

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

September 27, 2007
5:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Yuen, Vice Chair Northey, Commissioners Glass, Holler, Tanaka, Wendle

COMMISSIONERS ABSENT: Commissioners Northey, Van Valkenburgh

STAFF PRESENT: Kevin McDonald, Franz Loewenherz, Kris Liljeblad, Department of Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:22 p.m. by Chair Yuen who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioners Northey and Van Valkenburgh, both of whom were excused.

Chair Yuen used the Chair's prerogative to revise the order of the agenda items in order to accommodate those from the ped-bike community who had attended the earlier open house and who were present for the ped-bike update.

7. STUDY SESSION

B. Pedestrian and Bicycle Transportation Plan Update

Senior transportation planner Franz Loewenherz said the city is strongly committed to providing pedestrian and bicycle facilities; the position is reflected in Comprehensive Plan policies, a variety of planning efforts, and in the city's design manual. He noted that 15 percent of the transportation CIP budget is dedicated to walkway/bikeway enhancements; he said the figure is actually higher than that given that most roadway projects include ped-bike projects. The city actively engages in education and awareness campaigns for ped-bike issues, and is heavily involved with a number of coordinated efforts at the regional level. The city benefits in a variety of ways, not the least of which is improved public health, a reduced dependency on the single-occupant vehicle, and improved modal efficiencies. The city also

benefits from a cleaner environment.

A lot of people in the city rely on pedestrian or bicycle mobility for all or a percentage of their trips. Fifteen percent of the residents of the city are categorized as having one disability or another, and by constructing more and better ped-bike facilities the city is clearly looking out for their interests. There is ample evidence to show that economic development is encouraged through ped-bike facility enhancements, as is the overall quality of life. Without adequate facilities, the ped-bike community is put at great risk.

Mr. Loewenherz said the ped-bike plan update has three phases. The first phase involved a needs assessment during which existing conditions were analyzed and the public was asked to weigh in via online surveys and other strategies. That work helped to inform the second phase of the process which has involved the creation of a draft plan that is being taken out to the public for additional engagement. It is anticipated that the draft will be revised as a result of the additional input. Once the plan is finalized, the third phase will be ushered in; that will entail making the plan real, prioritizing the projects, and developing a funding scheme to bring the vision to fruition.

Mr. Loewenherz said the overarching philosophy of the engagement strategy is the need to reach out to people of all ages and all abilities. The process has actively involved community engagement on three different levels. On the citywide level, the focus has been on making use of available resources such as *It's Your City* and *Neighborhood News*, BTV, flyers, the city's website, and a list serve that has on it some 650 names of interested persons. In addition, six focus groups have been conducted, there have been visits with neighborhood groups, and community events have been attended.

The level of feedback has been remarkable. There were a total of 919 responses to the online bicycle survey, and 406 responses to the online pedestrian survey, all in a little over a month. On the bicycle side, the top requested improvement was designated bicycle lanes; 46 percent of those responding suggested that is the most important issue keeping people from biking in Bellevue. The bicycle responses were generally favorable with regard to trails and paths, but were generally unfavorable with regard to on-road facilities. People who are more frequent users of the system tended to give it poor marks.

On the pedestrian side, the top priority highlighted was the need for more sidewalks; 22 percent called out the need. There was a lot of feedback regarding the need to educate drivers. Only 12 percent suggested that more trails and paths are needed. Forty-two percent of the pedestrian survey respondents rates the sidewalks as excellent or good, but 72 percent rated the greenways as excellent or good. As with the bicyclists, the pedestrians who use the pedestrian facilities in the city most often were most likely to rate the facilities as poor.

Those who participated in the focus groups highlighted the need to connect the dots. They cited the fact that too many segments of both pedestrian and bicycle facilities have gaps. The focus groups gave priority to the need for additional east/west connections and the need for more education. Three facilities were identified as key: West Lake Sammamish Parkway, the

SR-520 trail, and I-405.

Mr. Loewenherz said the Cascade Bicycle Club picked up on the Flickr website concept that was initiated to allow the public to post pictures of problem locations for all to see. They also were able to highlight facilities they believe have been done particularly well.

Getting out into the community was a vital part of the information gathering stage. It was particularly important as a means of hearing from more than just special interest groups and organizations that have a particular agenda. Those groups certainly have been kept in the loop and have been an integral part of the process, but theirs should not be the only voice heard.

