CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

November 13, 2014
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Lampe, Commissioners Larrivee, Bishop, Zahn

COMMISSIONERS ABSENT: Commissioners Simas, Tanaka

STAFF PRESENT: Kevin McDonald, Mark Poch, Kurt Latt, Mike Ingram, Kristi Oosterveen, Ron Kessack, Paula Stevens, Jason Bentosino, Department of Transportation; Camron Parker, Department of Parks and Community Services; Michael McCormick-Huentelman, Planning and Community Development

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

The meeting began without a quorum at 6:30 p.m. Chair Lampe presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:33 p.m., Commissioner Zahn, who arrived at 7:10 p.m., and Commissioners Simas and Tanaka, both of whom were excused.

3. STAFF REPORTS

Senior Transportation Planner Mike Ingram informed the Commission that a screen will soon be installed on the first floor of City Hall that will provide real-time information about transit departures and the availability of the zip car. The service, called Transit Screen, is available in about a dozen cities around the country. The first installation in the area went live in October at the Seattle Municipal Tower.

Senior Planner Kevin McDonald said he presented the Commission's recommendation on the Transportation Element to the Planning Commission on November 12. He said a large part of the conversation revolved around the term "multimodal" and trying to understand how it would be applied in a level of service and concurrency context. Their recommendation was to study the issue further and develop a recommendation for citywide application. The Planning Commission also proposed including a policy that addresses the issue of driverless or autonomous cars given that they may be part of the wave of the future.

Mr. McDonald remarked that it may not be possible to have the truck route map amended to include Lake Hills Boulevard and Richards Road as part of the Comprehensive Plan update given the current workload and the criteria that must be followed. It certainly could be part of a future Comprehensive Plan update.

Mr. McDonald provided the Commission with the previously requested population and employment forecasts for 2035. He noted that while population and employment are projected to increase, growth in the mix of housing units will center largely on multifamily and tip the balance to 60 percent multifamily and 40 percent single family by 2035.

The Commissioners were provided with the intersection level of service table updated to include a definition for congestion allowance and a clarification for what "the number of intersections over the standard" means.

Mr. McDonald said the two projects on the consolidated transportation projects list that were questioned by the Commission should in fact have been stricken from the list and included by referral in the pedestrian/bicycle plan. He noted that the project list still needs to be revised to include projects from the Downtown Transportation Plan update and the Eastgate/I-90 plan. That work should all be done by the Commission's meeting on December 13.

Interviews for the Commission vacancy have been scheduled by Councilmember Lee for December 2 and 3. A total of 20 candidates applied and 12 have been selected for interviews. Chair Lampe said he and Commissioner Zahn would also be participating in the interviews.

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

5. REPORTS FROM COMMISSIONERS

Commissioner Larrivee reported that he attended a forum put on by the Puget Sound Regional Council on November 6 that was focused on elevating health in transportation planning. He said the motivation behind the workshop is the need to take a different look at how health outcomes should be factored in transportation planning. The effort is being driven by the public health community. A high correlation has been found between the use of single-occupant vehicles, the design of transportation infrastructure, and the health consequences. He said there is a more information on the Puget Sound Regional Council website.

Chair Lampe said he attended the Sound Transit open house for the 90 percent design of the South Bellevue light rail station and park and ride. He noted that much has been done to soften the appearance of the facility to be more amenable to the Mercer Slough environment. The other big topic of discussion was the impacts associated with construction.

Commissioner Bishop said he attended the open house as well and had a good conversation with a Sound Transit representative about why it should take five years to build a parking garage. He said he did not receive any satisfaction to the question.

6. PETITIONS AND COMMUNICATIONS – None

8. DISCUSSION/ACTION ITEMS

A. Bellevue Diversity Initiative

Neighborhood Outreach Manager Michael McCormick-Huentelman noted that the Council's vision and priorities begins with the statement "Bellevue welcomes the world. Our diversity is our strength." In 1993 the City was on the forefront in creating its own diversity plan. The plan

helped to establish some key objectives, including a push for additional affordable housing, equitable treatment in terms of hiring practices, domestic partner benefits, and a cultural diversity program with Parks and Community Services. At the direction of the Council, the plan is in the process of being updated.

The diversity initiative is tasked with five things: to better understand the changes that have taken place in Bellevue; what the City's role should be relative to the changing demographics; to work with and empower the community; to take a deep look at City services, improve public outreach and the effectiveness of what the City provides; and how to take advantage of and put to use Bellevue's great diversity across different focus areas, namely cultural competence, education, human services, public safety, civic engagement, and economic development. The definition being used for diversity is intentionally broad. It is not just about race, culture or language; it is also about age, ability, gender, and sexual orientation.

