

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 8, 2024
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Vice Chair Helland, Commissioners Magill, Rebhuhn
COMMISSIONERS REMOTE: Chair Stash, Commissioner Kurz
COMMISSIONERS ABSENT: Commissioners Marciante, Ting
STAFF PRESENT: Kevin McDonald, Paula Stevens, Eric Miller, Mike Ingram, Kristi Oosterveen, Department of Transportation
OTHERS PRESENT: None
RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

Upon the call of the roll, all Commissioners were present with the exception of Commissioners Marciante and Ting.

2. APPROVAL OF AGENDA

Kevin McDonald reminded the Commissioners that the Commission bylaws were previously amended to remove the second oral communications period. The line item was inadvertently left on the printed agenda. The Commission is free by majority vote to include the item.

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

3. ORAL AND WRITTEN COMMUNICATIONS

Steven Fantle, a Bellevue resident who previously volunteered for the city of Bellevue transportation department in the area of bicycle and transportation planning and Vision Zero safety. The speaker endorsed the Bike Bellevue initiative which seeks to add an additional 15 miles of safe and connected bike facilities along critical corridors, linking the city's core to the surrounding neighborhoods. With the proliferation of electric bikes, people-powered vehicles are becoming a viable alternative to motor vehicles for traveling to work, school, shopping and more. Given the plans for higher density housing, the availability of safe and connected bike routes will ease traffic congestion with minimal impact on legacy motor vehicle travel. The deployment of speed safety cameras is also strongly supported to enforce the posted speed limits for the common benefit of drivers, cyclists and pedestrians. There is a need for changes to be made to existing pedestrian crossings signal designs throughout the city. The overall experience for pedestrians at signalized intersections is generally negative. Giving inequitable signal priority to motor vehicles encourages unsafe jaywalking. Having only three to five

seconds of walk before the don't walk countdown begins unnecessarily raises pedestrian anxiety and frustration. There have been some positive steps taken recently, such as providing advanced walk before vehicles get the green light, and the addition of an all-way walk signal at the Downtown transit center, but much more is needed. Having to push a button to request a walk cycle should be eliminated in favor of a full-time walk throughout the entire green light cycle. The countdown timer should start immediately when the white walk sign is illuminated, letting everyone know how long the walk cycle is. The same is used in Washington, D.C. and other cities. Intersections with high pedestrian volumes should have all-way walk signals, and right-turn-on-red movements should be restricted in Downtown intersections. As Bellevue grows, its transportation systems must continue to evolve to provide safe and equitable mobility along with maximum throughput.

Jon Zulanis spoke in support of Bike Bellevue. A week without driving in October turned into two and a half months of commuting to work, to family visits, to concerts and other activities by bike. The work commute includes Northrup Way. In the northbound direction the effort involves a constant wrestling with fear. All effort is put into keeping up with some of the traffic on the road but the concern is always about the need to go even faster to avoid being the designated target for someone in a car wanting to take out their frustration at having to share the road with cyclists. Finding out that Bike Bellevue is continually being delayed sends the message that when it comes to pedestrian and bicycle safety, the city does not care. Vision Zero is an incredible promise to reducing deaths and serious injuries from traffic to zero by 2030, a deadline that is only six years away. Concrete steps must be taken to redesign the streets to make them safer for all people. Bike Bellevue must be reinstated and prioritized.

Jacqueline Kimsey spoke on behalf of Bike Bellevue. The Commission previously approved Bike Bellevue and Vision Zero, and everyone wants to get to the point of having no one killed on the streets by cars. Currently, however, riding a bike is very dangerous. If the city is ever going to realize Vision Zero, the bike infrastructure will have to be put in place. Cars should not be prioritized over cyclists and pedestrians. Cars have a full metal box to protect them. Bike riders do not have that protection and if a car swerves to miss something in the road, they can easily take out a bike rider's life. Infrastructure for bikes is badly needed, and Bellevue is failing at providing it. Bike Bellevue must be taken seriously and implemented as fast as possible.