Mr. Loewenherz said there was a fair amount of rigor involved in developing the various facility recommendations. Countless hours of technical review was conducted by staff from various departments. All available data was reviewed and factored in. All of the police data for collisions related to pedestrians and bicyclists. Each incident was mapped in the GIS system along with all the pertinent who, what, when and how information. Bellevue is one of the only jurisdictions in the region that has a downward collisions trend line, and does not experience a lot of death or serious injuries as a result of collisions.

The plan aims to build on the 1999 plan, complete the system map, and design the network appropriate to those most likely to use it. Routes with a commuter orientation are very different from recreational routes. The plan proposes 188 miles of bicycle facilities, 21 percent of which is in off-street paths, and 54 percent of which is in bike lanes; the balance of the facilities are composed of bike route facilities, including bike shoulders. The pedestrian network has 85 miles of facilities, including sidewalks of various widths, and trails and paths designed to connect destinations and neighborhoods.

Mr. Loewenherz said Bellevue is the only community using Virtual Earth, an interface that will allow the public to zoom in on their particular neighborhoods, click on the project link and bring up a written description, a cross section, and the opportunity to offer a comment. The online tool will not, however, be the only method used for reaching out to the public; staff will be going out and meeting with constituents at neighborhood centers and other locations to give everyone a chance to weigh in. The Commission was given a demonstration of how the program works.

The ped-bike plan update will directly inform the TFP process and ultimately will translate into CIP projects.

Chair Yuen praised staff for the comprehensive work done to date in developing the plan.

Commissioner Tanaka asked why the frequent users of both the pedestrian and bicycle systems tended to rate the systems as poor. Mr. Loewenherz said all of the details relating to the online survey is included in the public involvement report. The data was segmented in order to get a better sense of who the respondents were, where they live, how they use the systems, and how often they use them. Generally speaking, those who live or work in Bellevue tended to give

the systems a lower mark. There are pages and pages of written comments that range from issues of safety to lack of maintenance and system gaps associated with the ratings given to the systems.

Commissioner Glass asked if the funding for all pedestrian and bicycle facilities comes from the transportation budget or if some of the funding comes from Parks for trail systems. Mr. Loewenherz said the bulk of the project funding comes from the transportation budget, but Parks does pick up a large share of cost of trail improvements.

Commissioner Glass noted that a number of the planned trail facilities are in the Bridle Trails area and asked what led up to that. Mr. Loewenherz said the project list was predicated on the 1999 system plan network; nothing was added to that list except for Council-adopted plan lists adopted since 1999. The Bridle Trails facilities primarily represent the facility links missing from the 1999 plan.

Chair Yuen asked to have the ranking and points system emailed to the Commissioners to review prior to the October 25 meeting. Mr. Loewenherz said he will pull together a preliminary list of prioritization approaches that could be used. He added that he has been coordinating with King County on its Healthscape project in which they are attempting to develop a method for prioritizing non-motorized projects at the county level. He said he may invite King County staff to the meeting on October 25 as well to have them share their insights.

Commissioner Wendle recognized that the layout of the downtown area is limited, but noted that the bicycle routes tend to skirt the downtown, making it very difficult to ride a bicycle in that area. Kris Liljeblad, Assistant Director, Transportation Planning, said there are efforts under way to take a look at a longer range forecast horizon for the downtown, specifically 2030, the horizon being used for the light rail studies. Clearly it is a challenge to provide space for bicycles when the traffic is so demanding in the downtown. One of the streets being looked at is 108th Avenue NE as a north/south route; it provides continuity with the neighborhoods at either end of the downtown and has fewer lanes through the core of the downtown area; 106th Avenue NE is another possible route. Competition for bike lane space is coming from the desire to create on-street parking, additional turn lanes and loading zones.

Chair Yuen opened the floor to comments from the public.

