CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

October 8, 2015
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT:	Chair Lampe, Commissioners Bishop, Simas, Woosley, Zahn
COMMISSIONERS ABSENT:	Commissioners Chirls, Larrivee
STAFF PRESENT:	Kevin McDonald, Krisit Oosterveen, Mike Ingram, Eric Miller, Transportation Department ; Camron Parker, Parks & Community Services Department
OTHERS PRESENT:	None
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Chair Lampe who presided.

2. ROLL CALL

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

3. PUBLIC COMMENT - None

4 APPROVAL OF AGENDA

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

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

6. DRAFT MINUTES REVIEW/APPROVAL

A. September 10, 2014

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

7. STUDY SESSION

A. 2016-2027 Transportation Facilities Plan

Senior Transportation Planner Mike Ingram provided the Commissioners with updated revenue forecast numbers to replace those on pages 5 and 6 of the draft Transportation Facilities Plan (TFP). He noted that the process to update the TFP began in November 2014. The work to date includes a list of projects that was taken to the City Council in June 2015 with a recommendation to have it serve as the base from which to proceed with the environmental analysis. On the strength of the Council's approval, the environmental analysis has since been done, though only an addendum to the current EIS was required given that the project list was not substantially changed from what it had previously been.

Mr. Ingram said there is a potential need to further examine carbon monoxide concentrations at the 112th Avenue NE/NE 8th Street intersection. Modeling forecasts show the congestion level at that location is likely to get worse, yet the intersection configuration is unlikely to change given that there is little that can be done. Because of the anticipated increase in the number of vehicles using the intersection in the model, there will be increased delay that could lead to increased carbon monoxide levels.

Commissioner Bishop asked if the TFP assumes the completion of NE 6th Street by 2027 and Mr. Ingram confirmed that it does. Commissioner Bishop said it was his understanding that project would significantly reduce the volumes on both 112th Avenue NE and NE 8th Street, improving level of service. He said that should lead to improved air quality also. Mr. Ingram noted that even so, the modeling indicates the number of cars using the intersection and the delay involved trigger the need to explore the air quality issue a little more carefully. The TFP update will not, however, have any direct impact on that specific intersection.

Commissioner Woosley asked if there is a way for the city to conduct an area-wide or city-wide EIS so that anticipated projects that are not yet on the TFP or CIP can be analyzed, obviating the need for additional analysis once the projects are added to a list. Mr. Ingram said the TFP is the vehicle used to do that. On occasion the city conducts an environmental analysis for long-range plans, but it is typically the TFP that serves as the forward look.

Mr. Ingram reminded the Commissioners that the city had made some adjustments to the system intersections and the boundary of MMA-11. Intersections were added and the boundary changed slightly to reflect current conditions. However, in drafting the TFP it was necessary to build off the previous EIS, which included calculations based on the previous system intersections.

The Commissioners reviewed the modeling outcomes and noted that by 2027 vehicular level-of-service (LOS) will be much the same in North Bellevue; a little bit worse in South Bellevue, particularly along Bellevue Way in the Mercer Slough area; and improvements in Richards Valley. Mr. Ingram pointed out that LOS is much better in MMA-11 with the addition of a new signal at Lakemont Boulevard and 164th Avenue SE.

Commissioner Bishop observed that overall the number of intersections violating the LOS standard was reduced from four to only one in the Bridle Trails area. Mr. Ingram explained that Spring Boulevard Zone 1 was added to the model and that took some of the pressure off the intersections of Northup Way and 120th Avenue NE and Northup Way and NE 124th Street.

Mr. Ingram allowed that the downtown area is more challenged but remains well within the LOS standard through 2027. The Bel-Red corridor will face additional challenges as well.

Commissioner Bishop commented that the LOS standard in the downtown is 0.95 and as things stand currently the average will be 0.78 in 2024 and 0.8 in 2027. However, the perception people have is that congestion in the downtown is bad and getting worse. There is a dramatic increase in congestion that occurs between 0.78 and 0.95 and when the average starts getting close to the standard there will be many who believe the city transportation planners do not know what they are doing.

Commissioner Woosley said it was his recollection that travel times through the downtown will double by 2027 without exceeding the adopted LOS standard. Consideration should be given to what standard should be used in evaluating future investments.