Lara Gardner, a Lake Hills resident, voiced support for Bike Bellevue, which seems to have been removed from all upcoming calendars with no information available. The community desperately needs the infrastructure in its entirety, and it needed it yesterday. The city is facing increasingly hostile roadways that are more congested every day, all while planning for thousands of units of new housing. Without viable alternatives to driving, the new residents will have no choice but to bring cars with them, adding to the traffic, danger and emissions impacting everyone. A single light rail line without safe connections to destinations is not a viable alternative to driving. Some people seem to be concerned about losing car lanes, particularly on Bel-Red Road, the corridor that should be given the highest priority. In January, along with a friend, a few hours was spent walking around the BelRed station area, which is supposed to be a vibrant, art-centric, mixed use, urban village destination served by light rail. The Commissioners were encouraged to walk around the area and imagine it being their own home. Much of the new infrastructure is great, but the exciting new neighborhood is bounded by two of the most hostile roads in the city. Imagine having a bedroom overlooking Bel-Red Road or Northrup Way and having the sound of street racers keeping everyone awake at night. Imagine the air quality and the ambient noise level and the associated health impacts. Try walking to the nearest bus stop and waiting at the curb of the sidewalk with only a narrow gap

of air away from speeding vehicles. Imagine doing that with young children, a dog, or while using a mobility device. Imagine kids growing up without a safe space to be a kid outside their front door. Imagine the city is proposing to reallocate some of the hostile space to enable less negatively impactful modes of transportation, with treatments that will naturally slow speeding cars. That should not feel like a tradeoff, rather like a double win. Thousands of families will one day live in the BelRed neighborhood. They are not living there yet to advocate for the health, safety and comfort of the place they will call home. The city should not shy away from the desperately needed infrastructure because of a few angry voices whose only connection to the place is cruising past it in their cars. Bike Bellevue should not be delayed any longer. The community needs it, and the future needs it.

Craig Speizle, a Bellevue resident, spoke in regard to Eastrail. Over the past year the old rail line has evolved to become a vibrant centerpiece for the city of Bellevue and the entire Eastside. Twenty years ago the rail corridor was abandoned and the King County Council, Bellevue and the adjoining cities had the fortitude and vision to acquire the property and develop a master plan. In only eight years Eastrail has become a linear park offering transportation, recreation and connections for users of all ages and levels of ability. Eventually families will be able to walk, run or ride over 40 miles from Renton to Snohomish. In just a few years the key elements within Bellevue will be completed, allowing for going from Newcastle Park over the historic Wilburton trestle and Kelsey Creek to Kirkland. Residents and visitors will have the ability to connect to light rail, the Grand Connection, and many other amenities via a safe corridor. Eastrail represents significant collaboration among various jurisdictions. The Commission was thanked for its work in helping the community realize the dream that will benefit future generations. With regard to the 11 proposed Bike Bellevue corridors, six are supported, but the remaining five need additional review and discussion regarding the alternatives and impacts to the community.

Alex Tsimerman began by calling the Commissioners garbage rats. When the Council elected Mohamad Malakoutian to be the Deputy Mayor, it fundamentally changed the situation. For one thing, Deputy Mayor Malakoutian works for Amazon and the Council is best friends with corporations, which by definition is fascism. The appointment also shows two different faces because Deputy Mayor Malakoutian is an Iranian Muslim, and Muslims hate all Jews. Because the nation is at war with Iran, Americans are hated by the Iranians. They do not care about people in America.

Vice Chair Helland asked the speaker to make comments only about issues related to the work of the Transportation Commission.

Alex Tsimerman said it all reflects the plan. The Commission is playing billiards. The situation is simple. The Councilmember is someone who hates Americans and by definition that is a crime to support someone who is the enemy. The democratic mafia hates America. The city must stop its support of the bandita who hates Americans and Jews.

