

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 8, 2012
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Tanaka, Commissioners Bishop, Glass, Jokinen, Simas, Lampe

COMMISSIONERS ABSENT: Commissioner, Larrivee

STAFF PRESENT: Paul Krawczyk, Kristi Oosterveen, Eric Miller, Michael Ingram, Kevin McDonald, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioners Lampe and Larrivee, both of whom were excused.

3. STAFF REPORTS

Senior Project Manager Paul Krawczyk informed the Commissioners that traffic counts are still being collected with regard to the traffic pattern changes resulting from the tolling on SR-520. He noted that the slide on West Lake Sammamish Parkway has also affected traffic patterns and data regarding the shift there is being collected as well. The data should be in hand in May or June.

Construction on the slide repair has begun and the hope is that the roadway will be open again in early April. It turns out the slide area is acting like a dam thus is it necessary to be very careful about the loading put on the remaining roadbed, and that will determine if one lane can be kept open to traffic during the construction phase.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS, BOARDS AND COMMISSIONS

Mr. John Tiscorny, a resident of Enatai, voiced support for improving the bicycle paths, trails and signage through the city. He noted that recently there has been construction, and what is missing is bicycle signage and markings. He sought support from the Commission to address that issue. Bellevue should be a safe place to bike for riders of all skill levels, and simple painting and signage can effect that. Cars and bicycles do not mix well, so paths that separate the two should be created for both north-south and east-west routes.

5. REPORTS FROM COMMISSIONERS

Commissioner Simas noted that at the last Chamber of Commerce transportation committee meeting an update was given regarding the damage to the NE 12th Street bridge. It was reported that the damage required only some patch work.

Commissioner Simas reported that at the meeting of the Chamber of Commerce transportation on Tuesday, March 13 at 7:30 a.m. the committee will be presented with numbers from a consultant regarding the deflection of traffic from SR-520 as a result of the tolling.

Commissioner Lampe indicated that he attended the open house for the Transportation Facilities Plan update.

6. PETITIONS AND COMMUNICATIONS – None

7. APPROVAL OF AGENDA

The agenda was approved by consensus.

8. DISCUSSION/ACTION ITEMS

A. 2013-2018 Transportation Improvement Program (TIP) Update

Program Administrator Kristi Oosterveen explained that all jurisdictions are mandated to update their TIP documents annually. Projects that go into the TIP are drawn from a variety of sources, including the Comprehensive Plan, long-range facility plans, the Transportation Facilities Plan (TFP) and the funded Capital Investment Program. Other regional projects in which the city may want to participate can be included. The TIP positions the city to receive regional funding for projects on the list.

A public hearing on the TIP is mandated, and input from it and the Commission's discussion is used to develop a recommendation to be forwarded to the City Council for their adoption by June 30, following which the document is submitted to the state. Ms. Oosterveen proposed scheduling the public hearing for April 12.

Ms. Oosterveen referred to the adopted 2012-2017 TIP included in the Commission packet. She noted that the non-prioritized list of projects was divided by color coding depicting projects in the current 2011-2017 CIP, projects in the current 2009-2020 TFP, other unfunded local projects, and other regional projects.

Ms. Oosterveen proposed adding 19 projects to the currently adopted TIP. She said 18 of them are candidates for inclusion in the 2013-2034 TFP Update, and the other is early implementation funding for the Downtown Transportation Plan update. In addition, four stand-alone ped-bike projects have been identified for inclusion in the TIP: 112th Avenue SE; Bellevue Way from SE 8th Street to I-90 trail; Coal Creek Parkway from 124th Avenue SE to the south city limit; and 140th Avenue NE from NE 24th Street to NE 8th Street. She noted that the Burlington Northern/Santa Fe trail is already on the list.

