

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 12, 2018
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner Wu

STAFF PRESENT: Kevin McDonald, Kristi Oosterveen, Eric Miller, Franz Loewenherz, Darcy Akers, Department of Transportation; Toni Call, Finance Department

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 with the exception of Commissioner Wu, who was excused.

2. APPROVAL OF AGENDA

Chair Bishop asked to have the agenda amended to include under New Business a discussion of a Bellevue transportation data book.

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

3. PUBLIC COMMENT

Mr. Chris Johnson with the Bellevue Chamber of Commerce, 330 112th Avenue NE, Suite 100, thanked the Commission for the work done in January regarding performance metrics for the downtown demonstration bikeway. He said a good start has been made and that he looked forward to hearing more about hard metrics that will indicate how well the demonstration bikeway performed after the six-month period. He urged the Commission in discussing the TIP and the TFP to think about the big projects that need to be accomplished as well as some of the smaller ones. He said the Chamber of Commerce received a briefing earlier in the day about the Bellevue Way SE project, PW-R-184 and urged the Commission to consider programming as much as possible in the proposed CIP and the out years of the TFP to bring the project at least to 60 percent design for the entire corridor.

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

Commissioner Woosley reported that he attended the Bellevue Way SE HOV Lane project open house and also was in attendance for the presentation made by staff to the Chamber of Commerce earlier in the day. He said he appreciated the outreach to keep the community informed and looked forward to the Commission's discussion of the project at the appropriate time.

Commissioner Woosley said he also has been following the Wilburton CAC process. The CAC recently made its final recommendation to the City Council, which favors the greatest intensity of development. He shared that he submitted comments on the draft environmental impact statement about the potential reduction in the capacity of the existing system and the scaling back of the planned capacity in certain areas which taken together could result in massive level of service failures at key intersections. One of the mitigation proposals in the draft environmental impact statement is to lower the LOS standard, which certainly is a policy choice but is not the appropriate mitigation.

Chair Bishop noted that he had also attended the open house for the Bellevue Way SE HOV lane, which was held at Enatai elementary school, as well as the presentation given to the Chamber of Commerce earlier in the day.

A. Wilburton Commercial Area Citizen Advisory Committee Recommendation

Chair Bishop noted that Commissioner Wu served as co-chair of the CAC along with Chair Barksdale of the Planning Commission.

Principal Transportation Planner Kevin McDonald reported that the CAC held its last meeting on April 5. Mayor Chelminiak, who attended the meeting, offered some kind words about the work of the CAC. The CAC voted on several essential pieces of its preferred land use and transportation alternative. Specifically recommended was the extension of NE 6th Street from the middle of the freeway to 116th Avenue NE. The vision of the CAC in regard to 116th Avenue NE was to create more of a more pedestrian-oriented urban grand boulevard to complement the adjacent land uses. There was also a discussion regarding the type of bicycle facilities 116th Avenue NE should have. The CAC highlighted a desire to provide a new local street network with connections for pedestrians, bicycles and vehicles, primarily to the east of 116th Avenue NE and west of the Eastside Rail Corridor. The group recommended consideration of an at-grade crossing of the Eastside Rail Corridor at NE 8th Street in addition to the currently planned elevated crossing.

Mr. McDonald allowed that the CAC included in its recommendation changing the vehicle level of service standard for the Wilburton commercial area to match the standards in the Downtown and BelRed. The alternative would be to expand the vehicle travel lanes at intersections within the Wilburton area, but the CAC felt that would be incompatible with the land use vision it was trying to create.

The CAC was clear about wanting to ensure the land uses in Wilburton will have appropriate amounts of open space. The Eastside Rail Corridor was identified as a centrally important open space component along with new open spaces associated with new development and enhancements to the Sturtevant Creek corridor and the associated wetlands.

The CAC recommendation calls for robust design guidelines to ensure that buildings are interesting to look at and are functional as well as compatible with the pedestrian environment.

With regard to land use intensity, the CAC recommended the highest density development should occur around the light rail station and to the west of 116th Avenue NE. The CAC also included the area of the northwest quadrant between NE 8th Street and the Eastside Rail Corridor for higher-density development. The recommendation included reducing densities transitioning east toward the existing residential neighborhoods. It was acknowledged by the CAC that in order to create an interesting building skyline it might be advantageous to allow for some averaging of building height.

Mr. McDonald said the recommendations of the CAC will be assembled into a final report that will be delivered to the City Council on June 11. The Council will at that time have the opportunity to initiate Comprehensive Plan amendments, Land Use Code amendments and amendment to the design guidelines, all of which would be turned into a work program for the staff and the associated commissions to address beginning later in 2018 and carrying on through early to mid-2020. The transportation topics likely to come before the Transportation Commission deal with the project description for the NE 6th Street extension to 116th Avenue NE, the design standards for 116th Avenue NE, and the recommended change to the vehicle level of service.

Mr. McDonald voiced his appreciation to Commissioner Wu for serving as co-chair of the CAC and for working closely with the staff.