Commissioner Zahn commented that the East Link light rail line will open operations in 2023. Leading up to that time, construction will trigger a great deal of congestion on the transportation network. People will undoubtedly be grateful to emerge from the construction haze to the congestion scenario outlined by the modeling. Commissioner Woosley said the citizens certainly will understand the need to break a few eggs to make an omelet, but the challenge will be in how to get people to support the investments that clearly need to be made so that things will be better in the end.

Mr. Ingram clarified that the modeling numbers look only at vehicle level of service and does not reflect the investment in rail, except that the trips that eventually will be by rail will not be on the roads.

Commissioner Simas said the city is trying to encourage more people to come to the downtown, and as that occurs it follows that there will be more traffic and more congestion. What the modeling shows is that the projected actions and projects will in fact help.

Commissioner Woosley asked where things stand in the downtown currently and Mr. Ingram answered the V/C ratio is close to 0.68. Commissioner Simas said the projected 0.78 by 2027 clearly is a reflection of increased congestion but pointed out that vehicle congestion will get worse at a much slower rate than it would without investments in transit. The focus will need to be on moving people through the downtown more efficiently even if that means at a slower rate.

With regard to the revenue forecast, Mr. Ingram said the total projected amount is $445 million.

Commissioner Zahn asked about the $85.4 million from impact fees and developer contributions. Mr. Ingram said that is the amount expected to be received based on the anticipated level of development. The city could levy up to $7900 per trip given the total cost of the impact fee projects eligible for payment under the impact fee program were it not for the limit of $5000 per trip established by city ordinance.

Commissioner Woosley pointed out that the city's impact fee used to be only $500 per trip. The tenfold increase in the fee has caught Bellevue up with other jurisdictions where growth pays more of its fair share.

Commissioner Woosley asked how the impact fee project list is compiled. Mr. Ingram explained that all fully funded roadway capacity projects expected to be in place by 2027

qualify as impact fee projects. There is a single zone in the city so every development project in the city is assessed the same fee for new trips that occur during the peak hour. Most of the city's development is projected to occur in the downtown and BelRed corridor, which is why the impact fee projects are located in those areas. Capital Programming Manager Eric Miller added that capacity projects are intended to serve growth. Absent growth there would not be a need for additional capacity.

Commissioner Bishop called attention to project TFP-217, 124th Avenue NE at the SR-520 interchange, and asked if development could be charged for its proportionate share of the city's slice of the overall project cost. Mr. Miller said it cannot be shown that the project will be on the ground by 2027, with or without state help. Accordingly, the city cannot charge development for its share of the impacts. Additionally, impact fees will not be charged to development to pay for the bridge over the East Link light rail line at 120th Avenue NE because Sound Transit is picking up the full cost and because the project does not add capacity to the system.

Commissioner Zahn asked if there is a plan in place to increase the impact fee beyond the $5000 per trip limit. Mr. Miller said for the proposed TFP the legal limit is $5000 per trip. The limit was set by Council and only the Council can change it. An increase to $7978 per trip would be needed to have development fully pay for the capacity projects in the TFP.

Commissioner Woosley pointed out that there is a point where increasing the impact fee will keep development from being feasible. When the BelRed corridor plan was drawn up and adopted, it was recognized that infrastructure would be needed and that then $500 per trip impact fee would not be enough. That is when the Council elected to launch a process to increase the fee over time, keeping it low initially to allow pioneer projects to come up out of the ground to prove the viability of development in the corridor.

Commissioner Simas asked what the impact fees are in Redmond and Kirkland and Mr. Miller explained that Kirkland is in the process of updating its fee schedule to a multimodal fee system. Redmond already has a multimodal fee system in place. It is difficult to compare apples to apples between the cities, but a rough conversion of trips in Redmond yields an impact fee of close to $8000 per trip; the fee in Kirkland is closer to $6000.

Commissioner Zahn highlighted the need to find the right balance between collecting what is needed to pay for infrastructure needed to accommodate growth and setting the fees so high that development is stymied.

