CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

January 23, 2014 Bellevue City Hall
6:30 p.m. City Council Conference Room 1E-113

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| COMMISSIONERS PRESENT: | Chair Simas, Commissioners Bishop, Jokinen, Larrivee, Tanaka, Zahn |
| COMMISSIONERS ABSENT: | Commissioner Lampe |
| STAFF PRESENT: | Kevin McDonald, Franz Loewenherz, Department of Transportation |
| OTHERS PRESENT: | None |
| RECORDING SECRETARY: | Gerry Lindsay |

1. CALL TO ORDER

The meeting was called to order at 6:30 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 Tanaka, who arrived at 6:39 p.m., and Commissioner Lampe, who was excused.

3. STAFF REPORTS

Senior Planner Kevin McDonald provided the Commissioners with the 2010-2013 traffic count data to supplement the original 1990-2010 traffic counts for the Downtown Transportation Plan.

Mr. McDonald reminded the Commissioners about the January 30 workshop discussing the life of a transportation project and invited them to attend.

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

5. REPORTS FROM COMMISSIONERS

Commissioner Bishop reported that he along with four other Commissioners attended the January 22 meeting at which the travel time differences and cost savings associated with installing an HOV lane in one direction only on NE 10th Street from Bellevue Way to 112th Avenue NE. Nothing was said at the meeting about installing HOV lanes on Main Street as well. The bottom line was that there would be a slight savings in travel time.

Commissioner Larrivee said he attended the press release regarding King County's Plan B proposal.

6. PETITIONS AND COMMUNICATIONS

Mr. Bruce Nurse with Kemper Development Company called attention to the statements regarding implementation for traffic management in the staff memo regarding the Bellevue master transit plan and said transportation systems must work for everyone, not just for a select group. He noted, however, that if it can be shown that the HOV lane will carry more people into and out of the downtown during the peak hours, Kemper Development Company will support it. With regard to the proposal for transit signal priority, he said he had questions about how the system would impact the general auto traffic. There should be some comparison of the gain to transit against the loss of time by motorists during the preemption. Some clarification is needed regarding whether or not the preemption will negate or disrupt the new SCATS system.

7. APPROVAL OF AGENDA

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

8. DISCUSSION/ACTION ITEMS

A. Briefings on Metro Service Reduction Proposal and Bellevue Transit Master Plan (Capital Element)

Senior transportation planner Franz Loewenherz said King County Metro recently published its Service Guidelines Report using Spring 2013 data showing a 16 percent increase in citywide transit usage since Spring 2012. He noted that part of the increase can be attributed to the fact that the new data includes automatic passenger count from Sound Transit routes 532 & 535 operated by Community Transit, and Pierce Transit operated route 566. Taking those new data points out, transit use in Bellevue increased by 7.7 percent.

Answering a question asked by Commissioner Bishop, Mr. Loewenherz said the 2013 boardings and alightings figure of 22,132 for the downtown is a reflection of every time someone gets on or off a bus in the downtown, including transfers but not including those just passing through. He said the threefold citywide increase projected out to 2030 in the Transit Service Vision Report represent an apples-to-apples comparison of boardings and alightings from the BKR model.

With regard to signal priority, Mr. Loewenherz noted that on November 14, 2013 staff provided the Commission with an extensive review of the arterial HOV and BAT lane

recommendations reflected in the Volume 1 Speed and Reliability Report. At the time it was mentioned that staff was still working internally on determining what the perspective should be as an agency, in part because at that time there had not been an opportunity to discuss with King County Metro what their approach would be going forward with Transit Signal Priority (TSP). TSP allows buses approaching intersections to message their arrival to the controller, allowing for an extension or triggering of the green phase. Industry studies have looked at the benefits and potential impacts on other vehicles at intersections. A study done in Tacoma showed that transit signal priority in conjunction with signal optimization reduced signal delay by about 40 percent in two corridors. However, because conditions vary at each intersection, the data cannot easily be applied universally. The experience, however, has been that transit signal priority both enhances the speed of coaches and improves the reliability of bus arrival times.

