

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

October 11, 2007
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Chair Yuen

STAFF PRESENT: Kevin McDonald, Goran Sparrman, David Berg, Dave
Cieri, Kristi Oosterveen, Eric Miller, Kris Liljelblad, Jen
Benn, Mike Ingram, Department of Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:06 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 arrived at 6:51 p.m.; Commissioner Glass, who arrived at 8:07 p.m.; and Chair Yuen, who was excused.

3. STAFF REPORTS

Department of Transportation Director Goran Sparrman outlined for the Commission several staff reassignments. He noted that the workload in the department has been very heavy for quite some time. The focus of much of the work has been in the transportation planning area. The staff reassignments made have been with an eye on balancing the workload within the department.

Kris Liljelblad, Assistant Director, Transportation Planning, has been heading up the transportation planning area under which staffing of the Commission has traditionally fallen. One of the senior planners in the long-range planning group is Kevin McDonald. The decision has been made to shift the responsibility for staffing the Commission to the Deputy Director David Berg; accordingly, he will draw on his staff to carry out the functions of facilitating the Commission. Key staff will rotate on a roughly three- to six-month basis based on time availability. Dave Cieri, head of the CIP project inspection group, will be up first.

Mr. Sparrman stressed that neither David Berg or Dave Cieri will be responsible for all of the items that come before the Commission. Each item will continue to be handled by the staff in charge of them. Both Mr. Liljeblad and Mr. McDonald will continue to play very large roles in the Bel-Red corridor project as it moves toward implementation.

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

5. REPORTS FROM COMMISSIONERS

Commissioner Van Valkenburgh said she attended the joint boards and commissions meeting on October 10 along with other members of the Transportation Commission. She said it was a good way to present the Bel-Red corridor plan to everyone at once and to get everyone on the same page from the start. It was also helpful to gain an understanding of how the various parts of the work will be handled by different groups.

6. PETITIONS AND COMMUNICATIONS

Mr. Marty Neislich, 312 West Lake Sammamish Parkway NE, said he serves on the board of the West Lake Sammamish Association. He said the group has appreciated the support the Commission has given to the West Lake Sammamish Parkway project and asked the Commission to continue supporting the important project. What Bellevue has invested in to date has worked very well; everyone gave up a little something to achieve something that works for all. The neighborhood is generally anxious to see the rest of the project move forward sooner rather than later.

7. STUDY SESSION

A. Transportation Facilities Plan Update

Capital Programming Coordinator Kristi Oosterveen outlined for the Commission the proposed public involvement strategy. She noted that staff will regularly keep the Commission updated throughout the process; will keep information on the web page up to date; will take the show on the road to community groups and neighborhood associations; and will publish information in the city's print media, including *It's Your City* and *Neighborhood News* as well as flyers posted in public places.

Commissioner Tanaka asked if staff is satisfied with the effectiveness of the outreach efforts based on past experience. Ms. Oosterveen responded by saying the city does the best it can to reach all interested parties. The effectiveness of the efforts seems to vary year by year. Ads placed in the *Bellevue Reporter* have proven to be effective lately. The practice lately regarding open house events has been to hold them prior to a regular Commission meeting in the hope that the public would stay for the Commission meeting and offer comments.

Capital Programming Implementation Manager Eric Miller said the information put out to date has been focused on educating the public with regard to what the TFP is and how it fits with the rest of the transportation planning process. There really has not been enough time to see what effect the strategy has had.

Commissioner Van Valkenburgh asked if there is a piece available to the public to explain how their comments are used and how their participation can influence the outcome. Ms. Oosterveen said she shares that information in responding to correspondence and encourages them to come speak during oral communications during public meetings like the Transportation Commission meeting.

There was general agreement with regard to the proposed public involvement strategy.

Ms. Oosterveen turned next to the roadway/intersection project scoring criteria and weighting. She reminded the Commissioners that the ped-bike project criteria are being addressed separately through the Walk and Roll ped-bike plan update.

