CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

December 12, 2013
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Chair Simas, Commissioners Bishop, Jokinen, Lampe, Larrivee, Tanaka, Zahn
COMMISSIONERS ABSENT:	None
STAFF PRESENT:	Kevin McDonald, Paula Stevens, Department of Transportation
OTHERS PRESENT:	Don Samdahl, Chris Breiland, Fehr & Peers
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

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

3. STAFF REPORTS

Senior Planner Kevin McDonald called attention to information in the packet regarding the lane configuration on the NE 6th Street extension and ensuring that the project description in the TFP matches the project description as coded in the 2030 travel demand model for the downtown. He also noted that there is a memo looking at the effect of the 2030 build scenario roadway projects on the overall vehicle level of service for downtown. He said the bottom line is that individually the projects make only a minimal difference but collectively they make a much bigger difference.

Mr. McDonald asked the Commissioners to comment on whether or not printing materials and including them in the packets is the most effective way of transmitting the information for the agenda, or whether they would prefer to have the materials transmitted electronically.

Commissioner Bishop said his preference was for printed copies. Commissioner Lampe agreed, though he allowed the volume of materials is at times cumbersome in printed format. Chair Simas noted his preference for receiving materials electronically. Commissioner Zahn said she would like to have the materials in both printed and electronic format, and to receive them as early as possible. Commissioners Tanaka and Larrivee said they generally prefer the

electronic format.

There was agreement to continue providing materials in printed format but to also supply them in electronic format.

Mr. McDonald said on occasion he comes across a report or video of particular interest and relevance to topics before the Commission. He offered the Commission the opportunity to review such materials as they come up after adjourning a regular Commission meeting.

Chair Simas pointed out that should four or more Commissioners choose to remain after a meeting has adjourned, the Commission could run afoul of the Open Meetings Act. The better approach would be to screen such videos during a regular meeting or to provide a link so that the Commissioners could review the materials at their leisure.

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

5. REPORTS FROM COMMISSIONERS

Commissioner Bishop reported that he attended the King County Metro open house held on December 11 at City Hall where the issue of possible route cuts was discussed.

Commissioner Larrivee said the open house was followed by the Planning Commission's speaker series and regular meeting. The speakers were Jon Talton of the *Seattle Times* and Greg Johnson of Wright Runstad and they shared perspectives on growth generally in Bellevue and in the Bel-Red corridor. It was very informative and thought provoking.

Chair Simas said the next Downtown Livability Initiative CAC meeting is slated for December 18. The focus will be primarily on parking in downtown Bellevue. A panel will share views on parking, how it should be developed and how it should be utilized. That will be followed by a general discussion by the committee members.

6. PETITIONS AND COMMUNICATIONS – None

7. APPROVAL OF AGENDA

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

8. DISCUSSION/ACTION ITEMS

A. Comprehensive Plan Update: Multimodal Mobility Policy

Mr. McDonald said Bellevue's policy approach to address the requirements of the Growth Management Act for concurrency is embedded in the Transportation Element of the Comprehensive Plan. The Comprehensive Plan update process gives the city the opportunity to address the Growth Management Act requirement and look at how level of service is measured. The firm of Fehr & Peers has been retained to assist the city in understanding and addressing concurrency issues. Mr. McDonald introduced Don Samdahl and Chris Breiland.

Mr. Samdahl said during his tenure with the city he was one of the authors of the city's original traffic standards code. The code was adopted in 1990 ahead of passage of the Growth Management Act. At the time the city was facing a revolt of sorts on the part of citizens relative to traffic issues. The traffic standards code led the way toward what eventually became Transportation Element policy adopted under the Growth Management Act.

Mr. Samdahl said at its core level of service is a qualitative measure of how convenient it is to travel. Initially it was focused on vehicular travel but has over the past few years been expanded to include the notion of multimodal options. There is a general recognition that what cannot be measured cannot be addressed; to say pedestrian and bicycle facilities should be improved, but absent being able to measure such facilities developing a plan for improving them is not possible. At the state level there is no specific requirement to look at multimodal levels of service, but it is strongly encouraged by the Growth Management Act, especially in urban areas.

