

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 14, 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: Commissioner Simas

STAFF PRESENT: Kevin McDonald, Eric Miller, Toni Rezab, Department of Transportation; Toni Rezab, Finance Department

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:33 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 Simas who was excused.

3. PUBLIC HEARING

Capital Programming Manager Eric Miller said the focus of the public hearing was the proposed 2017-2022 Transportation Improvement Program (TIP). He explained that the state requires all jurisdictions to adopt a new TIP by June of each year, and mandates that a public hearing be conducted. The TIP is a six-year program of projects that is not financially constrained. Projects on the list are pulled from the city's long-range plans, including the 12-year Transportation Facilities Plan (TFP) and the seven-year adopted Capital Investment Program (CIP), as well as regional projects. The TIP is required to be submitted both to the Puget Sound Regional Council and the state for inclusion in the state TIP.

Commissioner Woosley noted that the projects in the TIP serve as candidates for funding from sources other than the city and asked how robust such funding has been in the past. Mr. Miller explained that some regional projects have huge budgets. The TIP includes \$50 million for the East Link project which actually will cost more than a billion dollars. Bellevue will not be implementing regional projects, but may want to coordinate with the projects and possibly fund a few betterments.

Mr. Miller briefly outlined the layout of the document and said following the public hearing the Commission would need a motion recommending that the City Council adopt the proposed TIP. He noted that the schedule calls for the TIP to be before the Council on May 16.

Chair Lampe opened the public hearing.

Mr. Will Knedlik, Box 99, Kirkland, spoke on behalf of the Paul W. Locke Foundation. He praised and thanked the Commission for the TIP and urged the taking of some additional action. He said he is a transit user and advocate in Bellevue. Route 255 encounters constant problems in the city for a very particular reason, which is that coming down the hill from the South Kirkland park and ride the buses are slowed on a regular basis by bicyclists riding irresponsibly. The Commission is to be commended for looking seriously at the bicycle element of the city's multimodal approach to transportation. The issue is serious but generally receives only superficial treatment in terms of reliable data about certain issues. One such issue is the cost of a safe bicycle system in a city like Bellevue and a community such as the Eastside. Once the cost of systems is known, the next step is to determine who should pay for them and how they will be paid for. The tax system is constrained and includes no magic wand. There is a lack of reliable data about how adding another bicycle rider improves or degrades transportation throughput for all other modes. When a single bicycle rider holds up 65 people on a bus, there is an adverse impact. He said if the Commission will take a serious look at the issue, he will assist in finding foundation money to do it. The Commission was urged to take the lead in seeing that real data analysis is done in a way that can help everyone in the country understand what the beneficial or adverse impacts are of increasing biking within a city, particularly during commute hours.

Mr. Bruce Nurse spoke representing Kemper Development Company, 575 Bellevue Square. He asked the Commission to consider including in the TIP a feasibility study of an underground arterial under NE 6th Street, from the corner of City Hall and where Sound Transit will have a terminal westward toward Bellevue Way. The subsurface arterial would be a multimodal facility. Traffic engineers recognize that downtown Bellevue is going to need and want something like the subsurface arterial in the future. It can be done, potentially as a cooperative effort with the federal government and the Washington State Department of Transportation. The private sector could also get involved in some way if allowed during the course of the construction to pick up some parking places underneath the underground arterial. The idea has been around since the 1970s having first been raised by the Bellevue Downtown Association. At the very least, the project deserves a feasibility study. It is disappointing that the project keeps getting dropped off the list.

With no additional speakers, Chair Lampe closed the public hearing.

4. PUBLIC COMMENT - None

5. APPROVAL OF AGENDA

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

6. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS - None

7. DRAFT MINUTES REVIEW/APPROVAL

A. March 10, 2016

Commissioner Bishop called attention to the first paragraph under item 6-A and noted that the proposed correction "Deputy Mayor Wallace" should read "Councilmember Wallace."

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Commissioner Woosley called attention to the fourth paragraph on page 7 and asked to have the first sentence revised to read "...~~business owners~~ on the Eastside are paying two dollars to King County Metro for every dollar of Metro transit service received."