Mr. McCormick-Huentelman observed that Bellevue is a very diverse community. In 1990 Bellevue as 13 percent non-white; that figure has since grown to over 40 percent. There are 84 different languages spoken in the homes of students in the Bellevue School District; the top ethnic languages are Chinese, Spanish and Korean. Bellevue's population is trending older but continues to be highly educated and continues to enjoy a wealth of economic diversity.

Between 1990 and 2010 the City's population growth was largely driven by the foreign-born population. Viewed through a transportation lens, oftentimes the individuals coming from international cities are more comfortable using public transit.

There is often a difference of diversity within diversity. The population of residents over the age of 65 are demographically 83 percent white, but the majority of residents under the age of 18 are people of color. In terms of ethnicity, diversity is the norm in Bellevue.

Eight percent of Bellevue residents self-identify as having a disability. Of that eight percent, more than 30 percent are over the age of 65. That data is relevant with regard to what it means to age in place in Bellevue, and what it means for those who want to keep their homes and still be able to access services.

Mr. McCormick-Huentelman said an internal review was conducted relative to the organization of the City as a whole. He noted that City employees are predominantly white and male. The city has a very high staff retention rate, with the average staffer working for the City for more than 16 years. The low turnover rate is not matching the demographic changes that are occurring in the community at large, and that has implications relative to service delivery, outreach and access. There are clearly new skills to build and much to be learned by the organization.

Commissioner Larrivee asked if the makeup of the city's boards and commissions is changing more in line with Bellevue's demographics. Mr. McCormick-Huentelman answered that the City's diversity is not fully reflected by the members of the City Council or the boards and commissions. As a community, Bellevue is rich in terms of education, skills and knowledge, and a diverse community has a lot to bring to the table. One of the recommendations in the plan is to prioritize diversity in the selection of members for boards and commissions. Senior Planner Camron Parker added that there are several ways to go about that. One way is to put efforts into building candidate pools so that when notice goes out regarding a vacancy, there will be choices available. The candidate pool can be increased through civic engagement skill building. At the same time, regardless of the ethnicity of the staff and the boards and

commissions, it is possible to be cultural competent and aware of what is going on in the community; everyone can build skills aimed at helping them better understand and connect with Bellevue's diverse population.

Mr. McCormick-Huentelman said community outreach efforts have been under way for a couple of years and began with the Council directing that the plan be updated. The process began with stakeholder interviews, focus groups and community meetings. The conversations were centered on what diversity means for residents and for the community as a whole. There were specific conversations around economic development and diversity, and public safety and diversity. The process has included cultural competence training for leadership team and self-assessment review with the large management team around organizational values, policies, service delivery, public outreach, and available resources.

Several general themes emerged from the process, including shared leadership and collaboration. The City cannot do all that needs to be done by acting alone; it needs to act in partnership with the community across the board both in terms of leadership and working in step with the community. Equitable access is anther theme that emerged from the process. There were discussions around cultural, physical and financial barriers that persist in the community in terms of access, including access to participation in the daily routines of daily life.

Answering a question asked by Chair Lampe, Mr. McCormick-Huentelman explained that a formal meeting structure can be a cultural barrier for some. During the outreach process the community pointed out that there is a sense of one-wayness in terms of participation and engagement. The City sets up meetings and expects those who care to come at the prescribed time and to participate in the approved manner. It should be recognized that some folks will never come to the table on those terms of engagement. A better approach would be to go where the people are and indeed some boards and commissions have chosen to hold their meetings out in the community in places that are more accessible to the public.

With regard to responsive public service, Mr. McCormick-Huentelman said there is a need to adapt to some of the changes that have taken place. There is also a need to make the initiative sustainable by embedding it in the organizational culture by identifying and utilizing best practices. The diversity plans that have been the most successful for other cities are those that have fundamentally changed City practices.

Outreach and communication was a popular theme raised during the public outreach process. Time and again the public said it all comes down to communicate, communicate, and communicate. That involves more than just translating documents and accommodation services. Communication involves increasing the dialog and engaging in civic participation and partnership with the community.

The internal review resulted in feedback from City leadership embracive of the high value of the findings. At the same time, two-thirds of the City's managers and leaders allowed that they simply did not know where to start. They felt that the individual efforts of departments acting on their own are insufficient or inadequate to address the challenge, and they concluded that a comprehensive review is needed. There was agreement that resources would need to be identified to help the City advance as an organization. Leadership from the very top will be essential.

Commissioner Zahn arrived and a quorum was reached.

Mr. Parker said the citywide diversity initiative has a lead team comprised of six City staff from the Department of Parks and Community Services and the Department of Planning and Community Development. Staff from every other City department has been brought in at one point or another to take part in the process. There have been excellent discussions both internally and externally, and the plan was brought to the Council for review in early September. The Council will see it again in December.

