

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

May 10, 2018
6:30 p.m.

Enatai Elementary School
10700 SE 25th Street, STEM Classroom

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Ron Kessack, Marina Arakelyan, Kristi Oosterveen, Eric Miller, Michael Ingram, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

Upon the call of the roll, all Commissioners were present.

2. APPROVAL OF AGENDA

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

3. PUBLIC COMMENT

Ms. Siri Betcher, 2811 Bellevue SE, said she has seen all 15 (East Link) pillars go up in the last two years. She said during construction she had noticed that vehicles southbound on Bellevue Way have been going very fast, possibly because of the construction and the traffic light at 112th Avenue SE and Bellevue Way. All is green for traffic once it passes the Y and the southbound traffic is very dangerous. There are trees in the median separating northbound from southbound traffic and it likely will go away to make room for the HOV lane. That will put the northbound and southbound traffic very close together, making collisions more likely.

Ms. Michelle Wannamaker, 4045 149th Avenue SE, said she was shocked to see in reviewing the TFP map for projects in the Eastgate area that TFP-246 and TFP-195 are not expected to be completed within the 12-year timeframe. She said she understood that schedules can change, but suggested that ten years or more is excessive for what was supposed to be a near-term project. If the delay is due to the project using levy funds, that should be reflected on the map. She said she would like the staff to give a brief update on the two projects and the funding for them. When Bellevue College requested a street vacation, Councilmember Robinson suggested that the dollars earmarked for that project should go to one of the neighborhood congestion projects in Eastgate. When the two projects were proposed, staff said it might make sense to do construction on both at the same time. If that is still a possibility, the ranking of the TFP table should be adjusted to allow for that. On the city's website, there is a page that describes the

Eastgate Transportation Study as engage community, Transportation Commission and consultant team to analyze congestion in Eastgate area intersections and corridors, develop a project list, descriptions and cost estimates. It is unknown who the Eastgate community members were yet the consultants will be presenting their report in June to the transportation department, and the date and location of that meeting should be published.

Mr. Don Marsh, 4411 137th Avenue SE, asked if the Commission would be taking a vote to rescind the SE 16th Street project.

Chair Bishop said there is no plan in place to do that, but stressed that that did not mean it would not happen.

Mr. Marsh said he did not understand why the SE 16 Street project was still on the TFP project list given the large number of other transportation projects the community really likes. The SE 16th Street project was highlighted by staff as having received more negative than positive votes from the community. He urged the Commission to remove the project from the list. If retained on the list, there should be a transparent justification given. There are many transportation projects needed in the city and to spend money on one that does not enjoy full support would not be an ideal use of tax dollars.

Ms. Christy Weir, 4639 133rd Avenue SE, supported the comments made by Mr. Marsh about the SE 16th Street project. There are other projects of higher priority.

Ms. Katherine Kristofferson, 2019 108th Avenue SE, spoke in regard to the Bellevue Way SE HOV lane, which she said would require widening Bellevue Way by 12 feet, resulting in the need to take out a lot of trees. The trees provide both a sound barrier and a pollution barrier, and they provide privacy for the adjacent homes and the entire neighborhood. Removing them will likely result in the city being sued to include noise abatement. Removal of the trees will negatively affect the character and quality of the neighborhood. No one in the neighborhood supports removing the trees. The neighborhood is already massively impacted by all of the light rail construction noise and removing the tree barrier will only increase the impacts.

Mr. Wei-Tzu Chen, 10929 SE 23rd Street, voiced concern about the noise of the HOV lane project. He said about two years ago he attended a meeting at which a representative informed those present that noise levels would increase from the current 60 decibels to about 70 decibels. The implication was that 70 decibels was almost nothing. The person was reminded that the decibel scale is logarithmic, meaning that an increase of 10 decibels is a doubling of the sound level. Recently documents, however, indicate the increase would only be two or three decibels, which seems very strange. Local residents are sacrificing for what is hoped to be only a temporary time during construction, but if the project will result in a significant eternal noise increase, it will not be bearable. If the attitude is that the area is already messed up and adding a little more noise will mean nothing, then that attitude needs to change, and steps will need to be taken to address the noise issue.

