

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

June 14, 2018
6:30 p.m.

South Bellevue Community Center
Community Room 206-B

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, 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 Chair Bishop who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Teh, who arrived at 6:54 p.m.

A. Election of Chair and Vice Chair

Mr. McDonald recommended postponing the election of Chair and Vice Chair until after Commissioner Teh arrived.

2. APPROVAL OF AGENDA

Mr. McDonald said the agenda needed to be amended to include under Unfinished Business approval of the TFP transmittal memo.

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

3. PUBLIC COMMENT

Ms. Michelle Wannamaker, 4045 149th Avenue SE, encouraged the Commission to make sure there will be future open house events in Eastgate or in Factoria.

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

Councilmember Lee said he was happy to see the Commission conducting a meeting away from City Hall as a way of accommodating the public.

Commissioner Woosley reported that earlier in the day he attended an update presentation on the Eastside Rail Corridor by a representative from King County. He said progress is being

made on the Wilburton trestle in that about half the money needed to renovate and upgrade it for use as a bicycle facility is in hand, including a \$2 million contribution from the city. With regard to the NE 8th Street crossing of the Eastside Rail Corridor, he noted that the final master plan calls for it to be grade separated. The Council has been clear about that as well. The crossing must be built by 2022, prior to East Link operations beginning. There are concerns about the at-grade crossing, which the plans address by including an elevator and a stairwell.

Commissioner Woosley said he has been tapped to serve another term on the joint Chamber of Commerce and Bellevue Downtown Association task force. He noted that earlier in the week a presentation was made by city finance staff about the need to make significant investments in transportation infrastructure to facilitate the business climate of the city.

Commissioner Marciante noted that the United States would be hosting the 2026 FIFA World Cup. Usually that comes with improvements to systems, including transportation. Some of the games will be held in Seattle and there probably will be people thinking about needed investments in infrastructure. It will be a good opportunity for the region to set some deadlines and advance some key priorities.

Commissioner Marciante said she served recently on a panel with Dan Doctoroff who was Deputy Mayor of New York and who worked on the revitalization of the city. He became an urbanist through trying to get New York to host the Olympics. She encouraged the Commissioners to read Mr. Doctoroff's book *Greater Than Ever: New York's Big Comeback*. She also noted that while in New York she used a rental bike to get around, including on a bicycle highway along the Green River. She said it was an amazing and safe experience that contrasted greatly with her experience of using the local Lake to Lake trail which has areas that are very unsafe.

Commissioner Wu commented that on June 13 the *Seattle Times* reported that statewide there were twice as many pedestrian-related fatalities over the past four years compared against the four years previous. The article indicated that agencies looking into the causes of the increase.

Commissioner Lampe reported that at the most recent Sound Transit Citizen Oversight Committee meeting a presentation was given regarding procurement for the Lynnwood link, which is in need of about a billion dollars in federal funding. A number of major contracts need to be in place by the end of the year in order to meet the 2024 project deadline.

Commissioner Woosley commented that the project is the first implementation of ST3 and asked if there has been any discussion regarding threats to funding the ST3 projects on the Eastside as a result of cost overruns and not receiving all the anticipated federal funding. Commissioner Lampe said the Eastside has historically not qualified for federal funding. To the extent that the east subarea will essentially pay its own way, there will be no such impacts. However, subarea equity continues to be approached on a regional basis as opposed to specific subareas, so there is the possibility that projects could be impacted.

Chair Bishop reported that he attended the May 31 annual general assembly of Puget Sound Regional Council. He said there were some 200 city councilmembers and mayors in the room representing the entire four-county region. One outcome was adoption of the 2018 update to the 2040 transportation plan.

5. STAFF REPORTS

Traffic Engineering Manager Chris Long reminded the Commissioners that in December 2016 a process was started to look at improvements on 150th Avenue SE at the request of then-Mayor Stokes and the City Council. The focus was on identifying near-term improvements to deal with the congestion on that roadway. The study was done in partnership with the Commission and three improvements were identified. The first improvement involved adding a southbound right-turn pocket at Newport Way to serve the dual purpose of adding capacity to the intersection and a sidewalk to serve adjacent residences. The second improvement identified sought improvements to SE 37th Street near the freeway interchange, specifically making the east leg a full four lanes wide, adding a second right-turn pocket coming off the freeway, extending the southbound left-turn lane, and adding a third lane southbound from the loop ramp onto eastbound I-405 and continuing to the right-turn pocket at SE 38th Street. Modeling showed the projects would provide significant improvements.