Four projects in the current TIP are proposed to be deleted. One is a CIP project that is projected to be completed by early 2013; one is a TFP project that would be superseded by a new project; one is a Section III project that has been impacted by the approved East Link alignment; and one is a project whose components are being reevaluated as part of the ongoing update to the Downtown Transportation Plan. An additional three projects are proposed for removal given that they are combined elements in the 148th Avenue NE master plan CIP project; the projects are TIP numbers 23, 24 and 29.

Two CIP projects, TIP numbers 14 and 15, funded for pre-design are proposed to be transferred into Section II given that implementation funding is currently unsecured.

Commissioner Simas asked if there is money in the \$160 million agreement with Sound Transit to facilitate part of TIP 15, NE 15th Street multimodal corridor Segment 1. He added that it was his understanding the project was originally in the mobility and infrastructure initiative the city decided to go forward with a couple of years ago, making it a high-priority item. Ms. Oosterveen reiterated that the TIP projects are not shown in any priority order. As approved in the CIP, the pre-design dollars are the only funding available for the project. After the current cycle projects and dollar amounts will be revised, but not in time to be approved and included in the 2013-2018 TIP.

Capital Programming Implementation Manager Eric Miller said the pre-design work was done and added that there was funding in the CIP for some specific property acquisitions, which the city has made. Moving the project to a different section of the TIP will not send the message that the project is no longer important to the city.

With regard to TFP 16, Commissioner Lampe said he was pleased to hear about the possibility of a bike trail along the Burlington Northern/Santa Fe right-of-way but pointed out that 120th Avenue NE is only a couple of blocks away and having bike lanes on it would seem duplicative. He asked if bike lanes on 120th Avenue NE must be included in order to preserve the grant dollars. Mr. Miller said the city has received a \$3 million Transportation

Improvement Board grant for the project, which includes the bike lanes; to keep the grant, it will probably be necessary to keep the bike lanes in the scope. However, 120th Avenue NE is a key connection to the Spring District and having the bike lanes would be beneficial.

Commissioner Bishop said it was his understanding that there would be a bike facility connection between the Burlington Northern/Santa Fe trail and NE 15th Street in the vicinity of the Spring District, which could obviate the need for bike lanes on 120th Avenue NE. Mr. Miller said there may be bike facilities as part of an arterial improvement but not as a standalone project connecting the two. There is a proposed east-west priority bike facility along NE 15th Street. Furthermore, the bike facilities along 120th Avenue NE are in the ped-bike plan and were also identified as important during the Bel-Red planning process.

With regard to TIP 7, West Lake Sammamish Parkway, Commissioner Bishop noted that the Phase I funded portion is nearing completion of the design work and is about to go to construction. He asked if it would make sense to pick a placeholder number for the second phase of the project to position the project for potential grant funding. Mr. Miller said that topic would more appropriately be discussed as part of the financially constrained TFP and CIP documents. The TIP shows only what is secured as well as the need for the entire corridor. Having the project on the TIP makes it eligible for outside funding.

Commissioner Glass asked why several of the projects on the TIP list include placeholder dollar amounts that are insufficient to complete them given that the document is not financially constrained. He highlighted TFP 82, the ped-bike transportation plan implementation project as an example. Ms. Oosterveen said in most instances the placeholder amount attempts to indicate the amount of funding that would be realistic over the six-year span of the TIP.

Ms. Oosterveen stated that staff would be conducting a Title VI equity analysis to make sure the projects do not discriminate based on race, color or national origin.

There was consensus to set the public hearing for April 12.

B. Transportation Facilities Plan (TFP) Update

Senior Transportation Planner Michael Ingram said there are 32 proposed ped-bike candidate projects on the list: ten are from the current TFP, 14 are located on priority bicycle corridors, three are high priority pedestrian projects, three are from the Eastgate/I-90 plan, and two are from East Link coordination.

Mr. Ingram said two projects are located on the I-90 to Northtowne north-south corridor, one in the downtown carried over from the previous TFP, and one north of downtown on 108th Avenue NE which includes a section of sidewalk where there is a gap. The biggest gap in the Lake Washington loop route is on the north end; the proposed project would complete the bike lanes from the north city limit to the downtown, and would pick up the gaps in the sidewalk

network.

