

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

September 28, 2017
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner Teh

STAFF PRESENT: Kevin McDonald, Michael Ingram, Franz Loewenherz,
Andreas Piller, 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 Bishop who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Wu, who arrived at 6:36 p.m., and Commissioner Teh, who was excused.

3. PUBLIC HEARING

A. Transportation Management Program Code Revisions

Senior Transportation Planner Michael Ingram explained that the public hearing was to receive public comment on the recommendations for revisions to the city code requirements relative to transportation management programs at large developments.

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

Mr. Patrick Bannon, president of the Bellevue Downtown Association, 400 108th Avenue NE, Suite 110, spoke on behalf of the BDA and TransManage, a service provided by the BDA. He voiced support for the updated Transportation Management Program code and guidelines. TransManage performs outreach for transportation demand management (TDM) and works closely with the workforce, property managers and residents. TransManage has served as a building employer transportation coordinator since the late 1980s and the experienced team continues to provide TDM services for more than 20 buildings throughout the city. Implementation of the code and the delivery of services has played a measurable role in reducing drive-alone trips. Bellevue continues to be a leader in the area of TDM and the efforts have played a critical role in the city's growth strategy, balancing well with infrastructure investments and regional transit services. The programs give Bellevue a competitive advantage in attracting and retaining talent. The proposed changes to the code and guidelines reflect

improved flexibility and choices among TDM activities; prioritization of higher and lower impact activities in relation to mode shift; updated performance goals based on current Commute Trip Reduction survey data; clear definitions for basic requirements and program guidelines; and recognition of TransManage engagement as a meaningful step toward compliance and performance. The TransManage team will remain a trusted solution for property managers to comply with baseline required activities as well as the implementation of higher impact Tier 1 options. Activities such as the administration of financial incentives and the negotiation of flexible parking arrangements give employees flexibility. TransManage is committed to continue delivering excellent programs to make the Bellevue commute as enjoyable as it can be. He thanked the Commission for its diligent work and guidance in the process, and the staff for reaching out to stakeholders.

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

4. PUBLIC COMMENT

Mr. Patrick Bannon, president of the Bellevue Downtown Association, 400 108th Avenue NE, Suite 110, informed the Commission that the organization earlier in the day kicked off a series of committee meetings aimed at working through current priorities as expressed by the city's plans and feedback from BDA members relative to the future of bicycles in the community. The focus is on having a group of stakeholders arrive at a consensus recommendation to be forwarded on to the BDA board. Hopefully the recommendation will inform the Commission's ongoing considerations and evaluations of the future of bike share in Bellevue as well as bicycle infrastructure that will connect the city in better and safer ways to the community and the region. He invited the Commissioners to participate in the conversation and to hear the feedback from BDA members.

5. APPROVAL OF AGENDA

Mr. McDonald proposed reducing the time allotted for Agenda Item 8b to 15 minutes and increasing Agenda Item 8c by 15 minutes.

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

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

7. DRAFT MINUTES REVIEW/APPROVAL – None

8. STUDY SESSION

A. Transportation Management Program Review

Mr. Ingram noted that the Commission and staff had been working together for the past year and a half to review the city requirements for transportation management programs at large developments. There has been a review of the current requirements and the extent of compliance with those requirements, as well as the extent of trip reduction that has been seen and the requirements in place in other jurisdictions. There has also been engagement with stakeholders, namely those who are involved in implementing the activities at buildings in

Bellevue.

Continuing, Mr. Ingram said the initial observations and the work done to date was shared with the City Council about a year ago. The Council was supportive of the direction things were going and gave direction to work out the details, which is the work that has been under way since. He said the recommendation of staff was to approve the package of revisions to code along with the guidelines and forward them to the Council for approval.

Chair Bishop asked if any changes to the documents had been made since the Commission's last meeting. Mr. Ingram said minor revisions were made in response to comments from Commissioners, including adding to the guidelines a definition of the Transportation Management Association. The language of the implementation guidelines was also tweaked to make a couple of sections better correspond to each other relative to transportation network companies and ride hailing services. None of the changes were substantive.

Commissioner Wu noted that the performance goals, once established, last for the life of the building. She asked if experience has shown that to be the best approach. Mr. Ingram allowed that the performance goals are set only once for each building. The same approach is used by other jurisdictions. Over time the performance requirements become less and less difficult to achieve.

