

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

January 11, 2018
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Bishop, Chirls, Lampe, Marciante, Teh, Woosley, Wu

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Franz Loewenherz, Andreas Piller, Chris Long, Kristi Oosterveen, Michael Ingram, Raid Tirhi, Paul Krawczyk, Scott Johnson, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

Upon the call of the roll, all Commissioners were present. Commissioner Marciante participated via telephone.

2. APPROVAL OF AGENDA

There was agreement to reverse the order of agenda items 6A and 6B.

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

3. PUBLIC COMMENT

Mr. Bob Pishue, transportation director for Kemper Development Company, 575 Bellevue Way, voiced support for a connected bike network in Bellevue. However, repurposing limited roadway capacity in the downtown is concerning in that it affect people in cars, people on buses, freight and emergency vehicles. It is estimated that vehicular trips will increase by 59 percent between 2010 and 2030. Transit trips are expected to grow even more dramatically with East Link and bus rapid transit on I-405. The Downtown Transportation Plan estimates that the average delay per vehicle will increase 78 percent between 2010 and 2030 during the evening peak. The city and the Commission should model how the downtown demonstration bikeway project would impact the flow of buses and cars in 2030, not just on 108th Avenue NE but also on the adjacent streets of NE 4th Street and NE 8th Street, prior to making a recommendation. The Commission should also establish both quantitative and qualitative performance metrics prior to making a recommendation to help define what success should look like. In regard to bike share, the city should wait and see what the data shows from the Seattle program before making a recommendation.

Mr. Mike McQuaid, transportation chair and immediate past president of the South Lake Union Community Council in Seattle, said even though he drives an SUV to and from work, he is an avid cyclist. He said he grew up riding his bike in downtown Bellevue and continues to do so. He encouraged the Commission to proceed in favor of the pilot cycling lane with the preferred route along 108th Avenue NE from Main Street to NE 12th Street. The South Lake Union community was built on a strong biotech research core and over the last decade has added tech employment from global leaders. The employment base in that sector of the city has reached 50,000. The area represents one of the most significant urban revitalizations in the nation largely because there has been a willingness to understand what is appealing to the newest residents, employers and employment talent. There have been missteps along the way, one of them was in recognizing how to get around. No thoughtful approach such as testing the waters with a pilot program was taken. Business, property owners, employees and residents should be able to experience how different mobility options can work, which is what the proposed demonstration bikeway project will do. Maintaining traffic flow for automobiles, transit and freight is important, but it is also important to look beyond what is already in place. Data indicates that millennial residents in the workforce think about mobility differently from the older generation and in order to be competitive as a city and the region that needs to be kept in mind. The region has until recently been hesitant to get out ahead of the curve and has thus fallen behind competing cities. A variety of mobility options, including safe cycling lanes, helps employers and cities retain and attract new people. Adding bike infrastructure in South Lake Union has not disrupted things contrary to the popular narrative, rather it has opened new opportunities for those who live, work and play in the city.

Mr. Padric Catcherly, 1230 121st Place NE, said he is a student in the Global Innovation Exchange Program that is attracting bright students from around the globe. Currently there are students in the program from 14 different countries. The students in the innovative tech driven program are seeking a masters degree in technology innovation from the University of Washington. He said biking is very important to him as well as to many of his classmates. Many of the students will be living in Bellevue for only a short period of time and will not seek to purchase a motor vehicle during their stay. The program will grow in student numbers over time, and the new students will also have transportation constraints. He voiced support for any effort that will improve the bicycle infrastructure in Bellevue.

Mr. Matt Jack, policy manager for the Bellevue Downtown Association, 400 108th Avenue NE, voiced the support of the organization for the downtown demonstration bikeway project on 108th Avenue NE, and for the permitting use of free floating bike share in the city. The BDA's transportation committee held a four-meeting series at which city staff made presentations and answered questions. At the end of the series the committee drafted a set of recommendations and presented them to the BDA board of directors, which approved them. He noted that the documents had been included in the Commission packets. If the demonstration project is approved to go forward, the BDA hopes the city will be thorough in its evaluation of it, transparent in its analysis, and actively engaged in communicating with and collecting input from the community. With regard to the free floating bike share program, the BDA recommends a controlled pilot period.

Ms. Shelley Bowman, 2440 140th Avenue NE, said she has a non-profit organization that supports kids in need getting bicycles; it is associated with Lake Hills. She said she also attends Leadership Eastside in downtown Bellevue and would like to be able to get there safely via bike. While the city and the Commission may want people to travel safely to and from Bellevue by any mode, that is not currently possible. She said as a person who drives a car she

is fully in support of protected bike lanes and encouraged the Commission to approve the demonstration project. Protected bike lanes give car drivers a comfort level in knowing where bikes will be operating, and they provide a high level of comfort for bike riders. In Seattle, wherever there are bike lanes, there are a lot more people biking, and increased numbers of riders improve safety. The idea of riding bicycles on sidewalks puts pedestrians at a higher risk. The pilot project should go forward to increase mobility options.

Ms. Virginia Winslow, Seattle marketing manager for Spin, voiced support for designated bike lanes and the proposed demonstration bikeway project and a possible future pilot program for dockless bike share. Spin created the first bike share regulations for the city of Seattle. Once the data from the pilot program is in, the discussion can continue toward bringing a dockless bike share program to the city of Bellevue.

Ms. Vicky Clark, 870 135th NE, Seattle, spoke as the east King County policy manager for the Cascade Bicycle Club. She said the Club advocates to advance best practices in bike infrastructure and create safe places to bike and walk. She voiced support for the implementation next steps regarding the Bicycle Rapid Implementation Program. The Club supports implementation of the demonstration bikeway project on 108th Avenue NE given its proximity to employment centers, adjacency to the transit center, and connectivity to nearby bike facilities. The Club also supports simultaneously exploring a demonstration on Main Street between Bellevue Way and 108th Avenue NE, extending work the city undertook last year. The Club also supports the city permitting bike share to give people more transportation options. The demonstration approach makes sense. Since 2009 the city has had a commitment to build two north-south and two east-west routes through the city by 2019. Currently biking in Bellevue is mostly a white knuckle ride. Options are few for many because of a lack of places that feel safe to ride. The demonstration project appears to be a solution that will give the city a chance to build on its commitment. Demonstration projects over the last two or three years have emerged around North America as a practical way for projects to get on the ground in communities, including communities that harbor doubts. In Bellevue, there is a clear sense that it is about time for such a project. With the Eastside Rail Corridor opening in Bellevue in the spring, and with the SR-520 bridge trail already open, Bellevue finds itself at the crossroads of a new regional trail network. Once light rail begins operation in the city, more people will be arriving via active modes and Bellevue needs to be ready. People want transportation options.

