

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

October 13, 2005
6:30 p.m.

Bellevue City Hall
City Council Conference Room

COMMISSIONERS PRESENT: Chair Bell, Vice Chair Young, Commissioners Glass, Holler, Northey, Wendle

COMMISSIONERS ABSENT: Commissioner Yuen

STAFF PRESENT: Franz Loewenherz, Dave Berg, Eric Miller, Kristi Oosterveen, Department of Transportation; Dan Stroh, Cheryl Kuhn, Department of Planning and Community Development; Patrick Foran, Parks and Community Services; Damon Diessner, Department of Utilities

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:32 p.m. by Chair Bell who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Wendle, who arrived at 6:36 p.m., and Commissioner Yuen, who was excused.

3. STAFF REPORTS

Senior Planner Franz Loewenherz said the Council was provided with an update on October 10 with respect to the impacts of I-912. The Council intends to take an action regarding the initiative on October 17.

Mr. Loewenherz reported that Council took action with regard to Downtown layover sites and directed staff to proceed with a focus on the Coco's site.

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

5. REPORTS FROM COMMISSIONERS

Commissioner Young said he and Chair Bell met with staff recently to discuss the TFP reporting process and how to organize the various lists. A system was worked out which will provide some clarity.

6. PETITIONS AND COMMUNICATIONS – None

7. STUDY SESSION

A. Environmental Philosophy Presentation

Dan Stroh, Department of Planning and Community Development Planning Division Director, said the city has a broad array of environmental programs, including solid waste, recycling, the Stream Team, programs to protect and enhance fish habitat, parks and open space acquisition, management and trail development, water and stormwater management, regulations to protect streams and wetlands, street tree requirements, educational programs, commute trip reduction, best management practices for street maintenance, and environmental mitigation of street construction projects. A number of new initiatives are also coming before the city, include Watershed Resource Inventory Area (WRIA), new National Pollution Discharge Elimination System (NPDES) stormwater requirements, and the critical areas update that is currently before the City Council.

Mr. Stroh explained that the environmental philosophy was developed in part to provide some common ground, to show the glue that holds together the city's programs and the new initiatives that are before the city. The environmental philosophy attempts to describe the mission and values with respect to the environment, and the connection between the different environmental initiatives and city policies that must be balanced. The planning, transportation, utilities and parks departments developed the philosophy together and have been spending time sharing it with the city's boards and commissions at the direction of the City Manager who wants to demonstrate that the city does have a common and coordinated service delivery approach.

The city's Comprehensive Plan helped to inform the environmental philosophy document. It includes the notion that the city is the chief steward of the natural environment within its boundaries and therefore has a preeminent role to play in protecting the environment. The Comprehensive Plan also has a focus on future generations and an awareness that everything done on the environmental front will affect current residents and the generations to come. In addition, the Comprehensive Plan echoes the notion that the natural environment is a key aspect of how people think about Bellevue and why they choose to live in the city. Within the city there are a number of ecosystems; the city has lakes on two sides, has elevations ranging from sea level to 1400 feet, and has an array of habitat and natural areas. Fully 12 percent of the total area within the city limits is in the park system.

Mr. Stroh said the environmental philosophy is intended to be grounded in local values. The environment shows up over and over in public surveys and in talking to residents as a very important aspect. The document is also grounded in local circumstances and local choices made by the community, including the local stormwater policy adopted by the city some 20 years ago at a time when many jurisdictions were electing to pipe their streams underground. Bellevue chose to retain a surface water system, in part because of its impact on habitat and water quality. In building the park system, Bellevue chose to focus on its unique natural resources. Bellevue has also over the years made specific decisions regarding the need to protect sensitive areas in ways that balance the protections against the impacts those protections can have on local residents and businesses.

Damon Diessner, Assistant Director, Department of Utilities Environment Division, said his department has a long history with some extraordinary environmental programs and operates under policies that in many ways grew out of grass roots movements. In the late 1960s as development was occurring rapidly in the eastern part of the city, people were seeing streams, wetlands and fish habitat being destroyed and they rose up and called for changes. The stormwater utility formed in Bellevue was one of the first to be formed in the entire nation; it was controversial in many ways, but it left Bellevue with a unique legacy.

The Stream Team is composed of a group of volunteers who act to preserve and enhance stream habitat. They are helping the city to comply with state and federal mandates by checking the health of streams, conducting analysis and writing reports, and training others to carry on the tradition.

