

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

May 14, 2015
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner Tanaka

STAFF PRESENT: Kevin McDonald, Mike Ingram, Eric Miller, Kate Johnson, 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 6:32 p.m., and Commissioner Tanaka, who was excused.

3. STAFF REPORTS

Senior Planner Kevin McDonald reported that construction of the intersection of 108th Avenue SE and Main Street was completed on May 8 with the installation of the channelization and the green bike lane. Landscaping will be added to the median soon.

Mr. McDonald said the design work for the steep ramp in the pedestrian corridor is 90 percent complete and construction is anticipated during the summer months. Design for enhancements to the intersection of 108th Avenue NE and NE 4th Street is fully complete and the project will go out to bid very shortly and the anticipation is the Council will select a contractor for work to be done in July.

The Commissioners were told that some administrative adjustments need to be made to the comprehensive list of transportation projects that was compiled in December 2014. The revisions are needed due to changes in some CIP project descriptions, TFP project descriptions that may change, TIP numbers that have changed, and projects that have since been completed.

Mr. McDonald said adoption of the overall Comprehensive Plan has slipped a bit and is now scheduled for July 6. The Transportation Element was briefly reviewed by the Council at its meeting on May 11, and it is on the June 15 agenda for additional discussion. There were a few policies and one goal around which there were discrepancies between the Planning Commission and the Transportation Commission, but the Council essentially blended together the recommendations from both commissions.

Mr. McDonald noted that a total of 17 applicants had applied to fill the seat to be vacated by Commissioner Tanaka. The hope is that a new Commissioner will be seated in time for the June Commission meeting.

Elections for Commission chair and vice-chair will occur on June 11.

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

Council liaison Councilmember Lee said the Comprehensive Plan is an aspirational document. The Council has done a number of long-term strategies for various elements and the work of the Commission is very much appreciated. The Transportation Element is written to focus on multimodal options, including pedestrians, cars and transit, and doing everything possible to address congestion.

With regard to the areas of differences between the Planning Commission and the Transportation Commission, Councilmember Lee said the Council agreed with the Planning Commission's recommendations without ignoring the recommendation of the Transportation Commission. The conclusion reached was that melding the two was the best decision.

Mr. McDonald allowed that under the best of circumstances the Transportation Commission would have been given time to respond to the recommendation of the Planning Commission that was forwarded to the Council. It should be noted, however, that nearly everything recommended by the Transportation Commission was accepted by the Planning Commission and forwarded on to the Council.

Councilmember Lee said the Comprehensive Plan has not yet been approved by the Council and if the Transportation Commission has additional comments and views they should be passed on to the Council to consider.

Councilmember Lee expressed the appreciation of the Council for Commissioner Tanaka's eight years of service on the Commission.

5. REPORTS FROM COMMISSIONERS

Commissioner Zahn said she recently had opportunity to talk with citizens about a new project on a site at 156th Avenue NE and NE 20th Street. The citizens voiced concerns about transportation issues resulting from the proposed 630 residential units and the impact the development will have on the school district. She said she was struck by the comments made by the citizens around the what the Bel-Red plan really means to the neighborhood. While the city does a great job of reaching out, it is clear that people not in the planning business do not really understand how land use planning gets translated into projects on the ground.

Commissioner Bishop suggested that some of the outreach to neighborhoods could be done in conjunction with neighborhood associations.

Councilmember Lee said the issue is one the city has long faced. Most people engage in the process only when they see they will be directly impacted. The city has done a lot of good work of reaching out and engaging people with regard to specific issues, but it has not had a citywide engagement process. It is clear the city is growing and that things are changing in

some areas, but there is cohesive and coordinated effort to show the neighborhoods how they will be affected.

Commissioner Chirls said the city could learn from the approach taken by developers. Anyone wanting to see what the new Kemper Development Company project will look like has only to visit their office and look at the model. While doing the same for each neighborhood may be expensive and time consuming, there probably are some similar approaches that could be done to essentially market coming changes as the city grows according to the established land use plans.

Councilmember Lee said the city used to have in City Hall a model of the entire downtown area. He agreed it would be useful to have a model made up showing how properties could develop under the current zoning, maybe by subarea.