Continuing, Mr. Long said the transportation levy was approved the same year which provided funding to kick off the design work. Nine months ago with the concurrence of the Commission it was decided to use 2018 levy dollars to reach 100 percent design for both projects. Since then, WSDOT finished its evaluation of the I-90 corridor for its project to add auxiliary lanes eastbound and westbound between Eastgate and the Lakemont interchange. They saw capacity improvements occurring at the SE 37th Street intersection as a result of moving the eastbound on-ramp meter 500 feet to the east, increasing the storage capacity. When it came time to execute the additional contract, the decision was made only to take the Newport Way project to 100 percent and to wait to do further analysis of the intersections until the WSDOT projects are completed.

In the meantime, staff are actively looking for funds for the southbound right-turn pocket at Newport Way. It is being proposed as a capital project for the 2019-2020 budget. Consideration will be given to spending levy dollars on the project. Staff would like to see the project built with the project that includes a multipurpose path on Newport Way from 150th Avenue SE to the Somerset Boulevard intersection.

Answering a question asked by Chair Bishop, Mr. Long said the WSDOT project will include an auxiliary lane between the Eastgate interchange and Lakemont Boulevard. That means there will be three general purpose lanes, the HOV lane and the auxiliary lane. Chair Bishop suggested the project will be a significant improvement and will reduce congestion. Mr. Long agreed and pointed out that under current conditions the merge point can back up all the way to the ramp meter, thus the light can turn green but traffic can have nowhere to go. That issue will be eliminated.

Chair Bishop said the original thinking was that the projects would be put off until WSDOT finished its I-90 work. Mr. Long said there was some miscommunication involved. A decision may be made soon based on the modeling. Once work on the ramp is done it will be easier to get a sense of how traffic will adjust. Currently many drivers choose to use the southbound left instead of the loop ramp and that dynamic may adjust. WSDOT is slated to finish its work by the end of 2020. Chair Bishop urged staff check in with WSDOT to find money to build their first portion of the project, the eastbound off-ramp to 150th Avenue SE which is entirely on WSDOT right-of-way. City money should not be spent to solve WSDOT problems.

By way of full disclosure, Commissioner Woosley noted that he continues to represent the owners of the RV Park property as well as the potential purchasers.

1A. Election of Chair and Vice Chair

Chair Bishop turned the meeting over to Mr. McDonald to preside over and facilitate the election of the Chair. Mr. McDonald noted that two Commissioners had been nominated to serve as Chair: current Chair Bishop and Commissioner Wu. He explained that under the Commission's protocol, the first nominee to receive four votes is elected, and the incumbent will be voted on first. Once a Chair is elected, that person will immediately take on the role.

Chair Bishop said he had enjoyed serving as Chair of the Commission for the past year. He said he guided the Commission through some fairly controversial issues. He said he has shown his ability to put in the time required to do the job. He said he has had training on Robert's Rules of Order. The tradition the Commission has had over the years has been that the Chair has been elected to two consecutive terms. He said he would like to serve another term.

Commissioner Wu said her impression of the Commission is that its members come from very diverse backgrounds. Some are traffic engineers, which is helpful, but the Commission exists to bring to the table a variety of perspectives, including the neighborhoods and businesses. The sum of the collective whole is thus greater than the individuals. She said if elected she would work to make sure all voices and perspectives are heard through thoughtful deliberation.

Mr. McDonald called for the vote. Chair Bishop and Commissioners Lampe and Woosley voted for Chair Bishop, and Commissioners Chirls, Teh, Marciante and Wu voted for Commissioner Wu.

Mr. McDonald turned the meeting over to new Chair Wu.

Chair Wu announced the nominees for Vice Chair to be Commissioner Woosley and Commissioner Chirls.

Chair Wu called for the vote. Commissioners Bishop, Lampe and Woosley voted for Commissioner Woosley, and Chair Wu and Commissioners Teh, Marciante and Chirls voted for Commissioner Chirls.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Eastgate Transportation Study

Mr. McDonald introduced Jeannie Acutanza with the consultant firm Concord Engineering who he said has been working with him on the Eastgate Transportation Study. He noted that Ms. Acutanza's list of previous work in Bellevue includes the Bellevue Way SE HOV lane project, the East Main Station Area Plan, and the King County Metro Route 245 speed and reliability study.

