

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

May 10, 2012
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paul Krawczyk, Kevin McDonald, Judy Clark, Michael
Ingram, Eric Miller, Department of Transportation

OTHERS PRESENT: Joe Story, DKS Associates

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:39 p.m. by Chair Tanaka who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Glass, who arrived at 6:51 p.m., and Commissioner Lampe, who arrived at 6:54 p.m.

3. STAFF REPORTS

Senior Project Manager Paul Krawczyk reported that staff is planning to update the Commission with regard to the transit plan in late June or early July.

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

5. REPORTS FROM COMMISSIONERS – None

6. PETITIONS AND COMMUNICATIONS

Mr. Bill Eager, 1120 Belfield Park Lane, referred to the fourth page of the materials for the Downtown Transportation Plan update and noted that the materials indicate that the number of daily person work trips will grow from 11 percent in 2010 to 35 percent in 2030, an annual

growth rate of six percent. He suggested that while that may be a worthwhile goal, the staff should detail the assumptions that led to that prediction. He said it would also be useful if the staff could provide examples of urban locations in the United States that have achieved growth rates anywhere near that level for extended periods of time. With regard to the Transportation Facilities Plan update, he asked how the assumed funding line was established; 19 of the 44 projects above the line are indicated as funding to be determined.

Mr. Todd Woosley, 10633 SE 20 Street, thanked the Commission for its good work and recognized the challenges ahead in updating the transportation plans for the city, particularly given the severe budget constraints. In looking at prioritizing projects, the Commission should consider the cost benefits of each project, particularly in terms of the cost per trip. Every trip is an economic event, and the more trips that can be accommodated for the capital invested the better. Also of prime importance is the number of jobs each project will support in the ongoing future. He noted that his family owns properties to the east of Lake Bellevue on 120th Avenue NE between NE 8th Street and NE 12th Street. There is a plan in place to have bicycle lanes run on 120th Avenue NE from NE 4th Street to Northup Way. It would be better for those lanes to be located on the Burlington Northern/Santa Fe corridor instead. That would be a far more attractive place to ride, and it would be consistent with the principles for the 120th Avenue NE expansion in terms of limiting impacts on rights-of-way and adjacent properties. Two north-south bicycle trails within two blocks of each other will not be needed ultimately. Where the old Bel-Red Road goes off from 120th Avenue NE up to 124th Avenue NE will effectively become a section of NE 10th Street. He said his family has offered up part of its property, including part of a building, so that a four-way signalized intersection can be created at the intersection of 120th Avenue NE and NE 10th Street. The city should seriously consider adding a westbound lane on the north side of NE 8th Street between 116th Avenue NE and 120th Avenue NE; that would help improve the level of service at key intersections, would extend the U-turn that allows access to businesses on the north side of the street, and would allow for better overall throughput. Additionally, a grade-separated ped-bike lane should be created as part of the station area planning process for the hospital district station. That would get people over or under NE 8th Street safely.

Mr. Patrick Bannon spoke on behalf of the Bellevue Downtown Association. He shared his organization's general support for the preliminary TFP project list. The BDA has supported many of the projects on the list in the past. In 2011 the BDA developed a downtown access strategy as a guide for evaluating mobility improvements, including those that will emerge from the Downtown Transportation Plan update and East Link project implementation. It makes perfect sense to include a placeholder for such projects. With regard to the NE 2nd Street widening and half interchange project, he said the BDA is unclear why staff was recommending such a drastic drop in both ranking and local funding allocation and would like an answer. Both the NE 2nd Street and NE 10th Street extensions across I-405 were considered vital capacity projects needed to support downtown growth. The BDA also has some questions around the assumptions associated with the travel demand modeling.

7. APPROVAL OF AGENDA

A motion to approve the agenda was made by Commissioner Simas. The motion was seconded by Commissioner Glass and the motion carried unanimously.

8. DISCUSSION/ACTION ITEMS

A. Election of Chair and Vice-Chair

Chair Tanaka opened the floor to nominations for Chair.

A motion to nominate Commissioner Simas was made by Commissioner Lampe and was seconded by Commissioner Glass. The motion carried unanimously.

