

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 28, 2008
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner Wendle

STAFF PRESENT: David Cieri, Eric Miller, Kristi Oosterveen, Marina Arakelyan, Mike Mattar, Kevin McDonald, Rick Logwood, Kevin O'Neill, Department of Transportation; Alex O'Reilly, Parks and Community Services

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:31 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 Commissioner Wendle who was excused.

3. STAFF REPORTS

Transportation CIP Construction Manager Dave Cieri reviewed the items in the Commission desk packets.

Mr. Cieri said staff received a letter from Chair Yuen in which he announced his resignation from the Commission for personal reasons. He passed around a card for the Commissioners to sign. Mr. Cieri noted that with the position of Chair open the Commission will need to act in a timely manner to fill the position. It was agreed to discuss the issue under New Business.

Mr. Cieri said a total of four persons have applied for the Commission seat vacated by Jan Holler. Efforts are under way to fill the position as quickly as possible.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCILS,

BOARDS AND COMMISSIONS – None

5. REPORTS FROM COMMISSIONERS

Commissioner Glass reported that he attended the February 27 Planning Commission meeting to present the Transportation Commission's policy recommendations for the Bel-Red subarea plan.

Commissioner Northey announced she and Commissioner Glass would be traveling to Portland on February 29 to tour the light rail system as part of the Light Rail Best Practices committee.

6. PETITIONS AND COMMUNICATIONS

Ms. Loretta Lopez, 13419 NE 33rd Lane, spoke as co-president of the Bridle Trails Community Club. She said the club has met with the city and has gone back and forth in getting questions answered. She noted that the staff have been very helpful. The main concern of the club regarding the policy framework is that any time a project is finally going to be implemented the citizens who will be affected should be properly notified. The club has made a recommendation with respect to the type of notice, but the city has not yet agreed to it. The ped-bike plan is a very important issue, yet at the Commission meetings it appears that only a few neighborhoods are represented; that could mean others are simply not aware that the process is under way. It would be helpful to include language in the plan outlining exactly what weight the policy framework has.

Mr. Joe Coolidge, a resident on NE 39th Street in Pikes Peak, voiced his opposition to two projects in the ped-bike plan: L-442, the Pikes Peak transmission line, and L-453, the Pikes Peak greenbelt trail. Signatures from neighbors also opposing the two projects were submitted to the staff. The trails would cross private properties that have no easements recorded for public use. Trespassing by trail users would occur on adjacent private property. Pikes Peak is a neighborhood with a rural, low-density character; a trail and the resulting foot and bicycle traffic would spoil the rural character. Bridle Trails State Park is primarily an equestrian park and bicycles are banned. Bicycles on the same trails as horses is a safety concern. L-442 would pass through a wetland in the greenbelt between NE 37th Street and NE 39th Street. There is ample access and parking to Bridle Trails State Park off of 116th Avenue NE and another access to the park is not needed. NE 24th Street, which would cross the southern end of L-442, is steep and is not a good location for a trailhead. It would be better to spend the money it would take to construct the two proposed trails in another area, preferably in the downtown where trails and paths are badly needed. The public comment survey included in the November 29, 2007 Walk and Roll report to the Transportation Commission states that 78 percent of the Bridle Trails comments were in favor of the plan; that is puzzling given that the Bridle Trails attendees at Commission and Bridle Trails Community Club meetings have consistently been opposed to the projects. The data in the report should be audited to verify its accuracy.

7. APPROVAL OF AGENDA

Mr. Cieri proposed revising the agenda by moving item 8-C to become 8-E and moving all the other items up accordingly.

Motion to approve the agenda as amended was made by Commissioner Tanaka. Second was by Commissioner Van Valkenburgh and the motion carried unanimously.

8. STUDY SESSION

A. Human Services Needs in Transportation

Human Services Planner Alex O'Reilly introduced Cathy VonWald, Older Adult Services manager, and Gary Dickerman, chair of the transportation subcommittee of the Bellevue Network on Aging.

Ms. O'Reilly explained that the Human Services Needs Update is a document that is compiled every two years. The document is intended to serve as a scan of the high health and human services needs in the community. A variety of data collection methods are used to inform the study, including a phone survey and surveys of service providers, faith communities, consumers of human services, and city of Bellevue employees. Small focus groups are also pulled together to get information from groups that are typically underrepresented.

The Human Services Commission has the responsibility of providing recommendations to the City Council on health and human services needs and agencies to fund. About \$2 million from the General Fund is earmarked annually for human service programs and projects, so it is key that the Human Services Commission have accurate information and data on which to make investment recommendations. During 2008, approximately 70 programs by 35 agencies, are funded to serve low- and moderate-income Bellevue residents. The data is used by the Human Services Commission and the staff to help develop action plans and collaborations.