Commissioner Woosley asked if the Commission will be informed regarding the results of the final environmental impact statement, particularly as it relates to transportation issues. Mr. McDonald said the final environmental impact statement will include the preferred vision recommended by the CAC and responses to all of the comments received in regard to the draft environmental impact statement. The issue will not be brought before the Commission for discussion, but he said he would provide a link to the document when it is available.

Chair Bishop disclosed that he submitted a comment to the draft environmental impact statement process that was critical both of the process and the results.

5. STAFF REPORTS

Mr. McDonald provided the Commissioners with copies of a flyer regarding the Bellevue Neighborhoods Conference to be held on April 21 at City Hall. He noted that he had extended an email invitation earlier in the week to the Commissioners regarding registration for the conference. He asked anyone wanting to attend to let him know.

Mr. McDonald informed the Commissioners that in July the transition would be made from paper meeting packets to electronic packets. He noted that each Commissioner would be issued an iPad for the exclusive use of Commission business, and would be provided with training on how to use them appropriately. The Planning Commission has pioneered the use of iPads, and the East Bellevue Community Council has made the transition as well. The transition will include the assigning of Bellevue email accounts for each Commissioner.

Mr. McDonald said he along with the staff who support city boards and commissions and the Council recently received a half day of training on Roberts Rules of Order and parliamentary procedure. He said as a result of that training he would be providing guidance for the Commission's consideration in how to efficiently and fairly conduct business at meetings. Of greatest importance is assuring that everyone has the opportunity to speak, something that requires persons signaling to the Chair an intent to speak and being recognized by the Chair

before speaking.

6. PUBLIC HEARING

A. Transportation Improvement Program

Capital Facilities Planning and Programming Administrator Kristi Oosterveen said the focus of the public hearing was the 2019-2024 Transportation Improvement Program (TIP). She noted that by state law, a public hearing on the TIP is mandated. Following discussion by the Commission, a recommendation will be sent to the Council for adoption.

Ms. Oosterveen said the TIP is updated annually and the projects in the TIP are drawn from the Comprehensive Plan, the city's various long-range facilities plans, the Transportation Facilities Plan, and the Capital Investment Program, as well as regional projects in which the city may want to participate. The TIP feeds into the Puget Sound Regional Council and the state and makes the projects available for grants.

It was noted that the proposed 2019-2024 TIP has 102 projects: 33 from the adopted 2017-2023 Capital Investment Program; 32 from the adopted 2016-2027 Transportation Facilities Plan; 31 from the list of other unfunded projects; and six regional projects or projects that are led by outside agencies.

A motion to open the public hearing was made by Commissioner Lampe. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

Mr. Norm Hansen, 3851 136th Avenue NE, noted that project TFP-158 has been followed for some time by the Bridle Trails community. The walkway project is on SE 16th Street between 148th Avenue SE and 154th Avenue SE. He voiced support for the position of Lake Hills, which is not to pursue the project at the current time. Walkway facilities already exist. Because of the negative consequences, the project is not currently favored by Lake Hills. The pole and transmission line project by Puget Sound Energy is not desired by many residents of the city. The project is considered to be neither currently prudent or reasonable given the environmental consequences of cutting down 300 significant trees on 148th Avenue, which will result in a stump farm that could not be repaired for many years. The project does not meet the Council vision for aesthetics and the protection of tree canopy on the landmark street. There is a less expensive switching alternative to prevent outages, something that has only occurred once in ten years, and even then for only 15 minutes. The Washington Utilities and Transportation Commission is still weighing in on transmission line projects as part of its analysis of its integrated resource plan. He recommended putting a hold on TFP-158.

Mr. Steve Kasner, 1015 145th Place SE, referred to the ordinance that authorized the conditional use permit (CUP) for what is called the baby powerline, the transmission line in Lake Hills. According to the CUP, Puget Sound Energy is not allowed to run a separate new transmission line down the south side of SE 16th Street, nor is the company allowed to remove trees from the south side of the street for a new line. Possible ways to accommodate the second line include but are not limited to co-location of a new line with the existing transmission line on the north side of the street, and undergrounding the line in a manner that does not require the removal of trees on the south side of the street. The CUP also sets as a condition a development agreement for the alignment of SE 16th Street. In order to extend the vested status of the alignment of SE 16th Street, until the city undertakes its TFP project Puget Sound Energy must enter into a development agreement with the city demonstrating public benefit in

regard to the co-location of transmission lines and added reliability for adjacent neighborhoods, and coordination between Puget Sound Energy and the city regarding streetscapes, improvements and mitigation landscaping. He noted that he has been appearing before the Commission for the last four years to talk about TFP-158, which both the Commission and the Council decided initially not to fund. Two years ago the focus was on getting the project off the various lists entirely. The project carries a price tag of some \$5 million, dollars that could better be spent elsewhere. The neighborhood obviously does not want the project, and the project should be removed from the TFP and the TIP.

