

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

November 9, 2017
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, Chris Long, Olivia Aikala, Kristi Oosterveen, Mike Ingram, Andreas Piller, Department of Transportation

OTHERS PRESENT: Councilmember Wallace

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:31 p.m. by Chair Bishop who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Wu who arrived at 6:32 p.m.

3. PUBLIC COMMENT – None

4. APPROVAL OF AGENDA

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

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

Councilmember Wallace said he had enjoyed working with the Commission over the last couple of years. He thanked the Commissioners for their hard work and for the progress made. He noted that during his eight-year tenure on the Council, a lot of good progress in regard to transportation issues had been made. The East Link project involved a great deal of negotiation; it could have been bad but it turned out good. Now that construction is under way there has been challenges faced in the Enatai area relative to noise and traffic mitigation. The staff are working hard to improve conditions. There is no elegant fix to mitigate the traffic; every change made will upset someone. Hopefully a dialog will continue with the Enatai neighborhood.

With regard to the noise issue, Councilmember Wallace said Sound Transit's contractors and subcontractors working on the South Bellevue park and ride from the start violated the hours

of construction rules and needed to be reminded of the rules and the fact that Sound Transit had promised exceptional mitigation. The issues are being addressed and there is a clear need to be consistent in enforcing the rules. Otherwise construction is going well through the downtown and out in BelRed.

The Washington State Department of Transportation is doing work in Renton currently after a hard-fought battle seeking improvements to I-405. The transportation package was finally approved by the legislature in 2015. The bus plan that was put together by Principal Transportation Planner Franz Loewenherz continues to be a good document for King County Metro, Sound Transit and the city to work on to improve bus service in and out of Bellevue. More work needs to be done.

Councilmember Wallace said the roads within the city can be divided between growth corridors roads and neighborhood roads. A lot of work has been done in the growth corridors, and the recently approved TIFIA loan from the federal government will have the result of being able to spend more money on transportation without raising tax rates. Huge progress has been made and is still being made. The transportation levy approved by the voters in 2016 makes funding available to address neighborhood roads, sidewalks, safety projects and ped/bike projects, as well as transportation technology. He said he recently has had conversations with transportation director Dave Berg and Councilmember Robertson about developing criteria for transparent communication back to the Commission and the Council about any project that would convert a general purpose lane to some dedicated use like a bike lane or a bus lane. Mr. Berg agreed to work with transportation staff and come back to the Commission with proposed rules of the road for such projects, particularly in the downtown, covering when there should be a discussion before the Commission and the Council, and the criteria that should be used in reviewing the projects. Bellevue's economy depends on getting single-occupant vehicles in and out, and that needs to be protected.

Chair Bishop asked if Mr. Berg committed to conduct a before and after evaluation of the Main Street and Bellevue Way project. Councilmember Wallace said Mr. Berg explained the project to him in a way that made him realize the decision made by the staff was reasonable. The 2016 before condition had two lanes eastbound from Old Main Street, and one lane converted to right-turn only that did not cross the intersection and connect to the two lanes on the other side. As a result, the only demand was left-turns from Bellevue Way heading east, and right-turns from northbound Bellevue Way heading east. It logically appeared the approach would not have a huge traffic impact. The project is done but has been identified as a potential future problem.

Councilmember Wallace reiterated that great advancements have been made in all areas of transportation. The Commission has done a good job of reviewing projects and helping the Council in developing transportation policy. Continued implementation of infrastructure in the growth corridors is needed, as is allocating transportation levy dollars. He said he would continue working on the issue of transportation technology after leaving the Council with the ACES Group, including the notion of creating infrastructure for companies to be able to have electric vanpools pick people up from the neighborhoods and bringing them into the downtown or to park and ride lots.

Commissioner Woosley noted that the state's last gas tax increase will fund one pair of lanes for construction between Bellevue and Renton on I-405. The master plan calls for another pair of lanes. The Eastside Transportation Association recently hosted Congressman Adam Smith at a meeting where he was asked how federal funds could be obtained to complete the I-405

master plan. His advice was to get the City Council to make it a legislative priority. He asked how the Transportation Commission can assist in making that a legislative priority for the Council and the city as a whole. Councilmember Wallace said the first step would be to direct Principal Transportation Planner Kevin McDonald to bring to the Commission the legislative agenda the Council will be looking at in January. There is no reason why the Commission could not offer up recommendations to the Council on the transportation elements of the legislative agenda. Given the recent state gas tax increase, passage of ST3 and the massive tax increase for education, the appetite for the legislature to enact additional tax increases is likely minimal. Commissioner Woosley said that was the reason the suggestion was made to seek federal dollars. Councilmember Wallace said there are a lot of grant applications available on the transportation technology front, which is why a good business plan needs to be put together with that focus.

6. DRAFT MINUTES REVIEW/APPROVAL – None

7. STUDY SESSION

A. Neighborhood Congestion Reduction Levy Program, Project Scoring

Traffic engineering manager Chris Long said the focus is on small to medium-sized projects that can be deployed in the near term. The funds will be used to cover everything from the beginning of a traffic study through to construction, and hopefully the dollars will be used to leverage grants to make them go further.

Mr. Long reminded the Commissioners that the previous discussion on the topic included the criteria being used to rank projects, and noted that no suggestions were made to revise them. He said the point system applied by staff to the criteria was in need of review by the Commission, following which in January a recommendation for how to allocate funds for 2018 will be put to the Commission.