Kirkland has acted to purchase the Burlington Northern/Santa Fe right-of-way that runs through their jurisdiction and their intention is to develop a trail. The Bellevue section has been on the city's list for a long time and there appears to be an increasing interest in it.

Chair Tanaka pointed out that while the city has for some time talked about developing the Burlington Northern/Santa Fe corridor, no one has yet approached the property owner about acquiring their interest. Including the idea in the TIP makes sense for planning purposes, but the TFP is more focused on actual projects. He questioned whether the project should be on the list absent acquiring the right-of-way. Mr. Ingram suggested the project can be legitimately included in the TFP. The Council has approved the project to extend NE 4th Street, and that will involve some acquisition of at least part of the right-of-way. Sound Transit will also be needing to acquire part of the corridor and it will be necessary to determine how all of the needs can be accommodated.

Mr. Miller commented that there are often projects for which the city does not own the right-of-way; the NE 4th Street extension is one such project that was in the plan before the city owned any of the property, and NE 15th Street is another. By having projects in adopted plans, the city's interest is made known.

Mr. Miller informed the Commissioners that earlier in the day he had participated in a meeting with staff from several Eastside jurisdictions looking at potential grant candidate projects. One of the projects put forward by the city of Kirkland was a master plan proposal for their segment of the Burlington Northern/Santa Fe corridor. They offered no specifics as to bike path width or any other facilities along the alignment, but clearly they are starting to push the idea forward.

Mr. Ingram said there are two missing sections to the Somerset-Redmond north-south corridor, one of which is in the south end. Bicycle improvements have been built out between I-90 and NE 8th Street, but there is a need to continue it north from NE 8th Street to NE 24th Street. The ped-bike plan calls for bicycle lanes along that route, but at the staff level there have been conversations regarding a multiuse path on the east side of the roadway. There is a gravel path existing from years ago when there was an equestrian connection between Bridle Trails and Robinswood, and it could possibly be utilized. A connection from 140th Avenue NE up to the SR-520 trail has also been identified as good design solution.

The I-90 tunnel continues to be scary for bicyclists passing through it and for years the idea has been that the existing sidewalk should be widened and effectively made into a multiuse path. Additionally, sharrow treatments and other tweaks could make the 164th Avenue roadway from SE 14th Street to north of Northup Way a more comfortable bicycle corridor. Of course West Lake Sammamish Parkway continues to be a major north-south ped-bike corridor.

With regard to east-west corridors, the Northup Way project has been scoped as two alternatives. Originally the project included a center turn lane and the ped-bike improvements, but through conversations with the Washington State Department of Transportation (WSDOT) and others dealing with the stream crossing it became apparent that the scope should be reduced to bike lanes on the street surface and the multiuse path held as a potential option for the future. The long-range goal would still be to have a separated path from Redmond to Bellevue via a bridge.

The downtown segment of the downtown to Overlake east-west corridor has yet to be determined. However, a separated path on the north side of the NE 12th Street bridge over I-405 was constructed as part of the WSDOT project that is nearing completion. Through the Bel-Red area the east-west route runs along NE 15th Street/NE 16th Street and includes a separated path.

The Lake-to-Lake Trail, which in some locations is not a trail but on-street facilities, has segments in need of improvements. The section on SE 16th Street between 148th Avenue SE and 156th Avenue SE is part of the current TFP. The Lake Hills Connector projects include a separated path on the north side of the roadway from SE 8th Street to Main Street.

Mr. Ingram said there are projects identified in the I-90 area along the Mountains-to-Sound Greenway corridor. The trail itself will run along the south side of the freeway, and there will be bike lanes and sidewalks along Eastgate Way. There are also roadway projects on Lakemont Boulevard that would fill in some missing bike lane segments. On Forest Drive between Lakemont Boulevard to SE 63rd Street there is a project to complete bike lanes, and there is a separated pathway on Coal Creek Parkway.

