

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 12, 2012
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Bishop, Glass, Jokinen, Lampe, Larrivee, Simas

COMMISSIONERS ABSENT: Chair Tanaka

STAFF PRESENT: Mike Mattar, Kristi Oosterveen, Eric Miller, Michael Ingram, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:33 p.m. by Commissioner Simas who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:43 p.m., and Chair Tanaka, who was excused.

3. PUBLIC HEARING

A. 2013-2018 Transportation Improvement Program (TIP)

Program Administrator Kristi Oosterveen said the public hearing on the TIP is mandated by the state. She said following the public hearing the comments received would be discussed by the Commission before the Commission acts to approve a recommendation and forward it to the City Council for adoption. She explained that candidate projects for the TIP are drawn from a variety of sources. The TIP is not revenue constrained and as such can include any project the city could do in a six-year period if the funding were in hand to implement it.

Ms. Oosterveen said there are 114 projects on the proposed 2013-2018 TIP. Of those, 21 are in the current 2011-2017 CIP; 51 are in the current 2009-2020 TFP; 31 are unfunded projects; and 11 are projects led by regional agencies in which the city might choose to participate.

Ms. Oosterveen noted that cost shown on the matrix for project 86, Bellevue Way/112th Avenue SE "Y" to I-90, should be revised upward to \$18.8 million in unsecured funds for the city's portion, and \$6.5 million in funding from Sound Transit as part of the East Link project. She also referred to project 20, NE 8th Street gap sidewalk, a subproject of the pedestrian access program, the sidewalk project is shown separately because of the new state grant requirements regarding projects that have received grant dollars.

Commissioner Simas declared the public hearing open.

Mr. Rod Beddoe, 1313 West Lake Sammamish Parkway SE, a member of the West Lake Sammamish Parkway Association, asked the Commission to include the West Lake Sammamish Parkway in the new TIP. He noted that it took more than a decade to reach consensus on what the project should include, and it has now been eight years since that milestone was reached. The Association members are thrilled to actually have construction ready to start in 2012 on the first mile of five miles. The project should be included in the TIP so that it can be kept going to completion. He provided the Commission with written correspondence from the Association.

There were no other members of the public wishing to testify.

Commissioner Simas closed the public hearing.

4. STAFF REPORTS

Transportation Design Division Manager Mike Mattar said the transportation department will be advancing a budget proposal that will include funding for an educational public outreach campaign on bike sharrows called Share the Road. The program will seek to capture Bellevue's diverse population. The program will be an operating budget proposal, though it may be funded from a capital source.

Mr. Mattar said the city does not currently have any sharrow pilot projects. The pilot program concluded and sharrows are just one tool in the toolbox that will be used where deemed appropriate.

The Commissioners were told staff will be bringing to the Commission an update regarding SCATS in the near future. The update will focus on what has been accomplished to date and how much is still to go.

Commissioner Glass said he would like the update to include information about how the system has improved safety, particularly with regard to left turns. He said he was also curious about the time allocated to the left-hand turn movement versus what it was prior to implementing SCATS.

Capital Programming Manager Eric Miller said the role of the Commission with respect to the impact fee program is directly related to the recommendation on the TFP. The capacity projects within the TFP become the basis for the impact fee program. Prior to adoption by the Council of the current impact fee program in 2009, there were extra steps involved which directly involved the Transportation Commission; those steps have since been stricken from the code. The Commission retains the task of making a recommendation the Council on the TFP process and projects, but the Commission no longer is tasked with presenting to the Council a proposed transportation impact fee program. Under the current code, as soon as the TFP is adopted, the projects identified as capacity projects are used by the staff to calculate what the maximum transportation impact fee could be, and that calculation is forwarded directly to the Council for adoption of impact fee rate schedule.