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

8. STUDY SESSION

A. Transportation Improvement Program

Mr. Miller highlighted some changes made to the TIP based on input from the Commission on March 10. The description for Project 9, ITS Master Plan Implementation Program, was revised to include "update the Plan to incorporate new technologies including autonomous vehicles." With regard to Project 62, West Lake Sammamish Parkway phases 3, 4 and 5, the unsecured funding amount was increased to \$24 million as suggested, based on the guesstimate of \$8 million per phase. He pointed out that title of Project 24 was revised to "120th Avenue NE (Stage 4)/NE 16th Street to Northup Way and NE 16th Street/116th Avenue NE to 120th Avenue NE.

Commissioner Bishop questioned the change to Project 24 and Mr. Miller explained the project was put into the CIP by the Council at the mid-biennium. The \$1 million allocation is all for pre-design and feasibility analysis work. He noted that 120th Avenue NE provides the eastern frontage and NE 16th Street would provide the southern frontage to the Sound Transit operation and maintenance satellite facility and potential transit-oriented development.

Chair Lampe commented that there are a lot of moving pieces regarding the operations and maintenance facility and that is probably why the Council chose to act. Mr. Miller said it was about a year ago that the updated Memorandum of Agreement between the city and Sound Transit was approved, and the project grew out of that action.

Commissioner Bishop commented that at the Commission's previous meeting Councilmember Wallace said one option would be to include a project the purchase the BNSF rail corridor. He asked what the \$10 million for Project 31, the Eastside Rail Corridor, will address and if it could be used to purchase the right-of-way. Mr. Miller said the money could absolutely be used for that purpose or any other approach that would bring about the trail.

Commissioner Woosley said it was his understanding that the Council has elected so far to not purchase the corridor, which is already in public ownership by King County and the Port of Seattle. Kirkland chose to purchase its section. There have been presentations made about what it would take to build out the corridor and the estimates have come in at about \$5 million per mile given the grade-separated crossings involved. Mr. Miller shared that earlier in the day the Puget Sound Regional Council Transportation Policy Board forwarded a recommendation to its executive committee to award a \$350,000 grant to the city of Bellevue specifically to design connections to the hospital station. Through coordination with the county's planning process for the entire Eastside Rail Corridor, the city suggested the grant be used to help fund the design of a grade-separated crossing of NE 8th Street and the connections between the corridor and the planned light rail station in Wilburton. King County has agreed to fully fund the design work, so the \$350,000 grant has been signed over to them. The \$1 million in city CIP funding attached to the project could be used to leverage additional outside funding. The county is the

primary owner of most of the corridor and the desire is for them to bear much of the cost of improving the facility.

Commissioner Zahn suggested the project best fits in the regional projects section of the TIP. Commissioner Bishop pointed out that there is \$1 million in CIP money earmarked for the project, which is why it is shown in that section of the TIP. Commissioner Chirls said to be accurate the project probably should appear in both categories.

Commissioner Woosley said clarification could be improved by adding a column to delineate the local and other funding elements of the unsecured funding figure.

Mr. Miller allowed that Project 80 also speaks to a specific element of the corridor. It involves the grade-separated crossing of NE 4th Street and appears as a separate project because the city, as part of the property negotiations to build NE 4th Street, committed to help fund it. Typically, CIP projects are shown only in the CIP section, though they are shown with any unsecured funding. Projects that are not funded at all but are in the TFP are shown in the second section, and those projects that are not in any financially constrained plan fall into the other two categories.

There was agreement to leave Project 31 on the list with \$10 million in unsecured funding.

Commissioner Larrivee proposed that next time the document is updated an attempt should be made to identify the different types of funding for each project. That would give the public a better sense of what all is involved in each investment, both in the aggregate and Bellevue's portion.

With regard to a comment made during the public hearing, Commissioner Woosley said it is good the Commission is pursuing the gathering of data. He agreed that looking at the beneficial or adverse effects of how multimodal facilities as they integrated into the system is a responsible approach. The ultimate goal should be to seek additives rather than tradeoffs. Relative to the comment made regarding the subterranean arterial, he said such a project would certainly fall into the category of thinking big. Light rail is coming to the downtown, and the grand connection concept will improve things, and it is not out of the realm of possibility that in the future the project could serve a significant capacity purpose.

