

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

September 13, 2012
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paul Krawczyk, David Berg, Kristi Oosterveen, Kevin
McDonald, Judy Clark, Sean Wellander, Department of
Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:32 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 Larrivee, who arrived at 6:35 p.m., and Commissioner Glass, who arrived at 6:55 p.m.

3. STAFF REPORTS

Senior Project Manager Paul Krawczyk made the Commissioners aware of the September 26 open house for the Mountains-to-Sound Greenway trail study. He also urged the Commissioners to attend the Transit Master Plan Forum on September 18 from 6:00 p.m. to 8:00 p.m.

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

5. REPORTS FROM COMMISSIONERS

Commissioner Lampe noted that on September 7 he and Commissioner Bishop attended a seminar called Beyond Oil. He said the focus was on the latest automobile technologies.

Commissioner Larrivee noted that the American Public Transportation Association would be holding its annual meeting in Seattle on September 30 through October 2.

Commissioner Tanaka took a moment to thank the staff for the excellent tour of the Bel-Red area. He said it was very informative and helpful.

6. PETITIONS AND COMMUNICATIONS

Mr. Jim McIssak, 381 129th Place NE, addressed the issue of the Transit Master Plan. He said he had attempted to find out what past plans showed but had only found goals and strategies, no actual plan for new transit services to be supplied. In 2010 there were 7600 trips to downtown Bellevue on transit; by 2030 the model prediction is that there will be 46,700. If the increase says anything at all about overall employment growth, the city has a large task facing it that will require more than just goals and strategies. Seventeen percent of the trips coming from Seattle come to downtown Bellevue. From I-405 north, 31 percent, or twice as many trips as those coming from Seattle, are predicted. From I-405 south, 19 percent more than the Seattle trips are predicted. The data suggests that the I-405 corridor should be given top priority in transit planning. In 2003 when the I-405 corridor plan was adopted, development of a bus rapid transit system was given top priority, though it was intended to run in shared lanes rather than exclusive lanes; that priority has been set aside by the regional transit agencies in favor of pressing for light rail. The bus rapid transit system needs to be given top priority again as the Transit Master Plan is updated. With a five-fold increase in bus services, one question that must be asked is whether or not the downtown transit center will be able to adequately handle the traffic. Funding for buses also needs to be identified given that Sound Transit has most of the Eastside funding dedicated to light rail out through 2040; King County Metro has actually been eliminating some Eastside services due to a tight budget.

Mr. Phil Morrissey, president of the Horizon Heights Community Association, said a sidewalk is needed along 152nd Place SE between the 4400 and 5400 blocks. He noted that the project was not included in the list of neighborhood sidewalk projects, possibly through an error. Staff made the suggestion that the project should be resubmitted before the Commission. He said 152nd Place SE serves as the major access road for the Horizon Heights community. The hill is very steep with very sharp curves at both the top and the bottom. During snow and ice conditions it is very difficult to navigate the stretch of road. Currently the pedestrians and vehicles share the roadway. What is needed is a trail or sidewalk on the west side of the street with a physical separation between vehicles and pedestrian traffic. A bark or gravel trail would provide some traction for pedestrians going up and down the hill; a handrail of some sort would be very useful, particularly during inclement weather. The community association has been working to make the roadside more pedestrian friendly by trimming back the bushes and the trees. Everyone understands that funding is limited and that patience is needed, but the project is certainly needed; the neighborhood association is willing to discuss possibly funding the needed handrails.

Mr. Tom Dean, a resident of North Bellevue, said he is an avid walker. He shared with the Commission photos of areas depicting sidewalk safety issues. One of the big issues is that Bellevue Way where it hits SR-520 changes how pedestrians walk down the hill. The east side sidewalks are not complete, making it necessary to cross over to the west side. The sidewalk on Bellevue Way from NE 24th Street to the Northtowne Shopping Center is three or four feet wide and is very unsafe; people will drive to the shopping center rather than walking for that reason. The sidewalk should be at least six feet wide and separated from the traffic. A photo was shown of the west side of NE 24th Street and Bellevue Way, and it was noted that oncoming cars cannot be seen. For safety reasons, the sightlines need to be revised. The north side of Main Street between 106th Avenue NE and 108th Avenue NE has a very narrow area for pedestrians to use; that situation certainly needs to be addressed. At NE 24th Street and 100th Avenue NE is an area heavily used by buses; the sidewalk is sloped and someday a pedestrian is going to slip and fall into traffic. The sidewalk should be straightened out and leveled. At 98th Avenue NE and NE 24th Street where Bellevue meets Clyde Hill it is very difficult to see around the corner. A grammar school is located nearby and a number of schoolchildren use the sidewalk. The shrubbery needs to be cleaned out to improve the sightlines.

