

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 14, 2013
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioners Glass, Jokinen

STAFF PRESENT: Paul Krawczyk, Mike Mattar, Department of Transportation

OTHERS PRESENT: Bill Eager; Tim Payne, Nelson/Nygaard

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

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

3. STAFF REPORTS – None

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

5. REPORTS FROM COMMISSIONERS

Commissioner Lampe reported that he and Commissioner Larrivee attended the transit network design workshop on January 31. He said the workshop included a very useful hands-on exercise.

Chair Simas said he attended the February 12 Bellevue Chamber of Commerce transportation committee. While not the same as the workshop, much of the same information was presented. A survey was conducted and the answers given were very telling. He suggested that the Commission should be involved in such activities.

6. PETITIONS AND COMMUNICATIONS – None

7. APPROVAL OF AGENDA

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

8. DISCUSSION/ACTION ITEMS

A. NE 6th Street Subsurface Arterial Evaluation

Commissioner Bishop said the concept of a NE 6th Street subsurface arterial came to the attention of the Commission a couple of times during 2012. He said his research indicates the tunnel approach has the potential of providing some very significant access enhancements to the downtown. The focus being given to what the downtown will look like in 2030 that is currently underway provides the perfect opportunity to explore the tunnel concept.

Commissioner Bishop said of the ten Council-directed principles that are guiding the downtown transportation plan update, eight accommodate the tunnel concept. Four major elements of the transportation system could be enhanced by a subsurface arterial, beginning with transit access to the transit center and the Pedestrian Corridor. There are currently between 13,000 and 14,000 transit trips per day through the transit center, 3000 or 4000 of which are transfers, and that the transit center is operating at capacity. That means between 10,000 and 11,000 daily trips have an end in the downtown, but the projections are for that number to grow to 57,000 daily trips by 2030. If the projections are correct, a new transit center is going to be needed, and a second level under the current transit center might be just the place for it.

The pedestrian corridor connects to the transit center and serves the downtown core where there are currently highrise buildings and where there will be additional highrise buildings over time. That argues in favor of having the transit center where it is into the future.

Transit systems need bus layover areas, and transit providers prefer to have the layovers on-street in convenient locations. Subterranean space to accommodate layovers could be created as part of the tunnel and subsurface transit center option.

The second element of the transportation system that could be enhanced by a subsurface arterial is freight access to the planned highrise developments along the pedestrian corridor. All highrise structures need freight access, but the current approach ties up city streets. Any approach that would keep delivery trucks off the city streets would be positive for the downtown traffic.

The third element is access to the parking garages for planned highrises. Commissioner Bishop said the NE 6th Street interchange, which is HOV and transit only, is grossly underutilized; the \$50 million structure serves only 4000 cars per day. To the extent HOV and vanpools could have direct access to the garages that will be underneath the 25-story buildings that will one day line the pedestrian corridor, the interchange could provide direct access into the core of those garages and improve capacity in the downtown.

The fourth element of the transportation system that would benefit from having a subsurface arterial is surface street conflict reduction. A two-level subsurface arterial operating from 112th Avenue NE to Bellevue Way, with transit on the first level and trucks and HOVs on the second level, would take vehicles off of the surface streets. Trucks would simply access a loading dock, whereas carpools and vanpools would access the parking garages. Commissioner Bishop said the subsurface arterial would act similar to a parking garage, with low speed limits and no pedestrian conflicts.

The downtown transportation plan is only updated every ten years or so. Because the work is currently underway, the time is right to consider all alternatives. The models have all been updated and they serve as the perfect tools for looking at the benefits of a subsurface arterial option. No real development has occurred in the downtown for the past five years, and a new cycle is about to kick off, and the pedestrian corridor buildings are likely to come online during the cycle that is about to start.

Transportation engineer Bill Eager said the subsurface arterial notion has been around for some time. As currently envisioned, it would begin between 112th Avenue NE and 110th Avenue NE by Meydenbauer Center and proceed all the way to at least 105th Avenue NE and possibly all the way to Bellevue Way. It would provide access to existing and future garages. At the proposed portal location the roadway is wide enough to accommodate a two-lane entrance and two surface traffic lanes, one running in each direction. Several different cross sections have been considered, including a single level for cars only; a single level for cars and trucks; a double level with transit above and cars and trucks below; and a double level with a people mover on the upper level and cars and trucks below. The most productive scheme would be the double level providing for both transit and cars and trucks.