Mr. Hassan Dhananjaya, 14810 SE 9th Place, said he serves as a member of the East Bellevue Community Council along with Mr. Kasner. He said his objections to TFP-158 were the same as those previously mentioned. The Lake Hills Boulevard already has a bike lane and there is a trail close to where the proposed bike lane would be located. Accordingly, there is no need for the project.

A motion to close the public hearing was made by Commissioner Lampe. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

7. STUDY SESSION

A. "Early Look" Capital Review Forecast

Implementation Planning Manager Eric Miller introduced Finance Department director Toni Call. He noted that Ms. Call recently had the honor of spending the full evening with the Council at the March 26 budget workshop. He invited her to present some of the information shared with the Council at the workshop.

Ms. Call said the first Council public hearing on the budget is slated for June and the second is scheduled for July. The City Manager will present his preliminary budget to the Council in October for review and deliberation. The Council will adopt the budget before the end of the year.

The budget survey, which is conducted every two years as part of the budget process, received 481 responses. The statistically valid survey was live from January 15 to February 11. It had a margin of error of 4.4 points, and the confidence level was 95 percent, which means if an additional 100 persons were to be surveyed, there is a 95 percent change that their responses would be within 4.4 points of the current survey results.

The survey respondents were asked to rank the city's seven outcomes, and improve mobility and safe community rose to the top where they have been for the past several budget cycles. Healthy and sustainable environment fell right behind those in third place. A question was asked about the biggest problem facing Bellevue, and traffic came in at 44 percent. While the 2016 survey had traffic at that same number, the latest survey had affordable housing and property values taking over the second spot from too much growth and congestion.

Ms. Call said the 2019-2025 CIP will be developed during 2018. The work will involve adding on two years of funding to the current CIP, which runs to 2023. Off the top, there are a couple of policy decisions that comes directly out of the available funding, namely debt service, including debt service on the TIFIA loan beginning in 2024. The Council also has a policy in place that directs maintaining what is on the ground before building anything new; the longstanding policy ensures that the current infrastructure is maintained and operated well with

funds that come off the top of available funding. The voted levies will also be continued.

The transportation slice of the pie includes all CIP projects funded out through 2023, funding for the ongoing programs for 2024 and 2025, and the levies. Adding up all the pie slices and subtracting the 2024 and 2025 revenues leaves unprogrammed revenues of about \$56 million, a portion of which could be competed for for transportation programs.

Commissioner Woosley said it would be helpful to know the transportation capital trend over the last ten years in addition to the percentages of the actual city budget to see how growth in the transportation capital budget compares. Commissioner Chirls added that it would be useful to know what percentage of the budget has over time gone to maintenance.

Commissioner Woosley asked about the city's debt picture and Ms. Call indicated that the annual debt for 2024 and 2025 will be right at \$25 million per year. That amount has gone up over time.

Ms. Call said the pool of transportation revenues includes B&O restricted revenues, the TIFIA loan, the neighborhood levy, the real estate excise tax, impact fees, motor vehicle excise tax, and transportation project-specific revenues that primarily are in the form of grants. Taken together, they total about \$250 million. She noted that between 2019 and 2023 the revenues and expenditures are equal. In 2024 and 2025, even after accounting for debt and all three levies, there is \$56 million yet to be allocated. Of that, \$6 million is purely dedicated transportation revenue that must be spent on transportation programs.

Commissioner Lampe asked why the projected revenues for 2024 increase so sharply. Ms. Call said it includes some beginning fund balance from 2023. In actuality, the chart should show a similar line between 2024 and 2025 and more money in 2023.

Chair Bishop asked why there is only \$2 million shown as included in the transportation levy, noting that there is \$7 million from the transportation levy, \$5 million of which goes into the transportation budget and does not come to neighborhood congestion relief. Mr. Miller explained that \$2 million shown is only a portion of the overall \$7 million from the transportation levy. The balance of \$5 million will go to the programs that take care of Neighborhood Traffic Safety, Neighborhood Sidewalks, bicycle corridor implementation, maintenance and ITS improvements. The dollars will all be spent in the categories the levy was approved to fund. Chair Bishop said he would like information regarding how the maintenance budget has grown because of the levy. The \$5 million in levy funds should go toward more and better maintenance than the city has previously been able to provide, while the remaining \$2 million should be spent on congestion reduction projects, and those amounts should be tracked over time. Ms. Call said that she would provide that data.

Commissioner Woosley commented that the city is looking at what to do with some surplus properties, some of which were purchased as part of a transportation capital project. He asked if there is a policy in place that would reimburse the transportation capital budget where such transactions occur. Ms. Call said she would have to research that question before answering.

Chair Bishop pointed out that the work on the TFP will precede the work on the CIP and the Council decision to approve it and asked if that will result in an internal conflict. Mr. Miller explained that adoption of the TFP will not occur before the CIP; the closest that would happen would be the same night. Staff will be accommodating what happens in the budget process because the first seven years of the TFP is the CIP. All that will be finished in the next three

months is a preliminary project list balanced with the projected revenues.