Mr. McDonald said the Eastgate Transportation Study was initiated by the Council in recognition of the potential for near-term 2024 congestion reduction improvements. The Council also directed the study to focus on long-term 2035 sustainable and multimodal considerations. The Council directed the study to take into account existing plans and projects; anticipate and embed the planned WSDOT I-90 auxiliary lanes, and to use levy funds to study and evaluate design project concepts to carry forward toward construction.

Ms. Acutanza explained that the first step in the scope of work and deliverables was documenting existing conditions and highlighting trends. Moving forward the work will include the preparation of concepts for congestion reduction; evaluating project effectiveness and priorities; examining alternative approaches, including roundabouts; preparing planning-level cost estimates; developing implementation strategies; and delivering a final report.

By way of planning context, Ms. Acutanza said previous planning efforts have included the Factoria Area Transportation Study in 2005; development of the Pedestrian/Bicycle Plan in 2009; the Transit Master Plan in 2014; the Comprehensive Plan update in 2015; approval of ST3, the Bellevue College master plan, the Pedestrian and Bicycle Implementation Initiative and approval of the transportation levy in 2016; and development of the Transportation Strategies Report, the Eastgate Land Use Code amendments, adoption of Metro Connects, start of the I-90 Peak Use Shoulder Study, and the 150th Avenue SE projects in 2017.

Mr. McDonald noted that the Eastgate Transportation Study is not starting from scratch. Many of the projects identified by Ms. Acutanza exist in other work the Commission has done, including the recent Transportation Facilities Plan work. The outcome of the Eastgate work may confirm some or all of the previously-identified projects, including the 150th Avenue SE intersections project, or may result in changes to the design or elimination of any of the projects based on more robust analysis than has ever been undertaken in this area.

Ms. Acutanza said the list of regional plans considered in the Eastgate work includes Connecting Washington, which includes the I-90 auxiliary lanes and the I-405 hot lanes project between Bellevue and Renton; ST2 and ST3, which includes the link to Bellevue and Redmond, I-405 bus rapid transit, and the links to Issaquah and south Kirkland; Metro Connects, which focuses on RapidRide connections between Redmond and Renton and between Kirkland and Eastgate, as well as other service expansions; and trails, notably the Eastside Rail Corridor Trail.

Commissioner Bishop asked if King County Metro has identified funding to add RapidRide routes and additional service expansions in Bellevue. Ms. Acutanza said she did not know if they have full funding. Their long-range plan includes expanding from the current six routes to 26 routes in the 2040 timeframe. They are actively seeking partnerships and other opportunities.

Ms. Acutanza briefly reviewed with the Commissioners the multimodal LOS metrics, standards and guidelines developed by the Commission in April 2017. She noted that for vehicle LOS, the metric is volume/capacity at signalized intersections. Using that metric, the morning and evening peak hour V/C LOS for each intersection was determined and compared with the Mobility Management Area standard, which for Eastgate is 0.90, for Factoria is 0.95, for Richards Valley is 0.85, and for SE Bellevue is 0.80. She pointed out that a number of intersections along Factoria Boulevard and 150th Avenue SE exceed the standards.

Commissioner Marciante said she was surprised to see that the intersection of Richards Road and SE Eastgate Way meets the V/C threshold. Ms. Acutanza allowed that the data will be reviewed in more detail going forward. One reason the intersection may appear green is that the two adjacent very congested intersections starve traffic from the intersection.

Ms. Acutanza said a floating car travel time study was conducted for Richards Road and Factoria Boulevard. The study involves driving along the corridor a number of times both during the morning and evening peak periods and then averaging the travel speeds. The results

were shared with the Commission and it was noted that they were comparable to Google traffic maps. She stressed that the standard is based on 40 percent of the posted speed limit, so where the posted speed limit is 35, travel at 15 miles per hour will show as green on the map. Red is closer to seven miles per hour. She observed that there is more congestion southbound on Richards Road and northbound on Factoria Boulevard. The same floating car travel time study done for the 148th Avenue SE and 150th Avenue SE corridors surprisingly yielded mostly green, likely because the queues at the intersections appear to clear fairly quickly.

Commissioner Woosley commented that there is a potential project further north on 148th Avenue SE that should possibly be added to the analysis. Mr. McDonald said the study area has been pushed further to the north than originally outlined. He said he would look to see if there are projects that logically should extend the study area even more.

Ms. Acutanza shared with the Commission a chart showing historic data on the average annual weekday traffic on the arterials in the study area between 2013 and 2017. She noted that the average on 128th Avenue SE south of SE 36th Street has increased recently, while traffic on 150th Avenue SE south of I-90 has remained relatively flat.

