

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 10, 2008
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Vice Chair Northey, Commissioners Glass, Kiel, Tanaka,
Van Valkenburgh

COMMISSIONERS ABSENT: Commissioners Larrivee, Wendle

STAFF PRESENT: Dave Berg, Kevin O'Neill, Kevin McDonald, Franz
Loewenherz, Kristi Oosterveen, Department of
Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:35 p.m. by Vice Chair Northey who presided.

2. ROLL CALL

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

Commissioner Northey introduced new Commissioner Pam Kiel. Commissioner Kiel said she has lived in the Lake Hills community since 2001 and helped start the neighborhood association.

Commissioner Northey noted that Francois Larrivee has been appointed to the Commission as well. She said he has been serving on the city's Environmental Services Commission as well as the Light Rail Best Practices committee.

3. STAFF REPORTS – None

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

Parks and Community Services Board Vice-Chair Jane Bennett said one of the agenda items for the April 8 park board meeting was endorsement of the Bel-Red parks, open space, trails and streams plan and project list. The group gave the plan a final review and agreed that the anticipated park block concept along the NE 15th Street/NE 16th Street corridor has been notably reduced in scope, possibly even eliminated. She said the park board was dismayed by that. The park block concept was envisioned as one of the area's valued features for ped-bike transportation recreation. The park block would be the right-of-way along the NE 15th Street/NE 16th Street corridor and was expected to be 100 to 200 feet wide. The park board

voted to defer taking action on the plan and project list pending additional clarification on the park block concept. She enlisted the Commission in clarifying the issue and in voicing support for the concept.

5. REPORTS FROM COMMISSIONERS

Commissioner Glass said he attended the April 8 parks board meeting, but not representing the Commission. He said he was frustrated by the watering down of the parks block concept, which was a key concept of the preferred alternative.

6. PETITIONS AND COMMUNICATIONS

Mr. Bruce Nurse with Kemper Development Company, 575 Bellevue Square, said the company is a property owner and developer in downtown Bellevue and has followed the Bel-Red study very closely from its inception. He said the company had two primary interests in the study, including the development of a plan for the corridor that would complement and not compete with the central business district. The second concern had to do with making sure the corridor has enough improvements to its arterials so as to sufficiently avoid severe traffic congestion that would prevent travel through the area. The latter point needs further quantitative consideration by the Transportation Commission and the staff before the final project list is adopted. Redmond has chosen an aggressive development program for the Overlake area, and Bellevue has chosen for the Bel-Red corridor close to the most aggressive development alternative. The tools for analyzing the area to determine whether or not arterial capacity is planned, the Commission should be utilized before making a final decision on the proposed arterial project list. It is not currently known whether or not the planned arterial improvements in 2013 or 2030 will produce an average volume/capacity ratio greater or less than the CBD for the same years. That is a critical measuring point in all of the concurrency work. It should be known how many intersections may function at LOS E or F and therefore require consideration for additional improvements. More scrutiny should be given to the final arterial project list before a decision is made to adopt it. The proposal to set the areawide standard for the Bel-Red corridor at 0.95 is the same that is applied to the central business district, yet Bel-Red is not being developed to be of the same intensity or congestion level. It would seem reasonable that the standard for Bel-Red should be 0.85 or 0.90. The plan for Bel-Red is not to become such a concentration that people will not be able to drive through it easily.

Mr. Todd Woosley, 120.0.1 NE 12th Street, agreed with the previous speaker. He said those who own properties and businesses in the corridor are very concerned about the level of service that is being proposed. He said it is his understanding that there is only one intersection in the entire city that is above LOS 0.95 currently, and that is 112th Avenue NE and NE 8th Street. In the downtown area the average is closer to 0.80. He asked the Commission to consider a maximum LOS of 0.85 or 0.90. The plan being developed for the corridor is focused on the long term, and the time should be taken to get it right. He thanked the staff for recognizing the suggestion that the NE 10th Street extension would be too costly and too difficult to achieve. The city should take another look at extending NE 16th Street from 116th Avenue NE across. The current proposal is to disconnect one of the main east/west arterials, which is where Bel-Red Road turns into NE 12th Street until the NE 15th Street/NE 16th Street gets built. NE 12th Street should be kept connected and extending NE 15th Street/NE 16th Street from 120th Avenue NE to 130th Avenue NE should be added. In addition, one of the proposals is to narrow down some of 130th Avenue NE to only two lanes. The

Cadman facility is planning to remain where it is for a long time, and having increased traffic in conjunction with a major industrial justifies more capacity.