The criteria breaks projects into two tiers. In the first tier, a determination is made as to which projects should be analyzed first. Most of the projects on the list have not had been subject to any formal traffic study, so the analysis is needed to determine what the potential improvements are, to create a conceptual design and a cost estimate. Once that work is done, a second tier analysis will be done where the benefits of the projects will be looked at in order to rank which projects should get funding for construction.

Answering a question asked by Commissioner Woosley about screening out Tier 1 projects that are part of a long-term WSDOT plan to improve congestion near a freeway interchange, Mr. Long said the reference is more to some of the projects along the I-405 corridor that are part of the long-term master program but which are not currently part of the funding for I-405. The northbound off and southbound on ramps at NE 2nd Street are good examples, along with the improvements associated with NE 2nd Street, the NE 6th Street extension, and the southbound off ramp to NE 10th Street. All of those projects are on WSDOT's to-do list but are not currently funded, and Bellevue will not seek to address the projects until WSDOT is ready to fund them. The projects in Eastgate that have already had a traffic analysis completed and which are in design will support funding WSDOT is already doing on the I-90 corridor, so those projects will continue to be prioritized for moving forward.

Commissioner Woosley suggested the projects on I-405 are not necessarily what was envisioned in reducing congestion to access the neighborhoods, at least not single family

neighborhoods. The city is spending a lot of money focusing on the commercial areas of the city, and those projects are doing a lot of good. The intent of the levy was to improve congestion in and out of single family neighborhoods, not commercial neighborhoods. Mr. Long said a lot of time has been put into the question of intent relative to the projects. One source of the projects on the list is the comprehensive transportation project list, which is a compilation of projects from plans done for areas of the city over recent years plus the TFP. A way was needed to screen out the non neighborhood-type projects, but given that technically everywhere in Bellevue is now a neighborhood, it is difficult to exclude areas completely. That is why projects that are heavily developer dependent should be screened out.

Chair Bishop concurred and said the pass/fail approach should precede the first step. Mr. Long said that is in fact the intent. Staff does not want to spend any time doing a traffic analysis for a project that will fail the test. He agreed it would make sense to put the pass/fail element above the first step.

Commissioner Wu said it would be helpful to clarify that the projects are intended to help residential areas. Mr. Long said he would welcome suggestions for how to define that as a screening criteria. One project that was discussed internally from a pass/fail viewpoint was the Iron Triangle in BelRed where 156th Avenue NE, Bel-Red Road and NE 24th Street come together. The area is clearly commercial, but it is right on the fringe of a neighborhood, and access to the neighborhood is held up because of the triangle. Some would view it as a neighborhood congestion issue while others would not.

Commissioner Woosley said the neighborhood congestion funding portion of the levy was an independent addition to the tax rate. It was envisioned to improve ingress and egress for existing single family residential neighborhoods. The question is whether or not projects must be internal to single family areas, or if they can be outside residential areas provided they directly serve residential areas.

Commissioner Marciante asked if the legislation specifically calls out single family neighborhoods. Mr. Long said it does not and that is the sticky part. Staff discussed using a criteria based on roadway classification, but concluded that might be overly restrictive. The hope is to look at projects that typically have not competed well for CIP dollars through the TFP ranking, but without overlooking projects such as intersections flagged in the concurrency report as exceeding the local MMA V/C ratio, some of which are close to or in neighborhoods.

Chair Bishop asked if it would be appropriate to do a traffic analysis study on the Iron Triangle. Mr. Long said that is a project that would potentially be studied, depending on how it ranks against the other projects. Chair Bishop called attention to the 148th Avenue NE master plan, a coordinated project with Redmond that goes back several years that got stalled. He suggested an analysis of the area would be a good candidate project. Mr. Long said the project is one that falls on the line of being developer dependent. The Sears property has a pre-application in to Redmond for redevelopment of the site and something potentially will happen there.

Commissioner Wu said she would love to see that study done, but suggested it addresses a commercial area, not a residential area.

Commissioner Woosley said he would like to see staff come up with a list of projects that should qualify and compare it with the amount of revenues that are projected to be available over the life of the levy. If there are 50 projects but only funding for 25, the criteria should be

tightened. Mr. Long said he understood the point but reminded him that every effort will be put into leveraging the levy funds to the greatest degree possible. At this point, it is not possible to say how much in grant funding will become available. Additionally, the Tier 1 criteria will be used to get at what some of the project costs will be.

Transportation engineer Olivia Aikala called attention to Attachment B in the packet. She agreed it would make sense to move up the pass/fail test. Once it is determined which projects pass, the intention is to give primary consideration to the existing vehicle LOS by weighting it at 80 percent, with a secondary consideration given to safety at 20 percent.

With regard to intersection vehicle LOS, Ms. Aikala said the intent is to use the most current TFP matrix, but looking at the needs portion first. She noted in the table that primary consideration is given to the current V/C ratio and how it compares to the areawide standard for the specific MMA. Using the example of the intersection of SE 8th Street and Lake Hills Connector, she noted that the current V/C ratio is 0.91, which is seven percent above the MMA areawide standard of 0.85. Because the V/C ratio exceeds the MMA standard by more than five percent, thus the intersection is scored as high. For corridors, the test will use the multimodal LOS metrics, standards and guidelines. There recommended corridor LOS guidelines vary depending on the MMA. Corridors that are experiencing travel speeds that are lower than the guideline will receive a higher score. Using the project at 150th Avenue SE and SE 37th Street as an example, she noted that the existing vehicle travel speed along 150th Avenue SE southbound between SE 28th Street and Newport Way is about 5.5 mph; the corridor travel speed guideline according to the multimodal LOS guidelines is between 10 and 12 mph. Accordingly, the project would receive a high score.