Chair Lampe pointed out that the subterranean arterial project was at one time included in the TIP. Mr. McDonald said it remains in the Downtown Transportation Plan which is currently working its way through the Planning Commission process. Hopefully it will be adopted in the fall. Mr. Miller said the rationale for not including the project in the TIP was that it is not listed in the comprehensive transportation project list in the Comprehensive Plan. It would be up to the Commission to decide whether or not it should be included.

Commissioner Bishop suggested that because the project is in the Downtown Transportation Plan, it should also be in the TIP.

Commissioner Woosley said the project is intriguing in that as development occurs along the pedestrian corridor, it could open the surface area for pedestrians while adding east/west capacity for cars.

Commissioner Zahn pointed out that the TIP is updated annually. Once the Downtown Transportation Plan is adopted, the project could be added to the TIP. It makes no sense to add

projects that will have no actual backing.

Commissioner Bishop recommended leaving the project in the TIP.

Commissioner Larrivee said his concern was more procedural. He asked if any other projects on the proposed TIP are on plans that have not yet been approved. Mr. Miller said there are numerous project concepts that are identified in long-range planning documents, including the Pedestrian/Bicycle Plan. The TIP does not list all of those projects. Mr. McDonald said the only long-range transportation planning documents that are in the limbo state of recommended but not yet adopted is the Downtown Transportation Plan and the Bel-Red look-back.

Commissioner Larrivee suggested it could be awkward for the Commission to include the subterranean arterial project in the TIP, only to have the Planning Commission remove it from the Downtown Transportation Plan prior to adoption of that document. Commissioner Zahn concurred.

Commissioner Bishop pointed out that in planning for the next iteration of the TFP, the projects in the TIP will be considered for inclusion.

Commissioner Larrivee asked if the project could be included on the TIP with an asterisk indicating the Commission assumes it will make it through the Planning Commission's review process. Mr. Miller said that could be done.

A motion to include the subterranean arterial project on the TIP with a caveat asterisk indicating the Commission assumes it will make it through the Planning Commission's review process, and to recommend the entire package, was made by Commissioner Larrivee. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

B. 2017-2023 Capital Investment Program Update

Mr. Miller reminded the Commissioners that the city's budget is crafted around seven specific outcomes. Prior to developing a new budget, a survey of Bellevue citizens is conducted and for the first time since 2010, the Improved Mobility outcome edged out the Safe Community outcome as the top priority.

Commissioner Zahn pointed out that there was only a one percent difference in 2014 between those two outcomes, which should be considered statistically insignificant. It could be said the citizens were concerned about improving mobility two years ago and they are still concerned about it, and their concern has been growing since 2010.

Toni Rezab, Assistant Finance Department Director, said the survey asks a series of random questions and asks the respondents to prioritize how important issues are to them on a scale of one to five. There has always been a bit of confusion between Innovative, Vibrant and Caring Community and Quality Neighborhood; the two have tended to blend and overlap. She noted that the Council decided to put the two together into a single outcome, but the survey tool was already in play when the Council made that decision.

Commissioner Chirls commented that if the respondents were to list all seven outcomes as equally important, each category would receive about 14 percent. That means that when Improved Mobility stood at eight percent it was actually a fairly low priority. Ms. Rezab said in 2010 Improved Mobility and Innovative, Vibrant and Caring Community tied as the least of

the priorities.

Commissioner Larrivee said it is not immediately clear what fits under each category. He suggested that Healthy and Sustainable Environment might include bikeways, pedestrian paths and trails. Commissioner Chirls agreed and said those same items could fall under Innovative, Vibrant and Caring Community. Ms. Rezab offered to provide copies of the survey to the Commissioners.

Commissioner Chirls said his company conducts surveys using outside parties to assure reliability and validity. The city's survey instrument appears to have questions that are not methodical, thorough, or statistically valid. The city should consider using an outside service in order to obtain quality information.

Mr. Miller briefly reviewed the schedule for updating the CIP and noted that the Commission's preliminary recommendation will be forwarded to the leadership team. The City Manager's preliminary budget will be released in October for the Council to deliberate and ultimately adopt in December.

There are 39 current investments for the 2015-2021 period totaling about \$245 million. Of those, 13 are ongoing programs that account for some \$9.2 million. There are 26 discreet projects, some of which have already been completed while others are under construction. A number of other projects are funded for pre-design only.