Mr. Ingram said several projects were identified through the screening of the high-priority pedestrian areas. Included is the Lake Washington View Trail from Chisholm Park to Beaux Arts, which has been in the ped-bike plan for a long time identified as a high priority. Also included is a project to address the missing sidewalk segments on NE 6th Street between 148th Avenue NE and 164th Avenue NE; and a project to construct a separated path along SE 8th Street between 112th Avenue NE and the Lake Hills Connector.

The list of East Link-related projects include a separated path on the east side of Bellevue Way paralleling the light rail route, and a project to evaluate and enhance pedestrian access to the hospital station.

The projects identified through the Eastgate/I-90 study include the concept of widening the sidewalks on the 142nd Avenue SE overpass and incorporating pedestrian weather protection; Eastgate Way sidewalks and bike lanes; and extending the SE 28th St. trail that connects Bellevue College with 156th Avenue SE to the Boeing office park and the site of the planned Airfield Park. Other access improvements identified in the Eastgate/I-90 study include the short link along the SE 33rd Street alignment, though Mr. Ingram said staff was recommending

not including the project in the TFP.

Commissioner Lampe commented that 108th Avenue SE just west of Bellevue Way, and 118th Avenue SE has is a pretty good bike route. With the cost of what it will take to include space for a bike route on Bellevue Way, it might be better to reconsider. Mr. Ingram said discussions between the city and Sound Transit are ongoing as to who will pay for what, but there are no cost estimates in hand yet.

Commissioner Glass said as he drives down Bellevue Way he sees a lot of cyclists trying to navigate the roadway. Riders taking 108th Avenue SE must navigate a couple of hills and they ultimately end up back on Bellevue Way anyway.

Commissioner Bishop asked if there are guidelines in place for how to merge the roadway/intersection candidate list with the other project lists. Mr. Miller said staff will at a future meeting outline for the Commission the guidelines that have been used in the past, including geographic equity and leveraging of projects. The staff will also present the Commission with a preliminary recommendation as well to serve as a starting point.

Chair Tanaka called attention to project PB-124 and asked if the project includes bike lanes on both sides of the street. Mr. Ingram said because of the grade involved it may be that a bike lane will be constructed on only one side of the street.

Mr. Ingram said the public process is continuing to move forward. Four open house events were conducted in February, one at Crossroads, one at Factoria, one at City Hall and one at the Highland Community Center. Attendance was not as strong as hoped for. Several from the Lake Bellevue area attended and voiced concerns about and an interest in the 120th Avenue NE project. Some from the 124th Avenue NE area also attended and voiced concerns about the project on that street. The online survey is still active and a full report will be provided the Commissioner in April once the survey period wraps up; the thing that has scored the highest to date is completion of the east-west and north-south bicycle corridors.

C. Downtown Transportation Plan Update

Senior Planner Kevin McDonald reminded the Commissioners that the task relative to bicycle mobility in the downtown is to refer to the ped-bike plan as the guiding document, to keep the projects as previously described, modifying them only as needed or replacing them with options not previously considered. In addition, opportunities for early or interim implementation ideas that could help improve bicycle mobility along a corridor in advance of full buildout of the ped-bike plan should be considered. The ped-bike plan includes a number of tools relative to bike mobility; they include facilities completely separated from vehicle traffic, bicycle lanes on roadway shoulders, shoulders shared by bicycles and pedestrians, wide outside lanes with no markings at all, and wide outside lanes with no markings that are shared by bicycles and pedestrians. Tools that have been brought into the mix since the adoption of