Ms. O'Reilly said she has been visiting the city's departments, boards and commissions to share relevant findings from the Needs Update. She noted that an overview of the document had been included in the Commission packets and offered the full version to anyone wanting a copy.

Ms. O'Reilly said the top four issues are well known: the need for affordable housing ranging from homeless units to workforce housing; the cost of healthcare and the growing number of persons who are either underinsured or uninsured; the needs of older adults; and the needs of immigrants and refugees.

Veterans issues have become more apparent over the last couple of years. What communities are finding as veterans return from the wars in Afghanistan and Iraq that there is an increased need for mental health services, health services, and family services. For the next two years

the city will helping agencies collect better data on veterans. Funding from the King County Veterans and Human Services levy will be flowing into the community.

Emergency preparedness for vulnerable populations is an area that was keenly brought to light during the windstorm. It was found that there were several gaps in the emergency preparedness systems at all levels. The populations that are especially at risk are older adults, people with disabilities, and people who do not speak English as their first language.

Ms. O'Reilly said the telephone survey involved more than 400 Bellevue residents. The lack of public transportation was most frequently mentioned as a barrier to accessing services. Inadequate public transportation rated in the top ten answers in answering questions about problems within households and problems in the community.

Transportation was also referenced as a barrier in the providers survey. The agencies funded by the city were asked to identify the gaps they are seeing. About 80 percent of the respondents rated transportation as a top barrier over and above even the cost of services.

Commissioner Tanaka noted that for one person walking a mile to access a bus might be a barrier, whereas for someone in a wheelchair having to go any distance might be a barrier. He asked how the barrier data breaks down. Ms. O'Reilly said the phone survey data cannot be drilled to that depth. Where it was really possible to get detailed information was in the community conversations and key informant interviews. The community conversation focus groups ranged from church groups that work with older adults to parents of children with disabilities. Very frequently, open-ended questions related to transportation elicited comments about the difficulties associated with getting access to services without a car. The older adult and low-income families groups were the most vocal about the impact of the lack of transportation on their lives.

Ms. O'Reilly said transportation also came up as a workforce issue. Low-wage workers, many of whom work odd shifts, cannot get to work because the public transportation routes or schedules are not convenient. Many low-income residents work several jobs or must access child care, which is difficult to do using public transportation.

Ms. O'Reilly said human services planners look for every opportunity to help bring resources to folks to help address the needs and improve the quality of life of residents. The Easy Rider Collaborative is one such effort. The Collaborative is composed of a number of partners, including King County Metro, Sound Transit, Hopelink, the Bellevue Network on Aging, United Way/King County, King County/Seattle Aging and Disability Services, and the Human Services Commission; there has also been involvement by the city's transportation department. The goal of the Collaborative is to find innovative ways to increase mobility of transportation disadvantaged people on the Eastside. The term "transportation disadvantaged" is federal defined and includes older adults, people with disabilities, youth and low-income people. The collaboration is focused initially on the needs of older adults.

Two pilot projects have been funded and will be operated in collaboration with Hopelink. The Dial A Ride project was funded by the FTA through a competitive process with the Puget Sound Regional Council. The program will allow people to call a number at Hopelink and arrange to have a bus pick up them up at their homes and take them to a fixed-route bus stop. The Bus Buddy Travel Ambassador program is based on a model in use in Portland and other cities around the nation. The project was funded by the FTA through Sound Transit and the Easy Rider Collaborative was selected to serve as the Eastside point organization to help implement the program. The concept is that persons who knows how to ride the bus are matched with persons wanting to learn how to ride the bus; a few rides are taken together in order to instill confidence in the new rider. The program includes training volunteers to train others. The transportation subcommittee of the Network on Aging has the lead in finding volunteers for the project.

Ms. O'Reilly said the Human Services Commission uses the information in the Needs Update in making the best recommendations possible regarding human services funding. Staff regularly schedules presentations in the community to share the information with groups. Faith communities have often used the information to help them develop action plans.

The full report is available on the website.

Commissioner Tanaka asked what will determine if the two transportation pilot projects are successful. Ms. O'Reilly said the outcome measures will include increased ridership on fixed routes and follow-up surveys.

Commissioner Van Valkenburgh said she had a conversation earlier in the day regarding the Access program in which she learned that the per-trip cost can be as high as \$150. She said DuPage County in Illinois has an innovative program that involves a subsidy for taxis in which the cost is around \$50. She suggested a similar approach could be taken in Bellevue and on the Eastside. Ms. O'Reilly said that is something that could be looked at. She said there are some funds available for taxi rides for persons who are eligible for Medicaid.

Commissioner Tanaka pointed out that programs of that sort cost the same regardless of the number of riders, so the per-ride costs are relative. Commissioner Van Valkenburgh agreed but said what is important is to have alternatives, and the taxi option is generally less expensive.