Commissioner Zahn said the opportunity for the city to get out in front of it exists with the coming adoption of the Comprehensive Plan. She said her sense is that 3D modeling is getting less expensive as the technology improves.

Commissioner Bishop reported that on May 8 he attended the Eastside Transportation Partnership meeting. Councilmember Wallace is Bellevue's representative and Councilmember Stokes is the alternate. At the meeting Puget Sound Regional Council staff presented a report called Stuck in Traffic 2015. Real effort was put into what has happened with regard to congestion over the last five years. While their perspective is regional and primarily focused on the freeways, that data was dramatic. I-5 has seen a 25 percent increase in delay in just between 2013 and 2014, and I-405 is in the same range. Every freeway system around the region is feeling the brunt of increased traffic flow, which is translating into increased delay.

Commissioner Zahn said it will be difficult to market Bellevue as a destination if it takes people an hour or more in the middle of the day to get to the city from the airport. Commissioner Bishop agreed and said commercial and service industry traffic is getting bogged down right along with everyone else.

Chair Lampe said he watched the May 11 joint meeting between the Bellevue and Kirkland city councils. It was interesting to hear Kirkland talk about their proactive stance relative to their section of the Burlington Northern/Sante Fe corridor. It was clear from the conversation that Bellevue is anxious to move forward with a plan for at least the northern portion of the right-of-way.

6. PETITIONS AND COMMUNICATIONS

Ms. Julie Cott, 3015 164th Place NE, said there are not many roads serving as north-south and east-west corridors in the Bel-Red corridor, and they are very congested, especially during the evening peak period. She said her residence is close to where Bellevue and Redmond meet. Notices about Redmond projects are not sent to Bellevue residents even if their projects will have impacts on Bellevue neighborhoods. Microsoft wants to build a ten-story building and that would severely impact traffic on 156th Avenue NE. It takes up to 20 minutes during the evening peak to go from NE 30th Street to Bel-Red Road. To leave NE 30th Street and travel down Bel-Red Road to get to NE 24th Street can also take up to 20 minutes. There is talk of developing housing where Top Foods was located. The promises made about replacing the lost ball park there have never been fulfilled. There are several other housing projects proposed

and collectively they will create even more traffic on the roads. She added that the only way for her family to take a bus into Seattle has been to walk a mile to the nearest bus stop and to make a transfer in the downtown. The bus serving the neighborhood, however, has ceased operating and now the nearest bus is three miles away in Redmond where there is no parking.

Mr. Justin Jones spoke representing the Spring District development. He addressed the possibility of a NE 16th Street project that would run between 116th Avenue NE and 120th Avenue NE. The segment would cross over the future Eastside rail trail, cross over the East Link rail corridor, along the south edge of the future maintenance facility, and connect directly to the 120th station. The Commission was encouraged to bring forward the NE 16th Street project for Council consideration in the TIP. The project originated from the collaborative process to integrate the light rail operations and maintenance satellite facility (OMSF) into Bel-Red and to mitigate the development capacity of the maintenance facility that will be displaced. The stakeholders include the city, Sound Transit, King County Metro, King County Parks, local residents, landowners, businesses and non-profit organizations. The Memorandum of Understanding between the city and Sound Transit relative to the maintenance facility includes proposed site development graphics that includes the easterly half of NE 16th Street. The NE 16th Street project would provide a connection to the rail corridor trail, the 116th Avenue NE neighborhood, the future 120th station, and denser local street grids. The inclusion of NE 16th Street in the TIP will provide opportunities for future grants, and inclusion of the project in a future development agreement on the OMSF site.

7. APPROVAL OF AGENDA

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

8. DISCUSSION/ACTION ITEMS

A. Transportation Demand Management Program Overview and 2015 Initiatives

Senior Transportation Planner Mike Ingram introduced Transportation Planner Kate Johnson and noted that she spends most of her time focused on transportation demand management (TDM). He said the city has a long TDM history and enjoys a robust TDM program.