Chair Tanaka then entertained nominations for Vice-Chair.

A motion to nominate Commissioner Lampe was made by Commissioner Simas. The motion was seconded by Commissioner Jokinen and the motion carried unanimously.

B. Downtown Transportation Plan Update

Senior Planner Kevin McDonald reported that staff and the consultant team have been looking at design concepts for integrating bicycles into the Pedestrian Corridor. He noted that the work has included looking for low-cost early implementation opportunities as well as long-term solutions. The work will inform the Pedestrian Corridor Design Guidelines update which the Department of Planning and Community Development intends to launch in 2013 following approval from the City Council.

Mr. McDonald said the current Downtown Implementation Plan calls for integrating bicycles into the Pedestrian Corridor. The ped-bike plan calls for the same but does not provide any details. Along and adjacent to the corridor there are plenty of destinations shared by pedestrians and bicyclists and the desire is to improve the connections for each type of user. He allowed that the focus will be on creating a safe and pleasant environment over specific capacities.

The east end anchor of the Pedestrian Corridor is the transit center and in the future the light rail station. Further to the east is the Lake Washington loop route that follows 112th Avenue NE and 114th Avenue NE which provides for good connections. The Pedestrian Corridor follows NE 6th Street and is far less busy than either NE 4th Street or NE 8th Street. Providing a better environment for pedestrians and bicycles always raises the possibility of tapping into economic development opportunities in that pedestrians and bicyclists travel past storefronts at a slower pace than vehicular traffic does. Bicycles are already using the corridor and there are some friction points and points of potential conflict that should be resolved.

The design guidelines for the Pedestrian Corridor have been in place since 1981. They were adopted shortly after the initial downtown plan land use changes were adopted. The document includes a number of illustrations depicting what the corridor should look like. It was always intended that the corridor would be constructed over time in increments, and the plan provides guidance for half corridor development.

Commissioner Bishop asked why the corridor has not fully developed in the 30 years since the plan was adopted. Mr. McDonald said the west end of the corridor is anchored by the Bellevue Arts Museum and Lincoln Square; those developments completely built out the vision for that end of the corridor. Compass Plaza is only half of the corridor by the Galleria. Key Bank further to the east has built out its portion of the corridor. The corridor has grown incrementally, but much of it remains to be developed. He said he could not speculate why some of the parcels have not yet built out.

Mr. McDonald said more recent work has identified components of the corridor that have distinct identities. The part that is completely built out at the west end has been labeled the Street As Plaza segment. The area that incorporates Compass Plaza is known as the Garden Hill Climb, and of course Transit Central is named for the transit center. There are unique design guidelines that address the settings of each of those segments.

The first CBD Implementation Plan was adopted in 1989, almost a decade after the Land Use Code was established. The implementation plan was prepared to help define the development guidelines for the downtown. The document talks about the Pedestrian Corridor but for the first time looks at it as a multimodal corridor. Consideration was given to operating a transit shuttle up and down the corridor. In the early part of 2000 the Downtown Implementation Plan recognized for the first time that bicycles should be a component of the Pedestrian Corridor and dismissed the transit shuttle notion. The ped-bike plan picked up on that and drew a line on the map and called for incorporating the design guidelines for the Pedestrian Corridor, though it did not provide specific guidance for how to incorporate bicycles.

Mr. McDonald shared with the Commissioners photos of the Pedestrian Corridor as it currently is configured. He then shared the design concepts developed by staff and the consultant team headed by Alta, a bicycle and pedestrian consulting firm subcontracted to DKS Associates. Beginning with Street As Plaza, he said the section offers the simplest approach to introducing bicycles to the corridor. All that is required is to build out the two-way street and introducing sharrows on the roadway. Keeping the bicycles and vehicles mixed on the slow-moving roadway makes the most sense. Existing currently only as the north leg, 105th Avenue NE connects NE 6th Street with NE 8th Street and provides access to Lincoln Square; as properties to the south redevelop, the roadway will be extended in that direction to provide access. Ultimately the intersect may develop with a traditional signal or a roundabout.

