

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

July 11, 2019
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Wu, Commissioners Bishop, Leitner, Marciante, Teh, Ting

COMMISSIONERS ABSENT: None

STAFF PRESENT: Paula Stevens, Franz Loewenherz, Department of Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:33 p.m. by Chair Wu who presided.

Upon the call of the roll, all Commissioners were present.

2. APPROVAL OF AGENDA

Chair Wu proposed moving item 5, Staff Reports, to follow item 12, Commission Calendar.

Commissioner Bishop proposed adding an item under item 10, New Business, to allow for a discussion of a request from the Commission to the City Council to accelerate the budgeting and planning for a transportation master plan into the current budget cycle.

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

3. PUBLIC COMMENT

Mr. Paul Teft, 9959 Lake Washington Boulevard NE, Apt 20, said he has been a resident of downtown Bellevue for 18 years, having grown up on the Eastside and attended Bellevue Junior High School and Bellevue High School. He said that while he is not a bicyclist, he supports the Main Street bike lanes project. The defined bikeway is predictable and provides for separation of bikes and motor vehicles, enhancing safety. He said slowing traffic would enhance both the walkability and the livability of the Old Bellevue neighborhood. A connected network of dedicated bike lanes is needed in the downtown and the project will provide a vital connection between Old Bellevue and the 108th Avenue NE bikeway and the new light rail station and transit center. The Commission was asked to keep in mind that one eastbound lane of Main Street was closed for over two years in order to facilitate building two large apartment projects. Driving through the area during construction did not encounter any significant traffic delays due to the lane closures. Higher traffic volumes are being experienced on Main Street and cars will always find a way to get around the downtown, but unfortunately the current street design is

from 50 years ago. Both wider sidewalks and bike lanes are needed to create a safe and livable downtown.

Mr. Bob Pishue with Kemper Development Company, 575 Bellevue Square, said the best course of action would be to hold off on the proposed Main Street bike lanes project. There are a lot of projects currently in development that were unexpected when the 2009 Pedestrian/Bicycle Plan came out. It is good that the Commission is considering putting together an overall master plan to figure out how to move people and goods throughout the city. The NE 2nd Street corridor is perfect for accommodating bike lanes as it would not take away general purpose capacity. With all of the projects going on on I-405, like the Main Street overpass rebuild, a wide bike path and an off-street bike path will not work well with the freeway interchange. Before the streets are reconfigured, they should be looked at holistically as part of a master plan.

Mr. Todd Woosley, 10633 SE 20th Street, said he has lived in Bellevue since 1966 and regularly travels the Main Street corridor. He welcomed the new Commissioners and wished them well in their work toward improving Bellevue's transportation system. He referenced a letter he sent to the Commission asking for a delay in taking action on implementing bike lanes on Main Street, noting that the memo included 12 specific reasons. The public process should be expanded to allow for a broader review of the details. There is a lot of interest in the project but there is no uniform agreement to move forward. A better analysis is needed to inform making better decisions. In particular, an analysis needs to be done comparing a five-lane operation on Main Street versus a three-lane operation. Main Street currently has five lanes, though it has been diminished by right-of-way construction use permits. The long-term plan for bike lanes would see Main Street reduced to three lanes and more analysis is needed. More information is needed around how Main Street and I-405 intersect before designing bike lanes. With regard to life/safety impacts, he noted that little has been said about how emergency services response times are impacted by congestion.

Mr. Will Knedlik, PO Box 99, Kirkland, spoke as an individual rather than as the president of the Washington State Good Roads and Transportation Association. He referred to the last three paragraphs on the second page of the staff memo where it was indicated that no forensic investigation of funds is required given the statute that is cited. He pointed out, however, that a state constitutional trust is created by the dedication of monies exclusively for highway purposes. He said he did not think it possible for a politician to be more dishonest than Attorney General William Barr when he spun the Mueller report for a month, but the staff presentation on the Main Street bike lanes project is less intellectually honest. The statute cited in the staff report cannot overcome, diminish or impinge on a state constitutional guarantee, yet that is what is being proposed. Worse, however, is the fact that the staff were suggesting that a statute can be used to convert assets that were created by the state constitutional guarantee. The session laws make clear that the sole purpose of the statute that is cited was an act relating to bicycle routes and bicycles. It is not a basis for overcoming the protections of the state constitution in regard to monies dedicated exclusively for highway purposes. Furthermore, the statute is not only dishonestly represented, it is not applicable. What is suggested on the second page of the staff report was that any town or city may use funds available for street or road construction for bicycling. The issue, however, is about the conversion of an existing asset, specifically the theft of state constitutional trust assets from six million motorists, who are the beneficiaries of the trust. He urged the Commission not to implicate itself without further study.

Mr. Stu Vander Hoek, 10220 NE 1st Place, referenced a letter provided by him to the Commission earlier in the day. He said he has had a long history with planning efforts in downtown Bellevue, noting that his family had held properties for 45 years and had operated a

business in Old Bellevue for 40 of those years. The removal of roadway capacity to accommodate bike lanes, whether on Main Street or 108th Avenue NE, would not be good. The idea is not well thought out even though the staff say it is extremely well thought out. What the city's first planning director, Fred Herman, designed was not based on people walking or riding bicycles, rather it was about cars. Converting the 600-foot blocks to anything but cars should not be done. None of the Commissioners and most of the Councilmembers will not be around in ten years and will not have to deal with the legacy left behind. The decision to put bike lanes on Main Street should be delayed or eliminated completely.

Mr. Mark Harmsworth, 15415 28th Avenue SE, Mill Creek, a former state senator, said he served in that capacity as the ranking member of the state transportation committee. He said much of his business is conducted in Bellevue and as such he is acutely aware of getting in and out of town in the mornings. He allowed that while there has been some public input to date on the Main Street bike lanes project, there has not been a level of engagement on the part of the city that really needs to happen. People are beginning to wake up about what is happening on Main Street and the potential for losing a lane and the resulting increase in congestion. City staff will say that in isolation the bike lane project is not going to increase congestion. From the holistic master plan perspective, impacts to the city are clearer. The issue has raised a lot of ire in the community and a petition with over 500 signatures will soon be delivered to the city, and that will put the matter on the Council's radar. The Commission owes it to the Council to give them a chance to vote on it. Transportation decisions, once made, are pretty much for forever. It does not cost that much to simply wait for a little while. He said if he were still sitting on the state transportation committee and heard that the city planned to reallocate funds that were issued for streets, he would be upset and would reconsider any future projects for the city. The Commission should delay the project if not put it down altogether. The Council should be given guidance and should be allowed to weigh in on it.

