

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

May 12, 2016  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Lampe, Commissioners Bishop, Chirls, Larrivee, Simas, Woosley, Zahn

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Eric Miller, Paula Stevens, Mike Ingram, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

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

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:33 p.m.

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 Simas and the motion carried unanimously.

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

Mr. Steve Kasner, 1015 145th Place SE, spoke as a member of the East Bellevue Community Council. Calling attention to project TFP-158, he noted that it was not funded in 2014 and is not being funded in 2016. He said no one in the area wants the project or needs it and would like to see it eliminated entirely. The road is lightly traveled and the slope is incredibly steep. There is a beautiful bike facility along 140th Avenue SE, and there is a project along Lake Hills Boulevard, so there is no reason to go forward with TFP-158 and the \$3.5 million could be spent elsewhere. The Lake Hills area enjoys good bike connections and facilities. The continuing battle with Puget Sound Energy is one reason the project is hanging around; they want to put a sidewalk on the south side of the street to facilitate the locating of new poles. However, TFP-263 would help to move people quicker through 148th Avenue SE and SE 8th Street, which is one of the busiest intersections in the entire city. Both Newport Hills and Lake Hills have sidewalks that have outlived their useful lives; much of the concrete in those sidewalks is turning to dust. In moving forward, the facilities either need to be removed or

replaced.

Commissioner Bishop said it was his recollection that the 148th Avenue SE/SE 8th Street improvements were reviewed by the Commission some 15 years ago. At that time the project envisioned was much bigger than just turning lanes, and the neighborhood came unglued in its opposition. He asked Mr. Kasner if members of his constituency are now coming to the East Bellevue Community Council asking for the project. Mr. Kasner said a project for a two-story building is proposed on the Kelsey Creek Center gas station site. The pedestrian pressures at 148th Avenue SE and Main Street are causing tremendous problems. Something needs to be done, though a grade-separated roadway may not be the answer. The traffic lights have failed internally and a project is under way to replace them, and the system may perform better once the signals are replaced.

Commissioner Zahn commented that with I-405 congested for large portions of each day, 148th Avenue is being used as a north-south connection. She said she would like more information about the project to upgrade the traffic signals and adding smart technology. Capital Programming Manager Eric Miller said the signal replacements are funded through the M-19 major maintenance program. Two of the replacements are set to be completed during the summer, specifically 148<sup>th</sup> Avenue and Main Street, and 148<sup>th</sup> Avenue SE and SE 8th Street. An overlay of the pavement is being done between Main Street and SE 8th Street as part of the same project. The signal at 148<sup>th</sup> Avenue NE and NE 8th Street is scheduled to be replaced in 2017.

## 6. DRAFT MINUTES REVIEW/APPROVAL

### A. April 14, 2016

Commissioner Woosley called attention to page 3 and the correction he made to the March 10, 2016, minutes. He asked to revise "...business owners..." to read "...taxpayers...."

Commissioner Larrivee called attention to the third paragraph on page 9 and asked to have the third sentence revised to read "...could not shake the feeling that Bellevue's road infrastructure is slowly failing."

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

## 7. STUDY SESSION

### A. 2017-2023 Capital Investment Program Update

Mr. Miller said an agenda memo is to be included in the Council packet for May 16 titled "Long-Range Financial Planning Update." It is being brought forward by the finance department and others. The presentation to the Council will focus on three key areas: reviewing the city's long-range capital forecast and needs; updating the Council on the city's pursuit of a federal TIFIA loan; and providing information regarding options to introduce new revenue, including a voted measure, to address other aspects of the city's capital needs. What the role of the Commission will be with respect to any of those things going forward has not been determined. He said the Commission should not expect the CIP transmittal memo delivered to the Council as soon as May 16; it may in fact be put on the June 6 Council agenda.