Mr. Loewenherz said Metro's communications infrastructure is in need of significant updates. They will not be in a position to be able to roll out new transit signal priority systems at intersections that currently do not have the technology until at least 2018. In Bellevue two near-term projects have been identified for the period of time extending to 2020. The existing B-Line already has transit signal priority at the intersections along NE 8th Street and 156th Avenue NE, though they are not optimized, so as a first order of business the focus will be on optimizing them. Second, Route 271 that links Bellevue College with the downtown and the U District has been identified as the second highest priority that could be addressed in the near-term time period. In addition, 14 locations have been eliminated from consideration that were deemed problematic from a signal and roadway limitation perspective; they have been removed from further consideration for either the near- or long-term. Because of the uncertainty surrounding the rollout of Metro's new technology and the need to better understand the implications, a measured approach will be taken for the other signalized intersections in the city; they will be subject to additional analysis at a later date.

Commissioner Tanaka asked how transit signal priority works with programs like SCATS. Mr. Loewenherz said there are systems in operation that combine both SCATS and transit signal priority. The SCATS system takes a read of current conditions and allocates additional green time where needed. In an ideal system, which may be possible by 2030, the controller system could be informed that a bus is running late as it approaches an intersection and is in need of additional green time. SCATS technology is continuing to evolve and time is needed to get the citywide system established. Time is also needed to allow Metro to get clear on its infrastructure, after which refinements to the SCATS system can be affected to take transit signal priority into account.

Commissioner Bishop said where transit signal priority either extends or advances the green phase, the autos and everyone on the street will benefit. There should be no negative impact on street traffic. Mr. Loewenherz allowed that the extended or advanced green phase triggered by a southbound bus could negatively impact a northbound bus trying to pass through the same intersection, essentially robbing Peter to pay Paul. Such issues likely will be solvable,

however, as Metro's current vehicle fleet is retired and new vehicles come online outfitted with smart technology. In time the controller system will be able to know how far behind schedule a bus is, how many people are on it, and use that information in making decisions about signal priority.

Chair Simas asked who pays the costs associated with upgrading intersections to transit signal priority status. Mr. Loewenherz said it can cost as much as $25,000 per intersection and the cost is often absorbed by the transit provider.

Commissioner Zahn said it was her understanding that there is already a system in place that gives emergency vehicles priority at intersections. Mr. Loewenherz said emergency vehicles approaching an intersection simply preempt the signal phases allowing them to traverse the intersection.

Answering a question asked by Chair Simas, Mr. Loewenherz said the plan is contingent on Metro having money and the city working with the provider. As such, the plan may not get implemented for many years. Metro has stated that Route 271 is a priority for them so the suspicion is that within the present-to-2020 time period Metro will find the implementation funds. The B-Line transit signal priority upgrades are already in place but they are not optimized.

Commissioner Tanaka asked why the 14 locations eliminated from consideration were chosen. Mr. Loewenherz said the implementation of transit signal priority is ideal in the sweet spot between saturated congestion and free-flowing traffic. There is no good reason to use the technology at full congested intersections or where free-flowing traffic obviates the benefit. The locations pulled from the mix all have saturated conditions.

Mr. Loewenherz said the downtown HOV lane corridor analysis responds to the Council's project principles of supporting planned growth with a bold vision. Clearly repurposing a travel lane would constitute a bold vision. The two corridors were identified by the Transportation Commission at its November 14, 2013 meeting as warranting a more refined level of analysis. As envisioned, a simple restriping of the corridor would be needed to create the HOV lane. Drivers would be allowed to go into and come out of the driveways and make right-turns at the intersection, and HOV and buses would also be able to move through the intersection.

The modeling compared the baseline (no improvements) to HOV/transit signal priority improvements along NE 10th Street. For 108th Avenue NE the modeling had the transit signal priority operating only in the northbound direction. The methodology relied on the travel demand model and the Transit Master Plan-projected volume of buses. The traffic demand model also determined the modesplit and the vehicle occupancies for the different categories, all of which allowed for determining a person trips figure for the evening peak. The VISSIM micro simulation model work also yielded a travel time savings figure and a person travel time

savings figure.

A number of assumptions had to be made. The two-hour morning and evening peak were assumed to be the times that would experience the most benefit from the improvement, but given that the HOV lane runs only eastbound one could say the benefit for the morning peak are somewhat overstated. All of the general assumptions are well documented in the analysis materials.