Mr. Parker said cultural competence is the foundational. If the City as an organization and the City at large is working in ways that are cultural competent with regard to public safety, education and human services, the community will be given the boost it needs to do well in the areas of economic development and civic engagement.

The diversity plan has two essential parts beginning with a set of commitments that have been drafted with a focus on a principle level of what should be done with the initiative and with the City as an organization over time. To keep growing as a culturally competent, the City will need to enact and uphold equitable policies and practices; train and hire culturally competent staff; and provide programs that are responsive and accessible to all. To keep growing as a culturally competent city, the community will need to provide safe and welcoming living and working environments; collectively correct systemic inequities; respectfully engage cross-culturally in community life; and express diversity through arts and culture.

With regard to economic development, Mr. Parker commented that Bellevue's workforce is extremely diverse. He noted, however, that the conversations have focused less on the large corporate organizations and more on what can be done at the smaller level around empowering small businesses and entrepreneurs to start and grow in the city. One thing that has been improving over time is the ability of ethnically diverse residents to find in Bellevue goods and services that match with their cultures.

At the beginning of the budget process that is currently under way, steps were taken to include in the guiding principles the provision of responsive and equitable access to public services. Those involved in drafting and reviewing budget proposals did their work in light of that principle. The City has also set diversity as a theme in the work to update the Comprehensive Plan.

Answering a question asked by Commissioner Larrivee, Mr. Parker said through the initiative the intent is to get staff that provide programming to become interested in asking how to reach their intended targets, including those who they have not previously been able to reach. The initial reaction often is that it will require more time and money. There are areas where the City will need to make additional investments, but first and foremost the thinking should be on reaching diverse communities.

The Department of Transportation has for some time been focused on implementation of Title VI, a code in the Civil Rights Act against discrimination. Transportation staff can use the City's mapping abilities to highlight area project and pull out a report with specific demographic information about people who live in the area. Using census and other demographic data, it is possible to get a pretty good idea about the race and ethnicity, age and income profiles, of those who live in a project area, and the data can be used to structure outreach efforts.

Kristi Oosterveen, the City's Title VI coordinator, explained that any transportation project that

includes federal funds must comply with all Title VI requirements. The City has taken the step of making sure that all projects are Title VI compliant. For instance, at open house events voluntary forms are available for people to fill out in their own language, this data helps us determine if our outreach efforts are effective and some of the events are held in the community rather than at City Hall because in some cultures government buildings can be threatening to go to. Because any City project, transportation or otherwise, that accepts federal funds must also comply with Title VI, steps are being taken to make sure all city departments are up to date and compliant with Title VI requirements. In the mapping tool, project managers block out the extent of projects and the surrounding area, compile a report, and determine if the safe harbor threshold of five percent or 1000 people has been exceeded, and if so may need to prepare materials in many different languages or with different attributes.

Mr. Parker said there are more than 60 recommendations in the plan. They include providing more training and tools for City staff and community leaders; building on the mini City Hall program; improving public transit services; and providing interpretation, translation and accommodation.

Chair Lampe commented that signage around the City is nearly all in English, which certainly does not reflect the City's diversity. He also said the concept of aging in place seems to fly in the face of the strategy for abundant access for transit and the ability to reach some of the lesser served areas in the city.

Commissioner Zahn said she was late to the meeting because she was attending a Champion of Inclusion award ceremony co-sponsored by the Port of Seattle, Sound Transit and the Washington State Department of Transportation. Recognition was given to companies that work with those three agencies and that do a lot in terms of promoting small and disadvantaged businesses. She said in reading through the diversity initiative she did not see anything around contracting opportunities and leveraging small and disadvantaged businesses. Mr. Parker explained that setting up a system of that sort would require changing the City's procurement policies, something that would have to be initiated by the Council. There is not currently a recommendation in the plan specific to the City's procurement policies. Mr. McCormick-Huentelman added that much of the discussion around economic development centered around small businesses, incubation opportunities, innovation and the need for coaching. The focus was not on contracts and how they are awarded. He agreed the topic is relevant for the Diversity Initiative.

Commissioner Larrivee asked if there are any formal or informal working relationships with the school district, which certainly is a big public entity with similar interests. Mr. Parker said there are and will continue to be opportunities for synergies and working collaboratively with the school district. The current superintendent came in with this issue high on his agenda and within the past three years the school district has set up an office of equity and tasked it with looking at issues of equity and achievement gaps in the district. City staff has met with them on more than one occasion and there is much that can be learned from the steps they are taking.

B. 116th Avenue NE Proposed Rechannelization - NE 12th Street to Northup Way

Traffic Engineering Manager Mark Poch said 116th Avenue NE was rechannelized about a decade ago to solve some safety problems, and that is when the two-way left-turn lane was installed. The current proposal is to convert one of the two northbound lanes to a bike lane. The concept was shared with the Council in September. Some questions and concerns were raised and the Council directed staff to work with the Transportation Commission to come up

with a recommendation for the corridor. The first discussion with the Commission led to the identification of a new alternative.

