CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 22, 2012
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Chair Tanaka, Commissioners Bishop, Glass, Jokinen, Lampe, Larrivee
COMMISSIONERS ABSENT:	Commissioner Simas
STAFF PRESENT:	Paul Krawczyk, David Berg, Kevin McDonald, 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 6:34 p.m. by Chair Tanaka who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:40 p.m., and Commissioner Simas, who was excused.

3. STAFF REPORTS

Department of Transportation Director Dave Berg reminded the Commissioners that the Budget One process was initiated two years ago. The approach, which is based on the priorities of government, entails defining outcomes, packaging programs and services to achieve those outcomes, ranking those packages, and drawing a line to indicate what the available revenues will purchase. One of the outcomes identified was improved mobility under which all transportation projects fell. The results team whose job it was to rank the various transportation projects did their job and forwarded to the city manager a recommendation, and the budget he recommended to the City Council was based largely on their ranking. The process occurs every two years and is set to get underway again.

The mobility outcome obviously has a large capital component, and that is where the Transportation Commission comes into play. In the first Budget One iteration the Commission's role was not very well defined and was in fact almost an afterthought. At the

end of the day, however, when the city manager presented his budget to the Council, the first thing the Council asked was for the opinion of the Commission. It was at that juncture the Commission was asked to play a role, which turned out to be very important.

The Budget One process has been revised somewhat to include a more meaningful role for the city's boards and commissions. The work being done on the TFP will move forward and turn into the initial cut for the results team on the capital side, which is made up of a handful of department directors. The Commission's work on the TFP should be completed by May.

Commissioner Bishop asked if the roadway/intersection portion of the TFP had to be merged with the ped-bike portion, or if there could be separate funds established for each category. Mr. Berg said the practice is to merge the two because there is only one CIP. The CIP results team will be charged with melding together the transportation, parks, and all other capital projects into a single document.

Eric Miller noted at one time there was a Council-directed ped-bike projects set-aside; it amounted to 18 percent of the transportation-appropriated dollars. The Council, however, did away with that approach many years ago.

Mr. Berg said the kickoff for the budget process is slated for April 2 when the Council will conduct a budget workshop. Each city department will then develop proposals to be submitted to the results teams. That work will be done in April. The transportation department will develop its capital project list by relying on the blended roadway-intersection ped-bike TFP list. The package will come back to the Commission at its second meeting in April for comment on the CIP candidate projects list.

The results teams will then conduct its first round of ranking in which all of the CIP projects will be blended into a single ranked list. That list will ultimately be brought back before the Commission for feedback vis-à-vis the transportation projects. The results team will use the feedback in its second round refinement exercise in the June-July timeframe. In September the city manager will submit his preliminary CIP to the Council and the public. At that stage the Commission will be given the opportunity to weigh in on it.

Mr. Berg said the fact is there will not be much money to spend. The Council has been talking about multiple funding options to increase revenues on the capital side. That will be part of the focus at the Council's April 2 budget workshop. A number of what-if scenarios will likely be developed to maintain maximum flexibility moving forward.

Commissioner Bishop pointed out that redevelopment of the Bel-Red corridor relies heavily on development fees and LIDs. He noted that the current development forecast is far different from what it was when the Bel-Red plan was developed and asked how that gets reflected in the prioritization process. Mr. Berg said it will be reflected in the allocation of revenue for those specific mobility projects. When endorsed by the Council almost three years ago, the

projects came with a specific revenue package of increased impact fees, assumptions for grants, and LIDs. As those assumptions change downward, the associated revenue streams must be reduced as well. Mr. Miller said staff intends to share with the Commission the preliminary 12-year revenue projections in April.

Chair Tanaka commented that in the first Budget One process a large portion of the CIP was taken up by Council-priority projects, including some overpass projects. He said he assumed some of those projects are still on the books and will be carried forward in the CIP. He asked if there are any new Council priorities that are to be reflected in the new CIP. Mr. Berg said the financial commitment the city has made to Sound Transit for the downtown tunnel is a Council priority. The city is committed to providing certain properties, mostly park properties but some other city owned properties, some utility relocation work, and a laundry list of other items that together totals about $40 million. Another $60 million in new properties is also needed. He said he was not aware of any other new commitments.