Mr. David Markley with Transportation Solutions, Incorporated, 8250 165th Avenue NE, Redmond, said his consulting firm is assisting Wright Runstad with the project being called the Spring District. He said Wright Runstad is pleased to be a part of the redevelopment of the Bel-Red corridor. Transportation will be a critical element to success. He voiced support for the recommendation of staff to change the level of service from 0.90 to 0.95. There will be increased traffic as a result of increased development, but the increase will not push the overall capacity of the area to the point of creating undue congestion for any other area of the city. The change in level of service will encourage the kind of densities that will in turn allow the kinds of alternative mode uses that will in fact make it possible to use alternative options for transportation; in the longer term that will help reduce greenhouse gas emissions and the carbon footprint. The plan as it is now envisioned, with the change in level of service, is consistent with the vision of the overall subarea to connect the downtown and Overlake. With the increased density there needs to be an corresponding change in level of service. The change will give the new development envisioned in the plan the certainty to move forward reasonably in participating in supporting the cost of improvements, reducing the burden on the city.

Mr. Dennis Neuzil, 2307 94th Avenue NE, Clyde Hill, said he took up bike riding quite late in life and now rides about 5000 miles per year touring and commuting. He emphasized that the needs in the 140th Avenue NE corridor have been evident for some time, particularly from NE 24th Street north where the 1993 plan proposed bike lanes. The previous rendition of the plan somewhat backs away from that position and incorporates an oddball trail combination. The trail will not be a good idea. Only a few feet of widening and restriping will be necessary to put bike lanes on both sides of the roadway. A small narrow trail would collect trash and conflict with joggers and little kids riding their bikes. The Commission was urged not to give up on 140th Avenue NE. The plan is intended to serve both as a long-range vision and a short-range marching order. There are difficult conditions to be faced and there never is enough money, but conditions change over time and opportunities to arise.

Mr. Norm Hansen, 3851 136th Avenue NE, asked the Commission to support the redefinition of projects in the Bridle Trails area as outlined in the October 3 memo from staff. He said there is overwhelming support within the community not to widen 140th Avenue NE in any part of the community. The residents know the area quite well and do not want the road widened. The multipurpose path the city put in works very well. Only about one bike per hour uses the facility. The Commission was also asked to support the redefinition of the width of the walkway on 140th Avenue NE from NE 40th Street to NE 60th Street to mirror the six-footpath on the opposite side of the road. Limiting the width will preserve trees. With regard to the Bel-Red corridor project, he said he served on the steering committee and voiced concern about the impact on surrounding communities that would result from changing the level of service standard. Congestion in the area is already bad and local residents do not want to spend more time waiting for red lights. At the very least some modeling should be done before seeking a lower level of service.

7. APPROVAL OF AGENDA

Motion to approve the agenda was made by Commissioner Glass. Second was by Commissioner Tanaka and the motion carried unanimously.

8. STUDY SESSION

A. Bel-Red Corridor Final Recommendation on Project List

Senior Planner Kevin McDonald noted that the Commission previously reviewed all of the arterial projects for the Bel-Red corridor, all of which were developed in concert with the land use plan envisioned by the steering committee and analyzed in the FEIS. The Commission has also reviewed the proposal to modify the boundaries of MMA 4 and changing the level of service standard for MMA 4.

Mr. McDonald said the NE 15th Street/NE 16th Street is currently envisioned as having a four-five-lane cross section with light rail transit in the middle, along with a frontage road with parking on the north side. The capacity of the roadway as modeled is about 20,000 to 30,000 vehicles per day, with the most traffic toward the western edge and tapering down toward the east. The vision incorporates major green components, including open space, pedestrian and bicycle connectivity, and stormwater management techniques in line with low-impact development strategies. The design is compatible with the urban intensity development nodes near the light rail stations, and changes in character where the density is less between the nodes. The right-of-way needed is 197 feet at station locations.

Mr. McDonald shared with the Commission the vision for the park block component using visual developed by the consultant firm Crandall Arambula for the steering committee. He explained that originally the roadway components included two lanes of traffic in each direction, light rail, on-street parking, the frontage road with associated on-street parking, and a major east/west pedestrian corridor. The distinguishing feature was a very large open green space in the middle. The cross section was over 230 feet wide.

The open space and amenities have morphed from the park block concept to a more opportunistic approach. There is a strong connection of green along the NE 15th Street/NE 16th Street corridor, including open space, environmental amenities and park-type amenities at key locations. The current design also includes urban plazas and open spaces. A green park-like environment may not be compatible with an intense urban land use environment in the vicinity of the stations. Furthermore, a corridor that is uniform in width throughout its length may not relate as well to all adjacent land uses. The design continues to incorporate natural drainage practices where appropriate.

Mr. McDonald shared with the Commissioners photo examples of roadways with similar cross sections, none of which had all the components envisioned for NE 15th Street/NE 16th Street.