Mr. McDonald said there is an early implementation strategy for the Garden Hill Climb section

as well as a 2030 ultimate configuration. The idea behind the early implementation strategy is to do the things necessary to allow bicycles to move through the corridor while reducing conflicts with pedestrians to a minimum. The early implementation strategy includes a wayfinding component as well as an infrastructure component involving the use of paving materials to identify travel lanes for bicycles and wheelchair users, as well as mixing zones where the potential exists for pedestrians and bicyclists to interact. The concept relative to what is called the cattle chute is to widen and extend the ramp to achieve something close to a six percent grade, making it easier for bicycles and wheelchair users.

Commissioner Larrivee commented that under the early implementation strategy bicycles will be encouraged to flow relatively close to the buildings in the Garden Hill Climb segment. He suggested that it might make more sense to not give bicycles a clear path, forcing riders to dismount or at least slow down to move through the area. Mr. McDonald said that was the thinking behind the notion of providing pavement markings. The bicyclists likely will not be directed to dismount.

Answering a question asked by Chair Tanaka, Mr. McDonald said the ultimate right-of-way for NE 6th Street would be 60 feet. The width of the right-of-way in the area of the plaza, however, is much wider. With redevelopment of the adjacent properties, the cattle chute could be far wider. The early implementation strategy is intended to improve the chute ahead of redevelopment.

Commissioner Jokinen questioned whether the early implementation strategy as outlined would really improve things. He suggested it could in fact result in a safety hazard with bicyclists so close to building fronts intermingled with pedestrians. The better approach might be to simply wait for redevelopment of the adjacent properties. Mr. McDonald said the fact is there are already bicycles using that section of the corridor and the early implementation strategy is intended to upgrade the environment for both pedestrians and bicyclists. He shared with the Commissioners schematics depicting the ultimate buildout for the Garden Hill Climb section; they showed a more streamlined corridor for bicycles and wheelchair users and fewer interactions with pedestrians on a more gradual and less circuitous slope.

Commissioner Glass asked if it would make more sense to construct the western half of the ultimate plan instead of the temporary western half. The repaving costs could just as easily be put into overcoming the steps. Mr. McDonald said there are parking spaces in the way of taking that approach. While probably not infeasible, it would require negotiating with the adjacent property owner. The property does not get dedicated to the city until private development occurs.

Mr. McDonald said the Transit Central segment is relatively easy to address. It involves the use of special paving to demarcate the bicycle facilities on the north side of the transit center where there is plenty of room and where there are no adjacent cafés and associated outdoor seating. The early implementation strategy would involve wayfinding and some special paving

in areas where there could be interactions with pedestrians, particularly at the corners and midblock crossing locations. The ultimate configuration for the Transit Central section would not be much different except that it would include a new call-out box on 110th Avenue NE to accommodate pedestrians and bicyclists waiting at the corners to cross the street.

Commissioner Bishop asked if anyone believes the transit center will need to be upgraded. Mr. McDonald said that conclusion has not been reached but during the Downtown Transportation Plan update the needs of the transit center will be reviewed.

Mr. McDonald said the plan for the area further east down the hill from the transit center towards 112th Avenue NE calls for moving all the bicycle facilities to the south side of the street, avoiding the entrances to the convention center. Implementation would take place in conjunction with the future redevelopment of the site that is currently vacant, and redevelopment of the City Hall site subsequent to construction of the light rail line. A trail or ramp heading down to and connecting with 114th Avenue NE is also in the plan.

There is a desire to find a way to get from the western terminus of the Pedestrian Corridor to Downtown Park. Three scenarios have been identified. The first option would utilize Bellevue Way and include pavement marked bicycle facilities on both sides of the roadway; some reworking of the sidewalks plus some intersection improvements at NE 4th Street would be required as well. The second option has a one-way cycle track on each side of the street; it would involve more infrastructure expense and improvements to each leg of the intersection. The third option would take pedestrians and bicyclists across Bellevue Way at NE 6th Street and include a wider shared facility on the south side of Bellevue Way; intersection improvements would be required at NE 4th Street. While less formal, the third option is probably the most feasible.