Mr. Alex Clemmer, 15522 NE 22nd Place, said he used to live on 110th Avenue and worked at Microsoft and used the SR-520 bike path to get to the Redmond campus. He said a number of scary experiences caused him to change his commuting time to between 6:00 p.m. and 8:00 p.m. On one occasion while riding on NE 12th Street a car came up very close behind him, making it necessary for him to hit the curb to get out of the way. The SR-520 bike path is great infrastructure, but biking around the downtown is difficult in part because residents do not know how to interact with bicyclists. He said his move to his current address was made so that he could walk to work.

Ms. Lysette Hedberg, 2440 140th Avenue NE, said the demonstration bikeway project is something the community can support, as is the bike share program. She said she hoped the Commission would see them as a way to keep the community vibrant and attract new residents. Hopefully the demonstration project will open in May. She made T-shirts available to the Commissioners as a way to build awareness.

Mr. David Allen, 12121 SE 21st Street, thanked the Commission for taking on such a business-friendly issue. There are host of reasons why there should be a bike lane through downtown

Bellevue, one of which is economics. He said all of the research he has done shows that bike infrastructure is a cost-effective way to enhance shopping districts. It is clear, and business owners agree, that after construction of a protected bike lane on 9th Avenue in New York City, local businesses saw a 49 percent increase in retail sales the next year. There was only a three percent increase in the rest of the borough. On San Francisco's Valencia Street, two-thirds of merchants said the new bike lanes installed in place of parking resulted in a positive effect on their businesses. Reducing parking in favor of bicycle infrastructure works. On Broadway Boulevard in Salt Lake City, street parking was reduced by 30 percent and in the first six months of the next year retail sales along the new bike lane increased by 8.8 percent. A year after losing the street parking, 59 percent of the business owners on the street supported bike lanes. In Portland, a bike corral program was instituted that installed bike corrals in lieu of street parking for businesses requesting them. The program was so successful the city could not keep up with the requests for bike corrals. A study done a couple of years later showed that even nearby businesses appreciated the corrals as a pro-business amenity from the city. Bike lanes even increase business and residential property values according to data from multiple cities. Bike lanes have been shown to help increase business revenue, reduce traffic, enhance livability and increase property values, all at a fraction of the cost of automobile infrastructure. Bellevue has always been a forward-thinking city when it comes to supporting local businesses. The demonstration bikeway project is another example of how Bellevue is ahead of the curve.

Mr. Christopher Magilsy, 10555 Main Street, said there are a great many reasons he loves about living in the downtown. He said he never has to drive a car to the grocery store or to run errands, and can easy travel by bus and bike. Traveling by bike, however, can be dangerous given the lack of markings on the roads. The safety of riders is dependent on other drivers following the laws, but unfortunately they do not always do that. The speed limit in the downtown is 30 miles per hour but cars travel much faster. Drivers are not supposed to be using their phones, but they do, increasing the odds that there will be accidents. The proposed demonstration project will serve as a learning opportunity to see how it will fit into the system. If it does not work, it can easily be removed and nothing will have changed. Neighborhood is a word used often in Bellevue, but the city is not treating the downtown like a neighborhood where 15,000 people live. It is time to recognize that the citizens in that neighborhood need safe places to walk, bike, live and shop.

A motion to extend the public comment period by six minutes was made by Commissioner Wu. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

Ms. Betsi Hummer, 14541 SE 26th Street, spoke as a private citizen and not as a member of the East Bellevue Community Council. She noted that on January 9 the Community Council approved the Complete Streets Comprehensive Plan amendment. She praised the Commission for its insightful questions and the care it brings to its responsibilities. Everyone serving on city boards, commissions and councils should treat their responsibilities very carefully because they are representing the citizens. They must set aside their personal biases and agendas and focus on what is best for the citizens. The Complete Streets Comprehensive Plan amendment seems like having the cart before the horse with the ends justifying the means. Comprehensive Plan amendments should not be done just to qualify for federal and state grants. It has been done, however, but going forward Comprehensive Plan amendments should be approved for other reasons. All of the city's boards, commissions and councils should take the time to get to know one another so they can all be on the same page.

Mr. Chris Johnson spoke representing the Bellevue Chamber of Commerce, 330 112th Avenue

NE, Suite 100. He said the Chamber strongly embraces the community's emerging multimodal transportation system and the multimodal LOS standards the Commission has been working on. He acknowledged that 108th Avenue NE is the prime candidate for the north-south bikeway demonstration project. In addition to the needs of bicycles and pedestrians, the Commission was asked to also consider the need to preserve turn movement and curb access for other modes, including emergency vehicles, commercial vehicles, electric vehicles and emerging transportation technologies such as shared employer shuttles, flexible vanpools and transportation network providers such as Uber and Lyft. Given that 108th Avenue NE is a transit-priority corridor, it should remain available for transit operations and other modes to access the curb during and after the demonstration project. He called attention to a letter submitted by the Chamber and included in the Commission packet and noted that within it were questions for the Commission to consider. Before any decision is made about any permanent bikeway project, or the conversion of any existing road right-of-way to a different modal purpose, the elected officials should weigh in.

Mr. John Duggan, 36 Orcas Key, said he rides his bike everywhere, including from Bellevue to Seattle daily. He said riding through Bellevue is not easy. He said he makes a living representing cyclists and has a good practice for the very reason that Bellevue does not have good infrastructure to support cyclists. The commute from Seattle to Bellevue is difficult largely because there are no facilities between I-90 and downtown Bellevue, and the road and sidewalk closures only add to the problems. He said the more he rides his bike to commute, the better it is for anyone because there is one less car on the road. Bellevue should do all it can to embrace bicycles. The issue is not what impact the proposed demonstration project will have on cars, rather it is what the impact will be on the livability of Bellevue. Times Square in New York City is closed overnight to traffic and the hundreds of thousands of people who visit the area on foot have helped to make all of the surrounding businesses successful. Anything that can be done to increase the number of people, not cars, in the downtown will make a difference for economics and livability.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS

Councilmember Lee wished the Commissioners a Happy New Year. He voiced his appreciation for the work of the Commission. The Council has yet to determine who the liaison to the Commission will be. He noted that he got into city politics by first serving on the Transportation Commission. Bellevue has always been forward-thinking and focused on what is right for its citizens and businesses.