Mr. Diessner said the city's environmental programs tend to overlap between departments. The Department of Planning and Community Development works to help preserve sensitive areas, and their work helps Utilities better manage stormwater, which in turn provides open space for the Parks and Community Services department to use for parks and trails. The city's oil recycling program was originally started by the stormwater utility because people were dumping their used motor oil into catch basins and letting it flow into the streams and lakes. The program is now operated by the solid waste utility; the program continues to serve as a model for the region. The storm drain stenciling program is a related program. The stormwater utility program has become a model across the United States, New Zealand and Australia.

Continuing, Mr. Diessner said the water utility operates the water conservation program. Bellevue citizens have managed to reduce their consumption of water by 20 percent, largely due to the water conservation program that has been in place for the past 15 years. The utility provides rebates for water-efficient appliances, works with experts to educate people with regard to the use of drought-tolerant plants and reduce the use of pesticides, herbicides and fertilizers, and works with businesses to get them to reduce water usage, particularly in regard to irrigation. The solid waste utility operates a comprehensive recycling program. Nationally

there is a significant trend downward in recycling, but in the Pacific Northwest and in Bellevue that is not the case. The utilities department also manages the city's fleet of vehicles and has begun purchasing hybrid cars.

Each utility division has a capital program, each of which manages projects that will ultimately benefit the environment. The street maintenance work operates under a number of best management practices. Utilities works in cooperation with all other city departments and with the state and federal agencies.

Dave Berg, Assistant Director Transportation Design, said there is much the transportation department does that is aimed at preserving the natural environment, including the ways in which projects are designed and built, the way planning is done for the future, and in how the roadway system is operated. Transportation projects are developed using an interdisciplinary team; input is received from parks, utilities, planning and others during the design and construction phase of every transportation project. Road widening and sidewalk projects to impact streams and wetlands, and those impacts are mitigated in accord with state and federal requirements. Quite often, however, the city goes the next step by looking at ways to incorporate enhancements to the standard requirements. The department looks at ways to address stormwater runoff in ways other than constructing the standard box with filter, such as the use of swales and the use of more natural materials. Stormwater must be detained so it does not negatively impact stream habitat, but if the systems are designed right they can serve as natural features and as habitat for birds and other species.

Many projects must be analyzed for noise mitigation. When there are noise issues, the department works with surrounding neighborhoods to address them through screening. Along 140th Avenue NE near Sammamish High School noise walls were not required, but the local residents wanted it. They got together and donated the property in exchange for the city constructing the noise wall.

One of the best ways for transportation projects to be environmentally friendly is through aesthetics. When it is necessary to construct a wall, the local community is asked to comment on the design. Along Cougar Mountain Way metal cutouts of cougars were incorporated along the wall.

Mr. Berg said the department is starting to get into the area of low-impact development where new materials are used, especially for water detention projects. In some cases, materials such as porous asphalt through which the water can flow, can be used which naturally allow the runoff to recharge the aquifers.

On the planning side, the department has traditionally worked to develop a multi-modal system. While it is necessary to build infrastructure to accommodate cars, people should be presented with choices in terms of walking, biking, busing and carpooling. In planning projects, ways are always sought to incorporate the different modes. The department works

closely with the Department of Planning and Community Development to better tie land use decisions with transportation systems. A lot of modeling is also done to maintain the state and federal air quality standards.

With regard to operations, Mr. Berg allowed that when cars are sitting at traffic lights they are spewing out emissions into the air. The department works to coordinate traffic signals to keep cars moving, especially on the main lines. Well-run traffic systems are not only more efficient from a flow point of view, they generate fewer emissions and are safer overall. The city's traffic signal system has for some time been quite sophisticated; that has been supplemented over the years through the use of television cameras that allow traffic engineers to remotely change traffic patterns and signal timings to keep traffic moving. Efforts are made to also coordinate signals across jurisdictions; systems can be linked through the use of intelligent transportation systems (ITS).

