

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

October 25, 2018
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner Teh

STAFF PRESENT: Ron Kessack, Paula Stevens, Eric Miller, Department of
Transportation

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:31 p.m. by Chair Wu who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Teh who was excused.

2. APPROVAL OF AGENDA

Commissioner Bishop wanted to see added to the agenda a discussion of a TFP project that was included in the Commission's recommendation. He said the project is not in the CIP and should be, and suggested the place to talk about the project would be under agenda item 7a.

Assistant Transportation Director Paula Stevens suggested that no change to the agenda was needed to discuss the project as part of the CIP discussion.

Chair Wu said she wanted to provide the Commission with an update regarding the multimodal traffic impact fee issue. Commissioner Marciante suggested that could be accommodated under agenda item 4.

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

3. PUBLIC COMMENT – None

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

Commissioner Woosley reported that at the October Eastside Transportation Association meeting Councilmember Lee and Councilmember Zahn attended. WSDOT gave a presentation on the I-405 master plan, what has been done and what is left to be done, with particular attention paid to Bellevue projects. He said the November meeting will focus on the entire I-405 master plan.

Commissioner Bishop said he attended the Bellevue Chamber of Commerce transportation committee meeting at which Sound Transit and WSDOT discussed bus rapid transit on I-405, and the interaction between the WSDOT Bellevue-Renton project and the Sound Transit Lynnwood-Burien project. Both entities are working together to have bus rapid transit come online when WSDOT opens the Bellevue-Renton express toll lanes and the new interchanges in Kirkland and Renton. He added that the WSDOT Bellevue-Renton project is having a significantly positive impact on the Lake Washington loop trail in the south Bellevue/north Renton area.

Chair Wu said two study sessions had been held to date on the multimodal traffic impact fee issue. As a result of the in-depth discussion at the second study session, a subcommittee consisting of Commissioners Bishop, Woosley and herself met with Principal Transportation Planner Kevin McDonald and the consultants. Mr. McDonald will put together a summary of that meeting and the outcomes ahead of the next study session with the full Commission.

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Preliminary 2019-2025 Capital Investment Program (CIP) Plan

Ron Kessack, Assistant Director, Capital Program Services, informed the Commission that the City Manager's preliminary transportation CIP was presented to the City Council on October 15. There will be weekly Council study sessions throughout the month of November, and on November 5 the Transportation Commission will be given the opportunity to communicate with the Council and provide recommendations on the capital budget and multimodal LOS. The Council's final public hearing is scheduled for November 19, and adoption of the budget is slated for the first meeting in December.

Mr. Kessack said the transportation director David Berg will present information to the Council on November 13 regarding the transportation CIP. Other department heads will discuss their capital budgets as well at that meeting.

Overall, the projection is for \$693 million for the general CIP over the seven-year period 2019-2025. For the next two years, there will be \$222 million. The CIP dollars come primarily from tax revenues and the transportation levy. The TIFIA loan of \$100 million only makes up nine percent of the overall funding available during the CIP period. The projection relative to impact fees is for \$30 million from impact fees over the CIP period. There is a proposal before the Council for a one percent property tax increase over the next two years; if approved, that will increase both the transportation and fire levies by a couple of hundred thousand dollars per year.

Of the \$693 million, a quarter will go to debt service on previously borrowed money. Twenty percent is earmarked for ongoing maintenance programs, and 55 percent will be available for new-build programs and discrete projects. Transportation is the primary beneficiary of the CIP, taking 40 percent of the overall pot.

The CIP continues to fund the ongoing major maintenance programs, including M-19 in which wall repairs and replacements are addressed along with signal system replacements. M-1

continues to be funded at the requested level, which includes an inflationary component. The Neighborhood Sidewalk Program is also funded at the requested level. The CIP funds the TIFIA projects on the 124th Avenue NE corridor from Bel-Red Road to Northup Way, 130th Avenue NE from Bel-Red Road to Northup Way, and Zones 2 and 4 of Spring Boulevard. The new CIP also provides additional funding for several projects, including design and right-of-way funding for the Bellevue Way HOV project, that will help in going after grant funds and seeking potential partnerships. There is also new funding to complete the design of the 124th Avenue NE Stage 4 project from Spring Boulevard to Northup Way, which will allow for coordination with other work efforts in that area. The CIP includes funding in the next three years to convert 2200 street lights to smart LED systems. Funding was sought for West Lake Sammamish Parkway Phase 3. The budget includes \$8 million. A single mile of that roadway costs on the order of \$14 million to complete. The funds will either be used to go as far as they can, or funding will be requested in the 2026 CIP period sufficient to complete the full segment.