Commissioner Chirls asked what factors relate to the timing of the presentation. Mr. Miller said in developing the revenue forecast, the baseline assumption has been that other funding sources will not be in play. If it was known there would be other funds, such as a voted levy, the Council may ask the Commission to identify levy-compatible projects. The conversations focused on increasing revenues appear to be gaining some steam at the Council level. Commissioner Chirls suggested it would be better for the Commission to get that information out to the Council as early as possible, possibly before other commissions ask for additional monies that might dilute the impact of what the Commission is asking for.

Commissioner Bishop agreed and said the Commission could certainly be ready to deliver a recommendation very soon. Mr. Miller said there will be no new information about how much in new revenues might be on the table until after the presentation to the Council on May 16. There are a number of options that may be discussed, including Transportation Benefit Districts and Local Improvement Districts. The TIFIA loan and the voted levy have received the most comment to date.

Commissioner Woosley said he was encouraged to hear the issue is moving forward. The Commission clearly recognizes that if there were more money, more projects could get done. The city is clearly falling behind as growth accelerates and demand on the infrastructure increases. He added, however, that the process of selecting projects is not impacted by available funding; projects are chosen because of their importance, and when they will get built is a cash flow issue. With more capital available, projects can get constructed sooner. He proposed moving forward with the proposed CIP and reserving the right to take up the issue again should new revenues be made available.

Commissioner Zahn agreed with the need to have data available for the Council should they decide to seek additional funds. They would benefit from having a list of projects that could be addressed given various new funding levels.

Commissioner Simas concurred and added that political realities often dictate that even though a Councilmember wants to see things done, they cannot be the first to present it. The Commission is in a prime position to point out the importance of the city's infrastructure needs and the need to maintain what is already in place. He said the transmittal memo goes a long way toward doing that, though some areas where subtlety is employed could be enforced. The Commission should be clear about the fact that growth is creating new demands.

Commissioner Zahn called attention to the second paragraph of the transmittal memo and suggested the need to stress being proactive, conducting thoughtful planning and moving forward with aggressive implementation.

Chair Lampe suggested the memo should near the top identify the fact that demands on the system are continuing to increase and that in light of that the city should look for additional opportunities to fund the needs.

Commissioner Bishop asked what kinds of projects have been discussed relative to a voted levy. Mr. Miller said there have been a lot of conversations, but the focus has been both on traditional public safety investments and transportation infrastructure. Transportation projects around the city have been mentioned, but the emphasis has primarily been on neighborhood safety projects.

Commissioner Zahn pointed out that while new projects are glamorous, spending money on

maintaining existing infrastructure is far less so. It will be necessary to strike a balance between the two. Commissioner Woosley agreed that the voters will definitely need to see value associated with voting for a levy. New development will generate new funds through property tax value increases, sales tax on construction, real estate excise tax on the transactions and impact fees, improving the cash flow generally.

Assistant Transportation Director Paula Stevens stressed the need for the Commission to focus on the content of the transmittal memo. If a meeting were to be scheduled for May 26, the Commission could take the opportunity to have a broader conversation about a voted measure. It would be premature to delve into specifics until after the Council has its first conversation about a levy. Staff is cognizant of the need for the Commission to have the conversation sooner rather than later.

There was agreement to schedule a Commission meeting for May 26 starting at 5:30 p.m.

A motion to revise the transmittal memo to need to stress being proactive, thoughtful, conduct thoughtful planning and move forward with aggressive implementation and approve the document as amended was made by Commissioner Chirls. The motion was seconded by Commissioner Woosley.

Commissioner Woosley called attention to TFP-218 and asked if the potential design of the project could be expanded. He said a two- or three-lane road serving as a key arterial between 124th Avenue NE and 140th Avenue NE in Bel-Red will not be sufficient to serve the area. What is needed is a five-lane arterial with bike lanes, planters and sidewalks. Mr. Miller said the project as outlined in the TFP is consistent with what is in the long-range Bel-Red subarea plan. Changing the scope of the project in the CIP would require a great deal of process, but there is nothing stopping the Commission from including in the transmittal memo a suggestion to look closer at the project.