Ms. Acutanza said pedestrian LOS is a measure of the sidewalk and buffer width, intersection treatments, and crosswalk spacing. The pedestrian LOS metrics that apply along arterials in Eastgate and Factoria are those for an “activity center”, while the “pedestrian destination” metrics and the default “elsewhere in the city” metrics also apply in the study area. The map she showed to the Commissioners indicated that the pedestrian LOS standards and guidelines are largely not met in the study area.

Commissioner Bishop asked if the multimodal LOS metrics are standards that must be met or guidelines to strive for. Mr. McDonald said at the time the metrics were developed there was a lot of discussion on that question. It was recognized that context is very important and that setting a citywide standard may miss the mark at some locations. There are adopted standards for some areas of the city, including Downtown and BelRed. For all other places, the metrics are currently implemented as guidelines. Infrastructure design standards in the Transportation Design Manual are adopted administratively, and staff is given discretion with respect to how they are implemented in consideration of context and available space. For the Eastgate study area, most of the red for pedestrian facilities represents existing conditions that are not consistent with the guidelines.

With regard to the bicycle LOS metrics, Ms. Acutanza said the focus is on both intersections and corridors. She noted that there are guidelines for bicycle facilities along corridors that are based on speed limit and traffic volume, and guidelines for intersections based on the bicycle LOS/LTS established for the corridor. On the map showed to the Commission, she explained that the corridors shown in red do not meet the guideline. The Mountains to Sound Greenway Trail will be a fully separated facility, which meets the LTS 1 the standard. The intersection facilities shown with red circles do not meet the guidelines, while those shown in green either do meet the guidelines or they will be met in the future with the proposed projects.

Ms. Acutanza said the transit LOS metrics are focused on transit speed on the Frequent Transit Network corridors; passenger comfort, access and safety. With regard to speed, 14 miles per hour along a corridor is regarded as a high level of service and therefore shows as green on the map, while less than ten miles per hour is red. The passenger amenities are rated based on weather protection, seating, paved zone, wayfinding and bike racks. She noted that weekday boardings and alightings have been rising in Bellevue and around the region. The Eastgate park

and ride is certainly an asset and since 2003 when it was rebuilt with an increased capacity it has seen a steady increase in usage. It is now full early each weekday morning and this was the case even before closure of the South Bellevue park and ride. Questions have been raised about students parking there and walking up the hill to Bellevue College, but Metro's recent study found that amounts to only 1.5 percent of the total.

Commissioner Woosley pointed out that there is a private park and ride located across from the Bible church. T-Mobile employees use it and take the contracted shuttle from there to the corporate campus. It is effectively the third largest park and ride in the city. In prioritizing projects, consideration should be given to connectivity to the Eastgate park and ride as well as other facilities being used as park and rides.

Commissioner Lampe pointed out that Pierce Transit operates in partnership with Uber and he asked if that approach has been considered for Bellevue. Ms. Acutanza said Metro is looking at a program called Community Connections. Their focus is on ways to connect people with different programs like paid or reserved parking, and improving ways to access park and ride sites through non-motorized modes. Mr. Long added that Metro is working on a first mile/last mile service pilot connecting the Eastgate park and ride to businesses and residential areas. It is still being developed and hopefully will launch by the end of the third quarter.

Ms. Acutanza shared with the Commission data from the last five years showing collisions that involved injuries and fatalities. She noted that there had been only one fatality that occurred on 150th Avenue SE and it involved a pedestrian. She said the data will be taken into consideration in analyzing safety.

Ms. Acutanza said the next steps will be to do the travel demand modeling. It will include application of the future modeshare based on data from the Puget Sound Regional Council and the BKR model. Morning and evening peak hour future operations will be analyzed and consideration will be given to congestion reduction projects concepts before identifying project concepts to fill the gaps.

Commissioner Woosley stressed the need to have a realistic expectation of what transit service will actually get funded. He also noted that the Eastgate Land Use Code amendments allow higher densities than contemplated in previous studies. In order for those higher densities to be achieved, it is necessary to provide incentives such as affordable housing, which increases the density even more. Ms. Acutanza said the study will include the forecast land use.

Commissioner Marciante suggested that data is not always enough. She stressed the need to have a fuller explanation of what the data means and how it will play out on the ground.

Commissioner Chirls commented that context and history is something the Commission can get by reading materials in advance. It does not necessarily need to be delivered as part of a presentation during a study session.

Commissioner Bishop asked if consideration had been given to forming a CAC to study the issues. Mr. McDonald said the Commission will play that role.

