CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 9, 2015
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Chair Lampe, Commissioners Bishop, Chirls, Simas, Tanaka, Zahn
COMMISSIONERS ABSENT:	Commissioner Larrivee
STAFF PRESENT:	Kevin McDonald, Kristi Oosterveen, Eric Miller, Mike Ingram, Kate Johnson, Department of Transportation
OTHERS PRESENT:	None
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:33 p.m. by Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee who was excused.

3. PUBLIC HEARING

A. 2016-2021 Transportation Improvement Program

Capital Facilities Planning and Programming Administrator Kristi Oosterveen explained that the Transportation Improvement Program (TIP) is updated annually as mandated by the state. The recommendation of the Commission will be forwarded to the City Council for review and approval before being sent on to the Puget Sound Regional Council and the Washington State Department of Transportation.

Ms. Oosterveen noted that the proposed list has 94 projects on it: 34 are from the recently adopted Capital Investment Program (CIP); 29 are from the current Transportation Facilities Plan (TFP); 25 are other unfunded projects; and there are six regional or other outside agency projects.

Chair Lampe opened the public hearing.

Mr. Glenn Exeter, 3470 162nd Place SE, submitted written comments.

Mr. Tom Fisher, address not given, submitted written comments.

Mr. Justin Jones, 1227 124th Avenue NE, spoke representing the Spring District. He noted that he had previously submitted a letter regarding the TFP and called on the Commission to

include a new project in the TIP, NE 16th Street from 116th Avenue NE to 120th Avenue NE as a multimodal route serving as a diagonal connection between existing neighborhoods, employers, the Eastside rail corridor trail, and the 120th Ave NE light rail station. The project would also include an overcrossing of the light rail line along the southern edge of the planned operations and maintenance satellite facility (OMSF). The overcrossing is essential to provide connectivity that otherwise would be blocked by the light rail tracks. Funding for a portion of the right-of-way and infrastructure for the project is expected to be provided as part of the OMSF project.

Mr. Benjamin Premac, 15455 SE 47th Place, addressed the topic of bicycle access in Bellevue and opportunities for bicyclists to have safe facilities to use for recreation or commuting. Development of the East Link light rail line will include some access for bicyclists in the form of a multiuse trail along sections of the rail, but it will not be continuous throughout the city. Through the most dangerous sections of the city, bicyclists will be expected to use sidewalks and city streets. A continuous pathway would be far safer and would promote cycling.

Mr. Harpo Gill, address not given, submitted written comments and noted that he previously addressed the Commission in person about pedestrian and transportation concerns on Bellevue Way. He noted that in addition to the downtown enhancement projects, there is a project being discussed for the north end of Bellevue Way near St. Luke's Lutheran Church that will add about 58 housing units. The traffic patterns will be additionally impacted by the project. The TIP corridor study for Bellevue Way should be pushed forward. There are multiple schools on the north end of Bellevue Way and both kids and seniors needing to cross the road, but there are only two crosswalk facilities.

Ms. Stephanie Walter, 14418 SE 19th Place, echoed the comments made by Mr. Premac. There is a clear need to provide for safe bicycle facilities, particularly through the most congested part of the city. She said she is not currently a cyclist but would be if there were safe facilities. A dedicated facility along the entire continuum of the light rail line would benefit the city and the region. There are large infrastructure projects in the offing that will challenge the tree canopy and the citizens. Adding a continuous bike lane along the light rail route would be something the citizens could really look forward to. She suggested the proposed project to include a bike lane on SE 16th Street between 148th Avenue SE to 156th Avenue SE should not be included in the TIP. The route is very steep and there is already a bike lane along Lake Hills Boulevard that is more amenable to cyclists of varying abilities.

Chair Lampe closed the public hearing.

4. STAFF REPORTS

Senior Planner Kevin McDonald called attention to the desk packet and the written comments received regarding the TIP. He also noted that the Commissioners had received an email from the City Clerk regarding procedures for the upcoming election season.

Mr. McDonald informed the Commissioners that on April 14 the City Clerk will initiate the process of recruiting applicants to fill vacancies on the city's boards and commissions, including the position to be vacated by Commissioner Tanaka when his second term expires in May.