Commissioner Woosley said the performance goals are essentially a contract between the building owner and the city for the life of the building. He pointed out that there are other mechanisms that can be used to reduce the drive-alone rate, including the state Commute Trip Reduction Act which works in conjunction with the city's requirements.

Commissioner Wu noted the document states that the city may designate a minimum response rate and asked why the word "may" was used. Mr. Ingram allowed that the language could be strengthened to "will." "May," however, does give the city the opportunity to specify in the administrative guidelines and as such it is adequate.

Commissioner Wu referred to paragraph 6 on page 6 of the code and questioned the use of the word "detail" in the last line. Mr. Ingram said he would give consideration to how the sentence should read.

Commissioner Wu called attention to the Step 1 paragraph on page 2 of the guidelines and the reference made to the city providing a template which must be completed, signed and notarized. Mr. Ingram said the paragraph outlines the current process under which the city provides a template to project proponents to complete. The document commits the building to developing and implementing a transportation management program.

Commissioner Wu also referred to the second paragraph of the Step 2 paragraph on page 3 of the guidelines and noted the word "to" should be inserted between "goal will be required" and "modify." Mr. Ingram agreed to make that change.

Commissioner Lampe suggested revising the first sentence of paragraph 4 on page 5 of the code in order to make it an action. Commissioner Marciante suggested a verb is needed. Mr. Ingram said he would consider that.

Commissioner Woosley complimented the staff on the process for updating the code and the guidelines. He said the fact that the largest transportation management organization in the city

spoke in favor of the proposal is a compliment to the process.

Commissioner Woosley called attention to Paragraph A on page 1 of the code and the statement that the director may require a transportation management program for any project and suggested the language appears to give the director carte blanche over any project in the city. Mr. Ingram said that is in fact the intent. He said he checked both with the city attorney and the development review manager and was informed that the authority to require a transportation management program for any project as mitigation for impacts already exists in city code. The statement was included in the TDM code in order to provide transparency.

A motion to recommend the TDM code and guidelines to the Council as amended was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Mr. Ingram said the package would be before the City Council in study session on October 16. Chair Bishop will participate as representative of the Commission in the briefing to the Council.

B. Vision Zero Action Plan

Senior Transportation Planner Franz Loewenherz said staff briefed the Council earlier in the month about the Vision Zero action plan. The work of the Commission in 2015 and 2016 shepherded along the resolution and ordinance recommendations that were ultimately adopted into the Comprehensive Plan. The Council then directed staff to commence work to develop the action plan, which builds on the solid foundation done around the Six E's. Progress is continuing to be made on the Six E's, including a unifying strategy that will help achieve the objective of zero fatalities and serious injuries on Bellevue's roadways by 2030.

The approach being taken is consistent with Vision Zero action plans that have been completed in cities all over the world. They are predicated on data, people and policy. With regard to data, the scope of work includes a deep dive into fatality and serious injury data with an eye on better understanding behavioral and other factors that contributed to the collisions so it can be determined where corrective measures can be taken. The work builds on the work that commenced with the Pedestrian and Bicycle Implementation Initiative that included garnering feedback from the public on priorities. The intent is to continue the conversation to better understand how to move forward with strategies, which will come out of the policy work. The policy work will clarify the vision, goals, objectives and supportive strategies.

Mr. Loewenherz said the process of developing an action plan is anticipated to last for a year. By the end of 2017 the results of the data deep dive will be in hand. Staff will check in periodically with the Commission throughout the development of the effort.

Commissioner Wu asked if the policy framework will carry the same weight as Comprehensive Plan policies. Mr. Loewenherz said the vision statement calling for zero fatalities and serious injuries by 2030 is embedded in the Comprehensive Plan. He explained that in talking about a policy framework, the data deep dive will provide clarity with respect to the kinds of priorities will need to be focused on in order to achieve the vision. That will translate into a series of goal statements, and from the goal statements strategies to support them will be developed.

Chair Bishop asked if there is a metric that puts the fatalities and serious injuries data into a rate. Mr. Loewenherz said there are a number of different ways of approaching the metric, such

as vehicle miles traveled, number of vehicles moving through the city, density and concentration. The Commission will be engaged in the conversation of identifying the correct way of measuring success.

Commissioner Marciante commented that in coming up with rates to measure progress, it should be remembered that the goal is zero under any conditions.