Dr. Eager said about a year ago an estimate of use was done using the then-existing BKR model data for 2030. The model data has since changed but likely would yield similar results. The estimate was based on a single level tunnel and did not include any transit trips; another modeling round is in the works that will include the other options. The model showed some 1430 vehicles per hour using the tunnel, which is not unlike an arterial street. In 2010 there were 11,200 transit person trips in downtown Bellevue, but the projection is for that number to grow to 62,000 in 2030. That much growth would probably restore the 11,200 back to the street with more buses. The East Link light rail line would accommodate about 10,800 person trips, most of which would be former bus riders. That leaves a transit gap of about 38,000 daily trips.

Using part of the tunnel as a transit facility would make sense. The existing transit center has ten bus bays. If the transit center growth by 2030 were to be proportional to the projected increase in riders, some 34 additional bus bays would be needed. The NE 6th Street alignment could provide somewhere between 26 and 30 new bus bays, accommodating 280 to 310 buses in the peak hour.

Dr. Eager reiterated that NE 6th Street is grossly underutilized, and a subsurface arterial would expand the mission of the roadway. A tunnel would serve not only HOVs coming off of the freeway but SOVs from 112th Avenue NE. The option would significantly add to the capacity of the transit center, and would remove some truck traffic from downtown surface streets.

Commissioner Bishop said the tunnel clearly would benefit the downtown transportation system and should be explored during the update evaluation phase. The staff have not been directed by the Council to study the option, and one step the Commission could take would be to ask the staff to think about how many work hours it would take them to vet the tunnel from the transportation benefit point of view, not including any cost estimating or design engineering, just adding the new element to the model and running it to see what happens. A request could then be made of the City Council to authorize inclusion of the evaluation in the update process.

Commissioner Lampe said the need to increase the capacity for transit in the downtown is clear given the future projections. He noted that in none of the presentations given the Commission to date have included a strong alternative for providing additional capacity, and that would be one reason for taking the step of figuring out how many staff resources it would require to research the tunnel option.

Chair Simas asked if consideration has been given to a portal on both ends of NE 6th Street. Dr. Eager said several options have been considered. He said a tunnel is assumed all the way to 105th Avenue NE and possibly to Bellevue Way, but with a portal only by the Meydenbauer Center. One option would be to bring the pedestrian corridor up and over 106th Avenue NE to connect to Bellevue Way. If authorized, a study could look further at all the options.

Commissioner Larrivee said it appeared to him that the subsurface arterial is fully dependent on having the portal area on NE 6th Street available. He asked if any other scenarios have been investigated. Dr. Eager said there are no other obvious scenarios.

Chair Simas noted that the earlier study highlighted the potential for running 1400 cars per hour through the subsurface arterial. He asked how that could be accomplished given no exit on the western end. Dr. Eager said the model generated that figure by including access to garages along the length of the corridor. All of those trips represent people headed for or from parking.

Commissioner Lampe observed from the cross section drawing showing utilities to be at a depth of about 12 feet and asked if in fact that is where they are. Dr. Eager said the architects consulted concluded that 12 feet was a reasonable figure. No real analysis of the existing utilities has been undertaken.

Mr. Krawczyk said staff and the Commission need direction from the Council to undertake individual projects. The downtown plan update, which is currently underway, involves the Commission serving as the citizen advisory committee. The tunnel idea was raised during the Council's annual retreat and the decision was made to consider it but not to pursue it.

Design Division Manager Mike Mattar commented that transportation staff have looked at the so-called transit gap of some 30,000 trips and have reached conclusions that are different from those highlighted by Dr. Eager. The Council has not directed the staff to investigate the tunnel concept.

Mr. Krawczyk said the process of working through the principles and measures of effectiveness relative to the downtown plan is aimed at coming up with a list of needs and how to address them. Such studies, however, invariably generate lists of other items to be considered at some future point.

Commissioner Larrivee asked if similar subsurface arterials are utilized anywhere else in the world. Commissioner Bishop said the closest would be Northgate Mall in Seattle which has a truck tunnel that goes from north to south under the core of the mall.

Commissioner Larrivee said for most projects he has a sense of what their costs will be, but allowed that he had absolutely no idea what the proposed tunnel would cost. He said even a ballpark figure would help him know if the idea should even be pursued. Dr. Eager said if looked at as a tunnel using European experience as a costing factor, the cost would be far different from looking at it as an underground parking structure. Absent far more information, it would not be at all possible to even estimate what the cost would be.