Mr. Jim Hunt, 12817 97th Avenue, Kirkland, said he has been impressed with what he has seen of the ped-bike plan update so far. With regard to the plan map, he suggested that where studies have been done in a certain area and yielded no recommends for bicycle facilities, it would be beneficial not to show the potential for bicycle facilities. Bel-Red Road has been on the bicycle master plan for a long time because it is relatively flat and appears to have potential, yet it is one of the heaviest traveled streets in the city and the lanes are just too narrow for bicycle traffic. Bel-Red Road should be removed from the map as a bicycle route. In areas where it would not be feasible to include bicycle facilities, reduced vehicle speeds limits and stepped up traffic enforcement may be a good way to make roadways more friendly

to cycling.

Mr. Patrick McGrath, Cascade Bicycle Club, 7400 Sandpoint Way NE, Seattle, said he has been involved in helping to generate some buzz about the ped-bike plan update. He said he has been to bike havens like Portland and Copenhagen and has witnessed firsthand how cycling can be a fantastic adjunct to the transportation system and add immensely to quality of life. With adequate consideration and consistent application of bicycle facilities in all planning projects, a workable system will emerge. Everyone from Class A riders to senior citizens bringing their groceries home in a wire rack should be able to access the system.

Ms. Nancy Keith spoke on behalf of the Mountains to Sound Greenway Trust. She said one of the major goals of the Trust, after setting aside a 100-mile scenic corridor, has been to create a system accessible to everyone for getting to and beyond the mountains. The section between Factoria and Eastgate represents a major gap in the system; another major gap exists between Front Street in Issaquah and the East Lake Samammish trail. The Trust is pleased to have been involved in the ped-bike plan update process; the study has allowed the Trust an opportunity to step up with a suggested route through Bellevue. In the Eastgate area, SE 36th Street appears to offer the best solution. Things are always changing, and the only way to get long trails developed and interconnected is to have a plan and leaping on the opportunities as they arise. Regional connectors enable municipalities in getting funding from the state and federal levels. The Mountains to Sound Greenway Trail should be an integral part of the plan for Bellevue. The Trust will continue to play a role in bringing all of the parties together.

Ms. Clair Petersky, 1418 175th Place NE, urged the city to think about how the ped-bike plan will be used. The 1999 plan included facilities that were not implemented when push came to shove. Too often the politically challenging projects were sidelined and not done. Additionally, redevelopment opportunities came and went without the addition of bicycle lanes because they were not specifically included in the plan.

Mr. Chris Ash, 4449 155th Avenue SE, said he has been a bicycle commuter his entire adult life all over Puget Sound. He agreed with the previous speaker and stressed the need to include bicycle routes in all corridors of the city. Facilities need to be located in places that make sense; bicycles riding uphill go slow, and if there is a great deal of auto traffic there are safety concerns involved.

Mr. Phil Block, 10428 NE 28th Place, highlighted the need for system connectivity on the edges of the map given that Bellevue residents often commute to other jurisdictions or want to access recreational facilities outside of Bellevue. He said he lives near the intersection of Bellevue Way and SR-520 where it is not at all easy for pedestrians to get across the road. The Commission was asked to keep in mind that the runners are pedestrians who like to use both pedestrian and bicycle facilities. The city should be visionary in developing the plan; it should set goals that are both ambitious and achievable.

Mr. Dennis Nuezil, 2307 94th Avenue NE, Clyde Hill, said he participated in the development of the 1993 and 1999 ped-bike plans in Bellevue. He reinforced the need to put a concerted

effort into ped-bike systems in the downtown area. It is a huge area that is growing rapidly; the philosophy of how people should get around in the downtown should be revised. One of the problems with the 1999 plan was that it included project maps that lacked interconnection. Before the plan update is completed, staff should aggregate all of the various pedestrian and bicycle facility projects into a single map and check it thoroughly for connectivity.

****BREAK****

3. STAFF REPORTS

Senior Planner Kevin McDonald provided the Commissioners with a handout addressing pedestrian access during the current level of development activity.

Chair Yuen said it would be helpful for the Commission to be supplied with an updated matrix listing all of the open house activities focused on transportation issues. Mr. McDonald said he will continue to keep the Commission informed, particularly with regard to projects that are CIP related.

Commissioner Glass asked if the city regulates the length of time construction projects can tie up roads and sidewalks, and if there are incentives for projects to reduce the time as much as possible. Mr. Liljeblad said traffic control plans must be submitted, removed and approved for all construction projects as part of the staging plan. There are usually elements for controlling pedestrian and traffic activity around construction sites during each phase, driven largely by safety but also by the need to protect the public.