Commissioner Woosley asked about funding for projects associated with the East Link Memorandum of Agreement. Mr. Miller said there is about \$55 million, the vast majority of which is for purchasing properties that have value to the city, to Sound Transit or both entities.

Mr. Miller shared with the Commission a spreadsheet showing the city's expenditure history over the past ten years, both with and without the East Link MOU Commitments project. He noted that the average transportation investment per year over the last ten years has been divided between ongoing and discreet projects.

Ms. Rezab said the process to develop the 2017-2023 CIP is underway. She said it builds on the existing CIP so it has a set of projects that are already funded that are assumed will continue unless directed otherwise from the Council. The early look has a CIP totaling close to \$445 million, though there is still work to be done to true up the revenue forecasts. About a third of the total is allocated to transportation projects when it comes to costs that are already included in the CIP. Debt services picks up about another third, and a quarter or so goes to parks, general government and fire. As things stand, there is about \$62 million that is unprogrammed across the city.

Commissioner Chirls asked if the 31 percent debt service is consistent with other cities. Ms. Rezab said Bellevue's debt service is within a reasonable range of other cities. The difference is Bellevue funds it from its CIP while other cities fund debt service either out of their operating budgets or a special fund. State law establishes how much debt cities are allowed to have; it is based on a percentage of assessed value. The Council deemed the state percentage to be too high and reduced it by 25 percent.

Commissioner Bishop pointed out that what the city spends on debt service is almost equal to what is spent on transportation projects.

Commissioner Woosley noted that the city acted some time ago to put operations and maintenance costs into the transportation budget instead of the general fund budget. That reduces the amount of capital investments the city can make. There is a huge list of unfunded projects that could be addressed much faster if the city chose to pay for operations and maintenance, as well as debt service, from some other fund.

Commissioner Chirls commented that Councilmember Wallace indicated to the Commission that he favored raising taxes to pay for some transportation projects. Commissioner Woosley said in a conversation with Councilmember Wallace it was noted that the city has identified needed safety improvements, particularly relative to the fire department. Conversations are under way about doing a joint ballot measure involving a property tax increase to increase revenues for both fire and transportation projects.

Ms. Rezab said within the CIP there are a variety of revenue streams that are restricted in terms of how the dollars can be spent. Revenues from the restricted portion of the B&O tax, transportation impact fees and the motor vehicle fuel tax can only be spent on transportation-based projects. Of the \$445 million CIP, \$133 million can only be spent on transportation under any scenario. The parks levy and the parks REET revenues can only be spent on parks projects. Project-specific revenues are tied to delivering specific projects. General taxes in the form of retail sales, use taxes and the unrestricted portion of the B&O tax can be allocated to anything under the sun, and much of it has traditionally gone to debt service. Heading into the 2017-2023 CIP, the beginning fund balance stands at about \$16 million.

Commissioner Woosley observed that historically the transportation REET has been restricted to capital purchases. It is a volatile revenue source, which is why it generally goes to capital projects. New houses create a demand for more facilities, and the tax revenues generated by the new development generate revenues for the ongoing maintenance and operations of those facilities. Ms. Rezab said by city ordinance, all transportation REET revenues are allocated to capital. To change how the funds are distributed would require a change in Council policy.

Ms. Rezab shared with the Commissioners a spreadsheet indicating the CIP revenues and expenditures annually over the seven years. She explained that the issuance of bonds accounts for the larger revenue stream for 2017. For the two new years, 2022 and 2023, all contractual obligations will continue to be paid off the top along with maintenance and operations; together they account for about \$10 million per year. Given that the 2015-2021 CIP is fully programmed, the only discretionary dollars are in the two new years.

Commissioner Woosley noted that about 33 percent currently goes to transportation capital and he asked if the city has a policy to maintain that ratio. Ms. Rezab said that is determined through the budgeting process. She said there is \$41 million to allocate once the parks money and beginning fund balance is removed. The transportation-dedicated revenues flow to transportation projects. The Council makes priority choices relative to how to spend the general tax dollars; historically a portion of those dollars have gone to transportation projects.

Mr. Miller said the Council recently updated the impact fee program associated with the Transportation Facilities Plan update. The per-trip fee, which was \$2000 in 2010, increased to \$3000 in 2013 and has now been increased to \$4703. The fees are projected to generate some \$8 million annually in the out years.