Mr. Miller noted that since the project list was presented to the Council in June, there has been some evolution in the understanding of some of the projects, particularly those in the CIP. He said staff will proposing some adjustments to certain project budgets as part of the mid-biennium budget process. Staff also believes those adjustments should be reflected in the TFP. Six projects need adjustments for a total of $5.4 million. For four of the projects, the increased cost is related to right-of-way acquisition. Additionally, an extra $100,000 is needed to work on the design of the NE 6th Street project now that WSDOT has approved funding to build an additional lane in each direction on I-405 between Bellevue and Renton.

Mr. Miller said an additional adjustment may be needed relative to Northup Way. The first bids solicited for the project came in higher than expected and were rejected. The engineer's estimate was updated and the project was sent out to bid again. The project has a projected

deficit of between $800,000 and $900,000. Bids cannot be awarded for the project unless it is fully funded, which means amending the project budget. Where the funds will come from remains unclear.

Commissioner Woosley observed that the state funding packet includes three projects that are only partially funded and asked for a summary of how much will be needed to construct the projects. Mr. Miller said the number in the transportation package for the 124th Avenue NE half diamond is upwards of $48 million, which will cover design and some property acquisition; the total project will cost far more than that. The state packet relative to the Mountains to Sound Greenway project includes $14 million in Tier 2 to fund the at-grade segment between Factoria Boulevard and 150th Avenue SE , and the crossing at Factoria Boulevard. Northup Way at $2.8 million is the third project.

Commissioner Bishop pointed out that the description in the TFP for the Mountains to Sound Greenway project does not mention the amount of state funding. He suggested amending the language accordingly. Mr. Miller said it is not known when the city will see the state dollars, so it cannot be said with certainty that the funds will be in hand by 2027, and that is why the dollars are not mentioned in the project description.

A motion to recommend adoption of the 2016-2027 Transportation Facilities Plan was made by Commissioner Simas. The motion was seconded by Commissioner Zahn and the motion carried unanimously.

With regard to the transmittal memo, Commissioner Zahn suggested replacing the word "meeting" in the first bullet on the first page with "will meet." Commissioner Woosley said it would be more appropriate to have the sentence read "...all MMAs will be in compliance with their respective mobility thresholds...."

Mr. Ingram said he would edit the transmittal memo accordingly.

Commissioner Zahn agreed to attend the Council meeting on November 9 when the TFP will be on the agenda.

B. Parks & Open Space System Plan

Senior Parks Planner Camron Parker explained that about every six years the city updates the Parks and Open Space System Plan, the long-range vision for parks and open space in the city. He said he has been visiting with the city's boards and commissions to gain a sense of how people use the system and receive input regarding what commissioners would like to see more of in the future. The mission statement of the Parks & Community Services Department is built around the concept of building a healthy community through an integrated system of parks, open space, recreation, cultural arts and human services.

Mr. Parker said the Parks and Open Space System Plan is a functional plan within the Comprehensive Plan. He said the time is right to update the system plan given the recent work to update the Comprehensive Plan. The update will make sure the system plan is aligned with the policies in the Park, Recreation and Open Space Element, and the policies in other elements that can be supported in the system plan.

The Commissioners were asked to share how they use Bellevue parks and open spaces.

Commissioner Woosley said his two young kids thoroughly enjoy the parks that they visit nearly every day. The parks represent an incredible asset for the city and they are incredibly well maintained. The parks help keep the kids active and healthy. He said on weekends his family will often stroll from the Enatai area to the Downtown Park.

Commissioner Bishop said he and other residents along West Lake Sammamish Parkway use Weowna Park. He said he particularly enjoys the undeveloped urban forest there that also sports a good trail system.

Chair Lampe said he is most familiar with Surrey Downs Park. The facility is set to be redeveloped once the courthouse comes down. As light rail comes in the park will be downgraded to a neighborhood park from a community park. He said he often hears from the parents of young children about the scarcity of ball fields in the city. Hidden Valley Park represents an area to address that need, but more could be provided. Bellevue's parks are never crowded.

Commissioner Zahn commented that Bellevue's parks serve as gathering places. They are places where people can feel safe and have fun. They also offer a great deal of diversity relative to scenery and uses. Newcastle Beach Park has had issues with geese, and on sunny days parking is an issue there. Access to that park is also an issue. Access to the shorelines in Bellevue is not always easily identifiable.