Chair Bishop called attention to the last part of paragraph 2 on page 4 of the memo and said he would like to see included examples that do not just focus on vehicles. Mr. Loewenherz said he can provide multiple sources of data to substantiate the assertions made. He said the example was intended to highlight the fact that some of the objections with Vision Zero may also compete with other priorities for the city, including insuring that delay is reduced. As the vision for Bellevue is determined, it will need to be kept in mind that there will be tradeoffs.

Commissioner Woosley commented that in trying to get to absolute zero, it will be necessary to be as effective as possible in looking at the root causes of injury and fatality accidents, including vehicle speeds, design and distracted driving. Mr. Loewenherz said staff are conversing with the state Department of Transportation and the Washington Traffic Safety Commission. He said for their Target Zero plan, speed is identified as one of the major areas of concern and a priority to be addressed. Speed will not, however, be predisposed to be a given in Bellevue; Bellevue data will be screened relative to state data. There will be benefits for engaging with those state agencies in that it will position the city for next year's funding cycle during which tens of millions of dollars in safety grants will be administered by them.

C. Pedestrian and Bicycle Implementation Initiative

Transportation Planner Andreas Piller reminded the Commissioners that the initiative is comprised of seven tasks. Progress has been made on each component. The Bicycle Rapid Implementation Program (BRIP) that was approved in 2016 serves as the basis for the work that is currently under way. It included 52 project ideas, some of which have been advanced as part of the levy approved by voters in 2016.

A list of the projects scheduled for implementation in 2017-2018 was shared with the Commissioners. Mr. Piller pointed out that six of the projects have already been completed, including separated bike lanes on part of the Newport Way corridor and on Village Park Drive; implementation of sharrows on Lake Washington Boulevard SE; and bike lanes and sharrows on 108th Avenue SE. Most of the projects were implemented in coordination with the overlay program, with the exception of NE 24th Street which was a BRIP and levy specific project. Two projects are currently under construction, Main Street and Richards Road, both of which are using funding from sources other than the levy. Several other projects are either in design or have had the design work completed.

Answering a question asked by Chair Bishop about 112th Avenue NE project from NE 12th Street to the existing bike lanes installed as part of the Washington State Department of Transportation project, Mr. Piller said the roadway currently already has a three-lane configuration. He said the project will narrow the travel lanes and modify the channelization to formalize the bike lane and provide a buffer. The street will be overlaid in 2020 but the project will come about in 2018 to get the facility online as soon as possible. The focus is on making good on the goal to establish two north-south and two east-west corridors by 2019. Due to unresolved maintenance considerations, the improvements will likely initially be limited to painted buffered bike lanes, but ultimately some form of vertical separation may be added,

such as plastic delineator posts or planter boxes, to improve safety and comfort for people bicycling along the corridor.

Commissioner Woosley suggested that since vertical separation is not a given, the graphics should not depict them. He added that the presentation materials should include other relevant information about the street that might influence the project's design. Mr. Piller noted that all of the projects shown are documented in the BRIP draft report. It includes a host of metrics about each corridor, including speed limits and traffic volumes. The projects are being advanced from the conceptual level to engineering level designs, which takes into account what is actually possible given the specific dimensions.

Commissioner Chirls asked staff to briefly review how the BRIP projects were chosen for the benefits of the new Commission members. Mr. Piller said the 2009 Pedestrian and Bicycle Transportation Plan established the long-term vision for the bicycle network in the city, including 11 east-west and north-south bicycle corridors. The city was not trending favorably to some of the goals in that plan, and the Commission instructed staff to create a strategic program for achieving the targets as quickly as possible. The philosophy of the BRIP is "connected, protected, and rapid," which seeks to create a connected network of bicycle facilities as quickly as possible, with some amount of separation between bikes and cars where possible and appropriate. The corridors were identified by looking at those areas where the street width allows for channelization to be modified without any intensive construction activity, and in many cases with rechannelization alone to achieve bicycle facilities where they were previously planned. There are only a handful of exceptions where higher investment projects are required to realize some of the connections. The overall objective is to create two east-west and two north-south routes through the city by 2019 in addition to providing facilities to help people access those corridors.