In 2005, the Commission approved a set of Comprehensive Plan-based project need and benefit scoring criteria for the 2006-2007 TFP update that had the following weighting:

Safety	25%
Level of Service	25%
Transit	10%
Non-motorized	15%
Regional System Consistency	10%
Leveraging of Outside Funds	<u>15%</u>
	100%

The proposal put to the Commission was to combine two of the criteria and adjust the weighting as follows:

Safety	25%
Level of Service	25%
Transit	15%
Non-motorized	20%
Regional Benefit/Outside Funding	<u>15%</u>
	100%

Ms. Oosterveen noted that staff was recommending no change to the weighting for the safety and level of service categories.

Commissioner Tanaka said he found the level of service criteria the most confusing of all with little connection to what was found in the matrix. Mr. Miller explained that there is an LOS standard established for each Mobility Management Area (MMA) in the city. The matrix used in scoring projects tries to get at whether there is a need from the perspective of level of

service, and whether projects will offer benefits that will improve levels of service. The performance of each system intersection is averaged for each MMA, and the result must meet the LOS standard for the specific MMA.

Mr. Liljeblad said one of the reasons for the creation of the TFP was level of service and the concern of the Council regarding the possibility of having to declare a moratorium on building because of an inability to satisfy areawide level of service standards. There are projects in the array that are not capacity projects. The level of service weighting is intended to take those projects into account. Projects that add capacity and improve the overall LOS average for MMAs, particularly those that are bumping up against their limits, are deemed more important.

Commissioner Northey suggested consideration of other ways to evaluate whether or not projects serve LOS objectives. One approach would be to add additional weight to capacity projects in MMAs that are nearing their thresholds. She added that the approach of measuring levels of service only at intersections tends to favor intersection capacity improvements. There are ways to measure levels of service in corridors.

Mr. Sparrman said the genesis for the TFP was concern over congestion at intersections. The City Council made the decision to measure concurrency by looking at specific intersections in the different MMAs. Right or wrong, that was the approach adopted and written into code. Many among staff believe that another way of thinking about how the transportation system works should be established. Because the current approach is codified, it must be carried out until such time as the code is rewritten. It is true, however, that the intersection approach drives investment decisions toward intersection improvements.

Commissioner Northey asked if it would be appropriate for the Commission to ask the Council if they intend to take any action to change the code in the near future. Mr. Sparrman said it would be acceptable for the Commission to raise the issue of how the current approach drives investment decisions, and the appropriate time to do so would be when making a recommendation regarding funding for the TFP or the CIP.

Commissioner Van Valkenburgh said another approach would be to revise the level of service criteria weighting downward. Mr. Sparrman said it is up to the Commission to decide how to weigh the various criteria. He cautioned, however, that so long as the code reads the way it does, there is a legal requirement to meet concurrency according to the established approach.

Ms. Oosterveen pointed out that in the past the Commission has elected to give the level of service both less weight and more weight.

Mr. Miller pointed out that under the current approach, if there is no level of service need in a given area, an intersection improvement project will score lower regardless of the project's benefit.

Ms. Oosterveen explained that the Commission-approved weight percentage for the transit system criteria was ten percent. For 2007 the proposal of staff is to increase the factor to 15

percent.

Commissioner Wendle asked how often the transit weighting would actually be applied. Ms. Oosterveen said there have been projects in the past that received transit points, though admitted it does not apply to every project.

With regard to non-motorized systems, Ms. Oosterveen reminded the Commissioners that there is a separate scoring for the ped-bike projects. The criteria as it relates to the TFP refers to capacity projects that include a sidewalk or bike lane component. The Commission approved a weighting percentage of 15 percent for the category in 2005; for 2007 staff is proposing 20 percent.