Mr. Loewenherz said determining the value of person travel time savings is a multi-step process. The approach taken involves producing PM Peak vehicle travel time (in seconds) and person travel time (in hours) statistics by mode (GP, HOV, and Bus). Daily person travel time savings figures are derived from these statistics and then monetized based on the average hourly wage of workers in the Seattle-Bellevue-Everett area based on Bureau of Labor Statistics reporting. The valuation of time is cross-referenced with adjustment factors to reflect qualitative factors such as comfort, convenience and reliability using Level-of-Service ratings for various modes based on research conducted by the Victoria Transport Policy Institute. The final step of the analysis methodology is to arrive at annual travel time value savings. When all of the various routes to/from and along NE 10$^{th}$ Street are taken into account, the HOV lane alternative results in an annual travel time savings of $31,450. Other benefits, such as travel time reliability were not modeled.

In presenting the information to the Council the Commission likely will be asked how the HOV lane can be proposed when it will also impact other user groups in the network. The Commission will have to put forward an answer.

Commissioner Bishop noted that the analysis assumes the 2030 growing projections for transit ridership, numbers that are inflated because of the pricing of assumptions about parking in the downtown. Repurposing a general purpose lane to create an HOV lane is not something that would need to be done ahead of actually reaching the travel projections anticipated in the modeling work. Mr. Loewenherz allowed that the project is unlikely to be early out of the gate. The modeling is based on the 2030 predictions by which time light rail will be in place, the Bel-Red corridor will be redeveloped, and the city generally will have evolved.

Commissioner Bishop allowed that for those interested in not degrading the traffic in the downtown, the rather sophisticated analysis yields a number to talk about.

Chair Simas agreed. While the project should not be given high-priority status, it should be kept in the plan. The $31,450 is a huge bull's-eye as there are undoubtedly other costs that have not been considered. Whether or not that is a valid measure of benefit, the analysis shows the project improves traffic flow as a whole.

Commissioner Zahn commented that the cost of the analysis was roughly equal to the calculated annualized savings. Chair Simas added that the cost of the analysis was also

roughly equal to what it would take to upgrade an intersection with transit signal priority technology. Mr. Loewenherz observed that the City of Seattle sidesteps such a high level of scrutiny in making decisions to implement signal priority; they would rather implement than study whether or not implementation makes sense.

Commissioner Jokinen pointed out that the system could easily be initiated on both 156th Avenue NE and NE 8th Street to serve as demonstration projects. To put off implementation to as far out as 2030 makes no sense.

Commissioner Larrivee observed that in fact the analysis was done at the request of the Commission. He agreed that it might have been more prudent to focus the effort on implementation instead. Commissioner Zahn concurred.

A motion to include the project in the plan was made by Commissioner Larrivee. The motion was seconded by Commissioner Zahn and it carried unanimously.

Mr. Loewenherz shared a table outlining the results of the Dynameq modeling relative to average speed along the various 2030 growing resources frequent express, frequent rapid, and frequent local routes. He noted that as compared against the baseline, the HOV/BAT improvements in aggregate gained an extra mile per hour average for the routes in each category. The chart indicated the improvements will move in the direction of meeting the 2030 goals but will not quite get there. The chart also indicated the impact of the improvements for transit on the general purpose traffic. The Dynameq modeling numbers calculate out to an annualized aggregate of 265,786 passenger hours saved for the evening peak period. Given the mean hourly wage for all occupations of $27.68 calculated by the Bureau of Labor and Statistics, cross-referenced with the findings of the Victoria Transport Policy Institute regarding percentages relative to prevailing wages for adult transit riders seated versus standing, the economic value translates to somewhere between $2.5 million and $4.2 million for the evening peak period. It can be assumed that there would be a similar value for the morning peak period. The one mile per hour does not appear on its face to be a big deal, but when applied to all of the transit riders on the buses, it adds up significantly.

Commissioner Bishop suggested that tallying up the hours saved is beneficial but converting them to dollars is not.

Mr. Loewenherz said there are a host of qualitative benefits derived from transit. A number of major employers have chosen to locate in the downtown in part because of proximity to the transit center, something knowledge workers find appealing. No attempt has been made to quantify the value of transit in that category, or from the perspective of greenhouse gas emissions, or from the perspective of money saved by transit riders by not operating their cars for commute purposes.