Mr. Steve Fantel, 4722 130th Avenue SE, said he is a 24-year Bellevue resident and lifetime bicyclist. He said it is imperative for the city to expand the bicycle network, not only in the downtown but throughout the city, in order to connect with the regional trail system to promote recreation and viable options for commuting for work, education and commerce. The bike network must bring people into and out of the downtown safely and efficiently. Short-sighted initiatives by so-called civic leaders such as Save Our Lanes ignore global trends in urban planning and development. A robust multimodal transportation network providing safe passage for all is critical whether on foot, on two wheels or on four wheels. It is clear that if the future is to be green and clean, the emphasis cannot be on motor vehicles, whether powered by gasoline, electricity or hydrogen, and whether they are self driving or not. Many if not all mid- to large-size cities throughout the world have the green goal in common. The July 3 edition of the British newspaper *The Guardian* included an article entitled "Ten Common Myths About Bike Lanes and Why They're Wrong." One myth cited is that bike lanes increase congestion and thus pollution. The bottom line is that motor vehicles cause congestion and fewer of them are needed on the roads. Another myth cited was that hardly anyone uses bike lanes, while the truth is that if they are built they will be used. In Seville, Spain, the construction of 50 miles of bike lanes resulted in an eleven fold increase in the number of riders. Another myth listed was that bike lanes are bad for business, yet in fact a comprehensive study in New York City showed that retail grew more quickly on streets with separated bike lanes than streets without them. That bike lanes are dangerous for pedestrians was another myth cited. The laws of physics show that cars are far more dangerous than bikes. Safety is a responsibility that must be shared by drivers, cyclists and pedestrians. The myth that cyclists just break laws and should therefore not be given bike lanes is not in line with the fact that drivers break laws far more often, the consequences of their actions are far worse than cyclists. The myth that bike lanes cost too much does not hold up. By

transportation standards, bike lane infrastructure is a bargain. It is not out of the question to consider imposing bike licensing fees and using the fees for education and to offset the costs of infrastructure. There have been calls to stop comparing the United States to the Netherlands or Denmark, but if London, a 2000-year-old city laid out to accommodate horses, can find a way to incorporate a robust network of bikeways into its crowded streets, the 60-year-old Bellevue can figure out how to do it too.

Mr. Andrew Pardoe, 10915 SE 1st Street, said he commutes by bike to the Facebook office in South Lake Union every day, even in the rain and in the winter. He said the scariest part of his commute is in Bellevue next to his home, biking up the hill on Main Street from Bellevue Way to 110th Avenue NE. He said it was great that construction had part of the street closed for two years because it made it possible for him to safely bike inside the cones. Facebook recently opened offices in downtown Bellevue at which time he suggested to coworkers who live in Seattle that they could then commute by bike to Bellevue. The feedback was that they are afraid of biking in Bellevue. Many people bike to work in Seattle and in fact more than a million bike riders use the Fremont Bridge annually. Riders headed for Bellevue, however, find no bike lanes after leaving SR-520. The route along Lake Washington Boulevard and Main Street is the only reasonable route. He said he would not bike on NE 2nd Street even if there were bike lanes; the hill is too much. The Commission was urged to listen to the transportation professionals and to continue investing in a fully connected bicycle network. There were loud voices opposing the road diet 116th Avenue NE underwent, but traffic on that roadway actually improved by the project. The Vision Zero goal in place in Bellevue has a horizon year that is only 11 years away. The companies that represent the future of Bellevue, including Amazon, Facebook, Microsoft and Google, want their employees to have options. Such companies choose to locate in places where their employees can have options. The city's legacy should not be of a place where people are afraid to walk or bike. He also pointed out that the Save Our Lanes organization was funded by Forge Washington, which is Bill Bryant's PAC. He failed in his gubernatorial race and then apparently moved into local politics. When the Commission receives the petition with hundreds of signatures, it should carefully review the comments and note that many of them are in support of the bike lanes and others are simply fake.

Ms. Siri Betcher, 2811 Bellevue Way SE, said she has lived in Bellevue for 26 years. She said she rides a bike in Bellevue but does not commute by bike choosing rather to drive. She said she is afraid to be on the road with cyclists because of the lack of rules asked of cyclists and enforcement of those rules. The helmet law comes to mind. She asked if there would be police on bikes to issue citations to cyclists, and if there would be police on bikes in the bike lanes to show how to conduct oneself properly. Riding a bike on public roads means treating bikes like motorized vehicles and following all of the rules. The residents of Bellevue should be able to expect that. In China, the cyclists are expected to act like responsible drivers of motor vehicles. The great fear in driving on Bellevue roads is that a cyclist will act like a chameleon, switching back and forth between riding on the public roads like a car and riding as a recreational cyclist on the sidewalk or in the gap between vehicles and the sidewalk to get ahead of the traffic line. Policies should be written up and made readily available to the public, including what constitutes a bicycle, and whether unicycles, three-wheelers, parents towing toddlers and motorized scooters should be allowed in bike lanes. There should also be a minimum age for riding a bike on a public road, and young cyclists should be accompanied by adults. Young cyclists should be required to complete a certain training regimen before being allowed to ride on the streets. There should be policies covering whether or not bikes should be allowed to ride two abreast, one in a bike lane and the other adjacent to the roadway. There should be a one-year pilot study to assess the advantages and disadvantages of bike lanes on Main Street. If the government requires a license for the operators of motor vehicles, it should also require a license plate for identification

purposes, and they should be ticketed if their moves are deemed reckless or dangerous.

Mr. Allen Smith, 1632 109th Avenue SE, said he at one time was a cyclist and would be again in retirement. He said he works for the FAA in Des Moines where an estimated one half of one percent of the personnel are commuter cyclists. What the city needs is statistics regarding how many actually commute by bike daily. Bellevue has a real problem given that some 10,000 new workers will be brought in over the next 10 to 15 years. There is no room for all that additional traffic. Squeezing in a few bike lanes will not greatly reduce the number of people bringing their cars into town. Taking away lanes on Main Street is symptomatic of muddle-headed thinking. The status quo should be retained, and in some cases there should be a retraction of bike lanes that are in place, starting with 108th Avenue NE.

Mr. Richard Kenney, 324 105th Avenue SE, said he recently retired from his optometry practice on 106th Avenue SE. He said he is opposed to bike lanes on Main Street. The city has grown a lot and traffic has gotten much worse. It will be safer to keep Main Street open to cars.

Ms. Claire Martini spoke on behalf of the Cascade Bicycle Club. She said the organization advocates for policies that support active cities. The organization looks forward to the Commission's decision on the intuitive connection between 108th Avenue NE and Main Street. Safe streets are about more than just a way for people to get around on two wheels. A growing body of research suggests that bikeways have deep and sophisticated effects on a city's safety and social fabric. If done right, bike lanes are one way to a happier and healthier city for everyone. World-class bike networks prioritize connected and protected routes and they see results. Bellevue rightly prides itself on a data-driven approach and as has been presented in multiple briefings, the data on the partially protected bikeway on 108th Avenue NE is unambiguous. Making intuitive connections between routes with safe all-ages bike facilities is common sense. With East Link and six light rail stations coming online in just a few years, multimodal connections need to be made to give people real options for getting from the trail and the light rail stations to work, homes, schools and recreation. The data supports the theory that a network is only as good as its weakest link. Protected and connected routes draw more people and more types of bike riders and gets them where they need to go. The Transportation Commission was asked to identify a preferred option in May and the organization looks forward to seeing the discussion continued to selected a safe, protected and connected design and moving closer to realizing the vision of the 2009 Pedestrian/Bicycle Plan. The city's leadership with the 108th Avenue NE pilot program has resulted in something truly unique. The opportunity to apply the lessons learned should not be missed.

Mr. Michael Stark, 10595 Main Street, said he rides his bicycle among the cars on Main Street. He said he would be safer if there were a protected bike lane. Additionally, if there were a protected bike lane, some of his neighbors who are afraid of riding on Main Street would also ride. He said he works in Bellevue and commutes primarily on foot, though sometimes by bike, and said one of the worst parts of his commute is crossing Main Street, which is very wide and the signal favors the traffic. If the road were narrowed by a bike lane, there would be a traffic calming effect and it would be safer to cross and it would help to make the neighborhood more livable and more comfortable. The idea that there is a congestion problem on Main Street where the bike lane is proposed is ridiculous. All of the congestion occurs in a single lane, the lane that turns south onto Bellevue Way. The other two lanes are wide open at all hours, even during commute hours. The loss of a lane, which has been going on for the last two years anyway due to construction, will not have an impact. On the west side of Bellevue Way there is a lot of congestion that is caused by the fact that Main Street to the west of Bellevue Way has a lovely vibrant community with pedestrians crossing the street all the time, and it is the pedestrians that

are causing the congestion.