Commissioner Glass observed that in the past prior to initiation of the Budget One process when the Commission was working to rank projects it had in hand a fixed dollar amount and a list of the top priorities. The top-ranked projects were placed above the funding cutoff line, and there was always opportunity to pull a few smaller projects above the line to take up the remaining dollars. He asked if something similar could be achieved under Budget One. Mr. Berg said it would be very difficult to do that in Budget One given that all of the capital projects get blended into a single mix.

Commissioner Jokinen suggested the Commission may want to comment on the formulas and methods to be used in calculating revenues for redevelopment of the Bel-Red corridor. Mr. Miller said that conversation will begin with the Council's budget workshop. Ultimately the Council will decide those issues.

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

5. REPORTS FROM COMMISSIONERS – None

6. PETITIONS AND COMMUNICATIONS – None

7. APPROVAL OF AGENDA

The agenda was approved by consensus.

8. DISCUSSION/ACTION ITEMS

A. Downtown Transportation Plan Update

Senior Planner Kevin McDonald said shared lane marking, otherwise known as sharrows consist of markings applied to streets and they are an approved roadway lane marking in the Manual on Uniform Traffic Control Devices (MUTCD). A shared lane marking is not a bicycle facility typology, but it is a useful tool to have in the bicycle mobility toolbox. Sharrows can be put on roadways ahead of a jurisdiction's ability to develop full-fledged bicycle lanes, and they can serve as a means of guiding bicyclists to the best place to ride in shared lane situations. Sharrows also alert motorists to the possibility of encountering bicyclists.

Commissioner Larrivee said the symbol itself is not absolutely clear. It could be interpreted to mean bicycles go here. He asked how the general public is interpreting them and asked to what extent the city is communicating the symbol to both drivers and bike riders. Mr. McDonald said sharrows have been installed on a couple of corridors in the city to date. Outreach was done in association with each of the corridors to the immediate adjacent property owners in the form of flyers, newsletters and doorhangers. Additional installation of sharrows will be accompanied by at least that level of outreach. He agreed that the city would benefit from having a more broad-based announcement informing the community what the markings are and how all parties should behave around them. Commissioner Larrivee said he would like to see dollars allocated toward effective marketing in advance or at least in conjunction with the rollout of more sharrows. That will make them that much more effective by reducing misunderstandings.

Commissioner Jokinen asked what observations have been made following the installation of sharrows in Bellevue. Mr. McDonald said he has noticed that riders and drivers both pay attention to them. They seem to serve to some degree as a traffic calming device. Cars and bike riders both seem to position themselves in accordance with the markings.

Mr. McDonald said one clear function of sharrows is to help bicyclists avoid being "doored" in parallel parking situations. There is guidance for the placement of sharrows and hopefully enough information available to bike riders so they can understand the purpose of the sharrow with respect to where they should be positioned in the roadway. By following the markings, riders are kept just outside the door swing area of cars that are parked along the roadway. Sharrows do not prescribe where bicyclists must ride but do give riders information about where they should be positioned. Where curb bulbs are utilized, sharrow markings can help riders avoid them. Sharrows also perform wayfinding functions together with pole-mounted signs.

Mr. McDonald noted that based on the previous Commission conversation, there may be interest in finding more locations where sharrows would be an appropriate permanent or temporary application. Considerations for where to install them include plans and policies, the amount of available funding, whether they are about the only possible marking solution where bike lanes cannot be squeezed in between the curbs, whether or not they make sense for completing a segment or providing a connection to a destination, and whether or not they have

community support.

Commissioner Lampe asked if there is anything in the literature regarding the safety of sharrows. Mr. McDonald said he has not seen any specific data but does have anecdotal information from the consultant team that has been working on the issue. Because of the traffic calming nature of sharrows, the relative speeds between bikes and cars are greatly reduced. The propensity for bad accidents is less on roadways marked with sharrows than on roadways that have no markings at all.