Commissioner Wendle suggested that for the larger projects that tie up the sidewalks, it may be necessary to change the signal timing to better facilitate getting pedestrians across the street.

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

5. REPORTS FROM COMMISSIONERS

Chair Yuen said he continues to attend the Meydenbauer Bay park planning meetings. The process is currently focused on developing alternatives for how the park should be put together. There have been a number of concerns voiced about traffic along Main Street and on 100th Avenue NE and how a trail leading from Downtown Park will access the waterfront.

Mr. Liljeblad said the evaluation of the alternatives will include the transportation system, specifically changes to the streets that will go along with the aesthetic and land use improvements. There is some new parking in different places incorporated in each of the alternatives.

Commissioner Glass reported that the Bel-Red corridor steering committee at its last meeting approved the final plan. The plan was presented to the City Council on September 24. The

Transportation Commission will be involved in addressing the ambitious transportation projects included in the plan.

Commissioner Glass said he also is participating as a member of the Light Rail Best Practices Committee. At the meeting on September 25 the team of consultants was introduced and there was a presentation by Sound Transit regarding the East Link project. In October, the committee will be given a tour of portions of the Sound Transit system currently under construction. The committee reviewed and approved the list of topic areas to be covered during the study.

6. PETITIONS AND COMMUNICATIONS – None

7. STUDY SESSION

A. Downtown Subarea Plan Amendments

Mr. Liljeblad explained that the primary interest on the part of the Council regarding the proposed Downtown subarea plan amendments is to initiate the Comprehensive Plan amendment process so that consideration of the potential changes can be wrapped in with changes that might be adopted as early as the end of 2007 or early in 2008. The work program includes a number of amendments for which the Planning Commission has the primary responsibility. However, the Transportation Commission plays an important role in all issues that are related to transportation; input from the Transportation Commission will be forwarded to the Planning Commission, and then on to the City Council.

The amendment process will generate whatever technical analysis is needed to support consideration by the commissions. The process also provides opportunities for public outreach, including a public hearing by the Planning Commission. The recommendations for downtown subarea plan amendments will be merged with the balance of 2007 Comprehensive Plan amendments.

Mr. Liljeblad said the reason for initiating the downtown amendments sooner rather than later is tied to the rapid pace of development occurring in the downtown. There has been a lot of concern about whether or not the Department of Transportation can keep up. There are concerns about traffic and pedestrian flow during construction, and as the buildings going up become occupied the pressures on the transportation system will only increase. The downtown area is somewhat challenged by the fact that it contains only half the normal amount of right-of-way because of the superblock grid layout. If there is a need to preserve right-of-way for additional transportation improvements not previously identified, the amendment process will provide an opportunity to do so. As projects come forward for development review, there is the opportunity to make sure they comply with all Comprehensive Plan requirements. In addition, when collaborating on regional facilities, ideas about new linkages the community think are important need the support of a policy foundation.

Mr. Liljeblad said initiation of the process is occurring later than normal. The pace of

development has caused the Council to conclude that waiting until the 2008 Comprehensive Plan amendment process could cause opportunities to secure potentially needed things to be lost. Some ten or eleven new projects that have not yet even applied for a permit are anticipated to come online in 2008.

Normal economic cycles create peaks and valleys on charts of development activity. Historically, the challenge for Bellevue has been the time needed to fill the two or three new office towers that come online during a boom. The current boom has been different, however. It has lasted quite a long time, and many of the buildings have pre-signed tenants waiting to move in upon completion. It appears that the construction volume of 2007 will match that of 2006, and the list of possible projects for 2008 is equally high.

The forecasts through 2030 indicates a combination of employees and residents in the downtown area that very nearly will equal the current overall city population. The growth in employment and residential uses will translate into a far greater number of daily trips. The projections do, however, include major growth in transit travel aimed at achieving the 40-44 percent transit modeshare stated in the Comprehensive Plan.

The challenge will be in delivering the split, which will not be possible unless light rail is brought to the city. The modeling assumes increased parking costs and increased park and ride lot capacity in areas where housing is more affordable. The increased traffic volumes are projected to result in substantial increases in average vehicle delay and reductions in average vehicle speed.