There are four different places where level of service comes into play: the Comprehensive Plan, which outlines overall system plans; the Transportation Facilities Plan, which is more of a implementation strategy; the Capital Investment Program, which gets into specific concurrency aspects of the Growth Management Act; and day of opening effects, which are typically dealt with through SEPA.

Bellevue has auto-based level of service targets by Mobility Management Area housed in the Comprehensive Plan. There are also modesplit goals for commute trips. The transit master plan and the pedestrian/bicycle plan include specific targets but no specific standards. Concurrency over the years has become a project-based system under which permits are issued where it can be shown that there is a correlation between the added trips on the system and the infrastructure to handle those trips. Under state law, the infrastructure must be in place within six years of the proposed development. The level of service at each signalized intersection is calculated and then averaged for each Mobility Management Area. Having a different standard for each of the Mobility Management Areas allows the city to give a nod to the availability of multimodal options, without specifically identifying what those options are or what they should be

Commissioner Bishop said it was his understanding that Bellevue has never denied a building permit based on concurrency. Where the level of service standard for a Mobility Management Area is violated by a proposed project, the three available options are to make an improvement

on the ground, change the standard, or deny the permit. Mr. Samdahl added that SEPA is used primarily to look at the impacts of development in the immediate surroundings of a proposed development; the process can result in a requirement for additional improvements to immediately adjacent intersections.

Mr. Samdahl said level of service, as it applies to long-range planning, involves a mix of typical and leading-edge practices. The typical practice is auto-based level of service focused on zones using accepted methodologies for intersection performance. The long-range planning done on transit and the pedestrian/bicycle system has been cutting edge; there are no specific level of service targets but some could be developed. The concurrency program focuses only on auto levels of service and does not take into account planned alternative modes of travel. The question to be answered is to what extent it would be appropriate to bring other modes into the concurrency program and have targets set for them.

Mr. Breiland said level of service is a fairly universal concept that has been around nationally and internationally for a long time. It is typically used to gauge current and plan for auto transportation systems. Washington and Florida are the only states, however, that have a concurrency requirement tying development to infrastructure.

Chair Simas asked if the concurrency requirement results in a more efficient process or creates more problems than it solves. Mr. Breiland said concurrency when applied at the state-of-the-practice level can advance lagging parts of the transportation system. Often the focus of analysis is on autos only and for many communities that is fully acceptable. However, for communities that desire a more holistic planning framework, concurrency can and does shine a more illuminating light on all modes of travel. Mr. Samdahl said concurrency does not necessarily add a level of analysis, it simply requires infrastructure to be in place before allowing development to proceed.

Commissioner Zahn suggested that in fact concurrency promotes accountability. Without it, cities can approve development simply on the promise that infrastructure will catch up in time. Planning efforts are different when driven by mandates.

Mr. Breiland said that within the state, Bellevue is on the leading edge in terms of long-range planning, but it has a fairly standard concurrency system. Bellingham and Redmond are the only two cities in the state that have a multimodal concurrency program; both have units of measure that account for modes of travel other than cars, and both give credit for pedestrian/bicycle and transit improvements. Long-range planning in Bellingham is done in a traditional manner relative to auto travel, but their concurrency standards include metrics for "person trips available" predicated on measures of bike and pedestrian facilities as well as levels of transit service. As development occurs it draws down on the overall system supply. Redmond takes a similar approach but uses the metric "person miles of travel" that includes a trip length component that works better in urban areas.

Burien and Tukwila both have traditional concurrency programs in place but both have done something at the long-range planning level that focuses on multimodal level of service. Burien has adopted a multimodal level of service methodology for long-range planning that includes level of service standards for vehicles, pedestrians, bicycles and transit. Tukwila did not go quite that far; it quantifies multimodal levels of service for autos, bicycles and pedestrians to prioritize projects.