Robert Shen, a fairly new resident of Bridle Trails, spoke in support of Bike Bellevue and everything bike related, having been hit by a car just a week ago in front of the BMW dealership. The accident could have been prevented with better infrastructure. The driver turned to the right without looking toward the bike lane. The value of a human life surely must be more than the amount allocated for Bike Bellevue. Bellevue's roads in general need to change. Drivers often turn right on red, even where it is posted as not allowed. Certainly better enforcement is needed. The existing bike infrastructure also needs to be maintained. There are some bike lanes where rainwater collects, forcing cyclists to swerve into the car lane. The SR-

520 trail is in poor condition. Bike Bellevue is worth pursuing.

Arman Bilge, a Bridle Trails resident, noted being the child of a mother who moved to Bellevue from Iran at the age of 14 to flee the Iranian revolution. Bellevue has the distinction of having not one but two Persian groceries, one on Bel-Red Road and the other on Northup Way, both of which are corridors in Bike Bellevue. The hope that Bike Bellevue would come online led to purchasing a bigger bike, making it easier to use the bike for shopping trips. Physical safety is of course a concern, but so is the attitudes of drivers. It is very scary to have a fast car passes a bike rider, but even more scary than that is having a car in a travel lane slow down next to a rider, roll down their window, and call the rider vulgar names. The infrastructure of the Bike Bellevue project will increase the physical safety of riders as well as pedestrians.

Bill King, a Redmond resident who commutes to Bellevue for shopping and restaurants, noted not going to Bellevue as often as one might like simply because the bike infrastructure in Bellevue is patchwork at best. Riding from Redmond to BelRed via the SR-520 trail means being dumped into a parking lot before accessing sharrows, then a bike lane, and then back into sharrows with traffic. The patchwork limits the number of people willing to ride the route. Programs like Bike Bellevue have great value in that the infrastructure gives riders of all skill levels a safe way to visit different businesses.

Alexis Chartouni, development manager for the Bellevue station project at the intersection of Spring Boulevard and 132nd Avenue NE, said residential housing developers do not typically build roads, but the Bellevue station project has been asked to put in a new road at something like 116th Place NE called South Street. Connecting the light rail line with Bel-Red Road is 132st Avenue NE. A half-street improvement is needed from the edge of the station project building to the fence line, adjacent to the Kelly property, which is owned by the city. The city will have to build out the other half of the roadway. On paper the intersection with 131st Avenue NE does not look like much. However, on site the retaining wall is seven-foot tall with a six-foot-wide footing. The project has hundreds of thousands of dollars sunk into a temporary retaining wall and crash barrier that will have to be demolished when the second part goes in. The problem with BelRed is that there is no regional detention facility so one must be built at a very high cost. An even bigger pond is required for the new South Street at 200 feet long and ten feet wide. The Commission was asked to do away with the street grid requirement.

Hanoch Yeung, a south Bellevue resident and homeowner, allowed that Bellevue has changed a lot in the last few years. The speaker noted wearing a Choose Your Way Bellevue vest that was acquired on Bike Everywhere Day. An avid biker, but husband of someone who chooses to walk or drive, indicated being relatively comfortable with riding on any road in the city. What is needed are better bike facilities that allow riders to get to where they want to go. Bicycle facilities should be prioritized in order to have safety.

Kristina Hwang, a Downtown resident, noted commuting to work every day by walking through the apartment then through Downtown Park to the intersection of NE 4th Street and Bellevue Way NE, then along the sidewalk before turning right at the Bellevue Art Museum. From there the walk continues from the Pedestrian Corridor to the Bellevue transit center to catch the B Line. The efforts Bellevue has made to improve the pedestrian experience are appreciated. It was noted that the speaker's commute would be improved should some car lanes be converted to bike lanes because walking next to speeding cars is not comfortable. Drivers are used to wide lanes and a lot of them, which only encourages speeding. The roads should be designed to force drivers to drive safely.