Department of Parks and Community Services Director Patrick Foran noted that in 1953 there were 5000 residents in the city of Bellevue; they enjoyed 1.5 acres of publicly owned land. Now in 2005, there are roughly 120,000 residents, and 2500 acres of publicly owned and managed property. Given the phenomenal growth curve, Bellevue has done very well to maintain its image as a city in a park. It has all come about because of the groundbreaking decisions that were made 30 and 40 years ago, including the open streams concept, the development of sensitive area ordinances, and the vision of creating a park system around the streams, steep slopes and wetlands connected by a system of trails. The ability to connect greenways in a system of open space, habitat and streams is a very powerful tool the city uses to create and recreate ecosystems within the urban environment. The model is far more effective than the traditional parks model that includes separated islands within a community.

Mr. Foran said Bellevue has done an astonishingly good job of moving from rural to suburban to urban while maintaining its environmental opportunities; Bellevue is in the best position of any Eastside city to operate effectively as it continues to grow into an urban environment. The parks department leverages assets and resources to provide multiple layers of benefits for the community above and beyond what the regulatory environment requires. The department has been successful in incorporating community building activities, public access to environmental areas, educational programs, recreation, and historical and heritage preservation in ways that have created value for the public in ways that did not previously exist.

The Parks and Community Services department operates an aggressive open space acquisition program. Aerial photos taken of the city show a steady decline in tree cover, except in the greenway system, which stands as a testament to the early decisions to save such areas. The department has a land management approach that incorporate best management practices in a number of areas, including pest management. The golf course has been certified by the Audubon Society as an urban wildlife habitat because of those measured practices. In 2006 the blueberry farm will be certified as organic and the produce will be sold at Whole Foods. The master gardeners program at the Lake Hills Greenbelt, which is operated in partnership with

King County, focuses on responsible urban gardening and horticulture. The forest management program develops forest management plans for critical areas that are aimed at preserving and restoring habitat with a multistory canopy. The street tree and arterial landscaping programs operated by the city employ the same environmental principles. There are over 60 miles of trails in the greenway system that have all been carefully planned and plotted throughout the greenways to allow the public safe and responsible access that promote both educational and recreational benefits. The environmental education and interpretation programs embrace environmental stewardship themes; they include the Mercer Slough Environmental Education Center, operated in partnership with the Pacific Science Center, a number of programs operated in union with the school district, the Botanical Garden Society and its waterwise gardening program, and Stewardship Saturdays, a program that utilizes volunteer groups participating in environmental activities.

Mr. Foran said the old industries are dead and gone, and the communities that will thrive in the new economies are those that have clean and healthy environments that attract clean and healthy industries and the people who want to live and invest in those kinds of areas. Every economic study, every textbook on the subject, and every reference to where economies are going in the future all focus on clean environments and clean industries. Bellevue is poised very well to capitalize on that economic development strategy.

Mr. Stroh said when Department of Planning and Community Development Director Matt Terry presented the environmental philosophy to the City Council, he described the principles as touchstones to be used going forward to make sure that any response is on base.

Chair Bell said it is impressive to know the various departments are working together. Commissioner Young concurred. He said he has lived in Bellevue since 1967 and remembers paying two dollars a month when the stormwater program was first initiated; that program has proved to be very beneficial to the environment and to the citizens.

Commissioner Young asked what the water quality issue has created in terms of cost for transportation projects. Mr. Berg said there is no doubt that the practices have significantly increased the cost of transportation projects. The fact is, however, that with or without the regulations that are in place Bellevue likely would be taking many of the same steps just to preserve its streams. Washington State Department of Transportation has claimed that as much as 25 percent of their transportation project costs are tied to environmental mitigation issues.

Ms. Diessner pointed out that the state constructs very large facilities and often through sensitive areas. The required mitigation certainly adds to the overall cost of projects.

Commissioner Wendle agreed that Bellevue stands out from other jurisdictions in large part because of its legacy and history of investing in the environment. He asked what the city does to let people know about the choices the city has made over the years. Mr. Foran said he has heard from a number of people a call to pull the package into a series of clear and unified

messages to create a marketing approach to make people aware of Bellevue's comprehensive regime.

Commissioner Holler commented that the message delivered by combining the efforts of each department is very powerful. She said she is proud to be living in Bellevue where the departments work together toward common goals. Bellevue is a very clean city, yet it is always looking at ways to improve itself.