the current ped-bike plan include sharrows, which are shared lane markings that indicate to both motorists and bicyclists that both modes of travel are using the same space; sharrow corridors have already been implemented in Bellevue, one on 114th Avenue NE adjacent to the freeway, and on 164th Avenue NE in East Bellevue. Another new tool is buffered bike lanes, which is essentially a bike lane with a strip of paint or special pavement between the moving vehicles and bike riders. The cycle track idea, another tool, includes a physical barrier between bicyclists and moving vehicles to improve safety. In bicycle lane configurations where there are obvious conflict points with vehicles, such as at intersections at dedicated right-turn lanes, one tool that can be used is the painting of the bike lanes green to provide a visual reminder for motorists. Green bike boxes, a tool used by Seattle, position bicyclists at intersections where they want to make a left turn; they can be used to help bicyclists get a head start ahead of thru vehicles or those that might be making right turns.

The need for wayfinding was mentioned by the bicycling community as a key factor during the outreach efforts. A wayfinding manual has been developed and is included in the toolkit, but more applications are needed.

Mr. McDonald said loop detectors are installed at all signalized intersections in the city, and the computer can detect when there is a car waiting. The sensitive parts of the loop detectors have in most cases been painted with an X giving the message to bicyclists in the know where to position themselves in order to let the computer know they are there. It turns out, however, that few really understood what the X was for, so the switch is on to use a bicycle stencil instead.

There is a general lack of on-street bicycle facilities in the downtown. The ped-bike plan projects have not been implemented to date. Better north-south facilities are needed, but during the outreach efforts the need for east-west facilities was called out the most.

There is a need to plan for access to future light rail stations at the downtown transit center and to the south at 112th Avenue NE and Main Street.

The public and the Commission both have highlighted the fact that access across I-405 is difficult given the minimal accommodations on the existing bridges. Access through Bellevue to connect with regional facilities is also problematic due to lack of facilities and wayfinding. The bicycle racks that have been installed over the past few years have met with appreciation and they are being used; more are planned for installation in 2012.

Mr. McDonald noted that while going through the community input and reviewing the existing ped-bike plan, the measures of effectiveness were kept in mind, though they have not yet been applied to any specific bicycle facility.

Commissioner Bishop stressed the need to keep in mind the relationship to the right-of-way line where two-way bike lanes are considered. Mr. McDonald concurred but pointed out that

there are no two-way facilities proposed for the downtown area.

Mr. McDonald turned to the list of potential projects, beginning with 100th Avenue NE which currently has no bicycle facilities. He noted that the roadway configuration is for the most part narrow with a single lane northbound and two lanes southbound within the downtown, and just one lane in each direction north of the downtown. The existing plan calls simply for wide shoulders, but staff believes the roadway should have a higher status for bicycle mobility and that bicycle lanes may be appropriate. The roadway provides connections between the other downtown and neighborhood facilities.

Commissioner Glass asked if the right-of-way for the bike lanes would be taken from the existing roadway or be attained by widening the overall width of the roadway. Mr. McDonald said in places where there is a single lane southbound and two lanes northbound, the traffic volumes will be reviewed to determine if a road diet could be implemented, with the extra space given over to the creation of bicycle lanes. To the north of the downtown there appears to be plenty of space between the curbs to accommodate bike lanes.

Commissioner Glass said his concern with bike lanes is that traffic to and from Bellevue Square, particularly during the holidays, is excessive. Mr. McDonald allowed that traffic in the downtown is an issue generally where bicyclists are concerned. He said that was the reason no bicycle facilities are suggested for arterials such as Bellevue Way, NE 8th Street or NE 4th Street. Wherever possible parallel bicycle routes are preferable.

Chair Tanaka suggested that because bike riders prefer to use routes that are safe they may elect to use 99th Avenue NE, especially around the Bellevue Square area. Mr. McDonald said staff would look at that option.

Commissioner Bishop asked if there is any data showing whether or not sharrows impact roadway capacity for vehicles. Mr. McDonald said he was not aware of any. He said he has heard anecdotally that the markings serve as a traffic calming feature causing drivers to go slower.