Commissioner Chirls also pointed out that people have suddenly woken up to the BRIP now that the levy has passed and there are funds being allocated to projects. The Bellevue Downtown Association (BDA) will relatively soon send a letter to the Commission outlining what projects they would like to see that are not in the BRIP, which undoubtedly will involve more connections with the downtown. He asked what flexibility exists to respond to new constituencies wanting to see changes to the plan. Mr. Piller said when the BRIP was established it was framed as high-level project ideas. It was recognized that each of the projects would require vetting by engineering staff, and where there were implications for other street uses, such as existing on-street parking, additional community and Commission consultations would be in order. In that regard, flexibility is baked in. Many of the facilities identified for the downtown involve marked shared lane facilities, and the community has in various formats indicated that a greater level of protection is desired, which is part of the reason for the conversation that is currently ongoing with the BDA and the broader community.

Commissioner Wu said she has attended meetings of the Institute of Transportation Engineers to which manufacturers have brought in for review various types of vertical traffic separation devices. The desire is to create comfortable facilities for cyclists so that more people will ride bikes, and it will be worthwhile having staff seeking creative ways to provide for separated facilities. Mr. Piller agreed that new products are coming to the market all the time to enhance bikeway safety. The city has not committed to any particular product yet; rather, staff are exploring the options and considering how they would be implemented and maintained.

Commissioner Woosley asked if Bellevue has standards relative to bike lane widths based on the posted vehicle speed limit, roadway type, and the types of vehicles predominantly using the

roadway. Mr. Piller said there is as yet no adopted design standard for many of the bicycle facilities being considered. There is guidance from Multimodal Level-of-Service (MMLOS) as to what types of facilities may be appropriate and what locations may be appropriate based on factors such as traffic speed and volume. There is a wealth of national guidance as to the range of appropriate dimensions given various circumstances. As projects are moving from concept to actual designs, engineering judgment is being applied to determine how guidelines can be best applied in context.

Commissioner Chirls said one might say they would like to see a protected bike lane in a residential area so their kids could bike to school. And the kind of protection in such a situation would be more than a plastic vertical pylon. There are no standards and every community must decide for themselves how much money to spend. There is also a maintenance issue involved.

Mr. Piller said the BDA has asked the staff to engage with them on the topic of bicycle facilities and how to make bike lanes safe and attractive in the downtown area. He said the first of three planned meetings with the BDA was held earlier in the day. The focus was on the three components identified in the agenda memo, including a demonstration bikeway project to test facilities new to Bellevue. Such a project should be something that can be implemented rapidly, at low cost, and within the existing pavement width. After implementation, evaluation of the facility will be needed, along with modifications to address issues that may arise.

Mr. Piller shared with the Commissioners a map of the existing bicycle network in the downtown area and indicated which projects would be coming online through 2018 via the levy and other programs. He also shared a map showing all of the corridors in the downtown that have been identified through various planning programs in the past as streets warranting bicycle improvements. He highlighted four candidate corridors that might be appropriate for advancing a demonstration project based on their connectivity to other facilities and the ability to realize improvements rapidly and at a low cost. The evaluation criteria currently being worked through for each of the four categories include improved bicycle connections to the existing network, provision of a high-comfort environment, consistency with community feedback, impacts to other street uses including travel lanes, turn lanes and on-street parking, and potential challenges associated with transit operations, construction activity, and driveway access. The BDA has proposed adding to the evaluation criteria accommodating loading and freight.

Chair Bishop said the city should be conscious of the planning level consequences of any bicycle project before implementing it. Mr. Loewenherz said the city will not be in a position to undertake any simulation modeling, but traffic camera recordings will be used to develop turning movement counts along the corridors and to make determinations regarding queuing. There will also be engagement with the property owners along the corridors who might see impacts to their parking garages. One of the candidate corridors is 108th Avenue NE and at the BDA meeting earlier in the day virtually every major employer that has a presence on the corridor was represented. They will each be meeting with staff to review the implications for their businesses. Being aware of the tradeoffs will make it easier to make good decisions.

Commissioner Wu asked if there will be qualitative or quantitative assessments made. Mr. Piller said the intention is to conduct a before and after study if a demonstration project is initiated. Data would be collected on the corridor before any changes are made and again after changes are implemented. Where it is observed that something is not functioning to the anticipated level, or if there is an unforeseen issue, the project can be modified as part of the evaluation exercise.