Chair Bishop reported that he attended a couple of meetings focused on I-405. One was the Joint Transportation Committee of the legislature in Olympia where the focus was on what to do with express toll lanes on I-405. The Committee hired the University of Minnesota to do an independent analysis of the express toll lanes and their report that was presented to the Committee confirmed that the speed metric of 45 miles per hour 90 percent of the time is not being met on the freeway at the rate required by the law. The second metric of collecting more from tolls than it is costing to operate the lanes is being met, according to the study. The legislature will allow WSDOT to tweak various things to see if improvements can be made toward meeting the speed metric. Express toll lanes between Bellevue and Bothell and between Bellevue and Renton are under design and will start construction in 2019.

Chair Bishop reported that he attended the I-405 Executive Advisory Group meeting and heard the same report. The group represents the 27 cities that approved the I-405 master plan in 2003.

5. STAFF REPORTS

Senior Planner Kevin McDonald reported that he attended the Human Services Commission meeting on January 3 to talk about the work of the Transportation Commission. The report was well received. A Human Services Commissioner may address the Commission at an upcoming meeting regarding their perspective on mobility relative to the clients they serve.

Mr. McDonald said the consultant selection process is still under way for the Eastgate transportation study. Once the selection process is completed, negotiations will begin with the preferred professional services provider ahead of beginning the work later in the winter months.

Mr. McDonald reminded the Commissioners that he had emailed them with an invitation to attend the Smart Mobility Plan open house on January 16 beginning at 11:00 a.m. at City Hall.

6. STUDY SESSION

B. Downtown Demonstration Bikeway Project and Citywide Bike share Pilot Program

Senior Transportation Planner Franz Loewenherz reminded the Commissioners that in September a briefing was provided on both the Pedestrian and Bicycle Implementation Initiative and the Bicycle Rapid Implementation Program and the progress being made implementing projects associated with the programs. Reference was also made to the funding placeholder for the downtown area, and the outreach process to be pursued relative to bike share and the demonstration corridor. In November the Commission was provided with a status report regarding the engagement effort that was under way with the Bellevue Downtown Association and other entities, as well as the outreach efforts involving online surveys and community events. The November meeting included a deep dive into the Synchro travel demand modeling results and several alternatives for the 108th Avenue NE corridor, which is the preferred option. If all moves forward as outlined, the bikeway demonstration project design and a definition of the permit requirements for the bike share pilot will be finalized in March. In April construction on the bikeway will begin and the permit structure will be made available for applications. In May, it is hoped that both of the projects will be rolled out in tandem, then in August the Commission will be provided with the first in a series of progress reports.

Mr. Loewenherz noted that included in the agenda memo were letters of support from various corporate entities that ran the gamut from seeking solely the 108th Avenue NE corridor to including the corridor along with the bike share program, and including an east-west corridor, along with support for the bike share program.

The Commissioners were reminded that in November they were informed about a series of pop-up events. Three two-hour events allowed for interfacing with the public and encouraging people to attend the open house, to participate in a message board communication, and a series of keypad polling questions. The clear preferred alternative was for the 108th Avenue NE corridor in the poll and via comment cards. Main Street stood out as the preferred second choice.

The survey regarding the demonstration bikeway concluded on January 1. In all, there were

1262 responded. More than half indicated they feel somewhat or very unsafe riding a bicycle in downtown Bellevue. Asked how comfortable they were driving next to someone on a bicycle in the downtown, the majority of respondents indicated feeling uncomfortable. On the question of where people in downtown Bellevue should ride their bicycles, 69 percent said on the street in designated bike lanes. All of the survey information is available on the project website.

Mr. Loewenherz said an array of design choices are being advanced at the 30 percent design stage, including protected bike lanes, striped bike lanes and shared lane markings. Edits have had to be made to the proposal that was presented to the community in November, notably in the northbound direction from Main Street the current shared lane marking was previously an off-street path in the form of a painted area on the sidewalk. The thinking of the engineers was that it would be better from a legibility standpoint to utilize striped lane markings given the local constraints. The design work continues to be in flux and additional refinements can be expected.

Mr. McDonald reminded the Commissioners that staff had previously presented to them graphic representations of how multimodal LOS plays out on the ground. The staff was then asked to apply the same concept to the bike demonstration project on 108th Avenue NE. He shared with the Commission a matrix showing the project context. It described the downtown as a place where vehicle priority is lower than in the rest of the city, and where pedestrian, bicycle and transit are all given high priority. Also shared was a matrix that showed the effect of implementing the bike demonstration project would have on various modes. He noted that the existing LOS for bicycles on 108th Avenue NE between Main Street and NE 12th Street is LTS 3. With the described bikeway improvements in place, the bicycle LOS would improve to LTS 2 on 108th Avenue NE. The demonstration project improvements at intersections along 108th Avenue NE will improve the intersection LOS from LTS 4 and LTS 3 to LTS 2.

Traffic engineering manager Chris Long said many who participated in the BDA evaluation indicated it would be good to look at alternatives for connecting Old Bellevue via Main Street to 108th Avenue NE. He noted that during 2017 an eastbound buffered bike lane was constructed on a short segment to connect into Old Bellevue and take advantage of a travel lane that was no longer a through lane. There is also a bike lane westbound approaching Bellevue Way just after 106th Avenue NE. Two alternatives were identified and under both the existing buffered bike lane in the eastbound direction between Main Street and 105th Avenue NE was extended to 108th Avenue NE. In Alternative 1 the westbound curb lane was repurposed to become a buffered bike lane, save for the short section between 107th Avenue NE and 108th Avenue NE where it would be a parking protected bike lane. Alternative 2 looked at narrowing lanes to fit in a standard striped bike lane westbound from 108th Avenue NE connecting to the existing bike lane to the west of 106th Avenue NE.

Continuing, Mr. Long said both alternatives were evaluated in Synchro to determine the impact to overall operations. It was found that there were significant impacts on intersection LOS. Removal of the westbound travel lane along the curb in Alternative 1 almost tripled the intersection delay at 106th Avenue NE and 108th Avenue NE, primarily due to the westbound traffic; eastbound traffic was not impacted. Under existing conditions, the travel time on the corridor is 1.9 minutes westbound and 2.1 minutes eastbound. Under Alternative 1 the travel times increased to 3.5 minutes westbound and 2.8 minutes eastbound. The impacts were found to be scaled back under Alternative 2 where the travel times increased to 2.0 minutes westbound and 2.3 minutes eastbound, both negligible increases.