Mr. McDonald noted that the Commission desk packet included a document showing the actual counts of pedestrians and bicycles on the I-90 trail generated from the new counter. He

said the data included the counts between March 2 and April 8. The counter is located just to the west of the trailhead at Enatai.

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

6. REPORTS FROM COMMISSIONERS

Commissioner Bishop reported that King County Metro task force held its second meeting recently. The meeting was held at City Hall and included a visit from the King County executive. The discussion focused on how Metro goes about creating and eliminating routes as its operating funds ebb and flow. It is all about service standards methodology used to measure the effectiveness of bus routes. The task force schedule is being driven by the fact that Metro is two months into its two-year Transit Master Plan for King County. It is using Bellevue's Frequent Transit Network concept as one of the evaluation points.

Commissioner Simas said he attended the recent Bellevue Chamber of Commerce transportation committee meeting. The meeting was attended by Mayor Balducci and Transportation Director Dave Berg, both of whom talked about the updates to the Memorandum of Understanding with Sound Transit. Now that the picture is clearer with regard to the cost structures, some of the financial concerns Bellevue citizens had voiced are looking much more positive. An open house is scheduled for April 13.

Chair Lampe said he had a conversation with Commission liaison Councilmember Lee on April 8. During the talk Councilmember Lee encouraged the Commission to think outside the box where new technologies are available.

7. PETITIONS AND COMMUNICATIONS

Mr. Glenn Exeter, 3470 162nd Place SE, thanked the Commission for its efforts in various transportation endeavors, particularly the attention being given to bicycle and pedestrian access. With regard to project TIP-74, constructing a sidewalk on the north side where missing and widening the curb lanes on SE 34th Street between 162nd Place SE to West Lake Sammamish Parkway, he said staff responding to a letter to the city said continuous sidewalk linkage between West Lake Sammamish Parkway and Eastgate Way would be a desirable and worthwhile improvement for the local neighborhood. Staff went on to say the need is identified in the pedestrian/bicycle plan, and to allow that there are scarce connections and limited options for pedestrians in the area, making the SE 34th Street link all the more important. The project was in the 2009-2015 CIP at an estimated cost of $4.25 million, but the project did not make the funding allocation in more recent capital budget cycles. What staff did not mention was that prior to the 2009-2015 CIP the sidewalk was an approved Neighborhood Improvement Program project. The city asked the neighborhood to remove the project and promised it would be included in the 2008 capital budget. Approval was given and the funding went to another project. The project has not since been on any funded project list. Apparently the original project was linked to a drainage project. The question is what the cost is for the bike lane and sidewalk by itself and if it is necessary to link the two project elements. The Commissioners were urged to consider the project for the benefits it will bring to the many neighborhoods along what is a major feeder arterial.

Mr. Tom Fisher, 3338 162nd Place SE, addressed the same project. He said the section between 162nd Avenue SE and 164th Avenue SE is the most dangerous. It is literally

impossible to walk that stretch without stepping into the street. The existing sidewalk between 162nd Avenue SE to the top of the hill was put in specifically so his kids could get to school; it was impossible for them to walk south to get to the bus stop, and the bus could not stop at 162nd Avenue SE because of how steep the hill is.

8. APPROVAL OF AGENDA

A motion to approve the agenda, adding ahead of Old Business a discussion of changes to the Transportation Element, was made by Commissioner Chirls. The motion was seconded by Commissioner Bishop and it carried unanimously.

9. DISCUSSION/ACTION ITEMS

A. 2016-2021 Transportation Improvement Program (TIP)

Ms. Oosterveen noted that the proposed list of projects includes those that are to be removed from the plan because they have been completed or are no longer necessary. She called attention to project TIP-74 and noted that it had been included in the 2015 TIP and was included in the last process due to public input and since it was previously included in the CIP. The decision to remove the project from the CIP and use the funds for other projects ultimately was the Council's to make. The project description has not been changed even though the West Lake Sammamish Parkway project has made some of the improvements on the eastern end; when funded, the project will be evaluated as to the actual needs. The cost, however, likely will not change much; the TIP earmarks $5 million for the project given that the project cannot be done without the utilities and drainage aspects.