Mr. Patrick Bannon spoke as president of the Bellevue Downtown Association. He recognized the efforts that have been put forward by the city to date in refining the alternatives in terms of travel times, levels of service and safety. The BDA board of directors has not taken action on the issue of the Main Street bike lanes. At a June 5 committee meeting, city staff offered a presentation on the three alternatives and the members present reviewed and discussed the findings and arrived at a recommendation, but the board has not taken action. The facts and the data have moved in the right direction in terms of travel times, levels of service and safety, and the Council, wanting to see the project move forward, has directed the Commission to reach a decision relative to the alternatives. He thanked the Commission and the staff for working to refine the alternatives and said he looked forward to seeing the conversation move forward.

Mr. Brad Haverstein, address not given, said he works at 110th Avenue NE and Main Street. He said road design is not a zero sum game. Most believe that anything given to the bike people will take away from the car people and vice versa. The truth is that bike lanes and car lanes work together to move as many people as possible as efficiently as possible. Bike lanes are not just for those who currently bike. He said he is willing to ride in the travel lanes down Main Street if necessary, but said his wife is not and thus for her Main Street is impassible. Her view represents the majority view among people who are capable and willing to bike. It will not be possible to reach a consensus on the project by delaying. Bike infrastructure projects are at their most controversial and emotional point right before they are implemented. The longer the Commission holds the community at the maximum point of contention, the more the two blocks in question will come to symbolize decades of frustration over urbanization and density. The city's plan to add bicycle lanes to Main Street has been a matter of public record for over a decade and at each step along the way transportation staff have responded to requests for analysis. The most recent proposal significantly reduces the protection for cyclists in order to increase vehicle travel times. Delaying the project will only put off to another time hearing again the same plans and comments from the same people. It is time to move forward.

Mr. Jim Pishue, 650 Bellevue Way NE, said he has dealt with legislatures for 25 years as the president of the Washington Bankers Association. He said after reviewing the city's major projects list he reached the conclusion that the issue is not about Main Street. There are six projects in the pipeline and under construction, 11 that are in review and five that have been issued permits. The complexion of the city is going to change again, and all without taking into consideration that Amazon will be building a 43-story building. He urged the Commission to carefully consider how traffic patterns will change and he suggested it would be prudent to pull back and look at a comprehensive study that takes into account all the new development.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION

Councilmember Lee thanked everyone for coming out to express their opinions.

Commissioner Bishop took a moment to apologize for recently posting on NextDoor which city staff deemed inappropriate. He said he was still learning the rules.

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Main Street Bike Lanes

Chair Wu noted that the study session was the third meeting on the Main Street bike lanes project and allowed that she previously had strongly advocated in favor of putting off making a decision, which the Commission agreed with. The idea was to give the community an opportunity to learn more about the project and form opinions. She also reported that she attended a Council meeting along with staff to provide an update. It was noted that the Council decided an east-west connection is needed and their focus was on Main Street, though some Councilmembers raised the possibility of using NE 2nd Street which the Commission previously discussed. She said she also met with Principal Transportation Planner Franz Loewenherz and Principal Transportation Planner Kevin McDonald and requested the preparation of additional information around the planning and development context.

Mr. Loewenherz sought from the Commission direction regarding the incorporation of rapid build bicycle facilities on Main Street between 108th Avenue NE and Bellevue Way. He submitted three alternatives for consideration.

The Council considered the Main Street bike lane project on May 13 and requested that the Commission provide them with direction. At the Commission meeting on May 23 a lot of ground was covered. The discussion included NE 2nd Street as an alternative east-west bike connection, and revisited some of the previous construction work that occurred at Main Street and Bellevue Way and the operations of the intersection. The Commission at that meeting had a number of specific requests, including the issue of having to pay back the state funds used to create travel lanes should those lanes be repurposed for bike lanes. Accordingly, staff reached out to the state attorney general's office seeking a response. The feedback received was that converting travel lanes to bike lanes would not trigger the need to return to the state any constitutional trust funds used to construct the travel lanes in the first place.

The Commission on May 23 also requested engaging in a conversation with the business community. That was accomplished on June 5 as reported by Mr. Bannon, president of the Bellevue Downtown Association. Mr. Loewenherz noted that earlier in the day staff and three Commissioners had had a conversation with the Chamber of Commerce community affairs council. He stressed that no official statements from either the Bellevue Downtown Association or the Chamber of Commerce have been received to date.

On July 1 staff met with Chair Wu. At that meeting, Chair Wu requested staff provide additional context for projects proximate to the candidate Main Street bike lane project. Accordingly, Mr. Loewenherz noted that the Council's official directive in the 2009 Pedestrian/Bicycle Plan, the production of which involved a two-year community wide effort and which ultimately resulted in Council adoption by ordinance, was of a vision for a connected network of ped/bike facilities, and included specific targets by which projects should be implemented. In 2015 staff engaged with the Commission on the idea of updating the 2009 Pedestrian/Bicycle Plan and the Commission and subsequently the Council reaffirmed that a new plan was not needed. Rather, a determination was made that what was needed was a game plan for how to get the plan implemented rapidly. At that time the Council established implementation principles and provided the Commission with the authority to implement the 2009 plan. Subsequent to that there was a significant round of engagement focused on how to accomplish the task specifically with respect to bicycles. The Bicycle Rapid Implementation Program reflects that body of work

which was presented to and acknowledged by the Council. The successful vote in November of 2016 on the Neighborhood Safety, Connectivity and Congestion levy resulted in having dedicated funds specifically for advancing the Bicycle Rapid Implementation Program.

Mr. Loewenherz said the 2009 Pedestrian/Bicycle Plan had a specific target date of 2014 by which there was to be implemented one north-south and one east-west priority bike corridor through the downtown. He noted that Main Street is a component of the Lake to Lake Trail and is identified as a priority bicycle corridor. There are other bicycle projects elsewhere in the document, including on NE 2nd Street. However, they do not rise to the level of import of the identified priority bicycle corridors.

One of the principles approved by the Council in 2015 was specifically to advance the implementation of Bellevue's planned bicycle priority corridors to facilitate continuous bicycle along a connected grid of safe facilities throughout the city and region. The Bicycle Rapid Implementation Program provided staff with clear guidance on the strategies for advancing the Pedestrian/Bicycle Plan, including moving forward with a connected and protected network of facilities that could be implemented rapidly. That has served as the guide the staff have used in moving toward implementation ever since.

Mr. Loewenherz suggested the Main Street bike lanes project fits within the broader Vision Zero road safety initiative. There is additional guidance from the Council in the form of a 2015 resolution that speaks to a commitment on the part of the city to achieve zero fatalities and serious injuries by 2030. Despite the fact that the number of people walking or biking are only a small percentage of the total number collisions, they represent a disproportionate share of those who are killed or seriously injured in collisions. When the Council in 2016 revisited its 2015 resolution, they adopted an ordinance integrating into the Comprehensive Plan policy TR-116.1 which references the need to provide for separation of bicycle facilities. Also in 2016 the Council adopted an ordinance to integrate Complete Streets into city code. That includes a reference to provide appropriate facilities to meet the needs of people of all ages and abilities. Bicycling is specifically referenced in the ordinance.

The discussion also fits within the broader modeshare targets that are established in the Comprehensive Plan. In 2012 the number of non drive-alone individuals to the downtown was 29 percent. The 2035 target for the city is 65 percent. The idea is that ways will need to be found to provide opportunities for more people to get to and through the downtown by means other than single-occupant vehicle, specifically by bus, by walking, biking and working from home.