Commissioner Woosley said he was hoping to hear from staff about the impacts of the

demonstration bike lane on Main Street west of Bellevue Way. Mr. Loewenherz reiterated that Main Street is not part of the staff recommendation. It was brought forward simply because some in the community signaled they would like to see corridors both north-south and east-west.

With regard to the bike share program, Commissioner Woosley noted that there were many issues still to be addressed, including how it would be regulated, how it would be managed, and what impacts there might be. He suggested tabling the bike share discussion to another meeting and focusing instead on the demonstration bike way project. Commissioner Wu agreed there are issues to be addressed but noted that the Commission was only being asked to make a recommendation to move forward with continuing to explore the bike share program. Commissioner Woosley said he wanted to see continued exploration of the program but was not ready to recommend that the Council move forward with it.

Commissioner Chirls said he was confused by the concern and said it was his understanding that the Commission was not being asked to approve or recommend anything relative to the bike share program. Mr. Loewenherz pointed out that there likely could be implications for the rollout of the bikeway demonstration project and the bike share program unless they are packaged together given the aggressive timeline.

Transportation Planner Andreas Piller said it would take at least 30 days for a private company to apply and be approved for a bike share permit. If a permit structure is not in place in line with the timeline, it will not be possible to launch a bike share program concurrent with the bikeway demonstration project. That will have implications for the number of persons who potentially could benefit from the bikeway once it is in place.

Commissioner Marciante allowed that while the Commission may not have understood it was going to be asked to move forward with a bike share program, there would be very little risk involved. There will be no cost to the city and there simply will be more bikes on the streets. Seattle launched its bike share pilot program with a limited number of bikes and that is something Bellevue could do as well.

Commissioner Chirls said his concern was that the Commission had not had any real discussion about how the program is to be regulated, and what rules and procedures vendors will be required to follow. He said he is an avid cyclist but has real concerns about how bike share has worked in Seattle. A pilot program should not be approved without understanding how it will be managed and regulated.

Commissioner Wu said she was in favor of having a good bike share program. She said she would support moving ahead with planning for the program and having staff return and seek Commission input during the permit process.

Commissioner Woosley noted that Seattle has one failed bike share program attempt behind it and is currently trying a new one. They are in the process of evaluating the data that has been collected in order to make tweaks to the program. Bellevue has a longstanding practice of not doing anything it cannot do well, thus it would be best to spend the time to get it right before launching into something. There could be benefits from staggering the demonstration bikeway project and the bike share program, notably that it would be possible to first collect and evaluate data on how the bikeway is used by people who have their own bikes.

Commissioner Chirls asked if the calendar would allow the Commission to take up the bike

share program at the meeting on January 25. Mr. McDonald said that could be accommodated and agreed that the timeline objective could still be satisfied.

Returning to the discussion of the bikeway demonstration project, Commissioner Wu asked staff to respond to some of the concerns voiced by the public regarding impacts to other modes of travel and commercial vehicles. Mr. Loewenherz said the transmittal memo speaks to the staff's commitment to developing a scope of work and evaluating the outcomes for all street users. It was the intention of staff to return at a future meeting to return with a briefing on all of the concerns raised. All communities that have gone ahead with the bike share pilots and programs have undertaken similar evaluations. The city will likely follow a similar protocol, and funding is available to do so. Staff have been in conversations with transit and freight partners and the intention is to engage them in an assessment of the implications; they have been part of the design process to date and will continue to be.

Mr. Long said the discussions with King County Metro and Sound Transit have made clear their operations on the corridor. They have received a copy of the preliminary plans. No changes will be made to the operations at the transit center but there are still conversations to be had about how they want to operate some of the bus zones further down toward Main Street in conjunction with the bike lane, but that is all part of the design process. The curb space is another element that is being evaluated through the process. A pick-up and drop-off zone north-bound on 108th Avenue NE north of the transit center will be impacted and space has been identified on the east side of the park and ride north of 106th Avenue NE on 110th Avenue NE where the lost parking can be replicated. Parking will intentionally be preserved toward the north end of the corridor.

Commissioner Lampe praised staff for the input and analysis. He agreed that 108th is the right corridor for the bikeway demonstration project. He noted that a bike path is in place along Main Street but the Commission has not yet been provided any data in regard to how that is working. Metrics need to be established to identify and quantify the impacts. The whole point of multimodal LOS is to focus on people throughput. The Council has not seen much to date on the topic so there is an education role that needs to be played. He said he would be reluctant to recommend approving the demonstration project until there are some metrics attached to it. Mr. Loewenherz noted that staff shared with the Commission at the November meeting the evaluative process undertaken with the BDA. That process included 11 metrics that touched on a number of the topics that have been raised. The intent of staff is to refine those metrics and to do a much deeper dive into them going forward.

Commissioner Woosley agreed that there is additional work that could be done before launching into the bikeway demonstration project. There are parallel corridors that could be considered relative to impacts. The Downtown Master Plan projects massive increases in total trips, including by cars and transit, including on 108th Avenue NE. The forecasts are also showing a huge increase in freight delivery by small vehicles and in ride share vehicles. More information is needed about how the bikeway demonstration project will impact all of that. He asked how cyclists are projected to be accommodated by the project given that it appears to work for three out of the four types of bicycle riders. Mr. Long said at the last Commission meeting staff evaluated two alternatives considered for the corridor. One had a few more buffered sections and eliminated a few other turn pockets, but it was found to increase the overall intersection LOS at NE 8th Street and Main Street. The second alternative was scaled back somewhat and is the proposal staff is now recommending; the modeling on it shows almost no change in intersection LOS. Commissioner Woosley said he agreed that given the current demand on the corridor, there is capacity to accommodate the project. He said his

concern is what the future will bring given the adopted trip projections.

Commissioner Marciante agreed with the need to have good measures established. She said she would like to see from the staff a commitment to come back to the Commission with a detailed list of how they will evaluate the pilot program. She voiced concern with pushing the project back to accommodate further analysis, however, because the delay could mean missing the most important season for biking and will not be able to truly evaluate how the system functions. As proposed, the demonstration will only be open from May to December even though the BDA recommended having it operational for at least a year. More data is needed about projected volumes but not necessarily ahead of the pilot project. The demonstration project is intended to show how traffic behaves. That data will inform the Commission and staff decisions about future plans. The pilot program data should be captured and used as part of the analysis of future volumes.