Chair Bishop asked if staff is expecting much of an environmental process in conjunction with updating the TFP. Mr. Miller said a programmatic EIS will be done as part of the process, the same as was done two cycles ago. For the most recent update, all that was required was an addendum to the EIS rather than an entirely new process.

B. 2019-2024 Transportation Improvement Program

Ms. Oosterveen noted that three public comments were received regarding TFP-158, which is TIP-35. She said the proposed TIP project list was included in the Commission packet along with an outline of the projects proposed to be removed from the plan and the projects proposed to be added to the plan. In all, 24 TFP candidate projects were added to the TIP, including one project in the other regional or outside agency-led section, 97A, a coordination project with WSDOT for improvements in the vicinity of Coal Creek Parkway and the I-405 interchange.

Ms. Oosterveen said the timeline called for finalizing the TIP project list along with the recommendation memo and forward them to the Council for adoption in May.

Chair Bishop asked if the process is open to allowing the Commission to amend the description for any project on the list. Ms. Oosterveen said the Commission could do that if it so chose but pointed out that changing a project description in the TIP would not carry over into the other adopted plans.

Commissioner Woosley asked if there is a way to expedite the process by making sure any project description that is updated for valid reasons will be carried over into the other plans as quickly as possible. Ms. Oosterveen commented that because the process to update the TFP is also under way, changes to project descriptions in that document can be made fairly quickly. Otherwise, note can be taken of any project description change so that when other plans are updated, the change can be made there as well.

Commissioner Woosley called attention to TIP-19, TFP-260, 120th Avenue NE Stage 4. He said as written, the project description seems to call for a study, and there is no funding to actually construct the fourth and final phase of the 120th Avenue NE expansion project. Ms. Oosterveen confirmed that interpretation. She pointed out that the document addresses only the years 2019-2024 and confirmed that there is currently no plan that includes the actual construction of the fourth phase within that time period. Commissioner Woosley suggested the Commission should consider the project given all the development that is occurring there and that is likely to happen within the 2019-2024 timeframe. Ms. Oosterveen reminded him that the TIP is an unconstrained funding plan. She said the Commission could simply direct staff to put more dollars in the unsecured dollars column to address a construction phase.

A motion to increase the amount of unsecured funding for TIP-19 to include an estimate for construction funding was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls.

Commissioner Marciante asked if making the change would require adding the construction element of the project as a separate item in the TIP. Ms. Oosterveen said it would not and stressed that the only place the unsecured funding increase could appear is in the TIP.

The motion carried unanimously.

Commissioner Woosley noted that the public comments regarding TIP-35, TFP-158, called for deleting the project from the list. He observed that there are different components to the project, one of which is that moving forward with the project could precipitate the Puget Sound Energy powerline project. One option would be to recognize the information shared by Mr. Kasner in the project description, striking the reference to Puget Sound Energy. The south side of the roadway has virtually no improvements but the north side does have sporadic improvements. Filling in the gaps on the north side might be a possibility, leaving the south side alone.

Chair Bishop suggested those kinds of questions could not be resolved in the TIP update. He noted that there is a pedestrian facility running the entire length of the project limit on the north side of the roadway, with curb, gutter and sidewalk on a portion of the length and a paved path for the remainder of the length. There are only minor lengths of sidewalk on the south side. The project description, which is drawn from the 2009 Pedestrian/Bicycle Plan, is very specific in regard to bike lanes, curb and gutter, planter strips and sidewalks on both sides of the street. The route is identified as one of the primary east-west routes, and the description fits what some planner believes should be implemented. The reference to the Puget Sound Energy project in the description does not, however, fit with what the Council has said about the powerline project. Ms. Oosterveen said the 2013 CIP funded the SE 16th Street between 148th Avenue SE and 154th Avenue SE project to 60 percent design, which has been accomplished. Should Puget Sound Energy convince the Council to move ahead with the powerline project, the design already shows where to put the poles. She allowed that there is no reason to retain the last sentence of the project description.

A motion to remove the last sentence of the project description was made by Commissioner Lampe. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

Chair Bishop called for changing the project description by striking the remaining first sentence and replace it with "Funding will support a corridor study and community involvement process to support the 2009 Pedestrian/Bicycle Plan for mobility improvements along SE 16th Street between 148th Avenue SE and 154th Avenue SE."

Commissioner Marciante pointed out that there was in fact a public process involved in developing the Pedestrian/Bicycle Plan, which gave all communities the opportunity to provide input. The project is on the TIP list in part because of that process, which resulted in identifying the need for the project. Ms. Oosterveen confirmed that. Commissioner Marciante said the TIP process is not the correct venue to have a conversation about reaching out to the community regarding a specific project that resulted from a process that included community outreach. She said she would welcome having a briefing on the outreach effort that went into the development of the Pedestrian/Bicycle Plan before tackling the project description.

Chair Bishop suggested that would be more appropriate during the TFP process. Ms. Oosterveen agreed, noting that the TIP update timeline would not allow for doing that. She agreed to add it to the TFP discussion.