Mr. McDonald added that 130th Avenue NE is not intended to serve as a thoroughfare for vehicles, rather it is intended to be the main street of Bel-Red catering to pedestrians and bicycles. It is near the light rail station where people will be coming and going via transit. The Bel-Red look back will primarily focus on Land Use Code issues that may or may not have been successful in implementation. The study is not intended to look at land use or the transportation system, with the exception of looking at the potential extension of NE 16th Street between 120th Avenue NE and 116th Avenue NE, and a potential connection project between Bel-Red Road and NE 20th Street in the vicinity of the YMCA. Commissioner Woosley said 130th Avenue NE is a regional connection and a key connection for the neighborhoods to the north and south of the Bel-Red corridor. East Link is forecasting a thousand riders daily at the 130th station, the majority of which will be coming off existing bus routes. The majority of trips on 130th Avenue NE will not be directly related to the light rail station.

Commissioner Woosley explained that the Spring District is required to conduct a more robust analysis of its traffic impacts. That work is scheduled for either 2018 or whenever Phase I of the five Spring District phases is built. Much has changed since the Bel-Red subarea plan was adopted in 2009, including on the Redmond side of the line where the Microsoft campus has been upzoned, the result of which may be even more trips coming through the area.

Commissioner Larrivee said he would be hesitant to second guess the work that was done by the Bel-Red CAC in coming up with the plan that was ultimately adopted. If TFP-218 is

consistent with what they proposed, it should be retained. The design process will determine the viability of the project.

Commissioner Bishop asked if all five projects that are part of the TIFIA loan will go forward simultaneously if the loan is approved. Mr. Miller said it was his understanding that the five projects would be viewed as a single project package. The individual projects will not be done all at once, but they would need to be fully completed by 2023 when the East Link train starts running.

Commissioner Bishop said the Commission should not put itself in the position of suggesting 130th Avenue NE should be widened beyond what is envisioned for it. It may very well be that the roadway should be widened, but a process should be implemented to make that determination.

Commissioner Zahn said her sense was that the design process would be the venue for deciding what is appropriate for the roadway. The project is only at five percent design and there are many decisions yet to be made.

Commissioner Simas commented that often the city plans for growth and success, only to later put in constraints. The area along 130th Avenue NE is planned for a lot of commercial and residential uses, and there will be a light rail station, but the project as envisioned will actually limit the potential of the street. He agreed that a strong look should be taken at the project with an eye on whether or not it still fits the plan, goals and the realities of what the city expects to happen relative to traffic in the area. The Spring District is going to be a huge success, but it will need adequate infrastructure in order to get there. The transmittal, however, is specific enough and does not need to be revised.

Commissioner Woosley said streets that are intended to cater to pedestrians and bicycles, along with café seating in front of shops, should see no more than 12,000 daily vehicles. He said he found it hard to imagine that 130th Avenue NE will have only that many vehicles as the Bel-Red corridor and the rest of the region builds out. Nothing should be done that will preclude the flexibility of reviewing the two- or three-lane configuration described in the CIP.

Chair Lampe said he was hearing general agreement in terms of putting an emphasis on flexibility. He suggested not making any changes to the transmittal memo. As the process moves forward, the Commission will have opportunity to weigh in. Mr. Miller said whoever appears before the Council to speak to the Commission's recommendations could also address the idea of having the flexibility in the design process to consider alternatives. He added that 134th Avenue NE, which does not exist all the way through north and south but could some day, could as development happens help to relieve some of the pressure from 130th Avenue NE.

Commissioner Zahn proposed including a broad sentence along the lines of "As the city and our regional experiences dramatic economic growth, it will place even more demands on our aging infrastructure and the original plans and scoping may need to be revisited or modified as needed to reflect the changing landscape."