Abraham Willner Martin noted being a driver not a biker but someone who emphatically supports adding bike lanes and reducing car lanes. A lifetime resident of Bellevue in a house off of Northup Way, the speaker stated that less than a mile from home is a permanent memorial next to a bus stop along a stretch of roadway that has never gone more than eight months without some kind of accident, usually involving bikers or pedestrians. The bus stop is not protected, it has no buffer between drivers on Northup Way going far above the listed speed limit. The speaker's mother always drove kids to and from school and did not allow them to walk along the dangerous roadway. As a disabled person unable to go the speeds required to bike alongside cars, there is no other choice but to drive a car. There is a clear matter of safety and the Commission was implored to fix it as fast as humanly possible.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION – None

5. STAFF REPORTS

Department of Transportation Assistant Director Paula Stevens announced that the Bike Bellevue project has been assigned a new project manager in Kevin McDonald. Kevin McDonald is well-prepared to take over management of the project as soon as the Council study session is concluded which presumably be in late spring. Until then the project remains temporarily paused. Kevin McDonald will also continue to serve as staff for the Commission.

Commissioner Magill asked if there are dates or milestones that need to be met by Bike Bellevue. Paula Stevens said the Capital Investment Program funding for the Bike Bellevue projects has an anticipation of project completion by the end of the year. The longer the project is delayed, the less likely being able to meet project schedules to bring facilities online. There is otherwise no specific clear and compelling urgency other than the backdrop of the community sentiment around Bike Bellevue both for and against.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Eastrail

Senior Planner Mike Ingram reported coordinating closely with King County on the development of Eastrail through Bellevue. There are multiple owners of the land along the corridor, and most of what goes through Bellevue is owned by King County. There is a segment owned by Sound Transit; to the north Woodinville owns a segment, and Redmond owns part of the spur line that goes through the Sammamish valley. Snohomish County owns from the county line up to the city of Snohomish where ultimately Eastrail will connect to the Centennial Trail. The coordination among the various owners will result in consistency and connected facilities.

Mike Ingram said there are ownership stakes in the corridor for utilities and for transit. As train improvements are built out, it will be necessary to be mindful of those other interests. Sound Transit owns the corridor section to the north of the Wilburton station and there are plans to build a rail line from South Kirkland to Issaquah, utilizing that area.

Within the last year and a half there have been some key pieces completed to create a connected link. One can now continue from the north end of Bellevue through Kirkland and into the valley, and connect up with the Sammamish River trail, and continue north and west to Kenmore, Bothell, and ultimately Seattle on the Burke Gillman trail. Most of the trail segments currently are graveled. The Kirkland Willows Road connector, while not part of the rail corridor, is paved and connects with 124th Street and the Eastrail corridor spur line.

Commissioner Rebhuhn asked if usage of the graveled segments is being tracked. Mike Ingram said there is a counter located in the northern Bellevue segment. Currently there are almost as many pedestrians using the trail as bicyclists. Once continuity is achieved, there will be a lot more through movement by bikes.

In Woodinville, the 145th Street connector connects Eastrail with the Sammamish River trail. They are in the process of opening an additional section from which the rails and ties have been removed. Woodinville is also doing some exciting things with trail-oriented development in its downtown.

Kirkland achieved a big milestone in 2023 with completion of the Totem Lane Connector Bridge, which carries trail users up and over a complicated intersection and connects with a nice park.

To the south in Renton, Eastrail currently terminates at the north end of Coulon Park. Renton actively discourages riding bikes through the park and their vision is to instead extend Eastrail on the rail corridor to the east of the park down to The Landing. King County, Renton and Burlington Northern are working toward reaching some agreement. A number of trails converge in Renton, including the Cedar River trail which connects with Maple Valley; the Interurban Trail which goes all the way south past Auburn; the Green River Trail; and the Lake to Sound Trail which King County is building out to connect with Des Moines.