Mr. McDonald said there are no bicycle facilities currently and none are planned for 106th Avenue NE. The route is important enough, however, to warrant sharrow markings from Main Street to NE 12th Street. The route provides good connections to shopping and residential uses, as well as intersecting with several east-west routes.

Commissioner Bishop asked if the one-way couplet is still in the mix for evaluation, and suggested the sharrow treatment of 106th Avenue NE would fit with that scenario. Mr. McDonald said the one-way couplet came out of the downtown transportation planning work done several years ago. It called for making 108th Avenue NE and 106th Avenue NE each one way in opposite directions. The project is still on the books, but it remains to be seen if it will survive the downtown transportation plan update; the expectation is that it will not survive.

Mr. McDonald noted that there are no bicycle facilities on 108th Avenue NE currently but the roadway is part of the north-south priority bicycle corridor connecting Enatai with Northtowne. The ped-bike plan calls for bicycle lanes on both sides of the street. While the concept of having the bike lanes is good, implementation will be difficult because of the narrow right-of-way and the inability to expand the right-of-way through the downtown to accommodate bicycles, especially between NE 4th Street and NE 8th Street. In that narrow stretch sharrow may prove adequate. The roadway connects south to the I-90 trail and via 112th Avenue NE to the SR-520 trail.

Mr. McDonald said the 110th Avenue NE corridor is similar to the 106th Avenue NE corridor in that there are no bicycle facilities planned for it, nor does it have any currently. In light of the need to provide access to the light rail station, the proposal is to add sharrows to the street between Main Street and NE 12th Street.

There are no existing bicycle facilities on 112th Avenue NE. The roadway is part of the Lake Washington Loop priority bike corridor, and the ped-bike plan calls for five-foot bike lanes on both sides. However, achieving that will be problematic for a number of reasons. Furthermore, the intersection at NE 8th Street presents a challenge given the freeway on- and off-ramps. A consultant has been tasked with determining if there is a way to get bicycles through the intersection, so a recommendation for the roadway will have to await the consultant's report.

More commonly known as the frontage road, 114th Avenue NE parallels I-405 and is also a part of the Lake Washington Loop. It has sharrow markings and signage and is proving to be an acceptable bike route. The ped-bike plan calls for bicycle lanes on both sides of the roadway, and that appears to be the best option, though additional right-of-way would need to be secured.

Commissioner Lampe noted that between 100th Avenue NE and 114th Avenue NE the suggestion includes bicycle facilities about every two blocks. He said that appears to be fairly generous and asked if more may not be better. Mr. McDonald pointed out that the public has made it clear they want more bicycle facilities. He added that for the most part the proposed facilities are sharrows, which is easy to bring about and will provide for better bicycle mobility without impacting vehicle mobility.

Mr. McDonald turned next to a discussion of the east-west corridors, starting with Main Street. He noted that the roadway is an important bicycle facility as identified by the ped-bike plan as part of the Lake-to-Lake Trail. There are currently no bike markings on the street but project ideas include shoulders, bike lanes and an off-street path. Staff are in concurrence with the existing plans with the exception of the section in Old Bellevue where the plan calls for wide shoulders. The fact is the roadway cannot be widened there, so the proposal is to modify the existing plan to substitute sharrows for wide shoulders. To the east of Bellevue Way bike lanes

on both sides of the street are a good idea. An off-street path would be appropriate around the proposed station entrance at 112th Avenue NE.

Chair Tanaka asked if the sidewalks and bike lanes would be implemented at the same time for the section of Main Street to the east of Bellevue Way. Mr. McDonald answered that the implementation strategy has been that adjacent development is responsible for frontage improvements. Whether that approach will be continued remains to be seen, and the Downtown Transportation Plan Update may suggest a more aggressive strategy in closing some of the gaps.