Commissioner Chirls pointed out that Senior Transportation Planner Franz Loewenherz had asked the Commission to agree to a number for the CIP that would allow him to do further work on the ped/bike design. He suggested a general comment should be included in the transmittal that speaks to the flexibility of altering the final design of projects based on

information received early in the design process. The 130th Avenue NE project is certainly early in the process, and the language would allow the flexibility needed to later come back and alter the project.

Commissioner Simas said it was his understanding that revising a project is something that may naturally happen during the design phase. He asked if the Commission was talking to death something that is simply part of the process, or if in fact the Commission should be specific relative to the 130th Avenue NE project about allowing for flexibility up until the last possible moment. Mr. McDonald answered that the vision for Bel-Red is the clear intent for the roadway system to support the planned land uses in the corridor. To change that vision would require a Comprehensive Plan amendment that would trigger two processes: a Bel-Red subarea plan amendment, and a change to the comprehensive transportation project list that is adopted as part of the Comprehensive Plan. That is not to say it could not be done, but it would have to be done in a comprehensive manner looking at all modes and the transportation facilities that are planned for the corridor before determining that a change in the vision is warranted.

Ms. Stevens concurred with Mr. McDonald's assessment. Changing the policy cannot be accomplished by something as simple as adding a note in a project description. Additionally, on the practical side the city is in the process of making representations and commitments in terms of what will be done to secure the TIFIA loan. Built into that are things like how much property for right-of-way will be needed. The policy question is very clear, the TIFIA loan part is the outstanding question.

The motion carried unanimously.

Commissioner Woosley noted that Mr. Kasner had requested striking a project from the list and he asked what process would be used to do that. Mr. Miller said the project Mr. Kasner highlighted is in the TFP and is not being recommended for funding. Another TFP update process will be initiative within the next 18 months and that will be the time to determine what projects should be in that plan.

Mr. Miller stated that the Council packet for the May 16 meeting has already gone to print. The next opportunity for boards and commissions to report will be June 6, though it is possible the transmittal memo could be included in the Council packet for May 23. He said staff could check with the City Clerk to determine if it would be possible for the Commission to provide a report to the Council on May 16. Chair Lampe gave staff direction to seek the opportunity to make a presentation on May 16.

#### B. Transportation Management Program Review

Senior Transportation Planner Mike Ingram reported that the overall average compliance rate for buildings in Bellevue with Transportation Management Program requirements is 80 percent. Specific requirements and the number of requirements vary building to building depending on location, when the conditions were established, and the type of building. Not every building has the requirement to reduce drive-alone trips by 35 percent, a requirement that applies only to office buildings in the downtown.

Mr. Ingram shared with the Commissioners a chart showing the compliance ratings for all buildings that are regularly monitored by the City as well as for the subset of buildings that contract with Transmanage for implementation services. He noted those latter buildings tend to

do better overall, averaging 94 percent. Transmanage is an arm of the Bellevue Downtown Association and was established in 1986.

Information was also shared regarding compliance with individual programmatic elements. The elements with the highest compliance rates at 90 percent are: designate transportation corridor; post ridesharing and transit information; and personalized ridematch service, which only applies in the downtown. The elements with 80 percent compliance are: lease language requiring tenant participation in surveys; and line-item parking cost in leases, which only applies in the downtown. The elements with moderate compliance rates are: provide guaranteed ride home, 74 percent; and provide preferential parking for carpools and vanpools at 64 percent. The element with the lowest compliance rate at 53 percent is provide financial incentive at \$15 per month to those commuting by carpool, vanpool or transit.

Commissioner Zahn said the requirements all look like strategies for achieving trip reductions. Only one, the performance goal, gets at data that indicates whether or not the outcome of reducing trips by car is being achieved. Mr. Ingram said the future proposed requirements will be based around targets and less around specifying particular strategies.

Mr. Ingram said the code is written to be specific in terms of the form in which financial incentives are to be provided; it speaks directly to reducing the cost of transit passes or the cost of parking for carpools and vanpools. Reducing the cost of parking is something building managers can often do easily, but subsidizing a bus pass is far less easy. What ends up happening is that it is the employers who often subsidize the transit passes.