Commissioner Woosley suggested it was appropriate to consider whether or not a ten-year-old plan is still relevant and should remain on the books. He said he was inclined to use the funds earmarked for the project on other more desirable projects. The local community clearly does not favor the project as described.

A motion to change the project description language as suggested was made by Chair Bishop. The motion was seconded by Commissioner Woosley.

Chair Bishop stressed that the language he proposed said nothing about timing and simply called for a study some time in the next six years.

Commissioner Marciante pointed out that the current project description calls for construction, and the proposed change to the language calls only for a study. That represents a material change to the project without having a clear reason for doing so.

Ms. Oosterveen reminded the Commission that all funding for the project is unsecured. No portion of the funds have been secured, and no portion of the project has been approved to go forward in the CIP.

Commissioner Marciante commented that everything said by the public about the project during the public hearing related to the Puget Sound Energy project. That issue was addressed by striking the second sentence of the project description.

Chair Bishop asked if making no change to the project description would in any way impact the process of updating the TFP. Ms. Oosterveen said it would not. Any time a project is put forward, the description is always reviewed and revetted in light of current conditions.

Chair Bishop withdrew his motion and Commissioner Woosley withdrew his second.

Referring to TIP-39, TFP-197, NE 2nd extension and I-405 interchange, Commissioner Woosley noted that there are two components: bridging I-405 from 112th Avenue NE to 116th Avenue NE, and adding a half interchange with I-405 to and from the south. He suggested that as WSDOT has moved forward with designing a replacement for the Main Street overpass, it has become clear that adding a half diamond at NE 2nd Street would be cost prohibitive in that it would require a take of the Master Builders building, the Lexus dealership and the Extended Stay America hotel on the east side of the freeway, as well as the GOA building on the west side. The I-405 master plan calls for a half diamond at either Main Street or NE 2nd Street. He argued in favor of changing the location in the project description to Main Street. Mr. McDonald advised against assuming anything WSDOT will or will not do until their plans are specific. The TIP and TFP can be changed accordingly once their plans are known.

Commissioner Woosley said another option would be to add a half-diamond interchange project to the list at I-405 and Main Street to recognize the potential of that location. Ms. Oosterveen suggested any project having to do with I-405 could be melded into TIP-97, the I-405 corridor program implementation program. The projects in the orange section are as they are in the 2016-2027 TFP.

Chair Bishop said his concern was that WSDOT is already out seeking to hire design/build contractors. If the concept of putting a half diamond at Main Street is not part of the current design, it will be lost forever. He agreed with Commissioner Woosley that the NE 2nd Street option will not fly given the costs associated with right-of-way acquisition. He said he hoped the city could find some way to encourage the design/build contractor to exercise the question about how to rebuild the Main Street structure for a lower cost. Language should be included that will allow things to happen without preempting options.

A motion to add language calling for adding a half-diamond interchange with I-405 to and from the south either at NE 2nd Street or Main Street was made by Commissioner Marciante. The motion was seconded by Commissioner Woosley.

Mr. McDonald reminded the Commissioners that the project lists and the associated descriptions are largely based on policies adopted by the Council through the subarea planning process and the Comprehensive Plan. Main Street is not something the Council has considered or provided policy direction for. Additionally, since the half-diamond interchange would be a regional project, it would not be appropriate for the Commission to provide direction regarding it.

Commissioner Marciante said she would be willing to amend her motion to add “or if cost prohibitive, consider alternatives.” Mr. McDonald said that would be better and is a notion that could be embedded in the transmittal memo instead of in the project description. The Council can heed the suggestion in the transmittal memo and change the project list if so desired.

Commissioner Woosley said he would prefer to go with the motion as stated. He agreed the Commission should avoid overstepping its bounds, but pointed out that one of the Council’s adopted legislative priorities is to build out the I-405 master plan as amended, which defines the ramps being located at either NE 2nd Street or Main Street. Given that the Council has already taken a position in support of locating a half diamond at either location, amending the project description as proposed in the motion would be consistent.

Commissioner Lampe supported the proposal of Commissioner Marciante to include the issue in the transmittal memo. That approach may in fact be more effective in calling the attention of the Council to the issue.

Commissioner Marciante withdrew her motion and Commissioner Woosley withdrew his second.

A motion to amend the second sentence to call for adding a half-diamond interchange with I-405 to and from the south at either Main Street or NE 2nd Street, and to call it out in the transmittal memo, was made by Commissioner Woosley. The motion was seconded by Chair Bishop and the motion carried unanimously.

Commissioner Woosley called attention to TIP-42, TFP-211, NE 6th Street extension, and noted that the Puget Sound Regional Council description of the project calls for some general purpose capacity. He said he was not clear exactly how that would play out. As worded, it says there will be general purpose capacity only where it already exists, which is basically between Uwajimaya and Mutual Materials east of the Eastside Rail Corridor. Mr. Miller pointed out that the project description was drawn directly out of the TFP. The potential exists that during the TFP update process the descriptions could be revisited.