Senior Transportation Planner Mike Ingram said the project focuses on the section of 116th Avenue NE between NE 12th Street and Northup Way. Current conditions include a four-lane profile with two lanes northbound, one lane southbound, and a two-way turn lane. Even in its current configuration the route is key to bicyclists in that it provides a useful connection into downtown Bellevue, especially for those coming in from Redmond on the SR-520 trail. A facility planned for Northup Way will add bike lanes and sidewalks and will be completed in 2016. There is also a pedestrian/bicycle path on the recently rebuilt NE 12th Street crossing. The scheduled overlay of 116th Avenue NE provides the opportunity to accomplish something that has been identified in the pedestrian/bicycle plan. The proposed bike lanes certainly will benefit bicyclists, but the project will also better accommodate pedestrians by offering a buffer between the sidewalk and the travel lane. Similar projects carried out in other jurisdictions have resulted in a reduction in the number and severity of collisions.

Commissioner Bishop pointed out that the collision data for 116th Avenue NE indicates there are not all that many collisions in the corridor, so there is little room for reduction. Mr. Poch pointed out that before the two-way left-turn lane was put in; there were a lot more accidents in the corridor.

Answering a question asked by Commissioner Bishop, Mr. Poch said the northbound direction was chosen to have two northbound lanes a decade ago when the two way left turn lane was installed.

Mr. Latt said the transportation department conducted a number of investigations involving the feasibility and operations of the proposed project. The traffic model was updated to a horizon year of 2024 to consider the potential diversion of traffic to the surrounding street network. Intersection levels of service were looked at both with and without the proposed project. Safety assessments were conducted looking at the accident history of the corridor, and data regarding bicycle usage was collected and analyzed.

The City's 2024 model forecast involves the adopted Transportation Facilities Plan street network. One of the critical links in that network is the NE 15th Street/NE 16th Street connection, also known as Spring Boulevard, which connects with NE 12th Street to the east of 116th Avenue NE. That 15th/16th project will have a dramatic affect on traffic patterns in the area. The evaluations were made both with and without the Spring Boulevard connection. The model also reflects growth in land use along 116th Avenue NE and citywide consistent with the current zoning and all known pipeline projects.

Mr. Latt noted that the 2024 model run that includes Spring Boulevard has approximately 50 of the 700 or so northbound 116th Avenue NE evening peak trips diverting to other surrounding streets. He said the model is only a tool and is used as a guide. It takes into account what happens overall in the corridor when a northbound through lane is removed. The model indicates little, if any, increase in congestion or delay. The 116th Avenue NE/NE 12th Street intersection remains LOS D with or without the project, and the 116th Avenue NE/Northup Way intersection remains at LOS B with or without the project.

Mr. Latt commented that the Commission had previously asked staff to look at what would happen if the bike lanes were begun immediately at the intersection. Termed Alternative B, that scenario would take away the merge of two northbound through lanes into a single lane

and bike lanes on both sides of 116th Avenue NE would begin immediately on the north side of NE 12th Street. In order to do that, an exclusive right-turn lane would need to be implemented to the south of NE 12th Street. The model indicates that overall the intersection level of service would remain fairly stable at LOS D. However, when the individual delays and queuing are broken out by movement, Alternative B results in queues extending further to the south of NE 12th Street, up to 500 feet. The traffic signal at NE 11th Street is about 900 feet away so the longer queuing would not necessarily impact the signal operation. However, a real-world test has not been conducted so the true impacts are not fully known.

Answering a question asked by Commissioner Bishop, Mr. Poch said the northbound through lane on 116th Avenue NE under Alternative B would on average wait about 94 seconds to proceed through the intersection, which equates to an LOS F condition. The delay is just over 55 seconds under the proposed project.

Commissioner Larrivee asked how under Alternative B the total northbound delay could actually be less than under the proposed project given that every other metric is higher. Mr. Poch said under Alternative B there would be a significant number of right turns that would be given a green arrow when the westbound-to-southbound left turn also has a green arrow. That will result in extra time for the right turns, reducing the delay time and compensating for the increase in the through lane delay.

Mr. Poch observed that under existing conditions there are two through cars on 116th Avenue NE for every car that makes a right turn onto NE 12th Street. Typically where the right lane of a two-lane configuration is converted to right-turn only, traffic engineers look for a one-to-one ratio.