The Commissioners were then shown new drawings of the NE 15th Street/NE 16th Street corridor done by Crandall Arambula. The drawings showed the various types of urban open space envisioned for the corridor.

Answering a question asked by Commissioner Van Valkenburgh, Mr. McDonald said for the core areas by the light rail stations the steering committee recommended an FAR of about 2.5 and heights of up to 150 feet. He noted that the 112 @ 12th building has an FAR of about 2.8 and is roughly comparable.

Commissioner Kiel asked how the city can ensure the green areas will get built as

redevelopment of the area occurs. Mr. McDonald said one way to assure green space would be to incorporate it into the roadway design, which has been done. Another way would be for the city to acquire the land and serve as the developer of the open space. A third way is through developer incentives. He said there will be green spaces where the NE 15th Street/NE 16th Street crosses streams and in the vicinity of the light rail stations. Other locations will be considered as opportunities arise.

Commissioner Tanaka noted that the roadway will be quite wide and asked how pedestrian crossings will be accommodated. Mr. McDonald said the widest building-to-building cross section, 197 feet, will be near the light rail stations. At those points pedestrians stepping off the curb will cross an eight-foot parking strip, a low-speed frontage road, the 28-foot-wide cycle track, then 22 feet of roadway before stepping onto the station platform. The pedestrian will then have two lanes of traffic and additional on-street parking before coming to the curb on the other side of the road.

Commissioner Glass pointed out that the original concept, which included the park blocks, had a cross section of only 228 feet. Mr. McDonald said that figure underestimated what would really be needed. Commissioner Glass suggested the concept had been changed from its original scope to where it would now require nearly 300 feet.

Commissioner Northey asked why the access road and a second sidewalk is needed. Mr. McDonald said the idea is tied to the nature of the land use around the station locations. From an urban form standpoint, the higher development intensity with a lot of pedestrian activity and lower level retail uses calls for a buffer between the pedestrians and the thoroughfare that will accommodate 20,000 to 30,000 cars per day. The access road provides access to the local businesses, and the parking strip helps to provide a buffer. The frontage road will provide for local access only, and the parking will be short term.

Mr. O'Neill added that in urban environments that do not have on-street parking there is no place for customers to park and no place for the businesses to load or unload. The frontage road will provide those functions. He said the park block concept was part of the vision handed down by the steering committee. When presented to the committee, it was made clear that the notion would provide one way of accomplishing all of the functions, but not necessarily the only way. In the work that has been done since June 2007 additional questions have been asked. One of those questions has to do with the separation between the buildings and the transit station, which is much greater where the park block concept is incorporated. Another question asked was focused on the programming of the space and what can be done in a 100-foot wide green strip between the trafficways. Parks concluded that the space would not be large enough to be able to program a lot of different types of activities. Crandall Arambula was not able to identify a street anywhere in the world that attempted to accommodate as many elements as the steering committee envisioned. The updated cross section does not sacrifice any of the fundamental principles of the steering committee; it will still serve as a connected green spine, though not a uniform one of 100 feet width.

Mr. O'Neill said the Parks and Community Services Board request seeks to understand the new concept and what the parks component will be. The green component of the overall design includes a strong non-motorized element, a strong green element with street trees, opportunities for hardscape gathering places in the more intense land use nodes, and opportunities for much bigger green spaces in areas outside the nodes.

Mr. McDonald said staff was seeking from the Commission a recommendation regarding the fundamental design concept of NE 15th Street/NE 16th Street. The ultimate design of the roadway could be done in a number of different ways, but the primary issue is how should the roadway function and how many lanes should it have.

Commissioner Glass said the steering committee had full buy-off on the park block concept and suggested that the revised concept represents a sizeable departure from the original vision.

Commissioner Tanaka agreed but pointed out that the wider cross section will make it necessary for the city to acquire additional property for right-of-way, thus pushing the overall cost up substantially. Mr. O'Neill said the two- to five-percent conceptual design work that has been done on the corridor indicates that right-of-way acquisition will represent more than 50 percent of the total cost. The wider the cross section, the more it will cost and the greater will be the impacts to properties.

Commissioner Glass said cost is a reasonable concern that should not be discounted, but should not be determining factor in establishing the vision.

Mr. O'Neill said the fundamental question is what individual components should be included in the transportation project as part of the subarea plan. In addition to the number of travel lanes, a strong non-motorized element, a light rail transit element, and sidewalks and the like, the Commission could add a park open space/green space component beyond what the updated drawings envision.

Turning to the NE 10th Street project, Mr. McDonald noted that it was part of the EIS as a four-lane roadway connecting 116th Avenue NE and 124th Avenue NE. He said the analysis shows that including the extension will not make much of a difference in terms of overall mobility. He said the recommendation of the staff is not to include the project in the subarea plan.