Ms. Aikala reiterated that the remaining 20 percent will be allocated to safety. Locations that currently exhibit a potential for a safety benefit based on having a crash history that is greater than what is anticipated for the location will receive the safety points.

Chair Bishop commented that the safety category will either award 20 points or none. He asked if consideration had been given to having a finer differentiation. Ms. Aikala said that is something that could be considered.

Commissioner Teh asked how safety performance is anticipated. Mr. Long said it is based on the Highway Safety Manual scoring criteria that utilizes a formula that is based on research. He said the approach is relatively new.

Chair Bishop said he would support having a broader discussion of the process at a future Commission meeting.

Commissioner Wu said the structure made sense to her. She recommended allowing for some flexibility to see how the numbers play out.

Chair Bishop asked why a project would get any points where there is no change in the V/C ratio. The proposed calculation is based on congestion relief, and if a project does not change the V/C ratio at all, the project is not needed. Senior Transportation Planner Michael Ingram explained that V/C measures critical movements at intersections. There can be benefits to mobility and the amount of delay for other movements at an intersection, which is where the 10 and 15 points come in.

Commissioner Marciante added that congestion can be relieved through a mode shift.

Improving the mobility of one mode can relieve congestion. Chair Bishop agreed but said that is not what the concept is about. The concept is focused on sorting out projects that will relieve congestion. No points should be given to a project that provides no congestion relief.

Chair Bishop commented that fewer points are given for LOS D than under LOS E and F and said that would seem to be a skewing of the criteria to locations that have higher MMA standards, and thus the approach pushes congestion relief projects toward areas such as the downtown, Factoria and BelRed. He suggested the 10 points is okay but the 25 ought to be equivalent to 50, and the 50 ought to be equivalent to 70. Low V/C MMA neighborhoods should not be penalized by keeping projects from qualifying for congestion relief. Mr. Long allowed that it could be focused more on how a project is relative to the MMA rather than the actual V/C. Chair Bishop said he wanted to see a high V/C in an MMA with an isolated intersection that is the only bad one in the neighborhood to be able to come up with points.

Commissioner Woosley referenced the chart showing the scoring criteria for Tier 2 and asked why multimodal LOS for pedestrians and bikes gets points given that they represent a very small portion of trips at intersections. He said it could be counterproductive to give points to something that would reduce the LOS for the vast majority of trips through congested intersections. He proposed not giving points to multimodal LOS for pedestrians or bicycles in order to focus on what will reduce congestion in accessing the neighborhoods.

Commissioner Chirls said that would make a lot of sense in the event that whatever would be done to address pedestrians and bicycles would conflict with auto traffic. It should be the assumption that any intersection project will not contribute to congestion that already exists. The only way points should be given to pedestrian and bicycle improvements is where it would allow people to move from autos to bicycles or pedestrian methods of travel. Mr. Long referenced the project at intersection of Newport Way and 150th Avenue SE where a right-turn pocket will be added along with a sidewalk that will serve six homes that are currently disconnected. The project will score five points for the sidewalk, but would score nothing for bicycles.

Commissioner Woosley reiterated that the proposed approach calls out specific modes of travel that are by the city's own data a very small percentage of the overall trips, and gives extra points to them. He said it was his understanding that the original intent of multimodal LOS is to maximize the overall person throughput through intersections.

Commissioner Marciante said the point was well taken and the focus should be on maximizing person throughput. The data regarding the lack of infrastructure cannot be applied to a mode with more infrastructure. There is no way to know how many people will use an intersection or what modeshift will be achieved by looking at how many people are using the system currently. The focus needs to be on improving mobility by all modes.

Commissioner Wu pointed out that the city has a Complete Streets ordinance and policies about travel choices. While travel by single-occupant vehicle remains dominant and must be accommodated and supported, there must be a focus on other modes of travel moving forward.

Chair Bishop called attention to the LOS for corridors score sheet and suggested the "No Change" top line should really be "Less than 0.10." Mr. Long agreed to make that change.

Chair Bishop referred to the "Low" column on the same score sheet and noted that it applies to corridors that are already meeting the standard, thus no points should be given to projects. Ms.

Aikala said the idea is to address situations where the LOS is approaching the point of falling below the standard. Mr. Long said there is a range in the calculator. He agreed that lack of benefit should be a factor in deciding if a project should move forward.

Commissioner Marciante said she was having difficulty following how all the points will be added up at the end. Mr. Long pointed out that while there are a lot of corridors in the city that are congested, in some cases the issue is tied to a particular bottleneck on a corridor. In those instances, the focus will be on the bottleneck rather than on the corridor as a whole. The 150th Avenue SE corridor was used as an evaluation tool in looking at Eastgate to see what the benefit would be from the combined projects along the corridor. There may be other locations where the combined benefit should be considered; the case could probably be made in regard to the Iron Triangle. The vast majority of cases, however, will involve intersections.