Mr. Latt said the queuing is one consideration, but there are others that Alternative B carries with it. For one thing, it creates a slight offset in the lanes, making it necessary for through movements to shift over to make things line up across the intersection. While not a fatal flaw, it is a less desirable outcome than what the proposal offers. Alternative B would also extend the limits of the currently planned overlay project to the south of NE 12th Street. There are several bus stops along the corridor, including in the southbound direction. Cars do get stopped behind buses in the single southbound lane and either have to wait or try going around. On the far side of NE 12th Street just to the north of Children's Hospital that the bus stop could be moved further south under the proposal to make use of one of the two northbound through lanes. In that situation cars could simply move on using the other northbound through lane. Under Alternative B, however, the queuing and backing up behind the bus stop could potentially impact the traffic signal operation, at NE 12th Street and the bus stop under Alternative B would have to use the bike lane to access the curb.

Mr. Latt said a review of the collision data did not turn up anything out of the ordinary. There was one bicycle accident on 116th Avenue NE close to NE 19th Street; in that case the cyclist was in the through lane and a driver hit him from behind. There have been two cycle-related and one pedestrian accident on 112th Avenue NE, which the Commission asked previously that parallel corridor, be looked at. With regard to accidents associated with driveways along 116th Avenue NE, there were 11 driveway-related collisions on the east side, but only one on the west side. There are more driveways on the east side of the roadway, but not proportional to the number of accidents.

In May 2014 when the test simulation I the corridor was done bicycle counts were made. For

the day, there were 163 riders on 116th Avenue NE. A count taken in October 2013 identified 46 riders over on 112th Avenue NE just north of NE 12th Street (this too was a previous request for data by the Commission.

Mr. Latt said the proposed project is at the 30 percent design stage and is being moved forward for the overlay program. The project is planned to occur during the summer of 2015 as part of the paving operations.

Commissioner Bishop commented that the southbound lane at Northup Way becomes an 11.5-foot wide lane. All vehicles entering 116th Avenue NE are either making a right turn from eastbound Northup Way or are making a left turn from westbound Northup Way, and 11.5 feet is a very narrow lane to turn into. He suggested not striping the bike lane right at the intersection, allowing for a wider lane for 150 feet or so.

Commissioner Larrivee pointed out that bike lanes with configurations of that sort are very unpleasant for bike riders. That is because there is no sense of space that belongs to them and it is necessary to fight with larger vehicles.

Mr. Latt said the issue can be taken into consideration as the design process moves forward. Mr. Poch said the Northup Way plans will be checked as well to see if a new radius may be achieved on that corner.

Responding to the Commission's previous request for more information about the anticipated changes along the corridor in terms of land use and general activity, Mr. Ingram said the area was evaluated in conjunction with the Bel-Red planning process. At the time the idea was the land use character of the corridor would be maintained by retaining the current Bel-Red/Medical Office designation. The allowable density of development was increased through that process and there has been a gradual redevelopment of properties along the corridor. The analysis of 2024conditions anticipates increased density along the corridor.

Commissioner Bishop pointed out that the project as proposed could preempt a need for more capacity by the horizon year. Mr. Ingram said that has been taken into account in the horizon year traffic forecast. He also stressed that the proposal involves little more than paint on the pavement.

Chair Lampe asked what the expected completion date is for the 120th Avenue NE project. Mr. Ingram said there are funded improvements through NE 16th Street that will include bike lanes. There is no funding in the current CIP horizon to build the project between NE 16th Street to Northup Way. When it does get built it will include bike lanes. The Burlington Northern/Sante Fe rail corridor is another route identified in the City's plans. The route runs just to the east of 116th Avenue NE on an easement that is owned by King County. It is doubtful, however, that a trail will be constructed in the easement before Sound Transit completes its project.

Mr. Ingram said businesses and property owners along the corridor will be notified about the proposal and will be invited to attend the open house scheduled for December 11 prior to the Commission's regular meeting. The Commission will be asked at its first meeting in 2015 to make a recommendation to the Council regarding the proposal.

Commissioner Zahn informed the Commission that the October issue of *Governing Magazine* ran an article about the deadliest states for bicyclists. Washington State came in at number 27

on the list with average annual deaths per capita of 10. For the worst state, Florida, the average annual deaths stands at 110 per capita. Maine topped the list with only one death per capita on average per year.

1. CALL TO ORDER

A quorum having been reached, the meeting was called to order by Chair Lampe.

7. APPROVAL OF AGENDA

A quorum having been reached, a motion to approve the agenda was made by Commissioner Larrivee. The motion was seconded by Commissioner Bishop and it carried unanimously.

8. DISCUSSION/ACTION ITEMS (Continued)

C. 2016-2027 Transportation Facilities Plan

Mr. Ingram noted that he served as the lead for the current 2013-2016 Transportation Facilities Plan (TFP). He said the 12-year plan is required by code to be updated every two years or as otherwise directed by the Council, and the Transportation Commission is identified as the lead entity. The TFP represents a first cut prioritization of the list of projects identified in the long-range plans. The unfunded TFP feeds into the funded CIP. The SEPA review that is associated with the TFP gives the projects a foundation for moving into the CIP.