Commissioner Larrivee said he would like an update at a future meeting regarding where the sidewalk will end up with the Bellevue Way crossover of SR-520. Mr. Dean said it has become quite scary because several stoplights have been put in. Going south, traffic comes to a stoplight before accessing SR-520 westbound; at the stoplight, pedestrians must cross the street, then continue to another stoplight and continue on through to where it is necessary to cross Bellevue Way again. With the stoplights, vehicular traffic is going to back up, and that will impact pedestrians.

Mr. Krawczyk said he would ask staff to provide a briefing to the Commission at a future meeting.

Mr. Sherwin Lee, a resident of the Somerset neighborhood, echoed the comments made about Main Street in the downtown area between 106th Avenue NE and 108th Avenue NE. Downtown Bellevue is a large urban center and the needs of pedestrians, particularly at that location, should be addressed for safety reasons. With regard to the Neighborhood Sidewalk Program, he said it appeared to him one of the objectives is connectivity. Off-street pathways and trails both can be designed to meet the connectivity objective. All of the projects on the list have merit, but the city still have various places where the connectivity network is broken. Anyone living in Somerset can attest to how difficult it is to walk to Factoria, and a trail connecting Newport Way to streets in Somerset would be of great benefit. Most such projects are too large for the Neighborhood Enhancement Program, but too small to be Capital Investment Program projects; they should be kept in mind for the Neighborhood Sidewalk Program. With regard to the transit master plan, he commented that the work do date represents a vast improvement over the 2003 plan. Bellevue is rapidly diversifying and a number of communities rely heavily on transit. Bellevue should not become known as a city

where using transit is difficult or complicated.

7. APPROVAL OF AGENDA

The agenda was approved by consensus

8. DISCUSSION/ACTION ITEMS

A. 2013-2019 Capital Investment Program (CIP) Plan Update

Transportation Director Dave Berg shared with the Commission the final recommendation that came out of the leadership team panel, is one of the results teams working on the budget. The recommendation will be forwarded to the City Manager to be used in developing his preliminary budget. The leadership team focused on the capital budget and maintained a citywide perspective relative to all capital needs, not just transportation.

Mr. Berg noted that going into the CIP the city is facing a \$31 million deficit. The city's revenues were heavily impacted by the recession, thus there was a significant gap in the planned expenditures in the 2011-2017 CIP. To address the shortfall, the city has engaged in a lot of short-term borrowing; currently the city has essentially a \$15 million short-term credit card debt that needs to be repaid in 2013, and that impact will mean less money to spend on projects. Historically, the city has frontloaded the CIP, so the ongoing cash flow is only exasperated by having reduced revenues early in the CIP period.

The leadership team took a hard look at ongoing maintenance levels. Two years ago maintenance levels were reduced across the board as a result of reduced revenues. The overlay program was reduced by about 25 percent and the focus was turned to the arterial system over residential streets. The East Link memorandum of understanding presented another challenge for the city; it dictates some sizeable investments over the next two years. The mobility and infrastructure initiative project list had to be carefully reviewed; the funding plan has not been followed, so it was necessary to scale back and reset the project list to focus on critical infrastructure needs. There is a huge list of unmet capital needs that has resulted from restrained resources on the capital side.

Answering a question asked by Commissioner Bishop, Mr. Berg said the work of the leadership team was presented at the Council's budget workshop on July 30. During the workshop there were conversations by the Councilmembers about various additional revenue sources, including long-term debt, impact fees, and LIDs. The Council has not, however, tipped its hand regarding what it intends to do as part of the budget process. The project list put together by the leadership team does not assume any new revenues. If new revenue sources are identified by the Council, the CIP project list can be revised.

Mr. Berg reviewed the leadership team's CIP project list with the Commissioners. He noted

that the first building block is the ongoing programs which are focused on maintaining what the city already owns. He noted that PW-M-19, the major maintenance program that was scaled back two years ago, is restored to its full funding level in the proposal. The Neighborhood Sidewalk Program is proposed to be enhanced by about one million dollars per year starting a couple of years out.