Commissioner Bishop commented that the MUTCD process to develop new pavement markings is lengthy and rigorous. By the time they put their approval on something, they are confident that the approach is safe.

Commissioner Larrivee said if one outcome of sharrows is traffic calming, that should be a good selling point, especially in the neighborhoods. Mr. McDonald said sharrow markings are not generally necessary on narrow neighborhood streets that do not even have sidewalks and where there is a lot of mixing of uses. Sharrows are best for arterials that have relatively low volumes and provide direct connections between destinations.

Turning to a review of the bicycle corridors outside of the downtown, Mr. McDonald said the ped-bike plan calls for shared lanes on Bellevue Way, bike lanes on 108th Avenue SE south of Bellevue Way, an off-street facility on 112th Avenue SE, and bike lanes on both sides of 114th Avenue SE. Staff concurs with the existing plan for Bellevue Way; most of Bellevue Way has outside lanes that are 13 feet wide, so there is plenty of room for cars and bicycles to share the outside space.

With regard to 108th Avenue SE, the segment to the south of Bellevue Way has been completed. The 2009 Pedestrian and Bicycle Transportation Plan called for bike lanes, but for financial and community support reasons bike lanes were not installed there. Staff holds the view that shared lane markings should be utilized instead and extended all the way north to Main Street, resulting in shared lane markings all the way from I-90 to Main Street on 108th Avenue SE, except for where there are actual bike lanes on a hill south of Bellevue Way. There is a little connection on SE 16th Street where there is a short jog to the west. The little known but important route provides an alternative to climbing the steep hill south of Bellevue Way on 108th Avenue SE.

The plan for 114th Avenue SE calls for bike lanes, and because of its importance as a north-south connection, staff concurs with the plan. The roadway is constrained by the freeway on the east and the existing properties and a stream on the west. The provision of bike lanes would be contingent on receiving the necessary rights-of-way from the adjacent private properties when they redevelopment. The existing sharrows were installed there because the roadway is not wide enough in its present configuration to accommodate bike lanes.

Mr. McDonald said there are lots of north-south connections on the north side of the downtown. While 100th Avenue NE is deemed a very important north-south connection, particularly through the downtown area, the roadway to the north of the downtown has lower traffic volumes and the roadway can accommodate a shared facility from NE 12th Street to NE 24th Street. Shared lane markings are called for on NE 24th Street and on 108th Avenue NE. The roadways do not connect through all the way to the north end, so it is necessary to divert over to 112th Avenue NE via NE 24th Street.

There are currently no on-street facilities along Bellevue Way north of the downtown. The roadway has two heavily traveled traffic lanes in each direction. The existing plan calls for bike lanes on both sides. However, staff believes the best long-term solution may lie elsewhere. Alternate north-south connections should be provided on the parallel streets 100th Avenue NE and 108th Avenue NE and, as an acknowledgement that Bellevue Way climbs southbound from the freeway to about NE 24th Street, a wider outside lane in the southbound direction should be provided on Bellevue Way to provide an extra cushion for riders.

Answering a question asked by Commissioner Glass, Mr. McDonald said the state has funded the design and installation of bike lanes on Northup Way as part of an early implementation project for the SR-520 trail extension. He said 112th Avenue NE will connect with the bike lanes on Northup Way, and eventually there will be an off-street path parallel to SR-520 similar to the I-90 Trail.

Mr. McDonald said 116th Avenue NE is also prescribed to have bicycle lanes. The north-south route on the east side of I-405 will include connections to the SR-520 trail via Northup Way and NE 24th Street. There is no at-grade connection planned for the Burlington Northern/Santa Fe corridor from either Northup Way or 116th Avenue NE; the at-grade connection with that trail facility will be from 112th Avenue NE and 108th Avenue NE.