Mr. Ingram explained that the vehicle capacity projects in the TFP serve as the basis for the impact fee project list. The schedule of fees is determined based on the capacity projects in the plan and developers are charged for the trips their projects add to the network during peak periods. The revenues generated by the fees are fed into the CIP.

Mr. Ingram outlined for the Commissioners the streams of revenue for transportation projects; he noted that they include a certain proportion of sales taxes and the B&O tax levied by the City; revenues dedicated by Council policy or because of legal requirements; Local Revitalization and Public Works Trust Fund dollars; a portion of the state gas tax; impact fees and developer contributions; grants and outside agency contributions; and special benefit offsets or local improvement districts. Property taxes flow to the General Fund for operations and are not used for CIP projects.

Transportation Finance Manager Jason Bentosino explained that the Council is considering a five percent increase in property taxes and if that happens more of the sale tax revenues will be freed up and available for transportation projects.

Typically TFP projects fall into the roadway/intersection and pedestrian/bicycle categories. Projects in each category are evaluated under different criteria. There is a policy framework in place around project prioritization. Maintaining the level of service standards and other mobility targets is one policy that guides the selection process.

Commissioner Bishop commented that concurrency is based on maintaining the mobility targets for each Mobility Management Area. The need for capacity projects to keep up with concurrency is a major driver in the selection process. Commissioner Larrivee pointed out that the policy highlights level of service standards and other mobility targets.

With regard to the roadway/intersection project scoring criteria, Commissioner Bishop

suggested there is some overlap between the plan consistency and non-motorized and transit criteria. Taken together, those three criteria account for half of the weighting. Mr. Ingram explained that the plan consistency and outside funding criteria has to do with layering. Projects that are in regional plans are stronger candidates for outside funding. Commissioner Bishop expressed the opinion that giving only 25 percent of the weighting to level of service, which carries nearly 90 percent of all trips, is too small and should be bumped up to at least 35 percent. Bikes are less than one percent of the total trips, and pedestrians are six to eight percent. At the very least staff should be asked to come back with a more detailed explanation for the percentages.

Commissioner Zahn pointed out that the current weighting was approved by the Commission in January 2012. Ms. Oosterveen said she led the TFP process a couple of cycles ago when the percentages were subject to a great deal of discussion. The decision was made at that time to lower the percentage for level of service and to increase the percentages for transit and outside funding. The argument was that during tight monetary times it makes sense to include in the pool projects that are strong candidates for outside funding. The five criteria have been in place for a number of TFP cycles; only the percentages have been modified. She called attention to the matrices in Appendix 3 and noted that they are used by staff in scoring projects. Safety has consistently been scored at 25 percent over the years.

Commissioner Bishop asked why safety is worth a quarter of the total score. He questioned that Bellevue has a problem with safety that needs to be corrected. Ms. Oosterveen said it would take some research to determine how safety came to be given 25 percent of the weight; the decision was made by the Commission long ago. She said the City does very well in terms of safety because of the various programs that are in place, including the accident reduction program funded in the CIP. Commissioner Bishop said his desire was to emphasize level of service.

Commissioner Larrivee said an argument could be made that Bellevue is a safe city precisely because safety has been given 25 percent of the weighting as one element of the City's high standard for safety. He said he was not inclined to amend the percentages at all.

Commissioner Zahn said safety is high on her list and was not inclined the lower the percentage for that category. She said she would not choose level of service over safety.

Addressing a comment made by Commissioner Bishop, Mr. Ingram said the project scores serve only as the starting point for prioritizing projects. Ms. Oosterveen added that each project is scored based on need and benefit using the matrix for each of the five categories. The matrices have been refined over the years and they put each project through an arduous process.

Mr. Ingram said staff will be bringing to the Commission in December a recommendation to change the way the level of service and transit scores are calculated. The level of service matrix is very complex and is time consuming for staff. Staff is looking for an approach that will be more efficient. Because the transit plan was recently updated, the transit matrix needs to be reassessed.

Commissioner Bishop said he would like information as to how Bellevue compares to other cities in terms of safety.

Commissioner Zahn asked if other agencies review projects using criteria and a weighting

approach.

Chair Lampe said he would like to see a couple of sample projects shared with the Commission so it can be better understood how the scoring system works, even if the samples are from past years.

Answering a question asked by Commissioner Bishop, Mr. Ingram said if a roadway project also builds a needed pedestrian/bicycle facility, the scoring recognizes that. Commissioner Bishop pointed out that 15 to 20 percent of the money for every roadway project goes to construct sidewalks. Historically jurisdictions have a disconnect between their level of service standards and their CIP project list, and it is scorings of the sort Bellevue is using that gets them in trouble over time on the concurrency side.