Mr. Breiland said there are a few best practices examples nationally that are worthy of note. Like Washington, Florida encourages jurisdictions to implement multimodal concurrency rather than the more typical auto-based concurrency. Fort Collins in Colorado was a pioneer in the area of multimodal level of service; they define level of service standards for all modes throughout the city based on different neighborhood contexts. San Francisco and New York both do the traditional long-range planning but have never implemented a level of service standard; both, however, use multimodal level of service as a way to prioritize projects.

Commissioner Larrivee noted that in Redmond there is a level of service for truck networks. Mr. Samdahl said the Burien plan has a truck layer, and work under way in Tacoma will also have a truck piece tied to the port. Often truck levels of service are tied to auto levels of service because they have similar needs. Mr. Breiland said most jurisdictions rely on auto levels of service as a proxy for truck level of service, but in an era of scarcer right-of-way and funding where trucks might be given a priority over autos, having a separate level of service standard for trucks makes sense. Los Angeles has considered something along those lines near its port areas.

Commissioner Zahn commented that trucks have different needs from the standpoint of their relation to pedestrians and bicycles. The site distance for a truck is substantially different from that of a car so the safety components are different. Mr. Breiland said one best practice recognizes that while streets should accommodate multiple modes they cannot always be all things to all modes. Fort Collins, Carlsbad, San Francisco and Bellevue in its downtown have started to move toward what has been called a layered network in recognition of the fact that truck streets will not be great streets for bicyclists. The cities that are implementing multimodal strategies are finding the most success in layered networks.

Mr. McDonald noted that Bellevue's Comprehensive Plan has designated truck routes, but the focus is on design standards. There is no level of service in terms of mobility tied to the truck routes.

Mr. Breiland said Florida has a software program that calculates level of service for all modes. The system, however, does not work well outside of a suburban context. Only two cities in the state have fully implemented the system. In the city of Destin levels of service have been adopted for all modes that vary over time in recognition of the fact that a great system cannot be achieved overnight. The city's concurrency system is project based and allows developers to earn multimodal credits toward impacts for contributions made toward items on a checklist.

Cities like New York, San Francisco and Portland do not have multimodal levels of service because they have yet to resolve how to implement such a system in their diverse setups. Seattle is struggling with the same issue but is moving toward implementing a multimodal system. Systems in Europe and Asia are primarily based on a plug-in approach in which the centralized government takes care of implementing the large-scale projects. In the states cities have the responsibility of making sure they have enough mobility to assure function and economic vibrancy.

Answering a question asked by Chair Simas, Mr. Breiland said the background for why the Mobility Management Areas have different level of service targets is a reflection of the multimodal options within the different areas. For example, the southeast part of the city, including Somerset and Cougar Mountain, has a fairly low level of service standard; it is clearly a predominantly suburban area. In the downtown, however, the level of service standard tolerates a lot more vehicle congestion because there are more mobility options from which to choose. The current system works in part because it accounts for those improvements. It could be refined, but it would still be auto level of service driven. One of the benefits of a multimodal level of service system that is explicit about all the modes is that it is far more transparent with regard to the end goal and how to get there; auto level of service is far more difficult for the general public to understand with its grade-like lettering approach.

Mr. Breiland put to the Commission the question of whether or not Bellevue's current level of service approach is consistent with its long-range transportation and land use planning goals.

Commissioner Lampe noted that the city's transit plan is focused on person throughput, and there is no attempt to capture pedestrians at all. Those are two areas in which the current approach is wanting.

Commissioner Zahn suggested the time might be right to reframe the concept of concurrency. The current approach accounts for it in a soft way. Reframing concurrency could mean what is wanted in each area is the same but there are different ways to get there. The status quo may not be the best.

Commissioner Larrivee said concurrency really comes into play as a planning and prioritizing tool.

Mr. Brieland said options will be explored at a future meeting. Multimodal systems are more concurrent and easier to describe, but in order to be successful, they need a layered network, but the question will be how it should be defined. In Redmond and Bellingham, developments deemed consistent with city plans are automatically declared to be concurrent.