Mr. McDonald shared with the Commissioners some photos to illustrate some of the concepts.

Commissioner Simas questioned whether bicyclists should be using the thoroughfare between NE 4th Street and NE 8th Street as opposed to bringing them in from the periphery and having them park their bikes and walk to their café or other use. Mr. McDonald reminded the Commission that east-west connectivity for bicycles is not very good currently. The route between NE 4th Street and NE 8th Street is the only section that reasonably accommodates bicycles in an east-west direction. The focus is less about getting bicycles to the area than it is getting them through the area.

Commissioner Bishop asked if any effort was put into using 105th Avenue NE as a way to get between NE 4th Street and NE 6th Street. Mr. McDonald allowed that staff and the consultant team did look at that and agreed people could and probably would use it. The problem is the route brings people to NE 4th Street and dumps them off without a place to go given that there are no bicycle facilities on NE 4th Street. Additionally, by using 105th Avenue NE it would be necessary to cross two legs of the intersection in order to get to Downtown Park, both of which

would need to be upgraded.

Answering a question asked by Commissioner Simas, Mr. McDonald said one of the fundamental principles is to increase the range of bicycle users who feel comfortable riding in downtown Bellevue. Any type of mixed traffic facility will limit the range; the more separation there is between moving vehicles and bicycles, the greater the range of users who will feel comfortable. That is one primary reason for incorporating bicycles on the Pedestrian Corridor along NE 6th Street.

Commissioner Jokinen said he recently visited Mackinac Island in Michigan where the only means of getting around are horses, bicycles and on foot. During the summer months large crowds of people visit the island, and they walk or cycle to their destinations without any major conflicts.

Turning to the issue of travel demand modeling, Modeling and Analysis Group Manager Judy Clark first responded to the questions raised about the seemingly low modesplits. She explained that the survey responses return the best cases from people who are actively involved in programs offered by their employers or by the building they work in. Those examples always return high non-SOV numbers, but they do not include the independent people who are not affected by those kinds of programs. The modesplit approach used is an output resulting from computing the trips that are best made to serve the traveler using transit. Factors include parking costs at the destination and transit supply. The anticipation is that in the years leading up to 2030 parking costs will increase along with the availability of transit seats. She said the BKR model used by the city operates at the travel demand level and can return higher numbers than those projected by Sound Transit; that is because the model restrictions for the New Start program from the Federal Transit Administration are dictated at the federal register level.

Ms. Clark said the travel demand forecast is developed using the four-step trip-based model that has been in use by the city for some four decades. It all starts with the land use data provided by the planning departments of Bellevue, Kirkland and Redmond. Trip distributions are calculated from productions and attractions. Once the trip distributions are determined, the model looks at the travel modes available to make those trips. The forecasting does not include pedestrian or bicycle travel modes. After mode choice is calculated, the model assigns the trips to the road network, the highway network, and the bus routes.

Commissioner Lampe noted that the city has projected 690,000 trips in 2030 while the Puget Sound Regional Council has an estimate of only 526,000 trips in 2040. Ms. Clark said the land use being used by the Puget Sound Regional Council in its travel model for downtown Bellevue has for the last several years been suspect; it has shown what amounts to a decline in the number of trips. Bellevue staff are involved in fairly direct staff-to-staff and managerial-to-managerial talks to determine why the trends are so different. With regard to King County Metro, Ms. Story said they quit doing the forecasting they used to do and for a long time did not have a long-range planning staff. They are building that capacity up again but they have

not yet built up their forecasting abilities. There is some interactive work that was done jointly by King County Metro and Sound Transit that the city is basing its future bus portion on.

Ms. Clark said growth in the city has been aggressive, particularly where the population of the downtown is concerned. The number used for 2030 is lower due to the recession than the numbers that were used two or three years ago.

Ms. Clark explained that person trips are not the same as vehicle trips. Trips made directly from home to work or back are referred to as home-based work person trips; home-based/other trips include a stop in between. She further explained that the pedestrian category on the downtown Bellevue trip patterns chart was a placeholder for trips internal to the downtown of less than half a mile distance. In the next few weeks staff will look at the downtown layout of where the off-street parking is currently to determine trips people might make on foot rather than by moving their car from one place to another within the downtown.