Commissioner Northey suggested the transportation CIP should be considered in the same category as other granting agencies and a pitch to fund a program should be made during the CIP process.

B. Ongoing CIP Program Overview

Planning Manager Eric Miller said the capital programs in the transportation section of the CIP can easily be overlooked in the update process. The 16 programs are, however, a significant

component of the transportation CIP totaling on average more than \$9 million per year, which is over 40 percent of the transportation capital budget. Staff are currently working with the program managers, reviewing each program, outlining what the programs have accomplished and what the planned accomplishments are, and developing a recommendation for each program.

During the 2006 budgeting process, upward adjustments were made to four of the capital programs: the pedestrian access improvements program, the minor capital traffic operations program, the neighborhood traffic calming program, and the street overlay program. Staff and the Commission also forwarded to the City Council recommendations for two new programs: the major maintenance program and the ITS master plan implementation program. Both of those programs were approved, though the latter will not begin until the later years of the current CIP 2012-2013.

Commissioner Van Valkenburgh said she would like to receive an update regarding the transportation demand management program and suggested it would make a nice tag-on to the GTEC update on March 13.

Commissioner Van Valkenburgh noted that the dollar amount for the TDM program is modest. Capital Programming Coordinator Kristi Oosterveen said the amount shown is the city's share and does not reflect grant dollars. Commissioner Van Valkenburgh commented that the GTEC will probably cover the downtown area, but said some areas of the city would benefit from some additional transportation demand management programs, including Overlake and Crossroads. She said she would like to know if the city has enough funding to create the type of behavior change that would be optimal in taking trips off the road.

Commissioner Tanaka asked if there will be any major retasking for the ongoing programs and overall CIP once the Bel-Red project moves forward. Mr. Miller explained that during each CIP update all projects are once again on the table. Nothing flows automatically into the next CIP document and all projects must compete for the limited pool of available dollars. If a competing interest is deemed to have a higher priority than something being accomplished through one of the transportation CIP programs, changes can be made.

Commissioner Glass asked why there are two programs, minor capital for traffic operations, and signal warrants/safety programs, that appear to address the same thing. Ms. Oosterveen explained that the signal warrants/safety program involves putting up or changing out signals or streetlights for emerging needs, while the minor capital program is aimed at spot improvements that need to be done. Commissioner Glass asked if any of that work is related to the ITS program and if the dollars will have to be spent twice along the way. Ms. Oosterveen said there is no overlap. Mr. Miller offered to bring in the program manager to provide an update, and Commissioner Glass said he would welcome that.

D. 145th Place SE Stage II: Review Project Scope Options

Transportation Project Manager Marina Arakelyn said 145th Place SE currently has a two-lane profile and the sidewalk sections are not continuous. A corridor study completed in 1999 identified the roadway as a priority for bicycles and pedestrians. In 2002 a CAC identified 145th Place SE and SE 22nd Street as a high priority. In 2005 preliminary design for the 145th Place SE entire corridor was completed. That same year there were budget shortfalls so the project had to be phased, and the first phase was completed in May 2007, funded by the Neighborhood Investment Strategy.

Phase II involves the stretch between SE 16th Street and SE 24th Street. The main objective is to improve safety for pedestrians, bicycles and vehicular traffic on 145th Place SE, and to improve pedestrian connectivity and safety along SE 22nd Street between 145th Place SE and 156th Avenue SE. The project was scoped to provide curb, gutter and sidewalk as well as striped bike lanes on both sides of 145th Place SE, and provide two-way left-turn lanes between SE 16th Street and 144th Avenue SE, as well as left-turn pockets at 144th Avenue SE and at SE 22nd Street.

Ms. Arakelyn said it has been discovered that the projected overall cost of the project as scoped will exceed the available budget by about \$3.4 million. With the price of oil continuing to increase, the project can be expected to go even higher. The increased project cost is primarily due to construction materials costs and increased property costs.

Ms. Arakelyn said the three options identified by staff for moving the project forward are: 1) the project as scoped in the 2007-2013 CIP with a projected deficit of \$3.4 million; 2) the improvements as scoped on 145th Place SE but with improvements only on the north side of SE 22nd Street between 145th Place SE and 156th Avenue SE with a projected deficit of \$1.7 million; and 3) revising the scope for 145th Place SE to eliminate the two-way left-turn lanes and left-turn pockets, and improvements only on the north side of SE 22nd Street between 145th Place SE and 156th Avenue SE with a projected shortfall of \$0.3 million.

Ms. Arakelyn said Option 1 meets the original scope for both 145th Place SE and SE 22nd Street, meets all safety objectives, improves pedestrian connectivity, and provides refuge for left-turning vehicles. The projected shortfall, however, is significant. The project has a high right-of-way acquisition cost, would involve the removal of most of the trees along the roadway, and requires the construction of retaining walls.