Commissioner Bishop observed that the issue has 20 years of law behind it. He said every attempt should be made to avoid making the system more complicated than it already is. The

pedestrian and bicycle elements are at best aspirational. The vehicle level of service approach works great on arterials but is almost meaningless on residential streets. The typical residential street is LOS A, but that does not mean it is safe or that it serves pedestrians well. An aspirational system for other modes could get in the way or degenerate the city's well-operating automobile system.

Chair Simas said he favored exploring multimodal level of service alternatives.

With respect to the transit master plan, Mr. McDonald noted that through the Transit Master Plan, Senior Transportation Planner Franz Loewenherz is promoting the notion of person throughput rather than vehicle level of service. He stressed, however, that person throughput is a metric for one mode but is not the level of service standard the city is looking for on an areawide basis. The Commission's recommendation for the downtown transportation plan includes the layered network approach. The plan ensures NE 8th Street, NE 4th Street and Bellevue Way will be auto-oriented streets; no on-street parking is allowed on those streets, and bicycles will not be given priority status on those streets. The plan identifies transit priority corridors designed to serve the land uses in the downtown, and identifies some bicycle corridors. The layered network is thus outlined in the plan, but no metric for it has been developed.

Mr. Breiland said the city has done an outstanding job of defining what different modes should look like and how people should move around the city, but the adopted level of service standard in the Comprehensive Plan that guides concurrency is completely focused on autos.

Commissioner Tanaka asked if the layered network approach is intended to be a tool or an enforceable standard. Mr. Samdahl said it could take various forms. It could be spelled out explicitly in the Comprehensive Plan with adopted level of service standards for each mode, or it could take the form of policy guidance to inform project prioritizing. He encouraged the Commission to think more in terms of the planning process.

Commissioner Zahn questioned whether the time is right to change the current approach given the discovery and research that is under way. Commissioner Larrivee said the window of opportunity is currently open given the work to update the Comprehensive Plan. It is the appropriate time to at least be looking at the issue. He commented that the city regularly struggles with prioritizing between pedestrian/bicycle and auto projects and having better tools for how to make those decisions would definitely improve the process.

Mr. McDonald said the intent is not to change the methodology through the Comprehensive Plan update. The intent is to establish some policy guidance for work that will subsequently occur with respect to tools and metrics for a multimodal level of service standard. Until there are policies in place, there will be no work program established or budget and staff resources allocated to do the actual work.

A motion to move forward with exploring multimodal level of service frameworks and methodologies was made by Commissioner Larrivee. The motion was seconded by Commissioner Lampe and it carried unanimously.

B. Downtown Transportation Plan Update: Policies

Mr. McDonald reminded the Commissioners that in September they recommended the mobility options for the Downtown Transportation Plan update. In October the Council endorsed those recommendations and directed the Commission to integrate the transportation recommendations with the forthcoming recommendations from the Downtown Livability Initiative, and to begin developing policy for the downtown subarea plan that embeds the recommended mobility options. The Council-adopted principles for the Downtown Transportation Plan update includes the notion of being true to and consistent with the existing framework of the downtown subarea plan.

Mr. McDonald called attention to the spreadsheet in the packet and noted that it contains the transportation policies of the downtown subarea plan. He noted that other policies in the subarea plan may be addressed by the Downtown Livability Initiative or may go forward without any change.

Chair Simas asked the Commissioners to review the revised goal and policy language and to provide feedback to staff. He cautioned against wordsmithing the policies at this early stage.

Mr. McDonald noted that the first page had examples of both policies and narrative. He noted that narrative is used in the Comprehensive Plan to set the stage for and to explain the policies.

Commissioner Larrivee observed that the language of the great place strategy goal makes no reference to commercial uses. Mr. McDonald said he would confer with staff heading up the Downtown Livability Initiative to see if they think it should be included.