Existing projects within the CIP constitute the next building block. The panel concluded that where the city has made commitments to and already spent money on projects, there should be some follow through.

The Commission's preliminary TFP was used as the source for proposing new projects. A little over one million dollars came to the city from King County as part of the recent annexations, and those funds will be used for capital needs in the newly annexed areas. The project addressing the intersection of Lakemont Boulevard and Cougar Mountain Way is included in the proposed list. Most of the projects on the list include early design work, including early implementation of the Downtown Transportation Plan, the Eastgate subarea plan, the Bellevue Way HOV alignment, Mountains-to-Sound Greenway, 108th Avenue NE, and SE 16th Street.

Mr. Berg said the mobility and infrastructure initiative projects all come with their own funding source. Many of the projects are already under way, including the NE 4th Street extension, and some of the work on all three stages of the 120th Avenue NE. Aside from those projects, much of the implementation money revolves around leveraging East Link funding in the Bel-Red area. East Link crosses 120th Avenue NE and 124th Avenue NE, and if done in conjunction with the light rail project, the final design, right-of-way acquisition and construction on the roadway projects will leverage East Link funding to the city's advantage.

Chair Simas asked when construction of NE 15th Street/NE 16th Street will actually begin. Mr. Berg said the money in the proposed CIP for Zone 2 through the Spring District is mostly for design. That will set up construction for 2020 and 2021 in time to have the roadway open when East Link begins operation. As development patterns in the Bel-Red corridor change, project schedules could change as well.

Chair Simas asked how out of whack is the funding picture for the mobility and infrastructure initiative projects. Mr. Berg said the mobility and infrastructure initiative projects earmarked for the CIP are aligned with the anticipated revenue stream.

Answering a question asked by Chair Simas, Mr. Berg said the Council discussion on September 10 regarding impact fees included the possibility of deferring the payment of impact fees by developers. If that approach is adopted, it will be necessary to return to the project list and pare it down accordingly to keep the project list and revenues balanced.

Mr. Berg said a number of capital projects did not make the funding line. The transportation

projects that fell below the line includes the Burlington Northern/Santa Fe corridor placeholder funding for early design, early design dollars for the 164th Avenue NE project, the 148th Avenue NE master plan, Redmond BROTS projects, and early design work for the second phase of West Lake Sammamish Parkway.

Mr. Berg said another public hearing is slated for November 19. The Council also has discussed conducting a community summit in late October or early November, which would be another opportunity to engage residents in the budget conversation.

Mr. Berg said whether or not the Commission should transmit to the Council a comment letter on the proposed CIP project list specific to transportation is entirely up to the Commission.

Commissioner Lampe recognized the work that has gone into developing the list and balancing it against the limited dollars available. He said there were no specific projects that jumped out at him.

Commissioner Bishop said he would like to see money included for Phase 2 of West Lake Sammamish Parkway. He allowed that doing so would require something else to drop off the list. At the very least, the notion should be on the table in the event the Council does identify additional revenue sources.

Commissioner Tanaka argued against offering any changes given the available time. It is a zero sum game and putting something in will require spending a lot of time focused on what should come out.

Commissioner Larrivee said it was his understanding that the proposal eliminates in its entirety the Neighborhood Enhancement Program. Mr. Berg said that is in fact the case. Commissioner Larrivee said at some point it will become necessary to begin looking at the revenue side. There is a growing gap between what the public expects and what the city is able to provide.

Commissioner Lampe noted that the downtown fire station was one of the capital projects left off the list. From a safety point of view, that project is about as important as anything.

Commissioner Jokinen voiced the view that the Commission should draft a memo to the Council expressing its desire to see a balance of capital interests addressed. The memo should indicate that the Commission understands the issues and the revenue shortfalls but has concerns about where things should be going. The issue of seeking additional revenues certainly should be discussed. An increase in the property tax would put the burden squarely on the shoulders of the property owners, and impact fees alone will not raise the funds needed. Everyone should have some skin in the game.

Commissioner Tanaka said he supported making some general references to a need for

additional revenue sources. For illustrative purposes, many of the items being cut should be highlighted. The Council should be encouraged not to focus solely on reducing expenditures.

Chair Simas said he was hearing from the Commission that the driving message to the Council should be that much is being done but more needs to be done. The citizens expect more to be done and the Council should be urged to find additional revenues in order to increase the number of transportation projects to be completed during the CIP timeframe.