Mr. Kessack said overall there is some \$35 million in the budget for all of the capital investment departments, including civic services, fire, parks and transportation. Of that amount, over \$7 million is parks REET money, leaving less for the departments to divvy up. Five million dollars was sought and included in the budget to help build projects identified through the neighborhood congestion piece of the levy. Levy funds are available to bring projects to 60 percent design; additional funding is needed to build projects. Some of the bigger congestion management projects will need additional CIP support.

In order to get the first levy project being done as a congestion management project built, \$2.5 million was asked for. The intent is to coordinate the project with the Newport Way project that is already funded in the CIP.

About \$400,000 is in the CIP for the Bellevue College connection, a project that is a partnership between the city, the college and King County Metro. The funds will be used to do preliminary design work on a new roadway through the college campus.

Commissioner Woosley asked about the proposed one percent property tax increase and asked if there is a general formula the city has by which a percentage of the property tax is automatically allocated to transportation, or if a policy choice must be made every time. Mr. Kessack said it was his understanding that allocation of the funds is left to the Council to decide.

Chair Wu said based on the discussion at the retreat, the Council benefits from having the Commission identify needs while staying away from funding issues. Commissioner Woosley said that was not his understanding and has not been the Commission's practice. The Commission does in fact recommend funding.

Commissioner Chirls commented that the Commission works to prioritize projects but does not recommend specific allocations of tax monies. The Commission previously had a brief discussion about whether or not it is the Commission's role to ask the Council to spend a higher percentage of CIP funds on transportation. He said his opinion was that it is not the role of the Commission to make specific allocation recommendations, nor is that what the Council is seeking from the Commission.

Commissioner Marciante asked what is considered to be community development. Mr. Kessack said the reference is to the Planning and Community Development department. Their funded projects include such things as future planning efforts associated with the Grand Connection. Commissioner Marciante noted that the General CIP Cash Flow Modeling spreadsheet included

in the packet showed as expenditures debt service, economic growth and competitiveness, safe community, improved mobility and connectivity, responsive government, healthy and sustainable environment, quality neighborhoods and innovative, vibrant and caring community, and carry forward projects. She said she assumed that the transportation portion of the pie chart represents the improved mobility and connectivity projects. Mr. Kessack said those projects are in the mix but added that there are transportation-funded programs that are not in that category. For example, M-19, major maintenance, falls into the safe community category. The four projects tagged "CD" in the economic growth and competitiveness category are community development department projects.

Commissioner Lampe asked if the \$5 million under neighborhood congestion management was only a placeholder without identified projects. Mr. Kessack said that was the case, adding that the intention is to go back to the Council early in 2019 with a recommendation for congestion management projects on which to begin design. The placeholder funds may be allocated to one of those projects, or they may fund coordinating efforts with the state on the 150th Avenue SE/SE 37th Street project. The \$5 million will not be available upfront, rather it will flow in over the seven-year CIP period. Implementation Planning Manager Eric Miller added that the funds could also be used to leverage outside funding.

Commissioner Bishop asked if the projects on the spreadsheet shown in red represented transportation's share of the proposed one percent property tax increase. Mr. Kessack said that was not the case and clarified that the one percent would be on top of the numbers in the spreadsheet. He further clarified that the one percent revenues would be melded into the overall equation of the city budget and would not be for transportation projects only. The one percent increase is assumed in both the operating and capital budgets. The projects identified in red are newly funded transportation projects. Projects shown in green previously existed in the CIP but had supplemental funds added to them.

Commissioner Bishop referred to the rightmost column of the spreadsheet, total project cost through 2025, and said it was his understanding that the numbers included expenditures on the projects prior to 2019. Mr. Kessack confirmed that. Commissioner Bishop called attention to the projects in the carry forward category on the spreadsheet and noted none of them have any new money. Mr. Kessack said all of the projects in that category have money from prior CIPs that did not get spent. He said at times there are things like property acquisition issues that linger on for legal reasons, making it necessary to carry projects forward in the budget with attached funding until the issues are resolved and the projects can be closed.