Mr. McDonald said the hierarchy of streets goal was discussed in the context of multimodal level of service. He asked the Commissioners to comment on whether or not there is in fact a hierarchy of streets or simply different street types and functions. Commissioner Larrivee recommended moving away from the word "hierarchy" because it implies better or worse. The focus should be on different uses and functions. Commissioner Bishop concurred and proposed using the word "function."

There was agreement to retain the concept but to change the terminology.

Mr. McDonald suggested the narrative relative to signature streets can be deleted. The concept of identifying streets as entertainment, commerce or shopping was never used in the development of the downtown streetscape. The Downtown Livability Initiative staff believe the section should be eliminated. The Commissioners concurred.

Mr. McDonald noted that in the final analysis the policies and narrative will be reorganized so that like policies will be consolidated together. The narrative on mid-block crossings is a case in point; it will ultimately be moved to the pedestrian section of the downtown subarea plan.

Commissioner Larrivee questioned use of the term "wheeled users" in policy S-DT-C and pointed out that the term could refer to a number of modes, including cars.

Mr. McDonald observed that many of the policies on page 4 of the matrix are neighborhood specific. Some have been implemented already or are dealt with in the downtown as a whole, so many of them should be deleted. The policy intent, however, is not lost in that the issues are covered on downtown-wide basis elsewhere in the document. He noted that the policies regarding the Eastside Center District are still valid.

Commissioner Lampe asked if there will be any policy language focused on the East Main station area. Mr. McDonald noted that the East Main Station is located outside of the downtown subarea. He pointed out, however, that the work done on mobility options for pedestrian/bicycle access includes the station as a destination to and from the south east quadrant of downtown. The Downtown Livability Initiative will also account for it as it looks at land uses on the east side of 112th Avenue NE and north of Main Street in the OLB district. He allowed, however, that a new policy addressing access to light rail stations might be in order.

Answering a question asked by Commissioner Bishop regarding policy S-DT-114, Mr. McDonald said one of the Commission's recommendations was to enhance the pedestrian connection from the corner of Downtown Park along 100th Avenue NE south of Main Street to connect to Meydenbauer Beach park. He said the policy language is somewhat generic to account for the entire corridor between the two parks. He agreed it would make sense to include a reference to the pedestrian map showing the connection between the two parks.

Commissioner Zahn suggested a reference to the pedestrian map should also be included in policy S-DT-57.

Commissioner Bishop suggested S-DT-118 should retain language calling for protecting the residential neighborhoods surrounding the downtown.

Commissioner Lampe asked what the "park once" concept included in policy S-DT-89 is. Mr. McDonald said most off-street parking in the downtown is privately owned and managed. It is prohibited to walk from the proprietary parking of one merchant to another, yet having to move cars from one parking lot to another adds to the level of congestion. The policy speaks to the notion of managing off-street parking in such a way as to allow for a person to park in a single place and from there walk around to different businesses in the downtown.

Commissioner Zahn asked if the "park once" concept is described anywhere. Mr. McDonald allowed that it should have been described in the narrative section but as it is it appears only in the policy language and in the transmittal document sent from the steering committee that developed the downtown plan ten years ago. He agreed that a definition could be added.

Commissioner Zahn asked if the intent of the change to the language of policy S-DT-119 was to hone in on commuter parking specifically rather than spillover parking generally in the downtown. Mr. McDonald said neighborhood traffic control staff use "commuter parking" rather than "spillover parking." He said he used the term in order to be consistent. A shopper parking in a residential area for a couple of hours and walking to Bellevue Square is different from someone who works in the downtown but chooses to park for the full day in a residential neighborhood. He recommended moving the policy to the Transportation Element because it essentially is a citywide issue, not just a downtown issue.

With regard to policy S-DT-126, Mr. McDonald said the language revision was focused on being more general than just I-405 and NE 6th Street.

Commissioner Larrivee suggested the word "opportunities" should be used rather than the word "action" in the policy.

Commissioner Jokinen questioned use of the word "aggressively" in the policy. Mr. McDonald agreed it could be eliminated.