Commissioner Woosley asked what the relationship is between the early implementation of the Pedestrian and Bicycle Implementation Initiative (PBII) and the demonstration project. Mr. Piller said the demonstration project would have two specific benefits. First, it would help to implement something rapidly, which is the intent of the initiative. The downtown is a particularly challenging environment, and given the feedback to date that people are looking for a greater level of separation on downtown corridors than originally identified in the BRIP, the demonstration project responds to that feedback. Second, the project will help to inform a broader consideration of what might be implemented as a network in the downtown by providing real-world data and evaluation as opposed to just models that may or may not adequately reflect the way the streets may ultimately function with bicycle projects in place.

Mr. Piller noted that the four downtown corridors identified are 108th Avenue NE, Main Street, NE 2nd Street and 106th Avenue NE. He said the first two are identified as part of priority bicycle corridors, and all four are identified as being part of the bicycle network. Each has a different array of tradeoffs that will be looked at in greater detail moving forward.

Commissioner Wu said she was pleased to see the BDA acting proactively. She asked if moving ahead with a demonstration project will in fact take attention away from corridors outside of the downtown. Mr. Piller said there is already funding identified for projects in 2017 and 2018, and the demonstration project will not take anything away from them. In fact, the demonstration project will help to inform the 2019 and 2020 projects in the downtown by providing real world information in context.

Commissioner Marciante said it appeared to her that the downtown, where there is a higher density of vehicles and people commuting to work, is a great place to provide a demonstration project. The data drawn from the project will help inform decisions about how similar projects could be implemented in other places. Mr. Loewenherz said there is also the potential to time the demonstration project with a demonstration bike share project. Data drawn from the GPS units on the bike share equipment would help to clarify usage patterns and inform the alternatives evaluation.

Commissioner Woosley noted that 108th Avenue NE has been identified in other already adopted plans. It certainly should be a frontrunner given where things are in the process. However, it is also a transit-priority corridor, and it is still a question how something with a more robust design than what was contemplated in the Bicycle Rapid Implementation Program would work with the shared transit capacity. It might make more sense to start small and scale up the project to reduce the amount of conflicts while at the same time providing a safe riding environment and accommodating an increased number of buses using the corridor.

Mr. Piller said bike share is another component of the Pedestrian and Bicycle Implementation Initiative scope of work. It facilitates providing people with access to bicycles to use on the facilities that get constructed. Bike share comes in a variety of models that are rapidly evolving. The traditional approach found in most major cities involves a station-based model. It is the most costly and the least flexible approach, requiring bikes to be picked up and dropped off at specialized stations. Typically, the model involves public financial investment, major sponsorships or advertising. The current focus is not on an approach that will involve city financial investment. The hub-based model involves the use of GPS units and locks attached to the bicycles, providing flexibility to lock bicycles to other bike racks in various locations in the city while preserving branded high-visibility hub areas where people can anticipate seeing the bicycles. Biketown in Portland operates on that model, but it too has city

investment along with major corporate sponsorships. The free-floating model, which recently launched in Seattle, is new in North America and has been in existence internationally only since 2016. This model utilizes locks attached to bicycles to keep them immobilized when not in use. The bicycles can be picked and dropped off anywhere by using a smart phone app. The Seattle program is operated privately and does not involve city investment. Seattle created a pilot permit program that includes specifics related to safety, parking, operations, data, fees and the application process that all private operators must adhere to. Some of the Seattle bicycles have on occasion showed up in Bellevue. Establishing a regulatory system in Bellevue would ensure that bikes that show up in Bellevue will be operated in accord with how the city wants them to be operated.

Mr. Piller said an online survey went live at the beginning of September and will remain live until October 20. The survey asks people how they feel about bicycling in the downtown, what kinds of facilities would make them feel comfortable bicycling there, if they are interested in bike share, and if they would use it if it were available to them. Of the nearly 600 people who have responded to that latter question to date, 56 percent have indicated they would use bike share if it was available to them in Bellevue today. About 24 percent have indicated they are not sure, and about 20 percent have said they would not be interested.

Chair Bishop said he expected that those who are active in the bicycle community would love to see a bike share program in place. Commissioner Chirls said he did not think that was true, and Commissioner Marciante suggested those people already have bikes. Commissioner Chirls said a bike share program in Bellevue is unlikely to take off until the bikes are electric. The bike share vendors who attended the meeting on September 27 all said they will have electric bikes soon, possibly within a year, for which they will charge \$2.00 per half an hour instead of \$1.00 per half hour. Electric bikes make more sense in Seattle and Bellevue given the terrain.