Commissioner Glass asked if the Commission has any role to play relative to local improvement districts (LID). Mr. Miller said the Commission as a body is free to make recommendations to the Council on any transportation-related issue at any time. The Commission does not, however, have a direct role to play in the formation of LIDs. Revenue policies are set by the City Council.

Mr. Mattar said the Commission will be given a status update in June regarding the transit plan update.

5. COMMUNICATIONS FROM THE CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS

Mayor Lee said he was proud to be serving as the Council liaison to the Transportation Commission. He announced that Commissioners Simas, Jokinen and Bishop had all been reappointed to their Commission seats.

Mayor Lee said the Budget One process is once again under way. The Council's recent budget retreat went very smoothly. He noted that the Council concluded it would like to have input from the city's boards and commissions during the process. Each department is currently engaged in developing budget proposals to be reviewed by the results teams. The results team that will review capital projects, including transportation projects, will be made up of department directors. The Commission will have input during the process.

Commissioner Larrivee reported that the Eastgate/I-90 land use study report is in the process of being finalized and will be presented to the Council on April 23. He said the report will be posted online soon.

7. PETITIONS AND COMMUNICATIONS – None

8. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Jokinen. Second was by Commissioner Glass and the motion carried unanimously.

9. DISCUSSION/ACTION ITEMS

A. 2013-2018 Transportation Improvement Program (TIP)

Ms. Oosterveen referenced the comment made during the public hearing and pointed out that the West Lake Sammamish Parkway project is in fact included in the TIP as project 7.

Answering a question asked by Commissioner Lampe, Ms. Oosterveen explained that the TIP is a six-year document that is updated annually. The 114 projects in the document deal only with the time period 2013-2018 and all are considered to be on schedule; that does not mean things will not change by the time the TIP is next updated. Projects associated with the East Link project may slide and may see their cost estimates reevaluated.

Mr. Miller noted that a draft transmittal memo for the TIP had been included in the Commission desk packet.

A motion to approve the proposed 2013-2018 Transportation Improvement Program and forward it to the Council was made by Commissioner Glass. Second was by Commissioner Jokinen and the motion carried unanimously.

Ms. Oosterveen asked Commissioner Glass if his motion had included approval of the transmittal memo. He said that was his intention.

Commissioner Lampe commented that while the TIP is not revenue constrained, the transmittal memo should indicate the Commission is aware of the city's constrained financial situation and recognizes the difficult choices facing the city as a result. Ms. Oosterveen said she would incorporate language to that effect. There was agreement to bring the transmittal back to the Commission at its next meeting for approval.

B. Transportation Facilities Plan (TFP) Update

Senior Transportation Planner Michael Ingram said the score ranking for all 32 ped-bike projects had been included in the Commission packets, along with the key messages heard in the public outreach efforts. He said the next step will be determining how to meld the projects into the final TFP document. More details will be available for the April 26 Commission meeting.

Mr. Ingram reminded the Commissioners that three evaluation criteria were used in ranking the ped-bike projects: safety, which takes into consideration existing conditions as well as accident history; system linkage, which concerns how projects connect or do not connect to adjacent

facilities and transit; and what land uses are served. The 32 projects scored include the Northup Way project that does not include a center turn lane.

Mr. Ingram said the top-ranked project, PB-120, 140th Avenue NE from NE 24th Street to NE 8th Street, would extend the ped-bike improvements further to the north. A lot of work has been done on 140th Avenue and 145th Place from Bellevue College all the way north to NE 8th Street, and the project would continue those improvements north to NE 24th Street under SR-520. The project could take two forms: adding bike lanes to the existing corridor, or constructing a multiuse path along the east side of the roadway.

Commissioner Bishop asked why the West Lake Sammamish Parkway project is shown as a roadway project rather than a ped-bike project. Mr. Ingram said the Parkway project has always been listed as a roadway project and is in the CIP as such. It was determined that it should continue to be included in that category. The 140th Avenue NE project is not a roadway project; the roadway is already built out and the project is focused on adding ped-bike amenities to it.