Mr. McDonald emphasized the multimodal LOS metric the Commission recommended. He said it relates to how people experience their drive. People do not experience the V/C ratio at an intersection, rather they experience corridor travel time. Chair Bishop agreed and said for that reason the benefits element of the LOS for corridors calculator could use a fourth line: under 0.10, 0.10 to .15, .15 to .20, and over 2.0, and allocate the medium and high points in a way to allow for more discrimination.

Answering a question asked by Commissioner Teh about how the numbers are weighted, Mr. Long said the same ratio of points in the intersection calculator, which was developed through the TFP process, was applied to the corridor calculator.

Commissioner Marciante asked what type of project will get a score of 70 and which will get a 25. Mr. Long said he did not have any examples ready to share. He said he would have to think about it given the recommendation to change the focus to be relative to the MMA only. The approach may bring more attention to intersections that are closer to the neighborhoods.

Commissioner Woosley said the Eastgate project was not originally looked at as an intersection but rather as three specific projects. The evaluation pointed out the need to do all of the intersection improvements and the capacity expansion between the intersections to really make it work. The project will be a great success and an example the city can point to. He asked if the proposed approach will lead to that same process and anticipated outcome, or if additional refinements to the scoring system will be needed to get to that outcome.

Commissioner Wu suggested it is less about a scoring system and more about what is looked at in doing traffic studies, including being a bit more corridor oriented unless a congested intersection is very isolated. Mr. Long said circumstances will dictate in most instances. He said one example would be that on the 156th Avenue SE corridor there are three all-way stops that get very congested during the evening peak. Because they do not have traffic signals, they get scored a bit differently. Roundabouts in those locations could provide a huge safety benefit while also improving capacity. The thinking of staff has been that the evaluation should be on the corridor rather than on the single intersections.

Chair Bishop suggested that once projects are run through the matrix and a list is developed, staff may have comments on whether or not the scoring system should be adjusted. Mr. Long allowed that that likely will happen.

B. 2019-2030 Transportation Facilities Plan (TFP) Update

Capital Facilities Planning and Programming Administrator Kristi Oosterveen briefly reviewed the TFP process timeline, the steps taken to date by the Commission, and the work that is currently under way. She noted that TFP candidate projects come from the city's long-range facility plans, including the comprehensive transportation project list, the Pedestrian/Bicycle Transportation Plan, the Transit Master Plan, the neighborhood congestion reduction projects associated with the levy, and emerging needs and opportunities as identified by staff, the Commission and through public outreach.

Ms. Oosterveen said there are 89 projects on the comprehensive transportation project list. Of those, three have been completed, and 12 are currently in the CIP. Additionally, 43 are in the current TFP or have a focus on roadway/intersection improvements, and 31 focus on other needs or can be better implemented by other means, such as ongoing programs. Ms. Oosterveen added that there are 11 projects in the current TFP that for some reason have not been included on the comprehensive transportation project list; they will be considered as candidate projects as well.

Mr. Ingram said the Pedestrian and Bicycle Transportation Plan has a total of 435 projects, including 144 "high" priority pedestrian projects, and 73 bike projects located on a priority bicycle corridor. The plan was adopted by the Council in 2009 and the projects in the plan were thoroughly evaluated, ranked and scored for the 2013-2024 TFP cycle. Out of that exercise, about 16 ped/bike projects were included in the TFP. The Pedestrian and Bicycle Implementation Initiative has become the vehicle for prioritizing and implementing ped/bike projects. The focus of that work is on what can be done quickly and rapidly, but one element of that work will involve the larger capital project prioritization. The approach taken in the last TFP cycle was to acknowledge that several ped/bike projects have been identified as priorities. A group of 11 priority projects that needed additional public outreach, scoping and project development were put into a group for which some funding was set aside in the amount of \$22.5 million. For the current TFP process, staff's thinking is that the same approach of relying on the Pedestrian and Bicycle Implementation Initiative should be used as the vehicle for establishing ped/bike project implementation priorities.

Chair Bishop pointed out that because the TFP is financially constrained over its 12-year life, there must be a system in place for prioritizing projects. Ms. Oosterveen agreed and said that was the reason why previously the Commission recommended creating a reserve. Chair Bishop said it would be prudent to do the same again for the current round.

Mr. Ingram said the Transit Master Plan was adopted by the Council in 2014. Included in the plan were improvements identified in transportation corridors, including physical improvements on the ground in terms of queue jump lanes and BAT lanes, and operational improvements, such as to traffic signals. Some recommendations from the Transit Master Plan have been incorporated in the roadway/intersection project descriptions. That is, as projects are further evaluated, designed or scoped, the Transit Master Plan recommendation will be recognized and considered in development of the project. Additionally, projects are being advanced through collaboration with transit agencies. One project in the TFP that is directed toward transit improvement is the Bellevue College connector; the project will reroute transit through the college campus and effect operational improvements. For the most part, however, projects in the Transit Master Plan are not standalone projects but rather are incorporated into other capital projects or collaborations with transit agencies. King County Metro recently adopted the new transit plan Metro Connects, and among the recommendations in the plan are two new Rapid Ride corridors in Bellevue. Metro and Bellevue staff are currently working together to evaluate the corridors and seeking to identify the kinds of changes that could and

should be made to facilitate more efficient transit operations. One corridor is essentially the route used by the route 245 bus currently, the main north-south route that does not pass through downtown.