Commissioner Bishop said it would be worthwhile to point out that the mobility and infrastructure initiative projects total more than half of the total, leaving the rest of the city and the ongoing programs less to work with.

Chair Simas pointed out that the Commission did not have the full picture of what the city intends to allocate to all capital projects. He said the list might include parks projects that could be stalled. Capital Programming Implementation Manager Eric Miller said he did not have the specific numbers but allowed that there are parks projects that will be included in the CIP. He pointed out, however, that the recently voted parks levy commits funds to those investments, and utility capital projects are addressed through a separate fee-generated revenue source. The lion's share of the general CIP goes toward transportation projects.

Commissioner Bishop said he supported funding the Neighborhood Enhancement Program.

Commissioner Glass said he supported spending more money on Bellevue Way for the same reason money is to be spent on Bel-Red projects, namely leveraging Sound Transit dollars.

Commissioner Lampe asked if there is an open issue with regard mitigation and who is to pay for what on the Bellevue Way project. Mr. Berg said the issue of who is to pay certainly is open. The even bigger issue is that no one even knows if the project will even be tied to the light rail project. The project is tied to one of the cost saving concepts that will not be decided on until the first quarter of 2013.

Commissioner Larrivee suggested that the public can accept that there will be projects that will not move forward, but at some point the line of expectations for safety in the community will be crossed. For that reason consideration should be given to identifying additional revenues. If the city is going to should additional growth, it is going to need to keep up with the infrastructure needs.

Chair Simas cautioned against simply encouraging the Council to find more money without providing a specific explanation of why more money is needed. Commissioner Tanaka said it would be a simple thing to show the Council the list of projects that fall below the funding line on the proposed CIP. He said the Commission should not have to prioritize the list in any way first as all of the projects are important to the community as a whole.

Mr. Krawczyk said if necessary the Commission could meet on October 11 to discuss the wording of the memo. He said that would be the only discussion item for the meeting. There was agreement to mark October 11 for a potential Commission meeting, to direct staff to draft the memo, to have the Commissioners review it by email, and to cancel the October 11 meeting if the Commissioners reach consensus on the wording of the memo before that date.

B. Neighborhood Sidewalk Program

Program Administrator Kristi Oosterveen noted that the current adopted program budget is \$1.533 million. The CIP includes approximately \$500,000 per year in 2013, 2014 and 2015, and there are some dollars available in 2012 to get started with project designs. The Commission at its July 12 meeting preliminarily scored and ranked the 37 projects on the list. The Commission then asked staff for some detailed cost estimates and project descriptions for the 17 projects that scored the highest.

Ms. Oosterveen said neighborhood sidewalks by definition offer connections to housing, shopping, services, employment, parks, schools, and transit. They also promote walking and healthy lifestyles and address safety issues. Trails are not currently included.

Commissioner Larrivee suggested that because trails and off-street paths serve many of the same functions as neighborhood sidewalks, they should in the future be considered for the program.

Ms. Oosterveen said the program, shown in the CIP as PW-W/B-76, was established in 2007 as part of the supplemental CIP process. The original list had 29 projects, and three were designed and constructed. Two of the remaining 26 projects are on the current CIP candidate list, and the Commission in July selected another 17 for cost estimates. She noted that the public involvement aspect included an article in the *Bellevue Reporter*, a plug in *Neighborhood News*, the Streets are For Everyone blog, and information posted on the program webpage. To date more than 145 comments have been received, with 34 of the 37 projects on the full list receiving at least one comment; suggestions for three new projects were also made by the public.

Mr. Miller commented that a budget proposal will be made to the Council to increase funding for the program beginning in 2015; if approved, funding would step up from \$500,000 per year to \$1 million per year and remain at that level through 2019.

Commissioner Lampe asked if consideration has been given to the need for a sidewalk on Main Street between 106th Avenue NE and 108th Avenue NE. Mr. Miller said that project has been considered many times over the years. The biggest issue there is that the city has not been successful in negotiating an easement with the property owner. Cost is one of the main reasons the city has not forced the issue.

Commissioner Bishop commented that at one point there was a CIP project addressing Main Street in Old Bellevue. Mr. Miller said there was a pre-design study that involved Main Street and NE 2nd Street, but no construction dollars have been earmarked. Main Street is not on the proposed TFP project list.