Commissioner Bishop commented that taking the bus does not save time over using one's own

car for commuting. There is also data available that shows buses take more energy per passenger than automobiles. Chair Simas agreed that taking the bus may not save him time but argued that it improves the quality of his time.

Mr. Loewenherz said he attended the Council briefing on January 13 at which Metro's service development manager Victor Obeso reviewed the implications of their proposed 17 percent service reduction proposal aimed at closing a $75 million budget gap. Of the 33 Metro routes in Bellevue, 28 will be affected. The 33 routes collectively transport approximately 35,000 daily weekday riders. Metro has identified for deletion a number of peak hour peak direction routes that operate empty in the reverse direction, the implications of which would be more overcrowding, more transfers, longer commutes, and more people driving.

There will also be impacts to weekday frequencies on Routes 235, 241, and 249. Route 235, which links downtown Bellevue with Kirkland, would have mid-day frequencies reduced to 30 minutes; it is identified as a Frequent Transit Network connection. Routes 241 and 249 will scale back to a bus every 60 minutes at certain times of day, an option many regard as too infrequent to be useful.

Metro is proposing widespread reductions in hours of operations on six routes in Bellevue. That will have implications for riders, particular those who use transit at night. Several of the routes connect with the downtown and the reduction in hours will negatively affect the 24/7 urban vitality the city is trying to create in the downtown.

Mr. Loewenherz said the service reductions will not generally affect route coverage in Bellevue. However, the two routes of most importance to Bellevue College, Route 245 and 271, are to be rerouted to 148th Avenue SE taking bus service away from the campus and a stop that has over 1500 daily rides.

Bellevue's top priority is to maintain the Frequent Transit Network with the objective of enabling more people to reach more destinations in less time. To that end a reduced funding scenario has been developed and communicated to Metro in which it is suggested commuter routes operating empty in a counter flow direction should be deleted, and that poor performing low-coverage routes in lower density areas should be cut, before impacting all-day service frequency on the high-demand Frequent Transit Network. The city's memo to Metro includes statements on three different routes in the reduction proposal, including Route 235 for which the frequency is proposed to be reduced to 30 minutes in the off peak from the current 15 minutes all day. The reduction will impact the Medical Institution district and will impact the Frequent Transit Network, and the city has requested that the frequency for the route not be reduced.

The Bellevue College connections, Routes 245 and 271 are also highlighted in the memo. Moving service away from a heavily used stop will not be beneficial, and students in the southbound direction will be forced to walk for half a mile through a less-than-ideal walking

environment from the bus stop to the main entrance of the college. Moving the route to 148th Avenue SE will also impact traffic on the major north-south arterial. The city has asked Metro not to restructure the routes as proposed.

Metro's congestion relief funding, the $20 car tab, will expire in June. If a strategy for addressing the budget shortfall cannot be found, Metro will stagger in the reduction of 600,000 service hours over four phases. The Bellevue City Council is set to receive an additional briefing in February on the county's proposed ballot measure that would usher in a one-tenth of one percent sales tax increase along with a $60 annual car tab fee.

Mr. Loewenherz explained that project L-27, the 142nd Place SE transit emphasis corridor, arose from the work done to establish a land use and transportation vision for the Eastgate/I-90 corridor. He said the project is designed to take advantage of the significant investments already made. The project includes widening the sidewalk on the bridge deck and providing a covered environment to make it more hospitable for transit patrons, and rebuilding the roadway to the north. The current routing through the campus is circuitous; this proposal gets buses off of 148th Avenue SE and Eastgate Way which would save Metro about half a million dollars annually in operating costs.

Commissioner Tanaka commented that southbound traffic on 142nd Place SE past the ramp headed for SE 36th Street is very congested. There are only two lanes and traffic is constantly trying to turn either left or right resulting in a backup onto the entire span and slowing down both cars and buses. Mr. Loewenherz said that particular segment was not subjected to a micro simulation assessment.

Mr. Loewenherz said the project envisions redirecting the access to the condominium units to the west of the campus to merge onto 142nd Place SE and creating a gateway for the campus with an off-street path for cyclists and a platform for transit users. The revamping would also facilitate a sense of connectivity to the Mountains to Sound Greenway trail. The proposal is not without controversy in that it would displace about 100 parking stalls for the college. There are also likely to be issues with the adjacent condominium development.