Commissioner Bishop commented that regardless of the cost, it would be a relatively minor exercise to evaluate the degree to which the subsurface arterial would benefit the downtown. It would take a much more detailed engineering effort to estimate what it might cost.

Commissioner Tanaka asked if there is a current and/or projected future problem relative to freight delivery using surface streets. Dr. Eager noted that most deliveries are made during non-peak times, though some deliveries are made regardless of the time of day. Most of the big buildings are well enough designed that they accommodate deliveries without creating a big traffic problem. The benefit of the tunnel is geared more toward future buildings. Commissioner Tanaka suggested that if deliveries were all to be made at night it would not matter at all whether they used surface streets or an underground option. Dr. Eager said he did not know what percentage of the overall deliveries are made during off-peak times.

Chair Simas said the bottom line for him is whether or not the subsurface arterial would improve the flow of traffic in and around the downtown core. He asked if even at the concept stage it could be inserted into the model to see how it performs to see if it yields a significant improvement in traffic. If it does, cost and design would be the next concern. He also asked if taking that action could be done without Council authorization.

Dr. Eager said that is exactly what his group did a year ago. The BKR model was used and the subsurface arterial was plugged in. The results indicated that a significant volume of traffic would be pulled from the surface streets. What needs to be done is modeling that shows a two-level tunnel that incorporates transit, and it will take some effort to build in the transit component.

Chair Simas said if the modeling could be done relatively easy he would ask staff to get it done. However, if it will require significant staff time to enter all the factors in the model, the Commission should first seek direction from the Council.

Mr. Mattar asked if staff had already looked into the tunnel option. Senior Planner Kevin McDonald said some work has been done in the past on it, but not in the context of the downtown transportation plan update work that is under way. The facility would, according to Dr. Eager, have the capacity of a new arterial in the downtown, and the analysis done to date predicated on the anticipated land use growth through 2030 indicates that new arterial expansion in the downtown is not needed, so consequently the option has not been considered as part of the update.

Chair Simas suggested that as part of the Commission's due diligence for the downtown transportation plan update it might be worthwhile to look at the option, even if the conclusion ultimately reached is that the project is not needed. That approach would result in having something on the shelf that could be pulled out at some future time. Mr. McDonald said that during the Factoria Area Transportation Study in 2004 and 2005 there was a rigorous public process that raised awareness of a lot of good ideas. Many of the ideas ended up as adopted projects in the Factoria subarea plan, but some of the projects ended up on a master list of projects that were considered but not proposed. They are not lost but are on the shelf until such time as another analysis triggers their revival. He suggested that the NE 6th Street subsurface arterial concept should also be placed on the shelf until a need emerges.

Commissioner Bishop allowed that while the initial modeling work has yielded no calls for new arterials in the downtown, it is also true that the transit data was not included in the modeling. Mr. McDonald said the modeling results shared with the Commission on December 14 included vehicle trips only, not transit. Commissioner Bishop said he could not conclude that everything is going to be okay given that the needs of the transit system have not yet been modeled. The picture is not complete.

Dr. Eager said the way the figures were averages contradicts the usual Highway Capacity Manual approach, which looks at the peak 15 minutes of the peak hour. The modeling work shared with the Commission in December averaged all of the five-minute periods for an entire hour. The intersection of NE 8th Street and 112th Avenue NE has always been given a grade of LOS F, but it had a much better grade under the Dynameq analysis, probably partly because transit was left out.

There was agreement to listen to the presentation regarding the downtown transportation plan update before reaching any conclusion as to whether or not the pursue modeling of the subsurface arterial concept.

B. Downtown Transportation Plan Update

Mr. McDonald introduced Tim Payne, transit consultant with Nelson/Nygaard. He noted that Mr. Payne has been focused primarily on transit and the capacity needed to provide the service that will be needed to meet the travel demand of the downtown in 2030.

Mr. McDonald noted that the four modules of downtown mobility are coverage, capacity, speed and reliability, and passenger access, comfort and information. He noted that the transit coverage module was discussed with the Commission on January 10, and said the last two would be discussed at future meetings. In determining coverage, a 600-foot crow-fly radius was employed; that radius did not consider actual walking distance or the quality of the walk, or intersection delay, through-block connections, midblock crossings, pedestrian bridges, or any environmental factors. The frequent transit service network was defined as routes served with 15-minute or better headways for at least 14 hours per day. All residents and employees in each traffic analysis zone (TAZ) touched by the 600-foot radius were considered to have been served by the transit service.