Commissioner Northey said one approach to consider would be to cut and paste the weighted list developed for sidewalk improvements. Ms. Oosterveen reminded commissioners that the criteria developed for the neighborhood sidewalk improvements was for projects that will be included on the ped-bike side as they do not add capacity to the system. The non-motorized criteria being discussed was strictly for roadway and intersection projects.

Commissioner Wendle stressed the need to keep the matrices simple. The LOS criteria is complicated by having several layers. It might be easier to just indicate that a project has a benefit for pedestrians. He cautioned against making things too complex.

Ms. Oosterveen said the proposal of staff to combine regional system consistency and leveraging of outside funds is intended to reduce redundancy and make the process simpler. Mr. Miller clarified that finding outside funding remains a very high priority of the transportation department.

Mr. Miller stressed that the scoring and score ranking serves only as a starting point for prioritizing the list of projects. The Commission will be asked to look at the individual issues associated with each project from more of a subjective point of view.

Commissioner Wendle noted his support for the proposed weighting percentages. He said if he were to change anything it would be give arterial or intersection improvements more points if they are on a major transit route and benefit transit. Projects that add capacity benefit both auto traffic and transit equally.

Motion to consider arterial improvements a direct benefit if on a transit route was made by Commissioner Wendle. Second was by Commissioner Van Valkenburgh.

Mr. Miller clarified that the motion would apply to any project that fits in either the local or minor column on the transit matrix. He noted that the lowest score possible is a zero where there are no transit trips. The higher the number of transit trips, the higher the score given to the project.

Noting that the local column is categorized as having between zero and 20 trips per day, and

that minor is categorized as having between 21 and 50 trips per day, Commissioner Wendle observed that most all neighborhood streets would fall into one of those columns. He proposed moving the minor column projects into the high end. Mr. Miller said if the arterial improvements are moved down, they will get more points across the entire scale. Any project that gets 100 points on the matrix will receive 15 weighted points.

Commissioner Northey proposed moving arterial improvements into the direct benefit row, which would make the minor column 100 instead of 67. Commissioner Wendle accepted that proposal as his motion.

The motion carried unanimously.

Commissioner Northey suggested that pedestrian access should be considered a direct benefit not an indirect benefit. She proposed collapsing the indirect benefit and direct benefit rows into a single row labeled direct benefit.

Commissioner Northey passed the gavel to Commissioner Tanaka and then moved to consolidate direct and indirect benefits into a single row. Second was by Commissioner Van Valkenburgh and the motion carried unanimously.

Commissioner Northey resumed the chair.

Ms. Oosterveen reviewed with the Commission the proposed timeline for updating the TFP.

B. ADA Transition Plan Update

Program Manager Jen Benn said following the July 12 presentation to the Commission regarding the use of a modified Segway to inventory the entire system and aid in producing a transition plan, some technical issues were encountered and only a portion of the system has been inventoried; the balance of the inventory project will occur in 2008. The delay has offered staff the opportunity to sit back and reflect on issues related to ADA compliance that need to be addressed.

Ms. Benn explained that Title II requires the city to conduct a self-evaluation that identifies all of the different types of barriers to accessibility that exist in city facilities, public rights-of-way, programs and services. The city must then determine how to mitigate those barriers, figure how methods and approaches to use, and develop an implementation plan that includes a financing scheme. Until the inventory is completed, it will not be possible to draft a complete plan.

In May 2006 the Federal Highway Administration visited Bellevue and assisted in a process review. The city was congratulated on several different programs, including traffic mitigation around construction projects in terms of the types of pathways created for persons with disabilities. The review did, however, point out that there is still much work to be done, including a transition plan at the citywide and department levels. An internal department

coordinating committee has been formed, the Transportation Action Team for ADA (TATADA).

At the citywide level, the focus has been on raising awareness about ADA, conducting policy review, and putting in place the organizational structures that are required. Most importantly, the focus has been on the three components of a citywide transition plan: a facilities inventory, a programmatic inventory, and the Segway data collection project focused on the rights-of-way.