Answering a question asked by Commissioner Zahn, Ms. Oosterveen said the project is listed as S-1 in the TFP. The project is considered to be a pedestrian/bicycle project. Funding for the TIP is unconstrained whereas funding in the TFP is constrained. The funding amount in the TIP is rounded, whereas the project as shown in the TFP shows only the constrained funding available going forward.

Commissioner Zahn pointed out that the lighting along the proposed project area is not very good. Ms. Oosterveen said the project is described generically in the TIP. A full evaluation of the project would look at all of the different attributes that would need to be included, such as illumination.

With regard to the Spring District project, Ms. Oosterveen said there is currently no planning basis for the project. It is not part of the Bel-Red Subarea plan and for that reason has not been included in the TIP or the TFP. If the Commission wants the project included, a description will be drafted and included in the blue other unfunded projects section.

Commissioner Bishop commented that the project will not be ready to go anytime soon and could be easily wrapped into the next iteration of the TIP. That would give staff time to conduct an evaluation to determine if the project makes sense from the city's standpoint.

Mr. McDonald pointed out that a review of the Bel-Red Subarea plan is likely to be initiated by the Planning and Community Development Department staff after the adoption of the Comprehensive Plan. That would be the opportunity to give the project a look and introduce it to the plan if it proves to be valuable to circulation in the area. Not including the project in the proposed TIP will not mean the project will be lost.

Commissioner Zahn pointed out that the NE 6th Street subsurface arterial is included on the list as a project not to be forgotten. She suggested that the blue "other funded" projects category would be the appropriate place to put the project for the same reason.

Commissioner Simas stated that the Bel-Red Subarea plan includes the NE 15th Street/NE 16th Street project, one of several projects in the Bel-Red area that are not represented on the map yet because they fall outside the TIP timeframe. Ms. Oosterveen agreed that there are other pieces that will eventually be included. The upcoming review of the Bel-Red plan may also highlight projects in the original plan that are no longer deemed necessary. The subsurface arterial is not a project that was recommended as part of the Downtown Implementation Plan update but the Commission had specifically asked to keep it on the list.

Commissioner Zahn said the fact that the subsurface arterial project is on the unfunded list would seem to argue in favor of including the NE 16th Street project as well.

Commissioner Chirls pointed out that the unfunded other projects on the TIP list could be selected for inclusion in the TFP, and so for that reason the list has an impact.

Commissioner Simas asked if having the NE 16th Street project included in the TIP project list would make it eligible for outside grant dollars. Ms. Oosterveen said the project has not been part of any of the city's planning processes and as such likely would not qualify for any grants. The subsurface arterial project was included on the list previously while the Commission was in the middle of doing the Downtown Transportation Plan update. At the Commission's direction, a description for the NE 16th Street project could be drafted and the project could be included in the blue section as project 89.

Chair Lampe said he was satisfied that the project will get due attention during the Bel-Red Subarea area review. Commissioner Bishop agreed and added that including the project in the TIP would give something that has not been looked at some status.

There was consensus not to include the NE 16th Street project as part of the TIP.

With regard to the comments made about the need for pedestrian and bicycle projects, Ms. Oosterveen reminded the Commissioners that the pedestrian/bicycle implementation initiative is under way and is included as a placeholder on the list as project 66. Senior transportation planner Franz Loewenherz is working through the pedestrian/bicycle plan as part of fleshing out the implementation initiative. The $10 million for project 66 is intended to address some of the projects that will come out of the initiative.

The project highlighted by Ms. Walter on SE 16th Street had design money in the last CIP. It is currently in the orange section of the TIP. The project is in an area where the Puget Sound Energy lines will be going in and the design work was done to make sure their work will not impede the sidewalk. Part of the area was piecemealed together by the Neighborhood Enhancement Program over the years. The project is in an approved plan.

Commissioner Zahn said what she heard Ms. Walter saying is that the terrain in the area makes the bike route less than ideal. She said it would be good to take a closer look at the project as the pedestrian/bicycle plan is reviewed.