With regard to NE 2nd Street, Mr. McDonald said there are no bicycle facilities in place currently but the existing ped-bike plan calls for wide outside lanes from 102nd Avenue NE to 114th Avenue NE. The long-range plans include a half diamond interchange on NE 2nd Street at I-405, and when that occurs the idea is to expand NE 2nd Street to a five-lane cross section through the downtown to Bellevue Way. Accordingly, anything done with respect to bike facilities on the street will be subject to change.

The planned use for the NE 6th Street Pedestrian Corridor includes a series of different typologies. The section between Bellevue Way and 106th Avenue NE has an existing one-way in the east half roadway and wide sidewalks, and that will expand to two lanes as redevelopment occurs. The section between 106th Avenue NE and 108th Avenue NE, referred to as the Garden Hill Climb, has no roadway currently and there is no plan to include one in the future. The section between 108th Avenue NE and 110th Avenue NE comprises the transit center and is pretty much built out, though some design tweaks may be possible to make it work better for bicyclists. The section to the east of 110th Avenue NE going down the hill to the freeway has less of a pedestrian emphasis. The long-range plan envisions extending NE 6th Street across the freeway to connect via elevated structure with 120th Avenue NE, and when that connection occurs there will be opportunities to extend the bicycle facilities as well, with a connection to the future BNSF Trail.

Commissioner Simas asked why the section between Bellevue Way and 106th Avenue NE has a roadway and why it is planned to retain it. Mr. McDonald said the roadway is important for a number of reasons, including emergency access to adjacent development. As both sides of the section redevelop, garage access from the roadway will be important. Additionally, 105th Avenue NE does not currently exist but will be created as redevelopment occurs, and it will be needed for garage access.

Mr. McDonald said there are no existing bicycle facilities on NE 10th Street. The street makes a good east-west bicycle connection, however, and as such it may be a good shared roadway facility. The roadway carries a lot of traffic but has sufficient space to share. The interchange components with the freeway are more compatible with bicycles than NE 8th Street is.

NE 12th Street also has no bicycle lanes currently, though it is labeled as part of the

Downtown/Overlake priority bicycle corridor. The projects identified for the street include an off-street pathway on the north side, and a bike lane on the south side of the roadway for eastbound travel; the bike lane would terminate at 112th Avenue NE and the continuing facility would be the off-street path over the freeway and into the Bel-Red corridor. The NE 12th Street bridge over the freeway will have a 20-foot-wide shared ped-bike facility on the north side. Staff concurs with the existing plans for the roadway.

Commissioner Glass suggested the green bike boxes might work well on the Lake Washington Loop Trail at the intersection of 112th Avenue NE and NE 8th Street.

9. OLD BUSINESS – None

10. NEW BUSINESS – None

11. PETITIONS AND COMMUNICATIONS – None

12. APPROVAL OF MINUTES

A. January 12, 2012

Commissioner Bishop called attention to the last paragraph on page 5 and pointed out that the references to pedestrians and bicycles relative to the modeling work should in fact be references to transit. He asked to have the first sentence revised to read "...the challenge for Bellevue will be in making sure the right numbers are plugged into the modesplit model for transit...." He also suggested the last sentence of the same paragraph should be changed to read "The pedestrian data in particular will be critical..."

Motion to approve the minutes as amended was made by Commissioner Glass. Second was by Commissioner Simas and the motion carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

Mr. Krawczyk reviewed with the Commissioners the calendar and potential agenda items.

Mr. Krawczyk informed the Commission that work to update the transit master plan has begun. An online survey has been posted and it has already received some 2000 responses. Once the data collection is completed, the issue will be brought before the Commission to start the actual update process.

14. ADJOURNMENT

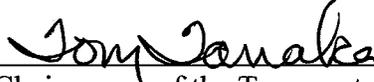
Chair Tanaka adjourned the meeting at 9:22 p.m.



Secretary to the Transportation Commission

4/26/12

Date



Chairperson of the Transportation Commission

4/26/12

Date