Mr. McDonald said the work done regarding the NE 11th Street concept, referred to as the hospital connection, indicates it could be a very important segment but will not be needed right away. Staff believes it should be included in the subarea plan for purposes of additional mobility analysis in the out years of the plan.

Motion to approve the Table 1 project list as recommended by staff was made by Commissioner Tanaka. Second was by Commissioner Glass.

Motion to amend the motion to modify the NE 15th Street/NE 16th Street project to include the park block concept that was part of the preferred alternative of the Bel-Red steering committee was made by Commissioner Glass.

Commissioner Tanaka pointed out that approving that recommendation would in essence task staff with going in that direction. The fact is the Commission does not have enough information to know just what the financial and other impacts of that approach would be.

Commissioner Glass commented that the roadway configuration would not change much.

The motion to amend the motion failed for lack of a second.

Commissioner Tanaka said he would support having staff come back to the Commission with

information verifying the feasibility of including the park block concept, both in terms of size and cost. Commissioner Northey suggested approving the project list, not including NE 15th Street/NE 16th Street, pending further discussion by the park board and additional information from staff.

Mr. O'Neill said the schedule calls for releasing an updated draft subarea plan, including all policies and projects, by the first part of May in time for a public hearing toward the end of May. That approach would put the entire package in the hands of the Council before the August break. He allowed that the questions surrounding the NE 15th Street/NE 16th Street project are significant; the issues relate in one way or another to every board and commission working on Bel-Red. Additional work can be done, though a new design with a park block component likely cannot be turned around in two weeks.

Commissioner Kiel said she would want to be guaranteed that there will be green space included as part of the roadway design.

Motion to amend the motion to refrain from acting on the NE 15th Street/NE 16th Street project pending additional information from the Parks and Community Services Board and staff was made by Commissioner Tanaka. The motion to amend failed for lack of a second.

Motion to amend the motion to withhold the NE 15th Street/NE 16th Street project from the list pending additional information from the Parks and Community Services Board and staff was made by Commissioner Northey. Second was by Commissioner Glass and the motion to amend carried unanimously.

Commissioner Van Valkenburgh said it would be very helpful to know what the greenspace/park acres-per-resident ratio would be if the full buildout were achieved.

Answering a question asked by Commissioner Glass, Mr. McDonald said the proposal for 130th Avenue NE north of NE 15th Street/NE 16th Street includes a pedestrian-oriented retail street with two lanes of travel, one in each direction, and on-street parking on both sides.

Commissioner Van Valkenburgh asked for more information regarding the NE 11th Street project in terms of cost and benefit. She noted that while it would provide a direct connection to the hospital, it would be expensive to build. Mr. O'Neill said in one sense the project is the one on the list with the least information because it came along subsequent to the Bel-Red EIS. Part of the reason staff thought about extending NE 10th Street in the first place was to relieve the east/west congestion on NE 8th Street between Bel-Red and downtown, and also congestion on 116th Avenue NE. Taking the NE 10th Street extension off the list does not resolve the congestion issues. The idea behind the NE 11th Street project is to have an additional east/west relief valve from 116th Avenue NE over to NE 12th Street and continuing on to either Bel-Red Road or the new NE 15th Street/NE 16th Street. The modeling done by CH2MHill shows that the project helps to relieve congestion in 2030 at the intersection of 116th Avenue NE and NE 12th Street. More work is needed to determine what the ultimate cross section should be; the project is certainly not ready to be moved into the CIP or even the TFP, but it has enough merit to be included in the subarea plan.

Commissioner Northey asked if the most aggressive land use patterns have been addressed in the modeling forecast. Mr. O'Neill said additional modeling has been under way for the past several weeks. All of the modeling that has been done has the recommended Bel-Red land use

numbers and the new Overlake Neighborhood land use numbers. The Bel-Red EIS included additional development in Overlake and Bel-Red, but not to the extent that the city of Redmond has identified. All of the modeling done subsequently has assumed both. The level of service question is related to that issue and will have the most impact at the intersections.

Commissioner Northey asked what the impact on the Bel-Red arterials will be if the new SR-520/124th Avenue NE interchange does not go forward. Mr. O'Neill said the modeling has not looked at the sensitivity of toggling that project on and off. The ramp is intended to provide access to and from the east, so if it is not there, there will be more congestion on the associated arterials.

The main motion as amended carried unanimously.