Mr. Liljeblad noted that both the NE 4th Street and NE 6th Street extension projects are on the proposed amendment list. Both came from the Wilburton process which has yet to be completed. The Commissioners were shown a possible alignment for each extension. The modeling done for the NE 4th Street extension indicated that it would attract on the order of 2800 to 3000 trips per hour during the peak period, a large percentage of which would be diverted from NE 8th Street, 116th Avenue NE, SE 1st Street, and as far north as NE 10th Street.

Commissioner Tanaka asked if the NE 4th Street extension will entail going directly through the Best Buy building. Mr. Liljeblad explained that KG Investments, which owns the property along 116th Avenue NE to the west of the Best Buy property, has talked to a number of the property owners affected by the proposed extension. The Best Buy building is actually constructed in a such a way as to allow for part of the structure to be removed while retaining the rest and reconfiguring it. The property is quite valuable, and the improved access would potentially make the remainder quite important. As the road comes up underneath the railroad tracks, the western portion of the site would be a in cut, making direct access to the roadway from anything other than a subterranean garage, would be difficult.

Answering a question asked by Chair Yuen, Mr. Liljeblad said the BNSF right-of-way is currently undergoing a rails to trails conversion planning process. The Puget Sound Regional Council has studied the issue, including taking a look at the titles for the properties that underlie the corridor. The main issue appears to be whether or not the agreement between the

Port of Seattle and King County will go forward. While it appears that the agreement will not go forward, abandonment of the corridor is still very real. The rail corridor is identified in the city's Comprehensive Plan as a desirable future regional recreational facility and a potential future transit corridor. One of the things that has not been addressed from a design perspective is how to connect NE 4th Street to the BNSF corridor.

Commissioner Wendle suggested that some of the proposed projects appear to be reasonably consistent with the scale of proposed in the Downtown Implementation Plan. However, something of the magnitude of the NE 4th Street and NE 6th Street extensions are far beyond the scope of what was envisioned in that plan and as such should not be adopted too quickly. Mr. Liljeblad pointed out that the extension projects are not in fact in the downtown and therefore are not part of that plan. The projects were vetted through the Wilburton/NE 8th Study, a year-long planning process that involved the Planning Commission and the community.

Mr. Liljeblad clarified that the Commission was not being asked to approve any specific project or to agree to fund any project. The only thing on the process is initiation of the amendment process.

Commissioner Wendle expressed concern that the notion of extending NE 4th Street and NE 6th Street brings with it the connotation that the Wilburton area will be focused on the automobile for the long term. Mr. Liljeblad asked the Commission to keep in mind that the area is part of a larger system of connections. The intersection of NE 8th Street and 120th Avenue NE was identified in the East Bellevue Transportation Study in 1987 as a major intersection improvement; that project still has not been done. The idea is that NE 4th Street will connect with 120th Avenue NE and that there would be an improved connection up 120th Avenue NE to NE 8th Street, relieving much of the congestion on the eastern side of the downtown.

Mr. Liljeblad reminded the Commissioners that Sound Transit constructed the center HOV lane connection at NE 6th Street and I-405 to provide access to and from the Bellevue transit center. The proposal is to extend the bridge all the way across the northbound lanes to provide a connection to 116th Avenue NE. That could benefit bus traffic that would be connecting with Crossroads, Overlake and downtown Redmond. The extension could also have a relationship to pedestrian connections which the current HOV bridge does not afford; that may require construction of an independent bridge.

Mr. Liljeblad said the project identified for the intersection of Bellevue Way and NE 8th Street revolves around the fact that with increased pedestrian activity around Bellevue Square and Lincoln square, southbound traffic on Bellevue Way that wants to turn right is being blocked by pedestrians in the crosswalk, which in turn is backing up the through movements. The needs of the intersection are important to plan for given that the northwest corner property is ripe for redevelopment.

Mr. Liljeblad said there are several aspects to the project for the intersection of Bellevue Way and NE 4th Street. Southbound traffic on Bellevue Way wanting to go west needs a right turn

lane accommodation that allows for access to the parking area for Bellevue Square. The part of Bellevue Square where Pennys and the parking lot facing Bellevue Way is located also has potential for redevelopment, increasing the volume of cars trying to make that right turn. Similarly, the number of vehicles northbound on Bellevue Way wanting to make the right turn onto NE 4th Street has grown dramatically and is creating a problem.