Commissioner Bishop asked how the 29 percent figure has changed over the last seven years. Mr. Loewenherz said he did not have that information with him. Commissioner Bishop said his sense was that the 29 percent had not changed much at all. He suggested there are some rational reasons for why that is the case. The 65 percent target is simply aspirational.

Commissioner Teh asked Commissioner Bishop if he had any data to support his belief that not much has changed relative to the 29 percent. Commissioner Bishop said the city has data, including the annual transportation demand management report.

Mr. Loewenherz said the city's environmental stewardship initiative reaffirms the need to provide safe travel facilities for people who walk and bike. The nexus is that as more people choose to walk, bike and take the bus there will be fewer greenhouse gases emissions. The city's economic development plan from 2014 also speaks to cultivating a multimodal transportation system, including what is becoming the Grand Connection through the downtown from

Meydenbauer Bay to the Eastside Rail Corridor.

The bicycle level of service category within the multimodal level of service report provides a framework within which to evaluate success in terms of accommodating different user types. The categorization schema based on level of traffic stress (LTS) is ranked from one, timid riders, to four, fearless riders. Mr. Loewenherz shared with the Commissioners a table showing how to achieve a network that appeals to different user types. The table acknowledged that as speed limits and vehicle volumes increase, there is a need to provide enhanced physical separation. Main Street was evaluated as part of the Wilburton process to be in the LTS-4 category. In order to achieve LTS-1 for the corridor, a physically separated bikeway is necessary.

Also shared with the Commissioners was a conceptual illustration drawn from the 2009 Pedestrian/Bicycle Plan but informed by the multimodal LOS report relative to achieving the LTS-1 category. The illustration showed that in the eastbound direction an off-street path improvement is needed, and in the westbound direction a protected bike lane is needed. That is not, however, what is proposed, which is rapid build facilities on a limited segment of a couple of blocks that will not achieve the higher level of improvement, something that would require a redevelopment process with an entirely new design. That will occur over time as redevelopment occurs.

Mr. Loewenherz said the project area involves a very small segment of what is a broader network. He shared with the Commission a map showing where bicycle facilities are in place. The map highlighted what the ultimate buildout might look like in downtown Bellevue, including connections to other facilities. He noted that there is no clear sequencing path forward to achieve the vision by a set date, but the Main Street segment will contribute to the overall network. Another slide illustrated how the Main Street project relates to some of the larger transportation projects currently underway, including the Grand Connection and buildout of the Lake to Lake Trail. The Main Street project takes advantage of a project to reconstruct the Main Street crossing of I-405 that is slated to be under construction in 2020; that project will include a 14-foot off-street path on the south side.

The Wilburton commercial area process as it unfolded took into account both the tremendous influence of the East Link project and the Eastside Rail Corridor. Both will be transformational opportunities for the Wilburton area. The Main Street project will provide a connection to 116th Avenue NE. The East Main transit-oriented development area project envisions an off-street pathway on the south side of the street, adding to the ultimate vision.

Answering a question asked by Chair Wu, Mr. Loewenherz explained that the off-street ped/bike path on the south side of the street is part of the East Main TOD design concept. The East Main TOD proposed plan amendment supports non-motorized connections on Main Street to the Wilburton neighborhood and the Eastside Rail Corridor. The Grand Connection speaks to a connection across I-405 tying together Meydenbauer Bay to the east side of I-405, and also speaks to the need for a connective network linking to the Grand Connection, which will serve pedestrians and cyclists.

Mr. Loewenherz said the messaging has always been that the Main Street project runs between Bellevue Way and 108th Avenue NE. In fact the ultimate design includes a couple of hundred feet to the east of the intersection to reinforce the lane revisions on the west leg. Regardless of the alternative selected, there will be a need for some form of additional design work on the east leg of the intersection to provide clarity to road users and to avoid illegal lane changes by eastbound vehicles and to reduce conflicting movements with people riding bicycles. There are a

number of design elements under consideration for this eastbound curb lane east of 108th Avenue SE , including additional accommodations for people riding bicycles and/or opportunities to support transit, Uber, Lyft and/or freight delivery.

Turning to the alternatives, Mr. Loewenherz said the impact to the eastbound lanes of Main Street is virtually the same, with the exception of Alternative 2.1. For each alternative, the most significant change is in the westbound direction. Alternative 1 is the most robust of the three. The effect of providing a parking-protected bike lane would be the repurposing of one travel lane in the westbound direction, leaving one eastbound lane, one two-way left-turn lane, and one westbound lane. The parking area could be used for a number of purposes, such as Uber/Lyft pickup or freight delivery.

Alternative 2 would yield a reduced footprint on the north side of the street in the westbound direction. There would still be two westbound lanes and in lieu of the parking protected bike lane there would simply be a buffered bike lane. In the eastbound direction there would be a buffered bike lane all the way to the intersection at 108th Avenue SE. When first presented to the Commission, there was some concern based on the data that the design could be improved. The opportunity was taken to interface with a number of people in the community who had ideas for how to refine the design. The effort became Alternative 2.1 in which the buffer in the eastbound direction transitions to a striped bike lane, yielding space for a new right-turn lane about 200 feet long. In terms of lane widths, they vary anywhere from 10 to 11 feet. The alternative retains the two westbound lanes.

Mr. Loewenherz noted that each alternative was evaluated using SimTraffic to determine the evening peak hour impacts to intersection delay. He noted that under current conditions, prior to the lane closures due to construction and not taking into account the bike lane that was implemented at the Main Street/Bellevue Way intersection, the eastbound travel time between Bellevue Way and 108th Avenue SE is 2.3 minutes. He stressed that the work done to implement the bike lane did not trigger a degradation of congestion at the intersection.

Commissioner Teh asked if there were also numbers for the morning peak period. Mr. Loewenherz allowed that those numbers were shared in previous conversations with the Commission. He said ultimately when infrastructure investments are discussed, the focus is on the evening peak hour given that it is the most significant concern. The morning peak is less impactful.

Commissioner Ting allowed that the morning peak experiences less of a time delay but stressed that any change to level of service or travel time is important. Mr. Loewenherz noted that all of the data has been posted to the public involvement page.

Mr. Loewenherz shared with the Commissioners a chart showing levels of service comparing existing conditions with each of the three alternatives. He urged the Commissioners to consider the magnitude of variation as opposed to the decimal precision. Staff will be conducting regular monitoring and have already installed bluetooth travel time collection hardware at four locations along the corridor to gain some robust understanding of the before conditions. Staff are also committed to looking at the traffic cameras data and adjusting signals accordingly. There were some issues observed on 108th Avenue NE that were corrected by modifying the signal operations, and the same level of scrutiny will be applied to Main Street. Staff are also committed to looking at a number of different solutions and to conducting either a manual or permanent count both before and after implementation. Metro Route 249 runs through the corridor and data will be drawn from their onboard systems to monitor any impacts to transit.

There is also a partnership in place with Brisk Synergies to use video intelligence equipment to generate volume data and information on close calls. All police collision reports will also be reviewed as part of the monitoring process.

Commissioner Leitner thanked the staff for spending one-on-one time with her. She asked if there is any current data showing how many bicyclists use the corridor. Mr. Loewenherz said staff has very limited data in that regard. There is data regarding bike share ridership along the corridor from GPS units, but there are no screenline counts for bikes.