Ms. Benn said the city is responsible for more than 300 buildings citywide. It is a huge effort to inventory access and the various barriers those buildings present. The determination has been made to purchase software and consultant services that will focus on two specific facilities – Highland Community Center and South Bellevue Community Center – as well as access to the new City Hall. The project will evaluate how well the software helps collect the necessary information before moving on to all of the other city-owned buildings.

On the programming side, interviews have been conducted with each of the one hundred-plus program managers who run recreation programs, neighborhood services programs, and every type of service and non-capital program. The focus there was on the policies in place for serving people with disabilities, and the types of systems for accommodations. Reams of data have been collected which is being sorted and collated.

The right-of-way inventory work will be finished by the early fall of 2008. By the end of 2008 the staff will have all the components needed to produce a citywide transition plan.

At the department level, the TATADA is working from the ground up. The team is seeking to understand the issues being faced on a day-to-day basis by inspectors and project managers as they relate to ADA compliance. As the data is collected, the team will determine the types of things that are already in place to help deal with the issues, and needs to be put in place. The eventual outcome will be recommended policy language or standard operating procedures. By December 2007 an interim will be in place that will be operational throughout 2008. The final system plan will be completed by the end of 2008 and fully operational by 2009.

Commissioner Wendle asked if the definition of disability has remained constant since the ADA legislation was adopted. Ms. Benn said nearly every aspect of the Act has evolved over time, including how disabilities are defined and what constitutes a disability in terms of standards. A new iteration of standards is being worked on and will soon be released that will be even more aggressive. Commissioner Wendle thought it would be helpful to outline at a future briefing the various disabilities categories.

Answering a question asked by Commissioner Northey, Ms. Benn allowed that ADA compliance is an unfunded federal mandate. The various city departments are having to find dollars in their budgets to carry out the work.

Ms. Benn said one change to the standards that will soon be handed down is an increase in the

standard sidewalk width for a wheelchair path from 36 inches to 48 inches. That is not a major concern to Bellevue given that the city already calls for wider sidewalks. However, there are facilities in some of the neighborhoods that are not compliant. Addressing those will trigger right-of-way issues and a need for project funding. Another issue that will need to be faced is the fact that the current city standard is to address sidewalk heaving of three-quarters of an inch or more; the ADA calls for addressing heaving of one-quarter inch or more, and that will require a very large amount of funding. The Segway project will catalog all quarter-inch deviations, but a single winter could create many more heaving problems.

The city instituted an online complaint and request form for accessibility issues. Staff also collects requests through the Neighborhood Enhancement Program and through citizen interaction at public meetings and the like. In reality, only one in four of the issues that come in through that process are true accessibility issues, though each is responded to appropriately. Some of the true accessibility issues raised can be relatively easily addressed. Others, however, are not quite so easy to rectify.

Ms. Benn shared with the Commission photos of one such instance in which fire hydrant blocks part of a sidewalk on Main Street, leaving a passage width of less than 36 inches. In addition, there is no curb ramp, and on the other side of the street there is no sidewalk at all. The minimum cost to relocate the hydrant is about \$40,000. The funds will not come directly out of the transportation budget because utilities has an open contract to move several hydrants and the one on Main Street was simply added to the list. However, once the barrier is removed, the facility will still be noncompliant. An RFP has been authorized to look at the segment of Main Street and its connection into Old Bellevue, so in the long term the issue will be corrected.

As issues like that one come up, questions arise as to how to prioritize them in relation to existing funding and project lists, where should the money come from, how to manage community expectations, and how to manage liability.

Commissioner Wendle asked if the responsibility lies only with the city or to some extent with the private property owners. Ms. Benn said the city is responsible for addressing anything within a city right-of-way. If an issue involves a private development, the city can require that it be addressed.