Commissioner Lampe commended staff for the work done on the Neighborhood Sidewalk Program. He said it is heartening to see the number of public comments generated. He said his inclination was to defer to the work done to determine project priorities. Ms. Oosterveen pointed out that there are a lot of good projects on the list, and many good projects not shown on the list at all; that number would only increase if trails and off-street paths were to be added. Project WB-2, 107th Avenue SE between Bellevue Way and SE 20th Street, received seven public comments, though six of those comments suggested the project is not actually needed. Other than that, the comments generally agreed with the project described.

Answering a question asked by Commissioner Bishop, Ms. Oosterveen said the project on 152nd Place SE highlighted during public comments by Mr. Morrissey may have been left off the list originally because the issues can be addressed in other ways. The project was suggested as an addition to the 152nd Avenue SE project, which would've been funded by Neighborhood Services, but it was not approved by the neighborhood.

Commissioner Bishop agreed with the notion that projects should not be considered if there is a full sidewalk on the opposite side of the same street. Commissioner Larrivee concurred, adding that using the scoring criteria is the best way to rank projects.

Commissioner Tanaka noted that safety should trump everything else. Even where a project has a sidewalk on the other side of the street, if a proposed sidewalk connects to a school and is heavily used by schoolchildren, it should be ranked high.

Commissioner Glass pointed out that regardless of how the individual projects fared in the scoring, it will not be an overly difficult choice for the Commission to determine which projects to fund given the limited amount of money available.

Mr. Miller commented that the top two projects are solid and both received a lot of support from the public through the outreach process. It was also pointed out that the number one project is in the same neighborhood area as one of the previously completed neighborhood sidewalk projects.

Commissioner Jokinen said both of the top two projects on the ranked list are huge. He said he would give less weight to the scoring than to other factors, not the least of which is putting so much money into a single neighborhood.

A motion to mark the first two projects on the ranked list for consideration as the top projects for the Neighborhood Sidewalk Program was made by Commissioner Larrivee. The motion

was seconded by Commissioner Lampe and the motion carried 5-2, with Commissioners Bishop and Jokinen voting no.

C. Bellevue Transit Plan

Senior Planner Kevin McDonald reminded the Commissioners that the objective of the work plan item is to update the existing transit master plan that was adopted in 2003. The work will focus primarily on the fixed-route and regional express bus services. The staff have been engaged in an extensive public outreach process for the past several months. The Transportation Commission will be updated monthly, and the Council will be updated periodically. The work will culminate in changes to the Comprehensive Plan, the Land Use Code, and the Transit Master Plan document.

The existing Transit Master Plan has been very effective in leveraging service from regional transportation agencies, including enhanced mobility options for members of the Bellevue community. By engaging with the regional transit partners, Bellevue has effected improvements in access in a variety of modes into and out of the city, particularly the downtown urban center. The service enhancements that have occurred since the 2003 Transit Master Plan was adopted include the RapidRide B line; frequent service routes operating with 15 minute or better headways on Bellevue arterials; and other routes that operate with headways of 30 minutes or less during the day. The policy elements in the existing plan include cross-lake travel and the SR-520 corridor in particular.

Since 2003 the average weekday transit ridership has markedly increased citywide, from just under 22,000 to just over 40,000. The greatest percentage gain has been in the Eastgate area, but the downtown, Crossroads and Factoria have also seen substantial increases.

Financial uncertainties face all of the transit provider agencies. The car tab tax approved by the King County Council in 2011 has provided an influx of revenue, and the funding source will continue to be in place for another couple of years. The expectation, however, is that there will be revenue shortfalls even so. The Transit Master Plan is a long-term document and will have a horizon year of 2030, but the near-term funding shortfalls will need to be addressed. Should transit services need to be reduced, the city can help by identifying the least painful areas to cut.

The long-term planning done by Bellevue and other jurisdictions influences the long-term planning done by the region's transit partners. East Link is considered to be a given in the transit master plan.

Mr. McDonald said in the budget survey conducted by the city every other year public support for transit has consistently ranked the highest across the array of transportation strategies on how to handle traffic and congestion in the city. In the 2012 version of the survey, 83 percent of the respondents agreed that the city should work with regional agencies to improve local and

regional public transportation serving Bellevue.

Transit is part and parcel of Bellevue's economic vitality. Businesses that choose to locate in the downtown do so in large part because they see the transit services there as a strong asset.