Turning to the issue of MMA-4, Mr. McDonald said the reason behind the proposal to change the boundary is because of the dramatic changes proposed for the subarea and the plans for significant transit improvements. The change is also tied to the issue of impact fees. The recommendation of staff is to change the boundaries of MMA-4 to match the boundaries of the Bel-Red subarea. That would create an MMA that is entirely within the city of Redmond, and would create a new MMA-4 encompassing only the Wilburton area.

The analysis done on the new MMA configuration showed that new MMA-12, the old MMA-4, has an existing level of service of B. The current standard is 0.9, and the projection shows that by 2013 the level of service will be 0.66. The new MMA-4, Wilburton, has not been isolated for a level of service analysis. Currently the standard is 0.9 and the projected LOS for 2013 is 0.74.

Commissioner Van Valkenburgh asked if there will be a maximum number of parking spaces allowed within the Bel-Red subarea. Mr. O'Neill said there are no such limits currently. The policies being developed by the Planning Commission do move in that direction, however, particularly in the station areas.

Commissioner Glass asked what the ramifications might be from dropping off the Redmond portion of the old MMA-12. Mr. McDonald said the change will eliminate the cross-border MMA for which both jurisdictions have responsibility, and puts the responsibility on the appropriate jurisdictions. Currently, MMA-12 has a level of service standard of 0.95, and that would not change. The experience for the average driver crossing between MMA-4 and MMA-12 would not be any different.

Motion to modify the boundaries as proposed by staff was made by Commissioner Glass. Second was by Commissioner Van Valkenburgh and the motion carried unanimously.

Mr. McDonald said the staff proposal is to change the level of service for the new MMA-12 from 0.9 to 0.95. Level of service is a long-range mobility indicator and tells the transportation planners what intersections will have to look like in out years to accommodate the projected traffic flows. The proposal is consistent with the recommendation of the Bel-Red steering committee which called for a higher intensity land use pattern, which is conducive to higher levels of congestion. Decreasing the standard as proposed will contribute to environmental sustainability goals because in the future fewer lanes at intersections will need to be constructed; fewer lanes will also make for a better pedestrian environment. There is policy guidance in the existing comprehensive plan for changing levels of service where there are

alternative travel options and where it reflects the land use goals in the area proposed for change. The Comprehensive Plan is also clear that where an interest in keeping street widths at a minimum outweighs free-flowing traffic, a change in the level of service can be considered.

Mr. McDonald said the proposed change in the level of service for the new MMA-12 would require an amendment to the Transportation Element and policy revisions.

Commissioner Van Valkenburgh allowed that establishing parking requirements belongs to the Planning Commission. She commented, however, that particularly in areas where there will be a variety of travel options, including light rail and bus rapid transit, there is no need for unlimited parking. She asked if the recommendation to revise the level of service for the new MMA-12 can be contingent on, or at least go forward with, a recommendation to the Planning Commission to seriously consider setting parking maximums. Mr. McDonald said it would be appropriate to forward that position to the Planning Commission along with the recommendation regarding the level of service for the area.

Commissioner Tanaka noted that a couple of speakers earlier in the meeting commented on the impacts on businesses and adjacent residential neighborhoods associated with the proposed change in the level of service. Mr. McDonald said level of service is measured during the PM peak time. The fact is that in some areas noontime travel has greater traffic congestion than the evening commute trip period. Typical access to businesses for retail activity and other commerce is not impacted by the evening peak time but the rest of the day. Staff believes that the travel options outlined in the plan will offer plenty of mobility within the subarea, even reasonable access during peak hours. The modeling shows that there is plenty of capacity in the overall system, though some individual intersections might see higher levels of congestion, but the system as a whole will function well below the maximum level of service standard.

Motion to recommend changing the level of service standard for the new MMA-12 from 0.90 to 0.95, and to amend policy S-BR-H20.3 to add “and consider establishing maximum parking requirements within MMA-12” was made by Commissioner Tanaka. Second was by Commissioner Kiel.

Commissioner Glass asked if changing the level of service for Bel-Red will have any ramifications in developing a new BROTS agreement with Redmond. Mr. O’Neill said the BROTS discussions will focus on intersections that are on the border of the two jurisdictions as potential BROTS projects. The level of service standard may ultimately influence what the intersection configurations should be, but likely will not affect any cost sharing strategies.

Commissioner Glass suggested that property owners and developers are best equipped to determine the level of parking they need.

The motion carried 4-1, with Commissioner Glass casting the only no vote.

Mr. McDonald noted that an open house for the general public is scheduled for May 15; a joint commissions meeting is also planned for that date. The public hearing will follow on May 28.

B. 2008 Pedestrian and Bicycle Transportation Plan Update:
– Project List Wrap-up

Senior transportation planner Franz Loewenherz said the district-by-district project list was reviewed by the Commission on April 3 and the general consensus was that the overall framework needs only minor modifications, all of which have been duly noted and will be included in the project list.