Commissioner Chirls agreed with Commissioner Marciante. The demonstration project offers a tremendous opportunity to gain valuable data. There really are no adequate biking infrastructure facilities in the downtown and the concentration of people there advocates for an alternative to cars. To the point of how many additional cyclists the project would reach, it certainly would raise the level of perceived safety. The BDA has voiced support for the project and it represents a number of major employers. It would be helpful to know how many people the BDA believes will actually use the facility.

Commissioner Teh commented that the demonstration project offers the opportunity to gain real-life data to be used in conducting additional analysis.

Chair Bishop said the Commission has an obligation to be thinking about transportation in the downtown. The Commission spent three years developing the Downtown Transportation Plan update. The work included an enormous amount of detail in projecting and evaluating how various alternatives would work. In that process the BKR travel forecast model was used to forecast the 2030 demands in the downtown. The data shows that in 2010 there were 330,000 person trips per day coming into and out of the downtown, only 300 of which are on bikes. The total number of person trips is projected to grow by 280,000 in 20 years. The degree to which the number of bicyclists will increase in 20 years is anyone's guess. The city's survey results show that Bellevue citizens consider transportation and traffic to be the dominant issue for the city, particularly in the downtown. Former Councilmember Wallace had a conversation with staff in which he voiced particular concern about any project that would convert a general purpose lane to some dedicated use, such as bike or bus lanes. Transportation director Dave Berg agreed to work with the transportation staff and come back to the Commission with proposed rules for such projects, particularly in the downtown, addressing when there should be a discussion before the Commission and the Council and criteria that should be used in reviewing projects. That has not happened. The proposal is clearly to take a general purpose lane from NE 6th Street to Main Street southbound and make it a bike lane, and to eliminate two northbound right-turn lanes, one at NE 10th Street and one at NE 12th Street. The proposal will have huge ramifications, none of which have been thought through in light of the Downtown Transportation Plan and the Downtown Livability Initiative. He said he sees a serious problem with buses given that 108th Avenue NE will be made to look like Third Avenue in downtown Seattle. The number of buses will be tripled according to the plan. Things have not been fully thought through. The proposal shows how the project could easily be dropped in under existing conditions, but nothing is said about long-range planning. Additionally, bicycle facilities should be similar along a given stretch of road, but the proposal involves four or five different types of facilities. He said he would be a no vote on the

demonstration project, and probably on the bike share program.

Commissioner Chirls said Kirkland is dealing with the same transportation issue that faces Bellevue, primarily congestion. He said he is the only Commissioner who lives in the downtown. The BDA represents employers in the downtown. The Commission should account for the fact that people who live in the downtown and employers who operate in the downtown, are supportive of creating another transportation option. He agreed that the numbers are what they are relative to trips by cars and trips by bikes. Other cities around the world have chosen to make the transformation from automobile traffic to other modes of transportation specifically to solve congestion problems. The lack of bicycle infrastructure makes it unsafe to ride in the downtown, and to the extent infrastructure is created, people will use it. That has been the case for cities around the world. He urged the Commission to vote to approve the pilot program, gather the data, and then argue about what was learned.

Commissioner Woosley commented that there had been brought consensus and support for moving forward with the goal of having a north-south route through the downtown, and 108th Avenue NE has been identified as that route. The real conflict lies with accommodating one of the four types of bicycle riders identified in the multimodal LOS. The additional level of comfort and general safety must be considered against the loss of general purpose capacity. He said he has long supported sharing the road with bikes but not giving the roads to bikes. The missing part in the regional transportation planning is the opportunity cost for using limited resources, be it space or revenues, for one mode over another. The responsible approach should be to focus on the best way to move the most number of people given the limited resources available. That is why some additional study on the parallel routes is needed.

Commissioner Wu said she traveled with her two daughters to China recently and visited the biggest metropolitan area in the world. She said they traveled from there to remote mountaintop villages, all without the use of automobiles. High-speed rail was used to get to a transportation hub from where subways and shuttles were used. Bike share programs can be found all over China. It is possible to turn over every square inch of public rights-of-way for use by cars and it will still not be enough to accommodate all trips.

Commissioner Marciante pointed out that the citizens of Bellevue have through surveys asked the city to look at alternative transportation modes and transit services in overwhelming majorities. It will make much more sense to look at alternatives to cars in considering how to address traffic and congestion. The support of the public for the bikeway demonstration project has been very clear. More detailed and careful planning is needed, but the pilot program will not stop that from occurring; it will in fact improve understanding of the opportunity costs, the tradeoffs and some of the barriers. She suggested recommending the bikeway demonstration project to the Council.

Commissioner Teh concurred. He said he lives in the Enatai neighborhood close to the downtown. He said he either walks or drives to the downtown, but would never ride a bike there because it is too dangerous. Having safe facilities for bicycles would increase ridership. The forecasts are what they are, which is theoretical. Some real-life data is needed in order to get a better picture, otherwise it is all just argument about the theory of numbers.

Chair Bishop said the metrics remain unknown and suggested it would be crazy to move forward without having them nailed down. There will need to be a yardstick by which to measure success.

Mr. Loewenherz pointed out that in November staff presented the Commission with the policy context, reinforced the linkage between the current decision point, and reviewed all of the previous planning work, including the Pedestrian/Bicycle Plan, alignment with the Pedestrian and Bicycle Implementation Initiative, and work done on the Bicycle Rapid Implementation Program which resulted in a commitment to connected, protected and rapid. At that meeting staff also addressed with the Commission the data needs and outlined the extensive outreach work done with the BDA where 11 criteria were discussed in detail. One of the criteria was bus operations and the partners at Sound Transit and King County Metro are well versed in the proposed bikeway demonstration project design and are fully onboard seeking a successful launch. The criteria also touched on the bicycle environment and the curbside environment. At the November meeting there was also discussion about the remaining community outreach process. The Commission was told that staff would be returning to the Commission seeking endorsement on a demonstration corridor and the pilot of a bike share system. The Commission was specifically asked if it had any additional requirements above the Synchro assessment and the outreach process, but no issues were raised. There are three critical elements to a decision point: policy, data and people. What has been presented to the Commission touches all three. From the people standpoint there are numerous letters of support, including from Concur Technologies, which has 1200 employees, HNTB, which has 130 employees, and many others. Staff are happy to continue running numbers, but it would be helpful to have a sense of what the data points are. He stressed that delaying approval in order to seek more data will indeed affect delivery of the project for the current cycle and there will be implications for the connected, protected and rapid concept. The fundamental premise of the Pedestrian and Bicycle Implementation Initiative was that the city was not meeting the targets established in the 2009 Pedestrian/Bicycle Plan.