Commissioner Van Valkenburgh asked if the city has the authority to require ADA compliance in cases of tenant improvements. Mr. Miller said typically projects must reach a certain threshold of improvements to an overall property before triggering other upgrades to meet current standards. Tenant improvements do not generally rise to that level. Commissioner Van Valkenburgh suggested the city should at least investigate having a lower threshold for triggering at least minor ADA compliance, such as addressing quarter-inch heaving in a sidewalk where there is a high volume of use. Ms. Benn put the suggestion on the list for TATADA to discuss as an option.

Ms. Benn said Mr. Miller is leading the task force within the Department of Transportation to

look at the costs of ADA compliance in terms of components of new construction, retrofitting existing facilities, and all of the various programs focused on ADA improvements.

Mr. Miller said his team is looking at all of the programs, including the wheelchair ramp program that has \$50,000 in annual funding. He said putting in a ramp is one thing; making sure the ramp is fully ADA compliant is often quite another thing, so additional costs are being encountered in nearly every case. Other programs being reviewed are the Neighborhood Enhancement Program and the Pedestrian Access Improvement Program. The intent is to make sure the city is meeting the letter of the law. Where the costs are shocking is in the overlay program where the city is required to retrofit sidewalks adjacent to the roads being overlaid. For 2007, the overlay contract was approximately \$4.8 million; the cost of putting in 65 new ramps and retrofitting another 23 was estimated at some \$300,000 more. For the 2008 program, a single concrete-only contract for Phase I has been issued in the amount of \$700,000; it will kick off prior to the overlay program. The Phase II portion has been estimated at over \$1 million. The increased funding to address ADA issues will mean less funding to overlay lane miles.

Commissioner Northey asked what role the Commission will be asked to play in ADA compliance. Ms. Benn said the compliance efforts will affect the CIP discussions. The legal liabilities issues will be handled through the legal department.

C. Transportation Department Strategic Plan

Mr. Liljeblad said the effort to develop a strategic plan for the Department of Transportation is intended to capture and build on previous efforts of the department. Every organization needs to periodically reexamine their mission and how effective they are being. One impetus for the plan is the desire of the department to become accredited by the American Public Works Association.

Continuing, Mr. Liljeblad said the process undertaken to develop the strategic plan involved the entire departmental staff. It began with two staff charged with designing and facilitating the broader effort; Ms. Benn was one of those two. The executive team was involved in the process as well, as was the transportation navigation team (TNT). On a couple of occasions, all of the staff were involved.

Ms. Benn said the final revisions to the plan are being wrapped up and will be finished by the end of October. She explained that the vision of the department is to be a national leader. The vision outlined in the plan is internally focused, which is consistent with the vision of the city. The mission statement that has been around since the late 1990s was left unchanged; the determination was made that it reflects the notion of balancing the competing priorities of neighborhoods and economic growth.

The strategic plan includes a series of nine commitments or value statements. Three of them are internally focused on how the department operates, while the other six are related to components of the system. Each outlines what the system should look like in five years.

Ms. Benn said the important themes that rose out of the discussions with the TNT and the staff were maintenance and operations, usability, safety, connections, livability, efficiency and staff development. Each of the themes cross the various department programs and system components. A series of goals and objectives related to achieving those in an integrated way will be drafted.

What makes the strategic plan different from others is its focus on being consistently relevant and a living document. To that end, a decision model has been integrated for use at all levels of staff when dealing with the competing priorities.

Ms. Benn informed the Commissioners that in the coming weeks the plan elements will be finalized, then staff will begin looking at integrating implementation of the objectives into the work plans for 2008, 2009 and beyond, and how to begin monitoring performance of the plan.

Commissioner Wendle asked if public involvement or outreach is included. Ms. Benn said that aspect is included both as an element of the goals and objectives and as a criterion in the decision-making process.

Commissioner Van Valkenburgh commented that some strategic plans involve a feedback loop in which the results of the performance monitoring are used to adjust the goals and objectives. Ms. Benn said that is included as part of the performance model.