Mr. Loewenherz said there were a number of questions posed for staff follow-up, beginning with whether or not trails that are not on city-owned property be included on the network map. He explained that many of the projects date back to the 1970s and 1980s and were carried forward in the 1993 and 1999 ped-bike plan updates. When the draft plan was released in September 2007, all of those recommendations were again carried forward. The public input has not been generally in favor of retaining the projects, though many who use the trails want to see them preserved.

The recommendation of staff is to retain the connections on the network map and remove them from the project list. By having projects shown on the network map, existing trails will be acknowledged to exist, but unless trails are also included on the project list, the city will not move to construct, improve or maintain them.

Another option would be to not identify on the network map connections that are proposed for elimination from the project list.

Commissioner Northey suggested as a third option not having a network map at all. Mr. Loewenherz said the network map dates back to the 1993 ped-bike plan and is a part of the Comprehensive Plan.

Commissioner Tanaka said his understanding of the network map is that it is a planning level document which indicates the presence of potential future user acquisition of certain areas which might be integrated. Mr. Loewenherz said the connections that are in place are preserved via the plat documents that identify the easement connections. The network map is used purely to help inform how connectivity currently exists throughout the community and establishes a vision of what the final network will look like when the gaps are filled in.

Commissioner Van Valkenburgh suggested that there are three tiers to trail types: those the city has built, those the city intends to build over time, and those that exist but which were not constructed by the city. The public is most concerned about including on the network map the third kind given that they are not recognized by all members of the community as official trails.

Mr. Loewenherz noted that the bulk of the public concerns voiced have come from the Bridle Trails community. He allowed that there is no one voice for the Bridle Trails community. The proposal of staff is intended to be a compromise solution addressing both those with private property interests and those who want to make sure existing trails are preserved over time.

Motion to identify the Bridle Trails connection on the network map was made by Commissioner Glass. Second was by Commissioner Van Valkenburgh.

Commissioner Van Valkenburgh asked if it would be possible to annotate on the map which trail sections do not have clear public ownership or access.

Commissioner Glass suggested that those property owners who are concerned about a trail that

crosses their private property should bring their title documents to the city to prove private ownership of the land, thus effecting the removal of the trail from the network map. Mr. Loewenherz said that would be possible.

Commissioner Northey said she would not support the city putting the onus on the property owners. Mr. Loewenherz said it would cost the city several hundred thousand dollars to do the title searches that would be necessary to determine if there are easements in place. Commissioner Northey said for that reason she would not support the motion.

Commissioner Tanaka voiced his support for the motion. He noted that there are all levels of planning, and the one tied to the network plan has no legal effect; having a trail on the network plan will in no way encumber or devalue a property.

Motion to amend the motion to differentiate on the network map the projects known to have legal public access from those for which the issue of legal public access is in question was made by Commissioner Van Valkenburgh. Second was by Commissioner Northey.

Commissioner Glass suggested the proposal makes a bigger deal out of it all than it really is.

Commissioner Kiel said she used the trails all the time. It is nice to have them and it is nice to have people maintaining certain portions of the trails. She agreed, however, that the connections on the map should be delineated as outlined by Commissioner Van Valkenburgh.

The motion to amend carried 4-1, with Commissioner Glass voting no.

The main motion as amended carried 4-1, with Commissioner Glass voting no.

Mr. Loewenherz noted that at the April 3 discussion there was concern about “this particular trail connection” and staff was asked to provide the public comments received regarding it. He provided those comments along with photos of the connection. He said the connection appears to be serving the needs of the community and did not know if it needs improvement. There were a number of comments submitted about making the trail available and accessible.

Commissioner Van Valkenburgh asked if the Glen Grove connection is a private or public road. Mr. Loewenherz said he does not know for sure. He said he has been engaged in trying to secure an easement to facilitate the connection highlighted by Mr. Neuzil at the April 3 Commission meeting; he said he met with Mr. Ludwig who was receptive to allowing an easement across his private property.

Mr. Loewenherz said because the connection is serving the community well, he would support taking it off the project list and keeping it on the network map.

Motion to remove the connection from the project list but keep it on the network map was made by Commissioner Tanaka. Second was by Commissioner Glass and the motion carried unanimously.

Mr. Loewenherz said on April 3 the Commission discussed the issue of having sidewalks on both sides of roadways almost universally. He stressed that the ped-bike plan is a planning level document and as such it is appropriate to show sidewalks on both sides of streets except where studies have already been done or where there is strong neighborhood opposition. A

great deal of community process will be undertaken before any of the connections become actual projects.