Commissioner Zahn asked if the college supports the plan. Mr. Loewenherz said they are open to it but still have some issues that will need to be addressed in the design process. The college recognizes that the current bus route through the campus is slow going and conflicts with pedestrians, and agrees the buses will either have to move out to 148th Avenue NE or the proposal for 142nd Place SE will need to be accepted. It will all come down to what fits best with the corporate vision for the college.

B. Downtown Subarea Plan: Transportation Policies

Mr. McDonald said the draft policy language in the packet reflected the Commission's comments made in December 2013 regarding the preliminary staff recommendations on the

policies to implement the downtown mobility options. He said any policy language adjustments will be merged with the policy recommendations from the Downtown Livability Initiative CAC that will ultimately be forwarded to the Planning Commission for review and the City Council for approval.

Mr. McDonald noted that he had had a conversation earlier in the day with Commissioner Tanaka regarding the midblock crossings narrative. He said as a result he stood ready to incorporate the suggestion not to lose site of the fact that a more fine-grained pedestrian network is desired in the downtown in place of what the 600-foot superblock format permits.

Commissioner Bishop called attention to the Character and Function of Streets section of the draft transportation goals and policies and asked if the mountain vista segment had previously been discussed. Mr. McDonald said it is a Downtown Livability Initiative proposal and relates to having the pedestrian corridor extend from its current terminus at 110th Avenue NE to a new terminus at 112th Avenue NE to facilitate an eventual extension across I-405. Commissioner Bishop suggested the last sentence should be moved to precede the previous sentence to make the paragraph flow better.

With regard to the Signature Street section, Commissioner Bishop recalled that staff had previously suggested the section should be deleted. Mr. McDonald explained that the Downtown Livability Initiative CAC is not ready to let it go yet so it will remain in the mix for at least the time being.

Commissioner Bishop highlighted policy S-DT-A and said he hoped it did not include the space between the curbs on NE 6th Street between 110th Avenue NE and 112th Avenue NE where a subsurface arterial portal could be located. Chair Simas commented that the transit station is going to be located there and whatever pedestrian areas there are will be associated with the station.

Commissioner Bishop referred to the language regarding regional roadway access and suggested it would be better if it did not include "...without adding capacity for vehicles within the downtown street grid...." Mr. McDonald said the intent was to indicate that level of service improvements can be accomplished by improving regional transit systems and without widening downtown roadways. He agreed to make the change, however.

Commissioner Bishop called attention to the transit mobility policy language and said he struggled with the notion of embedding in the Comprehensive Plan the transit demand forecast numbers which are in fact intellectually dishonest. The numbers are derived in part based on charging for parking in the downtown by 2030. That flies in the face of what is likely to be the case. He agreed that there is sufficient capacity in the intersections in the downtown to handle the forecasted growth.

Commissioner Zahn said it was her understanding the Commission had agreed to include

language aimed at supporting the projected daily transit riders in 2030 without including actual numbers that could quickly become dated as the forecast changes over time. Mr. McDonald said he would be comfortable doing that.

Commissioner Bishop suggested that policies S-DT-135 and S-DT-E and say essentially the same thing and could be combined into a single policy. Mr. McDonald said both are existing policies, and added he had not made any changes because the Commission had not fully discussed them. Policy S-DT-135 highlights the need for additional bus layover spaces, and S-DT-E references the potential to adversely impact residential areas with bus layover space and spells out how to minimize the impacts in siting the spaces.

Commissioner Bishop called attention to the downtown roadways policy language and suggested the last paragraph should be expanded to read "...roadway may serve different purposes depending on the character and function of the roadway, the time of day, transit use and the nearby land uses."

With regard to policy S-DT-143, Commissioner Bishop proposed eliminating the phrase "...and to improve transit speed and reliability." He said the policy language would do far more and should not specifically call out transit speed and reliability. Chair Simas pointed out transit is in fact a priority. Commissioner Bishop agreed but noted that the SCATS system, moving vehicles and enhancing the signal system to benefit pedestrians crossing the street all are also priorities. As written, the policy gratuitously singles out transit. Chair Simas disagreed.