The Commissioners were told that the downtown level of service standard is capacity available of five percent. Ms. Clark shared a chart indicating areas close to reaching their capacity limits.

Mr. McDonald said during the Downtown Transportation Plan update focus will be given to areas where capacity improvements may be needed.

C. Transportation Facilities Plan (TFP) Update

Senior Transportation Planner Michael Ingram announced that the staff were still working to refine the revenue side and individual project costs, both overall costs and the recommended allocations for both the CIP and TFP periods. He explained that the assumed funding line is a bit of an artifice; assumptions have been made about the costs for the projects above the line as well as the general revenue figures. The projects shown above the line are those the staff are recommending the Commission should try to fit into the TFP.

Mr. Ingram said the process of ranking the projects resulted in two lists, one for ped-bike projects and one for roadway-intersection projects. He noted that the prioritization phase looks at additional factors, including public input, coordination with other projects, and investment in project development to date.

Mr. Ingram explained that of the projects on the staff-recommended list, 12 are roadway-intersection projects, 14 are ped-bike projects, and 18 have elements of both of those categories in them.

The Commissioners were shown a map indicating how the ped-bike projects on the recommended list mesh with the overall ped-bike system and particularly the north-south and east-west corridors.

Commissioner Bishop said he wanted to see a similar map showing how the recommended roadway-intersection projects are distributed throughout the city.

Mr. Ingram said the starting point for the staff prioritization exercise was the projects already in or proposed for the next CIP. From there focus was given to projects needed to coordinate with East Link, WSDOT or others; high-scoring projects; and projects to be implemented by others. For the most part, projects placed below the line are uncertain or have evolving situations that may make them less important; scored lower; and are less time critical.

Capital Programming Implementation Manager Eric Miller shared with the Commission a map showing the roadway-intersection projects that are funded fully or in part in the current CIP. He noted that the staff's top-ranked project, the NE 4th Street extension, is fully funded in the CIP at \$31.3 million; none of the unconstrained TFP revenue will be necessary to fully fund the project, in fact there are some savings in the project that will be transferred over to the unconstrained category in the amount of nearly \$7 million. The 120th Avenue NE Stage 1 project, ranked by staff as number two, is also fully funded, as is Stage 2, which is ranked in the third position. Stage 3 of the 120th Avenue NE project, ranked fourth by staff, is proposed to be fully funded in the TFP as well as the CIP; Stage 4 is proposed to be funded for design only.

Mr. Miller noted that previously staff talked about the projected unconstrained revenue pool estimated at \$105 million. As project costs are determined, those funds will be allocated and the pool will be reduced accordingly. Mr. Ingram said there are still some numbers to fill in but pointed out that the staff recommendations so far have eaten up \$64 million of the total.

Mr. Miller said the Northup Way project, scored at number five by staff, has always been a priority of the Commission and the city. The full \$8 million that has been committed to the project so far has come from the state. The staff are seeking ways to reduce the project cost and looking for additional outside funding to close the funding gap; no additional local funds are projected to be needed for the project.

Mr. Miller said there is a hole in the numbers for the sixth-ranked project, NE 15th Street Segment 1. He said the \$5.4 million is an approximate amount that is in the adopted CIP for pre-design and some right-of-way acquisition. The new road will branch off of NE 12th Street and running east will ultimately cross 124th Avenue NE and become the backbone of the new Bel-Red area. He said by the next meeting staff would have a new number to put in the unconstrained column, with a priority for the segment between 120th Avenue NE and 124th Avenue NE.

Mr. Miller said NE 15th Street/NE 16th Street, the seventh-ranked project, is the second segment. He said the likelihood is that various pieces of the project will be proposed to advance further than others in the CIP and TFP. The segment between 130th Avenue NE and

132nd Avenue SE where the light rail station will be will probably be advanced the most; the segment to the east of 124th Avenue NE and west of 130th Avenue NE will probably be given one of the lowest priorities. Money for design sufficient to keep up with Sound Transit will be important to include.