Under the Transportation Management Program (TMP) code framework, not every building has performance targets. In the case of Commute Trip Reduction (CTR), however, every worksite has a target. Both the TMP and the CTR require designation of a transportation coordinator and regular periodic reporting. The TMP framework has specific programmatic requirements, and by contrast the CTR has a long list of implementation elements from which employers can choose. The framework for the CTR was reevaluated and updated at the state level in 2006, and the city updated its commute trip reduction framework and ordinance in 2008.

Commissioner Woosley observed that the TMP is focused on buildings and the CTR is focused on employers. An employer with a hundred or more employees will find it easier to reduce the number of single-occupant vehicle trips, whereas an employer with only ten employees will find it far more difficult to get a large percentage of them to carpool. Mr. Ingram said it is true that larger employers tend to have a lower drive-alone rate for a range of reasons.

Mr. Ingram said there are 37 TMP buildings in the city with employer tenants (i.e., non-residential TMP buildings). Eight of them are wholly occupied by a single CTR tenant; 13 TMP buildings have no CTR tenant at all; and 16 TMP buildings have a mix of CTR and non-CTR tenants.

The Commissioners were reminded that the key purpose of the recent TMP survey was to inform those directly affected by TMP requirements about the current initiative to review the city requirements; to learn about the experiences of TMP buildings and gain their impressions of the current city requirements; and to gather input to inform the development of alternatives for revisions to the current TMP requirements. The target audience for the survey was managers of TMP buildings, others working to implement TMPs, developers, and building owners. The survey went to everyone on the TMP contact list as well as new contacts provided

by Transmanage for a total of 57, 21 of which responded. The current code elements that received the most positive feedback were: post and distribute ridesharing and transit information; and designate transportation coordinator. The requirements with mixed feedback were: provide preferential parking for carpools and vanpools; provide financial incentives; provide a guaranteed ride home; performance goal; and line-item parking cost in tenant leases.

Commissioner Zahn suggested that with services such as Lyft and Uber coming in there may be some strategies that are not part of the mix. She asked if the survey allowed respondents to offer suggestions regarding what their employees might find motivating. Mr. Ingram said the opportunity for open-ended feedback was provided. Some buildings are doing things that are not required by code, including bicycle parking and showers; and free park days for those who are registered as using transit and carpools to accommodate special circumstances. Commissioner Zahn said even among people who have cars, many are opting to use Lyft and Uber. The choices are changing the way transportation options are viewed.

Commissioner Woosley commented that it would be useful for the city to compile a list of new and innovative options that are being employed by various companies. Mr. Ingram said over the years staff have coordinated bringing together transportation coordinators at the CTR worksites; the meetings are now being held quarterly and building transportation coordinators are now also invited to attend.

Commissioner Zahn suggested that moving forward the city should focus more on how to spur more innovation, networking and sharing information rather than focusing on compliance strategies. Mr. Ingram allowed that questions have been raised in the past about whether or not employers and buildings actually do what is required of them, and that in part is what the survey was intended to determine.

Commissioner Bishop said another question is whether or not what the city is doing really impacts employers and businesses, and whether or not they would be doing those things regardless because the market demands it.

Commissioner Woosley asked about the city's relationship with the state CTR. Mr. Ingram said the city is required by the state to have a CTR ordinance. In some sense the CTR has served as the model for the TMPs, which are not required by the state. The requirements grew out of SEPA conditions that were associated with development, so there are buildings from the 1980s that have a mixed bag of requirements that are difficult to track. The code came about as a way of providing for consistency and clarity with regard to trip reduction strategy implementation. Commissioner Woosley asked if the city might at some point undertake an exercise to bring all sites to the place of having the same requirements. Mr. Ingram said that could be an outcome of coming up with a more streamlined framework.