Commissioner Bishop argued that the 140th Avenue NE project has elements that are very similar to the West Lake Sammamish Parkway project, yet the latter is ranked far lower on the list. Mr. Ingram reminded the Commissioners that the ranking serves as a starting point for determining which projects should be on the final list. Investments in public process and design work to date figure very high in the ranking process.

Mr. Mattar allowed that while there are ped-bike elements to the West Lake Sammamish Parkway project, the primary component of that project is rebuilding the roadway itself.

Commissioner Simas agreed. He commented that the ped-bike path is an integral part of the redevelopment of the Parkway, but the prime objective is to rebuild the road. Improvements to 140th Avenue NE were made some time ago and PB-120 seeks only to add ped-bike elements to it.

Commissioner Simas said he actually was somewhat surprised to see PB-120 at the top of the ranked list for a number of reasons, not the least of which is the short length of the project. He asked if the evaluation criteria includes the number of persons impacted. From a bicycling standpoint, far more people will be impacted as a result of the West Lake Sammamish Parkway project. Mr. Ingram said the land use criteria speaks most directly to the number of people that will benefit from a project; the 140th Avenue NE project scored very well in that category. Additionally, the criteria are weighted toward creating a connected system, which PB-120 contributes to.

Mr. Ingram briefly reviewed with the Commissioners the rest of the top ten ranked projects on the list.

Commissioner Bishop pointed out that several of the projects are all clustered in one area of the city. Commissioner Larrivee suggested it would be helpful to show on the map the existing ped-bike infrastructure that the proposed projects will connect. He reminded the Commissioners that some of the projects are intended to finalize links that create the east-west and north-south corridors. Mr. Ingram noted that the map included in the packet showed in yellow the primary bicycle network, but allowed that the map does not indicate the extent to which each corridor is complete. The criteria give preference to system linkage, filling gaps, and addressing ADA deficiencies.

Mr. Ingram said the Northup Way project, PB-101, was scored just to see how it would fare as a ped-bike project. He said it scored a 75 and tied with PB-105, Main Street between 100th Avenue NE and 116th Avenue NE. He suggested the project should be returned to later in talking about how to carry it forward in the TFP and the CIP.

Mr. Ingram briefly reviewed with the Commissioners the remaining projects in ranked order.

Answering a question asked by Commissioner Larrivee concerning project PB-114, Mr. Ingram explained that the design project would coordinate with Sound Transit and facilitate the development of a multiuse ped-bike path on the east side of 112th Avenue SE and Bellevue Way SE from SE 8th Street to 113th Avenue SE. Sound Transit will be replacing what is there and the extent to which the city makes it a priority can help determine whether it will happen or not.

Mr. Miller clarified that the project would develop the path in coordination with Sound Transit. There are a lot of impacts associated with the widening issues, so it would be a difficult negotiation to get the project to happen. The project is in the ped-bike plan.

Commissioner Simas asked at what point dollars start getting applied to the projects. Mr. Miller said staff expects to be filling in the dollar figures during the month of April. Staff will have its proposed capital projects list ready for the April 26 Commission meeting. Commissioner Simas commented that cost and timing are the critical elements that are not yet in hand, but the Commission should not get too hung up on those elements; those variables will be taken into account further down the road.

Commissioner Bishop asked if the project description for PB-132, NE 8th Street station access improvements, include the potential for grade separating the ped-bike facilities. Mr. Ingram said the project has to do with pedestrian access to the station. The scope has not been integrated with the idea of a Burlington Northern/Santa Fe trail project, though that will need to happen when the work happens. There has been some interest expressed by the public about having grade separation, but that is still to be determined. There has been some talk about creating a pedestrian linkage from the station to 116th Avenue NE to facilitate access to the hospital.

Commissioner Bishop asked if 116th Avenue NE is involved in the Bel-Red upgrades. Mr. Ingram said it was looked at but no specific recommendation came out of the Bel-Red planning process.