Commissioner Leitner said she hears often from Councilmembers that the city has a strong commitment to safety. She noted that there are at least two big construction projects coming up on Main Street and she asked what happens to the lanes during construction. Mr. Loewenherz said riders will during construction be directed into the travel lane. Where there are closures necessitated by construction, it is necessary to adapt.

Commissioner Leitner observed that there are no signals on 107th Avenue NE and 107th Avenue SE. People seeking to either turn right or left from that street onto Main Street will have to go through the bike lane in order to check for oncoming traffic. She questioned how that can be safe for bicyclists. Mr. Loewenherz said the intent will be to provide advance notification in the form of signage, both for riders to anticipate vehicles and for drivers to anticipate cyclists.

Commissioner Leitner asked what the plan is for the bike lanes between 108th Avenue NE and 112th Avenue NE to connect with light rail. Mr. Loewenherz said the ultimate plan is for an off-street path. The development that is occurring along that stretch will allow cyclists to transition to an off-street pathway.

Commissioner Bishop asked if the city will be asking for additional right-of-way to accommodate an off-street path. Mr. Loewenherz said those discussions occur as permits are sought for development projects. There is a project slated to break ground soon at the intersection of 108th Avenue SE and Main Street and through the development review process the developer has been asked to create a space that would allow for an off-street path.

Commissioner Bishop asked about the planning efforts currently under way in the transportation department with the south portion of downtown Bellevue and connections to I-405. Ms. Stevens explained that the study that is under way is aimed at preparing the community for effective advocacy on behalf of the city when it comes to WSDOT's further implementation of its master plan for the section of I-405 that runs through the downtown. There are several locations where there are opportunities to make connections to I-405, including Main Street and NE 2nd Street. Staff is working with WSDOT, community members and the business community to identify issues for which the Council should advocate as WSDOT determines what its project will look like. The work is also aimed at being prepared for advocacy work in regard to funding that will be needed. The Main Street bike lane project under discussion is very much an interim solution. The bigger vision for I-405 will evolve over the long term. The Council is scheduled to be updated in September. The role of the Commission in the exercise is yet to be defined; the Council will make that determination.

Commissioner Marciante referred to the slide regarding travel time delay and said it was her understanding that after clearing the intersection with Bellevue Way, it will take an additional minute to travel on Main Street to 108th Avenue SE once the parking protected bike lane is in place. She asked if there would be any queuing related to that additional delay. Mr. Loewenherz allowed that the queue lengths would extend and be impactful to more intersections, including

106th Avenue SE/Main Street and 108th Avenue SE/Main Street.

Commissioner Marciante asked if there is data gauging the level of service lost to the bicyclists. Mr. Loewenherz said the available information would yield highly speculative results. Modeling bike mobility is an evolving science.

Commissioner Marciante commented that there are new sources of data coming available relative to mobility for pedestrians and bicycles and noted that Bellevue is on the cutting edge of trying to understand the movements. It would be worthwhile for Bellevue to explore all options to explore bicycle mobility. Ms. Stevens said the transportation department is working on the next generation of traffic modeling, which is activity based. One of the benefits of moving to that form of model, which is very data hungry, takes longer to run and requires more computing power, is the opportunity to look at the variety of modes that are growing in some capacity in Bellevue. The hope is that in the end there will be better data to work with and to feed into the simulations to get a better handle on how people move around regardless of their mode of travel. Mr. Loewenherz pointed out that two permanent count locations were added in just the past week and said over the next two weeks an additional 12 permanent count locations will be added.

Chair Wu asked what the difference is for cyclists between Alternatives 2 and 2.1 in terms of safety. Mr. Loewenherz said the only real significant difference between the two alternatives is the transition incorporating a right-turn pocket. He said there are mixed messages in the broader industry on what would be a safer configuration. Alternative 2.1 is not seen as a degraded condition from Alternative 1 for cyclists. Alternative 1 would be superior for cyclists given the parking protected configuration that approaches LTS-1. Alternatives 2 and 2.1 lean toward LTS-3.

Chair Wu asked about the buffer widths of Alternatives 2 and 2.1. Mr. Loewenherz said under Alternative 2 and 2.1 there would likely be room to incorporate some delineator posts in the available buffer space, though not in the striped bike lane on the north side of the street. The bicycle separation tools and best practices are rapidly evolving.

Mr. Loewenherz confirmed for Commissioner Bishop that the travel lanes in Alternatives 2 and 2.1 are ten feet wide and the striped bike lanes are variable in width.

Commissioner Marciante asked what the lane widths are in Old Main. Mr. Loewenherz said they range between ten and eleven feet.

Commissioner Teh indicated his appreciation for the feedback from the community. He asked if there was more recent community feedback than for 2009 and 2016. Mr. Loewenherz reminded him that the staff and Commission worked with the Bellevue Downtown Association transportation committee to evaluate four candidate alternatives for demonstration purposes, including 106th Avenue NE and 108th Avenue NE in the north-south direction, and NE 2nd and Main Street in the east-west direction. During that process the community was engaged in an online questionnaire. There also was an open house and a number of popup events.

Commissioner Ting asked if there is a budgetary or prioritization process relative to getting solid data through the use of equipment or manpower. Mr. Loewenherz said there is funding in the levy to implement bike counters. Some have been installed and more will be coming on soon. It will also be critical to integrate counters as other roadway projects are implemented. A robust dataset will be required to inform the activity based model. Beyond just buying the equipment, it is necessary to pay for the ongoing telemetry data, the ingesting of the data, and the creation of

the dashboards, all of which quickly adds up.

Commissioner Ting asked how long it would take to get similar level of service and travel delay datasets for a route using NE 2nd Street. Mr. Loewenherz said it would first be necessary to develop one or more design alternative. That would take staff time and resources away from other activities. Beyond that, staff resources would have to be directed to evaluating those alternatives. No one has said that bike lanes on NE 2nd Street would not be valid, in fact the Pedestrian/Bicycle Plan includes that street in the project list. It is not, however, of the same stature as the Main Street segment, a position which has been affirmed multiple times, most recently at the May 13 Council check-in where the Council was very clear in directing the Commission to look at the Main Street corridor.

Commissioner Ting asked if the LTS rating system corresponds to actual safety, perceived safety, or some combination of both. Mr. Loewenherz said it is both. There is ample empirical evidence that demonstrates separated bicycle facilities result in safer environments. There is also ample evidence that says more people will start riding bicycles when they have those kinds of facilities available, and there is ample empirical evidence showing the more people ride, the more likely it is to have safety in numbers.

Commissioner Bishop said the issue is whether or not precious street space, heretofore used by vehicles, should be allocated to bicycles. The scientific survey done every other year by the city's budget department identifies traffic congestion as the top issue in the city by a three to one margin. The same identifies 39 attributes, and the single most negative attribute is downtown traffic. The projection made three or four years ago was that there will be 600,000 trips into and out of the downtown, only 2000 or 3000 of which will be on bicycles. The increment in growth in the number of trips is some 300,000 on a daily basis. The proposal is to take away travel lanes in the downtown based on a ten-year-old plan that drew a line on the map at a time when there was no concept of the amount of development now being talked about in the downtown. While the Cascade Bicycle Club likes the lanes created on 108th Avenue NE and favors bicycle lanes on Main Street, the petition submitted by Save Our Lanes had more than 500 signatures from persons opposed to bike lanes on Main Street. The public process is really only just getting started. The business community has not submitted any official position one way or another.

A motion to delay making a decision on the Main Street bike lanes project was made by Commissioner Bishop.

By way of a point of order, Commissioner Ting asked if a vote approving the motion would mean additional discussion of the project would be halted. Chair Wu said that would be the outcome. Commissioner Bishop disagreed.