Commissioner Chirls said in thinking about bike lanes consideration should be given to

creating protected facilities rather than just discussing whether or not it makes sense for a certain road to have a bike lane. He said just having a line painted on the road does not create safety for riders, whether they are experienced or not.

With regard to the comments made by Mr. Gill regarding Bellevue Way in the Northtowne area, Ms. Oosterveen reminded the Commission that during the last TIP update project 76 was added. The project contemplates a corridor study and a community involvement process to address mobility improvements along Bellevue Way in the Northtowne neighborhood.

Commissioner Bishop asked if the issues there fall within the scope of project M-20. Ms. Oosterveen said staff have gone out to look at the area with traffic calming solutions in mind. A more extensive corridor study is needed, however, to identify all of the fixes that might be needed due to aging infrastructure and the need for more and improved pedestrian crossings.

Commissioner Bishop called attention to the description of project 34 and noted that the last line references funding in the amount of $200,000, which is different from the $1 million shown in the CIP. Ms. Oosterveen agreed to delete the last sentence of the description.

Answering a question asked by Commissioner Bishop about project 35, Ms. Oosterveen explained that it covers Phases 3 through 5 of the West Lake Sammamish Parkway project. Project 25 is the funded portion and project 35 is the unfunded portion. Commissioner Bishop said it was confusing to have the project name indicate the southern limit of the project is I-90 when in fact that part of the project has been completed. Ms. Oosterveen said the name was decided on by staff but allowed that it could be changed. There was agreement to change the southern limit to SE 34th Street.

A motion to recommend to the Council approval of the proposed 2016-2021 Transportation Improvement Program as amended was made by Commissioner Bishop. The motion was seconded by Commissioner Chirls and it carried unanimously.

B. 2016-2027 Transportation Facilities Plan

Senior Transportation Planner Mike Ingram said the non-scientific survey for the Transportation Facilities Plan had received some 240 responses as of April 8, 87 percent of which were Bellevue residents. Another ten percent worked in Bellevue but lived somewhere else. The respondents overwhelmingly indicated they get around by car, though some said they walk, and a fairly high number indicated they get around by bike; 33 percent noted that they use transit. The top concerns voiced were congestion during peak periods; gaps in sidewalks in key locations; and the need to improve bicycle facilities. In terms of changes that would make a difference in their behavior, the highest single item was completing the bicycle routes, followed by improved transit service, reduced vehicle congestion, and installing sidewalks.

Continuing, Mr. Ingram said there was no real clarity around the topic of where the city should spend its money. Completing the east-west and north-south bicycle routes was chosen as the highest priority and the lowest priority by the highest number of respondents. Within the tightly grouped overall set of potential priorities, adding road capacity came out the highest, followed by sidewalks along arterials.

Answering a question asked by Commissioner Chirls, Mr. Ingram said some who have no viable alternative to driving alone could well have highlighted congestion as their top concern.

For them, fixing the congestion problem would probably not change their mode choice, but it might influence their choice of travel time. Clearly some conclusions can be drawn from what people say they would do differently if conditions were to change for the better.

Noting that the respondents were all self-selected and that the survey cannot be considered to be scientifically valid, Commissioner Zahn suggested the Commission should not try to draw more from the data than the data has to offer.

Mr. Ingram said there was a clear interest expressed in the rail corridor. Respondents from Northtowne indicated concerns about the situations they face relative to Bellevue Way, and a number of folks highlighted the SE 34th Street project.

Mr. Ingram said staff conducted a prioritization exercise starting with the score-ranked list of projects. Projects already funded in the CIP were put at the top of the list. For the balance of projects, it was recognized that the scoring does necessarily capture every important element. Staff looked at things like project history. He noted that the West Lake Sammamish Parkway project does not score all that high but has a long history of public process and investment to date in identifying what needs to be done and why, so that project was moved higher than the scoring indicated. Likewise, the city's last gravel road did not score high but from a maintenance standpoint it is an ongoing headache for the city and a big source of complaints, so that project was elevated above its score rank. Public input was also considered in the review, thus SE 34th Street and Bellevue Way north of downtown were shifted higher on the list.