Mr. McDonald said the original policy language specifically calls out transit. The majority of Commissioners indicated a desire to see the draft language retained.

Commissioner Bishop referred to the policy regarding midblock access connections and suggested that in the last sentence NE 9th Street should also be called out. Mr. McDonald said the difference there is that NE 9th Street is private.

Commissioner Zahn asked how the word "context" in the same policy is intended to be understood. Mr. McDonald explained that the context can vary over time, and as midblock connections are made consideration of the context will be important to the design of the roadway. He agreed, however, that the policy would not suffer from leaving out the reference given that context will be addressed in the design review process.

Commissioner Bishop argued against use of the word "minimize" in policy S-DT-148. He said he would prefer to use the word "reduce." Commissioner Larrivee commented that taken to its extreme the word could mean zero. Chair Simas agreed but suggested that if zero is reached because everyone decides they want to take alternatives there would be no problem. Commissioner Larrivee said there will always be a need for drive-alone trips and the goal of seeking balance would be furthered by using the word "reduce." There was general consensus

in favor of not making the change.

Answering a question asked by Commissioner Bishop, Mr. McDonald said policy S-DT-151 is existing language. He said it was highlighted because the topic is one that will be addressed by the Downtown Livability Initiative CAC.

Commissioner Bishop allowed that policy S-DT-152 is also existing language but said it gives him heartburn in that it intimates that if the forecast level of transit assumed for the plan is not approached the city can regulate parking rates in order to achieve the forecast model. Mr. McDonald said that is in fact the existing city policy language and is an issue the Downtown Livability Initiative CAC will address.

Chair Simas pointed out that the traffic management programs in place for the major downtown employers include goals and requirements but there are no penalties for either not achieving the goals or choosing not to participate. For that reason the language of S-DT-152 is benign. Commissioner Bishop said it will no longer be benign when the Council steps forward and chooses to regulate parking prices in the downtown in order to achieve the transit goals. Commissioner Tanaka said such a move is entirely within the Council's prerogative. Commissioner Zahn added that could happen regardless of how the policy is written and said the proposed language does nothing more than hold the city accountable for achieving stated goals.

Mr. McDonald said the long-range modesplit goals will be addressed as part of the discussion regarding the Transportation Element.

Commissioner Bishop said the 40 percent goal currently in the Comprehensive Plan is unrealistic. The projection now is for a 30 percent modesplit by 2030. He questioned, however, if the Commission would be willing to consider changing the 40 percent goal just because it is already policy language and nothing should be suggested to the Council that they will not want to do. If that the case, the Commission will be putting its blessing an unrealistic goal.

Answering a question asked by Chair Simas, Commissioner Bishop said his primary concern was with the numbers that are driving the policy. Chair Simas asked Commissioner Bishop if he would approve the policy language if in fact he agreed with the numbers, and Commissioner Bishop said he would not because as drafted the city can set itself up to be in the business of regulating parking costs in the downtown rather than letting the market handle it. Chair Simas suggested there is nothing in the policy language that says the city will step in and regulate parking costs; the language refers specifically to monitoring parking utilization and costs, which is an important piece of information for the city to know. The city does not have in place a system for requiring a certain amount for parking and it cannot be presumed that based on the policy someone in the future will determine the city must implement a program under which it will dictate parking rates.

There was general consensus in favor of leaving the policy language as drafted.

Commissioner Larrivee called attention to S-DT-156 and questioned the use of quotation marks around the word "pool," which could suggest there is a special meaning being applied to the word. He voiced the same concern about using quotation marks in conjunction with the word "rooms" in relation to the pedestrian corridor.

Commissioner Bishop called attention to the policy regarding on-street parking and taxi stands and questioned not specifically calling out for-hire vehicles, Uber cars and similar options. Mr. McDonald said they were mentioned in the discussions associated with the downtown transportation plan. The decision made at that time was that they were not creating a problem big enough to be addressed with a separate policy. Chair Simas and Commissioner Larrivee agreed that as proposed the policy language addresses taxies but not other kinds of for-hire vehicles.

Commissioner Tanaka cautioned against inadvertently stepping into something. He said taxis are heavily regulated and enjoy special privileges in terms of loading zones. Whether or not curb space room should be made for non-regulated competitors is something that should be left to the City Council.