Commissioner Larrivee commented that PB-128, improving and extending the path that runs east-west from Bellevue College to 156th Avenue SE, was discussed as part of the Eastgate/I-90 land use study. The feedback received generally was that there is a lack of connectivity in the Eastgate area for pedestrians and bicyclists, as well as for vehicles. He said he would entertain bumping up the ranking, especially in conjunction with PB-133. Mr. Ingram agreed the project has a lot of merit. There has been public interest in the past in seeing the improvement made.

Commissioner Simas questioned even having PB-109 on the list given that the roadway section has existing sidewalks and bike lanes and has no real accident history, which caused the project to score very low. Mr. Ingram said the project was included on the list because of interest expressed at the Council level.

Commissioner Glass commented that there are pedestrian aspects to some of the projects but most of them are bicycle facilities. He asked where the long list of small sidewalk projects come in. Mr. Ingram said the public outreach process identified a number of neighborhood sidewalk projects. The anticipation is that the evaluation process for neighborhood sidewalks will be started again in the coming months, and some of the projects will be proposed for inclusion in the next CIP. The sidewalk projects that end up in the TFP are typically more extensive than the typical neighborhood sidewalk project and cost more than \$1.5 million.

Commissioner Glass noted that there are huge sections of missing sidewalks on Main Street and he asked how long it will be before there will be enough money to address them. Mr. Miller said the Main Street/NE 2nd Street pre-design work done a couple of years ago highlighted many of the missing gaps. The question is whether or not the city should bite off the whole thing at once or wait for development to come along and fill in the gaps. Commissioner Glass asked if some sidewalk projects should be added to the TFP. Mr. Ingram responded by saying that sidewalk projects do not typically score all that well, which is one reason for leaving them out of the TFP process. The Neighborhood Sidewalk program was designed specifically to capture sidewalk projects too small for the TFP but too large for the Neighborhood Enhancement Program.

Mr. Ingram stated that the public involvement process and the scientifically valid budget survey identified some key themes. There was a lot of interest in better transit service. Congestion was highlighted as a concern, but only about half indicated support for widening roads. Traffic problems in the downtown were registered as a fairly high concern. The need to complete sidewalks along arterials and in the neighborhoods was highlighted, though the need was given a lower priority. On the bicycle side, it was widely acknowledged that the city lacks connected routes, but again that was considered by most to be a lesser priority. The public

indicated an interest in preservation and maintenance.

A lot of comments made were related to specific projects. The Burlington Northern/Santa Fe corridor received mostly positive comments. The 120th Avenue NE project to the north of NE 8th Street received a number of negative comments, particularly about the impacts of the wider roadway cross section. The project to add a lane on Bellevue Way also generated quite a few comments, nearly all in favor; there were also some comments in favor of the adjacent multiuse path.

Mr. Ingram said factors beyond the ranking exercise will be taken into account in developing the final TFP project list. Coordination with other development projects is an important factor. If it were not for East Link, the Bellevue Way multiuse path would not be given much consideration. Public input and the extent of prior public process is another important factor. Northup Way is a case in point where there has been a lot of public process focused on developing a plan for how to make the improvement; West Lake Sammamish Parkway is another good example. Geography is a factor as well given the desire to spread projects around the city. Cost is an obvious additional consideration, as is the impact projects might trigger.

Mr. Ingram shared with the Commission some initial ideas from staff on what to do with the rankings. He suggested a design study should be funded relative to PB-120. He said some preliminary design work is already under way for PB-129, the Mountains-to-Sound Greenway; the design work should be advanced to a higher level so the project can become a better candidate for grant money. The downtown process currently under way will identify some overall priorities within the downtown, which will play into PB-105, the Main Street project; the thinking is funding should be allocated to early implementation of the downtown recommendations and the project could be addressed through that. The same applies to PB-106.