Capital Programming Manager Eric Miller reminded the Commissioners that they previously discussed whether or not there should be a separate pedestrian/bicycle project prioritization or ranking before merging them with the other projects. He said the proposal of staff was to move all of the existing projects in without getting into their specific relative priorities, leaving to the new Pedestrian and Bicycle Implementation Initiative the determination of the relative priority among those projects. The recommendation of the staff is to hold some funds in reserve for pedestrian/bicycle implementation as part of the TFP process.

Mr. Miller pointed out that projects on the proposed project list that have a TFP number are already in the TFP. Those with a CIP number have some amount of funding proposed, but not necessarily the full funding required for project implementation. The projects following the first 19 projects on the list that have an A designation are all projects in the current TFP and are all impact fee projects.

Commissioner Bishop asked if there are sufficient revenues projected to cover the projects in the impact fee category. Mr. Miller allowed that every project on the list that has any level of funding must fit within the overall revenue projections.

Mr. Miller commented that the recommendation of staff relative to the first project on the list, TFP-209, is to continue with full funding. The project runs through the heart of the Spring District.

Commissioner Bishop observed that the project is not fully funded for construction in the CIP. As indicated, the project will need funding in the period after the current CIP which begins in 2022. The design work will have been done by that time and the East Link light rail line will have been completed. The question is when the project will really be needed and if it will need to be done between 2022 and 2027. As proposed, the city will be spending $100 million on

roads in the area, and the question is whether or not another $17 million needs to be spent in the area during the same time frame as opposed to a sidewalk improvement in some other area. Mr. Miller said the recommendation of the staff is that the project should in fact be funded as proposed.

Answering a question asked by Commissioner Chirls, Mr. Miller explained that the difference between the funding allocation column and the unconstrained funding allocation column is what is funded in the CIP. With regard to project TFP-209, the difference is roughly $3 million, and that is the amount funded in the CIP for the design work.

Commissioner Bishop said he went through the CIP and calculated how much of it is allocated to the Bel-Red corridor and to projects associated with the East Link project. He said he found the percentage of funds for those categories to be astoundingly large, namely $150 million of the $200 million, leaving only $50 million to do everything else around the city. For that reason, he questioned why TFP-209 must be funded in the 2022-2027 time frame, or if some portion of it could be put off.

Mr. Miller called attention to rank project 2, R-168, and pointed out that a small amount of the overall project cost is funded in the CIP for pre-design work. The light rail maintenance and operations facility may force a realignment of the roadway, an issue that needs to be clarified before choosing to fully fund the project. The pre-design work will focus on issues such as what will be the right alignment and what will be the right time to bring the project online. Without doing some up-front work, it may not be possible to influence Sound Transit relative to how it will developthe maintenance and operations facility.

Mr. Miller noted that rank projects 3 and 4, TFP-211 and TFP-250, are only placeholders. Rank project 5, TFP-215, is fully funded in the current TFP. Mr. Miller suggested that some funds could be removed from project TFP-215 and reallocated to some other project or projects. . The $3.4 million in the current CIP is to design and construct the westbound lane of Spring Boulevard. The question is whether or not the eastbound half should be funded in the TFP One option would be to keep the project fully funded, another is to roll it back to predesign only, leaving a modest allocation of $300,000. .

Commissioner Bishop asked if the westbound roadway wide enough to be a two-way two-lane road. Mr. Miller said it is wide enough only for a single lane. There is a CIP project that did the preliminary design for both the north and south halves.

Commissioner Chirls asked if it is absolutely true there is no way to create two lanes without buying more property. Mr. Miller said creating two lanes would get in the way of Sound Transit's plans. Their line will run up the middle of Spring Boulevard all the way to Northup Way and their intent is to rebuild the road with one lane on either side of their tracks.

Answering a question asked by Commissioner Zahn, Mr. Miller said the staff recommendation is to keep the project as it is fully funded. However, staff recognizes the opportunity to have a conversation with the Commission and ultimately with the Council about whether or not there are higher priorities for which the $17 million could be earmarked. The fact is there may very well may be.