Commissioner Bishop asked what project list is sent to the Puget Sound Regional Council. Ms. Oosterveen said the City sends them the Transportation Improvement Program (TIP) project list, which is updated annually. The TFP has constrained funding, the dedicated seven-year funding from the CIP and five additional years of assumed budgeting, but the TIP has no funding threshold. Commissioner Bishop commented that the City would never come up with a TFP project that is not on the TIP. Mr. Ingram said the outside funding category gets to a higher level of recognition in the regional planning framework. In years past when Bellevue was less in need of grant dollars, the outside funding category was less important.

Mr. Ingram reiterated that the project scores are only the starting point. There are other considerations, including the need to be efficient by matching up with regional projects.

Ms. Oosterveen explained that the Title VI equity analysis is done for the entire city. The detailed analysis is done by subarea and then the various projects are held up against the results to see who is and is not being served.

Ms. Oosterveen said the City is scheduled to increase the impact fees on January 1, 2016. The current list of capacity projects in the TFP will support the scheduled increase, but the Council has indicated a desire to see that position re-verified. The process of reviewing the evaluation criteria for both roadway/intersection and pedestrian/bicycle projects needs to be given the nod by the City Council before the end of the year.

Mr. Ingram shared with the Commissioners the proposed timeline for updating the TFP in 2015. He noted that a consultant will be hired around mid-year to draft the Environmental Impact Statement; the impact fee report will be updated during the late fall/early winter months; and the Council will adopt the 2016-2027 TFP and new impact fee schedule in December.

D. 2015-2016 Budget, Base CIP Update and Enhanced CIP Projects

Mr. McDonald said the expression voiced by the Commission at its last meeting about wanting to actively participate in the Council's CIP budget process has been discussed by staff. He said the Council's next budget hearing is slated for November 17. He suggested the Commission may want to weigh in on the enhanced CIP projects, which would require a property tax increase to fund, and said Chair Lampe and Commissioner Zahn have indicated they will attend the meeting and provide comment representing the Commission.

Assistant Transportation Director Ron Kessack said the City Manager's preliminary CIP

budget includes a proposal to increase property taxes by five percent, which would raise $25 million over the 20-year bonding period. Currently, eleven cents of every dollar generated by property taxes comes to the City; most of the property tax revenues go for King County emergency services, the Bellevue School District and other levies. The proposed five percent increase to Bellevue's portion of the property tax is actually less than one percent of the property tax overall. For the average homeowner, the increase will be about $25 per year.

Continuing, Mr. Kessack said the property tax brings funds into the CIP on an immediate basis. The City Manager's budget proposal also includes a $60 million debt issuance, of which $36 million would come into the CIP in the out years of 2020 and 2021. Part of the debt issuance will be used to pay off previous debt service.

Mr. Bentosino said the CIP plan proposed by the leadership team includes truly cash flow borrowing, with the borrowed funds to be paid back within seven years. The $60 million long-term debt would introduce the full amount in the first year. Because the payment extends over 20 years, $36 million is freed up. The debt service on the $60 million works out to $1.7 million per year, which is the amount the five percent property tax increase would generate.

Mr. Kessack explained that certain dollars in the City's budget must be used for certain things. Property tax revenues cannot be brought directly into the CIP, but they can be used to free up other funds that can be diverted into the CIP. The $25 million property tax increase will bring dollars into the CIP in the near term, and that will help in funding some near-term projects that the Commission and the Council have indicated as priorities, including preliminary design of the Newport Way sidewalk project; preliminary design of the West Lake Sammamish Parkway Phase II project; and certain Downtown Transportation Plan projects, including the NE 6th station access improvements. The funds can also be used for the Community Connectivity project that flows from some FCC rulings on microcell cellular sites. Community Connectivity relates to the capability to provide broadband and Wi-Fi services throughout the city to improve internet access and high-speed data capabilities. Additionally, $8.5 million can be set aside for what is being called an opportunity fund. While not yet designated by the City Manager's office, the fund offers the Commission and the Council to weigh in on projects that may not have been raised up through the budget process. The funds could be used to acquire part of the BNSF corridor to start implementing a trail system, or to begin the process of developing the Bellevue Way HOV lane project. There are several community groups that are asking the Council for support and funding. A broader category called neighborhood needs could be created to address a variety of neighborhood issues.

Mr. Kessack said the Commission's recommended priorities would be presented to the Council as part of the November 17 budget hearing.