Ms. Johnson commented that it had been several years since a presentation on the city's TDM program had been given to the Commission, though the Commission did discuss modeshare targets as part of the Comprehensive Plan update. TDM is a program that encourages the use of modes other than driving alone, namely transit, carpooling, vanpooling, biking, telecommuting, flexible work hours, and compressed work weeks, all of which remove trips from the grid. TDM emphasizes the movement of people rather than vehicles.

Ms. Johnson pointed out that between 1991 and 2010 traffic volumes on downtown arterials have remained relatively flat. While growth has occurred there, because it is concentrated it has been better served by transit and other modes. The TDM program helps people know what options they have and encourages them not to drive alone.

The TDM program is helping to support the city initiatives aimed at building the market for transit and non-motorized modes. The list of specific initiatives include the Transit Master Plan and Pedestrian/Bicycle Implementation Initiative. The program is serving to reduce demand on the transportation system and improving overall system efficiencies.

Ms. Johnson played for the Commissioners a segment of a radio interview with Brian Lagerberg, the director of the Public Transportation division for the Washington State Department of Transportation in which he talked about the benefit and impact of TDM and the Commute Trip Reduction (CTR) program in general.

Commissioner Larrivee asked if there is a way of quantifying the degree to which the effort being put into the program is having the claimed impact. He said in a small case study at his workplace where some CTR activities have been launched the lack of parking space has done more to influence behaviors than any marketing of options. Mr. Ingram said parking is a key factor and is generally what starts people thinking about what mode to use. It is not, however, the only one. People need to be offered viable alternatives that are meaningful for one reason or another.

Commissioner Chirls said there is an interesting case study at Children's Hospital in Seattle. When looking at a significant expansion of the hospital in light of a known congestion problem, the hospital chose to pay its employees four dollars per day as an incentive to taking other means of getting to work. The incentive, coupled with the disincentive of not having parking available, led to employees creating their own options, including carpooling. The hospital was one of only 22 organizations nationwide to receive a platinum award for its CTR program.

Commissioner Larrivee pointed out that Children's Hospital was actually forced into that format because of neighborhood pressures. It has been shown, however, that the approach they took is more cost effective than building more parking.

Ms. Johnson said Children's Hospital is an exemplary TDM employer. Much of what Bellevue does is work with employers to help them improve their specific programs. There certainly are different approaches taken by different employers. There is an upcoming study involving ORCA card data that will be conducted jointly by the University of Washington, Sound Transit and the Puget Sound Regional Council. The data will be analyzed in a completely anonymous way to identify whether or not the cardholders have exposure to TDM programs through their employers. That will lead to an assessment of the impact of the various TDM programs. A model created by the University of South Florida looks at the incremental effect of TDM programs.

Mr. Ingram said most of the city's TDM activities are focused on employers and worksites, primarily because Bellevue is a large employment center, but also because commute trips recur daily typically during peak periods. The program involves reaching out to smaller employers as well, historically in the downtown but preparations are being made to reach out to employers in other parts of the city and individuals. There is value to the work and it is contributing to the overall progress in terms of the way Bellevue residents and Bellevue employees commute to work.

Commissioner Bishop noted from the data that Bellevue residents are doing better than those who work in Bellevue. He suggested that is a direct reflection of the transit system that serves downtown Seattle. The lesser transit system on the Eastside serving workers in Bellevue appears to not be working as well. Mr. Ingram said Bellevue has a robust downtown but also has employment that is a little bit more dispersed. Fewer than 20 percent of those who work in Bellevue come from Seattle; more than 20 percent are coming from the north, and more than 20 percent are coming from the south.

Commissioner Simas asked if anyone has looked at the relation between the robustness of the infrastructure and the success of TDM programs. Ms. Johnson said Bellevue has a much lower drive-alone rate for commuting in the downtown as opposed to outside the downtown, and that can be directly tied to the robustness of the transit system serving the downtown. Commissioner Simas said when goals are established, the elements needed to achieve those goals should be in place.

Commissioner Zahn suggested the piece the city should be concerned about is that as housing that is less affordable is built, there will be more and more workers who cannot afford to live in Bellevue commuting into the city. Absent a robust transportation system, the drive-alone rate will increase. Ms. Johnson agreed that housing affordability is a challenge.