Commissioner Woosley referred to TIP-54, TFP-246, 150th Avenue SE south of SE 38th Street to Newport Way, and the need to still fund construction of the project. Mr. Miller said the Commission added in an earlier meeting the parenthetical about elements of the project being advanced by association with CIP project PW-R-198, the levy fund. Commissioner Woosley asked if the unsecured funding amount shown in the TIP is accurate. Mr. Miller said the project elements have been estimated at \$2.5 million and \$3.3 million respectively. Whether or not to add implementation dollars to the project will be on the list to discuss during the TFP process.

Mr. Miller noted that the other piece of the project is TIP-38, TFP-195, 150th Avenue SE/SE 37th Street I-90 off-ramp widening. Ms. Oosterveen pointed out that the design costs are preliminary at the 30 percent stage, and those are the numbers that will be brought forward during the TFP discussion.

Chair Bishop said he would like to see those dollar amounts reflected in the TIP, especially since projects in the TIP become eligible for grants.

A motion to revise the project costs for the two projects in the TIP to reflect the 30 percent cost estimates was made by Commissioner Woosley. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

Chair Bishop called attention to TIP-46, TFP-222, Bellevue Way/NE 4th Street, and pointed out that a portion of the project has already been completed.

A motion to update the description of TIP-46, TFP-222, was made by Chair Bishop. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

A motion to revise the description of TIP-47 to read southbound to eastbound lane was made by Chair Bishop. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

Commissioner Woosley asked about the reference to "Great Streets" in the description of TIP-49, TFP-230, 108th Avenue NE from NE 12th Street to Main Street. Mr. McDonald said there is a document that was prepared in the mid- to late-2000s called Great Streets. It includes design components that are very similar to what are currently in the Complete Street policy. He suggested that if the language were to be revised, it should reference components embedded in the Complete Streets policy.

A motion to revise the description of TIP-49 as suggested was made by Commissioner Lampe. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

A motion to adopt the TIP list as amended and forward it to the Council was made by Commissioner Chirls. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

Ms. Oosterveen said the draft transmittal memo would be edited to specifically call out the I-405 half-diamond interchange as discussed by the Commission.

Commissioner Woosley called attention to the penultimate paragraph on the first page of the transmittal memo and the statement that projects must in most instances be included in the local TIP in order to be eligible for state and federal grant programs. He pointed out that there are also regional grant programs, particularly through the Puget Sound Regional Council. Mr. Miller explained that Puget Sound Regional Council grant programs involve federal dollars administered by the organization. He said he was not aware of any grants whose source of funds is actually regional but allowed that it would not be problematic to include a regional reference.

C. 108th Avenue NE Demonstration Bikeway Assessment Framework

Principal Transportation Planner Franz Loewenherz commented that a lot of assessment went into getting things to the point where they are currently, including a great deal of outreach and input from the Commission. The Commission on January 11 directed staff to collect data to make necessary adjustments, to assess performance and to determine the next steps. The Commission also directed staff to develop a scope of work to assess outcomes for all street users, including bicyclers, walkers, drivers and those using transit, as well as those transporting goods. The results of the evaluation will be shared with the Commission in early 2019. At the Council meeting on February 5, all Councilmembers present spoke about the benefit of strong assessment. Each had different levels of expectation for the assessment. In terms of other inputs, staff looked at work undertaken in North America to evaluate similar projects, and also reviewed federal guidance documents.

Mr. Loewenherz presented to the Commission three outcomes broadly stated as safety, efficiency and livability, and a total of 11 indicators to be assessed in the framework. He noted that under the safety outcome there were three indicators: collisions, perceptions of safety and traffic conflicts. With regard to collisions, Mr. Loewenherz shared with the Commission an example assessment done by the District Department of Transportation in Washington, D.C. of its bike demonstration project on Sherman Avenue. A similar approach will be taken in Bellevue. However, assessing such a limited duration will require factoring in some disclaimers. As determined by the city of Calgary, Alberta, it is not enough to limit the focus to raw data points, thus they turned attention to perceptions of safety. The assessment results of their Centre City Cycle Track Pilot included an online questionnaire and a robust telephone survey. The proposal for Bellevue is to use an online questionnaire and to compare it to some of the data generated from the online questionnaire that informed the project initially. It must be recognized that there are traffic conflicts. The work being done utilizing video analytics in conjunction with Microsoft is not fully ready to use in making an assessment, but 60 intern hours will be dedicated to reviewing video footage at different sections along the corridor. The assessment will include a review of conflicts in the sidewalk environment and at the curb space as well as in the roadway.

Commissioner Woosley asked what modes will be evaluated in assessing the perception of safety. Mr. Loewenherz said the desire is to look at and understand changed perceptions of safety for people driving, walking and biking along the corridor, which is consistent with *Evaluating Protected Bike Lanes in the US*, a document by Portland State University.

Commissioner Lampe asked if the monitoring work will include the percentage of people using helmets. Mr. Loewenherz said the intention is to observe that from the camera footage and collect that data.