Commissioner Zahn suggested there should be some form of incentive for employers to come up with innovative ideas. Commissioner Woosley agreed and said with the overall goal being to reduce impacts on the streets, things like creating more efficient building ingress and egress that reduces congestion could contribute toward meeting the goal. The incentive might be for better design work; another might be implementation of self-park vehicles.

Chair Lampe asked if time of day is factored into reducing commute trip congestion. Mr. Ingram allowed that it is not, given that the focus is on daily drive-alone trips rather than peak-hour drive-alone trips. Some cities do specify peak-hour trips as a performance metric.



Mr. Ingram said many of the survey respondents indicated that their buildings are LEED certified, but they typically did not know whether credits were claimed for non-SOV mode use. Commissioner Zahn said she would be surprised if the credits were not in fact claimed because achieving LEED status is difficult to achieve without them.

Mr. Ingram noted that most respondents also indicated they felt it appropriate that buildings generating significant travel demand make efforts to reduce their ongoing impact. While others were neutral, only a few felt the requirement to be inappropriate.

With regard to the effectiveness of TMP activities at buildings, Mr. Ingram said there is data relative to downtown TMP buildings where surveys have been done over time. The data shows a reduction of drive-along commuting at the worksites. The data can be compared to data from the US Census and the American Community Survey, though in drilling down to a small geographical area like the downtown it is only possible to rely on five-year average data, which began to be collected in 2005. Between 1990 and 2011, the city commissioned modeshare surveys for the downtown and often for other areas of the city as well. There is also data available through a subset of downtown sites through the CTR program, and that data flows from measures taken every two years. It would, however, be ideal to be able to compare what happens with tenants in TMP buildings to those in non-TMP buildings; that data simply does not exist.

Commissioner Zahn suggested that if the ultimately with city will be moving away from its existing TMP approach, it may not be all that valuable to seek data not already in hand.

Mr. Ingram said the current city requirements for TMPs at residential sites apply to buildings with 100 or more units, which are required to post rideshare and transit information. The approach was launched in 1995 and is still the requirement. It is becoming, arguably, a less and less necessary strategy to simply post information.

The city has baseline information for 14 downtown TMP sites. Little measuring or monitoring was conducted throughout the 1990s; for the buildings that have performance requirements measurements were taken in 2005. In 2008 all Downtown buildings were asked to participate in a survey and they all agreed. Since 2008, measurements have been taken only at buildings that have the performance requirements. A chart showing the change in drive-alone activity per site throughout the years was shared with the Commission. Mr. Ingram noted that while the general trend was downward, there have been both ups and downs. The quality of the data varies due to actual survey response rates.

Commissioner Woosley observed that the data trends on the chart were all over the place starting about 2008. Commissioner Zahn agreed and stressed the need to be cautious about how the data between 2008 and 2012 is used given to the large number of external influences, including the recession and gas prices.

Commissioner Bishop asked if the cost of parking has played much of a role in reducing drive-alone trips. Mr. Ingram answered that parking costs have risen substantially, even when adjusted for inflation. In downtown there has been a high degree of subsidization of parking by employers. The bottom line is what it costs the employee.

Included in the Commission packet was a matrix of requirements in the cities of Redmond, Kirkland Issaquah and Seattle relative to TMPs. It was noted that the programmatic requirements are essentially similar to those in Bellevue, though the other cities more typically

have performance requirements across a broader range of buildings and geography; Bellevue generally has performance requirements just for downtown office buildings. Additionally, the other cities nearly always set their performance requirement at a specific level keyed to the areawide drive-alone target. And, the other cities evaluate performance in terms of level of drive-alone at individual sites and do not appear to have evaluated the overall degree to which TMPs contribute to broader city goals. None of the other cities are looking at whether or not their TMPs really work to reduce trips; most believe they are working if buildings are meeting their targets.