Option 2 meets the original scope of the project for 145th Place SE only. It provides for improved pedestrian connectivity and safety on SE 22nd Street but does not fully meet the project scope for that roadway. Right-of-way acquisition costs are still high, the street trees would still have to be removed, and the retaining walls would still be required.

Option 3 reduces the project scope and the ultimate project footprint. Without the additional widening, the mature street trees can be saved. The option still meets the original project objectives on both 145th Place SE and SE 22nd Street.

Ms. Arakelyn said staff has met with the Sunset and Logan Place communities to provide them with a project update and the three options for going forward. They expressed concern over not having the two-way left-turn lanes and turn pockets.

For the past five years there has not been much of an increase in traffic on 145th Place SE. There have been eight accidents along the project length in the last 11 years. The traffic modeling shows that with or without the left-turn lanes the level of service will not change.

The original project scope did not include the undergrounding of overhead utilities. However, the storm in December 2006 showed how susceptible the area is because of the number of trees. Puget Sound Energy indicates the area requires a lot of maintenance. Undergrounding the overhead utilities would serve to improve reliability during winter storms, and would make it possible to retain more street trees. Undergrounding would increase the project cost and would trigger connection costs for the local residents averaging about \$5000.

Ms. Arakelyn said the recommendation of staff is for Option 3. She said staff was seeking from the Commission direction with regard to the scope modification options and the whether or not undergrounding should be added to the scope. The recommendations of the Commission and staff will be forwarded to the City Council on March 10. The design contract will be awarded to the selected consultant on March 17. The design work will begin in the spring of 2008 and construction will commence in the spring of 2009.

Answering a question asked by Commissioner Tanaka, Ms. Arakelyn said the right-of-way costs for Options 1 and 2 are similar, though they are more for Option 1 because SE 22nd Street will be improved on the south side. The right-of-way costs for Option 1 are around \$700,000, while for Option 2 the costs are closer to \$500,000. The cost for the retaining walls in Options 1 and 2 are the same.

Design Division Manager Mike Mattar introduced said the retaining walls represent a major component of the overall costs along with the right-of-way acquisition. Beyond that, there are costs involved with moving power poles and removing trees. Options 1 and 2 have more asphalt, which increases the costs. Concrete sidewalks are also expensive. Ms. Arakelyn added that the drainage costs associated with the two options is around \$700,000.

Commissioner Northey asked if consideration has been given to adding turn pockets without the two-way left-turn lane. Ms. Arakelyn said there is a short distance between the intersections at 144th Avenue SE and SE 16th Street. Adding a left-turn pocket at 144th Avenue SE only would not result in any cost savings given the existing roadway taper. Commissioner Northey asked why the turn pockets and left-turn lane was part of the original scope if they are not warranted by either the traffic counts or the number of accidents. Ms. Arakelyn said the three-lane section design was included in the 1999 study as something that would be nice to have. At that time cost was less of an issue.

Mr. Mattar said the project was originally scoped from SE 8th Street all the way to SE 24th

Street. The section to the north is more urban in character and carries more traffic. The two-way left on the northern section was warranted. The original scope, with the turn pockets and left-turn lanes, was presented to and accepted by the community. Now with the projected budget shortfall, staff is attempting to revise the scope downward while still achieving the project objectives.

Commissioner Glass said his personal experience with the roadway is that it gets crowded during the afternoon; the road serves as a shortcut for people leaving Microsoft and heading for I-90. Cars back up behind vehicles trying to turn left. Option 2 will save some money while getting very close to the original project intent.

Motion to forward to the City Council a recommendation favoring Option 2 was made by Commissioner Glass. Second was by Commissioner Northey.

Commissioner Van Valkenburgh asked if it is customary to construct turning lanes on residential collector streets. Mr. Mattar said the need for a refuge area or designated turning lane has nothing to do with the classification of a roadway. Such decisions are usually made based on traffic volumes and accident data. Commissioner Van Valkenburgh said her concern is that by adding the turning lanes capacity will be added to what is supposed to function as a residential roadway, and by so doing will change the function of the roadway.

Ms. Arakelyn noted that the roadway currently has wide gravel shoulders that serve as a walking path; there is no paved sidewalk. When traffic backs up behind left-turning cars, people often choose to drive around using the wide shoulder, creating a hazardous situation. By adding the curb, gutter and sidewalk cars will no longer be able to do that, improving safety for pedestrians.

Commissioner Glass pointed out that the community voiced a lot of support for the project as originally scoped, and did so on many occasions. Adding the turn lanes will not change the fact that the road is heavily used but will provide for better traffic management.

Commissioner Tanaka asked where the extra dollars for the project will come from if Option 2 is selected and constructed. Commissioner Northey said the problem will have to be solved when the CIP is updated; essentially it would mean less new money available for other projects.