Mr. Loewenherz said the 60 hours the interns will put in viewing the camera footage will include more than 60 hours of actual footage, though exactly how much cannot be guessed. The interns will utilize fast forward, and the video from certain intersections will take more time to view. Included in the enumeration of conflicts is the temporary bus island platform where the focus will be on whether or not conflicts occur with the transition from the platform across the bike surface to get to the sidewalk environment.

Commissioner Chirls asked if there will any posted speed limits for cyclists along the route. Mr. Loewenherz said there will not be any and no speed limits will be changed for the project. However, if incidents of conflict are observed where it is clear an intervention should be taken, the demonstration project will allow for the flexibility to respond. Transportation Engineer Darcy Akers said the posted speed limit on 108th Avenue NE is 30 miles per hour.

Chair Bishop asked if the respondents to the questionnaire will be asked about their perception of safety and how often they use the bike lanes on 108th Avenue NE. Mr. Loewenherz answered yes and said there will be quantifying questions aimed at getting to people who actually experience the route in one way or another. He invited the Commissioners to join staff in a workshop setting to review each question to be included in the questionnaire.

With regard to the efficiency outcome, Ms. Akers said there are four indicators: motor vehicle travel time, bus travel time, automobile delay and network assessment. The first indicator, motor vehicle travel time, will be evaluated using Bluetooth data capture. The MAC addresses will be randomized and the data will be used to compare how vehicles move along the corridor. The northbound and southbound travel times along 108th Avenue NE will be compared, and by using four devices it will be possible to compare Main Street, NE 4th Street, NE 8th Street and NE 12th Street. Bus travel time will be assessed in conjunction with King County Metro utilizing their onboard system data. The data will be used to calculate before and after delays at specific key bus movements, such as northbound 108th Avenue NE to westbound NE 8th Street, and NE 4th Street onto 108th Avenue NE. Another dataset that will be used relative to automobile delay is the one that was used in the evaluation process for determining which alternative to select. Turning movement counts will be recollected at each of the intersections both before and after to yield more refined data for inputting into the Synchro model. From that the calculated level of service will be identified. The turning movement counts will include bicycle and pedestrian volumes along with vehicle volumes. The network assessment indicator will focus on impacts to the greater downtown transportation network. Given that it would be cost prohibitive to study travel times on every single corridor, existing outputs from the signal system will be used relative to time and degree of saturation, which is defined as the ratio of effectively used green time to the total amount of green time available. The assessments will be used to correlate to congestion on 106th Avenue NE, 108th Avenue NE, NE 4th Street and NE 8th Street, both before and after.

Commissioner Chirls commented that people adapt and asked if the data will be broken down by month. Ms. Akers said some of the data will be collected in different months. Turning movement data will be collected before the project kicks off and again several months into the project. Some of the data, including the Bluetooth travel time, the network assessment and the bus delays, can be broken down to show any adaptive behaviors.

Chair Bishop stated that he reviewed the NCHRP chapter focused on data collection. He said one of the things talked about was the importance of having a control station location that is not in the corridor. The idea is to get some notion of how the system changes. It would be good to figure out a way to make the data from the two count stations on the I-90 and SR-520 trails related in a control station kind of way. Mr. Loewenherz said that can be done given that both of those are permanent counters.

Mr. Loewenherz said while the project will run for a year, evaluation will be conducted over a six-month period. He also acknowledged that the downtown is currently undergoing rapid change with construction on the corridor and more broadly. That means the data will not necessarily be clean and will require a good deal of screening.

Commissioner Woosley asked if there is any reason not to conduct the evaluation of the project for a full year. Mr. Loewenherz said the prime limiting factor is cost and staffing. As it is, the estimation is that the assessment will cost on the order of \$80,000. He suggested that the check-in should include a determination of whether or not there is a desire to continue on some

level.

Commissioner Teh asked if any targets have been identified for determining success. Mr. Loewenherz said staff would not be going into the process with any defined standard. The focus will be entirely on comparing before and after data. Staff will look to the Commission as the data is reviewed for a determination of success or failure.

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

Mr. Loewenherz said there are four indicators under the livability outcome: facility use, user satisfaction, bicycle level of service and TNC & freight delivery. The facility use indicator will focus on how many people gravitate to the corridor regardless of travel mode. Count systems will be established along the corridor to generate the data, which will in turn inform the level of service assessment. Assessments of facility use will not be limited to the fixed counters; data will also be leveraged from the bike share system, and there will be a reliance on the video analytics platform. The online questionnaire will incorporate questions related to user satisfaction, the results of which will be cross referenced with the result of the previous online questionnaire. The multimodal level of service calculation methodology developed by the Commission that is informed by facility type as well as vehicle speed and volume will be utilized in generating bicycle level of service comparisons to existing conditions. The TNC & freight delivery operations indicator will be informed by the interns in their work of reviewing the videos for conflict situations. A map is being developed for Uber and Lyft to encourage them to make their pickups and drop-offs outside of the corridor; the freight delivery companies will be asked to do the same, but of course human nature being what it is, it remains to be seen what behavior is occurring in the corridor.