Commissioner Chirls pointed out that the Commission had already voted in favor of the Bicycle Rapid Implementation Program along with a certain amount of funding. The bikeway demonstration project is a step in the right direction. It is a step that is supported by numerous employers and downtown residents. The project is only a pilot. The concerns voiced about how to evaluate the program are legitimate and more definition is warranted, but the concerns do not rise to the level of delaying the project.

A motion to alter the transmittal memo to limit it to the bikeway demonstration project and to recommend moving it forward was made by Commissioner Chirls. The motion was seconded by Commissioner Marciante.

Commissioner Woosley said he would support separating the bikeway demonstration project from the bike share program. He suggested that the deadline is artificial and delaying things by two weeks or so is less of an issue than getting it right. A number of legitimate concerns have been voiced, though it is clear that there is support by many for the bikeway project. He asked how long it would take to do a 2030 LOS comparison, develop evaluation metrics and answer the various questions.

Commissioner Wu commented that unless it is assumed the bikeway demonstration project will be in place until 2030, there is no point to evaluating the 2030 data. Staff has outlined the advantages to having a successful pilot project, one of which is having the project online on time.

Mr. Loewenherz said it would be difficult to give a date by which the transportation modeling staff could process the implications. He commented that given the parameters of the demonstration project, it is likely that the modeling results would be very diffuse and would

not fully answer all of the questions, something that would require a much deeper dive and which would be costly and time consuming.

Assistant Transportation Director Paula Stevens pointed out that the conversation had not delved into the work the staff are committed to doing with the consultant to assess the performance of the corridor both before and after the demonstration project. The idea of a 2030 assessment before launching the project would be replete with numerous assumptions. The project and the community would be better served by doing that assessment after the project has been in place for a while.

Commissioner Lampe commented on the argument previously made that if the demonstration project does not work it can simply be removed and nothing will change. He said he has never actually seen projects removed once they are in place. He asked staff how they would define failure for the project and what would trigger its removal. Ms. Stevens said the staff will not be the definers of failure or success for the project. The data will be collected and presented to the Commission which will ultimately make a recommendation to the Council about what should happen going forward, and the Council will make the final decision.

Mr. Long added that there are examples in the downtown where roadways have been built to the future capacity width with the exception of putting in curb bulbs and improving pedestrian amenities where the capacity is not yet actually needed. The best approach is to build facilities that best meet the needs of all modes of travel. He noted that he and Mr. Loewenherz recently returned from attending the annual conference of the Transportation Research Board in Washington, D.C. where the latest and greatest for all forms of transportation was reviewed. During one presentation it was noted that the city of San Francisco is already designing streets for the future of autonomous vehicles, which involves widening sidewalks and taking out travel lanes. The Downtown Transportation Plan was completed in 2013, just one year after the first share use vehicle hit the street; those vehicles now represent something like 25 percent of all trips. There is so much that is changing and so many unknowns that simply cannot be evaluated.

Ms. Stevens suggested the Commission should make it clear to the Council in the transmittal memo what the expectations of staff are, that an assessment is desired and that there should be a review of the data. Councilmember Lee agreed and added that the memo should clearly address all of the concerns that have been raised. The Council will need to provide enough direction to make sure the evaluation will be done to determine success or failure.

Calling attention to the draft transmittal memo, Chair Bishop noted that the fourth bullet calls for developing a scope of work to assess outcomes for all street users, including people bicycling, walking, driving, using transit and transporting goods based on data and community engagement. He said he wanted to know what the metrics are rather before pushing the project forward to the Council. He added that he was in no way concerned about the May deadline.

Commissioner Teh suggested the metrics and outcomes could be defined sequentially rather than concurrently. Chair Bishop allowed that they could be. He noted, however, that metrics were specifically and precisely set out for the I-405 project, but even though the project failed the decision was made to go ahead anyway. The bikeway demonstration project metrics should be defined and fully understood so it will be clear what failure or success will look like.

Commissioner Woosley asked if the metrics could be brought to the Commission at the January 25 meeting. Mr. Loewenherz said the multimodal LOS tradeoffs slide was done for the

BDA process. It is an indication of the elements of safety for the various environments, all of which will be evaluated using the data collected. There are advantages associated with the May date, but the motivation behind it stems from the projects that will come on line in 2018 that approach the perimeter of the downtown. The placeholder in the levy for the downtown Bicycle Rapid Implementation Program is intended to fill the gap. Commissioner Woosley suggested the gap could be filled without the demonstration project as proposed and the result would be a design that is much more consistent with the design of the overall route.

A motion to extend the meeting to 9:30 p.m. was made by Commissioner Woosley. The motion was seconded by Commissioner Wu and the motion carried unanimously.

Commissioner Woosley noted that the discussion had been robust. He proposed having staff go through their notes and the meeting minutes and come back with something tangible relative to metrics for inclusion in the transmittal memo. Commissioner Chirls said the only way to develop the metrics would be to go out to the organizations that are so much in support of the project and ask them what it will take to call the project successful.

Chair Bishop repeated the motion and then proposed revising the transmittal memo to address the current mayor rather than the past mayor, which was accepted as a friendly amendment.

The motion carried 5-2, with Commissioners Lampe, Marciante, Wu, Teh and Chirls voting yes, and Chair Bishop and Commissioner Woosley voting no.

A. 2019-2030 Transportation Facilities Plan (TFP) Update Process

Senior Transportation Planner Michael Ingram sought from the Commission endorsement of the evaluation criteria and weighting used for scoring and ranking the candidate projects. One of the questions that came up previously was how the five listed criteria relate to the policy foundation the city has for transportation. He called attention to the information included in the packet that addressed the connection.

Commissioner Woosley said he was comfortable with the policy foundation but less so with the weighting. The Commission has discussed transitioning to a multimodal LOS approach, though the Council has not yet taken up the policy shift. The approach focuses on maximizing people throughput and if done objectively will be an improvement toward maximizing system operations. The definition of LOS is also being shifted over to give safety the top priority. Ms. Oosterveen reminded him that staff had previously proposed maintaining the same criteria used in the past precisely because the Council has not weighed in the multimodal LOS approach. During the next update of the TFP, new criteria will likely be on the table. Commissioner Woosley suggested level of service should really be understood to refer to throughput.