Ms. Johnson said the CTR plan is a state law that requires cities in congested area to enact ordinances to reduce the number of commute trips. The city's ordinance prescribes the activities done by the city with employers. The state provides about \$100,000 annually to implement the program. Under the program, employers with a hundred or more full-time employees are required to have CTR programs and to conduct reporting. There are 55 worksites in Bellevue that are affected by the law. Each is assisted in conducting their programs.

The state is requiring the plans to be updated. The state CTR law was revised in 2006 to increase the planning requirement. The law also requires that local plans be updated every four years so work to update the 2015-2019 plan is under way.

In the 20 years since the CTR law has been in place, the national rate of drive-alone commuting has increased. In Washington state, the drive-alone rate has gone down and is significantly lower than the national rate. Bellevue has done better than the state at reducing the percentage of commute trips, which is clear evidence the program is having a positive impact.

The drive-alone rate in the downtown started lower in the downtown and has fallen to 50 percent. That has had an impact on downtown traffic volumes staying flat over time. Mr. Ingram stressed that the rate measures only workers at affected CTR sites, which is about 25 percent of workers in the city. About half of the total number of CTR sites are in the downtown, and the proportion of the workforce in Bellevue that works at a CTR site has been increasing over time.

Commissioner Simas pointed out that the rate of reduction for CTR sites outside of the downtown is far less and suggested that the reduction that has occurred in the downtown likely would have occurred organically because of the types of companies there, the types of employees, and the infrastructure in place.

Commissioner Chirls said the question could probably be asked by surveying CTR companies to find out why people made the switch. It could also be the case that the downtown CTR companies hired more young people who have chosen not to drive to work. Ms. Johnson agreed that attitudinal surveys can generate those answers. TDM is far more cost effective than building more roadway capacity.

Commissioner Simas said it could be argued that downtown workers have changed their behaviors; it is possible their current behavior is what their behavior was when they started

working in the downtown. It starts to make a pretty powerful argument for infrastructure, but it also argues in favor of identifying what elements are necessary to be successful in reducing trips. CTR employers outside of the downtown may need different programs, or they may simply need the kind of infrastructure that is in place in the downtown.

Commissioner Zahn noted that the percentages for the areas outside the downtown have really not moved much, falling from 79 percent to 73 percent. By the time the accuracy of the percentages is factored in, the true reduction may be very low.

Commissioner Chirls added that there are disincentives to driving alone in the downtown that are not evident outside of the downtown. Congestion during commute hours in the downtown area certainly is a negative factor.

Answering a question asked by Chair Lampe, Ms. Johnson allowed that the data includes telecommuting and trips reduced due to alternative work schedules. Mr. Ingram added that individual employers are offered a suite of strategies for meeting their requirements.

Ms. Johnson said there are aspirational targets set by the state. The city has not yet met the target; the same is true for most cities in King County. The state is currently acting to adjust the targets along with the way they are measured. Where before the focus was on decreasing drive alone trips, the new focus is on increasing non drive alone trips. For calculation purposes, the formula simply is 100 minus the previous figure. The state has also new targets for the 2019-2020 timeframe and a new methodology that are more closely tied to overall state goals for greenhouse gas emissions.

Vehicle miles traveled (VMT) is another measure the state implemented in the 2006 update. VMT refers to a per-employee measure, so for each person in a carpool the total distance traveled is divided by the number of persons in the car. The VMT does not include transit trips. Beginning with an average VMT of 11.4, the city saw a dip in the figure, then an increase. Overall the rate has dropped only slightly. Reductions in VMT impact the overall transportation system regionally. The downtown has performed better relative to VMT, and areas outside the downtown have actually degraded since VMT targets were first established.

Chair Lampe asked if the city has any data on average income per downtown worker versus non downtown worker that could be compared against VMT. Ms. Johnson said she did not have that information.

Commissioner Chirls left the meeting at 8:01 p.m.