The Commissioners were shown maps indicating the 600-foot radius circles and how they overlap. Some gaps in coverage were indicated in the northwest part of the downtown as well as in the southwest and southeast quadrants, as well as the hospital district. Even so, about 86 percent of all downtown employees and residents were served by the frequent transit network in 2010. A map of the projected frequent transit network for 2030 was shared with the Commission; it also included the projected land uses. It was pointed out that the amount of coverage will increase from the 2010 base, and the amount of area not covered will decrease substantially; some 97 percent of all residents and employees will be served by the projected frequent transit network in 2030.

Answering a question asked by Commissioner Lampe, Mr. McDonald said the study does not propose a means for providing the transit services that will be needed to meet the 2030 demand. The study will simply identify the gap and leave to the policymakers to identify the necessary resources.

Commissioner Bishop said he went over the materials previously submitted to the Commission and determined that about 75 percent of all transit boardings happened at the transit center as of 2010; the other 25 percent are scattered around the downtown in small increments. He asked how those numbers will change by 2030. Mr. McDonald said he did not have an analysis specific enough to yield those numbers. The network will be more distributed but will still heavily rely on the transit center and major corridors.

Turning to transit capacity, Mr. McDonald said the work done to date has been driven by the analysis of the transit demand based on the BKR model, comments from the community, and direction given by the Commission. The community and the Commission alike have highlighted concerns regarding the capacity of the transit center. The specific concerns voiced have been in regard to the amount of space riders have while waiting to board a bus; the lack of weather shelter; transit vehicle circulation capacity; bus layover space; the number of transit trips on already congested arterials; and pedestrian crossings, particularly on the west end of the transit center.

East Link and Rapid Ride are both part of the assumed supply changes from the 2010 base year, along with an increment in bus service enhancements.

Mr. McDonald noted that the 1985 Draft Environmental Impact Statement for the downtown transportation plan indicated 1447 transit riders overall in the downtown area. That figure rose to 2400 in 2000, increased to 10,000 in 2010, stood at 17,700 in 2012, and is projected to be

57,000 in 2030.

Mr. McDonald said the BKR model assumes that any trip from one TAZ to another is a vehicle trip. Because the TAZs are so small, however, it is obvious that some of the trips are in fact walking trips. A distance methodology was developed to determine how many of the total trips can reasonably be expected to be walk trips. Applying the same methodology to transit trips, the projected 62,000 daily boardings and alightings projected for 2030 can be reduced to 57,000.

Mr. McDonald showed the Commissioners charts that broke down the home-based work trips by origin and destination and by trip purpose. A chart indicating non home-based trips was also shared with the Commissioners broken down by those same two categories. Mr. Payne focused just on the trips entering the downtown from non-downtown locations and said the total in 2030 will be 47,000 per day. Breaking that total down by time of day yields 14,000 people trying to leave the downtown area and some 3000 coming into the downtown during the evening peak.

Mr. Payne said the real issue relative to capacity will be in figuring out what it will take to accommodate the trips leaving the downtown. The frequent transit network will take on a significant role, not only in providing circulation within the downtown but also in delivering riders into the immediate neighborhoods and communities around the downtown. The mix of necessary transit services will include local buses, private services, I-405 service, peak hour express services, and of course East Link.

Commissioner Lampe commented that East Link will provide the core of services running between Seattle and Bellevue. The projected travel demands for downtown Bellevue, however, indicate a majority need for services running north and south. That feeds into the idea of utilizing I-405 to the maximum extent possible. Mr. Payne concurred. He said the huge increases in attraction into downtown Bellevue are to the north and to the south, and to a certain degree to the Issaquah and Lake Sammamish areas to the east. With the downtown as the bulls eye of the target, the frequent transit network seeks to capture the trips that are closest to the center, the I-405 service is capturing trips somewhat further out, the peak hour express service is more pointed toward park and ride lots, and East Link connects with Seattle and Overlake Village and Redmond. Collectively, those services can accommodate the 14,000 outbound transit trips in the evening peak.

Mr. McDonald shared with the Commissioners an overlay of the street grid to which the current bus trips had been added to the overall traffic volumes. He noted that buses made up about six percent of the total traffic volume on 108th Avenue NE between NE 4th Street and NE 6th Street. On NE 6th Street to the east of the transit center buses accounted for only 4.8 percent of the total traffic volume.