Mr. Parker said the city has for the last 20 years or more been focused on acquiring property to connect the existing Meydenbauer Beach Park to the city's marina in Meydenbauer Bay. Once the park is expanded and improved, access to the waterfront will be much easier.

Commissioner Simas said when his children were younger the parks were visited frequently. He said he and his wife still use the trails that often connect with fun an interesting places. One of the strengths of the system is the way in which the trails connect the various park elements together. As the city continues to evolve, there should be a concerted effort to make sure everything is connected, including connections with the transportation system. He said he really likes the small, intimate and never crowded pocket parks in the Enatai neighborhood.

Commissioner Woosley agreed with the need for accessibility and voiced concern about the loss of parking at Downtown Park. The new Meydenbauer Bay Park and Downtown Park are regional draws and should have adequate parking. Mercer Slough should also have better access. The improvements to and expansion of the Botanical Garden are to be celebrated as part of a great system.

Commissioner Bishop commented that 30 years ago he did a non-motorized transportation study for the city that included an equestrian system that was focused on the Bridle Trails areas. He asked if there are any public access points for Bridle Trails folks to the park from the city streets. Mr. Parker said there are though it involves a complicated system of social trails and easements. Not all of the trails that exist are shown on the system maps because they traverse private property or across easements. In those cases the neighborhood knows where they are and use them, but they are not advertised.

Commissioner Bishop asked if any discussion has been given to making the BNSF corridor trail into a park. Mr. Parker said the city's role will for the most part involve making

connections to the corridor, which will be a regional King County trail as opposed to a city of Bellevue facility.

Commissioner Zahn pointed out that Redmond and Renton include exercise stations as part of their trails and commented that Bellevue trails do not have them. She also noted that the pocket parks in Hong Kong are not built to cater to kids but to seniors and accommodate things like tai chi and yoga. Bellevue has an aging population and could benefit from having elements like that included. There also should be bike racks in all parks if they are not already there. Every effort should be put into making sure trails and sidewalks are safe and well maintained.

Commissioner Woosley agreed with the need for exercise facilities for adults.

Commissioner Zahn asked if there will be any access to Mercer Slough during the construction of the East Link project. Mr. Parker answered that all of the existing trail loops will remain open, though one will have a detour set up. On the Bellevue Way side, the park will be accessible to the south of the park and ride, and the Sweyoloken boat launch will remain open as well. To the north, however, the access points at the Winters House and the blueberry farm will be closed during construction.

Commissioner Woosley asked if consideration has been given to creating additional trails within Mercer Slough Park and a potential connection across the Slough directly north of the Bellefield Business Park. Mr. Parker said the city would love to see that happen and allowed that the idea has been kicked around. It will depend largely on finding a willing partner on the other side of the Slough. It is not part of the East Link project, however. A couple of new boardwalk trail segments will be created once the East Link construction project is completed.

Answering a question asked by Commissioner Zahn about access, Mr. Parker said the city conducts a walkable access study that maps all of the park and trail access points. Calculations are then made to determine how many people live within a third of a mile of those access points. The data shows there are some areas better served than others, and those areas less served get raised in priority when consideration is given to adding parks or trails in the future. Commissioner Zahn asked if churches and schools that typically have green space, as well as open areas in the downtown that are part of developments, are factored in. Mr. Parker said the school district facilities are mapped because they offer to the public during the evenings and on weekends.

Commissioner Woosley wanted to know if the public is allowed access to school district sports facilities. Mr. Parker said some are but it is a hit and miss situation. As the school district has moved ahead with redeveloping they have taken more control over the programming of their grounds than they used to. The city used to schedule both city and school district fields, but that is no longer the case.

Asked by Commissioner Bishop is there are any plans to build a pocket park on the Lake Sammamish shoreline, Mr. Parker said the city owns a couple of contiguous parcels on that shoreline that are identified for a future waterfront park. Bellevue currently has no parks on Lake Sammamish. Vasa Park is open to the public but it is a private facility.

C. Eastside Rail Corridor

Mr. Ingram said he and Mr. Parker are serving as the lead staff working on rail corridor issues. He noted much had happened in the nine months since the Commission was last updated.