Commissioner Bishop noted that several north-south corridors are planned but pointed out that the packet materials included bicycle rider counts for some locations that did not seem very high. He asked what criteria is used in determining that multiple parallel routes are needed. Mr. McDonald said the approach taken is not always based on quantitative volume counts. It is difficult to predict in advance how many riders will use a facility once it is constructed, and also hard to predict how much bicycle activity will be generated by adjacent land uses. Many of the measures of effectiveness for bicycle facility projects in the downtown are not quantitative but certainly are qualitative in terms of the experience of the riders using the facilities. Logic dictates that the safer the route and the more comfort afforded riders on the route, and the better the connections to other routes, the more the facilities will be used.

Commissioner Glass commented that different bicycle facilities and trail types will attract different types of users. If the Burlington Northern/Santa Fe trail ever comes to be, it will likely attract users in the same way the Marymoor trail does; people will walk their dogs, families with kids will walk and ride their bikes on it, and some commuter cyclists will use it

as well. He also said he would be surprised if all of the different bicycle facilities were installed right away.

Mr. McDonald said the bicycle corridors to the west of the downtown include Main Street/Lake Washington Boulevard, a route that provides a connection between the downtown and the SR-520 trail. The route is designated in the ped-bike plan as the Lake-to-Lake Trail route. The plan calls for shared lanes on Lake Washington Boulevard. The NE 8th Street route, which provides a secondary connection between the downtown and the SR-520 trail, is planned to have a shared roadway on the north side of the road and a bicycle lane on the south side. The project idea is to extend the bicycle facilities on NE 8th Street all the way to enhanced 100th Avenue NE corridor. Staff concurs with the plans for Lake Washington Boulevard and NE 8th Street.

To the east of the downtown a couple of major roadway projects will accommodate bicycles. The NE 4th Street extension between 116th Avenue NE and 120th Avenue NE will include bike lanes in accord with the ped-bike plan and will provide for good east-west connectivity. The NE 6th Street extension will provide link between the downtown and east Bellevue neighborhoods, the Burlington Northern/Santa Fe corridor, and the planned bike lanes on 120th Avenue NE; the concept is to have a wide off-street path running parallel to the travel lanes of NE 6th Street, and to include a connection to the rail corridor.

Noting that the NE 6th Street facility will be far better in terms of accommodating bicycles, Commissioner Lampe questioned whether the NE 4th Street facility will attract that many riders. Mr. McDonald pointed out that the functions of the two facilities are different, and the NE 4th Street facility will be constructed far in advance of the NE 6th Street facility.

Mr. McDonald said a section of NE 12th Street will provide a connection from 116th Avenue NE to the Spring District in the Bel-Red corridor. The off-street path that is currently under construction on the north side of the NE 12th Street bridge would be extended all the way to the station at 122nd Avenue NE on a new roadway facility.

Mr. McDonald reviewed with the Commissioners the proposed schedule for continuing the Downtown Transportation Plan update.

B. Transportation Facilities Plan (TFP) Update

Senior Transportation Planner Michael Ingram distributed to the Commissioners the list of candidate projects ranked by staff utilizing the established criteria. He noted that the projects on the list were all previously endorsed by the Commission. Project RI-156 includes an Option A and an Option B and was scored both ways.

Mr. Ingram stated that projects could score a maximum of 100 points. Three existing TFP projects scored 87. They were RI-130 stages 2, 3 and 4, 120th Avenue NE; RI-131, NE 15th

Street Phase I; and RI-135, NE 15th Street/NE 16th Street Phase II.

Commissioner Lampe observed that the ranking criteria does not include cost and suggested that it would seem as though cost efficiency would be a relative benchmark. Mr. Ingram said to a certain extent cost comes into play in determining how attractive a project is in terms of grant funding. He allowed that there is still work to do in prioritizing the projects on the list.

Commissioner Bishop said it appeared to him that the ranking reinforces the notion that the Bel-Red corridor is the top priority in the city. The top projects are all in that corridor. Mr. Ingram said to the extent growth is anticipated in the corridor, which will have traffic and level of service implications, that certainly is the case.

Mr. Ingram noted that project RI-156B, Northup Way with the center turn lane, scored fairly high. The version without the center turn lane scored much lower, and the primary difference between the two options is that the center turn lane brings about improvements in both the LOS and safety scores.