Similarly, with the Eastgate/I-90 land use study wrapping up funding should be put toward early implementation, and PB-133 fits into that mold. Because 164th Avenue NE will be undergoing an overlay in 2012, PB-110 likely would not be addressed for several years; if included in the TFP at all, it should be in an out year.

PB-102 is the primary bicycle route north of downtown and staff believes the project should be advanced to a higher level of preliminary design to make it a better grant candidate. The same rings true for PB-118.

Mr. Ingram said input from the Commission will be welcomed concerning PB-112, the Burlington Northern/Santa Fe corridor. The city has not done much to think about how of if the opportunity should be pursued, but with Kirkland having purchased their segment the project cannot be ignored.

Commissioner Bishop suggested that if the city does not act to do something about the corridor

someone else will. Mr. Miller said the Council is aware of the actions taken by Kirkland and has had conversations concerning the crossing of the corridor at NE 4th Street. King County is interested in acquiring the corridor as well.

In contrast to the Burlington Northern/Santa Fe corridor, PB-130, Coal Creek Parkway, will likely still be there five to ten years down the line. While the project has conceptual appeal, it is not an opportunity that will elude the city if no action is taken. The new culvert undercrossing being constructed by parks and utilities will accommodate the future path.

PB-114, the multiuse path adjacent to Bellevue Way and 112th Avenue SE, is the subject of discussion at the staff level. More should be known in the coming weeks.

The Lake Hills Connector project, PB-122, is another one where immediate action is not required. The opportunity will still be there in the future. On the other hand, PB-132, the NE 8th Street station access improvements project, should be addressed sooner rather than later and could be accommodate through a larger CIP program package.

Mr. Ingram said staff believes that PB-115 and PB-113 could be put off for a while. He noted that nothing much has been heard from the neighborhood concerning PB-126; the project is in the ped-bike plan, but it can wait. PB-107 is in the current TFP, but the opportunity will still be there further down the line.

Commissioner Jokinen noted that he had previously advocated in favor of PB-107. He asked if money earmarked for safe ways to school could be used for the project. Mr. Miller pointed out that Puget Sound Energy is considering an upgrade to its transmission line that runs along SE 16th Street and has contacted the city to do some preliminary design on PB-107 so their work will mesh. City staff time has been allocated, which in the long run could help move the project along as a grant applicant. The project has been ranked high by the Commission in the past.

Mr. Ingram suggested PB-116 could logically be bundled with any analysis that might be done for the 140th Avenue NE project from NE 8th Street to NE 24th Street. Projects PB-131, PB-127 and PB-128 could all be captured through Eastgate/I-90 early implementation planning.

Mr. Ingram told the Commissioners that staff had subjected the roadway/intersection projects to a similar thinking process. He said staff concurred that all projects currently in the CIP and not yet completed should be carried forward. Staff have been working on understanding how the Bel-Red projects will be phased; that work is ongoing, and much of the work has to do with coordinating with the East Link line. The top 12 ranked projects on the list will be captured either in the CIP or the TFP.

Some projects are not being recommended to carry forward, including RI-114, a small safety project on NE 20th Street. RI-136, 124th Avenue NE, is a state project and does not need any

additional funds. RI-146, Bel-Red Road between NE 20th Street and NE 24th Street, is not a high priority for either Bellevue or Redmond. RI-117, the intersection of 148th Avenue NE and NE 8th Street, would have some capacity benefits but staff has not reached a conclusion yet as to whether or not the project should be recommended.

Commissioner Bishop noted that RI-117 was previously included in the TFP. Mr. Miller said one reason for not recommending including it in the next TFP is that the SCATS system will soon be implemented up and down the 148th Avenue corridor; staff would not recommended funding RI-117 until an evaluation of the SCATS system performs along the corridor.

Mr. Ingram said more conversation is needed before staff will recommend including RI-137, a project on 130th Avenue NE that will need to be coordinated with East Link. A number intersection turn lane projects are identified in the Comprehensive Plan for the downtown area, and the downtown plan will look at them and determine the value of each.