Mr. Warren Halverson, 13701 NE 32nd Place, said he sent to staff a letter referencing TFP-158. He said he appreciated the response from staff that better defined the project. However, he said he questioned the degree of significance the project has and the amount of money it will cost. There are many other priorities throughout the East Bellevue Community Council Lake Hills area and in the Bridle Trails area that should be addressed instead. He questioned why the TFP showed the project as being a high priority when for so many years it has not been a high priority. The Commission should reject the project, reallocate the funds and take another look at its priorities. He said he would welcome the support of the Transportation Commission for

subarea planning in all of Bellevue.

Mr. Jim Hill with Kemper Development Company, 575 Bellevue Square, said Bellevue citizens and businesses alike continue to identify transportation as the biggest concern within the city. Transportation also continues to be the biggest threat to continued economic prosperity. He said over the last ten years there have been some great opportunities to increase transportation funding through a variety of mechanisms, including an increase in transportation impact fees for development, the recent TIFIA loan, and the recent neighborhood enhancement program approved by the voters. The funds are meant to supplement the city's transportation infrastructure dollars, not supplant what is currently being spent on transportation projects. There are more projects than there are dollars to pay for them, but on a percentage basis the city's spending on transportation improvements and infrastructure seems to be decreasing as a result of other funds coming into the city from other sources. That is a mistake. The city needs to continue fully funding as many projects as possible. He added that he approved of the Commission's direction relative to the Bellevue Way HOV lane project.

Mr. Tony Garana, 10613 SE 30th Street, said he was opposed to the Bellevue Way HOV lane project. The Sound Transit light rail project is intended to fix everything and Bellevue should not be spending its money on projects that will only accommodate commuters from outside the city. The project will not benefit Bellevue residents. Those who work in Bellevue should use light rail for their commute. Sidewalks are needed in Enatai, and money is needed to construct them.

Ms. Wendy Jones, 10824 SE 23rd Street, spoke as president of the Enatai Neighborhood Association, the boundaries of which extend from Bellevue Way to Lake Washington and from SE 16th Street to I-90. The Association strives to keep its members informed on issues that may impact them, and to represent them. The board members have heard from Enatai residents, and have expressed themselves, concerns relating to transportation in and out of the neighborhood. There is a current and longstanding problem on Bellevue Way SE between 108th Avenue SE and 112th Avenue SE. Traffic frequently backs up in the left-turn lanes in the center of the roadway both northbound from Bellevue Way onto 108th Avenue SE, and southbound from Bellevue Way onto 112th Avenue SE. At times of high traffic volume, it can take several light cycles to safely exit Enatai going north on 108th Avenue SE and turning right onto Bellevue Way followed by an immediate left onto 112th Avenue SE. Similarly, southbound traffic on 112th Avenue SE taking a right onto northbound Bellevue Way at the Y intersection and then taking an immediate left onto 108th Avenue SE to enter the Enatai neighborhood is problematic. The current left-turn lanes for both maneuvers are very inadequate and only hold a few vehicles safely before they back up into the through lanes of Bellevue Way, which obviously halts traffic, often through adjacent intersections. Safety issues result as vehicles try to swerve into the outer lane of Bellevue Way to avoid the backup. Enatai residents are thus frustrated at trying to either enter or exit the neighborhood from the main intersection and the situation will continue to worsen as the downtown residential and business population continues to grow. One of the current HOV lane options shows HOV lanes beginning on Bellevue Way southbound at 108th Avenue SE. Left-turn traffic to 112th Avenue SE would have to pass through the HOV lane into alternative lane that is no longer than the current one. Likewise, neighborhood would have a turn lane no larger than the current one. If the HOV lane comes to fruition, it should begin at 112th Avenue SE or further south on Bellevue Way. The Association is in favor of creating full left-turn lanes between 108th Avenue SE and 112th Avenue SE in both the neighborhood and southbound directions to create a safer and more efficient ingress/egress opportunity through the already tight intersection.