Mr. Ingram pointed out that project RI-154, the 150th Avenue SE/Newport Way intersection project, is in the area the city is on the cusp of annexing. According to the modeling work, the intersection will be problematic in the future. The project also involves transit and ped-bike facilities. Capital Programming Implementation Manager Eric Miller added that the project was actually programmed to be addressed in a joint project with King County. Improvements were made beginning at SE 38th Street with contributions from the county, but the county ran out of money and the project was truncated to the point where the intersection was never addressed.

Mr. Ingram said RI-112 is the south phase of the 120th Avenue NE project. He said it did not score as well primarily because there are already ped-bike facilities there.

Project RI-114 is NE 20th Street from Bel-Red Road to 156th Avenue NE. The short segment is designed as a safety project. It restricts left turns and implements a eastbound to westbound U-turn. Bike lanes have been identified in the scope as well, which enhances the score.

Commissioner Glass asked if Redmond would contribute to project RI-146 in that it borders that jurisdiction. Mr. Ingram said the vision for a center turn lane and bike lanes is consistent with Redmond's vision for the roadway segment. Because one side of the road is in Redmond and the other side is in Bellevue, the two jurisdictions will need to carry out the project cooperatively. Mr. Miller pointed out that there is as yet no formal agreement with Redmond regarding the improvement.

Mr. Ingram pointed out that RI-125, the 148th Avenue NE master plan improvements project, involves three consecutive intersections on the arterial, Bel-Red Road, NE 20th Street and NE 24th Street. The planning work has been done in conjunction with Redmond and there is

consensus as to what improvements are needed. Ultimately the improvements will be funded jointly, but no improvement is in place yet. Mr. Miller said the master plan includes a third northbound lane all the way up the east side of the corridor. Both cities currently have a placeholder amount of funding in their respective current CIPs to develop the master plan, which would include determining what should trigger the actual improvements.

Commissioner Glass commented that in previous discussions the Commission has seen the addition of bicycle lanes to project RI-143. Mr. Ingram said the plan calls for a wide shoulder on the west side. There is a separate project on the ped-bike list for a separated multiuse path on the east side. Commissioner Glass suggested that if the separated path were integrated as part of the project, the project would rank higher. Mr. Ingram agreed.

Answering a question asked by Commissioner Bishop, Mr. Miller said the TFP houses the primary pool of candidate projects for funding in the CIP. It is highly unlikely all of the projects on the TFP will end up being funded in the CIP given the available city revenues.

Mr. Ingram said RI-150 is the project that involves upgrading the road on the back side of Bellevue College. The project promises huge benefits for transit operations and will also bring with it some LOS benefits by moving transit off of the congested southbound 148th Avenue SE/Eastgate intersection area. While not fundamentally a city project, the city can play a facilitation role in making the project happen.

Commissioner Glass suggested the non-motorized could be better than it is because the missing connection would serve as a good shortcut to the major bike thoroughfare on 140th Avenue NE and 145th Avenue NE. Mr. Ingram said the project is not identified in the ped-bike plan as a bicycle route so it was not given much credit in that regard.

Commissioner Larrivee concurred the project should be given a higher score. Mr. Miller stressed that the ranking process is not perfect, nor is it intended to be the final determination.

Mr. Ingram said project RI-137 is in the Bel-Red area and will provide access to the future transit station between 130th Avenue NE and 132nd Avenue NE. There is a park and ride planned for the location as well.

Project RI-101, 110th Avenue NE between NE 6th Street and NE 8th Street, will expand the roadway in conjunction with private development on the west side to the north of City Hall.

Project RI-119 is intended to help alleviate pressure on 148th Avenue SE near I-90; it would extend a third southbound lane across the Eastgate intersection to the I-90 westbound off-ramp.

Project RI-134 is also in the Bel-Red area and involves the intersection of 124th Avenue NE and Bel-Red Road. The project would investigate the type of improvements that should be done at the location. There are LOS and ped-bike concerns associated with the intersection.