Mr. Parker said about seven miles of the Eastside rail corridor is in the city. It is situated in a such a way that it can easily provide access to a number of Bellevue's parks and trail systems. Much of the work done to date has been focused on the northern segment, but at I-90 there is a pending opportunity to make a significant regional trail connection with the Mountains to Sound Greenway, and the project to add a lane in each direction on I-405 will undoubtedly have impacts on how the Eastside rail corridor and the existing Lake Washington trail will work together. For the northern segment, consideration is being given to putting in an interim trail for the public to use, much as Kirkland has chosen to do.

Commissioner Woosley asked about the possibility of creating an interim connection with the Eastside rail corridor somewhere between SE 1st Street and SE 8th Street. Mr. Parker said such a connection would not be ideal but it would be functional and likely would be well used. Mr. Ingram said King County is looking at alternative bypass routes for the segments of the corridor where there are particular challenges, such as the Wilburton trestle and the gap over I-405 southbound. Crossing 116th Avenue SE also presents a big challenge. No solid solutions that are also cost-effective have yet been identified.

Commissioner Woosley commented there may be an opportunity associated with the need to tear down the Main Street overpass to accommodate the I-405 widening project. It is possible a ped/bike connection could be added there.

Mr. Parker informed the Commissioners that during the last budget cycle the Council included $1 million in the CIP to support participation in the Eastside rail corridor planning. The Council has yet to decide how to apply those funds, but it gives the city additional credibility in the regional the planning process. The rail corridor itself extends north to the city of Snohomish. The area of the corridor that crosses into King County near Woodinville continues to see some active freight use, so the planning the county is doing starts in Woodinville and extends south to the terminus in Renton. The stretch that runs through the Kirkland is owned by the city of Kirkland just as the stretch that runs through Redmond is owned by the city of Redmond. King County owns the remainder of the corridor, with the exception of a short stretch in Bellevue that is owned by Sound Transit for use as part of the East Link alignment. The city owns none of the corridor.

Mr. Parker added that because the overall project is a rails to trails project, there is a requirement that a freight envelope be maintained to allow for possible future freight operator to use the corridor. Mr. Ingram clarified that everything done along the corridor must be predicated on the premise that there could in the future once again be freight moving along the corridor. The reality is that preserving space for that to happen will be very challenging, even infeasible in some locations.

Commissioner Woosley said Kirkland has asked Sound Transit to include in ST-3 a bus rapid transit project running from Bellevue to Totem Lake. Kirkland recognizes that will be decades off in implementation but could be done much sooner than light rail. A $200,000 study has been authorized to look at right-size 21st Century technology transit options. The corridor will serve as a great recreational trail, but the Kirkland portion may include a paved access-only corridor in conjunction with the recreational trail.

Mr. Parker said King County has launched a trail master planning project that is currently in the analysis phase. The deliverables will include a trail master plan and associated environmental impact statement. The focus is on a paved trail along the entire King County portion of the corridor. The two alternatives being considered are a trail that would be on the existing rail bed and a trail that would be off the existing rail bed. The environmental impacts of both options will be evaluated. The master plan will pick a preferred alternative from between those alternatives.

The Commissioners were informed about the upcoming public comment opportunities, including an online option.

Mr. Ingram said the trail master planning process began in January and is continuing. In parallel with that is a process that is looking on what can be done in the near term. One option would be to simply tear out the rails, smooth out the ballast and lay down fresh gravel. That is the approach taken by Kirkland and the resulting facility is seeing significant use. The best opportunity for doing the same in Bellevue lies with the northern segment that joins the Kirkland improvements and runs south to SR-520 where the Sound Transit ownership picks up. The initial estimate is that the work in Bellevue could be done for less than $1 million. Part of the city's agreement with Sound Transit in relation to the OMSF facility is that Sound Transit will construct Kirkland-type improvements on its segment of the corridor between SR-520 and the Wilburton station at NE 8th Street.

Commissioner Woosley asked if the city is confident it will have the right-of-way needed to do the full 120th Avenue NE from Northup Way to NE 16th Street. Mr. Ingram said he did not know but did know that staff have looked into what will be needed. Part of the street improvements will be done as Sound Transit builds out the frontage along the west side.