Commissioner Woosley referenced the Bellevue Way South projects and noted that they had been postponed for a variety of reasons. He asked about the status of the third segment between 108th Avenue SE and 112th Avenue SE that has the potential to be expanded either to accommodate HOV lanes or left-turn pockets. Mr. Kessack said the project is funded for design and right-of-way acquisition to the Winters House. There will be future Council and Commission discussions as the projects moves closer to being funded again. The additional funds for 2023 and 2024 are for Phase A, not for Phase C. Commissioner Woosley asked if Phase C would be considered as part of the neighborhood congestion program. Mr. Kessack said the Commission could certainly have that discussion, adding that it would likely fit the criteria.

Commissioner Marciante noted that the Grand Connection project was shown on the spreadsheet in orange and she asked why. Mr. Kessack said the project is in transition between planning and transportation. Currently there is no direction from the Council regarding the Grand Connection relative to the three possible scenarios. Once direction is received from the Council, the

transportation department will likely get involved in the design work.

Commissioner Lampe asked what obligations the city has relative to completing the Eastside Rail Corridor. Mr. Miller said project G-103 is the Eastside Rail Corridor project and is on the carry forward project list with \$2.5 million unspent. Of those funds, \$2 million is committed by the city to help with the Wilburton trestle conversion to a trail use, and the other \$500,000 is earmarked for connections to the trail. The city received a grant for the design of the NE 8th Street crossing and those funds were transferred to the county which will take care of the project.

Commissioner Woosley pointed out that the Eastside Rail Corridor project is being handled by the King County parks department. With regard to the Grand Connection and whether or not it is a transportation facility or a parks facility, he commented that the NE 6th Street extension includes a 14-foot ped/bike sidewalk crossing I-405. A transportation capital project is in the mix that runs almost exactly that same route and is designed to have multimodal capacity. He said he wanted to avoid having redundant facilities and suggested the Grand Connection should be a parks project. Mr. Kessack suggested that the parks department should not be tasked with designing bridges over arterial roadways or freeways.

Turning his attention to the West Lake Sammamish Parkway project, Commissioner Woosley said he appreciated that the focus was on accelerating it. He asked if there were any possibility of going back and doing something like the BROTS plan under which Bellevue had an agreement with Redmond to work together. Microsoft has been green lighted to essentially double the size of its campus and it can be expected that a significant portion of the demand on West Lake Sammamish Parkway is driven by Microsoft commuters. He asked about the possibility of pursuing a contribution to help mitigate the additional trips. Mr. Miller said there have been conversations between transportation director Dave Berg and senior staff from the city of Redmond regarding the development plans. He said he did not have any details about possible outcomes.

Commissioner Marciante asked if there is any possibility that unspent project funds listed in the carry forward category could be returned to the budget for reallocation. Mr. Miller said the possibility of that happening is very limited. Mr. Kessack said that could happen should a project come in under budget for one reason or another.

For the benefit of Commissioner Marciante, Mr. Miller explained that the carryover project funds include a mix of spent and unspent dollars budgeted prior to 2019. He allowed that adding a column to show expenditures to date would provide some clarity.

Chair Wu commented that there is a wide mix of project types in the proposed CIP project list and she asked if there was specific consideration given to assuring a balance of types. Mr. Kessack said there is a definite focus on balancing projects throughout the city to avoid zeroing in on any specific geographic area. It is clear what the needs are, and it is known what the Commission and the Council have expressed interest in. Where there are known upcoming projects, it makes sense to look for coordination opportunities.

Commissioner Chirls asked if the transportation portion of the CIP projects could be broken down by geography and by mode. Mr. Miller said it is very difficult to accomplish a breakdown by mode given that projects often address more than one mode, making it necessary to calculate percentages. Mr. Kessack said the projects have not traditionally been broken out that way. Commissioner Chirls said he would accept just having a rough estimate based on past experience. Mr. Kessack said mapping the CIP projects can easily be done, but breaking out

percentages by mode is far more difficult and certainly could not be accomplished by November 5.

Commissioner Marciante suggested that a breakdown by mode could yield a wrong or misleading outcome. Sidewalks might cost quite a bit for one reason or another, while a bike lane may cost only paint.

Commissioner Chirls said he had a professor in business school who was fond of saying the greater the uncertainty the greater the need for quantification. He said he was not looking for exact numbers but would like to have a better sense of how the spending breaks out by mode, especially in view of the city's move toward a more multimodal view of things. Mr. Kessack said one of the difficulties in breaking down the costs involves determining what drives property acquisition for a project. It could be the bike, pedestrian or roadway elements of any given project. Property acquisition costs in the current market often exceed construction costs. Commissioner Chirls said it would still be helpful to have a breakdown by mode even if property acquisition were to be excluded. Mr. Kessack reiterated that that could not be done by November 5.