Commissioner Northey said she moved to Bellevue purposely, largely because of its natural environment and the city's approach to preserving and enhancing it. She said she would like to see the city make a stronger pitch for using fewer pesticides and herbicides to those who still believe a green lawn is a must; there is just too high a price to be paid for achieving that goal. The city should continue its effort to raise the bar higher for other jurisdictions to follow. Bellevue was out in front for a long time in terms of its environmental policies, even in the face of the flak received from citizens and developers alike. Bellevue needs to continue making the hard and unpopular decisions, such as preserving wildlife habitat. Mr. Foran allowed that the profound paradigm shifts and tough policy decisions were made a long time ago; he agreed that the city needs to retail its leadership role by seeking out the next level.

Mr. Stroh said that is the reason for having an environmental philosophy. It outlines where Bellevue has been historically and outlines a path for the city to take into the future. The city will need to respond to all of the initiatives that are coming down the pike, and the environmental philosophy statement will help the city make the tough decisions based on local values.

B. Lake Hills Shopping Center Rezone

Neighborhood Outreach Manager Cheryl Kuhn said Lake Hills Shopping Center is located on the northwest corner of Lake Hills Boulevard and 156th. The seven-acre site is within the East Bellevue Community Council area. By 2000 it was apparent that the shopping center was not competing well against Crossroads Shopping Center, which is about a mile away, and with Bel-East Shopping Center, which is a half mile away. The shopping center was built to serve the area residents of the 1950s and 1960s and was in serious need of a new direction.

The site is zoned Community Business (CB) but has had a restrictive concomitant agreement that has prevented modernizing the development. Cosmos, the property owner, came forward with a rezone proposal in 2001 that would have resulted in redevelopment of the center with commercial and office uses. The City Council approved the rezone application, but the proposal failed to garner a sufficient amount of community support and it was vetoed by the East Bellevue Community Council.

Ms. Kuhn said for the next two years the shopping center continued to deteriorate, and several major tenants pulled out, including QFC, the drugstore and the hardware store. In 2002-03, the

city undertook the Neighborhood Investment Strategy in Lake Hills. Among other things, the seven-month study included the future of the shopping centers, and one conclusion reached was that the neighborhood quality was compromised by their condition.

The city asked Cosmos to reconsider redevelopment options for the Lake Hills Shopping Center. A stakeholder group was formed that included representation from the East Bellevue Community Council, the City Council, those who had opposed the original redevelopment proposal, those who had supported the original redevelopment proposal, members of the Lakes Hills Neighborhood Investment Strategy CAC, and others. The 15-member group met several times and formulated a single unified proposal for redevelopment of the shopping center.

Ms. Kuhn said the hallmark of the new proposal is that it envisions mixed uses, not just commercial and retail uses. Although some in the community have seen the addition of residential uses to the site as a negative, the stakeholder group believes the mixed use approach represents the future of the shopping center. The stakeholder group believes that the proposal will add life and vitality to the entire area by providing gathering places, allowing the shopping center to be more neighborhood oriented, and providing for economic resilience. The group called for having a strong identity feature at the corner of 156th and Lake Hills Boulevard, underground parking, landscape perimeter buffering, and an inward orientation to reduce impacts on the surrounding residential uses.

Cosmos crafted a rezone proposal based on the concepts outlined by the stakeholder group. The City Council reviewed the proposal and approved the rezone; the site remains zoned CB but the concomitant agreement has been removed and replaced with a master plan. The shopping center owner is obligated to develop according to the master plan, which includes 110,000 square feet of retail and office space; 90 residential units, of which between 64 and 72 will be condominiums over retail and the balance developed as townhouses around the perimeter; a heavily landscaped transition zone of 30 feet; a public plaza feature with a covered breezeway suitable to public gatherings; and a central plaza with a clock tower. The only access to the residential units will be through the parking garage.

Approval by the City Council occurred in June 2005, but the East Bellevue Community Council did not take action in July as anticipated; because of their lack of action, the rezone became effective after 60 days. Design review will be the next step in the process; some delays have been experienced due to the architect suffering from an illness. It is expected that the design review application will be submitted to the city in early 2006.

Commissioner Young asked to what extent there was any analysis of vehicles coming out of the property making left turns onto either Lake Hills Boulevard or 156th Avenue SE. Ms. Kuhn said the traffic flow plan has not yet been finalized; that will not happen until the design review stage. The turning motions are under consideration, however, by transportation staff, and some additional right-of-way may be required to bring the sidewalk up to Bellevue standards.

Commissioner Northey asked if the redevelopment will include the library. Ms. Kuhn said that is the hope of many. The city has had talks with King County Library System Director Bill Ptacek and other library staff encouraging them to consider the site as the best place for the relocation of the Lake Hills library. The library has indicated a preference for the site and for being integral to the upgrading of the community.

