-motorized projects high-priority status, but finding the money may not be easy. More should be known by the end of the year. There are some neighborhood sidewalk projects that could be addressed, and there are segments of the east/west and north/south corridors that could be completed. Staff will come back with specific numbers when given a direction to pursue.

Commissioner Wendle suggested the projects highlighted in the staff memo constitute a supportable list, noting that the projects recognize both neighborhood input and advice from staff. He said his preference would be to lean toward identifying specific projects rather than having a placeholder.

Commissioner Glass said he could see the merits of establishing a placeholder but said the more beneficial approach would be to choose specific projects or segments to complete. He said his choice would be to focus on the Lake-to-Lake route, possibly modifying the route to have part of it be sharrows and part of it true bike lanes.

Commissioner Larrivee asked what \$15 million would buy in terms of completing any of the identified north/south and east/west corridors. Mr. Miller said staff will need time to develop some project cost figures before answering that question. He said the answer to the question would largely depend on whether the Commission is wanting to just get projects done or is wanting to focus on its top east/west and north/south corridors. Mr. Loewenherz added that the north/south corridors will be much easier to get done, with NS-1 possibly the easiest to complete.

Commissioner Larrivee said his preference would be to focus on the policy goal of completing two north/south and east/west corridors within ten years.

Mr. Loewenherz suggested the \$15 million realistically could help complete NS-1, by leveraging it with other funds, portions of NS-2 from the north city limit to SE 8th, and portions of NS-5 along 164<sup>th</sup> Avenue from NE 18<sup>th</sup> Street to Lake Hills Boulevard. With regard to the east/west corridors, he suggested Main Street from Bellevue Way to 116<sup>th</sup> Avenue, yielding an east/west and north/south through downtown.

Commissioner Wendle voiced support for focusing on EW-1, for spending half the money on sidewalk projects and half on bicycle projects, and for providing some design money for the Mountains-to-Sound project.

The consensus of the Commission was to have staff focus on NS-1.

Referring to the projects shown in the memo, Ms. Oosterveen reminded the Commissioners that projects 23 to 29 on the neighborhood sidewalks list were originally interspersed on the list. The Commission elected, however, to move down on the list the projects that had existing infrastructure. That, however, catches Lake Hills Boulevard from 143<sup>rd</sup> to 148<sup>th</sup> Avenue NE

because it includes an existing sidewalk segment.

Commissioner Wendle said he would prefer to see the funds spent evenly between pedestrian and bicycle projects. Commissioner Glass agreed, though suggested the split did not have to be an exact 50-50. Commissioner Larrivee concurred as well but said he would like to see the funds distributed in a way that will most efficiently move toward achieving the north/south and east/west systems goal.

Mr. Miller asked the Commissioners if staff should work into the mix a program to enhancing the existing Pedestrian Access Improvement program and bicycle safety. Commissioner Wendle said he would love to see the city do something to promote the current system, which includes some great walks and bike rides. Commissioner Larrivee agreed and suggested it would be helpful to have staff take a look at what other communities are doing and what those efforts are costing them.

### C. Transportation Management Program Update

Senior Transportation Planner Mike Ingram said transportation demand management programs are focused on obtaining efficiencies in the system. As the area continues to grow, it will become increasingly necessary to shift trips from drive-alone to rideshare. The focus is primarily on commute trips because they occur at regular daily times, most often during peak hours when the transportation system is under the most stress. A new Commute Trip Reduction plan was adopted in March 2008; it affects the 64 worksites in the city that have 100 or more employees traveling during the morning peak hours. Also in March, action was taken to adopt a transportation demand management plan focused on the whole of the downtown; it identifies ways to reach out to all 35,000 workers in the downtown as well as the downtown residential population. Staff are currently in the process of implementing the plan. In 2009 development of a citywide transportation demand management plan will get under way.

Commissioner Larrivee asked if there will be an emphasis on businesses where the employees may not be the main source of trips, businesses such as Overlake Hospital, Meydenbauer Center, or Bellevue Square. Mr. Ingram said the conventional understanding is that commute trips are the easiest to impact through changes in travel mode. Shopping trips are very difficult to address, and they do not occur at regular times during the day. Some work has been done to reach out to residential populations; a program called In Motion has been taken to Crossroads and the downtown.

Associate Transportation Planner Drew Redman explained that the Transportation Development Code requires transportation demand management plans. The requirement began in 1980 under SEPA review and was codified in 1987 under the Land Use Code. In 1995 the requirement was moved to the Transportation Development Code. The code typically affects the large office buildings. There is a specific overlay in effect in the downtown that includes enhanced requirements, such as stating parking costs in tenant lease agreements, posting

information for tenants with 50 or more employees, and providing a ride matching service.

Transportation management programs support achieving the city's transportation goals. The GTEC Commute Downtown plan specifies a goal of 5000 reduced trips by 2011, only half of which are expected to be accommodated by transit. That leaves carpooling and vanpooling to play a significant role.

Commissioner Wendle pointed out that the area is home to a population with generally higher incomes. Those people tend to be far more resistant to riding in carpools and vanpools. Some studies are under way to determine what would happen if transit services were increased to match those offered in Seattle, and the preliminary finding is that there would be a huge jump in ridership. He cautioned against underestimating the degree to which transit improvements will increase transit ridership.

Mr. Redman said TMPs also address the growing residential population, though to a minimal degree given that the only requirement for residential developments is the posting of information about transit and ridesharing.