Commissioner Bishop suggested businesses in the downtown probably have more success at attracting vanpool ridership, which in turn would help to reduce the VMT for the downtown. Mr. Ingram said typically where there is good transit service, commuters prefer to take the bus over participating in a carpool or vanpool. Commissioner Bishop said King County has a very robust vanpool program but there is a huge market potential for growth. He said he would like to see a specific proposal for encouraging employers to support the monthly fees for vanpools as a way to stimulate more vanpools in the city.

Ms. Johnson said vanpooling is one component promoted through the CTR program. Employers are encouraged to subsidize vanpools. The proposed grant scope includes encouraging vanpools and potential rebates to employers and mini-grants to assist employers in setting up vanpool programs for their employees. Employers are also being encouraged, and

training is being provided, to set up the rideshare online system.

The law requires each affected company to designate an employee transportation coordinator; to develop and implement a program; to measure their travel every two years; and to provide some reporting.

In general the CTR program has been working within the state parameters, but there may be additional things that could be done. The CMAQ grant funds will be used to conduct some research.

There is a deadline for submitting the plan update. A draft has been submitted to the Puget Sound Regional Council which is charged with reviewing and certifying the CTR plans for jurisdictions regionally. There is also a state CTR board that approves plans. The plan will be before the Council in September.

Commissioner Larrivee commented that the city has essentially created a binary world in which the downtown is one area and everything else is another. The fact is not all non-downtown areas are the same. The individual subareas are becoming denser and more transit supported. He asked if there will be a strategic move toward reaching out to the non-downtown areas. Mr. Ingram said each work site has its own CTR target based on an initial measurement. The individual targets are rolled together to become the city's target. The downtown and non-downtown division is just one way of parsing the data.

Turning to the federal TDM grant funding scope of work, Ms. Johnson noted that the state applied for and received federal Congestion Mitigation and Air Quality grant funding. The state is passing the funds on to jurisdictions in the Puget Sound region for TDM work. Bellevue's share for the period between mid-2015 and the end of 2018 is just over \$456,364. The city has historically received around \$100,000 per year for non-CTR work, and those funds have often been restricted to the downtown area. Beginning in 2014 the funds became available citywide, allowing for much more flexibility to address all audiences, including employers, property managers, workers and students, and residents. The funds can also be used to address both commute and non-commute trips, and peak and non-peak periods.

The suite of TDM activities includes outreach to employers and property owners to encourage trip reduction activities for employees and tenants, and outreach to individuals aimed at raising awareness of and encouraging the use of non drive-alone modes. Research is also in the scope of activities.

Council action to accept the grant funds and contract for program services and outreach is anticipated to occur in July. Implementation is expected to begin in August. There is the potential for an additional contract or contracts for research and/or program design.

Commissioner Zahn asked if the grant will fully fund the program services and outreach, or just one component of the work the consultant will undertake. Ms. Johnson said the consultant contract will be a subset of the grant. There may be direct expenditures toward things like mini grants to companies or rebates for employers who sign up for an ORCA Passport for their employees. There is also ongoing city funding for TDM that is outside the scope of the grant that covers things such as maintenance of the website and transportation management program work.

Ms. Johnson said the longer range 2015-2023 TDM plan will be on the Commission's agenda

for discussion in June.

B. 2016-2027 Transportation Facilities Plan

Mr. Ingram reported that an additional 70 responses to the survey were received since the Commission's last meeting. In all there were 310 respondents, 97 percent of whom either live or work in Bellevue. About 60 percent of the respondents indicated sidewalks are missing in key locations or significant areas. A significant number of the new respondents highlighted the need to improve bicycle facilities, bringing the total to 69 percent. Traffic congestion citywide was called out by 86 percent of the respondents. About two-thirds said they walk to get around in Bellevue, and about half of the respondents said they bike in the city. One-third of the respondents indicated they use transit, and 92 percent said they use an automobile.

The Commissioners were reminded that the survey respondents were asked how they would prioritize transportation funding. At the time of the last Commission meeting, there was little differentiation between the seven categories. With the additional 70 respondents, the spread broadened. The highest score was for adding roadway capacity, and the lowest score related to completing sidewalks and trail links to access parks and transit.

Commissioner Bishop suggested that while interesting the survey is nearly worthless. The respondents were totally self selected and the total number was very small. There certainly is nothing scientific about the results.