Commissioner Woosley asked about the planned fire expenditures and Ms. Rezab said the Council previously put in dollars to purchase land for a downtown fire station. In 2020 and

2021 there are dollars to rebuild Station 5, and funds to upgrade the fire training center. Fire's 2013 long-range facility plan identified a need for \$130 million for renovation projects at stations throughout the city.

Commissioner Zahn said the city of Richland, Washington, recently built a new fire station using the design/build methodology. They were able to complete the project for what normally would have been the low bid. It would behoove Bellevue to consider taking the same approach.

Mr. Miller said there is not a lot of money to play with for the CIP update. He added, however, that future grant revenues are not projected. Over the last ten years, grant revenues have averaged about \$7.7 million per biennium. Grant applications are submitted annually, though not all of them are successful. About two-thirds of the grants received are federal funds.

Mr. Miller explained that the preliminary CIP funding array includes 50 proposals. Many of them are status quo projects that continue what is in the adopted CIP, five of which simply extend ongoing programs at current allocation levels. There are also 14 enhancements to existing discreet projects, and 13 new project proposals.

Commissioner Larrivee suggested the survey results could be interpreted to mean that the next CIP period is the time the city really needs to be investing in transportation projects to support growth. What is missing is the revenue piece. There should at least be some acknowledgment that something needs to be done on the revenue side in order to move along some of the candidate projects.

Commissioner Chirls commented that residents of the downtown, if asked, would likely say the CIP should be twice as large as it is projected to be. That is largely because of all the construction that is going on, which stops traffic throughout the day, and which will be ongoing for the foreseeable future. Given all the factors involved, the focus should be on areas that can really be impacted. The Commission will soon be proposing a ped/bike budget to the Council. While another road may not be feasible, by taking some cars off the road, or by getting cyclists out of the main travel lanes and into dedicated bike lanes, will have positive impacts. Not enough has been done for the Commission to fully understand where real impacts can be made with the dollars that are available.

Commissioner Woosley said there are three ways to increase capital funding. One is to fund just transportation capital and shift maintenance and operations into the general fund. Another is to increase the percentage of the CIP dollars that go to transportation projects, and the third is to create new sources of revenue. Any one of those, or a combination of them, would provide the city with more capital to build transportation projects, or to build them sooner.

Commissioner Chirls agreed that with more money more of the projects on the list could be done faster. However, that simply continues thinking along the same dimension. What is needed is a new approach. The proposed subterranean arterial would have a huge positive impact for the downtown, which is where the density is. There may be other projects in other parts of the city that would similarly have big impacts and if a few of them could be identified, things could be moved ahead rapidly. With a vision in hand, it would be time to talk about borrowing money, increasing taxes, and other ways of increasing funding.

Commissioner Bishop pointed out that two years ago when the TFP was previously updated, there were enough new projects that the city conducted an environmental impact statement. That TFP looked out 12 years at the level of service of each of the city's MMAs and

considered how each of the projects on the list would impact level of service around the city. The travel forecast model is a tool that looks at the projected growth, the list of projects, and spits out whether things will get better or worse. There were so few real changes to the most recent TFP that an environmental impact statement was not required. The Commission also spent two years developing the Downtown Transportation Plan, which identifies the subterranean arterial as a potential project.

Commissioner Zahn said she did not have enough information to be able to understand the priority for the various projects based on how they tie to other projects. She said what is needed is a master schedule that looks at and considers the optimal time to build the individual projects. Mr. Miller said priorities will be the focus of the Commission's next study session on the CIP. The proposed array represents the universe of projects. The difference between the preferred enhancement and the minimum enhancement columns is close to \$150 million. The city is looking into submitting for a federal TIFIA loan that could generate between \$80 million and \$90 million for the high-priority projects that are serving the areas the East Link project will pass through, all of which are needed to serve the projected land use growth. There are no assumptions for receiving grant dollars, nor is there any assumption for a voted levy, or for a federal loan. On April 28 staff will share with the Commission the department's preliminary funding recommendations and will begin the process of having the Commission develop a preliminary recommendation to forward back to the leadership team.