Chair Wu said transit will be a big part of any transportation solution going forward. She said she wanted to see King County Metro play a very active role in the study by providing input and data. She said she also would like to see how the various issues connect with any proposed improvements, and added that she would like to see ways to encourage those who frequent

Factoria Mall and the businesses in that area to use transit instead of driving. She voiced support for emphasizing a multimodal approach in the study.

Commissioner Bishop commented that in order to make the BKR model work, there must be good estimates of population and employment. He asked if the city is driving the work to make sure the best possible data is used. Ms. Acutanza said the Puget Sound Regional Council will work with the city to do the modeling, and they will be using their activity based model. Mr. McDonald said the Commission will receive a presentation on the updates to the BKR model on July 12.

Commissioner Woosley said he would like to see a cost/benefit analysis included for any proposed solutions. Commissioner Lampe concurred.

Answering a question asked by Commissioner Bishop, Mr. McDonald said the study schedule anticipates that the final report will be completed by the end of the second quarter of 2019. Commissioner Bishop pointed out that the Council would be adopting a new budget in six months which will be in place for two years. He said he was interested in accelerating to the degree possible the design of the SE 37th and 150th Avenue SE corridor projects. He asked if there were any way of getting early results from the analysis in time to obtain funding in the upcoming budget. Mr. McDonald said the study will not inform the upcoming budget, rather it will inform the next budget cycle. The identified projects will be embedded in the TFP and TIP during the next updates.

8. DRAFT MINUTES REVIEW/APPROVAL

A. April 12, 2018

Commissioner Woosley called attention to the eight paragraph on page 9 and noted that the reference to the “GOA building” should read “GLY building.”

B. April 26, 2018

Commissioner Bishop referred to the first paragraph on page 6 and noted in the fourth line that “preserve a policy” should read “prefer a policy.” He noted that in the second line on page 7 “two and there” should read “two and three.” Turning to the eight paragraph on page 8 and noted that the vote tally should reflect that he voted for the motion. He said the same was true for the motion reflected in the seventh paragraph on page 9. On page 11, he pointed out that in the fourth line of the fifth paragraph “Eastside Rail Corridor” should read “he.”

Chair Wu referred to the second line of the fourth paragraph on page 5, as well as the penultimate paragraph on the same page, and indicated that in both “account numbers” should be “amount numbers.”

C. May 10, 2018

Commissioner Bishop referred to the first paragraph on page 10 and noted that in the fourth line “an HOV candidate project” should read “a candidate project.”

Commissioner Woosley pointed out that in the third paragraph on page 7 “reduction in the speed from 45 to 35” should read reduction in the speed from 40 to 30.”

D. May 24, 2018

Commissioner Bishop called attention to the last paragraph on page 11 and pointed out that in the third line "\$2 million per year" should read "\$2 million total." He said the same change needed to be made in the first paragraph on page 12.

Commissioner Woosley called attention to the 22nd line of the first paragraph on page 11 and said "agreement with the city" should read "agreement with the city of Redmond."

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

9. UNFINISHED BUSINESS

A. Select Commissioner to Present TFP Recommendation to Council

Mr. McDonald commented that the date for making the presentation had moved from July 2 to July 9.

Commissioner Marciante nominated Chair Wu to make the presentation. The nomination was seconded by Commissioner Chirls and the nomination was approved unanimously.

B. Approval of Transmittal Memo

A motion to approve the memo as drafted by the staff was made by Commissioner Bishop. The motion was seconded by Commissioner Lampe and Chair Wu asked for discussion.

Commissioner Bishop praised the staff for doing a very positive job of stating in a very balanced way the result of what was a contentious process. He said the memo as drafted stated the facts clearly and as such said he saw no reason to amend it in any way.

Chair Wu suggested the memo as drafted did not adequately portray the majority opinion, but did fully outline the minority position.

Commissioner Marciante agreed with Chair Wu and said clarification was needed in order to help the Council understand why the majority chose not to accept the proposal made by Commissioner Bishop. The memo should clearly state how the majority viewed the proposal, which essentially was that it did not align with the policy of the Council.

A motion to amend the motion to include Chair Wu's edits to the memo to more accurately reflect the position of the majority with respect to the priorities and to the Council policy was made by Chair Wu. The motion was seconded by Commissioner Chirls.