Commissioner Marciante agreed it would be helpful to know how the project dollars break out by mode, but said it is not an exercise that should be undertaken lightheartedly. She suggested staff should take some time in the coming months to think about how to convey that kind of information.

Commissioner Bishop said he spent ten hours over the last three days working through the project list making those exact calculations, and he said he intended to go before the Council as an individual with his opinion about that. He said his calculations came up with 25 percent for the typical five-lane project involving curb, gutter, sidewalk and bike lanes.

Commissioner Lampe noted that there is \$10 million in the mix as P-WR-182 earmarked for access to the NE 6th Street light rail station. Mr. Miller said the project addresses more than just NE 6th Street and includes Downtown Transportation Plan implementation, a part of which includes access to the NE 6th Street light rail station. Also in the mix is NE 6th Street/108th Avenue NE and other pedestrian and transportation plan improvements.

Commissioner Woosley pointed out that there used to be a project in the mix that included a northbound right-turn lane on 156th Avenue NE. It was not that long ago that the project was removed from the transportation capital plans. He asked if it would make sense to add that project back in given the level of development and the congestion that is already occurring in the area. Mr. Kessack said a number of improvements have been eyed for the Iron Triangle formed by 156th Avenue NE, Bel-Red Road and Northup Way. The intersection improvements that could be made would be significant and would improve intersection flow. The question, however, is whether the improvements would simply move the congestion problems to some other intersection. The right-turn lane was one of the suggested solutions in past years, but there are numerous other options that could be considered as well. Modeling would need to be done to determine which improvements would offer the most benefit for the costs involved. The traffic management group is looking at the issues there and will consider all options.

Commissioner Marciante said given Commissioner Bishop's assumptions about modesplit and the need to better understand the facts, the Commission would benefit from having a memo from staff outlining the issues, the challenges and the uncertainties related to estimating modesplit, including some examples. Council agreed. Mr. Kessack made it clear such a memo would not be

forthcoming by November 5.

Commissioner Bishop commented that as a result of Councilmembers Zahn and Lee attending the Eastside Transportation Association meeting and being very interested in what WSDOT is doing relative to access to downtown Bellevue, they expressed an interest in knowing why the city was not involved in WSDOT's consultant selection process. He said he and Commissioner Woosley determined to create a letter identifying the issues associated with NE 2nd Street. The I-405 master plan has NE 2nd Street crossing the freeway, and it is also part of the TFP as TFP-197 with a \$300,000 placeholder at some point in the future. WSDOT has determined the existing Main Street bridge will need to be torn down in order to put in the lanes they need for their current funded project set for construction in 2019-2020. The proposal is to use the NE 2nd Street crossing as mitigation for WSDOT tearing down the Main Street bridge. When the NE 4th Street bridge was torn down, WSDOT came up with the northbound off-ramp to 116th Avenue NE as mitigation. Using NE 2nd Street involves the same concept. WSDOT believes it would make no sense at all to construct a half diamond at NE 2nd Street because some \$65 million in real estate would need to be bought to yield enough right-of-way.

Continuing, Commissioner Bishop said the letter written to the Council, a copy of which was provided to the Commissioners, explains in detail the reasoning for getting the project on the plate as part of the 2019-2020 CIP, and for fully funding TFP-107, allowing staff the opportunity to work proactively with the WSDOT design team that will be selected in early 2019, and to take advantage of WSDOT's \$1.2 billion project between Bellevue and Renton and what it will be able to do for downtown Bellevue. The proposal is consistent with the Council priority #4 and with Comprehensive Plan policies TR-119, TR-131, TR-136 and TR-137. The proposal is right on target with the CIP and should be considered and recommended by the Commission.

Commissioner Bishop said the Commission has the idea of creating an east-west bicycle facility through downtown Bellevue, and it makes much more sense to have it on NE 2nd Street rather than on Main Street. It would be much easier to get from 116th Avenue NE to the Eastside Rail Corridor via NE 2nd Street than it would be from Main Street given the grade.