Mr. Ingram said one thing that makes the corridor a useful route is that it can be connected to Northup Way. The city's Northup Way CIP project effectively becomes a piece of the east-west SR-520 ped/bike route. The state previously constructed the portion over to Redmond and just recently completed the part west toward the lake; their next segment will be the portion connecting over the lake to Seattle. The missing piece is Northup Way CIP project that will tie it all together.

Commissioner Zahn asked how soon the corridor trail could be graveled and ready for use. Mr. Ingram said the city hopes to have the Northup Way improvements completed in 2017, and the indications are it would be feasible to have the rails removed and gravel put down in the corridor that same year. It will, however, take some funding. The state has a concept for ultimately completing the SR-520 trail that uses part of the rail corridor. They are awaiting the rebuild of the interface between the two freeways to implement this long-range improvement.

Mr. Ingram said careful consideration has been given to the NE 8th Street overcrossing. The location is challenging for a number of reasons, not the least of which is the volume of traffic and the fact that the rail corridor is quite narrow there. Sound Transit will use most of the available space for its facility. The county is interested in working with Sound Transit to make it clear what it will need to construct a ped/bike facility to the west of the elevated East Link structure.

Commissioner Woosley asked why the trail needs to be on the west side of the East Link alignment and how it will mesh with the long-term plan for a ped/bike trail on the NE 6th

Street extension. Mr. Ingram said the trail will go over NE 8th Street, cross to the south side, and then duck under the rail structure before proceeding through the rail corridor beyond where East Link turns to the west. There are ongoing discussions about a possible grand connection linking Wilburton and the downtown and how it might interface with the rail corridor. Mr. Parker added that Sound Transit will create a path from the Wilburton station to 116th Avenue NE. That is currently viewed as the best way to access both the trail and the station. The trail will touch down just prior to the east-west link across the Whole Foods lot.

Mr. Ingram said the NE 8th Street facility is viewed as being a basic crossing, though there is some interest on the part of the city to fabricate a more significant facility to help build identity for the area and the rail corridor trail. Mr. Parker said several groups are currently advocating for the project.

Mr. Ingram said King County is working to engage key people in the legislature and at WSDOT to recognize the needs associated with the ERC gap over I-405 southbound and to gain agreement around what the reconnection should look like. Given that there are greenbelts on either side, Bellevue Parks has expressed an interest in having a connection that could work for wildlife connectivity. There is also the issue of the quality of the user experience.

Mr. Ingram said building a coalition of groups and interested parties to support a vision for the entire corridor is an opportunity the Regional Advisory Council has identified and King County is hoping to foster. There is precedent in other parts of the country for bolstering public resources with private resources.

Commissioner Woosley commented that Google made an impressive improvement to its campus in Kirkland, which straddles the corridor. They have paved their section, and outside the right-of-way have added a caboose latte shop, sand volleyball courts, a basketball court and a zip line, all of which is available to the public as well as their employees. They understand it will all have to be torn out if transit eventually runs through there.

Answering a question asked by Commissioner Woosley about whether or not Sound Transit has been asked to contribute to the cost of the overpass of NE 8th Street. Mr. Ingram said to date the conversation has been on real estate and the fact that Sound Transit will push the trail crossing out of the available right-of-way. Mr. Parker added that it is certainly in Sound Transit's best interest to improve access for station users, which the crossing will do.

Commissioner Woosley said Redmond has taken the lead on a ped/bike overpass crossing over SR-520 from the Daytona project to the Overlake Village station. He said he did not know what funding might have been contributed by Sound Transit for a facility that clearly will benefit them. That could serve as a model for the NE 8th Street overcrossing.

8. OLD BUSINESS

Chair Lampe encouraged the Commissioners to listen to the Council discussion that occurred at their last meeting in September and the conversation about parking during the time the South Bellevue park and ride will be under construction. He said Sound Transit has developed a plan under which the lion's share of the spots that will be lost will be replaced at other park and ride lots. The ongoing challenge will be the fact that the 550 line is the key user of the South Bellevue park and ride and moving things around may result in a lack of access to that route.