Mr. Miller said the sixth-ranked project has the same TFP number. It is the segment of Spring Boulevard immediately to the east. The $165,000 in the funding allocation column represents money in the existing CIP to coordinate with Sound Transit on how the roadway should look

outside of the train track running down the middle.

Commissioner Zahn pointed out that there are only three projects on the list with large amounts of money attached to them, rank numbers 5, 7 and 8. All the rest have relatively small unconstrained funding numbers.

Mr. Miller said the reason staff was recommending full funding for number 7, R-169, is that it is the east frontage of the Spring District. The city is coordinating with the developer through the development review process and the master plan developer agreement, but the developer will not be funding the whole road.

Chair Lampe said the Spring District is likely to be developed much sooner than the area around the 130th Avenue station. Accordingly, if the inclination is to save money the fifth ranked project should be rolled back to just the design phase.

Commissioner Bishop observed that 124th Avenue NE north from NE 12th Street already exists. Mr. Miller said project 7 is funded primarily because of the Sound Transit crossing underneath it. The design work was done to determine what the frontage will be. Essentially the entire west side of the segment is Spring District frontage.

Commissioner Bishop commented that the grand scheme plan for the Bel-Red corridor will include building roads for more than just the Spring District. As anticipated, the city is looking to spend up to $80 million to get 120th Avenue NE along one side of the Spring District, $17 million on the north side to create accessibility for the same developer, and is contemplating spending another $17 million for the same developer to wrap up three sides of the Spring District project. Mr. Miller said the larger project goes all the way down to Main Street and work is going on that is more or less focused on neighborhood protection for the development and the pressures other capital improvements put on the neighborhoods to the south. Staff is only recommending full funding for the segment between Bel-Red Road and Spring Boulevard.

Commissioner Simas stressed the need to keep in mind that an entirely new neighborhood is being constructed as part of the Spring District. It will have a lot of residents, a lot of commercial uses, and a lot of tax revenue. The mobility initiative is designed to drive a lot of people right through the area toward SR-520 to allow access to the east and the north. There is merit to putting resources into it. Clearly there will need to be a large capital outlay up front. He proposed leaving staff-rank project 1 the way it is, taking staff-rank project 5 and set it for design funds only as recommended by staff, and leave staff-rank project 7 the way it is.

Commissioner Zahn agreed that the commitment to build the Spring District has already been made, so to not put in the needed transportation improvements is not an option.

Commissioner Bishop said the question is not whether the projects should be built, the question is timing.

Commissioner Tanaka agreed with Commissioners Simas and Zahn. He said he could see no merit to parse through the list with a fine-toothed comb, nor is there time to do it. He said he was comfortable with the recommendation of staff.

Commissioner Tanaka left the meeting.

Mr. Miller noted that staff-rank projects 11 and 13 are both fully funded in the TFP. He said the recommendation of the staff is to roll them back and indicate both just with placeholder funding levels. Both projects are options for intersection improvements recommended by the Eastgate/I-90 transportation/land use study. Over the years improvements have been made in the area to address the congestion. There are so many options ranging from roundabouts to traditional intersection improvements that add turning movements that it is difficult to say which approach should be taken without further analysis. There is no funding committed to additional analysis in the CIP.

Answering a question asked by Commissioner Zahn, Mr. Miller pointed out that both projects are impact fee projects. If they are rolled back to placeholder status, neither can be an impact fee project given that they would not be fully funded in the 12-year TFP. Some sensitivity analysis will yet need to be done to make sure the Council-adopted impact fee program is still legal. That analysis will be done as part of the process of updating the TFP.

Commissioner Zahn expressed discomfort with taking two fully funded TFP projects and making them placeholders for design only. That would mean that for ten years there would be study and design only but no actual construction. Commissioner Chirls pointed out that the list will be updated again on its regular schedule and where a study deems a project is warranted it can be put back on the fully funded list.

With regard to staff-rank project 14, TFP-078, Mr. Miller noted that funding has been allocated in the CIP for the second phase of the West Lake Sammamish Parkway project. The question is whether or not another segment should be funded in the six years following the CIP timeframe. The recommendation of staff for the project as well as staff-rank project 16, S-1, is to include a placeholder amount of $1 million to address design only.