In Redmond, the Redmond Central Connector III is currently under construction. Additionally, a connection between that facility and the East Lake Sammamish Trail is also under construction. When Sound Transit does its construction on the Redmond downtown link extension, they will install the connectivity for the trail, with the trail connecting under the highway infrastructure. The trail between Redmond and Issaquah is now fully paved.

Turning to the Bellevue segment, Mike Ingram noted that the northern segment is graveled from BelRed north into Kirkland and beyond. To the south there is a fully paved segment from Coal Creek Parkway to Renton near the Seahawks facility. It continues south from there as a graveled facility to Coulon Park. The sections between that run through Bellevue involve costly and technically challenging elements. Sound Transit owns the segment from roughly SE 6th Street up to SR-520, but King County has an easement for the trail. Several parts of the Bellevue segment are funded, but not the crossing over I-90. The I-90 crossing has been estimated at about \$49 million and a grant is being sought.

Addressing items that are in the pipeline or recently completed, Mike Ingram noted first a ramp connection from Eastrail to Northup Way. Northup Way is at that location part of the SR-520 trail corridor. There is a dedicated trail to the east and to the west, but the part in between Northup Way serves as the connection and is useful for local connectivity while also providing access between the main north-south Eastrail and the primary east-west SR-520 trail. The connection opened in December 2023 and it was largely privately funded with contributions from Meta and REI.

A little further to the south the city is working to develop a connection from Eastrail up to Spring Boulevard. The existing trail along the north side of NE 12th Street in the Downtown continues over I-405 and into the Spring District, and the Eastrail in that area will open soon. The facility the city is building will connect the two and will provide access from Eastrail into the north end of Downtown and into the Spring District. Two grants were received to support the work and construction is anticipated to commence in 2025.

King County has completed most of the work on the crossing at NE 8th Street. The major bridge will carry the Eastrail through traffic up and over NE 8th Street and will also provide local access for those on the south side of NE 8th Street who want to get up to the Sound Transit station on the north side. Sound Transit did kick in some funding for the bridge though it is primarily being paid for by King County. Also incorporated into the design is the Japanese American community that formerly occupied and farmed that part of the city. The facility will hopefully be opened by May or June.

Mike Ingram said the Wilburton station is anticipated to open in March or April. Once that station opens, the Eastrail from that point north will also open. The NE 8th Street overcrossing will open in May or June, and the Eastrail segment from NE 4th Street to NE 6th Street will follow. The segment between NE 4th Street and SE 5th Street will open in late 2025 after the trestle opens.

The vision for the Wilburton area has been under consideration for a number of years. In 2018 the CAC came up with a vision for mixed use high density. Since then the city and the county have focused on now Eastrail and the adjacent development can work together. There are examples around the area in which adjacent developments just do not connect. The fact is making it connect can be difficult, especially in Wilburton given the topography. The intent, however, is to have Eastrail seamlessly, or at least conveniently, connected to the adjacent development. The Eastrail corridor can function as a trail facility but also as a greenspace for the occupants of the adjacent properties given the 100-foot width.

Commissioner Rebhuhn asked if the adjacent property owners will be responsible for making both sides of the trail right-of-way level to each other. Mike Ingram confirmed that. There are opportunities for park-like amenities, but the county has made it clear it will not develop and maintaining them. The Grand Connection will tie in to Eastrail, linking the trail directly with the core of the Downtown. The city is looking at how to bring to fruition a crossing over I-405 for the Grand Connection. On the other side of the freeway and across 116th Avenue NE there is a major landowner who is interested in redeveloping once the code changes take effect.

Vice Chair Helland asked where the notion of a lid over the freeway stands. Mike Ingram said it remains in the conceptual stage. The initial focus is on getting a high-quality pedestrian and bicycle crossing that will be forward compatible with a lid, and that work is ramping up.

Mike Ingram said Main Street is another opportunity area. It does present a challenging grade difference of 54 feet between 116th Avenue NE and the Eastrail. There is a 70-foot-wide right-of-way, but making an ADA connection with that much of a grade difference would be difficult.