Mr. Payne said the exercise included adding the projected bus volumes onto the 2030 street network. He stressed, however, that not all of the transit trips were routed through the transit center and were focused instead on the north/south alignments, which is where people want to travel to and from. In an attempt to make the buses run more reliably, all of the buses were removed from the segment of NE 8th Street between 108th Avenue NE and I-405.

Mr. McDonald said the projections indicate that in 2030 the proportion of bus traffic relative to the overall traffic stays in the five to eight percent range.

Mr. Payne commented that in order to have transit continue to be both attractive and efficient, an exercise was undertaken in which two priority layers were created, one related to street segments and one related to intersections. The Priority I transit corridors were defined as those

that have more than one and a half buses per minute during the evening peak, and the Priority II transit corridors as those with 15 or more bus trips in the evening peak. The Priority I intersections were defined as those that occur on a Priority I transit corridor, and the Priority II intersections are those located on a Priority II transit corridor. He said by using 108th Avenue NE as a transit priority corridor, it is possible to avoid all LOS E and F intersections.

Commissioner Tanaka referred to the map on which intersections were color-coded by level of service and asked if the map indicated transit only or all traffic. Mr. Payne said because buses run with all the rest of the traffic, the map indicates all traffic. He said the green dots with a yellow halo represent intersections of concern for transit because of the potential for delay. More study is needed, however, before it can be said for certain if it is the main legs that have the delay or the cross street legs.

Mr. Payne said consideration has been given to layover spaces for transit buses. He said one approach that has been considered involved using a more distributed transit network that flows through the downtown instead of one that ends in the downtown. The option reduces somewhat the need for layover spaces. Also being suggested is extending the Rapid Ride B line west on NE 4th Street to Bellevue Square; the route would terminate there and would need layover space at that location, likely behind the mall. There is also a need to accommodate the significant number of peak hour express buses; much of the I-405 service that comes from the north is routed off the freeway, passes through the transit center, through the downtown to Bellevue Way and terminates at the South Bellevue park and ride, allowing for locating layover spaces where there is room to accommodate it. The extension of NE 6th Street to 120th Avenue NE may provide the opportunity to accommodate a few more bus layover spaces in a location with great access to the transit center.

The Commissioners were informed that currently there are a little more than 1000 daily bus trips coming into downtown Bellevue. In 2030 that number will grow to about 1750. The ridership increase between 2010 and 2012 was done with slightly fewer bus trips into the downtown, but the transit network was optimized and included Rapid Ride.

Commissioner Bishop asked if most the existing buses coming into the downtown are full. Mr. Payne said they are not; if they were, there could not have been a 35 percent increase in ridership between 2010 and 2012.

Mr. McDonald said the transit center was last remodeled and expanded in 2012. It includes ten bus bays, the center platform is 28 feet wide, there are two driving lanes on each side, and it is developed as part of the major pedestrian corridor running along NE 6th Street. There are accommodations for 23 bicycles on the north side of the transit center, and there is a rider service building that vending machines, restrooms, and information for transit riders.

Mr. Payne explained that the determination of how close to capacity the transit center is was predicated on a technique used in the Transit Capacity and Quality of Service Manual, which is produced by the same organization that produced the Highway Capacity Manual. The manual is commonly relied on in designing platforms and light rail systems. There are two kinds of level of service: access to and from transit, and waiting area. The level of service for both walking and waiting was calculated based on the 2010 peak hour boardings at the transit center, and the result was LOS A for waiting, and LOS A/B for walkways. When the expected 2030 transit volumes are entered into the formula, waiting falls to about LOS C and walking falls to about LOS D.

East Link will increase the need for people to go from station entrances to the transit center and over to 108th Avenue NE. Depending on where the light rail entrances are finally located, there may be a requirement for pedestrians to cross 110th Avenue NE. The issues of

circulation and queuing space will not be fully addressed until the station entrance locations are known. The net square footage on the transit platform is sufficient to take care of the projected 2030 volume, but it is not at all well organized.

Currently some 88 buses per hour serve the transit center platform during the evening peak. That number will increase to 125 buses per hour by 2030. While that is a sizeable increase, it is certainly a manageable increase. The issue of pedestrian circulation at either end of the island will, however, need to be addressed, particularly on the 108th Avenue NE side where currently when the pedestrian scramble ends there are still a lot of pedestrians in the intersection.