Mr. Piller said six vendors attended the September 27 meeting, including the three currently operating in Seattle. There are a number of other companies who were interested in attending but were not available. There is clearly competition for the market.

Chair Bishop said the parking of bike share bikes is a regulatory issue. Mr. Piller agreed and said Seattle's regulatory structure specifies that the bikes are allowed to be parked in the landscaped zone of the sidewalk but not in the walkway. The city and the bike companies are clearly messaging where the bikes can be parked and that they must be parked in ways that do not impinge on pedestrian or vehicular circulation. Various media outlets have covered stories of bikes having been parked particularly creatively. The vendors are saying that the number of people parking incorrectly is falling as they have become more active in ensuring that any bike not parked correctly is addressed immediately.

Commissioner Woosley asked if the downtown livability code amendments involve the bike share issue and possible regulations. Mr. Piller said staff are looking at Seattle as an example of how a permit structure might be implemented, but no decisions about what would be appropriate in Bellevue's context have been made yet.

Commissioner Marciante said she hoped to see the day when Bellevue would have too many bicycles.

8. OLD BUSINESS

Chair Bishop commented Phase II of the West Lake Sammamish Parkway project has been in

the CIP, TFP and TIP for a very long time. He said over the summer the transportation department realized that the utilities department has an active, under design utility project on the parkway that is going to tear up the roadway for a year and a half. The transportation department realized that its project should be done at the same time. The upshot is that Phase II has been accelerated by about two years. Paul Krawczyk, project for Phase I, is the project manager for Phase II. A consultant has been selected and a notice to proceed was issued on September 22. The project will not be where the thinking has been that it would be, rather it will be closer to Northup Way.

Mr. McDonald said the October 12 public hearing date for the Traffic Standards Code director's rule modifications will need to be changed. He proposed a public hearing date of October 26 instead. Additional agenda items have dropped off the October 12 Commission meeting agenda so he recommended canceling that meeting entirely.

A motion to change the public hearing date for the Traffic Standards Code director's rule modifications from October 12 to October 26 and to cancel the October 12 Commission meeting was made by Commissioner Chirls. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

Mr. McDonald said Commission typically authorizes a transmittal memo as a cover to recommendations forwarded to the Council. He said with the concurrence of the Commissioners, he would forward to them electronically a memo regarding the Transportation Management Program code revisions for review and comment.

9. NEW BUSINESS – None

10. PUBLIC COMMENT – None

11. REPORTS FROM COMMISSIONERS

Commissioner Woosley reported that he attended the recent Eastside Transportation Association meeting and heard from Congressman Adam Smith from the 9th Congressional District. He was very matter of fact about transportation issues, which he understands quite well. The current administration proposed a trillion dollar national infrastructure spending program of which some \$200 billion would be for transportation and an increased focus on highways. The thinking is that Washington state should be in line for some of the funds. The I-405 master plan needs to be funded beyond what the latest state gas tax package does. Congressman Smith was asked what needs to be done to get funding for I-405 and his response was that the jurisdictions along the corridor, including Bellevue, need to make it a priority. Hopefully the reintroduction of an infrastructure spending bill by him will spur the city to take a position along with other jurisdictions.

Commissioner Woosley also reported that he attended recent candidate forums for City Council. Former Transportation Commission chair, Janice Zahn performed admirably and demonstrated the best knowledge of transportation issues.

Commissioner Woosley reported that he attended the BDA meeting earlier in the day and heard the in-depth presentation on Downtown bicycle implementation. The room was full and there was a lot of interest expressed in the topic. The second of the three-meeting series will be held on October 26, and the third on November 16.

13. COMMISSION CALENDAR

Mr. McDonald reviewed the Commission's calendar of upcoming meetings and agenda items.

Commissioner Lampe asked where things stand relative to the multimodal LOS process. Mr. McDonald said the first part is complete and the metrics, standards and guidelines are documented. The second part will involve using those metrics, standards and guidelines to help identify and prioritize projects and to look at funding options for implementing projects. The funding options include private sector conditions of development approval, CIP standalone projects or parts of programs, and allocating impact fee money toward non-motorized projects. It will take about a year to work through the issues and come up with a recommendation. It will not be fully available for the next CIP process. However, the metrics, standards and guidelines will be implemented through the design manual, which is currently being updated. The intent is to have a more objective way to evaluate projects based on criteria rather than politics.

14. ADJOURN

Chair Bishop adjourned the meeting at 8:32 p.m.