Mr. Chris Johnson with the Bellevue Chamber of Commerce, 3301 NE 12th Street, thanked the Commission for choosing to hold a Commission meeting away from City Hall. It is always a good thing when city commissions hold meetings out in the community. He thanked the Commission for its due diligence regarding the TIP and the TFP. Both documents are important in that they provide a pathway for including projects in the CIP. He noted that he had previously testified on behalf of the Chamber strong support for including TFP-242, the Bellevue Way SE project, in the 2019-2030 TFP. He said it was his understanding that the Commission subsequently proposed a couple of changes to the project scope and description to phase the project and to pursue up to 60 percent engineering funding in the TFP to keep the project moving. The Chamber likes the idea, as suggested by the Enatai Neighborhood Association, of creating left-turn pockets in the segment of the roadway if the project goes north of the Y intersection on Bellevue Way SE as far as 108th Avenue SE, or even all the way to SE 16th Street. Aside from the specifics of the cost/benefit calculations, the Chamber wants to make sure that Bellevue taxpayers receive good value for their tax dollars. That is why it will be important to pursue early implementation of Segment C or D, the portion of the roadway north of the Y intersection. It would also make sense to pursue regional, state or federal funding for Segments A and B; Bellevue taxpayers should not be on the hook for those segments of the project which will serve primarily regional trips.

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

Commissioner Woosley reported that earlier in the week he had attended Totem Lake Conversations. The city of Kirkland puts on the event to talk about all the improvements going on in the Totem Lake neighborhood. The level of investment both public and private is quite remarkable, particularly in transportation infrastructure and the redo of the mall property. The capacity expansions for virtually all modes is notable and they have a plan for an iconic grade-separated ped/bike facility over and connecting to the Eastside Rail Corridor.

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Bellevue Way SE Southbound HOV Lane – 112th Avenue SE “Y” to I-90

Project manager Marina Arakelyan said staff would be presenting a recommendation to the City Council on May 14 as part of their 2019-2025 CIP discussion. She noted that some early work on the Bellevue Way HOV project concept was done in 2016. The Council in April 2017 approved advancing the design to 30 percent and to prepare the environmental documentation. As part of that exercise, a cost estimate was defined along with a construction phasing approach along with different implementation options. A cost/benefit analysis was also developed for the phased approach and the findings were presented at the open house in April 2018. There were about 30 persons who responded with about half in favor and half opposed.

The options presented at the open house were to extend the HOV lane to the Winters House and the full build out through the Y on both 108th Avenue SE and 112th Avenue SE. Ms. Arakelyan noted that the project costs were in 2018 dollars and included design, right-of-way acquisition and construction. She presented information comparing the options relative to existing and future 2030 conditions in terms of throughput and travel times broken down by mode. The Commissioners were informed that under existing conditions, travel through the

section during the evening peak takes about 7.6 minutes. Absent any project, by 2030 it would take 9.5 minutes to make the trip. Extending the HOV lanes from the light rail station to the Winters House will yield a travel time savings of about 2.6 minutes. The full buildout through the Y on both sides would yield a travel time improvement of 3.6 minutes. The section between I-90 and the light rail station is currently being built by Sound Transit and the Bellevue Way project would simply be an extension of that project from the park and ride. The cost/benefit analysis involved comparing the performance improvements against the project costs. The performance savings for the segment between the park and ride and the Winters House and the full buildout were similar, but the cost difference was some \$12 million. Clearly, the shorter distance to the Winters House yields the better performance.

Ms. Arakelyan said the recommendation of staff was to move forward with the first phase to the Winters House and to defer the balance of the project to a later time when more funding might be available. She stressed that the project currently is only funded for design, not for right-of-way and construction.

Assistant Director of Capital Programs Ron Kessack said the projected cost of \$22 million for the segment to the Winters House does not exist in the capital budget, though it may exist in the out years, specifically the next two-year CIP period, where it is projected that there will be \$56 million available for discrete projects citywide. He said in the opinion of staff, the best approach is to leave the project at 30 percent design and shelve it until funding becomes available. Moving forward with the design work may be problematic if the project is not going to be constructed in the near term in light of the fact that environmental laws, regulations and permits change over time, which could mean going back and doing a lot more design. The 30 percent phase is a logical break point. He said the recommendation of staff was to mothball the project until about 2021 or 2022 before again picking up the design for the section to the Winters House and build the project with 2024-2025 capital funding. Ahead of moving forward with construction, the city would seek partnerships and grant opportunities to help defray the overall cost.

Mr. Kessack allowed that the staff recommendation had ramifications for the TFP. He said there are factual issues in the TFP the Commission should be aware of before considering whether or not to agree with the staff recommendation.