The motion was seconded by Commissioner Ting.

Commissioner Ting said he would prefer to continue discussing the project before taking a vote on the motion.

Commissioner Bishop suggested a full evaluation of NE 2nd Street as an alternative east-west facility should be done before acting on the Main Street project. There is already an east-west bike lane on NE 12th Street. There should also be a better understanding of the full impacts of converting Main Street from five lanes to three lanes, going back to before the disastrous change at Bellevue Way and Main Street. The technical analysis from staff saying the loss of lanes on Main Street did not make any difference simply does not pass the smell test. Everybody who has

reported on what happened on Main Street when the two developments in either side came about has said otherwise. Development of a transportation master plan should be accelerated. The Main Street project is integral to the master plan concept, which will include drawing up a rational process for how to have bike lanes through Bellevue. There should be a full public process, including a public hearing, on the Main Street proposal.

Commissioner Ting said he wanted the discussion to continue and would therefore vote against the motion on the floor.

The motion failed 5-1, with Commissioner Bishop casting the only vote in favor.

A motion to extend the meeting by 20 minutes was made by Commissioner Marciante. The motion was seconded by Commissioner Teh and the motion carried unanimously.

Commissioner Marciante said she participated in the meeting during which staff extensively explained to the Commission all of the data. She said Commissioner Bishop was present for that meeting as well and suggested that his comments about the staff analysis not passing the smell test is just wrong. The staff went very deeply into the causes of the delays at the intersections and shared their deep analysis of why the delays happened. It was noted that the delays were mostly caused by the construction of East Link. A right-turn onto Bellevue Way was added which improved the flow of traffic. The delays have had nothing to do with bicycles. Myths remain and continue to be propagated by those creating their own facts.

Commissioner Marciante agreed that traffic congestion is a clear issue for the city, and indeed the top issue facing the downtown. However, many still strongly support the Pedestrian/Bicycle Plan and its call for additional infrastructure. That is because the long-term vision for the city as urbanization occurs is that traffic congestion cannot be solved by doing nothing. More roads will not be built in the downtown. As the downtown densifies into a mixed use community, fewer people will need to commute. There will still be many who will commute into the downtown on a daily basis, which is why investments are being made in transit. That is also why investments need to be made in ped/bike infrastructure. The 1950s and 1960s idea that the automobile would solve all problems has been a failed experiment. It must be recognized that continuing down that path is not the right solution. Unless something different is tried, the city will be stuck with more and more congestion as the population of the downtown continues to increase. Not only has the automobile failed to improve congestion, it has proven to have detrimental impacts on the environment and to the health of people. Change is understandably difficult, but going forward it will be vitally important to allow for options. The proposed Main Street bike lanes project will not significantly impact the downtown. Building bicycle infrastructure block by block is difficult and as a result the city is far behind where it should be by now. The Commission has not been charged with developing policy, rather it has been charged with making a recommendation to the Council for what should happen on Main Street. Delaying will only mean the Commission will not be doing its job.

Commissioner Leitner said she shared the sentiments of both Commissioner Bishop and Commissioner Marciante. She said she agreed with the statement that the city needs to change the way it thinks about moving people around the city, and she said she believes in bike lanes. From a pragmatic point of view, however, it does not make sense to create bike lanes that will only be taken away in about a year as two significant construction projects ramp up. Money should not be spent to install something that will soon be taken away. Once light rail begins operations, it will make a tremendous difference. She said she would like to see consideration given to extending the Main Street bike lanes by four blocks. She said she supported delaying

making a decision on the Main Street project in favor of a fuller discussion as part of developing a transportation master plan. Something should be in play by 2023 when the light rail station comes online.

Commissioner Ting said the Commission serves as the pleasure of the Council which has directed the Commission with making a recommendation relative to the Main Street bike lanes project. He said that leaves the Commission with the task of comparing the alternatives. Alternatives 1, 2 and 2.1 have been outlined, but NE 2nd Street should also be considered. While not a perfect solution given that it is a longer route and includes some hills, it should be studied to determine if there are showstopper issues with it. In terms of prioritization and metrics, the most important thing is safety. There should be connected north-south and east-west bike routes, not only because the Council wants them but also because it is the right thing to do. One advantage NE 2nd Street offers is that one section would be rated LTS-2, while the Main Street route is all LTS-3. The NE 2nd Street option should be discussed provided it fits in with the direction provided by the Council.

Mr. Loewenherz reiterated that Main Street was specifically identified by the Council. The Council did discuss NE 2nd Street at the May 13 meeting, but the directive to the Commission is to arrive at a Main Street alternative. That is not to say that bike lanes should not also be implemented on NE 2nd Street and the Commission is free to propose to the Council having bike lanes on NE 2nd Street as well as on Main Street. Ms. Stevens concurred, stating that the clear direction of the Council was for the Commission to decide which of the Main Street alternatives should be implemented.

Commissioner Teh agreed that the level of feedback from the community had been sufficient and said it was time to make a decision. Further delay is not warranted. He agreed with Commissioner Ting that NE 2nd Street should be considered.

Councilmember Lee allowed that the points raised on both sides of the issue were legitimate. He stressed that the Council's direction to the Commission was clear about making a choice from among the alternatives. While it would be appropriate to continue seeking input from the public about additional options, that process is unrelated to what the Council has directed the Commission to do relative to Main Street.

A motion to extend the meeting to 9:40 p.m. was made by Commissioner Ting. The motion was seconded by Commissioner Leitner and the motion carried unanimously.

Chair Wu said she would not be comfortable recommending Alternative 2.1. She suggested the alternative would not attract additional potential cyclists. She also agreed with the call to look at the full network. The Grand Connection, Old Bellevue, East Main TOD and Wilburton projects all serve as bookends to Main Street, and Main Street itself will need to provide high-quality ped/bike connections. The East Main and downtown Bellevue light rail stations will not have any vehicle access which rules out driving to those stations. The Main Street project is only an interim project and if it does not work it can be undone. The bike lanes on 108th Avenue NE were an experiment and they were kept because the data shows they work. The call for developing a transportation master plan makes sense, but such plans operate at a higher level and the kinds of details being discussed relative to Main Street would not fit. The Commission should choose an alternative, add conditions as necessary, and pass along to the Council a recommendation that NE 2nd Street should be studied.

Commissioner Marciante cautioned against trying to tie the city's infrastructure development

plans to potential future development. It cannot be said with any degree of certainty whether a particular development will happen or not. The city has the opportunity to decide when and how lanes are closed to accommodate construction activities and can say lanes cannot be closed during peak travel times. The question before the Commission is which alternative should be recommended. Getting bike lanes in place will facilitate getting data about what works and what does not work.

Commissioner Bishop said if he were forced to choose from among the three alternatives on the table, he would support the recommendation of staff. He said Alternative 2.1 is the best of the three but reiterated his preference to not recommend any of them.

Commissioner Ting said he too would support Alternative 2.1 given that it strikes the right compromise while helping to create a connected east-west bike corridor. He stressed that he would also like at some point to examine NE 2nd Street as an alternative.

Commissioner Leitner asked if the Commission had to make a final decision before adjourning or if a decision could be made at a later meeting. Chair Wu said the meeting was the third time direction from the Commission had been on the agenda. She allowed that she had previously advocated in favor of holding off on making a decision to allow for the community to weigh in. The question is whether any additional knowledge would be gained by delaying making a decision yet again.

Commissioner Bishop suggested that the Commission was not in fact tasked with making the decision before adjourning. The staff has recommended reaching a conclusion, but the Council direction did not include any specific timeline. Ms. Stevens clarified that the next touchpoint with the Council is slated for August 5.