Commissioner Northey said her natural inclination is to support Option 3 to avoid spending money where there is no need to spend money. However, she said she was persuaded by the history of the project and the strong community support it enjoys. The roadway does serve as an alternative route to 148th Avenue SE, and the community is not holding out for the footprint to be narrowed. She said she would support the motion.

The motion carried 3-1, with Commissioner Van Valkenburgh voting no.

Commissioner Glass voiced general support for the notion of undergrounding utilities but suggested the issue should be addressed citywide rather than on a project-by-project basis.

Motion not to recommend undergrounding the overhead utilities as part of the project was made by Commissioner Tanaka. Second was by Commissioner Van Valkenburgh and the motion carried unanimously.

****BREAK****

E. Bel-Red Corridor Project Review

Senior Planner Kevin McDonald reminded the Commission that on January 24 it reviewed and discussed the draft transportation policies for the Bel-Red subarea plan, and the Commission voted a recommendation. That recommendation was presented by Commissioner Glass to the Planning Commission on February 27 along with the recommendations of the Arts Commission, the Environmental Services Commission and the Parks and Community Services Board. It will be the task of the Planning Commission to craft a consolidated policy document out of all the recommendations.

Consistent with the goals, objectives and policies of the transportation component of the Bel-Red subarea plan, a multimodal approach to mobility is being developed for the area, including a system of arterials, non-motorized transportation facilities, including sidewalks and major bicycle accommodations, transit in the form of conventional bus travel and in the future light rail, and a neighborhood protection component to prevent cut-through traffic on neighborhood streets.

The arterial projects identified are substantially part of the final Bel-Red Environmental Impact Statement. The projects were developed to accommodate the projected 2030 land use of the preferred alternative, which included 5000 new housing units and 4.5 million square feet of new commercial space. The projects are predicated on the existing level of service standard for the Bel-Red area, which is 0.9. Subsequent to the publication of the EIS and the acceptance of the transmittal by the steering committee of the final recommendation, staff and consultants have been working on the arterial projects and trying to figure out the logical phasing sequence in light of the land use and engineering priorities. The analysis has triggered modifications to the arterial network, including some alignments to those in the EIS, new connections, and new arterial segments.

The current analysis under way includes looking at the type of roadway system that would be needed if the LOS standard were to be changed. Different arterial configurations and modifications are being looked at along with what their CIP impact might be, all while maintaining the concept of multimodal mobility. The financial impact analysis includes trip allocation and prioritizing projects.

With regard to functional classifications, Mr. McDonald explained that there are two that

apply: those established by the Federal Highway Administration, and those established by the city. The definitions of the classifications are tied to the importance of the roadway to the overall functioning of the network. There are principle arterials, minor arterials, and collector arterials, in addition to local access streets.

The Bellevue functional classifications are defined in the Comprehensive Plan and serve the purpose of being able to have development standards that are applicable to them. Major arterials, such as 148th Avenue, Bel-Red Road and NE 8th Street are intended to provide efficient direct routes between Point A and Point B with as few local property access points as possible. Minor arterials connect major residential and commercial areas, and collector arterials provide connections and access to neighborhoods. Local streets provide direct access to individual properties.

Mr. McDonald shared with the Commission the transportation map of the Bel-Red corridor color-coded to show which projects are included in the first phase for development by 2013, the second phase projects to be developed by 2020, and the third phase projects stretching out to 2030. He noted that the project descriptions are tied to the EIS work and the subsequent work done by the consultants.

Mr. McDonald explained that the new NE 15th Street/NE 16th Street is classified as a minor arterial. It is identified in the EIS as a major east-west connection. It will have a four- or five-lane cross-section with light rail running in the middle, either at-grade or grade separated. Within the nodes there is intended to be a frontage road with on-street parking on the north side of the roadway to provide for limited local access for the retail uses. Overall throughput is expected to be on the order of 30,000 vehicles per day. The roadway will include off-street bicycle facilities and major pedestrian walkways. Within the nodes where the higher density development is expected, the roadway will take on a more urban flair; in the non-node sections the roadway will have more of an arterial design with pedestrian and bicycle facilities. Where the road crosses the West Tributary there will be access to the trail system running along the West Tributary and the park component expected to be located in that area.

Commissioner Northey asked if there are currently any frontage roads with on-street parking in the city. Mr. McDonald said he is not aware of any. The design is known as a multiway boulevard and is being successfully used in many cities.

Answering a question asked by Commissioner Glass, Mr. McDonald said the linear park component is still in the mix. He said it would be implemented on the north side in place of a center median. The park component as envisioned will include open space, major pedestrian and bicycle facilities, urban plazas in the vicinity of the nodes, and near the West Tributary have a major green space on both sides of the road. The concept of the park blocks the consultants presented to the steering committee has not survived the arterial planning because it would have been monumentally expensive to achieve due to the amount of right-of-way needed. It also did not seem to staff to be all that usable a space relative to the costs.