Commissioner Marciante asked Commissioner Bishop to walk the Commission through the proposal. Commissioner Bishop said the proposal to create Main Street ramps and a NE 2nd Street crossing. WSDOT put together line drawings a little more than a year ago to consider ramps both at Main Street and NE 2nd Street. In order to utilize Main Street, the idea would be to have a crossing on NE 2nd Street with a reduced footprint and replacing the Main Street bridge in the same location, including a ramp to and from the south. The braided ramp for the northbound off-ramp would require taking the Master Builders building. The current WSDOT plan is to replace the Main Street bridge in a way that will not preempt any future ramps at either Main Street or NE 2nd Street. The city should be clear with WSDOT about its desire to have the project at Main Street and not at NE 2nd Street.

Commissioner Woosley said the current WSDOT plan includes a wow in Main Street, triggering the need to take the Lexus dealership. The suggestion is that the additional expense could be averted by using a NE 2nd Street overpass. The value of the Lexus dealership and the Extended Stay hotel is about \$65 million, which is roughly even to what it would cost to build the NE 2nd Street overpass.

Commissioner Chirls said the proposal is a perfect example of what the Commission discussed at its retreat. It is a regional issue and therefore is not part of the Commission's role. He clarified, however, that he viewed the proposal as good and something the Commission should discuss in

terms of directing the staff to ask the Council if it would like the Commission to more fully address the issue. If the Council gives the green light, it certainly will be appropriate for the Commission to launch a deeper discussion of the issues.

Commissioner Woosley suggested that in making any presentation to the Council the on-point Council priorities and Comprehensive Plan policies should be stressed. That is what was done in the letter. The Commission has not undertaken a full discussion of the concepts and as such it is not in a position to make a recommendation one way or another. Given the timing of the CIP conversation, some design funding should be included for TFP-197.

Commissioner Lampe noted that the letter included a great deal of technical information that would be difficult to grasp in a short conversation and even before November 5. He asked if the staff had been brought into the conversation and were willing to support the proposal. Commissioner Bishop said the staff have reviewed the drawings with WSDOT.

Mr. Kessack said the staff will follow the direction of the Council in regard to the capital program. Currently, the capital program contemplates ramps to NE 2nd Street with the construction of Main Street to not preclude either option. That is the design/build approach as currently outlined in the RFP, and that is what staff will be focused on if involved in the selection process of the design/builder and in the actual design work.

Commissioner Marciante said she wholeheartedly agreed with the comments of Commissioner Chirls. She agreed that the proposal involves a great idea. However, the Commission has not been directed to study regional issues. The Commission should be respectful in following its charge. She recommended asking staff to relay to the Council the desire of the Commission to study the issue and make a recommendation.

Commissioner Chirls suggested using the five minutes at the end of the meeting, in line with what the Commission concluded at its retreat, to discuss and vote on whether or not to ask the staff to discuss with the Council liaison the idea of the Commission devoting time to the issue.

Commissioner Bishop said his proposal did not include any comments on what should be deleted from the proposed CIP project list in order to accommodate the \$300,000 for TFP-197. He said time is absolutely off the essence. If the Council does not make a decision before adopting the budget on December 5, all options will be put off for probably a decade. The project certainly would not happen until the next funding round of state taxes. There is at hand a golden opportunity for a creative design/builder to have an option on the table to build a bridge as inexpensively as possible across the freeway and save a pile of money on rebuilding the Main Street bridge and putting it in the right spot. There are several options to consider, but if the Council does not give the state some direction, the state will ignore NE 2nd Street and move ahead.

Ms. Stevens said the concept as proposed and in the manner it was proposed has not been vetted with staff. She further commented that as proposed, the project would not be consistent with some plans and policies that are in place. She said staff would be happy to review the proposal and to discuss it with Councilmembers, but she stressed it has not been subjected to any specific study.

Commissioner Woosley said when WSDOT held an open house on the project, he learned that no one, including staff, understood that the Main Street overpass would be taken down and rebuilt. He said he spoke to the director and the I-405 program manager. WSDOT voluntarily created the

drawings as a result of that meeting, which was almost two years ago. The program went silent for some time, and he said he has been trying to get some attention drawn to it by having meetings with Councilmember Lee and Councilmember Zahn. He added that he has been promoting the project as an individual. He took exception to the statement that there are no policies in place in support of the project.

A motion to recommend adding TFP-197 to the CIP was made by Commissioner Woosley. The motion was seconded by Commissioner Bishop.