Mr. McDonald noted that the transit section narrative is dated and will be replaced with the new narrative developed in the Commission's transit recommendation. There was agreement the transit topic is still valid but is in need of substantial editing.

Mr. McDonald said the policies shown on page 9 of the matrix are set to be eliminated from the downtown plan, not because they are no longer valid but because the transit master plan will change these policies. By virtue of having a citywide focus, the policies will be housed in the Transportation Element.

Commissioner Lampe called attention to policy S-DT-G and commented that over time the language regarding the increase in daily transit service by 2030 will become dated. Mr. McDonald agreed to consider revisions to the language to avoid that.

Commissioner Zahn suggested the phrase "using the best tools available" did not need to be used in policy S-DT-H since the city does not use inferior tools. She suggested it should simply read "using appropriate tool."

Commissioner Zahn asked what is meant by "extraordinary access" as used in policy S-DT-I. Mr. McDonald said the Council coined the term. While not specifically defined, it is embodied in the Council's marching orders for providing access to the downtown light rail station. He

agreed a cross reference to the recommendations for pedestrian and bicycle connectivity would be helpful.

Commissioner Bishop voiced concern that the reference to SCATS in the Downtown Roadways narrative could quickly become outdated, especially so since SCATS is already implemented in the downtown. The focus should be on enhancing the systems using ITS approaches. Mr. McDonald said he would make the change.

Commissioner Zahn noted that policy S-DT-140 points specifically to points east of the downtown and asked if anything references north-south corridors. Mr. McDonald said the existing policy talks about extending NE 2nd Street and NE 10th Streets across I-405. He said his redraft of the policy removes the specifics. There are no north-south recommendations for the downtown subarea other than the southbound HOV lane on Bellevue Way which will be on the project list the Commission will be asked to review at a future meeting.

Commissioner Bishop pointed out that the extension of NE 2nd Street across I-405 is not in the 2030 baseline project list. By removing it from policy language the project could disappear altogether. Mr. McDonald said the project is included in the Transportation Improvement Program and is captured elsewhere as well. He agreed to revise the draft policy language to read "Improve Downtown circulation and arterial continuity to points east of Downtown, including the NE 2nd Street and NE 6th Street extensions across I-405."

Mr. McDonald explained that the mid-block access connections narrative is not the same as the through-block pedestrian connections. He said the focus is on the odd-numbered streets that provide back alley access to some shopping and retail establishments in the downtown. He said mention of the specific streets was retained in the modified policy language which otherwise has been tightened.

Commissioner Zahn voiced concern over listing streets specifically rather than focusing on just the policy language. She suggested that it would be better simply to refer to the Figure B map which could easily be updated without having to change the policy. Mr. McDonald agreed.

Commissioner Lampe said it appeared to him that policy S-DT-143 was redundant to the Downtown Roadways narrative, other than the language referencing transit coaches. Mr. McDonald agreed he could substitute the generic ITS for SCATS. He pointed out, however, that policy S-DT-143 is the actual policy language that corresponds to the Downtown Roadways narrative.

Mr. McDonald said the redraft of the Transportation Demand Management narrative was done in conference with the transportation demand management staff. He noted that the Commission had not previously discussed the issue as part of the downtown transportation plan.

Commissioner Zahn asked what is meant by "non drive-alone transportation modes" as used in policy S-DT-145. Mr. McDonald said a drive-alone is a single-occupant vehicle, and a non drive-alone covers the full range of anything that is not drive-alone. He agreed "SOV" and " HOV" would be clearer, and agreed to include in the narrative language describing what is meant by "services and amenities" so the policy will be more understandable.

Mr. McDonald said he changed little of the narrative language for Off-Street Parking Demand and Utilization. He noted that the policies related to off-street parking will be referred to the Downtown Livability Initiative process.

Mr. McDonald said the Curbside Uses section is entirely new. He said the language all came from the recommendations of the Commission.