Implementation Planning Manager Eric Miller noted that staff had previously recommended full funding for the project inflated to \$37 million. He said staff would be updating that recommendation consistent with the notion of fully funding the shorter segment between the park and ride and the Winters House, and to include in the TFP placeholder funding for additional work to the north of the Winters House. He said the new recommendation followed on the heels of additional work and analysis done by the project team in identifying the benefits. The project is on the Transportation Improvement Program project list, though he allowed that in order to be part of the calculation for collecting impact fees from development, projects must be fully funded. The additional analysis has led staff to conclude that the fully funded project should be retained in the TFP, which forms the basis for the transportation impact fee program. The 30 percent level is a good level to seek grants to advance the design of a project, but not generally a level from which to seek grants for implementation.

Chair Bishop asked if receiving a grant for design would preclude getting another grant later on for construction. Mr. Miller said it would not.

Chair Bishop asked if the full project would need to be fully funded at \$22 million in the TFP in order to seek a grant for the first phase design work. Mr. Miller answered that part of the

\$140 revenue projection includes grants. The TFP is not treated as a balanced budget and specific colors of money are not allocated to individual projects in the TFP. However, not fully funding the project in the TFP would mean lowering the revenue projections as a result of generating fewer grant dollars.

Mr. Kessack said it was the intent of the staff to give the Commission the TFP background information before discussing the Bellevue Way SE HOV lane project.

Commissioner Teh asked if there are any other residential neighborhoods that have an HOV facility. Mr. Kessack said there are none in the city of Bellevue. Commissioner Teh asked why the option was chosen for Bellevue Way SE, and asked if Bellevue Way SE is being identified as a major thoroughfare. Mr. Kessack said I-90 has HOV lanes that will be continued to the park and ride. The question is whether or not extending the HOV lane further to the north will result in a traffic improvement. The analysis began with a couple of scenarios, starting at the park and ride and extending 500 feet to the north; that option showed a little bit of benefit, but the analysis showed that taking the HOV lane further north provides even more benefit as a result of taking the HOV traffic out the SOV lanes sooner. The park and ride is going to be very busy and route the leads to the freeway HOV lanes tends to back up on a daily basis. The preferred option to benefit southbound traffic on Bellevue Way SE has been identified as the HOV lane up to the Winters House. The analysis to date included consideration of adding a general purpose lane in the southbound direction on Bellevue Way SE but it was found that additional problems would be created by forcing traffic to merge.

Ms. Arakelyan pointed out that based on the 2014 Transit Master Plan, there is an anticipation that more buses will serve the light rail station. By creating the HOV lane, there will be a separation of the southbound buses from the general purpose lane, making bus transit more reliable and taking vehicles out of the general purpose lane, improving travel times.

Commissioner Teh commented that the plan as outlined would drastically change the local neighborhood by creating a major thoroughfare. He asked if the analysis has included any alternative routes to accommodate the traffic that will primarily be coming from the downtown and keeping it away from the residential area. Mr. Kessack agreed that there is a residential neighborhood adjacent to Bellevue Way, but he stressed that Bellevue Way is identified as a major arterial for the city. Accordingly, Bellevue Way cannot be treated like a residential street because it does not behave like a residential street. If nothing is done, the travel delay will only increase, and those vehicles that will simply be idling will negatively impact the adjacent neighborhoods. Where drivers encounter delay, they seek alternate routes, such as 108th Avenue SE and roads passing through Enatai. Part of the job of transportation planners is to figure out ways to keep traffic moving to the greatest extent. The primary alternatives relative to the downtown involve improving light rail and bus transit.

Commissioner Woosley noted that he serves on the board of the Enatai Neighborhood Association and is on record for his support of considering the project. He said many of the traffic problems stem from a lack of capacity on I-405. In seeking to avoid congestion on the freeway, drivers are seeking alternative routes, including Bellevue Way. A dozen years ago the city considered improvements to Bellevue Way and concluded that the traffic really should be on I-405. Accordingly, the city chose to support efforts to improve access to and the capacity of I-405. The I-405 master plan has not yet been fully developed, including two additional lanes that the city should continue to advocate for. In the meantime, connections to I-405 should be improved. The Main Street overpass will be coming down as part of the expansion of the freeway and a pair of ramps could be built there that would improve access. The tabling of the Bellevue Way SE HOV project may provide the opportunity to look at options to

provide the same functions.

Commissioner Wu commented that transit will serve a very important role in the future. She also agreed that Bellevue Way is a major route into and out of the city and ideally the HOV lane should be created all the way to 112th Avenue SE. She allowed that the project will impact the neighborhood through widening and the removal of trees.