Commissioner Bishop said the plan Sound Transit has in mind utilizes surplus spaces in other park and ride lots as well as leased lots. The planners have grabbed hold of the city's Transit Master Plan concept of leased lots. Few of the lots they have signed up actually bump up against the 550 route, but Sound Transit's plan might well just what is needed to get the leased lot logjam unhooked.

Commissioner Zahn said she listened to the Council meeting. She said she found it difficult to believe that people who are currently using the South Bellevue park and ride will want to park their cars in Kirkland or even in Eastgate. She agreed that the leased lots identified are nowhere near the desired routes. A number of the Councilmembers suggested Sound Transit's plan is unrealistic.

Commissioner Woosley noted that the Enatai neighborhood is already experiencing some park and hide activities and is considering establishing a residential parking zone. It will be a big challenge to utilize parking facilities that were not intended to be used for commuter parking purposes.

Mr. McDonald pointed out that in the opinion of the staff the conditional use permit process is needed in order to protect neighborhoods from potential adverse impacts. Commissioner Zahn said she did not want to see that authority given up, rather a way should be found to speed up the process, possibly by getting out ahead of the game by laying the groundwork around the most likely leased lot locations. Sound Transit will be starting construction in 2016 and there will be impacts right from the very start.

Chair Lampe noted that there are a couple of large church lots on Bellevue Way that might be appropriate locations. The opportunity should at least be explored.

Commissioner Woosley commented that there remains some confusion about whose responsibility it is to provide additional park and ride stalls within the system. That confusion only adds to making it complicated to make sure there will be enough stalls.

Chair Lampe said it was his understanding that the East Link permitting CAC was charged with determining permitting conditions, including parking. Commissioner Zahn questioned whether the CAC had as much knowledge about the Transit Master Plan that the Commission has, particularly with regard to how many stalls should be available and the issues involved with leased lots.

Commissioner Zahn said her concerns ran deeper than just the leased lots issue and included the critical path that has been identified, and the scheduling that has construction beginning while there are still questions to be answered. Chair Lampe said it was his belief the city is in fact fully engaged and doing all that can be done relative to the process.

Commissioner Woosley said beyond the issue of replacing the lost park and ride stalls, there is no detailed schedule for the construction work to be done on 112th Avenue SE. He said a detailed schedule has been drawn up for the work on Bellevue Way and 112th Avenue SE should be afforded the same level of detail.

Chair Lampe agreed to make contact with Councilmember Lee to discuss how the Commission could be involved in the process.

Commissioner Zahn asked staff to keep the Commission informed about updates provided by Sound Transit to the Council.

10. NEW BUSINESS – None

11. REPORTS FROM COMMISSIONERS

Commissioner Bishop noted that at least four of the Commissioners would be attending the advanced technology conference on October 9 at Mercer Island Community Center.

Commissioner Bishop reported that King County Metro's Service Guidelines Task Force completed its work on October 7. He said the group met a total of eight times and developed a set of principles for adjusting the guidelines for how to make changes to service levels. He said his takeaway was that the group mostly tinkered around the edges of how Metro does business in terms of adding or subtracting service. A report will be before the King County Council in the fall. If approved, the new approach will be integrated into the long-range planning system.

Commissioner Zahn reported that she and Commissioner Woosley attended a recent morning breakfast sponsored by Leadership Eastside that was focused on transportation and the economy. One of the things that came up was the fact that as the number of fuel efficient vehicles on the road increases, the state will collect less in gas taxes, resulting in less funding available for transportation improvements. Commissioner Woosley added that there was broad consensus that far more significant investments need to be made in the transportation infrastructure.

12. STAFF REPORTS

Mr. McDonald called attention to the report included in the Commission packet from Franz Loewenherz regarding the status of the Pedestrian/Bicycle Implementation Initiative.

Mr. McDonald also noted that the packet included proposed amendments to the Commission's bylaws. He said action could be taken at the next meeting.

13. COMMISSION CALENDAR

The Commission reviewed the calendar of upcoming meetings. There was agreement to cancel the November 12 regular Commission meeting in favor of attending the city's cultural diversity training.

14. ADJOURN

Chair Lampe adjourned the meeting at 9:33 p.m.

Kevin McDonald — 12/10/15

Secretary to the Transportation Commission — Date

Scott Lange — 12/10/15

Chairperson of the Transportation Commission — Date