Commissioner Bishop suggested the narrative should include some perspective. There are some 50,000 private parking stalls but only 300 public on-street parking stalls in the downtown, the latter of which could expand to 400. The language of the narrative purports that on-street parking is a viable option for the downtown when in fact there are very few specific locations where it might work.

Chair Simas said on-street parking is indeed a good thing but the catch is finding places to put it.

Commissioner Zahn pointed out that the language is specific to an evaluation done in 2013 and will quickly be outdated. She said a more general approach that does not list the exact number of parking stalls would be better.

Commissioner Zahn questioned use of the word "add" in policy S-DT-J and proposed using the word "consider" instead. She said just because there are locations where on-street parking could be created does not mean the city will automatically do so. Mr. McDonald said the direction was to move ahead with creating on-street parking spaces in high-opportunity locations, subject to design and engineering standards.

Chair Simas voiced support for using the word "add."

Commissioner Bishop said the language of policy S-DT-L is similarly directive. Words like "consider" or "explore" would be better. Mr. McDonald said the recommendation of the Commission sent to the Council suggested that in the next budget cycle a proposal should be developed to implement an on-street pay-for-parking program. He agreed the policy language could be revised to call for development of a proposal for an on-street pay-for-parking program.

Commissioner Lampe suggested the narrative language relative to electric vehicle charging stations that references transportation sources accounting for approximately 47 percent of the

greenhouse gas emissions in Bellevue should be tied to a specific year. Chair Simas said the alternative would be to simply use the phrase "a significant quantity."

Commissioner Bishop questioned use of the word "allow" in policy S-DT-P. Chair Simas said "allow" is far different from "require." As worded, someone down the road will be given the authority to say an electric vehicle charging station can be put in a parking stall. How that person gets the authority and how it is to be disseminated is not defined.

Commissioner Larrivee suggested that if someone is going to invest in an electric vehicle charging station it only makes sense that the use of the parking stall should be restricted to that use, and that is what the policy language does.

Commissioner Zahn said the policy is intended to allow an on-street parking space to be used for the restrictive use of an electric vehicle charging station. The language of the policy should make that clear.

Mr. McDonald said the Pedestrian Facilities narrative captures much of what the Commission talked about relative to crosswalks and midblock crossings.

Commissioner Bishop questioned use of "design and construct" in policy S-DT-158 and suggested that it is very specific. Mr. McDonald said the phrase qualifies as policy language because it provides direction. The question is who it provides direction to. He agreed to take another look at the policy with an eye on establishing standards.

Chair Simas observed that "to meet the needs of pedestrians" could imply the city would have to construct a sidewalk to meet a specific person's needs rather than city code. Mr. McDonald agreed it would be better to leave off the last part of the draft policy language.

Commissioner Bishop said a figure reference is needed in policies S-DT-163 and S-DT-R.

Answering a question asked by Commissioner Bishop, Mr. McDonald said policy S-DT-U refers to the connection to the east entrance for the downtown light rail station. Commissioner Bishop said the NE 6th Street subsurface arterial can only work in the section of NE 6th Street between 110th Avenue NE and 112th Avenue NE. Mr. McDonald clarified that the connection to the east entrance is already designed and is all back of the existing curb. The Downtown Livability Initiative will focus on the issue as well, but the notion is to extend the pedestrian corridor on the north side of the street as well in front of the Meydenbauer Center. Mr. McDonald agreed to add "along the sides of NE 6th Street" to clarify that the policy does not refer to the entire roadway right-of-way.

9. OLD BUSINESS - None

10. NEW BUSINESS - None

11. PETITIONS AND COMMUNICATIONS - None

12. APPROVAL OF MINUTES

A. November 14, 2013

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

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed the calendar and agendas for upcoming meetings.

14. ADJOURNMENT

Chair Simas adjourned the meeting at 9:42 p.m.

Kevin O'McDonald — 1/9/14

Secretary to the Transportation Commission — Date

Conrad Simas — 1-09-14

Chairperson of the Transportation Commission — Date