The eighth-ranked project, 124th Avenue NE between NE 14th Street and Northup Way, is currently funded for 60 percent design. There is \$1.8 million currently programmed for the project in the CIP. The proposal is to fully implement the NE 14th to NE 18th Street segment in the CIP period but to only finalize the design for the northern segment.

Mr. Ingram commented that project nine, the Bellevue Way HOV lane, is being reviewed for cost savings and efficiencies. One potential cost saving has to do with the adjacent trail. The recommendation of the staff will be to pair the HOV lane with the trail and achieve some overall cost savings by eliminating the sidewalk.

Project ten is the Mountains-to-Sound Greenway. The proposal is to include an additional \$400,000 to carry the design to the 60 percent level. That would position the project for grant funding opportunities.

Mr. Ingram said project 11 involves pre-design work for the Burlington Northern/Santa Fe corridor. There was a lot of interest expressed about the corridor during the public outreach process, and the recommendation is to budget some money to start the analysis. Commissioner Bishop suggested the design dollars could be spent in the first two years and suggested it would make sense to include a placeholder for right-of-way acquisition in the latter part of the CIP. Planning is one thing, but without actually acquiring the right-of-way in the corridor the planning will be of no avail.

Commissioner Larrivee said as a user of the city's ped-bike system he would like to see infrastructure developed citywide as opposed to focusing too much on a single corridor that may or may not serve all users. People want to be able to move around all over the city, not just north and south along the Burlington Northern/Santa Fe corridor. The focus staff has given in their ranking is good in that it proposes to fill in the ped-bike corridors the Commission has prioritized in the past.

Commissioner Bishop also cautioned against spending too much on ped-bike projects given the fact that 88 percent of the overall number of trips in the city are in cars.

Mr. Ingram said the \$7 million proposed for project 12, West Lake Sammamish Parkway, would fund the second of the five phases.

Project 13, 124th Avenue NE to the south of the new NE 15th Street and the East Link alignment, is recommended for design and scoping out and potential implementation of traffic control methods to discourage through traffic from cutting all the way south of NE 8th Street.

Project 14, 140th Avenue NE ped-bike improvements between NE 8th Street and NE 24th Street, was the top-ranked ped-bike project under the evaluation criteria. The proposal is to tie the project in with the trail connection project from 140th Avenue NE to the SR-520 trail.

Mr. Ingram said there are some funds in the current CIP for project 15, NE 6th Street extension, and there is no proposal to add more dollars. Opportunities are being sought to advance the project in conjunction with other partners, including WSDOT.

Project 16, the 164th Avenue NE corridor bicycle improvements, is recommended for pre-design work.

Project 17, 150th Avenue SE in the Eastgate annexation area, will review all needs, including for pedestrian facilities and the recommendation is to fund the pre-design work.

A plan is in place for how to build out the ped-bike improvements in project 18, Main Street. Internal considerations will be given to what the next logical step should be in coordination with the downtown planning process. Similarly, project 19, 108th Avenue NE, is focused on how to make better conditions for bicycles on a key route in Downtown.

Project 20, SE 16th Street, is recommended for full buildout of the bike lanes and sidewalks.

Project 21, Eastgate Way, is primarily focused on bike lanes, though it also addresses a sidewalk gap. It is hoped that the sidewalk will be constructed in conjunction with adjacent development.

Mr. Ingram said Project 22, 150th Avenue SE, addresses the knotty off-ramp area on the south side of I-90. The alternatives include intersection widening improvements and a roundabout. Commissioner Bishop said he would like to see the project undertaken within the 12-year timeframe, and as such at least some portion of the \$3.3 million cost should be included in the TFP.

Project 23, ped-bike improvements along 112th and 108th Avenues from the north edge of downtown at NE 12th Street to the north city limit, involves pre-design work to position the project for grant funding. The area is part of the Lake Washington loop.

Mr. Ingram said project 24, 130th Avenue NE between NE 20th Street and Bel-Red Road, addresses bike lanes, on-street parking and sidewalks, and money for additional design work to better guide private development and coordination with East Link.