At the north end of the trestle at SE 5th Street, the improvements the county will build involve an interim crossing of the street. The city needs to realign the streets because they are not contained within the right-of-way; that must be done in order to have room for sidewalks. The

trestle will ultimately be an attraction and while there are existing sidewalks that get near it, they do not quite connect. As for the trestle itself, the bid period has closed. The project will include a distinctive railing, benches and overlooks, all in keeping with the historic railroad character. The hope is that it will be open by late 2025 or early in 2026.

The city and the county have purchased some access points to the south of the trestle, one into the Woodridge neighborhood at SE 11th Street, and another at 118th Avenue SE near the Mercer Slough Environmental Education Center.

Mike Ingram said progress has been made on the new bridge over the southbound lanes of I-405 for Eastrail. It will open when the trestle opens.

There are several elements that are not yet funded. There is about \$12 million in hand from Move Ahead Washington, and King County has identified \$2 million in its parks levy, but some \$49 million is needed. The process of applying for a federal grant is underway and if successful that will bring in \$25 million. The funds are needed to rehabilitate the trestle over I-90, and to pave the trail segments to the north and to the south. The steel bridge will not be replaced but it will be repainted.

Chair Stash asked what Plan B is if the federal grant dollars are not received. Mike Ingram said the trail would have a gravel surface rather than a paved surface. A significant part of the cost is the bridge and the fact that it crosses an active highway. The north and south trail segments also represent a significant cost for paving, drainage and retaining walls, and possibly lighting.

One piece for which there is now a separate way forward is the connection from Eastrail to the Mountains to Sound Greenway. The city has secured grant funding to do that work. At SE 32nd Street there is a narrow wooden trestle to the north of the steel bridge that crosses over a dead end city street, and the project includes rehabilitating the bridge. The city street is part of the access connection between Eastrail and the Mountains to Sound Greenway. The county will be building a ramp from Eastrail down to SE 32nd Street for pedestrians and bikes. Improvements will be made along SE 32nd Street as well to achieve ADA compliance. A ten-foot-wide paved path along 118th Avenue SE will be put in connecting from SE 32nd Street to the Mountains to Sound Greenway trail. The Puget Sound Regional Council awarded \$2.5 million for that connection.

Commissioner Magill asked about the bike lane Redmond plans to construct on its side of the line north of BelRed. Mike Ingram said Redmond is making a number of local connectivity improvements for pedestrians and bikes around the Bellevue Technology Center. Commissioner Magill said as the Bike Bellevue work progresses, it would be good to know where Redmond intends to end its trail. Bellevue built out bike lanes on the Bellevue side of the line a couple of years ago but at the time Redmond was not willing to do the same on their side of the line.

B. Transportation Improvement Program (TIP)

Program Manager Kristi Oosterveen explained that the process of identifying projects begins with the Comprehensive Plan and specifically the city's long-range facility plans and the functional plans, which flow into the Mobility Implementation Plan for prioritization. The projects identified for the Transportation Facilities Plan, a financially constrained 12-year plan, has funding from the Capital Investment Program and five years of anticipated revenue that might be taken in. That filters down to the CIP, the city's seven-year funded plan. It is from the

CIP that disreect projects and ongoing programs lead to project implementation. All of those projects go into the local TIP. It was decided a few years ago to take the projects in some of the long-range and subarea plans and house them in the TIP, which is reviewed on an annual basis. The TIP is a funding mechanism that allows the city to apply for different grants. Other programs and initiatives that go into the TIP include other unfunded local projects identified and scoped by completed alternative analyses and planning or pre-design studies, and regional and outside agency led projects.

Once the TIP is put together, which is mandated to be completed by June 30 of every year, it is approved by the Council and forwarded to the Puget Sound Regional Council for inclusion in the regional TIP and to the Washington State Department of Transportation for inclusion in the state TIP.