Project RI-156A involves the Northup Way gap in the sidewalk and bicycle facility network. The variant is the one without the center turn lane. Mr. Ingram said the project is on track to be carried forward to implementation, with the state providing $8 million toward the full cost of $11 million.

Mr. Krawczyk pointed out that the project was the Commission's top-ranked project six years ago in the CIP. Mr. Miller said the original scope of the project, which includes the center turn lane, has been popular with the Commission for some time. Mr. Ingram added that if the project were to be scored using the ped-bike criteria, it likely would end up very high on the list given that it is a major east-west connection.

Mr. Miller pointed out that project RI-104 is not something the city will construct. It is the SR 520 to I-405 southbound braid project that matches the northbound braid that the state has just constructed. However, the city has received some grant funding and is working with the state on a preliminary design for the southbound connection to NE 10th Street, and the preliminary design could help move the project forward with the state.

Answering a question asked by Chair Tanaka regarding project O-104, Mr. Ingram said that is another project that would likely not be constructed without the city facilitating and advancing the concept. The idea is to have inline transit loading bays on the north leg of Factoria Boulevard at SE 38th Street. The big benefit would be a grade-separated pedestrian crossing on the north side.

Commissioner Bishop asked why the project received a zero non-motorized score given that it includes a grade-separated pedestrian crossing. Mr. Ingram said the non-motorized score has to do with whether or not a given project fills a gap, enhances an existing facility, or ameliorates ADA deficiencies.

Answering a question asked by Commissioner Glass regarding project RI-120 and why it did not score higher, Mr. Ingram said the project at 156th Avenue SE and Eastgate Way was vetted in the Eastgate/I-90 planning process. The idea is to widen the off-ramp to two dedicated left turn lanes and a shared through/right lane.

Commissioner Larrivee confirmed that the project was ranked very high in the Eastgate/I-90 CAC study. He expressed surprise it did not get a higher safety score. Commissioner Glass said it seemed to him the plan consistency and outside funding score should have been higher as well. Mr. Miller said the project is another example of a project that is not really picked up by the criteria. The thinking all along is that the project would need to be carried out in partnership with the state.

Mr. Ingram said project RI-155, Newport Way between Somerset Boulevard and Lakemont Boulevard, is in the annexation area. He noted that improvements were made on the city's part

to the west several years ago, but the county's part has a long unimproved stretch. As scoped, the project will include an initial planning study to understand the needs and how they should be phased.

Project RI-103, NE 2nd Street from Bellevue Way to 112th Avenue NE, will widen the roadway to a five-lane profile. Eventually NE 2nd Street will be extended across the freeway.

Mr. Ingram noted that project RI-116 on Lake Sammamish has ped-bike benefits but scored a zero with regard to LOS.

Commissioner Glass said he could understand the LOS and safety scores from a roadway perspective, but said he felt the project should score well in the non-motorized category. Mr. Ingram said the scoring exercise does not capture the level of investment already made in planning and community involvement.

Commissioner Larrivee said the way several of the projects on the list are ranked raises the question of whether or not something is being missed in the scoring. The West Lake Sammamish Parkway project has always been popular with the Commission and with the community, but it never rises very high on the ranked list.

Commissioner Bishop suggested what is missing from the scoring criteria is neighborhood connection. Mr. Miller concurred. He noted that what brought the 145th Place NE project to the top was the neighborhood coming up and stumping for it. That has also been the case with the West Lake Sammamish Parkway project. Public support for a project certainly carries weight in prioritizing projects.

Commissioner Bishop asked where the SCATS system fits into the TFP. Mr. Miller said he had been giving some thought to whether or not SCATS should be called a transportation facility. It is not something that is tied to a set location, rather it is tied to the entire system. It can have as much benefit as any one project or even more. The program is funded in the CIP, but it has not in the past appeared on the TFP list, and it is not likely to go away just because it is not on the TFP.

Mr. Ingram noted that a number of intersection projects are included on the list so that when adjacent development happens the system will be set up to accommodate it. Project RI-107, the intersection of NE 8th Street at 106th Avenue NE, calls for shifting the intersection to the south to accommodate a third westbound lane through to Bellevue Way; shifting the intersection to the south is needed in order to avoid having to remove the Sequoia tree.