Commissioner Northey said one approach would be to set as a policy constructing sidewalks on only one side of the street for residential and collector streets, and to construct sidewalks on both sides of the streets for major and minor arterials.

Mr. Loewenherz said another approach would be to establish a policy calling for the implementation of sidewalks on one side of streets in the first instance, coming back to do the other side as need and finances dictate.

Mr. O'Neill said the Urban Design Element of the Comprehensive Plan includes a policy that talks about having sidewalks on both sides of arterials. Mr. Berg added that there are a number of arterials in the city that do not have sidewalks on both sides for a variety of reasons, including neighborhood concerns, cost and other factors.

Mr. Loewenherz stated that cost is not a factor utilized in prioritizing the project list. However, when it comes to implementation, cost is certainly a factor. The Commission could direct staff as a first order of business to implement sidewalks on only one side of streets.

Ms. Oosterveen added that when projects are brought to the Commission for prioritization they almost always include sidewalks on both sides. However, the Commission has in the past trimmed projects down to include sidewalks on only one side of streets rather than eliminate the project altogether. The ultimate vision should be for sidewalks on both sides, but at the implementation stage the critical decisions can be made based on a variety of factors.

Commissioner Northey suggested addressing the issue in the prioritization criteria.

Mr. Loewenherz presented the Commission with a map of school district routes as requested by Commissioner Tanaka at the April 3 Commission meeting. He noted that he was not able to obtain all of the necessary information, suggesting that the matter probably should be addressed as part of the prioritization discussion. He pointed out that the proposed prioritization framework includes proximity to schools and households with individuals less than 18 years old as factors.

Turning to the issue of 140th Avenue NE between NE 60th Street and NE 8th Street, Mr. Loewenherz said the 1999 plan identifies the section for bike lanes on both sides, with the exception of the NE 24th Street to Bel-Red Road connection. The areas north of NE 60th Street and south of SE 8th Street have bike lanes.

From NE 60th Street to NE 40th Street the right-of-way is about 60 feet wide; the roadway is about 26 feet wide. In the Redmond area the cross section has six-foot sidewalks, a four-foot planter and a five-foot bike lane on both sides. On the Bellevue side of the line at NE 60th Street there is a green space on the east side adjacent to the golf course. Further south there is little more than a goat path. Closer to NE 40th Street there is a gravel path. On the west side the city recently put in place a pervious asphalt path.

The current recommendation, based on community input, is to add a six- to ten-foot off-street pathway on the east side of 140th Avenue NE from NE 60th Street to NE 40th Street, which is generally consistent with the existing pathway on the west side.

Commissioner Glass said his inclination was to treat the segment from NE 60th Street to NE 24th Street the same as the segment from NE 24th Street south. He said while there is no specific need for sidewalks, the roadway should have some form of bike lane.

Commissioner Van Valkenburgh said if there is a bus route on the corridor there should be more than just a pathway; access to transit should be available for all populations.

Commissioner Tanaka asked what typology is envisioned by the staff recommendation. Mr. Loewenherz said it is a narrower profile than what is conventionally thought of as an off-street path, which is in response to the community input. Some in the community, however, would like to see the pathway be even narrower.

Commissioner Northey asked what it would take to get bicycle counts. Mr. Loewenherz said staff would have to position someone there to count bicycle users. Commissioner Glass suggested that a bicycle count would be meaningless given that there currently is no facility for bicycles in place there.

Mr. Loewenherz informed the Commissioners that between NE 40th Street and NE 24th Street the right-of-way ranges between 58 feet and 72 feet, and the roadway width ranges from 26 feet to 50 feet. On the west side there is a grassy patch that is used by pedestrians. The sidewalk abruptly ends at one point. Along 140th Avenue NE, between NE 40th and NE 24th, there is a six- to eight-foot shoulder. On the east side the shoulder is about two feet wide. The recommendation is to fill in the gaps where they exist on the east side and to implement spot improvements. If the non-intensive investment approach is adopted, cyclists would likely end up using the six-foot pathway, though at driveways there would need to be signage for both the cyclists and the drivers. On the west side, the proposal is for a six-foot sidewalk where not complete and a bike lane.

Mr. Loewenherz said 140th Avenue NE, between NE 24th and Bel-Red Road, was not recommended in the 1999 plan for bike lanes, though they were recommended for the area from Bel-Red Road south to NE 8th Street. At the time the area had been only recently developed without accommodation for bicycles.