There are four sections to the TIP. In Section I are projects that are in the currently adopted CIP. Section II includes the projects that in the adopted Transportation Facilities Plan. Section III has other unfunded local projects identified through alternative analyses and planning or pre-design studies, and Section IV has the regional our outside agency-led projects in which the city may choose to participate financially. The TIP is not financially constrained and includes all projects the city would move forward with provided it had the revenues and resources to do so within six years.

Commissioner Rebhuhn asked if there is any priority given to the unfunded projects. Kristi Oosterveen said the projects on the list go through a prioritization process at the TFP and CIP phases. The projects in Section III are not prioritized.

Kristi Oosterveen explained that very few changes are proposed as part of the 2025-2030 TIP. There is no update to the CIP yet given that it is a budget year; there are no new projects going into the CIP and there are no projects leaving the CIP. The changes in Section I include the removal of three projects and the transfer of one project to another section. Two of the three projects are substantially complete or will be complete by 2025, and those projects will be removed from the CIP when it is adopted at the end of the year. A third project was a sub-project that belonged to the levy. When the projects in the congestion reduction part of the levy were brought up the project, NE 8th Street and 104th Avenue NE, was studied but the results did not come back favorably with the public and it was removed from the list. There are congestion relief projects occurring along 148th Avenue NE and the anticipation is that some of those improvements will improve conditions on 140th Avenue NE.

One of the Section I projects has a portion of it that has been completed and the remaining portion will be moved to Section III. No changes are proposed for Section II. One project is proposed to be removed from Section III given that it has been included in the Bellevue College connection project. No changes are proposed for Section IV.

Commissioner Rebhuhn asked what the public feedback was in regard to the Section I project related to NE 8th Street and 140th Avenue NE. Kristi Oosterveen said an independent consultant conducted the study and the outreach. It was concluded the improvement suggested for the intersection would not in fact improve conditions and the public saw that. If after some of the other improvements being made in the area do not result in improved conditions, the project can be looked at again.

Vice Chair Helland called attention to item 5A, Lake Hills Boulevard traffic lights, and asked if there is not already a traffic light at Main Street and 156th Avenue SE. Kristi Oosterveen

agreed to doublecheck to make sure the project still needs to be listed in the TIP.

Answering a question asked by Commissioner Magill, Kristi Oosterveen said projects that will be completed or substantially completed by the end of 2024 can be pulled from the list. If not, the projects remain in the TIP.

Kristi Oosterveen noted that once direction is given by the Commission to move ahead with the TIP as proposed, a new map will be drawn up, the financial numbers will be shored up, and some public outreach will be conducted ahead of the Commission holding a public hearing.

Vice Chair Helland asked if the East Link project fits into the TIP. Kristi Oosterveen said there is a CIP project that is held over for East Link analysis and development. It is project 11 in Section I and it has very few dollars left for it. Section IV no longer has a standing line for East Link given that the project is substantially complete in Bellevue.

A motion to approve the list was made by Chair Stash. The motion was seconded by Commissioner Magill and the motion carried unanimously.

A motion to set the public hearing for April 11 was made by Commissioner Rebhuhn. The motion was seconded by Commissioner Magill and the motion carried unanimously.

8. APPROVAL OF MINUTES

A. January 11, 2024

A motion to approve the minutes was made by Commissioner Rebhuhn. The motion was seconded by Commissioner Magill and the motion carried unanimously.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

11. ORAL AND WRITTEN COMMUNICATIONS – None

12. REVIEW OF COMMISSION CALENDAR

A. Upcoming Agenda Items

Kevin McDonald reviewed with the Commission upcoming agenda items and meeting dates.

13. ADJOURNMENT

A motion to adjourn was made by Commissioner Rebhuhn. The motion was seconded by Commissioner Magill and the motion carried unanimously.

Vice Chair Helland adjourned the meeting at 8:23 p.m.



March 14th, 2024

Secretary to the Transportation Commission

Date