Commissioner Chirls said as much as he liked the idea of the proposal, and as much as he could see the consequences of destroying the Main Street bridge without having an alternative, he said it would be hard for him to make a recommendation without more discussion and analysis of the solution. It would be irresponsible to vote for something without having first spent time understanding the project in more detail and identifying the potential consequences associated with adding the project to the CIP.

Commissioner Woosley said including the project in the CIP will allow for consideration of NE 2nd Street. The approach would not fund the NE 2nd Street project. The project is within the right-of-way of WSDOT and arguably it is their responsibility to do it, but it is part of the city's Wilburton connection plan that was adopted prior to the Pedestrian and Bicycle Implementation Initiative. The idea is not new; it is part of both the I-405 master plan, which is a Council priority, and part of the Wilburton plan, which the city is working to implement. Some staff time would be needed to work with WSDOT and the contractor to consider the concepts.

Mr. Kessack clarified that the I-405 plan as it currently sits does not include funding for a NE 2nd Street crossing. WSDOT is in fact concerned about overall project funding. What the proposal asks is that the \$65 million, which is the estimate for the NE 2nd Street crossing, somehow be advanced by the state to fund the project.

Commissioner Bishop said that is absolutely his recommendation. The project is needed as mitigation for closing down the Main Street overcrossing. The \$65 million would not be part of Bellevue's CIP, only the \$300,000.

Commissioner Chirls argued that the suggested approach is the reverse of the normal process in which the staff vet projects ahead of a full discussion by the Commission. The vetting process typically includes more accurate dollar estimates and a listing of all implications. There are ripples caused when projects are added to the CIP, but there has been no discussion of what they might be specifically. He said he would be hesitant to vote on something the staff had not yet vetted.

Commissioner Marciante said at first blush the proposal sounds like a great idea. However, as described by Commissioner Woosley, staff and some Councilmembers have been made aware of the proposal over the past two years. At no time did the Council ever say the Commission should study the issue, and at no time were the staff directed by the Council to look at the project as proposed. She said she supported the right of Commissioners to appear before the Council as private citizens and advocate for the solution. However, as far as the Commission is concerned, it does not appear the Council is interested in seeing the matter moved forward. She said for that reason, and because the project is clearly a regional issue, she would vote no on the motion.

Commissioner Lampe commented that \$300,000 is a normal amount needed to conduct a feasibility evaluation. He said that made the proposal more palatable to him. He noted his

appreciation for the comments made in terms of process and said they gave him pause. He said he was inclined to support the proposal because of the magnitude of the issue that is related to the city's needs.

Commissioner Woosley agreed that the Commission had not had specific direction to study the solution. He said he truly wished he would have had the issue before the Commission six months ago. The proposal represents an extraordinary opportunity to do something that is consistent with the Council priorities. To the issue of cost, he noted that one reason the costs for the I-405 project funded under the Connecting Washington plan are growing is construction costs, but another reason is due to other jurisdictions and entities suggesting that there might be better ways to move forward. Up and down the corridor there are hundreds of millions of dollars of projects being asked for as the next phase of the I-405 master plan is implemented. The Commission would be remiss to not at least fund a study that would put the city on equal footing to compete for some of that.

Commissioner Bishop pointed out that WSDOT has advertised for qualifications of teams of contractors and designers, and within the next month or so they will be responding. WSDOT will select three or four of those highly qualified teams and each will be given a stipend to dig into ways of making things work. The design/build team ultimately selected will then spend six months on their design work. That is why it is so critical to have the proposed solution on the table.

The motion to recommend adding TFP-197 carried with Commissioners Bishop, Woosley and Lampe voting for, and Commissioners Chirls and Marciante voting against. Chair Wu abstained from voting.

Turning to address the overall CIP projects list, Chair Wu said her view of the TIFIA loan projects was that they are standalone projects. There is also additional funding from the congestion relief levy. A huge transit project and a huge trail project are under way or planned. What is missing is an emphasis on and increased support for sidewalks. She said she would like to see that issue raised with the Council.

Commissioner Woosley concurred. He said the adopted transportation plan shows a significant increase in the number of pedestrians in the city by 2030, particularly in the downtown. There has also been a call from citizens for additional sidewalk facilities throughout the city. Some projects are being accelerated through the levy funds, but the Commission could comment on the continued need for pedestrian facilities.

Commissioner Bishop said there are numerous unfunded needs in all aspects of the city's infrastructure, including maintenance, congestion, sidewalks, ADA ramps and bike facilities. It always comes down to the allocation of resources to do the most with what is available. He said the staff have done a good job of putting together a good list of projects and it is unlikely that more could be accomplished by tinkering with the list.