The Transportation Commission recommendation for 140th Avenue NE is: (i) Add a 5 foot-wide bike lanes on both sides of 140th Avenue NE between NE 60th and NE 24th Street. (ii) Add a 5 foot-wide bike lanes on both sides of 140th Avenue NE between NE 24th and NE 8th Street. (iii) Add a 6 foot pathway, or sidewalk, on the east side of 140th Ave NE from NE 60th St to NE 40th St. (iv) Add a 6 foot pathway, or sidewalk, on the east side of 140th Avenue NE between NE 40th Street to NE 8th Street where not complete. (v) Add a 6 foot pathway, or sidewalk, on the west side of 140th Avenue NE between NE 40th Street to NE 8th Street where not complete

The Commissioners were reminded that the ped-bike plan is a planning level document, and the suggestion was made they may want to include in the plan the ultimate goal for the corridor. The issues of width and typology can be resolved during the design phase.

Commissioner Northey suggested that at the very least the Commission should include some policy direction if the recommendation is for bike lanes versus a shared path, or a specific width if the recommendation is for a shared path.

Motion to recommend Type D typology from NE 24th Street to NE 60th Street, which consists of two 14-foot travel lanes with a fog line marking a bike lane on each side. The motion died for lack of a second.

Motion to recommend a bike lane and a sidewalk or pedestrian path on both sides of the roadway between NE 24th Street to NE 60th Street. Second was by Commissioner Tanaka.

Commissioner Northey said she would vote against the motion. Having a mixed use path on both sides of the street is the only politically practical approach to the corridor. The fact is that 140th Avenue NE is one of the only north/south corridors that runs through multiple jurisdictions and as such should have bike lanes, but the community will not support that approach. The community is willing to accept a pathway on both sides of the roadway, which is farther than they have ever been willing to go.

Commissioner Van Valkenburgh said she was unclear if bicycles would have to go on the roadway or the path. Commissioner Northey suggested they would ride on either.

Commissioner Tanaka said he could support either an off-street path or a sidewalk provided it can be used by pedestrians.

Commissioner Van Valkenburgh asked if the existing mature trees will be protected. Mr. Loewenherz said most of the tree coverage is located on the golf course property. Mr. Berg added that the existing pathway was constructed on the west side because that location offered the least impact on the trees and was much more cost effective.

The motion carried 4-1, with Commissioner Northey voting no.

Motion to treat the area to the south the same way with a bike land and sidewalk or pedestrian path on both sides was made by Commissioner Glass. Second was by Commissioner Tanaka and the motion carried 4-1, with Commissioner Northey voting no.

C. Commission Attendance at Council Meetings

This agenda item was deferred to the next Commission meeting.

9. OLD BUSINESS – None

10. NEW BUSINESS – None

11. PETITIONS AND COMMUNICATIONS

Mr. Norm Hansen, 3851 136th Avenue NE, reminded the Commission that 55 folks from the Bridle Trails area met in November 2007. The main concern was the character of the neighborhood. They voiced opposition to expanding the roadways. The Bridle Trails area has very low densities. He asked the Commission to reconsider its recommendation with regard to 140th Avenue NE. The pathway installed in 2007 is used by pedestrians and it keeps them off the roadway that sees 14,000 cars per day. The posted speed limit is 35 miles per hour, but the 85th percentile is 42 miles per hour. The bulk of the density is along 148th Avenue NE. The issue that finally killed the 140th Avenue NE project ten years ago was the need for drainage.

The decision was made to move the bike lanes to 116th Avenue NE. In the broader picture, 140th Avenue NE simply does not go anywhere and does not need bike lanes.

Commissioner Van Valkenburgh asked if the community is concerned about having a bike lane and the pathway or just the bike lane. Mr. Hansen said their concern is with widening the road. With a wider road will come higher traffic speeds.

Mr. James Wright, 13435 NE 47th Street, said he spoke to the Commission on April 3 and proposed that trails that are private and not part of an easement for pedestrians or bicycles should be removed. He specifically objected to including on the network map the path that crosses his property. The trail is entirely on private property and there is no easement for it on record. Publishing the position of the trail may establish a homestead position regardless of what the intent of the city is at the current time. The stated intent is to publish the trail on the map. Use of the trail by the public could lead, and already has led to, property damage, burglary, and attacks on pets. The presence of the trail on the network map continues to be a property and safety issue. The recommendation of the Commission should be withdrawn, and all trails not legally established should be withdrawn from the network map. In any case, trails on private property should not be shown on the network map without the permission of the property owner. If the property owner objects to a connection being shown, it should be removed from the map.

- 12. APPROVAL OF MINUTES – None
- 13. REVIEW CALENDAR
 - A. Commission Calendar and Agenda

The Commission reviewed the items scheduled for discussion at upcoming meetings.

- B. Public Involvement Calendar
- 14. ADJOURNMENT

Commissioner Northey adjourned the meeting at 10:09 p.m.

_____ Secretary to the Transportation Commission	_____ Date
_____ Chairperson of the Transportation Commission	_____ Date