Mr. Ingram noted there are other projects not yet integrated into the mix. They include what to build on top of the downtown tunnel; the boulevard treatment for 148th Avenue SE from Bellevue College, which could be captured in the Eastgate/I-90 early implementation package. The Factoria Transit Center, when scored, ended up in the middle of the list.

Mr. Ingram said staff will be back before the Commission on April 26 with the staff recommendations for the CIP proposals, and with a revenue forecast update. At that meeting, the discussion about melding the projects into a prioritized list will be continued.

Answering a question asked by Commissioner Bishop, Mr. Miller said the staff proposals relative to CIP projects will be made by the first week of May consistent with the Budget One process. The results teams and the leadership team will review all proposed CIP projects and develop a preliminary first-round ranking that will be brought back before the Commission for feedback. Once the preliminary budget is released for public review in the September-October timeframe, the Commission will have opportunity to review the city manager's proposed budget and make recommendations to the Council regarding what should be funded.

10. OLD BUSINESS – None

11. NEW BUSINESS

Commissioner Glass express surprise at learning the Commission had lost its power to make a recommendation to the Council regarding the transportation impact fee. He asked if that caught anyone else by surprise and if the Commission should ask the Council to reconsider leaving the Commission out of the loop.

Commissioner Larrivee agreed that the Commission should have a more active role to play in setting the transportation impact fee.

Commissioner Simas noted that when he joined the Commission the subject on the table was transportation impact fees and the formula used to develop them. At that time the Commission was allowed to talk about the formula used but not the actual dollar amount. The recommendation of the Commission was forwarded to the Council who then came up with the schedule of impact fee dollars and the increases to happen over the years. He said he did not remember hearing at the time that the Commission would not have a say at all in the matter in future years. Mayor Lee has on a number of occasions commented on the Commission taking a more active role in suggesting revenue sources and opportunities. If the Commission has an opinion regarding the transportation impact fee program, it should express it.

Mr. Miller said the Commission has a clear role to play in developing the TFP project list, and the Commission may want to include in the transmittal memo the Commission's interest in being involved in the impact fee discussion.

Commissioner Glass agreed the Commission can make a recommendation to the Council regarding any subject at any time. However, by code part of the Commission's duty used to be making a recommendation on the impact fees; that role was removed by changing the code. Commissioner Simas suggested the Commission could benefit from having staff provide an update with regard to how the current code reads on the subject.

12. PETITIONS AND COMMUNICATIONS

Mr. Bernie Hayden, 2622 134th Avenue NE, referred to the connection to the SR-520 trail project and noted that there currently is a connection at that location and asked why an additional connection is needed on the east side of 140th Avenue NE. He commented that the geography dictates that there would be a huge elevation gain. It would be better to simply improve the connection to the existing SR-520 trail at 136th Place.

Mr. Ingram responded that the ped-bike plan calls for a connection to be made from 140th Avenue NE. He agreed that there would be some challenges associated with carrying out the project.

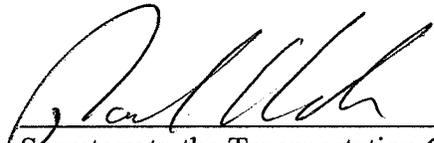
13. APPROVAL OF MINUTES – None

14. REVIEW COMMISSION CALENDAR AND AGENDA

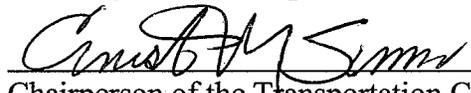
The Commissioners review the items slated for upcoming meetings.

15. ADJOURNMENT

Commissioner Simas adjourned the meeting at 8:58 p.m.


Secretary to the Transportation Commission

5/10/12
Date


Chairperson of the Transportation Commission

5-10-12
Date