Commissioner Woosley pointed out that Bellevue pays a dollar for every fifty cents of Metro transit service received. With ST3 doing away with subarea equity, Bellevue will contribute to Sound Transit's coffers between \$25 million and \$30 million per year more than it will get back in the plan. Both transit providers should take steps to treat Bellevue more equitably by helping the city meet its transit goals and fund transit facilities.

Principal Transportation Planner Franz Loewenherz said Metro Connects 2040 Vision includes the 1027 route as a rapid ride line. The route runs from Totem Lake to Kirkland and includes a stop in Eastgate via the Bellevue College connector project. Additionally Route 1030, which runs from Overlake to Renton via Eastgate would also go through the Bellevue College connector.

Mr. Loewenherz said one hat that he wears is to provide staff support to Deputy Mayor Chelminiak relative to his seat on the regional transit committee. He said advancing the Metro Connects development program will be a topic at the next meeting with the aim of setting in motion the service and capital strategies for the 2025 network. The expectation is that by 2025 the two rapid ride lines will be implemented in Bellevue. Local jurisdictions will be engaging with King County Metro through a number of different partnerships. The Bellevue College connector is an example. Metro has come forward with a proposal to advance the design work that includes a contribution of \$400,000 that will help move the project forward and position it for grant opportunities.

Chair Bishop pointed out that Metro receives only 30 percent of its income from the fare box and 70 percent in the form of taxes. He added that the organization has already used up its tax income on services, so if it wants to increase services, it will require additional tax revenues. Mr. Loewenherz said that has not been broached to date, but it will not be surprising if at some point the issue is raised.

Commissioner Woosley pointed out that once driverless transit vehicles come on line, Metro will be able to cut its service costs by a very large amount. That could lead to an increase in the amount of service Bellevue receives from Metro without a tax increase.

Commissioner Marciante stressed the importance of allocating protected transit lanes for driverless transit vehicles to operate in as quickly as possible. They will not be able to navigate regular streets. Ms. Oosterveen said that is one of the reasons for having a discussion about setting aside a reserve fund for transit-oriented projects.

Mr. Ingram said the additional sources of projects for the TFP include the transportation levy projects, many of which are already in the TFP or on another candidate list. Ms. Oosterveen added that given the fact that how much the levy will get is a known, it will be easier to do a set aside for the life of the TFP. Mr. Ingram said candidate projects will also be drawn from emerging needs and opportunities, which are generally concepts that come forward as a result of the TFP process. Often projects are proposed by the public. The current TFP is also a source of candidate projects.

Mr. Ingram said staff will come back to the next meeting with the known list of projects in the various categories. At that meeting staff will also work with the Commission in flushing out

the idea of the reserve funds.

Chair Bishop asked when the financial report will be released. Ms. Oosterveen said that that will not be until about March given that the city is moving into a budget year.

C. Pedestrian and Bicycle Implementation Initiative

Mr. Loewenherz sought from the Commission input on additional outreach strategies and evaluation criteria ahead of the Commission's January 11 meeting at which a recommendation will be sought regarding the scope and timing of implementing a bike share program and a downtown demonstration bicycle corridor.

Chair Bishop asked where the downtown demonstration bicycle corridor project come from. He said he first heard about it in a Bellevue Downtown Association (BDA) report. Mr. Loewenherz said the topic was touched on at the Commission's meeting on September 28. At that time an overview was offered concerning the overall Pedestrian and Bicycle Implementation Initiative, and there was a discussion of the Bicycle Rapid Implementation Program. Additionally, a status report was given concerning all of the projects that are under way or will be implemented by 2018, and the downtown Bicycle Rapid Implementation Program levy placeholder was introduced. In the original list of levy projects, there were three projects in the 2017-2018 time period, namely 114th Avenue NE, Main Street and 106th Avenue NE. The determination was made that the city would be best served by collapsing the three projects into one placeholder that would then be informed by the consultative process that is currently under way.

Commissioner Chirls said he was thrown by the change in language. Commissioner Woosley said what threw him was the change in scope. There was a discussion about a variety of techniques to create early implementation bike lanes through the downtown, but nothing was actually resolved. Certainly nothing was resolved about taking out an existing north-south general purpose lane. There was discussion about the fact that physically separated bike lanes would be problematic because the city did not have the money for the necessary maintenance equipment.

Mr. Loewenherz said at the September 28 meeting, staff presented to the Commission the BDA's consultation. The BDA invited staff to join in the consultation to review and inform their recommendation to the Commission, and the Commission's recommendation to the City Council. Three Commissioners attended the BDA's Transportation Committee on October 26, namely Chair Bishop and Commissioners Chirls and Woosley. The Committee will on November 16 formalize a recommendation, and then on December 19 the BDA Board will formalize a letter and transmit it to the Commission ahead of the Commission advancing a recommendation to the Council.

Mr. Loewenherz said the business community is actively participating in the process. There was a robust engagement with the Bicycle Rapid Implementation Program. During the consultative process, the discussions have included the idea of a privately funded bike share program. A number of persons, including Commissioners, attended the Eastside Bike Share Vendor Fair, which was well publicized in print, radio and television media. A bike share survey was pushed that received more than 800 responses. The intention is to dig into the data and cross reference the different responses based on residency, self-identification as strong and fearless riders and various other attributes. A report will ultimately be prepared.