Commissioner Marciante agreed that the project is significant and that traffic will continue in the corridor whether it is wanted or not. Given the need for the traffic, the concerns of the neighborhood should be addressed. She said the current engineering report indicates only a two decibel increase in noise resulting from the project. The city should commit to not increasing the decibel level or to include mitigation to protect the residents from noise. With regard to safety, she asked staff to talk about safety in regard to the type of corridor being proposed any mitigation for residents seeking to access their neighborhoods.

Ms. Arakelyan said the environmental studies done to date included some noise analysis. The findings indicate that some property owners, depending on where they are located in the corridor, will experience an increase in noise of up to two decibels. A fairly high wall will be part of the project and it will serve as a noise barrier. To be truly effective, a noise wall must be continuous and it must be quite tall. For the 25 properties owners that will be most impacted, each would have to agree to live with a very tall wall that would in some instances block their view of the Mercer Slough. The plan calls for a five-foot planter strip, which is the minimum, as a means of reducing the footprint. A temporary speed reduction has been imposed during construction and some residents have said it has helped to reduce the noise levels. For the future, a reduction in the speed from 45 to 35 may help to reduce noise levels. Trees will need to be removed to accommodate the project, but they are to be replaced.

Mr. Kessack said speed is a major element of safety. Speed control and accident rates are directly proportional to each other. There are similar roadways in the city, including Bel-Red Road, where there are side-by-side opposing travel lanes. Staff certainly will be looking at the safety aspects of the project.

Commissioner Chirls noted that the current focus is on design objectives. He said given that the project is at the 30 percent design level and the recommendation is to put off continuing the design work until 2020-2021, it would be helpful for the Commission to hear how the design objectives, including noise abatement and safety, will be addressed once the design work is picked up again. Mr. Kessack said it could be that requirements in the future will be more strict. The area will get more dense and it could be that statewide noise and pollution controls will be tightened. Regulations change over time and that is one reason staff has proposed not going to a higher design level in the near term. There are too many variables in play. Commissioner Chirls asked what process is followed to reduce pollution and if at all possible reduce the existing noise levels. Mr. Kessack said that could be done by capturing those objectives in the revised scope of the project, which will need to be done for the Council as part of the recommendation. Ultimately the Council will look at the project alongside all of the other proposed CIP projects and prioritize it. Ms. Arakelyan said the permitting process is one other way those elements can be addressed.

Commissioner Woosley agreed with the proposal to delay the project. He noted that during public comments there was support voiced for including full-length left-turn pockets in Segment C to improve access to the neighborhoods and reduce congestion. He asked how that element of the could be kept moving forward. Mr. Kessack said currently that project is not included in the scope of the HOV project. It could be broken out as a separate project and

could possibly be addressed with levy congestion funds.

Commissioner Lampe said he would be willing to make a motion to accept the recommendation of the staff to shelve the project at the current 30 percent design level until 2021. Mr. Kessack pointed out that 2021 may not be the exact year and said it would be better to leave it open ended. He said when the project is taken up again, staff will recommend full implementation of Segments A and B to the Winters House given that they will provide the highest cost/benefit ratio and best meet the intent of an HOV facility.

Commissioner Woosley stressed the need to describe the various segments consistently in the TFP.

Chair Bishop asked staff for their recommendation in terms of a dollar amount. Mr. Kessack said staff was recommending fully funding the design and construction of the section from the park and ride to the Winters House in the TFP. Chair Bishop said this does not align with the motion already taken by the Commission to fund the project at the \$5 million level given that the 2026 inflated dollars is closer to \$25 million. Mr. Kessack said he was not sure what \$5 million would achieve given that there is already \$4.4 million in the CIP for the design work. At the 30 percent level, the projection is that only \$1.4 million will have been spent, leaving \$3 million in the CIP that can be carried over into the 2021 timeframe.

Commissioner Marciante suggested the Commission should avoid coming up with random numbers and creating new methodologies. The staff are very qualified at creating budgets for specific methodologies. If the Commission is going to choose a number other than what the staff have recommended, there had better be a solid reason.