Commissioner Glass said he is very happy to see the redevelopment plans moving ahead. He noted that Cosmos had talked at one time about redeveloping the site in phases and he asked if that is their intention. Ms. Kuhn said that issue has not yet been decided.

Commissioner Holler commented that the proposed redevelopment of the site is very exciting, though it likely has been and will continue to be challenging to work with so many differing interests and agendas. She congratulated staff and the stakeholders group for developing a unified proposal. She asked how bicycle-friendly the site will be. Ms. Kuhn said bike lanes are provided for in the traffic plan for the center. In addition, there is a significant Lake Hills Boulevard improvement project that will improve the overall safety and appearance of the roadway, including new sidewalks, new landscaping, traffic medians and resurfacing.

Answering a question asked by Commissioner Wendle, Ms. Kuhn said the development will not be permitted to exceed the CB height limit of 45 feet. She allowed that access to the residential units by emergency vehicles has been a topic of several conversations between the property owners and the fire department. The conclusion reached was that emergency vehicles will be allowed access to the pedestrian-only street within the site.

Chair Bell said he is pleased to see the redevelopment project finally come about. It is of great importance to the community.

C. TFP: Criteria Weighting and Public Involvement Plan

Kristi Oosterveen, CIP Coordinator, reminded the Commissioners that at the September 22 meeting there was agreement that the criteria elements are supportable. Accordingly, staff has begun to work through the scoring process, an effort that will take about three weeks to complete. Two years ago the Commission asked staff to review the entire set of criteria and the weighting. The criteria elements were revised, and the weighting for leveraging funds was increased, the weighting for safety was left unchanged, the weighting for level of service was decreased, and the weighting for the rest of the criteria were not changed.

Commissioner Northey drew attention to the weighting for ped/bike projects and noted that in the past the Commission has expressed some support for giving more emphasis to community development and land uses. She said she would like to see neighborhood quality of life emphasized more in the scoring criteria. With regard to the land use criteria, she said she would replace commercial/office cluster with connects neighborhoods to local businesses and

give it a weight of ten points; increase multifamily housing to 15 points; reduce volume at project by five points; reduce major non-motorized system by five points; and reduce transit facility by five points.

Commissioner Wendle expressed discomfort with moving things around that much. He allowed that while the neighborhoods are certainly important, there are limited dollars available for those types of projects. Projects that serve schools and transit facilities are in high demand, and those criteria need to remain relevant. The system linkage criteria are very important; such projects are very important but take a long time to develop. He agreed that schools and community centers should be emphasized.

Commissioner Young stressed the need to emphasize safety and system linkage. He said he would be reluctant to shift away from those points. Commissioner Holler concurred, adding that safety is of particular concern.

Answering a question asked by Commissioner Glass, Ms. Oosterveen said there will eventually be an overall ranking of all projects, both roadway/intersection and non-motorized. She explained that capacity and non-motorized projects are scored using two different sets of criteria before they are merged into a single list.

Commissioner Northey asked if the schedule could accommodate having the ped/bike CAG review the non-motorized scoring criteria. Ms. Oosterveen said it will not given that the staff exercise to score projects is set to be wrapped up on October 18.

Commissioner Young asked how much difference it would make to move 15 points off of one criteria and onto another. Capital Programming Manager Eric Miller said the scored project list serves as a starting point but is not the only method used for developing a final list.

Commissioner Wendle suggested revising the land use category of the ped/bike project scoring criteria by combining multifamily housing with commercial/office cluster, and school with community, parks, open space and other public facilities, and giving each 15 points for a total of 30. There was consensus on the part of the Commission to take that approach.

Turning to the roadway/intersection scoring criteria, Commissioner Northey commented that measuring level of service by the volume-to-capacity ratio always puts the focus on additional intersection capacity. However, if level of service is measured in terms of vehicle delay throughout a corridor, different kinds of improvements could serve as improvements. Mr. Miller said any project that positively impacts the V/C ratio will score higher; the highest score will be given to projects that benefit the areawide V/C average of all system intersections within a Mobility Management Area (MMA), followed by the benefits to a specific system intersection, followed by a general capacity improvement to the system. Level of service is measured in the city according to the dictates of the Comprehensive Plan.