The Transit Master Plan will recognize and reflect all recently adopted land use and transportation plans, including those for the Bel-Red and Eastgate corridors.

As part of the public outreach an online questionnaire was developed. While not intended to be statistically valid, it did generate more than 4200 responses. Those who responded indicated that they use transit for commuting to and from work, to and from school, for shopping and other errands, for social purposes, and to travel to and from special events. Of the 1545 respondents who indicated they use transit to commute to and from work, 882 indicated they must stand while riding the bus because the buses are full. Additionally, 595 of the respondents in the same category noted that service speed and reliability improvements are needed.

The outreach effort included talking with corporate interests and members of the business community, all of whom overwhelmingly highlighted their support for transit services. The list of organizations and institutions around the city from whom feedback was sought includes Friends of Youth, the Bellevue School District, Hopelink AtWork!, Bellevue College and Senior Services. The outreach included non-native English speakers.

Mr. McDonald informed the Commissioners that on July 9 the Council approved the project principles drafted to guide the plan update. They also approved the major elements in the scope of work, and provided direction to involve the city's boards and commissions while designating the Transportation Commission to serve as the lead advising body.

Commissioner Bishop suggested it would have been appropriate for the Commission to weigh in on the project principles and make a recommendation to the Council. Commissioner Tanaka pointed out that traditionally the Council has reserved to itself the writing and approving of study principles. Mr. McDonald said it would be legitimate for the Commission to bring to the attention of the Council additional principles.

There are three elements to the Transit Master Plan: the service element, which addresses where and how the buses run; the capital element, which addresses roadway, signal system and rights-of-way improvements; and the policy element, which responds to regional transit policy changes and financial uncertainties. The policy element is the place where the city will be able to gain leverage with the regional transportation agencies regarding services outside of Bellevue's jurisdiction.

Mr. McDonald said the city's boards and commissions are encouraged to attend the Transit Master Plan Forum slated for September 18 from 6:00 p.m. to 8:00 p.m. at City Hall, with

dinner beginning at 5:30 p.m.

During the process, the city's boards and commissions will be invited to provide input to the Transportation Commission. The responsibility of forwarding a recommendation to the Council, however, will lie with the Transportation Commission.

Commissioner Glass asked why the plan is called a Transit Master Plan when all it looks at is bus service. Mr. McDonald said the city has more control over local and regional buses than over light rail and some of the more refined services, such as Dial A Ride.

Commissioner Lampe said things like vanpooling is very cost effective and suggested that to the extent it can be interplayed with the plan it would be relevant to include them.

Mr. McDonald said the Transit Master Plan will not be created in a vacuum. Certainly there is an awareness of other types of transit services beyond bus services, and there will be full integration going forward.

Commissioner Larrivee commented that where possible the city should take every opportunity to look beyond the traditional transit authorities in seeking solutions to the city's needs.

D. Downtown Transportation Plan Update

Modeling and Analysis Group Manager Judy Clark reminded the Commissioners that the model looks at trips that are attracted to the downtown, trips that are produced by the downtown, and trips that are internal within the downtown. The model also looks at trip purpose, including home-based work trips, home-based non-work trips, and non home-based trips. Modeshare for SOV, HOV and transit are also being modeled on the person-trip level.

Ms. Clark said the model for the base year of 2010 shows a 385,000 total motorized trips and 665,000 total daily person trips with at least one end in the downtown. The model shows trips originating outside then coming into the downtown totaling 250,000 in the base year and increasing to 424,000 in the horizon year, with most of those trips being from home for purposes other than work. The model shows that the number of trips produced in the downtown will double by the horizon year.

The BKR shared forecasting model looks at the average capacity per lane on each link. The demand is predicated on demographics. The model has traditionally been used to gain early information about street operations, though separate models are being phased in to look specifically at operations. The demand model shows the link level changes and indicates that congestion on the links is increasing, especially north and south on NE 8th Street, coming across from 112th Avenue NE to 108th Avenue NE, on NE 4th Street, and access in and out of Bellevue Square. The model makes it clear that building to get out of congestion is not possible.

Ms. Clark said a program called Synchro has been used to analyze demand. Another package is used internally for long-range planning. She shared with the Commissioners a slide from the 2000 Highway Capacity Manual used for operation and vehicle capacity analysis and noted that it is used especially to look at the combination of turning movements at controlled intersections, and showed a sample printout of what the model produces.