Commissioner Woosley said the rationale is to have the project funded but not have it come out of Bellevue's TFP or CIP. With only 17 percent of the projected trips having an origin or destination within the city, it is truly a regional project. It is also a transit project. The first phase, which is under construction currently, sets a precedent for outside funding. The city should do what is necessary to make the project as competitive as possible for grants, and that could free up \$25 million for other projects. Commissioner Marciante agreed but said she would want the recommendation to come from the staff, not just from an off the cuff guess.

Mr. Miller said if the project is not fully funded to the Winters House at \$25 million, it cannot be an impact fee project. Impact fee projects must be fully funded within the 12-year TFP. Impact fees are included as part of the revenue package, and if the project is not fully funded, it will be pulled from the impact fee project list and the projected revenues from impact fees will be reduced. Staff believes the project as recommended would be very competitive for grants.

A motion to move forward with the Bellevue Way HOV segment from the park and ride to the Winters House as recommended by staff was made by Commissioner Lampe. The motion was seconded by Commissioner Marciante.

Commissioner Wu said her opinion was that the HOV lane should extend all the way through the intersection of Bellevue Way and 112th Avenue SE.

Commissioner Woosley suggested it would be helpful to look at the cost/benefit if the city's contribution was lower. The rate of return will not be all that great with a city contribution of \$22 million or more. The rate of return on a \$15 million city investment, with the balance coming from outside sources, would be much better.

Chair Bishop suggested that was not germane to the subject of deciding whether or not to move forward with the project. He said he had a problem with the project, which is clearly a transit project that will have a little bit of HOV benefit for a huge cost that is disrupting the entire TFP exercise. He said he would support the staff recommendation but would continue to have heartburn about what is clearly a regional project.

The motion to move forward with the Bellevue Way HOV segment from the park and ride to the Winters House as recommended by staff carried with Chair Bishop and Commissioners Marciante, Chirls, Lampe and Woosley voting yes, and Commissioners Teh and Wu voting no.

B. 2019-2030 Transportation Facilities Plan Update

Senior Transportation Planner Michael Ingram said the process timeline calls for having a Commission recommendation for the project priorities by the end of May ahead of taking the package to the City Council in June.

Mr. Ingram briefly reviewed the Commission's requests made at the April 26 meeting and the subsequent follow-ups. He also reviewed the specific actions previously taken by the Commission, including splitting TFP-142, Bellevue Way HOV lane, into three distinct project segments and allocating specific dollar amounts to each; and removing TFP-158, SE 16th Street between 148th Avenue SE and 156th Avenue SE, from the candidate list.

Mr. Miller offered revisions to the staff recommendation, beginning with fully funding the segment of TFP-242, Bellevue Way HOV lane, between the park and ride and the Winters House inflated to 2026 totaling \$24.326 million. He said that total accounts for the \$4.4 million already in the CIP. He also recommended including Segments A and B of TFP-242 as a placeholder only with funding at \$300,000.

Commissioner Marciante asked if the project segments as separated out by the Commission have been scored independently. She said if they have not been scored as stand-alone projects, they should not remain where they are in the TFP. Mr. Miller said that could be done but he reminded the Commission that scoring is only an intermediary step in the development of the TFP. Commissioner Marciante stressed that they should be scored independently to yield a clear understanding of their importance.

Commissioner Woosley noted that the Commission had recommended full funding for construction of Segment C at \$2 million, the full-length left-turn lanes on Bellevue Way South between 108th Avenue SE and 112th Avenue SE. He asked if the recommendation of staff was to only apply a portion of the \$300,000 to that project, meaning the project would not be funded for construction for at least 12 years. Mr. Miller said the Commission's description of Segment C was not part of what was scoped by staff, so there has been no detailed analysis on the option of full left-turn lanes. That is something that could happen as part of the congestion relief levy, but staff is not ready to indicate support for an investment of \$2 million in the project. Taking the project off the TFP candidate list will not prevent it from being added to the congestion levy list. There are still reserve funds that could be earmarked for the improvement should the Commission recommend and the Council approve it.

Commissioner Woosley said the project is obviously right for a neighborhood congestion relief project. With the analysis being asked for, the project may also show it will improve the throughput of the traffic going to and from the downtown. He asked if accordingly it could be considered an HOV candidate project as well with some of the funding coming from impact fees. Mr. Miller said that is entirely possible. The scope that is funded for preliminary design in

the CIP involves extending the HOV lane north of the Y at 112th Avenue SE up to 108th Avenue SE. However, until the HOV lane connects up to the Y from the Winters House, an HOV lane on the segment in question would not make sense.