Commissioner Jokinen referred to project RI-118 and commented that the intersection was not touched with impact fee dollars when the Kelsey Creek Center was installed. Mr. Ingram noted that impact fees do not have to be spent at the precise location of the development paying the fees. Mr. Miller noted that RI-118 is really a maintenance project that will upgrade the

equipment at the three intersections. The other intersections that remain will eventually be addressed through the ongoing maintenance programs.

Mr. Ingram said project RI-153, Northup Way from 156th Avenue NE to 164th Avenue NE, would add a center turn lane and bike lanes. He said the project concept has been around for a long time but has never made it into a funded list.

Project RI-140 has also been on the list for a long time. The project on 129th Place SE in Factoria would create a through street connection where there are currently two dead-ends. The terrain is challenging, and the road is not an arterial nor is it a route transit will ever use. Mr. Miller said because the project is in the plan, when either of the adjacent properties come forward and submits a permit application, the Council will be asked to decide whether or not the necessary right-of-way should be purchased or if the project should be scrapped.

Mr. Ingram said project RI-141, Factoria Boulevard at Newport Way, is the intersection by Newport High School. He said the intersection is one where significant improvements have been brought about because of the SCATS system, and the hope is that the project will not be needed as a result.

Project RI-151 is a concept that came out of the Factoria Area Transportation Study. Currently the roads through the T-Mobile office park are private, and the idea is to make them more formal and open to the public. The project did not score well because it is not something transit would use and offers few overall system benefits.

RI-123 is a project involving the last gravel road in the city. Half the local residents are fine with the road in its current state, and the other half want to see the road paved. The project would advance a process under which the locals would largely pay for the improvements.

RI-102, the 106th Avenue NE/108th Avenue NE one-way couplet, came out of the downtown planning process in 2003. In the initial analysis the project showed promise, but as the details were fledged out in the modeling it was shown the project would in fact negatively impact traffic operations in the downtown. The project is still on the list because it is still in the plan.

Mr. Ingram said the next step will involve a staff-proposed prioritization that will take into account other issues and factors, including coordination with other projects and projects of interest to the public. He said at the next meeting staff would also share the ped-bike scoring and initial ideas for how to consolidate the roadway-intersection and ped-bike project lists.

Mr. Ingram said he would save most of his comments on the budget survey for another meeting. He noted that there was quite a lot of support for transit but mixed opinions about road widening and neighborhood traffic calming. The survey ranked transportation projects in the mid-range compared to other city needs, including police and fire protection.

9. OLD BUSINESS – None

10. NEW BUSINESS

Commissioner Glass asked staff to include in their upcoming briefing in regard to the SCATS system how left-hand turns are being addressed.

Commissioner Glass asked if there is to be any involvement on the part of the Commission in the discussion regarding an LID for the NE 4th Street extension. Mr. Krawczyk said that issue is still in the early stages of investigating funding sources in general. He said he would keep the Commission informed as the process moves forward.

With regard to impact fees, he said it was his understanding that one role the Commission is supposed to play is providing the Council with guidance on the fees. He said he would like some clarity with regard to the Commission's role in that regard.

Commissioner Bishop asked when the Commission would be asked for input regarding the work to update the city's transit master plan. Mr. Krawczyk said staff is targeted to return to the Commission on that topic in May or June.

11. PETITIONS AND COMMUNICATIONS – None

12. APPROVAL OF MINUTES

A. February 9, 2012

Motion to approve the minutes as submitted was made by Commissioner Larrivee. Second was by Commissioner Lampe and the motion carried unanimously.

13. REVIEW COMMISISON CALENDAR AND AGENDA

The Commission reviewed the issues and topics on its calendar and upcoming agendas.

14. ADJOURNMENT

Chair Tanaka adjourned the meeting at 9:39 p.m.

Secretary to the Transportation Commission — Date: 4/26/12

Chairperson of the Transportation Commission — Date: 4/26/12