D. Great Streets Update

Discussion of this item was removed from the agenda and will be rescheduled.

E. Bel-Red Corridor Implementation Update

Mr. McDonald said the Bel-Red corridor project is at a transition point. The steering committee has completed its work and forwarded its recommendation to the City Council. The City Council has in turn broken the package into its component parts and handed them off to the various boards and commissions for the development of an implementation plan involving policies and projects. On October 10, members from six of the city's boards and commissions met jointly to learn about the preferred alternative and the direction from the Council.

Mr. McDonald allowed that the preferred alternative closely resembles the preliminary preferred alternative. It includes a land use picture that has four nodes of higher intensity mixed use around light rail stations; and it envisions 4.5 million square feet of new office development and 5000 housing units. Light industrial and service uses that exist in the corridor are allowed to continue operating in the area during the transition phase. The stream corridors that have been degraded will be rehabilitated through incentives, city programs and partnerships with private development; low-impact development practices used throughout the watershed will help in that effort. There is a significant parks and open space component that is intended to have multiple benefits. The transportation component includes new arterials,

expanded arterials, a light rail corridor, light rail stations, and a significant ped-bike system enhancements, including improvements to the BNSF railway corridor.

Mr. McDonald said the Planning Commission is the official keeper of the Comprehensive Plan and the Land Use Code. Their assignment includes the preparation of a final recommendation for amendments to both of those documents. The various boards and commissions have been charged with studying their respective components and forwarding to the Planning Commission recommendations for policy changes and specific projects.

The suite of policies involving the Transportation Commission is significant. They include the Transportation Element of the Comprehensive Plan, which is the overall umbrella for transportation policy for the city. To the extent the Bel-Red corridor project has any citywide policy implications, the changes will need to be incorporated into the Transportation Element.

Also included in the suite of policies is the East Bellevue Transportation Plan, the document that covers the area to the east of I-405 and north and south to the city limits. The projects identified in the corridor study will need to be reviewed by the Commission recommended in whole, in part or in some modified version for inclusion in the East Bellevue Transportation Plan. There are also policies currently residing in the plan, but staff will propose moving them as appropriate to the Transportation Element.

The Bel-Red/Northup Subarea Plan serves as a mini Comprehensive Plan focused on a smaller geographic area. It includes a number of specific sections, including a transportation section. The policy recommendations tied specifically to the Bel-Red corridor will be housed in the subarea plan. The existing subarea plan was last approved in 1988 and is essentially irrelevant to the current thinking about the future land use of the corridor; it is likely staff will recommend repealing the entire existing document and replacing it with new policy direction.

The Bel-Red/Overlake Transportation Facilities Plan is yet another policy and project document. BROTS is an interjurisdictional document with the city of Redmond that addresses items of concern to both jurisdictions. There will need to be changes made to the document, but because of its interjurisdictional nature, the Council reserves the right to make the changes. The Commission will be kept informed but has not been asked for input by the Council.

The Bridle Trails, Bel-Red and Crossroads Transportation Facilities Plan is a document that contains a project list that is often overlooked. It is dated and probably should be repealed. Mr. McDonald said he intends to scour the document looking for projects that are relevant; those could be moved into the East Bellevue Transportation Plan.

The Eastside Transportation Program is also a relic of past years; the lifespan of the document was expected to through the year 2000 but has continued beyond that year. The Eastside Transportation Program is a coalition of Eastside jurisdictions, agencies and some private sector parties that were brought together to address interjurisdictional projects transportation facility projects in the eastern portion of King County. The partnership continues to exist and meets somewhat regularly. However, the document that was created in 1987 has been

superseded by a number of different policies. The recommendation of staff is to review the document for policies and projects that should be retained, then eliminate the document.

The Bel-Red corridor project strongly recommended enhancing ped-bike facilities. Those recommendations for specific projects for general non-motorized mobility have been captured in the ped-bike plan update and will be before the Commission for review and discussion.