Ms. Clark explained that the traditional traffic demand model assumes that all trips between traffic analysis zones are motorized. Because the traffic analysis zones are so small in the downtown, internal trips have never been assumed. In the larger analysis zones in neighborhoods and suburban areas, assumptions are made about the number internal trips that are motorized and how many would be leaving the traffic analysis zone to get into the network. The staff believe, however, that there are internal trips in the downtown which are modeled in the auto category yet actually are made on foot.

Modeling and Analysis Group planner Sean Wellander said a number of steps were required to recategorize the number of trips internal to the downtown. A two-step process was used, beginning with identifying the potential trip makers that would not have a car available, including those who take transit or carpool to work in the downtown. The second step was to determine the number of trips of less than a mile for which the trip maker would be likely to walk. Of the 137,000 internal trips, 11,000 are made by transit, leaving 126,000 auto/person trips. Taking out the 39,000 trip makers that do not have access to a vehicle leaves about 87,000 trips, of which 37,000 can be converted to walk trips, leaving 50,000 auto trips of the original 126,000. Using the method, a little more than half of the internal auto trips can be converted to walk trips. By taking the walk trips out of the 2010 volumes, the largest trip reductions appear along Bellevue Way between NE 4th Street and NE 8th Street.

Ms. Clark shared with the Commission a slide indicating how the forecast for the downtown would be affected if the approach to identify and remove walk trips were to be adopted. By putting the information back through for validation relative to screenlines, at a certain level some underestimating has been observed. However, at a glance the screenlines do not appear so different that the new approach will shift the modeling out of validation either way.

Ms. Clark indicated her preference to stick with the link-level analysis for the demand model. She said there are now better models for doing operational analyses than there were in the past, including a package for dynamic traffic assignment.

Answering a question asked by Commissioner Bishop, Ms. Clark said ancillary projects that help out in the I-405 area will be added into the model, including the NE 6th Street extension, the southbound braids, the NE 2nd Street widening, and some other projects. If those projects yield improvements in the modeling, the case for moving ahead with them will be bolstered, even though they are not city of Bellevue projects necessarily.

Mr. McDonald said by the Commission's meeting on October 25 the modeling staff will have more information in hand regarding the baseline projections for 2030. The results of the walk trip analysis should be available by then as well.

Commissioner Glass asked how the model factors in pedestrians slowing down traffic. Ms. Clark said that is an operational issue. Crossing times at signalized intersections are accounted for in the modeling, and the VISSEM model can be coded with pedestrians to determine what the flows would be. Walk access to transit is already included in the BKR model.

Commissioner Bishop noted that the model is projecting six times as many transit trips in 2030 as there were in 2010. He said he would like to know more about what transit network has been input into the model that shows that level of transit use, and what the parameters are. Ms. Clark said information such as the number of transit hours and seats available are plugged in, as are increases in both supply and ridership. The model can also output volume/capacity for transit just as it does for intersections.

9. OLD BUSINESS

Answering a question asked by Chair Simas, Mr. Krawczyk said the city has a program to go out and look at site distances as affected by the overgrowth of shrubs. He said he would bring to the attention of the proper person the issue raised by Mr. Dean during petitions and communications.

Chair Simas also asked staff to provide at a future meeting an update regarding what is happening with the Bellevue Way/SR-520 interchange.

10. NEW BUSINESS – None

11. APPROVAL OF MINUTES

- A. May 24, 2012
- B. June 14, 2012
- C. July 12, 2012

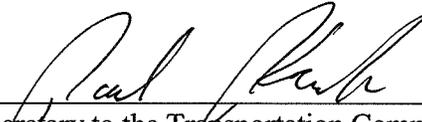
A motion to approve all three sets of minutes as submitted was made by Commissioner Lampe. The motion was seconded by Commissioner Tanaka and the motion carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

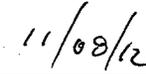
A meeting was scheduled for October 11 to discuss the CIP letter, with the agreement that if the issue is solved through direct communication the meeting would be canceled.

14. ADJOURNMENT

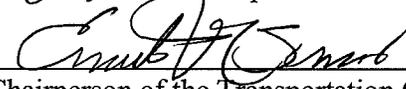
Chair Simas adjourned the meeting at 9:51 p.m.



Secretary to the Transportation Commission



Date



Chairperson of the Transportation Commission



Date