Commissioner Larrivee said it would be interesting to ask the respondents what they would be willing to pay for this or that service. The problem is that there is no real way people can signal what they demand through what they are willing to pay. He agreed that if the survey could evolve into something more scientific it would carry more weight. He noted that 40 percent of the CIP is spent on transportation projects, but what the percentage should be is an unknown. It is possible 40 percent is low, and it is just as possible that it is quite high.

Chair Lampe commented that the Commission does not have control over the percentage of CIP dollars spent on transportation projects. He added, however, that once the hot lanes are in place on I-405 there may be some hard data collected in terms of willingness to pay.

Commissioner Bishop noted that prior to the biannual budgeting process the city conducts a scientific survey of Bellevue residents, and that survey includes some questions about transportation.

Mr. Ingram briefly reviewed the adjustments made at the last Commission meeting to the staff draft of the TFP, including reduced funding for the Spring Boulevard 130th Avenue NE to 132nd Avenue NE to less than what is needed for full implementation; increased funding for another phase of the West Lake Sammamish Parkway project; and funding to implement a sidewalk on SE 34th Street. The balance was added to the pedestrian/bicycle implementation initiative reserve. He noted that refinements had been made to some project descriptions, none of which were substantive except for the 129th Avenue SE connection project in Factoria.

Capital Programming Manager Eric Miller said the Memorandum of Understanding between Sound Transit and the city that was approved in April was fully executed as of May 6. Some of the elements of the document are leading to project budget amendments that will be acted on by the Council on May 18. Dollar amounts for three projects will be adjusted on the TFP based on their final action. The projects are the two segments of 120th Avenue NE and 124th

Avenue NE that cross the East Link alignment, and Zone 1 of Spring Boulevard.

Mr. Ingram reminded the Commissioners that the 129th Avenue SE project seeks to connect two residential street stub ends to the east of Factoria Boulevard. The missing segment is about 400 feet long but encounters a grade difference of about 40 feet. The development project on the adjoining property has reached the permitting stage and there is no way the city can get the developer to construct the road in that it is not needed for access to the development. The 129th Avenue SE project description has been modified to only entail a north-south non-motorized connection, if feasible. The development plans already include an east-west pedestrian connection linking Factoria Boulevard to the Monthaven neighborhood.

Mr. Ingram noted that there are 54 projects on the preliminary project list. Nine of the projects are fully funded in the current CIP; 18 are above the funding line as determined by the Commission, some of which are partially funded in the CIP; and several are in the category of working with others to implement as opportunities come along. The total for all the projects in the draft document is \$308,099,000.

Commissioner Bishop said he went through the document and highlighted all of the projects in the Spring District and came up with a figure just over \$200 million. That is two-thirds of the 12-year program going for capacity improvements in the Bel-Red corridor. Mr. Miller pointed out that the benefits to the downtown from the NE 4th Street project have been touted repeatedly. That was one of the key selling points for the extension project. The improvements to 120th Avenue NE also will benefit the downtown. Spring Boulevard will help connect the Bel-Red corridor to the downtown so it also will benefit more than just the corridor. Commissioner Bishop stated that even so the Commission had not done a very good job of spreading the projects around the city.

Commissioner Zahn commented that projects TFP-250 and TFP-254 both are indicated as having placeholder funds to evaluate the improvements and some preliminary scoping. Project TFP-264 is also a placeholder. None of those projects will result in real improvements.

Commissioner Zahn called attention to the Sherwood development project and the fact that a traffic analysis has not yet been done. She asked if the city will be obligated to consider mitigation for the area if traffic impacts are identified, possibly driving one of the placeholder projects to move up in priority. Mr. McDonald said a traffic impact analysis will be submitted as part of the permitting process. The analysis will indicate the distribution of trips that will be generated by the development. If the established level-of-service threshold is crossed, some mitigation will be triggered. In general, however, the Bel-Red subarea plan anticipates all of the future growth and resulting traffic impacts. Many of the CIP projects on the list are directly tied to that work. Mr. Miller added that if the project does trigger a violation to the standards, the options will be to deny the project, to require the developer to provide the needed mitigation, or for the city to program new projects.