Commissioner Larrivee said there is a sizeable gap between the preferred enhancement column and the minimum enhancement column. He also commented that the less informed public looking at the map might think there are no traffic issues on the Eastside. He said he could not shake the feeling that Bellevue is slowly falling. Clearly East Link is getting nearly all of the attention, and while that is understandable, there are other needs that will not be addressed during the upcoming CIP cycle, and they will be pushed back to the next cycle, by which time it may be too late. Consideration needs to be given to new revenue sources because there are projects that need to get done sooner rather than later.

Commissioner Chirls agreed with the need for additional funds. However, it needs to be clearly established what would be done if there were additional funds, and what the benefit would be. What is needed is a good understanding of the projects that need to be done to get ahead of the curve. Effort should be put into identifying the projects citywide that would have a significant impact. He said two ideas that stand out are the subterranean arterial and the Bellevue College connection. Big ideas like those will move things ahead and could be pitched to the Council as examples of what could be done if there were significant new revenues.

Commissioner Bishop commented that there is a numerical and critical approach involved in selecting projects for the TFP. He said he was not sure what the leadership team uses to select projects from the TFP for inclusion in the CIP, but suggested they also have criteria to follow. The fact is all transportation planning and implementation is incremental; no programs are ever put together that gets everything desired done at once, and every piece accomplished contributes to the bigger picture. The tunnel project is one increment of what needs to be done in the downtown.

Commissioner Bishop said he supported the notion of the Commission forwarding to the Council a recommendation for additional funding, but he asked if the Commission has the authority to do so. Mr. McDonald said the Commission is charged with making a recommendation to the Council regarding the CIP, which is a broad charge. The decision of whether or not to chart a course that deviates from the traditional is up to the Commission.

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Commissioner Zahn pointed out that the Commission has been discussing north-south and east-west bicycle corridor projects. Part of that discussion included the need to look at alternative sources of funding in order to build as many connected bikeways as possible. She agreed the Commission should recommend to the Council that consideration should be given to identifying new sources of revenues.

Mr. Miller said of the six primary categories in the proposed CIP, the third category involves the potential TIFIA package projects for the Bel-Red area. He noted that the Council gave staff direction to pursue the TIFIA loan. The maintenance/safety focused ongoing programs make up the first category. The program was reduced by \$1 million per year in 2010 and the result has been a decline in the biennial pavement ratings; there is a sweet spot in the mid-range where it is the ideal time to overlay, and if the rating is allowed to continue dropping it could be necessary to rehabilitate the subgrade of the roadway structure, leading to much higher costs. The proposal includes a \$1 million increase beginning in 2018.

The five Bel-Red area projects in the third category have all had some level of design work done. To be eligible for a TIFIA loan, which would fully fund all five projects, the city must provide a match. The good news is that the investments already made in the Bel-Red area can be countered toward the match. Additionally, projects must be included in the state TIP; must have National Environmental Protection Act approval; and must have a fully funded phase, which can be for design. The loan terms are very favorable and the city would be greatly benefited from obtaining the loan.

Commissioner Woosley pointed out that REI is considering locating its headquarters in the Spring District and taking perhaps eight acres of property. What Bellevue does by way of investing in infrastructure in that area will influence their decision. Additionally, Safeway has announced that it will be selling its bakery site, opening another opportunity for redevelopment. The need to get ahead of the coming development is clear.

Commissioner Zahn commented that if the TIFIA loan is received, it will free up funds to address other areas around the city.

Mr. Miller said more will be known by the Commission's meeting on April 28. The city is looking into a voted levy package as well, likely with a focus on safety in the form of fire, neighborhood and transportation. The Commission could very well be asked by the Council to provide a recommendation relative to a package of improvements to be addressed with levy dollars.

Returning to the issue of delayed maintenance relative to the overlay program, Commissioner Larrivee said it would be good for the Commission to have some better numbers relative to what letting the program slip will actually cost. Mr. Miller commented that much of Bellevue was developed since the 1980s. The plats that were developed then, along with all their internal local streets, are now reaching the point where overlay treatments are needed to keep them from deteriorating.

Commissioner Zahn pointed out that the percentage of roadways that fall into the failed and poor pavement rating categories is quite low. If something is not done soon, the city will then be facing repair and replacement, a situation that should be avoided. That line, however, has not yet been crossed. Commissioner Bishop added that the need to step up in addressing pavement management will not be a hard sell to the Council. Mr. Miller commented that once

roads get into the poor category, they might as well be allowed to fail because the cost to bring them back up is the same as rebuilding the entire roadway.