Chair Bell suggested that the scoring criteria could be improved if they were categorized by functional classification. He said a collector arterial should not be given the same rating as a neighborhood arterial because each accomplishes something different in the overall system. Mr. Loewenherz allowed that that approach is taken in the transit category; all things being equal, more points are given to corridors that have more intensive bus service and to projects that will improve transit flow more than just general traffic flow.

Mr. Miller said system intersections are generally located on the higher classified arterials. System intersections, which are used for measuring concurrency, are not typically found on local streets. Chair Bell agreed but pointed out that the needs on primary arterials are much different from the needs on neighborhood arterials.

Commissioner Northey concurred, noting that level of service on a neighborhood street is not going to be a major criteria for improvement, whereas safety would be. She added that there is no transit on neighborhood streets.

Answering a question asked by Commissioner Wendle, Mr. Miller said the notion of comparing the end product to the interim scoring step has come up in the past. He said they will never match completely. It is more than likely that projects that rank high based on the criteria will end up on the list, unless there is a cost issue or neighborhood outcry against it.

Chair Bell suggested that the weighting for safety should be less than 25 percent for major arterials, and more than 25 percent for neighborhood streets. Level of service should be weighted at more than 20 percent for primary arterials, and less than 20 percent for minor arterials.

Commissioner Wendle proposed that the same result could be achieved by scoring the projects according to the established weighting and then comparing like against like.

Mr. Loewenherz pointed out that after the initial scoring and prioritization process is completed, the list will be shared with the public and their comments will be gathered. At that point, the Commission will be engaged in rating the individual projects. That could be the point at which the projects are compared based on the street classification.

Commissioner Northey said it could take quite a lot of time for staff to conduct a sensitivity test to determine if Chair Bell's scoring methodology would change the ranking of projects.

Chair Bell agreed to let the prioritization work go forward as planned, take the results to the public for comment, and then let the Commission evaluate what projects should ultimately go forward.

With regard to the weighting of the roadway/intersection project scoring criteria, Chair Bell proposed 15 percent for leveraging of funds and raising level of service to 30 percent.

Commissioner Northey said she would not be comfortable raising level of service to 30 percent for fear that it would elevate a lot of road widening projects.

Commissioner Young said he could support raising the weighting for level of service by at least five points. There are a number of choke points that are in need of additional capacity. He said he would hold the percentage for safety where it is at 25 percent but would lower somewhat leveraging of funds.

Commissioner Glass asked how a project like West Lake Sammamish Parkway will be scored given that it is not focused on capacity but does include roadway/intersection and ped/bike elements. Ms. Oosterveen said the project will be scored both ways. Commissioner Glass suggested that under the established criteria the project likely will not score high enough to ever get the project done. Mr. Miller answered that the scoring exercise is only the starting point and is only one basis on which decisions to move ahead with projects is made. Staff or the Commission can recommend moving projects up or down on the list regardless of their scores, and the City Council can do the same when it adopts the list.

Commissioner Glass suggested that there may be small but important projects that will never rank very high under the criteria. Commissioner Young agreed but said often the smaller projects can be highlighted and slipped into the list to be accomplished with available funds. In the end the neighborhoods have to see results.

Chair Bell observed that ranking pre-design studies is difficult as well given that the project components are generally unknown. Ms. Oosterveen said that is another area the Commission can delve into once the list has been ranked, adding that the scoring is accomplished based on the project names and descriptions only.

Commissioner Northey agreed with Commissioner Glass that the degree to which projects will be moved around after they have been scored will be an indicator of whether the criteria meets the values or not. She said she could see room for adding community support as a criteria to raise the level of projects like West Lake Sammamish Parkway. As it is, the Downtown projects will all score very high under the criteria, but West Lake Sammamish Parkway will not.

Commissioner Wendle said he would be interested in exploring some way to assign points to projects that have community support and that have been waiting around for a long time regardless of where they rank. He said that could serve either as a criterion or just as information served to the Commission after the ranking is done and the public comments have been garnered. Chair Bell allowed that the Commission has traditionally been made aware of projects that have strong community support and has taken that information to heart in developing the final project list.

Mr. Miller pointed out that most projects that make it onto the candidate list have had some public process associated with them. Most of them come from subarea plans or area studies, and in that respect have generated some initial public support.

Motion to establish the weighting for each roadway/intersection project scoring criteria as follows was made by Commissioner Young. Second was by Commissioner Glass and the motion carried unanimously.