Commissioner Woosley asked how much funding for the project would need to be included in the TFP in order to advance that segment. The early engineering showed a preliminary cost of \$4 million to widen the roadway segment; how it gets painted is largely irrelevant. In the additional analysis done by the staff, the cost was actually reduced to only \$2 million.

Commissioner Marciante questioned whether or not the analysis of the staff on Section B could be relied on to recommend a different turning lane scenario from what was analyzed. Mr. Miller said it would not be appropriate to recommend a project for the CIP. For the TFP, however, it would be appropriate for the Commission to choose to recommend the project. He reiterated that staff was only recommending a placeholder.

Chair Bishop suggested the issue is whether or not the project is appropriately addressed as a congestion management project. If it is, the amount of funding shown in the TFP for the project does not matter.

Mr. Miller stated that the recommendation of the staff would free \$13.17 million. He said staff recommended taking \$12 million of the freed funds and allocating them to fill the gap in the TFP-257, West Lake Sammamish Parkway Phases 3 and 4, project, and allocating the balance of the funds to the Transit Master Plan reserve. He said that would still leave a deficit in the Transit Master Plan reserve of \$760,000 under the funding line.

A motion to fund the segment of TFP-242, Bellevue Way HOV lane, from the park and ride to the Winters House at \$24.326 million as per the staff recommendation was made by Commissioner Marciante. The motion was seconded by Commissioner Woosley.

Chair Bishop asked if the Commission needed to rescind the Commission's previous vote on the Bellevue Way HOV lane project. Mr. McDonald explained that the motion on the table, if approved, would supersede the previous vote.

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

A motion to approve TFP-242 Segment C at \$2 million was made by Commissioner Woosley. The motion failed for lack of a second.

A motion to approve TFP-242 Segments B and C at \$300,000 as recommended by the staff was made by Commissioner Chirls. The motion was seconded by Commissioner Marciante.

Commissioner Woosley suggested that would not advance the independent project the Commission voted on previously as a congestion relief project. A vote for the motion would effectively mean the project will not be considered as congestion relief project for the next 12 years. Commissioners Chirls, Marciante and Wu disagreed. Commissioner Marciante pointed out that money from the line item neighborhood congestion reduction levy program reserve could be allocated to the project once the staff does their analysis. Including a placeholder of \$300,000 means the project potentially will in fact move forward.

The motion carried unanimously.

- 8. DRAFT MINUTES REVIEW/APPROVAL – None
- 9. UNFINISHED BUSINESS – None
- 10. NEW BUSINESS – None
- 11. PUBLIC COMMENT

Mr. Scott Sheffield, 2227 West Lake Sammamish Parkway, voiced support for fully funding and completing the West Lake Sammamish Parkway roadway. He said he has lived in the area for 50 years and the Parkway is no longer the road that it once was. Originally built in the 1930s, the road has not had any significant work done on until Phase 1 was undertaken a few years ago. The neighbors appreciate the work that has been done but are dismayed that more has not been accomplished. The area was annexed into Bellevue in 2000, and in 2003 discussions about improving the parkway were started. The roadway project is needed, but to date only 20 percent has been completed, and at the current pace the full project will not be completed until 2043. Most residents find that to be very frustrating. The lake road is one of many north-south roads that serve a vital function in Bellevue by providing a direct route from Lakemont to Redmond. The project will improve travel by car but will also improve safety for those walking and biking. The neighbors have been patient but hope the Commission will agree there is a need to completely fund the project by 2030.

Ms. Finoa Colfield, 516 157th Avenue SE, thanked the Commission for keeping the needs of the neighbors in mind and listening to the community at large in regard to the SE 16th Street project. She agreed that the project should be eliminated from consideration.


12. COMMISSION CALENDAR

Mr. McDonald said the TFP will be the only item on the agenda for the May 24 Commission meeting. He briefly reviewed the Commission’s calendar and upcoming agenda items.

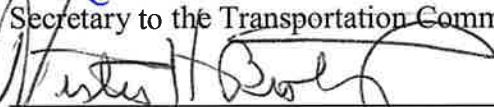
13. ADJOURN

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 8:44 p.m.



 Secretary to the Transportation Commission



 Chairperson of the Transportation Commission

0 / 14 / 18

 Date

6 / 14 / 18

 Date