Mr. Ingram noted that there was discussion by the Commission at its previous meeting about the extent of progress relative to pedestrian/bicycle improvements, the amount of funding, and whether or not more could be done. He said there are three ways to see pedestrian/bicycle projects implemented: as specific CIP projects, through roadway projects that include significant pedestrian/bicycle elements, and through ongoing CIP programs such as the Neighborhood Sidewalk program, the Pedestrian/Bicycle Access Improvement program, and the Pedestrian Facilities Compliance program. About \$1.5 million is allocated annually to the ongoing CIP programs, and over the 12-year span of the TFP that adds up to \$18 million.

With regard to the Pedestrian/Bicycle Implementation Initiative reserve, Mr. Ingram said it cannot yet be said exactly what the program will yield. As it stands, the program has \$22.5 million and a principle based on building out the priority bicycle network, and a principle that speaks to determining where pedestrian/bicycle investments can improve the connectivity of the multimodal transportation system.

Answering a question asked by Commissioner Bishop about the BNSF corridor trail, Mr. Ingram explained that the \$1 million allocated by the Council to that project is not in the transportation CIP. Mr. Miller added that it has not been specifically stated yet what the funds will be spent on. The initiative is on the list as TFP-244.

Commissioner Bishop said some time ago he asked staff to indicate what portion of the transportation CIP is associated with pedestrian/bicycle projects, and the answer given was 19 percent. If that percentage holds true, \$60 million should be earmarked for pedestrian/bicycle projects. Clearly pedestrian/bicycle projects are not underfunded in the TFP.

A motion to recommend the preliminary TFP project list as presented was made by Commissioner Simas. The motion was seconded by Commissioner Bishop.

Commissioner Simas asked if the Council has decided to build project TFP-242, the HOV lane on Bellevue Way. Mr. Miller said the Council has not decided to build the project but they have decided to commit \$4.4 million to help figure out an answer to that question. Staff have begun scoping out what the process will be, what stakeholders will be involved, and the length of the HOV lane.

The motion carried unanimously.

The Commissioners approved the transmittal memo by consensus.

9. OLD BUSINESS

Chair Lampe asked for an update regarding downtown parking meters. Mr. McDonald said the project was put forward as a budget proposal but it was not approved.

Commissioner Zahn asked what is happening regarding the bike share program in Bellevue. Mr. McDonald said that will be discussed at the May 28 meeting when the Pedestrian/Bicycle Implementation Initiative is on the agenda. The downtown is not the only place in the city where the program could be implemented; the Spring District is interested and there are other places where the program could be feasible.

10. NEW BUSINESS - None

11. PETITIONS AND COMMUNICATIONS

Ms. Julie Cott, 3015 164th Place NE, said the Commission's conversation of the Bel-Red intersection left her more concerned than before. She said she remembered going to meetings 15 years ago or so to hear about development plans. At that time Microsoft was not developed to the degree it is currently, and five more developments are in process. The development permits should be looked at very carefully because there are limited options for expanding the roads. If there are going to be 600 units behind Walgreens, none of which will be affordable,

they will be shared and each unit will have two or three residents, each with a car of their own. That will add a lot of traffic to the area. Many who take the bus actually drive to and park in residential areas and then walk to the bus. Bicyclists should pay a toll to ride on the roads, and they should be required to have a license as well.

12. APPROVAL OF MINUTES

A. April 9, 2015

A motion to approve the minutes as submitted was made by Commissioner Larrivee. The motion was second by Commissioner Simas and it carried unanimously.

13. REVIEW COMMISSION CALENDAR AND AGENDA

The Commission reviewed the calendar of upcoming meetings and agenda items.

14. ADJOURNMENT

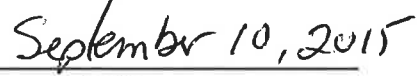
Chair Lampe adjourned the meeting at 9:29 p.m.



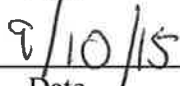
Secretary to the Transportation Commission



Chairperson of the Transportation Commission



Date



Date