Commissioner Chirls said he agreed with the comment that the draft memo accurately reflects the minority position. He did not agree, however, that the memo presented a balanced view. If the Council were to simply receive the memo and adopt the decisions made by the majority of Commissioners, there would be no need to clarify the majority position or why they took that position. In view of the fact that the memo represents only a recommendation to the Council, one that will not necessarily simply be adopted as is, it is incumbent upon the Commission to represent all of the positions, the minority and the majority. By virtue of the majority having

made a decision does not sufficiently explain the rationale for that decision. The proposed amendment is needed to provide a balance in the memo explaining both positions to the Council.

Commissioner Woosley agreed with the need to be consistent in defining both the minority and majority positions. He noted that in the second paragraph the reference should be to the Commission rather than to the Council. He further suggested that in the first line of the second paragraph it should be noted that the approval was by a split vote, something that is made clear later in the document. He questioned Chair Wu's use of the word "equal" given the disparity in the actual utilization of the different modes; equal weight does not seem accurate. The real goal was to align spending to more closely reflect the modesplit in the adopted TFP forecasts, though the proposal did not perfectly make the alignment.

Commissioner Bishop sought to add two amendments to the amendment to the motion on the floor. With regard to the first sentence of the third paragraph, he said it should be made clear that the criteria would apply only to the roadway and intersection projects, not all projects. He said his first amendment would be to insert the words "for the roadway/intersection projects" prior to the comma.

Mr. McDonald allowed that there were other criteria for other modes. He also voiced the fact that there were nodding heads to make the amendment and that the amended motion on the floor would be amended accordingly by unanimous consent.

Commissioner Bishop also asked to amend the two sentences on page 3 that began with "On the other hand, the majority of the Commission understands that Bellevue's transportation system is integrated and balanced in service for all modes of travel instead of focusing on cars. Taking funds away from the reserve hurts our ability to deliver for pedestrians, cyclists and transit users." He proposed substituting those sentences with "Our goal was to align spending more closely with the modesplits in the adopted TFP."

Commissioner Woosley said he disagreed with the two sentences referenced which contain the understanding that the system is integrated and balanced.

Commissioner Marciante pointed out that the memo reflects the majority opinion. She said while Commissioners Bishop and Woosley can disagree with it, it should be left to the majority to decide what should be included as the majority perspective.

Commissioner Lampe said he could support using the word "believes" rather than "understands." There was unanimous consent to make that change.

Mr. McDonald noted that two changes had been made to the language proposed by Chair Wu.

Commissioner Bishop said when he first read the proposed amendment language he was insulted by the idea that the rest of the Commission does not believe that he understands Bellevue has a multimodal transportation system. He said he was insulted to have it stated that the majority understands that but the minority does not. The statement violates the balance of the whole document.

Commissioner Marciante offered the language "On the other hand, the majority of the Commission believes the TFP as currently recommended to the Council faithfully represents that the Bellevue transportation system is integrated and balanced in serving all modes of travel

instead of only focusing on cars.” She said she was not saying the minority approach was not.

Commissioner Teh proposed deleting the phrase “On the other hand.” Mr. McDonald acknowledged there was unanimous consent to make that change.

Commissioner Lampe said he was not sure “instead of only focusing on cars” was accurate. Commissioner Chirls proposed replacing the phrase with “instead of increasing the focus on cars.”

Commissioner Bishop said the whole sentence is gratuitous and superfluous. The entire document ought to focus on balance.

A motion to accept the memo as amended to include language stating that the goal was to align spending more closely with the modeshare percentages identified in the TFP; and to have the sentence read “The majority of the Commission believes that the TFP as recommended by the Commission faithfully represents Bellevue’s transportation system as integrated and balanced in serving all modes of travel rather than an increased focus on cars.” The motion was seconded by Commissioner Marciante.

Commissioner Bishop pointed out that the correct order was to vote on the proposed amendment to the main motion first, and then to vote on the main motion. Mr. McDonald clarified that Commissioner Chirls’ motion was to include the staff memo plus the amendments. In order to do that, the original motion to approve the staff memo must be voted down.

The main motion failed with Commissioners Bishop, Woosley and Lampe voting for, and Chair Wu and Commissioners Chirls, Teh and Marciante voting against.

The substitute motion articulated by Commissioner Chirls carried with Chair Wu and Commissioners Chirls, Teh and Marciante voting for, and Commissioners Bishop, Woosley and Lampe voting against.

10. NEW BUSINESS – None

11. PUBLIC COMMENT – None

12. COMMISSION CALENDAR

Mr. McDonald briefly reviewed the calendar of upcoming meetings and agenda items.

13. ADJOURN

A motion to adjourn was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

Chair Wu adjourned the meeting at 8:49 p.m.