Transportation Capital Projects Manager Rick Logwood said the cross section in general is a four- or five-lane arterial with light rail transit running down the middle. On the south side there is on-street parking. On the outside edge from the curb, there is a landscape strip on both the north and south sides of between six and eight feet in width buffering the multiuse pedestrian and bicycle facility. Beyond all of that is the frontage road running outside of the arterial envelope. The other urban design park frontage areas will be located between the frontage road and the building structures.

Mr. McDonald said he will have illustrations of the cross section to share with the Commission on March 13.

Commissioner Glass said it is too bad the vision for the roadway has changed from the vision the steering committee came up with. The park blocks idea was one of the main themes and had a lot of support.

Commissioner Northey commented that the new cross section as described will also require a lot of right-of-way. Mr. McDonald said the park block cross section would require on the order of 220 feet of right-of-way, whereas the cross section now on the drawing board will require only about 190 feet of right-of-way. While only 30 feet different, the land that would have to be acquired is not all undeveloped and would be very expensive.

Mr. McDonald said the balance of the arterials in the package have more typical cross sections. He noted that in addition to showing up in the Bel-Red subarea, they will also appear on the TFP list with preliminary cost estimates.

Commissioner Northey asked how many of the roadway improvements will be constructed by new development. Mr. McDonald said a part of the analysis under way involves determining what share of the trips will be generated by new development, what share are citywide trips, and what share are regional trips.

Mr. McDonald said on the east side of NE 15th Street/NE 16th Street is 136th Place NE. It is classified as a minor arterial with a three-lane cross section with a light rail transit component. It is anticipated the roadway will serve 12,000 vehicles per day and have ped-bike facilities with bicycle lanes on both sides. The transit component will go from at-grade to elevated by the time it crosses NE 20th Street.

Commissioner Northey asked why 136th Place NE has not been given a five-lane cross section. Mr. McDonald explained that almost all of the new land use will be generated in two nodes, so it is logical to assume that many of the trips on the roadway are going to be within those nodes and between there and the downtown. By 136th Place NE, the number of trips on NE 15th Street/NE 16th Street will be greatly reduced. Commissioner Northey questioned the assumption that many of the trips will be traveling between the nodes in Bel-Red and the downtown area. She suggested that a lot of the trips will seek access to I-405, but said it cannot be assumed the trips will not want to go to the east.

Mr. McDonald said 124th Avenue NE is a north-south arterial and is identified in the EIS as an important connection. The five-lane configuration provides connections on the north end with SR-520; there are currently ramps to and from the west at SR-520, and there is a proposal to expand that to include ramps to and from the east. The vision includes a major connection at the south end of 124th Avenue NE and Bel-Red Road with an improved intersection, possibly with a grade-separated bypass at Bel-Red Road. The 124th Avenue NE arterial is expected to accommodate 22,000 vehicles per day and will have transit connections, including bus connections to the light rail station at 122nd Avenue NE. It will include pedestrian and bicycle facilities, with sidewalks on both sides and bike lanes all the way north to the West Tributary.

Mr. McDonald said 120th Avenue NE is classified as a minor arterial, though to the north of NE 16th Street it will become a major arterial. The roadway has been envisioned with a five-lane configuration, although the current analysis is considering a three-lane cross section instead. Accommodation for 15,000 vehicles per day can be done in a three- or five-lane section. It will have transit connections to the 122nd Avenue NE section, and will serve as a major north-south bike corridor with connections to the SR-520 bike trail.

Commissioner Northey asked if having bike lanes on 120th Avenue NE will be redundant to the BNSF corridor trail. Mr. McDonald suggested they will be supplemental to that corridor for certain, but the thinking is they will serve more of a commuter function than the BNSF multiuse system.

Mr. Logwood said the adoption by the Council on February 25 of the Wilburton subarea policies includes the extension of NE 6th Street as an HOV facility with ped-bike facilities all the way out to 120th Avenue NE. By having bike lanes as part of the corridor until such time as the regional trail system is implemented will provide connections between the downtown and the SR-520 bike trail.

Mr. McDonald explained that 116th Avenue NE has both minor and major arterial classifications and is identified in the EIS as an important roadway for mobility. The recommendation was for a five-lane configuration, but the current analysis includes taking a look at whether or not the intended functions could be addressed with the current four-lane configuration. The arterial is expected to carry about 23,000 vehicles per day and include transit connections and ped-bike facilities in accord with the ped-bike plan.

The NE 10th Street extension was identified in the EIS as a minor arterial connecting 116th Avenue NE to 124th Avenue NE. The current configuration has a four-lane cross section. The analysis underway is reviewing the project viability, cost and need.