Commissioner Bishop pointed out that reducing staff-rank project 5, R-174, to $300,000 will free up $17 million. He said he would like to see another phase of construction for the West Lake Sammamish Parkway project funded in the 2016-2017 timeframe. He recommended increasing the funding for TFP-078 to $8 million. That would leave $9 million for other projects, such as pedestrian/bicycle projects.

Mr. Miller said as things stand the pedestrian/bicycle reserve stands at $16.2 million. Taking $17 million from R-174 could yield closer to $33 million.

Commissioner Bishop highlighted staff-ranked 9, R-177, the Bellevue College connection, and said the project is ripe for being phased. The portion to the north of the freeway to get into the college and open up a roadway through the college, and getting the transit center in there, can be totally separate from all of the structural things that need to be done on the 142ndAvenue SE structure, the pedestrian walkway, and the Mountains To Sound Greenway connection on the south end. The college is a willing partner, as is King County Metro and Sound Transit. A way should be found to get the project funded. Mr. Miller said those potentials partner funding is exactly why staff was not recommending more than $300,000 to figure out in part who should pay for the project. It is still unclear whether the city can legally pay for a project that is not on a public right-of-way. There is a fine line between a public road and a road the college owns but allows the public to use.

Commissioner Chirls asked if staff had a recommendation for where the $17 million should go. Mr. Miller said two clear candidate projects are West Lake Sammamish Parkway and SE 34th Street. Staff believes there should be a sizeable reserve for the pedestrian/bicycle initiative,

and $16 million over twelve years is not very much. More is needed and more would certainly be better.

Commissioner Zahn called attention to staff-rank project 10 and asked why it was shown with zero funding. Mr. Miller explained that in the project rank B grouping, project W/B-78, is funded in the CIP for design and includes the design for staff-rank project 10. The staff-rank project 10 could be funded separate from W/B-78, the Mountains To Sound Greenway.

Mr. Miller said staff would take the direction given by the Commission, work to refine the cost estimates and revenue projections, conduct the sensitivity analysis around the impact fee program, and would seek a motion from the Commission at a future meeting.

Commissioner Bishop proposed raising score rank project 48, NE 6th Street subsurface arterial, above the funding line in order to get the project reviewed.

A motion to delete score rank project 48 from the TFP was made by Commissioner Simas. The motion died for lack of a second.

Chair Lampe said he would like to have staff frame for the Commission just what increasing funding for pedestrian/bicycle projects will gain. Mr. Miller said he would bring back some general comments but stressed that it will not be known which pedestrian/bicycle project will be ranked the highest. There will be multiple options for the scope of each of the individual B projects.

C. Transportation Demand Management Program Update

This item was deferred to May 14, 2015.

4. STAFF REPORTS (Continued)

Mr. McDonald said the chairs of the city's boards and commissions transmitted their recommendations relative to the Comprehensive Plan elements to the City Council on April 6. Chair Lampe did an excellent job transmitting the Commission's recommendations relative to the Transportation Element.

Included in the recommendation were a couple of things the Planning Commission recommended that were different from the Transportation Commission's recommendation. The work of reconciling the differences needs to be done before the staff presents the Commission's final recommendation to the Council on April 27.

With regard to the consultant-generated goal statement that was derived from reading the Commission's recommendation on the Transportation Element, the Planning Commission wanted to tack on language. Staff compared the original goal statement against the Planning Commission's recommendation and came up with something that reads better overall. The other two disparities had to do with the language of policies TR-1 and TR-4.

Commissioner Bishop indicated support for the Planning Commission's version of the goal statement and recommended adopting it. It speaks directly to not discouraging the use of any particular mode. The Transportation Element generally discourages cars.

A motion to adopt the Planning Commission's version of the goal statement was made by

Commissioner Bishop. The motion dies for lack of a second.

Commissioner Chirls said there are parts of the city, including the downtown, where discouraging cars, particularly single-occupant vehicles, makes a lot of sense. Cars are generally very inefficient when it comes to moving people around. There are cities around the world that have enacted specific financial disincentives to discourage the use of cars.