Leveraging of Funds	15 percent
Safety	25 percent
Level of Service	25 percent
Transit	10 percent
Non-Motorized	15 percent
Regional Systems	10 percent

Turning to the public involvement process, Ms. Oosterveen noted that the proposal is spelled out in Attachment 2 included in the Commission packet. She noted that the schedule calls for five meetings between September 22 and December 1, the date by which staff hopes to have the TFP project list finalized and ready to move forward into the EIS phase. A web page is being developed and will be online in about a week; the page will include the candidate projects and an interactive map showing their location.

An open house is scheduled for November 10 prior to the start of the regular Commission meeting. There will be a citywide mailing announcing the open house; an article in the November edition of *It's Your City*; and a public notice published in the newspaper.

Commissioner Northey proposed including a blurb in *Neighborhood News*.

8. OLD BUSINESS

Mr. Loewenherz reported that the ped/bike CAG issue has been pulled from the City Council agenda. He said he will let the Commission know when it gets rescheduled.

Chair Bell noted that the CAG is slated to meet on October 19. Commissioner Glass said he will attend the meeting.

9. NEW BUSINESS

Mr. Loewenherz noted that the boards and commissions that begin their meetings at 6:00 p.m. or 6:30 p.m. are often provided with a meal prior to the meeting. He said he is checking into whether or not the same can be done for the Transportation Commission and asked the Commissioners if they would find that helpful. There was general agreement that it would be a plus to have food provided.

10. PETITIONS AND COMMUNICATIONS

Mr. Joe Rossman, president of the Surrey Downs Community Club, said Surrey Downs is one of the oldest neighborhoods in Bellevue; the neighborhood was developed primarily in the 1950s and 1960s. The community has seen a great deal of growth occur all around it. Many of the transportation improvements made in Bellevue have proved to have unintended consequences, often as a result of decisions being made by multiple governmental constituencies that are not always in communication with each other. Much of Surrey Downs sits on a steep hill facing I-405 with only Mercer Valley in between, and the amount of roadway noise has increased dramatically over the years, particularly so in the last two to three years. The community club has had extensive conversations with WSDOT in recent months concerning the implications of expanding I-405; they have done noise studies and have concluded that the noise level in the community will increase as a result adding lanes to the freeway. WSDOT, however, has also concluded that it has no obligation to establish any mitigation for the increase in noise, unless the noise levels rise above the threshold of 67 decibels over a 15-minute period. The proposal to widen 112th Avenue SE to accommodate additional lanes will impact the neighborhood with noise, and it is highly probable that it will serve as the preferred route for high-capacity transit. There is every reason to believe that Surrey Downs will eventually exceed the noise threshold. When decisions regarding transportation projects are to be made, every governmental entity should take the cumulative impacts and the unintended consequences into consideration. The human environment should be provided protections equal to those afforded the natural environment. The community club is trying to get WSDOT to take seriously the notion of using rubberized asphalt road surfaces. On October 15 in Council Chambers representatives from a number of states who have successfully implemented rubberized asphalt will present their findings. The Commissioners were invited to attend to hear the experts talk.

Mr. Jim Hunt, 12787 97th Avenue NE, Kirkland, said he has been looking into why no bike lanes are planned for the NE 4th, NE 6th and NE 8th overpasses. He said the city's transportation department staff are saying that the sidewalks being planned meet the non-motorized requirements and that is why there are no bike lanes. He suggested that adding bike lanes to one of the overpasses could be accomplished without a great deal of additional cost. The ped/bike plan calls for bike lanes on 112th Street, but that should not preclude bike lanes on at least one of the other overpasses. He also noted that the City Council has acted on the issue of transit layover locations in the Downtown. Transportation staff are saying bicycles will still be able to use 114th Avenue SE. There should have been some mention of the transportation impacts, however.

11. APPROVAL OF MINUTES – None

12. REVIEW CALENDAR

A. Commission Calendar and Agenda

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

B. Public Involvement Calendar

Mr. Loewenherz informed the Commissioners about the following events:

- 148th Avenue SE partner recognition, October 25
- Bel-Red Corridor open house workshop, November 9

13. ADJOURNMENT

Motion to adjourn was made by Commissioner Young. Second was by Commissioner Glass and the motion carried unanimously.

Chair Bell adjourned the meeting at 9:49 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date