Chair Bishop said he drew the conclusion from the survey that people who ride bicycles would use a bike share program. Commissioner Marciante said there is no reason to assume that the people who took the survey are bike riders. Commissioner Chirls agreed and said in fact the opposite can be assumed given that riders with their own bikes would not be likely to use a bike share program. Mr. Loewenherz noted that information about whether or not those who took the survey are bike riders is contained in the dataset.

Mr. Loewenherz said the idea of a demonstration bikeway project was previously broached with the Commission. It came about at the invitation of the Bellevue business community which invited Bellevue staff to engage with them. The idea is to identify a demonstration project that could be brought online quickly for low cost. The demonstration would include an assessment period that would allow for a way out if in the final analysis the project is shown to be significantly impactful. In fact, during the assessment period there would be the opportunity to make refinements as the need for them is identified. The assessment would include solid before and after data.

Commissioner Chirls applauded staff for quickly engaging at the request of the BDA, and said he was glad staff did not feel compelled to first bring the idea to the Commission before engaging. He added that he was glad the Commission would have the opportunity to craft the final recommendation that goes to the Council.

Mr. Loewenherz noted that on September 28 staff provided the Commission with a deep dive assessment into four candidate demonstration corridors, namely 108th Avenue NE between Main Street and NE 12th Street; Main Street between 105th Avenue NE and 112th Avenue NE; NE 2nd Street from Bellevue Way NE to 110th Avenue NE; and 106th Avenue NE from Main Street to NE 12th Street. He noted that the Commission's briefing book included a representation of the candidate demonstration corridors, an overview of each corridor, and preliminary design concepts. He also pointed out that the Commissioners had been provided with a link to the presentation materials shared with the BDA, including the evaluation criteria addressing safety, the bicycle environment, the auto environment, the curbside environment and the transit environment. The BDA's top priority was how to fill the gaps and create a cohesive bike network.

Commissioner Woosley said as a long-time BDA member he was surprised to see the document in front of the Commission. He agreed that the staff have done a great job of responding to an inquiry from the BDA, and allowed that one of the many things proposed in the Downtown Livability Initiative update was to address bicycle improvements in the downtown. The BDA's Transportation Committee met three times to discuss the issues and the instructions given to the Committee members was not to say anything until after a recommendation from the Committee was forwarded to the BDA Board and the Board made a formal presentation to the Commission. The presentation does not represent an official BDA position.

Commissioner Wu suggested the Commission would benefit from receiving the information even if it is not the official position of the BDA.

Commissioner Chirls said the Commission is not the BDA. He suggested Commissioner Woosley was free to say whatever he wanted to the BDA about their processes. The fact that the city staff is sharing what they have said to the public in the form of the BDA Transportation Committee makes perfect sense. In fact, the Commissioners were invited to attend the BDA Transportation Committee meetings, so it cannot be said that sharing

information with the full Commission violates any protocol. He said the comments made about the BDA simply were not relevant.

Commissioner Woosley said there were some things discussed by the Transportation Committee that were less than favorable towards the program. All of that was supposed to go through their process.

Commissioner Marciante said she appreciated receiving the information given that she had not attended the BDA Transportation Committee meeting.

Mr. Loewenherz said an online downtown demonstration bikeway project survey would go live on November 13 and would remain active through the end of the year. A lot of messaging will be undertaken with the public about the survey via a media release. The media release will also make reference to an open house at City Hall on November 30 from 5:00 p.m. to 7:00 p.m. The outreach effort will include a postcard mailer to postal codes associated with the broader downtown area. Additionally, the media release will make reference to three pop-up public information events that will be available to the public on dates leading up to the open house.

Mr. Loewenherz said the information from the BDA Transportation Committee was being shared as a way of being transparent and open about the process. While not yet an official position of the BDA, their corridor of greatest interest is 108th Avenue NE because of the connectivity aspect. The fact that they are gravitating in that direction, and because the Commission is deeply concerned about the implications of that and indeed any corridor in the downtown as it relates to traffic, led staff to take a deep dive into the data. A Synchro model run was prepared for the 108th Avenue NE corridor.

Mr. Long shared with the Commissioners a graphic showing alternatives for how to squeeze a bicycle facility on the 108th Avenue NE corridor that will address more than just the strong and fearless riders. He said the intent is to provide a buffered facility, potentially protected, to make it a safer route for all users. Both alternatives consider converting the outside lane to bicycle lanes for most of the corridor, with the exception of a few turn pockets. In Alternative 1, three turn pocket facilities are preserved. Based on the results of the Synchro analysis of the alternative, a second alternative was formulated which includes a northbound right-turn pocket at NE 8th Street instead of a southbound right-turn into the Concur and Symmetra buildings. In Alternative 1 the current separate left-turn and right-turn lane actions at Main Street occur from a single lane, and in Alternative 2 the right-turn lane is brought back into the mix.

Mr. Long noted that currently the corridor enjoys a fairly good level of service. Alternative 2 does not trigger much change other than at NE 8th Street and at Main Street. The model for Alternative 1 showed a significant jump in intersection delay at NE 8th Street resulting from the queuing for northbound through extending all the way to NE 6th Street. It was determined that the northbound right-turn in Alternative 2 had more value to the corridor and would result in only a small intersection delay from current conditions. At Main Street, Alternative 2 maintains the same current intersection delay by preserving the southbound right-turn movement. The best way to route bicycles through the intersection is still being considered.