Commissioner Zahn noted her support for the staff's proposed wording of the goal statement. A motion to accept the staff-proposed wording of the goal statement was made by Commissioner Simas. The motion was seconded by Commissioner Chirls and the motion carried 3-1, with Commissioner Bishop voting against.

With regard to policy TR-4, Mr. McDonald explained that the policy seeks to reconcile transportation policy in Bellevue with that of the Puget Sound Regional Council and the Countywide Planning Policies. The language proposed to be added comes directly from policy of those two organizations.

Commissioner Zahn suggested the language proposed by the Planning Commission is more inclusive. Mr. McDonald said his particular concern was inclusion of the word "everyone" in reference to providing mobility options. Special attention is paid to special populations in infrastructure planning, prioritization, and the relationship between transportation and land use, and that is why they are specifically called out. Commissioner Zahn said she favored including a reference to "underserved populations."

Commissioner Simas said his concern was that people with disabilities, the elderly, the young and low-income households are all definable terms, whereas "underserved" is not easily definable.

A motion to approve the Transportation Commission recommendation relative to policy TR-4 was made by Commissioner Bishop. The motion was seconded by Commissioner Simas.

Commissioner Zahn said she was concerned that the unhoused are not covered by the policy. Too often they wind up housed in places that do not have transportation options and they are left to travel by foot.

Commissioner Simas said he would entertain adding a reference to "homeless" instead of "underserved" to the policy as a friendly amendment.

Chair Lampe opposed crafting policy language on the fly. He said while he understood the argument, not much will be missed by simply adopting the staff proposal.

Mr. McDonald pointed out that policy TR-4 relates to transportation infrastructure not services. There are other policies related to the provision of human services. Addressing the unhoused or homeless is difficult when it comes to transportation infrastructure, but not when it comes to providing services.

The motion carried unanimously.

A motion to accept the recommendation of the Planning Commission relative to policy TR-1 was made by Commissioner Bishop. The motion died for lack of the second.

A motion to retain the existing recommendation from the Transportation Commission was made by Commissioner Simas. The motion was seconded by Commissioner Chirls.

Commissioner Bishop questioned the statement that reducing congestion is inconsistent with Bellevue city code. It is true the city has level of service standards by Mobility Management Area that allows for some congestion, but adding more congestion is not something the city strives to do. Mr. McDonald said Bellevue city code establishes standards in the form of upper limits and to exceed them is unacceptable. Commissioner Bishop said the Planning Commission's recommendation of striving to reduce congestion and improve mobility is in fact the goal of the Traffic Standards Code and the Comprehensive Plan. That is being done through the transit system, through the bicycle system and through other means.

Commissioner Zahn said the Transportation Commission's original language specifically references support for the Comprehensive Plan where all of the various specific pieces are housed.

Answering a question asked by Commissioner Bishop, Mr. McDonald explained that the Planning Commission's version has already been submitted to the Council. The recommendations of the Transportation Commission will be presented to the Council as well. Ultimately it will be up to the Council to decide which version to adopt.

Commissioner Simas pointed out that depending on various factors, the city could chose to build all sorts of new capacity into the roadway system and still end up with more congestion. The fact is there likely will be more congestion even if all resources are focused on creating capacity to satisfy the needs of all the single-occupant vehicles. Striving to reduce congestion is an unachievable goal.

The motion carried 3-1, with Commissioner Bishop voting against.

10. OLD BUSINESS - None

11. NEW BUSINESS - None

12. PETITIONS AND COMMUNICATIONS - None

13. APPROVAL OF MINUTES

    A. March 12, 2015

A motion to approve the minutes as submitted was made by Commissioner Simas. The motion was seconded by Commissioner Chirls and it carried unanimously.

14. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed the calendar of upcoming meetings and agenda items.

14. ADJOURNMENT

Chair Lampe adjourned the meeting at 10:08 p.m.

Kevin D. McDonald — 05/14/2015

Secretary to the Transportation Commission — Date

Kurt Hope — 05/14/2015

Chairperson of the Transportation Commission — Date