Chair Simas asked if there is a theoretical upper limit on how many buses can be run through the transit center. Mr. Payne said if there were no signal problems and if the driveways were wider, the existing curb space could easily handle 200 buses per hour. The issue that the driveways block the buses from getting out. Some simulations need to be run to determine exactly how far back the queues spill.

Answering a question asked by Commissioner Bishop regarding the capacity of the transit center, Mr. Payne said absent doing some work on the platform the center is facing some issues that will continue to exacerbate over time. There is far more capability within the existing space than the current layout will allow.

Commissioner Tanaka asked how difficult it would be to address the blockages from the driveways. Mr. Payne said there are a couple of things that could happen. One option would be to have the buses leaving the transit center could leave simultaneously in a double left-turn action. Another option would be to have buses exit the transit center both north and south on 108th Avenue NE. In both cases the geometry of the roadway would need to be carefully studied.

Mr. McDonald said additional information will be presented to the Commission at a future meeting on transit speed and reliability, including the components of the transit priority corridors and intersections. More information will also be shared relative to the transit center infrastructure, including possible reconfigurations and reassignments of the bus bays, and passenger amenities.

Mr. McDonald said the number of buses needed to serve the downtown employees and residents is projected to increase, but no method to achieve the higher level of service will be prescribed; that issue will be left to the policymakers.

Mr. McDonald shared with the Commission a time lapse video of the Bellevue transit center in operation.

A. NE 6th Street Subsurface Arterial Evaluation (continued)

Chair Simas suggested that if the Commission concludes the subsurface arterial concept should be given further study, the next step would be to send a request to the City Council direction staff accordingly. He said the evaluation would likely take the form of a traffic area study to determine what impact the subsurface arterial would have.

Chair Simas read to the city's definition of conflict of interest and appearance of fairness, which says that any member of the Commission who in his or her opinion has an interest in any matter before the Commission that would tend to prejudice his or her actions shall so publicly indicate and shall step down and refrain from voting, and in any manner of participation with respect to the matter in question, so as to avoid any possible conflict of

interest, or violate the appearance of fairness.

Commissioner Bishop said he did not believe he had any conflict of interest.

A motion to send a request to the City Council asking that the staff be directed to conduct a traffic area study involving the subsurface arterial concept was made by Commissioner Bishop. The motion was seconded by Commissioner Lampe.

Commissioner Lampe reiterated his understanding that East Link will serve as the primary carrier to and from Seattle. There clearly will be a need for additional capacity serving the north-south corridor, and the subsurface arterial would work well with that. An opportunity to study and possibly include the subsurface arterial should not be missed in light of the ongoing work to design the East Link corridor and stations. The growth in transit ridership over the past few years and the projected growth, especially given the possibility of tolling I-90 and installing hot lanes on I-405, will contribute to the demand for transit options. For those reasons, a facility that potentially could have a major impact bears looking at.

Commissioner Bishop said the travel demand exercise that will determine whether or not the subsurface arterial has any value would involve a relatively minor effort. If the opportunity is missed, it will be gone forever.

Commissioner Tanaka thanked Commissioner Bishop and Dr. Eager for their work in putting together the presentation. He allowed that the subsurface arterial in concept makes intuitive sense and could not help but improve traffic flows in the downtown. It is not, however, clear that such a facility is absolutely necessary to address the identified need, and other solutions may suffice. The Council did take the opportunity to consider the subsurface arterial option and chose not to move ahead with it, so to some degree they have already preempted it.

Commissioner Larrivee recognized that staff resources are limited and said he would prefer to prioritize them to address the more immediate modeling exercises that will maximize the existing resources in the downtown. The work underway regarding the downtown transportation plan update will in time help to identify whether or not additional options should be considered.

The motion failed 2-3, with Commissioners Bishop and Lampe voting yes, and Chair Simas and Commissioners Tanaka and Larrivee voting no.

9. OLD BUSINESS

Commissioner Bishop asked for an update on the series of modeling questions he had been directed by the Chair to submit to the staff in writing. Mr. Krawczyk provided a handout with answers to the questions and suggested they could be discussed at the next meeting.

10. NEW BUSINESS - None

11. PETITIONS AND COMMUNICATIONS - None

12. APPROVAL OF MINUTES

- A. December 13, 2012
- B. January 10, 2013

A motion to approve both sets of minutes as submitted was made by Commissioner Lampe. The motion was seconded by Commissioner Larrivee and it carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed its calendar and upcoming agenda items.

14. ADJOURNMENT

Chair Simas adjourned the meeting at 9:03 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date