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

Mr. Miller highlighted the Bel-Red corridor street network project. He said the streets being built currently are in the Spring District and are part of the master plan, but there is an entire network of streets that are needed and which do not currently exist. The suggestion is that about \$400,000 should be invested in putting together a plan outlining what frontages will need to be built as development moves forward. There are two projects currently funded in the Bel-Red area for pre-design work: 134th Avenue NE and the frontage along the eastern segment of the East Link alignment. The funding for those two projects total just over \$400,000 and the proposal will be to repurpose those dollars to look at the whole Bel-Red corridor to be better prepared for the coming development in the area.

Commissioner Woosley suggested that the capacity of 130th Avenue NE is less than it ought to be. He said 124th Avenue NE will serve the Spring District and traffic coming off of I-405. At the current densities, 140th Avenue NE and 148th Avenue NE are already jammed up. The north-south arterial in between will need to be more than just three lanes. In looking to the future, more capacity on 130th Avenue NE will be needed.

Mr. Miller explained that the projects in the non-motorized category entail the rapid implementation program element of the Pedestrian and Bicycle Implementation Initiative. Other projects on the list include elements of the Downtown Transportation Plan, and South Bellevue and East Bellevue station area plans implementation.

9. OLD BUSINESS

Commissioner Bishop asked if progress was being made to schedule a joint meeting with the Planning Commission. Chair Lampe said there are talks under way. The main difficulty is the fact that the calendars for both Commissions are full. Commissioner Bishop said it was his understanding that the Planning Commission is giving consideration to some density increases in the downtown as part of the Downtown Livability Initiative. The downtown is only about half built out under the existing zoning. The LOS standard for the downtown is .95, but everyone thinks congestion in the downtown is bad currently even though the LOS stands at .79. While there is room under concurrency to do all the development, there is not room in the perception of the people. That argues in favor of scheduling a joint meeting with the Planning Commission.

10. NEW BUSINESS – None

11. PUBLIC COMMENT – None

12. REPORTS FROM COMMISSIONERS

Commissioner Woosley said he received an analysis of the current draft ST-3 package. The analysis includes equity by subarea and how much each subarea would pay versus what is proposed for the \$19 billion ballot measure. It appears the East King County subarea would pay an additional \$1.4 billion in taxes beyond what the area would receive in Sound Transit capital expenditures. Bellevue will need to fully understand the impacts of having those taxes

paid out for transportation projects that will serve light rail to Everett rather than on Bellevue's transportation infrastructure needs.

Commissioner Zahn said she recently attended the open house for the Newport Way sidewalk project. There was good attendance and those who came were showed different treatment options. The designers said they heard people leaning toward a shared ped/bike type of path given that sidewalks on both sides of the street cannot be accommodated. She said her sense is that once the facility is constructed, there will be bicyclists riding very fast through the area, while at the same time there will be families with strollers.

Commissioner Bishop said the section of West Lake Sammamish Parkway that has not been rebuilt has an eight-foot shoulder that combines pedestrian and bicycle facilities. All that separates the pedestrians and bicyclists from vehicles going 35 miles per hour and faster is a white line. In the portion that has been rebuilt, there is a separated two-way bikeway.

Commissioner Zahn said her concern for Newport Way was that the project once built will provide the perception of safety without actually being safe for pedestrians and bike riders.

13. STAFF REPORTS


Mr. McDonald provided the Commissioners with printed data regarding year-on-year bike counts for automatic bicycle counters are installed on the SR-520 and the I-90 trails. He noted to the surprise of no one that the number of riders increases during the summer months. He added that staff are working to correlate the ridership numbers with the weather as well.

14. COMMISSION CALENDAR

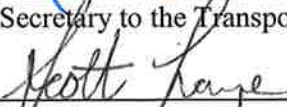
Mr. McDonald briefly reviewed with the Commission the calendar of upcoming agenda items.

15. ADJOURN


Chair Lampe adjourned the meeting at 9:23 p.m.



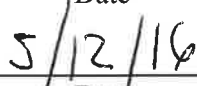
Secretary to the Transportation Commission



Chairperson of the Transportation Commission



Date



Date