Mr. Ingram offered five options for moving forward with TMP alternatives: 1) no action; 2) revise the code to address elements that are dated and not working; 3) revise and expand the performance goals, possibly by changing from a percentage reduction in drive-alone to a specific target level, and/or applying a performance goal to a broader range of sites; 4) developing a flexible menu of options approach for implementing measures; and 5) eliminating the TMP code provisions. He noted that Redmond conducts regular measurements and surveys at all of its TMP sites and requires each to identify in advance the measures to be implemented should performance fall short.

Commissioner Zahn suggested that as Bellevue continues to develop it may be desirable to look at more than just the downtown for implementing performance targets. She said she would like to see the city move toward performance-based outcomes and focus in on promoting innovation. Chair Lampe concurred.

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

Commissioner Bishop indicated support for simply eliminating the TMP code provisions. He said the program sounds good on the surface but in reality yields very little.

Commissioner Zahn highlighted the need to streamline things with an eye on yielding a far less burdensome approach that is focused outcomes. Commissioner Bishop agreed it might be beneficial to develop incentives that fit with the market. CH2M was very successful in venturing into the arena, but they had a business reason to do so.

Commissioner Woosley said it is not just the city of Bellevue that is trying to create certain types of travel patterns. King County Metro has a market-based model, and Lyft, Uber and others are looking for ways to meet the non-SOV demand. Bellevue should be out in front of the curve in seeking early adoption of the new technologies as part of the TMP. Chair Lampe agreed and commented that to the extent the new technologies are rising fast, not a lot of time should be spent on trying to know what the right recipe is before the technologies are better understood. Commissioner Woosley suggested that whatever future technologies arise, Bellevue should provide an environment in which they can flourish.

## 8. OLD BUSINESS

In recognition of Commissioner Simas' service to the city as a member of the Commission, Chair Lampe said his appointment was made in 2008 by Deputy Mayor Balducci. His first Commission meeting included a briefing on traffic signal timing priorities. Commissioner Simas was elected to serve as vice-chair in 2009 and served as chair for two years beginning in 2012. In 2013 and 2014 he served as co-chair of the Downtown Livability Initiative CAC. The major accomplishments during Commissioner Simas' tenure include the Pedestrian/Bicycle

Plan in 2009; the Eastgate land use/transportation project in 2013; the Downtown Transportation Plan in 2014; the Transit Master Plan in 2015; the update to the Transportation Element of the Comprehensive Plan update in 2015; and more recently the bicycle Rapid Implementation Program.

Commissioner Woosley thanked Commissioner Simas for the leading role he played in setting up a better transportation future for the city. He noted that Commissioner Simas also chair the Chamber of Commerce's transportation committee for quite some time and helped the business community coordinate with the city.

- 9. NEW BUSINESS – None
- 10. PUBLIC COMMENT – None
- 11. REPORTS FROM COMMISSIONERS - None
- 12. STAFF REPORTS

Mr. McDonald said recruitment to fill the vacant Commission seat is well under way. To date 26 applications have been received. The goal is to have a new Commissioner in place for the June 9 meeting.

Commission elections are slated for the June 9 meeting.

Mr. McDonald said the Council would like the Commission to provide updates to them on occasion during communications from boards and commissions.

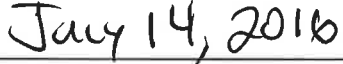
13. COMMISSION CALENDAR

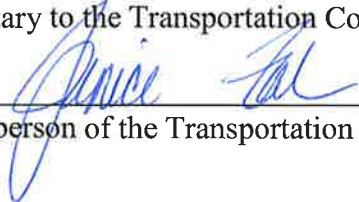
Mr. McDonald briefly reviewed the calendar of upcoming meetings and agenda items.

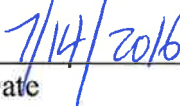
14. ADJOURN

Chair Lampe adjourned the meeting at 9:15 p.m.

  
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Secretary to the Transportation Commission

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Chairperson of the Transportation Commission

  
\_\_\_\_\_  
Date