Mr. McDonald briefly reviewed the work program schedule with the Commissioners noting that by the end of January the Commission should be ready to provide a recommendation to the Planning Commission on policies and projects.

Answering a question asked by Commissioner Tanaka, Mr. McDonald explained that the Commission would be outside of its charge to recommend transportation policy directly to the City Council. It is, however, within the purview of the Commission to make those recommendations to the Planning Commission.

Commissioner Northey suggested that it will be in the best interest of the Commission to be kept abreast of any action taken by the Council with regard to BROTS. Those changes will be given priority because they will have funding attached to them. While the Council has not asked for direction from the Commission, it would be useful for the Commission to at least review the project list. Mr. Liljeblad said the two jurisdictions have been conducting an annual conciliation exercise to track progress on implementation of the projects that live in the BROTS agreement. It is fair to say that each city feels the highest priority projects have been implemented. In many cases, the rationale for the projects still on the list has changed. Both jurisdictions have an interest in reexamining the array of projects and coming to a meeting of the minds relative to which projects still have value in being carried forward.

Commissioner Van Valkenburgh asked if the BROTS list will include projects aimed at addressing the cumulative impacts flowing from the Bel-Red corridor project and the work being done by Redmond on the Overlake Neighborhood Plan. Mr. Liljeblad said it is not yet known if reconciling the two plans will highlight the need for projects not already included in the Bel-Red corridor recommendations.

Commissioner Northey asked if the Commission will be given a say in what investments should be made along the BNSF corridor. Mr. McDonald said the recommendations of the Commission could take two forms: a policy recommendation with respect to the long-term future of the rail corridor as a non-motorized facility with a rail component, and a project recommendation.

Mr. Liljeblad added that the connections to the BNSF corridor will be very important, and those will be the purview of the Commission.

Commissioner Glass asked if the Commission will be looking at levels of service as part of studying the Bel-Red corridor. Mr. McDonald said LOS in the corridor will be talked about as part of the discussion focused on the Transportation Element. It is likely the Commission will

want to change the current LOS standard to something that better reflects an urban character.

Commissioner Glass asked if there will be dollar figures attached to the projects on the list. Mr. McDonald answered that staff is conducting a planning level cost estimate for some of the major transportation system components to gain an order of magnitude level of understanding. Planning-level costs would be included in the Transportation Facilities Plan.

Answering a question asked by Commissioner Glass, Mr. Liljeblad said the department is in the process of hiring a consultant to conduct a phasing analysis of the projects recommended for the Bel-Red corridor. The idea is to get a better grasp of the relative priority of each project. The focus will extend to impacts beyond the immediate study area it identified any cumulative impacts that need to be addressed.

Answering a question asked by Commissioner Wendle, Mr. McDonald said staff intends to carefully monitor the workload to make sure that the Bel-Red work is given adequate attention.

The Commission gave its nod to the general work program as outlined by staff.

11. APPROVAL OF MINUTES

A. July 12, 2007

Motion to approve the minutes as submitted was made by Commissioner Glass. Second was by Commissioner Tanaka and the motion carried unanimously

B. September 13, 2007

Motion to approve the minutes as submitted was made by Commissioner Glass. Second was by Commissioner Van Valkenburgh and the motion carried unanimously.

8. OLD BUSINESS – None

9. NEW BUSINESS

Commissioner Northey informed the Commissioners that the recent audit of the Washington State Department of Transportation is available online. The document includes a series of recommendations regarding how the department should be budgeting their program.

10. PETITIONS AND COMMUNICATIONS – None

12. REVIEW CALENDAR

A. Commission Calendar and Agenda

The Commission reviewed the items scheduled for discussion in upcoming meetings.

B. Public Involvement Calendar

13. ADJOURNMENT

Commissioner Northey adjourned the meeting at 8:57 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date