The issues involved with Bellevue Way and NE 2nd Street are related to the fact that NE 2nd Street is planned to take on a much larger role, taking traffic all the way from Bellevue Way over to I-405. The intent is to widen the roadway to four or five lanes. Where NE 2nd Street meets 112th Avenue NE, the biggest challenge is the narrow cross-section on the east side of the intersection. The problem is the existing two-story building is in the middle of where the connection to the freeway from NE 2nd Street needs to be located.

The major change envisioned for NE 8th Street and 106th Avenue NE is a realignment aimed at preserving the sequoia tree in front of the Washington Mutual building while accommodating the new development in the Wasatch block on the other side of the street. The intersection realignment would work with or without the 106th/108th one-way couplet. The modeling did not show a great deal of benefit resulting from the couplet, so the 2030 forecasting is being done without the couplet included.

Mr. Liljeblad said on September 26 the Planning Commission questioned widening streets in the downtown in light of the Great Streets project that is seeking to make the streets more pedestrian friendly. One approach could be the development of more pedestrian scramble phases in which vehicles at intersections stop in all directions to allow pedestrians to walk any direction they please across the intersection; the scramble phase in operation on 108th Avenue NE at the transit center is very well liked by pedestrians.

Another thing that has been talked about is restricting left turns during the peak periods, at least at the major intersections.

Commissioner Glass stressed the need to include bicycle facilities as plans are made of 2030. He also suggested that the Great Streets project has as its overarching concern the pedestrian environment and sidewalk cafés; getting cars and people from A to B appears to be a secondary concern. Mr. Liljeblad said the consultants and those who participated in the Great Streets projects were in fact encouraged to focus on the pedestrian environment. They were directed to take the circulation recommendations of the Downtown Implementation Plan as a given and concentrate on the curb-to-building interface.

Commissioner Wendle reiterated that as the downtown continues to grow and become more congested, the focus should not be on trying to build big roadways to lessen the traffic congestion. The mindset is that anyone can simply hop in their car and drive to the downtown, and that focus is going to have to be changed. The NE 4th Street and NE 6th Street extensions may be the right thing to do, but they certainly will need more public discussion first.

Commissioner Glass said his office is near the Home Depot and the extension of NE 4th Street

would be welcomed.

8. OLD BUSINESS

Commissioner Wendle asked for an update regarding the downtown circulator and if the concerns of the Commission had been transmitted to the City Council. Mr. Liljeblad said the item was taken back to the Council which instructed staff to submit an application to King County. The issue is now on hold pending the county decision process regarding who they will partner with. The Council suggested a route that can eventually be extended to serve Overlake Hospital.

Commissioner Wendle said the next time the issue comes up before the Council they should be informed that the Transportation Commission has concerns about the cost effectiveness of the circulator. Mr. Liljeblad said no formal motion was made by the Commission to send a specified position forward to the Council; there were comments made by some Commissioners, but it was not possible for staff to relate to the Council that the Commission felt passionately about a particular view.

9. NEW BUSINESS

Commissioner Glass asked the Commission to consider beginning the meetings later than 5:30 p.m. He noted that the Commission meetings used to start at 6:30 p.m. and proposed starting at 6:00 p.m.

Chair Yuen suggested that whatever start time is selected it should not be changed too often to avoid confusing the public.

Commissioner Wendle said his schedule is such that making it on time to a 5:30 p.m. meeting will not be possible. He said starting the meeting at 6:00 p.m. would work for him.

Commissioner Holler pointed out that it was Commissioner Northey who wanted the meetings to start earlier so everyone could get home earlier. She allowed that 6:00 p.m. might be a good compromise.

Motion to have the Commission meetings begin at 6:00 p.m. was made by Commissioner Glass. Second was by Commissioner Tanaka and the motion carried unanimously

10. PETITIONS AND COMMUNICATIONS – None

11. APPROVAL OF MINUTES – None

Chair Yuen asked why it is taking so long for the minutes to be written and delivered to the Commission for approval.

12. REVIEW CALENDAR

A. Commission Calendar and Agenda

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

B. Public Involvement Calendar

13. ADJOURNMENT

Chair Yuen adjourned the meeting at 9:07 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date