Commissioner Marciante commented that safety is used for bikes because the safer systems are, the more bikers will use them. In that vein it is a throughput measure.

Mr. Ingram stated that for purposes of updating the TFP, level of service relates to vehicular freedom of movement and the V/C ratio.

Chair Bishop clarified that the scoring is related only to intersection and roadway projects. Ms. Oosterveen said the project descriptions will include ped/bike elements, and that is why there are non-motorized and transit criteria. She agreed, however, that the main focus is on intersection and roadway projects.

Commissioner Marciante pointed out that the survey data shows the citizens want the city to focus on transit improvements. As outlined, transit has one of the lowest criteria percentages. That does not meet the desires of Bellevue residents. Commissioner Lampe said it should be kept in mind that the biggest transit project in all of Puget Sound is East Link. While it does not figure into the TFP, it is a huge transit project. Mr. Ingram added that in considering transit the Commission should think about both the facility on which transit operates and level of service. The criteria acknowledge the implications of the projects for transit. The biggest issue for transit is how often the buses run, which is clearly on the policy side of things.

Chair Bishop the current approach to level of service is dominated by cars, although technically the V/C ratio involves the capacity of streets along with signal operations and the number of cars, trucks, transit vehicles, pedestrians and bicyclists. No mode of travel is thus ignored. The focus, however, is on rating roadway and intersection projects that add capacity to the system. The problem lies in the fact that only 30 percent of the point system is awarded to capacity; it should be 50 percent.

Mr. Ingram noted that concerns were raised at the previous meeting about too many points being given for safety improvements at locations where there is a low need. He said the safety matrix included in the packet includes some revisions to that category.

Commissioner Wu said she had an issue with the second item in the safety matrix. She said usually intersections that are more congested offer the potential for more collisions, but that issue is covered in the first item. Transportation signal engineer Raid Tirhi explained that while it is true bigger intersections have more volume, and thus more collisions can be expected, what has been used is the actual accident rate as determined by dividing the number of collisions by the volume. The collision data goes back 20 years and is classified by time of day. The research is clear that when congestion reaches LOS F, the number of collisions increases dramatically. Conversely, where the LOS is A-C, there is no exact correlation between the LOS and the number of collisions. High vehicle collision occurrence does not refer to the number of collisions but rather the accident rate that has traditionally been used.

Chair Bishop said that translates into not getting very many points where there is low need, a good level of service, not many collisions, signal warrants are not met and there are few ped/bike collisions. That is fair and appropriate.

Chair Bishop called attention to the level of service matrix and noted that the arterial projects box indicates all evaluations are based on the V/C ratio. According to the matrix, where there is a V/C of greater than 0.9, which is LOS E, a project that could improve the V/C ratio to 0.8 will only receive 20 points. That is just too low. Mr. Ingram said the modeling staff concluded that such a project would not do enough to address the key LOS concern.

Commissioner Chirls said he interpreted the points given to a judgment on the project and the level of impact, not on the need. Mr. Ingram called attention to the second box on the matrix in which arterial and intersection projects were separated and which included narrative indicating the benefit does not adequately address the need.

A motion to extend the meeting to 10:00 p.m. was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

Commissioner Chirls said logic would suggest that a project whose benefits do not adequately

address the need should be given less than 20 points.

There was consensus in favor of the criteria.

With regard to the weighting, Mr. Ingram pointed out that they had not changed much since 2001. The Commission chose to make an adjustment in 2016 to reduce the weight for safety and increase it for level of service.

Commissioner Wu said her opinion was that safety should receive the highest score. That approach is certainly in keeping with the Comprehensive Plan's multimodal focus. She proposed giving 30 percent to safety, 10 percent to plan consistency and outside funding, and equal weighting of 20 percent to the other criteria. Mr. Ingram said a change of that magnitude might make a difference, but a simple five percent difference between safety and level of service will only be a matter of two or three rows in the overall picture.

Commissioner Woosley said he generally favored the trend toward maximizing the overall throughput, which giving level of service 30 percent accomplishes. Level of service improvement projects by definition also improve safety by reducing congestion. Most trips in Bellevue are made by car and it makes sense to maintain a weighting of at least 30 percent for level of service. He proposed increasing level of service to 35 percent and reducing non-motorized to 15 percent.

Commissioner Marciante disagreed. She suggested that even though multimodal LOS is not the approved approach, in the spirit of moving in that direction safety should be given the most weight at 25 or 30. Safety is in fact the city's top priority under Vision Zero.

Ms. Oosterveen shared with the Commission a couple of example projects to demonstrate how the weighting works. She noted that the three projects chosen previously were ranked at the top, middle and bottom portion of scores, though each project made the TFP. In the final analysis, the projects saw only a slight change in ranking or none at all under the proposed weighting.

Commissioner Chirls said it appeared to him that the weighting issue is more philosophical than realistic. He said for someone outside looking in wanting to know what the Commission's priorities are, they should be evident in the weighting. He proposed giving safety the highest weighting, making level of service, transit and non-motorized equal, and taking points from plan consistency and outside funding to accomplish that.

Chair Bishop commented that in the CIP there are multiple programs for safety. Safety is also a part of the TFP. Safety is always a dominant theme in that everything designed is designed for safety. Capacity projects are important in that they focus on what the city is doing to help its citizens get around town. Currently, 80 percent of all trips are by car.

Commissioner Chirls said in the final analysis, when level of service and safety are added up, they essentially address the same issue given that accident rates go when the level of service goes down. Improving level of service improves safety.

A motion to increase safety by five percent and to reduce plan consistency and outside funding by five percent was made by Commissioner Woosley. The motion failed for lack of a second.

A motion to weight safety at 30 percent, reduce plan consistency and outside funding to 10

percent, and give 20 percent each to level of service, transit and non-motorized, was made by Commissioner Marciante. The motion was seconded by Commissioner Wu. The motion carried 4-3 with Commissioners Marciante, Chirls, Teh and Wu voting yes, and Chair Bishop and Commissioners Lampe and Woosley voting no.

Ms. Oosterveen reminded the Commissioners that the scoring and weighting represents only a starting point. Other factors that will be taken into account include public input, Council priorities, opportunities, and compliance with Title VI. The scoring and numerical ranking exercise will be before the Commission again in March.