Project 25 focuses on developing a level cross section for NE 16th Street to allow for future construction of 134th Avenue NE as a through street between Bel-Red Road and NE 20th Street. Mr. Ingram said staff believes they have worked out the details with Sound Transit regarding

how the project might happen. An initial design vision needs to be developed.

Mr. Ingram said he would have a cost figure for project 26, the NE 8th Street station access improvements, at the next meeting. The work will include looking at the idea of grade separating the ped-bike facilities.

Commissioner Bishop suggested that the need for an additional westbound lane on the north side of NE 8th Street between 116th Avenue NE and 120th Avenue NE as recommended by Mr. Woosley should be given some consideration. Mr. Miller said the NE 4th Street extension project is expected to provide significant relief to congestion on NE 8th Street.

Mr. Ingram said project 27, the 148th Avenue NE master plan improvements, involves a collaboration with Redmond regarding what to do with three intersections. No funding beyond what is currently in the CIP are recommended for the project.

Commissioner Bishop said his memory was that the structure of 148th Avenue NE crossing over SR-520 was narrowed by a lane when constructed. He said it appears the right-of-way is there and everything is lined up for the northbound lane that was never built. Mr. Miller said the lane was a construct of the BROTS agreement. Redmond had the lead on the project and their subsequent cost/benefit study determined that the lane was not justified.

Mr. Ingram said project 28 involves a path on the west side of Coal Creek Parkway from 124th Avenue SE to the south city limit. He noted that the staff were not suggesting any level of funding for the project.

Project 29 involves intersection improvements at Lakemont Boulevard and Cougar Mountain Way.

Project 30, Snoqualmie River Road on the back side of Bellevue College, was identified by the Eastgate/I-90 study. The project would move a lot of bus traffic off of 148th Avenue SE and 150th Avenue SE. Bellevue College would have the lead on the project, but by including city dollars the project could be moved forward.

Project 31 involves a path on the north side of the Lake Hills Connector between Main Street and 140th Avenue NE, and Project 32 fills in some gaps in the shoulder on the south side of the street for bicycle mobility. The project is in the ped-bike plan and scored fairly well under the evaluation criteria.

Project 33 is focused improving the capacity of the 150th Avenue SE/Eastgate Way intersection. The options are intersection widening or a roundabout.

Projects 34 through 44 are all placeholder projects. They are ones the city will not be seeking to advance but will allocate some funding to in order to facilitate moving ahead with them

should the opportunity arise. Mr. Ingram briefly reviewed the project descriptions with the Commission.

Commissioner Simas referred to project 34, 124th Avenue NE at SR-520, and asked why the city would set aside money for the WSDOT project. Mr. Miller said a city contribution will show the state the city is committed to the project and willing to coordinate with the state with respect to the project.

Mr. Ingram noted that project 37, NE 2nd Street, was raised earlier in the meeting by Mr. Bannon, the Bellevue Downtown Association representative. He explained that the staff do not see the project as a priority in the TFP time period, and for that reason proposed it only as a placeholder. The actual NE 2nd Street interchange project was placed below the funding line on the thinking that WSDOT is unlikely to do anything at that location during the TFP timeframe.

Mr. Ingram said project 44, Bel-Red Road between NE 20th Street and NE 24th Street, is on the list as a placeholder because of an increased interest in redevelopment of parcels along the segment. The placeholder will better position the city to work with the adjacent property owners and secure the needed right-of-way.

9. OLD BUSINESS

Chair Tanaka reported that he has been following up with staff regarding the issue of the Commission's former role being removed from the ordinance. He said he has not yet talked with the Commission's Council liaison but will as soon as he has more of the historical data in hand. He said he should be able to provide a fuller report at the next meeting.

10. NEW BUSINESS – None

11. PETITIONS AND COMMUNICATIONS – None

12. APPROVAL OF MINUTES

A. April 12, 2012

A motion to approve the minutes as submitted was made by Commissioner Glass. The motion was seconded by Commissioner Lampe and the motion carried without dissent; Chair Tanaka abstained from voting.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed its calendar and items on upcoming agendas.

14. ADJOURNMENT

Chair Tanaka adjourned the meeting at 9:42 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date