Commissioner Bishop said he had received earlier in the day a copy of the HDR report on the NE 15th Street project from 116th Avenue NE to 120th Avenue NE. The $22 million project is a big deal and a big driver of the entire process. The report indicates that $15 million can be saved by accelerating the project, which actually will not be needed for 15 to 20 years. Mr. Kessack said the issue is whether or not the bridge should be constructed in conjunction with Sound Transit so that the rail lines go in at the same time as the bridge over the rail line, or if it should be built at some point in the future after the rail line is activated. If done in the future, the project will be complicated by the fact that the rail line will only be shut down for four hours per day, considerably increasing the overall time of construction and cost. Additionally, if the Pine Forest project is either under construction or completed when the bridge project moves forward, it will be necessary to engage it the practice of girder launching, which will

increase costs even more.

Commissioner Zahn said it took months to get permission from Sound Transit just to put a camera over one of their rail lines. If the bridge is not built concurrent with Sound Transit's project, it will never get built because the effort needed to get the necessary approvals will make the cost rise substantially. Mr. Kessack said he wholeheartedly agreed the best case scenario will be to build concurrently with Sound Transit, which is why the City has been working with Sound Transit to have the project included in the GCCM contract for that area. It makes the most sense to have a single contractor do all the work, and the Teledesic site is the right location for the staging area.

Commissioner Bishop allowed that if the Bel-Red area builds out as planned, the bridge will definitely be needed.

Mr. Kessack said what the City Manager's budget includes is early funding to take the project from 120th Avenue NE to just west of the BNSF alignment. The $36 million that will become available later in the CIP could be used to make the connection from the west abutment to NE 12th Street and would see the project completed in the 2019-2020 timeframe. The consultant's report indicates that by waiting the project cost will rise by some $15 million.

Answering a question asked by Commissioner Zahn, Mr. Kessack explained that if the Council does not approve the property tax increase, $25 million will not be available in the near-term CIP. That likely would trigger the need to go back and reprioritize the project list.

Commissioner Bishop asked about the Bellevue Way HOV lane project and Mr. Kessack explained that if the Council wants to see the entire project built out at some point, it will be necessary to do the environmental work for the entire project even to build a small portion of the project. If the Council decides it only wants to build a 300-foot section, the environmental process will be much more abbreviated. The leadership team included in its recommendation funding to design and to the environmental process for the full project. The $8.5 million would not be anywhere near enough to construct the entire project. If the project is approved, construction could not occur until 2019 or 2020 when Sound Transit completes its project along Bellevue Way.

With regard to the BNSF corridor, Mr. Kessack explained that what the City currently has its eye on is the section owned by King County at a cost of about $1.5 million.

Mr. McDonald said the $5 million in the enhanced CIP for the Downtown Transportation Plan will fund projects beyond access issues relating to light rail. Mr. Kessack said it would include corridor studies for 108th Avenue NE, Main Street, 106th Avenue NE, and the associated improvements the studies would identify. The funds also would be used for projects aimed at improving access to the new station.

Commissioner Larrivee said he was generally in agreement with the proposed transmittal memo that had been included in the packet. He questioned, however, the wide-openness of the statement on the third page about proposing projects associated with the implementation of the Transit Master Plan, and asked if there are any specific projects that could be highlighted. The $8.5 million may not all be earmarked for transportation projects and in fact may not go toward any transportation projects, so being as specific as possible would be helpful. He proposed making mention of the Bellevue College access project. Mr. McDonald observed that access to the Frequent Transit Network was one of the hallmarks of the Transit Master Plan. He said

he would need some time to identify specific projects to include in the memo.

Commissioner Bishop agreed that the Bellevue College access project should be included. The project represents a good partnership with the college and would also be a good candidate for grant funding. The project could also be constructed in phases.

The Commissioners suggested some tweaks to the draft memo. Mr. McDonald agreed to make the changes circulate the memo electronically for approval. That would allow time for having Chair Lampe and Commissioner Zahn to sign it prior to the Council meeting on November 24.

A motion directing staff to make the discussed changes to the memo was made by Commissioner Larrivee. The motion was seconded by Commissioner Zahn and it carried unanimously.

9. OLD BUSINESS

10. NEW BUSINESS

11. PETITIONS AND COMMUNICATIONS

12. APPROVAL OF MINUTES

A. October 9, 2014
B. October 23, 2014

Mr. McDonald pointed out the need to correct "Ming Wung" to "Shuming Yan.

A motion to approve the October 9, 2014, minutes as submitted and the October 23, 2014, minutes as amended was made by Commissioner Larrivee. The motion was seconded by Commissioner Bishop and it carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed the calendar and agenda of upcoming items.

14. ADJOURNMENT

Chair Lampe adjourned the meeting at 10:20 p.m.

Kevin McDonald — 12/11/2014
Secretary to the Transportation Commission — Date

Scott Lampe — 12/11/2014
Chairperson of the Transportation Commission — Date