C. West Lake Sammamish Parkway – Phase 2

Senior transportation planner Paul Krawczyk said a unique opportunity exists for moving forward with the second phase of the West Lake Sammamish Parkway project. A water main enhancement project is scheduled to occur and it makes sense to accelerate the roadway project to combine with the utility project.

Mr. Krawczyk briefly reviewed with the Commissioners the West Lake Sammamish Parkway project parameters. He noted that it involves a multiuse path on the west side and a four- to five-foot shoulder on the lake side. Phase I went forward in 2013 and addressed the area between I-90 and SE 34th Street at a cost of about \$10 million. The water main project is under a time crunch aimed at assuring capacity for the service district and it is located between the southeast 1900 block to the northeast 800 block.

The Council will be asked in February to accelerate \$8 million in the CIP by one year for the project. By accelerating the project some economies of scale will be achieved along with efficiencies in construction. One major factor is minimizing the impact to the public by combining the projects.

As proposed, the project will address the North Central and Central segments of the overall West Lake Sammamish Parkway project. A section between the two will purposely not be addressed given problems associated with working around a sewer pump station. Every effort will be put into doing as much of the roadway improvements as possible. To fully address both the North Central and Central segments would require some \$20 million.

Scott Johnson with HDR both segments were evaluated to determine the best fit segment, which is where the CIP funding can best be used to maximize improvements along the corridor by replacing and adding a non-motorized component in the form of a multipurpose pathway and making improvements to the shoulders along the narrow and older roadway. Consideration was given to critical areas, pavement and subgrade soil conditions, structures and driveways. For each of the different criteria, risk points were assigned relative to schedule and cost as a way to rate the two project segments. The North Central section scored best in almost every category.

A motion to extend the meeting to 10:30 p.m. was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Mr. Krawczyk allowed that other segments along the corridor will be far more expensive to construct. Mr. Johnson said the current analysis looked only at the area associated with the water main project. A similar analysis has not yet been performed on the South Central or North segments.

Commissioner Woosley noted that Microsoft in Redmond is the primary trip generator for the Parkway and asked if there is any opportunity to pursue some mitigation funding for the improvement from Redmond and/or from Microsoft. Mr. Krawczyk said Redmond did make a contribution for the SE 34th Street intersection as part of the old BROTS agreement which no longer exists. Looking into the issue of contributions would be a good idea.

Mr. Krawczyk said the project will be taken to the Council in February. A community update will also be done to let people what will be going on. Hopefully the design work will start in March.

Commissioner Woosley asked what will get delayed as a result of accelerating \$8 million in the CIP. Mr. Krawczyk said the single-year acceleration will not be all that problematic. He said he would include more information in the next agenda memo. He added that there is another million dollars in the outer years of the CIP for planning the third phase of the West Lake Sammamish Parkway project.

Chair Bishop suggested the project would be a good reason for holding a Commission meeting at a location along the corridor such as Vasa Park.

Chair Bishop asked how much of the project will include a buffer. Mr. Johnson said calculations have been made to indicate how much will accommodate no buffer, how much will allow for a two-foot buffer, and how much will yield a four-foot buffer. Slightly above 50 percent of the overall length will include a buffer of some width according to the initial findings.

7. DRAFT MINUTES REVIEW/APPROVAL

A. November 9, 2017

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

8. UNFINISHED BUSINESS – None

9. NEW BUSINESS

Chair Bishop said he would like consideration given to preparing some kind of transportation book for the city that will serve as a repository for a host of transportation information, including existing volume counts, projections, collision data and a variety of metrics that currently are scattered around in various places. Mr. McDonald said there used to be something called the State of the Streets report that included all that information, but it was discontinued ten years ago due to budget constraints. Chair Bishop said WSDOT has something similar in what they call the Gray Book.

Commissioner Woosley said the concept is worth pursuing given the current policy of being more data driven.

Commissioner Marciante said she liked the idea but would prefer to see it be a dashboard rather than a hardcopy book. The other Commissioners concurred.

With regard to the multimodal LOS metrics, standards and guidelines final report, Chair Bishop said he did not recall the Commission taking a vote to approve it. Mr. McDonald said the report was put together based on the final conversation with the Commission. A vote on the report was not taken, but there was a vote taken on the contents of the report during a sequence of meetings that dealt with each mode.

Chair Bishop said he recalled discussing each element but not voting on them. He said the list of LOS/LTS recommendations on page 27 of the report is what got the Commission into the earlier two-hour discussion. That is where it calls for bikeways that will be okay for teaching kids how to ride a bike on the streets in the downtown. He asked staff to add a full discussion to the Commission's agenda. Mr. McDonald said the Commission did discuss the issues and the consensus reached is what was included in the final report.

Commissioner Woosley said he would be far more comfortable with the Council having final say on the policy implications in the final report. The Commission is an appointed body and is not directly accountable to the citizens of Bellevue. Mr. McDonald said the second part of the process, which the Commission is currently engaged in, looks at implementation using the guidance of the final report to more thoroughly inform investments using public and private sector dollars, including impact fees. That information will absolutely be acted on by the Council.

Chair Bishop said he understood the guidance part, but also understood it to be a recommendation to the Council. He said he did not want to see the recommendation simply adopted into the road standards administratively. The issues are fundamental and the Council should be weighing in on them before they become embedded in the road standards. Mr. McDonald said he would take that up with the Council staff and the Commission's new liaison once he or she is appointed.

Chair Bishop said he also was uncomfortable with the transit standard that calls for buses traveling at 14 miles an hour. Currently they average 12 miles per hour so buses that must stop at stops essentially have to meet a standard that is higher than vehicles that do not have to stop.

11. PUBLIC COMMENT – None

12. COMMISSION CALENDAR


Mr. McDonald briefly reviewed the calendar with the Commission.

13. ADJOURN

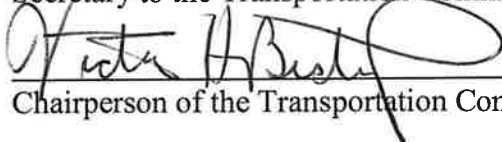
Chair Bishop adjourned the meeting at 10:32 p.m.



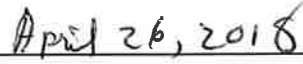
Secretary to the Transportation Commission



Date



Chairperson of the Transportation Commission



Date