Commissioner Teh agreed that delay would not yield new information. He said his choice would be Alternative 2. He said as a driver, he would like to avoid sitting in traffic, and as a bike rider, Alternative 2.1 is not adequate in terms of safety and as such will not draw many new riders. Alternative 2.1 includes a right-turn lane, which means cars will cut across, leaving riders stuck in a tight lane between two vehicles.

Chair Wu said her preference was for Alternative 1 but said she could live with Alternative 2 but not Alternative 2.1, which is too tight both for vehicles and cyclists. The compromise alternative will not serve anyone very well.

Commissioner Marciante said Alternative 2.1, while possibly somewhat safer, will not attract new riders. Alternative 2 is the best compromise.

Commissioner Bishop said from a traffic engineer's point of view, Alternative 2.1 with its right-turn hook brings with it the dangerous potential of traffic colliding with a bicyclist.

Commissioner Marciante asked if signal priority could be given to bike riders to make it safer.

Mr. Loewenherz allowed that there is merit in Commissioner Bishop's comment regarding a potential right-turn hook at that location. He added that there is also the option of incorporating signal operations to clarify movements, though that would further delay motor vehicle operations.

Commissioner Leitner said she also had concerns about traffic turning right and colliding with

riders. She said of the three alternatives, her preference was for 2.1 because of the protected right-turn lane.

A motion to extend the meeting by 20 minutes was made by Commissioner Marciante. The motion was seconded by Commissioner Ting and the motion carried unanimously.

A motion to select Alternative 1 was made by Commissioner Marciante. The motion was seconded by Chair Wu.

Commissioner Marciante said there is much that not yet understood about putting in bike lanes. Ideally the lanes, once in place, will encourage people to shift modes. The best way to do that is to provide the safest facilities. Alternative 1 is a move in the right direction toward the type of infrastructure the city should have, the type that will encourage people to change the way they travel. The roads were designed for use by automobiles and the move to begin sharing the road with bicycles will not be easy for many. While the ultimate would be to have fully separated bicycle facilities, in the meantime the city should make a start toward achieving its bicycle program goals.

Chair Wu agreed with the need to put in facilities that are as safe as they can be. She said Alternative 1 is the best choice from among the three alternatives

Commissioner Ting said the highest priority is to create a connected east-west and north-south bicycle network. He said his concern with Alternative 1 is that it would bring about a significant change in traffic patterns. The alternative could also create a lot of backlash within the neighborhood, which could actually prevent the city from creating a connected network. Pragmatically, a connected network should be created as soon as possible without boiling the ocean. He said he preferred Alternative 2.1 as the best compromise.

Commissioner Bishop pointed out that Alternative 1 has the same right-turn hook safety problem as Alternative 2. Alternative 1 would diminish the capacity of the street the most. He said he would vote against the motion on the floor.

Commissioner Teh asked why the staff chose Alternative 2.1 as their preferred alternative. Mr. Loewenherz said it is necessary for the transportation department to balance a number of competing priorities. In looking at the landscape, staff gravitated toward the line of reasoning expressed by Commissioner Ting. The selection of Alternative 2.1 was made in part to avoid bike lash.

Commissioner Teh asked how significant the right-turn hook is in terms of safety. Mr. Loewenherz said there are solution sets that can be used to diminish the impact, including striping through the intersection to highlight the movement and signal operations to provide a leading movement for cyclists.

Chair Wu asked if the right-turn hook can be eliminated or reduced to a reasonable degree. Mr. Loewenherz said the city has the benefit of having in place a camera with a 360-degree view that uses video intelligence and cloud computing. That will provide for before and after data. The staff are already at work authoring a paper for the industry on 108th Avenue NE given the high interest expressed in the research that has been done. The Main Street bike lane project offers the opportunity to try out a number of scenarios and even refine them over time.

The motion to select Alternative 1 failed 2-4, with Chair Wu and Commissioner Marciante

voting yes, and Commissioners Leitner, Bishop, Ting and Teh voting no.

A motion to select Alternative 2, with a caveat to consider alternatives to reduce the impact of the right-turn hook impact, was made by Commissioner Teh. The motion was seconded by Commissioner Ting.

Commissioner Teh said he saw Alternative 2 as a good compromise. If traffic is overly impacted by whatever gets built, there will be a significant backlash from the community, which would make achieving the mission difficult. If the right-turn hook safety issue can be addressed, Alternative 2 offers the buffer lane, making it more attractive to those in the LTS-2 category.

Commissioner Bishop noted that the buffer in both Alternatives 2 and 2.1 goes all the way back to Bellevue Way. Mr. Loewenherz said Alternative 2 extends the eastbound buffered bike lane on Main Street from 105th Avenue SE to 108th Avenue SE by repurposing one eastbound travel lane. In the westbound direction, the alternative extends the existing striped bike lane on Main Street from 106th Avenue NE to 107th Avenue NE and installs a buffered bike lane between 107th Avenue NE and 108th Avenue NE while maintaining two westbound travel lanes. Commissioner Bishop said the last 200 feet is only a portion of the quarter mile between Bellevue Way and 108th Avenue NE, and the right-turn lane accounts for only a portion of the overall length. From a safety point of view there are real benefits to Alternative 2.1 over Alternative 2.

Chair Wu said the 400 feet of buffered bike lane will make a huge difference. She agreed the right-turn hook issue should be addressed in the design and signal operations.

The motion failed 3-3 with Chair Wu and Commissioners Marciante and Teh voting yes, and Commissioners Bishop, Leitner and Ting voting no.

A motion to select Alternative 2.1 was made by Commissioner Marciante. The motion failed for lack of a second.

Commissioner Bishop proposed bring back to the floor his original motion to delay making a decision.

Commissioner Teh said that approach would only lead to analysis paralysis. Commissioner Marciante pointed out that by failing to select any of the alternatives, the Commission had already made that choice.

Commissioner Ting asked if the Commission could recommend Alternative 2.1 with an amendment requesting the Council to look at NE 2nd Street as a safer alternative.

Commissioner Marciante suggested that is a separate issue. There is no need to tie together action on the Main Street bike lanes and looking at NE 2nd Street. Commissioner Ting said his intent was to seek direction from the Council to evaluate NE 2nd Street as an alternative to bike lanes on Main Street.

A motion to extend the meeting by 10 minutes was made by Commissioner Bishop. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

Councilmember Lee stated that the Council will make a decision regardless of what the Commission recommends. He added that the Commission was free to ask the Council to

consider looking at NE 2nd Street.

Mr. Loewenherz said the decision brought forward from the Commission to the Council on May 13 was to retain 108th Avenue NE. At the same time a request was made for a green light to evaluate and determine a path forward for Main Street. Similarly, on August 5 the Commission could present the Council with a recommendation for one of the three Main Street alternatives and seek Council concurrence to evaluate NE 2nd Street.

Councilmember Lee said the Council would want to see good reasons and substantive discussion.

Commissioner Bishop agreed that the stalemate reached by the Commission had in fact decided the issue in favor of delay.

A motion to select Alternative 2.1 as the best option of the three alternatives, and to request the Council to direct the Commission and staff to evaluate NE 2nd Street as a better and safer alternative to Main Street. The motion was seconded by Commissioner Bishop.

Commissioner Teh said his preference would be to make the same motion only with a recommendation to select Alternative 2.

The motion failed 3-3 with Commissioners Marciante, Leitner and Ting voting yes, and Chair Wu and Commissioners Bishop and Teh voting no.

A motion to select Alternative 2, with the caveat that the right-turn hook issue be addressed in the design and the signal operations, and to request the Council to direct the Commission and staff to evaluate NE 2nd Street as a safer alternative. The motion was seconded by Commissioner Marciante.