Commissioner Chirls commented that cycling in downtown Bellevue is currently notoriously unsafe. No one should cycle there if they can avoid it. To the extent people who do bike in the downtown choose to use the demonstration corridor, it will be a positive thing. Because of the safety issue, there are currently very few people cycling in the downtown, and it is unlikely people will move from other areas to the project.

Commissioner Marciante said attracting riders to the corridor, regardless of where they come from, should be taken as a measure of success. It will mean that for whatever reason, they were attracted to the corridor and it should be irrelevant where they come from.

Commissioner Marciante pointed out that Uber has the ability to operate from geo-coded pickup locations. She suggested speaking with Uber about utilizing designated locations. Mr. Loewenherz said there have been preliminary conversations with the company which has indicated a desire to work with the city.

Commissioner Lampe asked if the counts will differentiate between bike share bikes and non-bike share bikes. Mr. Loewenherz said the automatic systems will not be able to make that distinction. The GPS data will be kind of be able to extract how many bike share bikes are moving along the corridor, but GPS readings in an environment like the downtown can be messy depending on reception. The hope certainly is to be able to datamine the bike share data to figure out where the riders are going. Commissioner Lampe said that will be an important element, particularly as the bike share program ramps up.

Answering a question asked by Commissioner Teh, Mr. Loewenherz said the pilot permit

framework includes the datapoints to be provided by the private companies. Those assessments will be brought to the Commission on a regular basis.

Commissioner Woosley asked if the city has the ability to assess the level of service impacts along the east-west access routes from I-405. Ms. Akers said the impacts of the demonstration project on NE 4th Street and NE 8th Street will be assessed through the network assessment by looking at the measured degree of saturation rather than by expanding the model to include the other intersections to get the calculated level of service. Mr. Loewenherz stressed that there will be a difference between the data derived from the assessment of delay based on counts and the data drawn from the loop detectors.

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

Commissioner Chirls noted that the Council and the Commission have both expressed concern about bicycle riders using helmets. To that end it would be very helpful if it could be determined if those not wearing helmets are riding a bike share bicycle. For obvious reasons, that could be an important piece of data. Mr. Loewenherz said the clarity of the image capture will dictate whether or not that data can be collected by the interns. Rather than stopping the video review to determine if a bike is a bike share bike or not, it would be better to have the interns focused on looking for other conflicts and issues.

With regard to the project timeline, Mr. Loewenherz said the design work has been completed and the project is out for bids. The hope is that the contract will be awarded on May 7. Construction would proceed in June and an opening event for the bikeway demonstration project would be slated for July. Clearly the schedule has slipped so the previous commitment of staff to come before the Commission in September with a status update will also need to slide to later in the year.

A motion to endorse the framework was made by Commissioner Chirls. The motion was seconded by Commissioner Marciante.

Chair Bishop said he was impressed with the level of effort put into the project by the staff. He said the data collection analysis is indeed very robust. Hopefully at the end of it all it will be possible to point to some specific things that worked or did not work. He commented, however, that he did not see the same level for the bike share program.

The motion carried unanimously.

8. DRAFT MINUTES REVIEW/APPROVAL – None

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS

Chair Bishop stated that the city has an enormous amount of transportation-related data. Unfortunately, it is scattered widely and held in a number of different places. It is possible by digging to gather all the necessary data, but that should not be the responsibility of the public, the Commission, the Council or anyone else who is interested in the data. There should be a common location easily accessible to everyone where the data is stored. Chair Bishop said it was his understanding staff would bring the issue forward at a future Commission meeting.

11. PUBLIC COMMENT

Mr. Steve Kasner, 1015 145th Place SE, said he wished a way would be found to show in the TIP transmittal memo that there is significant local opposition to TFP-158. The unwanted project carries a price tag that is almost twice as much as the 150th Avenue improvements which, once accomplished, will benefit thousands of people. Project TFP-158 will benefit only a handful of people. Many in the Lake Hills neighborhood want no sidewalks at all, while others agree there should be a sidewalk on only one side of street to improve safety for kids. Each neighborhood is different with a different character, something that is not accounted for in the process.

Mr. Bob Pishue with Kemper Development Company, 575 Bellevue Way, voiced support for the idea of monitoring the bike share vendors' compliance. The 108th Avenue NE demonstration bikeway project should be used to determine the degree to which the vendors are complying. He suggested that since the bike share companies will be charged with paying all costs, leaving no costs for the city to pick up, the cost of the analysis to be done by the city should be made part of the costs the vendors must cover.

12. COMMISSION CALENDAR

Mr. McDonald briefly reviewed the calendar of agenda items and meeting dates.

13. ADJOURNMENT

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

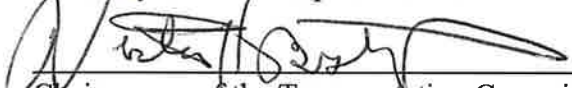
Chair Bishop adjourned the meeting at 9:30 p.m.



Secretary to the Transportation Commission

6/14/18

Date



Chairperson of the Transportation Commission

6/14/18

Date