Commissioner Tanaka asked if the city has had any conversations with the owners of properties where the use of eminent domain may be necessary to acquire the necessary right-of-way. Mr. McDonald said staff has been in continual communication with all affected parties. Because the Bel-Red area is not currently undeveloped, there are a number of affected

parties. It will be expensive to acquire the necessary right-of-way, but in addition there will be a number of design and environmental challenges. That is the reason the project is being subjected to a lot of additional analysis.

Mr. Logwood said the impact for all the projects, including the loss of jobs and the creation of new jobs through redevelopment, is all part of the economic analysis that would occur with the project. The current focus is on the relative costs for fee easement acquisitions as well as potential damages associated with some of the buildings. To date, the damages reviewed have not included the economic damages associated with the income stream associated with each business. The initial cost estimates will be broad and will need to be refined as each project is implemented. There is the potential that relocation costs would be included.

Senior Planner Kevin O'Neill said all of the projects that were part of the steering committee recommendation and included in the FEIS have different functions. The NE 15th Street/NE 16th Street will serve as the main spine through the middle of the corridor is where new land uses will be arrayed. The same is true of 120th Avenue NE and 124th Avenue NE. The NE 10th Street project was designed for more of a systemwide benefit. The project is not needed per se to accommodate overall Bel-Red land use. The project will clearly impact a lot of properties.

Commissioner Van Valkenburgh asked how the new NE 10th Street section to the west of 116th Avenue NE aligns with the new hospital building. Mr. Logwood explained that the roadway runs between the South Tower of Overlake Hospital and the Group Health development to the south. The roadway will eventually cross over I-405 and make a new connection at 112th Avenue NE on the west side. The NE 10th Street extension project would push the stub section currently under construction east to the extension and realignment of 120th Avenue NE. The intersection between NE 10th Street and 120th Avenue NE has been evaluated as a grade separated facility.

Mr. McDonald said 130th Avenue NE is another north-south street that intersects NE 16th Street. It is identified as a collector-arterial in the EIS, though it takes on different characteristics north of south of NE 16th Street. To the north it is a two-lane street with on-street parking with a pedestrian-oriented focus serving retail uses and residential uses. To the south there would be less of an emphasis on an pedestrian orientation and the roadway would have a standard three-lane cross section.

With regard to Northup Way, Mr. McDonald said the CIP includes adding an eastbound lane between 120th Avenue NE and 124th Avenue NE to make a five-lane cross section. Construction is anticipated to occur in 2010-2011. Further to the west of 120th Avenue NE on Northup Way there is a project under design in the CIP that will result in three lanes with pedestrian facilities and bicycle lanes.

Mr. McDonald said the project being called the hospital connection was brought to light by the consultants subsequent to the environmental analysis for the Bel-Red study. The project calls for a four- or five-lane section for which there is as yet no projected traffic flow. The project

would take off and provide a T-intersection at 116th Avenue NE across from Overlake Hospital.

Mr. Logwood said the project will decrease some of the utilization of NE 12th Street by providing a connection back to 116th Avenue NE. He explained that the new alignment of NE 12th Street/NE 15th Street will tie into the east leg of the intersection, then continue east and swing up to the north. A temporary connection of the existing NE 12th Street would be established into the south side of the new alignment. During the second phase of implementation, a look would be given to reusing the portion of the NE 12th Street/Bel-Red Road connection, reconstruct a bridge, and bring the traffic back down into 116th Avenue NE, severing the connection between the new NE 12th Street/NE 15th Street alignment. That would yield one parallel roadway, NE 12th/NE 15th Street alignment, and another one coming in on the south side into 116th Avenue NE to the existing NE 12th alignment. The signal at the existing entrance of Overlake Hospital and Design Market would be moved to the north, improving the spacing between the signal at NE 12th Street, the new signal and the new signal at NE 10th Street. The revised signal location then would become the major entry to the hospital off 116th Avenue NE.

Commissioner Glass asked if the property owners that would be affected by that project have been contacted. Mr. McDonald said he did not know. The Commission urged him to follow up on that.

Mr. O'Neill noted that the ped-bike facilities envisioned for the Bel-Red corridor will be showing up in the ped-bike plan update.

Commissioner Van Valkenburgh asked if the ped-bike plan and the Bel-Red plan will be going together to the Council. Mr. O'Neill said staff does not know what will be going to the Council first. The primary goal is to make sure the planning in Bel-Red for non-motorized facilities is in sync with the planning being done for the ped-bike plan update.

Commenting on the fact that so much of what is happening in the Bel-Red corridor is tied to economic development and land use, Commissioner Northey asked if a staff team has been formulated to go after special grants beyond just the transportation arena. Mr. McDonald said a financing plan is being put together for all of the capital facilities required to support Bel-Red.

Commissioner Glass said the public outreach conducted in association with the work of the steering committee was excellent. He asked what is being done now to make sure that everyone is still informed as to what is going on. Mr. McDonald said a public open house was held at City Hall recently. Everyone who participated in the steering committee process was invited to attend, and the event was widely advertised in the media. Outreach for all of the boards and commission meetings is being handled in the usual way; there has been no targeted outreach to specific groups. There will be a public hearing before the Planning Commission sometime in may and there will a significant public outreach associated with that.