Mr. Redman said his review of all of the existing TMP agreements found that the levels of compliance vary based on the number of requirements. The average compliance rate is 65 percent. In the downtown, the Transportation Management Association, which is called TransManage, serves a number of TMP buildings and have been able to show 75 percent compliance. TMP buildings with tenants that are CTR-affected also have significantly higher compliance rates over the average.

The downtown MMA has the most trips, and TMPs are expected to address a number of those trips. The same is true for the number of vehicle miles traveled. The same is true for the Eastgate area. Office is the land use with the greatest land use impact, followed by multifamily. Citywide, TMPs affect 72 percent of vehicle trips and 77 percent of the vehicle miles traveled.

Mr. Redman said the primary challenge is maintaining, monitoring and enforcing TMPs. By moving the requirement from the Land Use Code to the Transportation Development Code, the issue was moved from the Department of Planning and Community Development to the Department of Transportation. The transfer of responsibility for monitoring and managing the TMP agreements, however, was not necessarily specified.

The Bel-Red corridor will present a challenge in the future, along with Factoria and Eastgate. How to address those transportation impacts will be an important issue to cover. One approach might be to enhance requirements citywide. Addressing drive-alone rates at each building will be one strategy to reducing the overall number of trips on the system.

Locally, Seattle, Redmond and Kirkland all have a TMP program in place. Jurisdictions across

the nation also have similar programs. The list of best practices that has risen to the top include encouraging or requiring TMA membership; flexible requirements based on performance; and including all non-drive alone modes, such as pedestrians and bicyclists.

Mr. Redman offered five different alternatives, beginning with no action. Currently, the code addresses about half of forecasted development and a majority of the transportation impacts. Leaving things as they are would mean affecting an additional 30,000 employees and 6000 residential units for development proposals that are permitted, in review, or expected. The level of monitoring and enforcement has been an issue, and the anticipated level of growth dictates the need for dedicated staff time.

The second alternative would make minimal updates to the code based on lessons learned through experience. Currently there is a required financial incentive that specifies a subsidy of \$15 per month for each HOV user. The approach does not address cost of living adjustments and is not the easiest thing for developers to implement. The market solution used by downtown property managers incorporates two to four free park days for HOV users per month, and reducing the monthly parking cost for carpools and vanpools. It is not likely the current code will be able to achieve the goal of reducing drive alone trips by 35 percent over ten years; a reduction of 20 percent would be more realistic, especially with specific targets for every two-year period.

The third alternative would incorporate the basic updates plus the best practices, including giving credit to buildings that have a TMA membership. The only effective way to apply such credits, however, is toward the performance goals, which may be counterintuitive.

The fourth alternative envisions a more flexible system for property owners. It builds on the previous alternatives and incorporates a menu of options from which to choose to attain a certain number of points.

The fifth alternative would eliminate the code altogether. That would allow staff to move where needed, but it would mean almost a third of the downtown workforce would not be exposed to a trip reduction program. Because the TMA largely relies on TMP-affected clients, the result could be dissolution of the TMA.

Commissioner Larrivee asked if the TMA approach is more effective than controlling what it costs to operate a personal vehicle. Mr. Redman said cost is certainly a contributing factor, which is why each of the first four alternatives includes specifying a line item cost for parking in tenant agreements.

Mr. Ingram said what it really comes down to is each employee must make their own decision. Everyone has a tipping point, and the effectiveness of any program will entail working around those margins and tweaking them in favor of not driving alone. Big companies like Microsoft have their own ways of dealing with the issue; Microsoft has put a lot into making transit

options available for their employees. Smaller companies do not have the capacity to take that approach. The number of small employers citywide is huge, even in the downtown; only 20 percent of the employees work at CTR sites, which means 80 percent are working for small employers. Currently the city has no efficient way of reaching the small employers except through their tenant agreements.

Mr. Redman said the issue will be back before the Commission on November 13. At that meeting staff will be seeking direction from the Commission regarding a preferred alternative. Staff will be meeting with property owners, garage operators and developers in a workshop on October 28; their input will help to inform the process. The event will be publicly noticed and open to anyone wanting to attend.

Commissioner Wendle expressed concern over having the option of eliminating the requirement altogether. He stressed the need to specifically invite TransManage, King County Metro, Sound Transit, the Cascade bicycle club and all other advocacy groups to the workshop. He also suggested reviewing the Downtown Implementation Plan EIS to see whether or not TMPs were mentioned as one of the ways the city intends to manage transportation impacts. If they are, Alternative 5 should be pulled from the list.

9. OLD BUSINESS – None
10. NEW BUSINESS – None
11. PETITIONS AND COMMUNICATIONS – None
12. APPROVAL OF MINUTES
  - A. July 24, 2008

Motion to approve the minutes as submitted was made by Commissioner Glass. Second was by Commissioner Simas and the motion carried without dissent; Commissioner Tanaka abstained from voting.

- B. July 31, 2008

Motion to approve the minutes as submitted was made by Commissioner Glass. Second was by Commissioner Simas and the motion carried dissent; Commissioner Wendle abstained from voting.

13. REVIEW CALENDAR
  - A. Commission Calendar and Agenda

The Commission reviewed the items scheduled for discussion at upcoming meetings.

B. Public Involvement Calendar

The Commission reviewed opportunities for public involvement.

14. ADJOURNMENT

Commissioner Tanaka adjourned the meeting at 9:21 p.m.

\_\_\_\_\_  
Secretary to the Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chairperson of the Transportation Commission

\_\_\_\_\_  
Date