The Commissioners were shown a graphic indicating an estimation of travel time on the corridor under current conditions and both alternatives. Currently, travel between Main Street and NE 12th Street on an average day takes about four and a half minutes both northbound and southbound during the evening peak period. The modeling indicated that under Alternative 1 the travel time northbound would be increased by up to two and a half minutes due to the loss

of the northbound right-turn lane. The change in delay southbound is not noticeable because of the way the model tracks traffic all the way through the intersection, but in actuality the loss of the right-turn creates a huge queue. By putting the right-turn in under Alternative 2 and the northbound right-turn at NE 8th Street, the current conditions corridor travel time is maintained.

Mr. Loewenherz added that for the morning peak period, the model shows both Alternatives 1 and 2 to be basically equivalent to existing conditions. The only time where there is an impact to vehicular traffic in the corridor is in the evening peak period.

Commissioner Teh asked if the modeling highlights any tradeoffs relative to parking spaces. Mr. Long allowed that there are parking impacts that hopefully will be mitigated. For example, in the northbound direction on 108th Avenue NE there are pick-up and drop-off spaces north of the transit center. There is some space on 110th Avenue NE to the north of NE 6th Street where pick-up and drop-off spaces can possibly be accommodated. Hopefully a couple of pick-up and drop-off spaces can be picked up southbound on 108th Avenue NE between NE 6th Street and NE 8th Street where vehicles often stop in front of the Concur and Symmetra buildings.

Chair Bishop pointed out that the Transit Master Plan assumes 108th Avenue NE will get loaded with buses. Mr. Loewenherz said in recognition of that fact, there have already been meetings with the transit agency partners to provide them with the draft concept for the corridor. Their feedback has been received and the early indications are that the proposal is achievable from their vantage point. Metro's rapid ride routes will not go on 108th Avenue NE. The Microsoft Connector operates on 108th Avenue NE south of NE 6th Street and staff has been engaging with them as well.

Commissioner Wu asked if any of the transit operators pointed out any major issues. Mr. Loewenherz said they have not highlighted any significant issues.

Answering a question asked by Commissioner Chirls, Mr. Loewenherz said there was an IT webinar several weeks ago that was focused on transit-bike interactions. The results of the analysis was that facilities of the type envisioned make for safer environments because they create predictable pathways for coach operators to more readily identify where riders will be in the corridor.

With regard to shifting the pick-up and drop-off spaces from 108th Avenue NE to 110th Avenue NE between NE 6th Street and NE 8th Street, Commissioner Woosley pointed out that currently 110th Avenue NE between NE 4th Street and NE 6th Street is closed and will be for some time. Mr. Long clarified that 110th Avenue NE will be reopened in July, and the proposed corridor project is being considered for deployment in May, so there will be some overlap.

Commissioner Woosley commented that traffic patterns are expected to significantly change once the southbound off-ramp at NE 10th Street is completed. He asked if there is any reason as part of the current exercise to analyze how the alternatives would impact that. Mr. Loewenherz said the intent of the before and after study has not yet been scoped because a decision has not yet been made to move ahead with the demonstration project. Decisions of that sort are many steps removed from the current topic. Commissioner Woosley pointed out that the modeling work takes into account current volumes. It is known that there will be a massive increase in the volume of vehicular trips on downtown streets by 2030 and that needs

to be taken into account. Mr. Long said the demonstration project will in part help to determine how the mode shift may occur.

Mr. Loewenherz added that the work done by Mr. McDonald as part of the Downtown Transportation Plan showed the volume of vehicles on downtown arterials has remained flat over the last two decades. Barring an unforeseen reversal of the trend of the last two decades, a significant delta is not anticipated.

Commissioner Wu said she was excited about the demonstration project and said it appeared to her that all kinds of issues have been considered through a thorough process. The before and after study will be very informative. She said she would prefer to see more than one corridor addressed given that that would likely be more successful. Mr. Loewenherz noted that one of the members of the BDA Transportation Committee held the same view, according to the unofficial summary.

Commissioner Teh said he also was excited about the demonstration project and looked forward to seeing the before and after study.

Chair Bishop said if such a project is to be done, 108th Avenue NE is the place to do it. He acknowledged that the kind of detailed analysis done by staff is appropriate prior to thinking about implementing the demonstration project.

Commissioner Marciante suggested shifting modes involves a long-term change of behaviors. She said care should be taken with the assessment of the project relative to predicting future volumes.

Mr. Loewenherz said the project is in the consultative phase. Pending a determination to move forward, the demonstration project could be implemented some time in 2018, possibly in alignment with Bike to Work month in May. The Commission will be actively involved with the before and after study, which in turn will help to inform future levy discussions.

Commissioner Woosley commented that downtown Bellevue is the heart and soul of the entire city. He recommended distributing the invitation to participate in the survey and attend the open house to all of the city's neighborhood associations. Mr. Loewenherz said the media release will go out on November 13. The Neighborhood Outreach team will work on getting the word out to all the neighborhood associations through various communication channels. The public relations and human resources departments of the various companies that have been involved in the process will be helping to get the word out as well, and of course the BDA will assist in the effort.

A motion to extend the meeting by 15 minutes was made by Commissioner Woosley. The motion was seconded by Commissioner Wu and the motion carried unanimously.

8. OLD BUSINESS

Mr. McDonald reported that the Comprehensive Plan amendments recommended by the Transportation Commission have both received a recommendation to approve from the Planning Commission, and they will move to the City Council for consideration on November 27.