C. Pedestrian and Bicycle Plan Update: Final Policy Wrap-Up

Mr. O'Neill reminded the Commission that at its January 24 meeting consideration was given to a draft update of the entire policy framework. He noted that Attachment A contained the proposed revisions to the policies and he reviewed them with the Commissioners.

Mr. O'Neill said the policy framework will be part of the discussion regarding the network plan and individual projects.

It was pointed out that in the development section, Policy PB-18 is a new policy recommendation that has not previously been discussed. Mr. O'Neill said there have been several discussions with the development review staff and legal staff about the ability of the city to get bike facilities put in through the development process. While it is standard practice to require curbs, gutters and sidewalks, it has never been clear that bike lanes can be included. Staff is in agreement that there should at least be policy direction to avoid allowing a redevelopment or new development to preclude the future development of a bike facility.

Answering a question asked by Commissioner Glass, Mr. O'Neill said staff tracked the pedestrian/vehicle and bicycle/vehicle accidents data back ten years and found that there are between 30 and 40 such accidents per year. Policy PB-2 calls for a 25 percent reduction, which would not be a large number. Commissioner Glass pointed out that because the statistics are so sporadic, having the specific goal may not be relevant.

Commissioner Northey added that a large number of pedestrian/vehicle and bicycle/vehicle accidents cannot be avoided through engineering anyway. She asked staff to come back options for measurable safety goals.

Commissioner Glass referred to Policy PB-10 and suggested it should be revised to read "Incorporate context-sensitive design for pedestrian, bicycle and equestrian facilities...." He also suggested adding equestrian in the following bullet point. Commissioner Northey disagreed. She said while it is reasonable to want to consider equestrian needs in designing the ped-bike system, but there should be another way to do it without turning the ped-bike plan into a ped-bike-equestrian plan. Mr. O'Neill allowed that there are pedestrian paths that also serve the needs of equestrians, but said the ped-bike plan does not seek to propose equestrian trail improvements. Commissioner Northey suggested adding a bullet to the policy to have equestrian uses be one of the factors to be considered in designing projects. Commissioner Glass said that would satisfy him.

Turning to Policy PB-18, Commissioner Glass said he would not want to be pushed around too much as a property owner just so there can be a bicycle facility constructed somewhere someday. Mr. O'Neill agreed and suggested the issue should be raised again after the legal department does some more research. He pointed out the policy language does not require private developers to do this or that, rather it directs the city to work with private developers to

accommodate future non-motorized facilities where feasible.

Commissioner Van Valkenburgh commented that absent having a policy basis, jurisdictions are precluded from requiring a developer to provide linkages between systems.

Mr. O'Neill said the policy language could be cut off after the first phrase, which might address Commissioner Glass's concern. Commissioner Northey agreed and suggested also requiring facilities to be designated in the TFP rather than just on the plan map.

Commissioner Northey suggested adding "income" to the third bullet under the goals, and changing "...cannot drive..." to "...do not drive...."

Commissioner Northey commented that the network integration policies appear to be redundant with the system policies. She asked staff to review that to see if some policies could be eliminated.

9. OLD BUSINESS – None

10. NEW BUSINESS

Commissioner Northey suggested the Commission should hold elections on March 13 for a new chair.

11. PETITIONS AND COMMUNICATIONS

Mr. Todd Woosley with Hal Woosley Properties, owners and managers of Briarwood Center in the western section of the Bel-Red corridor, thanked the Commission for the comments made about keeping in mind the impacts on property owners and keeping the public involved in the process. He said overall he is very supportive of new infrastructure to accommodate growth and provide for improved mobility. He praised staff for the work they are doing to reevaluate specific projects, especially the extension of NE 10th Street, to make sure they make sense. As proposed, the NE 10th Street extension project cost will be difficult to rationalize; some alternatives should be considered, including keeping the trips on SR-520 east of I-405. Other options include adding another lane to NE 12th Street from 124th Avenue NE west to 116th Avenue NE; adding another westbound lane to NE 8th Street from 120th Avenue NE; and planning ahead for wider arterials by taking steps to preserve all opportunities.

12. APPROVAL OF MINUTES

A. January 10, 2008

Motion to approve the minutes as submitted was made by Commissioner Van Valkenburgh. Second was by Commissioner Glass and the motion carried without dissent; Commissioner Tanaka abstained from voting.

B. January 24, 2008

It was agreed to hold off approval of the minutes until the next Commission meeting in order to allow for the correcting of some errors.

13. REVIEW CALENDAR

A. Commission Calendar and Agenda

The Commission reviewed the items scheduled for discussion in 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