Commissioner Bishop pointed out that addressing the right-turn hook will change the level of service calculations quite dramatically, especially if it is addressed through signal phasing.

Commissioner Marciante said her understanding with regard to the right-turn hook issue is that the staff would review the video analytics for near misses before making any changes like including a bike box.

Chair Wu suggested the issue of safety and how it is addressed should be left to the staff, not the Commission.

Commissioner Teh said Alternative 2 will appeal to a broader base of cyclists than Alternative 2.1.

Commissioner Bishop said it was his recollection that during the May 13 Council meeting, Mayor Chelminiak and Councilmember Robinson indicated some support for Alternative 2.1. Mr. Loewenherz said Alternative 2.1 had not come to full fruition by the time of the meeting, but the mayor, based on feedback he had received from the community, alluded to the need for something to occur relative to the eastbound to southbound movement. The mayor suggested that the issue should be looked at.

A motion to extend the meeting by 20 minutes was made by Commissioner Marciante. The motion was seconded by Commissioner Ting and the motion carried 5-1, with Commissioner

Bishop voting no.

Mr. Loewenherz clarified the motion on the floor, pointing out that it would result in staff moving forward with implementing the Alternative 2 project in Summer 2019. Additionally, the motion would result in including in the transmittal memo a request to also evaluate NE 2nd Street. He stressed that this direction would not hold up implementation of Alternative 2 on Main Street in Summer 2019.

Commissioner Teh said the intent of his motion was to ask the Council to consider NE 2nd Street as an alternative to Main Street. Should the Council reject that request, implementation of Alternative 2 would move forward.

Mr. Loewenherz said he understood the sense of urgency given the late hour to arrive at resolution. He said his concern with the motion is that it remains ambiguous on a path forward. The Council directed the Commission to make a decision on Main Street. The Commission can supplement that decision with a separate request regarding NE 2nd Street.

Commissioner Marciante said her read of the motion on the floor was that the Commission was recommending an analysis of NE 2nd Street as an alternative, which will not stop implementation of Alternative 2 on Main Street. The Council ultimately will make the final decision.

Commissioner Bishop noted his offence to having the staff categorically misinterpreting and changing the motion on the floor.

By way of a point of order, Ms. Stevens noted the Commission had decided earlier in the meeting not to allow the conversation to digress into making accusations about other Commissioners. She said she expected this to extend to staff.

Commissioner Bishop said it was his understanding that the motion on the floor would select Alternative 2 and include an evaluation of NE 2nd Street as an equal alternative, and that nothing would be implemented until an evaluation is done between Alternative 2 and NE 2nd Street.

Councilmember Lee said his take was that the majority of the Commission was in favor of making a recommendation in regard to Alternative 2, and then giving the Council the option to also look at NE 2nd Street.

Commissioner Bishop pointed out that the Commission had already voted on Alternative 2 and voted it down.

Commissioner Teh clarified that his motion would recommend Alternative 2, address the safety concerns, and request the Council to also consider NE 2nd Street as an alternative.

Commissioner Ting said his only concern with Alternative 2 is that without the safety mitigations it would be less safe than Alternative 2.1. With safety mitigations, the traffic numbers relative to level of service and travel times will change significantly. Ms. Stevens said that does not have to be the case depending on the intervention taken. Something like a bicycle queue jump would have an impact on level of service.

Commissioner Leitner noted that the Commissioners who are avid bicyclists had previously noted that no matter what they would not be comfortable riding on the Main Street corridor

absent having buffered bike lanes. Alternative 2.1 only has a striped bike lane. Accordingly, more riders would be comfortable with Alternative 2 than would be comfortable with Alternative 2.1.

Commissioner Ting commented that while personal experience is important, it is necessary to rely on the experts to say which is safer, Alternative 2 or 2.1. He said he personally felt that Alternative 2.1 is the safer option but reiterated that it should be left to the experts to say which approach is safer.

Answering a question asked by Commissioner Teh, Mr. Loewenherz said a lot of the issues raised by the Commission, including treatments to address the right-turn hook and other safety concerns, can be addressed through Alternative 2.1. He said the staff would not be recommending Alternative 2.1 if it was not a valid option.

Commissioner Marciante said she believed that all three of the alternatives would be safe to implement even though there are pros and cons with each. She said her preference was for Alternative 2 because it might attract more users. The differences between Alternatives 2 and 2.1 are small, particularly in regard to the impacts on traffic.

Chair Wu restated the motion on the floor.

Commissioner Teh said as a cyclist he was fine with Alternative 2.1. However, in trying to appeal to those who do not ride regularly, Alternative 2 is the better option. It would make no sense to put in a facility that only the most experienced riders would use.

Commissioner Ting asked if anything other than anecdotal data indicates that Alternative 2 will attract more riders than Alternative 2.1. Mr. Loewenherz said he had no specific data in that regard. He pointed out that a letter of endorsement had been received from the Cascade Bicycle Club supporting Alternative 2.1.

Commissioner Bishop said he could see no differential in terms of attracting riders between the three alternatives.

The motion failed 3-3 with Chair Wu and Commissioners Marciante and Teh voting yes, and Commissioners Bishop, Leitner and Ting voting no.

Ms. Stevens said staff and either the Chair or the Chair's appointed representative would report the stalemate to the Council on August 5.

A motion to extend the meeting by 10 minutes was made by Commissioner Bishop. The motion was seconded by Commissioner Ting and the motion carried unanimously.

8. DRAFT MINUTES REVIEW/APPROVAL – None

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS

A motion to request the City Council to accelerate the proposal and budgeting for the development of a transportation master plan into the current 2019-2020 budget was made by Commissioner Bishop. The motion was seconded by Commissioner Marciante.

Ms. Stevens said the options for transmitting the outcome of the vote to the Council included a written transmittal memo and appearing in person during the time for reports from boards and commissions. Commissioner Bishop said he would be before the Council at its July 15 meeting and could add the request to his comments. There was consensus to go in that direction.

The motion carried unanimously.

11. PUBLIC COMMENT

Mr. Bob Pishue, 10351 NE 10th Street, said the process had been crazy. He said he hoped the Council would allow for moving ahead with additional analysis. He said the Chamber of Commerce submitted a recommendation at 6:15 p.m., which was not seen by the Commission, which indicated a desire to see more analysis done on the whole thing, including future year effects. The 108th Avenue NE and NE 4th Street intersection with the bike lane will fall to a LOS of 0.95 in 2030, which is basically a failed intersection. Traffic needs to be kept moving.

5. STAFF REPORTS

Mr. Loewenherz reported that the conclusion of the one-year pilot project relative to the bike share program would be reached on July 31. He said staff is waiting on data from the University of Washington before making a final report to the Commission on September 26. He stated that in the interim, the permit would be extended for that duration of time.

Commissioner Leitner said she felt badly that the Commission had not been able to reach consensus regarding the Main Street alternatives. She said she had done as much reading as possible leading up to the meeting in order to have as much information as possible. She added that she had gone out and sat for two hours on Main Street to watch the flow of traffic and to watch for bicyclists. She said she hoped that future meetings addressing other subjects would go more smoothly.

12. COMMISSION CALENDAR

It was noted the next Commission meeting would be in September.

13. ADJOURN

A motion to adjourn was made by Commissioner Bishop. The motion was seconded by Commissioner Ting and the motion carried unanimously.

Chair Wu adjourned the meeting at 10:40 p.m.

Secretary to the Transportation Commission

Date

Chairperson of the Transportation Commission

Date