9. NEW BUSINESS

Mr. McDonald informed the Commissioners that it is necessary to adopt a new set of bylaws that govern the work of the Commission. He provided them with proposed bylaws in draft form from the City Clerk's office which is working make sure that all of the city's boards and commissions operate according the same ground rules. The Commissioners were asked to review the draft and be prepared to act on them at the December 14 meeting.

Mr. McDonald reported that Commissioner Teh had been selected to serve on the 130th Avenue NE artist selection committee. He said the committee was slated to meet on November 15 to review proposals.

10. PUBLIC COMMENT

Ms. Vicky Clark, East King County Policy Manager for the Cascade Bicycle Club, said the organization works throughout the state to advocate for safe places to walk and bike. She said the organization is very excited to see the progress on using Bellevue levy funds for the pilot protected bike lanes project in the downtown. It is exciting that the BDA has asked the city to engage in the topic. The Club sees the pilot as a critical first step in building a network of bike lanes that will help give people transportation options and turn Bellevue into a multimodal city. Regionally various transportation options are set to come online, beginning in December with the SR-520 bridge trail, and in the spring the Eastside Rail Corridor. Sound Transit's light rail system will revolutionize how people move around the region and the time is now for Bellevue to address how bicycles fit into the overall picture. The demand for bicycle infrastructure will only grow over time.

Mr. David Maddox, chief operating officer for Global Innovation Exchange in the Spring District, explained that the educational facility opened in September through a collaboration between the University of Washington and Tsingua University. He said over half of the students have chosen to live in Bellevue, mostly in the Spring District. The facility, which is to the east of I-405, faces its own set of mobility issues. The Spring District is coming alive and as that trend continues transportation issues facing that area will become more prominent.

Ms. Shelly Bowman, a Bridle Trails resident, said she operates a non-profit in partnership with the Lake Hills Boys & Girls Club that gives bikes to underprivileged kids. She said when she drives her car into downtown Bellevue she gets bored sitting in traffic. She said she would prefer to ride her bike to get around. The pilot program represents a good step forward, as does the city's five miles of protected lanes initiative under the Bicycle Rapid Implementation Program. The Commissioners were thanked for thinking about alternative forms of travel. Driverless cars may be part of the future, but they could still have only one occupant per vehicle. In thinking about the future, it should be known that e-bikes are coming fast and they will help to conquer Bellevue's hills. All that will be needed is adequate infrastructure and they will become very popular as a valid alternative means of getting around town.

Mr. David Allen, a Woodridge area resident, said he absolutely understands the importance of the downtown. He said he owns two cars and a truck along with two snowmobiles, four bicycles and a pair of running shoes, all of which get used. He thanked the Commission for looking at the dedicated bicycle lane. While a firm believer in limited government, he said one thing he does expect from government is safety. It is not safely possible to ride north-south through downtown Bellevue. The demonstration project will help achieve that goal.

Mr. Chris Machielse, a resident of the downtown, thanked the Commission for looking into

downtown cycling infrastructure. He said he has been riding for two years and commutes to work at the Microsoft campus via the SR-520 trail. He said he always feels as though he is taking his life in his hands in trying to get from Main Street and 106th Avenue NE to 112th Avenue NE and NE 12th Street where it becomes safer to ride. He said he looked forward to seeing the city continue to build safe bicycle infrastructure.

11. REPORTS FROM COMMISSIONERS

Commissioner Woosley noted that the Commissioners had all been invited to attend the November 17 grand opening ceremony for 120th Avenue NE and NE 4th Street. He said it is always exciting after years of planning, funding and building to see a complete street open. The investments made by the city are worth celebrating.

Commissioner Wu said that she along with Commissioner Lampe and Mr. McDonald attended an event organized by the Puget Sound Regional Council called Where We Are Growing: Planning Together for a Sustainable Future. She suggested that the Commission should consider sustainability when planning for the transportation system.

Chair Bishop said he attended the Planning Commission and East Bellevue Community Council meetings at which a public hearing was held on the Complete Streets ordinance. He said both of those organizations spent more time discussing the ordinance than the Transportation Commission did. It was striking that the Transportation Commission, due to its immersion in all aspects of transportation, understands things those groups do not understand. Both groups were nervous about the minor tweaks to the Transportation Element policies recommended by the Commission. Their main worry appeared to be that Bellevue is becoming Seattle by deciding that congestion is a solution not the problem.

Mr. McDonald added that a large portion of the discussion before the Planning Commission was focused on what their role is with respect to recommendations made by the Transportation Commission in response to Council direction. They were not so much focused on the substance of the recommendation from the Transportation Commission.


12. STAFF REPORTS – None

13. COMMISSION CALENDAR

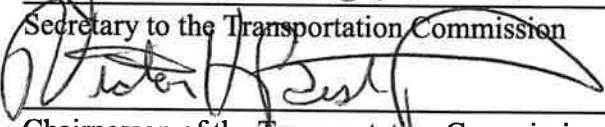
Mr. McDonald reviewed with the Commissioners the calendar of upcoming meetings and agenda items.

14. ADJOURN

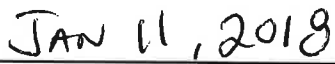
Chair Bishop adjourned the meeting at 9:19 p.m.



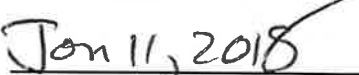
Secretary to the Transportation Commission



Chairperson of the Transportation Commission



Date



Date