Mr. McDonald said the issue is not one the staff believes should be addressed in the Comprehensive Plan. The for-hire uses are random and it is not possible in a planning document to determine what types of facilities would be needed. City code does talk about taxi regulations relative to for-hire vehicle regulations. Such vehicles make their pick-ups and drop-off in ways that cannot be planned for.

There was agreement to leave the policy language as drafted.

Commissioner Bishop called attention to the pedestrian facilities policy and suggested the paragraph that talks about walking being an increasingly important element of economic vitality is redundant, gratuitous, and adds nothing of value. He made the same argument about the last sentence of the paragraph regarding crosswalks. Mr. McDonald said he would flag both for further consideration.

Commissioner Bishop suggested the paragraph regarding midblock crossings should in the last sentence reference Bellevue Way from NE 4th Street to NE 10th Street rather than only between NE 4th Street and NE 8th Street. There was agreement to make the change for that policy and in policy S-DT-80.

Commissioner Bishop referred to the pedestrian corridor policy and proposed revising the last sentence to include transit. Mr. McDonald said the NE 6th Street extension across I-405 will be described as an HOV and transit connection in the project list, but the policy in question is

referring only to the pedestrian part.

Commissioner Bishop pointed out that the land use and transportation implementation policy gets totally bogged down in specific numbers. Mr. McDonald concurred and said he would clean up the language.

Commissioner Zahn referred to policy S-DT-128 and commented that many of Bellevue's challenges are tied to the fact that the freeways are clogged. She asked how encouraging the use of the freeway for regional trips can actually work. Mr. McDonald said this is a legacy that policy probably could more appropriately worded to discourage the use of local streets for regional trips. There was agreement to make that revision.

With regard to the downtown roadways policy, Commissioner Zahn asked if the term "demand-based adaptive mobility management" refers to the SCATS system. Mr. McDonald allowed that it is. It was agreed to include "SCATS" in parenthesis.

Commissioner Zahn said she would prefer to use the word "will" over "can" in relation to the extensions of NE 2nd Street and NE 6th Street improving downtown circulation in the same policy.

Commissioner Zahn questioned the phrase "created rather than constructed" in the same policy. Mr. McDonald said the reference is to the fact that the implementation of the SCATS system has improved the efficiency of the downtown street operations without adding asphalt. Commissioner Zahn suggested using that very sentence.

Commissioner Larrivee noted that throughout the document pedestrian-bias and pedestrian-focused are used interchangeably, as is transit-biased and transit-focused. He suggested selecting a single term and using it universally. He also pointed out that words like "accessible" and "accessibility" have very specific meanings relative to the ADA and the way the words are used may not have the same connotation.

9. OLD BUSINESS

Commissioner Larrivee referred back to the Commission meeting at which the topic of concurrency was on the table and commented that the exercise with the downtown transportation plan forced the group to pay attention to the land uses associated with the transportation infrastructure. He suggested that is not done often enough and more attention should be given to land use given that it drives all transportation needs. The discussion regarding the creation of corridors has made it clear that the Commission should be in the know regarding the land uses and intended land uses along the corridors. The concept of multimodal concurrency measures may need to be expanded to include other areas and land uses that would benefit from the analysis, including schools and parks, which are served by pedestrian, bicycle, auto and transit access.

Commissioner Bishop agreed and said schools in particular have very specific transportation planning needs, both for safety and to effect the flow of traffic. There also are policies that dictate which students will ride buses and which will walk, and for those who walk there is a need for sidewalks.

Mr. McDonald agreed to bring the issue to the attention of the consultants.

10. NEW BUSINESS

Commissioner Zahn said she would like for the Commission to receive updates about transportation projects that are getting under way. Mr. McDonald said he will work to provide project updates to the Commission as the project managers continue to work on the designs.

11. PETITIONS AND COMMUNICATIONS - None

12. APPROVAL OF MINUTES - None

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed its calendar of upcoming agenda topics.

14. ADJOURNMENT

Chair Simas adjourned the meeting at 9:32 p.m.

Kevin McDonald — FEBRUARY 27, 2014

Secretary to the Transportation Commission — Date

Chairperson of the Transportation Commission — 2-27-2014 — Date