Commissioner Woosley commented that it would be helpful to have a draft transmittal memo in hand when discussing what should be said to the Council on November 5.

Commissioner Chirls said it was his understanding that the Commission would have five minutes to make its presentation to the Council and that two issues were to be addressed: the CIP and multimodal LOS. He added that he and Chair Wu would need talking points as well as the CIP transmittal memo to reference. Ms. Stevens said staff would work with the Chair and Vice Chair

off-line to pull together the resources.

Commissioner Marciante said she would be comfortable sharing with the Council a synopsis of the work done by the Commission over the past year on the CIP, and noting that the Commission endorsed the staff recommendation and added TFP-197. She said there was no need to be too flowery.

Commissioner Woosley agreed and recommended that the Council should be informed that the Council is considering an multimodal LOS impact fee. Direction from the Council on that topic should be sought. Ms. Stevens pointed out that the Commission will make its reports during the time allotted for reports from boards and commissions. There will not be any give and take. The Council could decide to offer feedback but that cannot be counted on.

Returning to the topic of the CIP, specifically regarding light rail projects, Chair Wu noted that plans have been created and it is time to begin implementation relative to projects essential to accessing the stations. Project P-WR-182 will implement some of the planning efforts associated with the downtown plan. An element should be added to that project and other station access projects to consider accommodating shared mobility services. Mr. Miller pointed out that that is considered in the projects. By way of example, he referenced the intersection of 110th Avenue NE/NE 6th Street and noted that the design includes pullouts for drop-off/pick-up large enough to accommodate two cars.

Commissioner Marciante asked if drop-off/pick-up by private individuals and Lyft/Uber are tracked and calculated by the city for planning purposes. Mr. Miller said it certainly is a growing issue and some analysis is being done by right-of-way staff. Mr. Kessack said the current focus is primarily on chasing hot spots where traffic safety or impedance issues have arisen. It is difficult to react to changing conditions in a built environment.

Ms. Stevens added that for the 108th Avenue bike demonstration project staff have been taking a more expansive look at the data, and indeed the opportunities for collecting data, including the impact the bike lanes are having and the general behavior of travel on 108th Avenue. Staff will specifically be looking at the mixing of traffic, the delivery trucks and the drop-offs. Hopefully some camera data will be available to help inform the conversation and the analyses.

Commissioner Bishop agreed that the pick-up/drop-off issue needs to be on the Commission's plate in some manner. He said the data collected on 108th Avenue will be vital going forward.

In regard to the CIP message to the Council, Mr. Miller noted that all of the new money for discrete projects in the proposal are going to projects that are in the Commission's recommended TFP. The recommended \$300,000 for TFP-197 is another project that is on the TFP, and that context might be helpful for the Council to hear.

Commissioner Woosley said it was his understanding that in effect the Commission is recommending the new money be spent on certain projects that are in the TFP. He said that is the role the Commission has been playing.

Commissioner Marciante said her view was that the Commission was recommended new project needs, not specific dollar amounts. Commissioner Chirls said he fully agreed. He said in making the presentation to the Council, it should be made clear why the Commission recommended the addition of TFP-197, and the reason should be stated in as few words as possible.

Commissioner Bishop said in a nutshell the project fits with Council priorities, is consistent with the Comprehensive Plan, and takes advantage of an opportunity to work with WSDOT.

Commissioner Marciante asked if the point should be made with the Council that the Commission recognizes the project involves a regional issue. Commissioner Chirls suggested the issue would not have come up at all before the Commission were it not for the Main Street bridge issue, which is clearly related to a regional issue, which the Commission has been expressly told is out of bounds. It should be stated that because of the impending issue of the Main Street bridge, the Commission believes the project should be made part of the CIP.

Commissioner Lampe said he was not clear on where the line between local and regional should be drawn but cautioned against raising the regional issue with the Council in recommending the project.

Commissioner Marciante said the primary reason for recommending the project is because of the timeliness of the WSDOT project. Commissioner Chirls agreed but said he would avoid referencing WSDOT and focus more on the impact to the city resulting from the destruction of the Main Street bridge. He said he also would want to see the minority position stated. Commissioner Marciante said that could in fact be detrimental. The vote count should be relayed to the Council, and if the Council wants more information about why the vote was split, they can ask. Commissioner Chirls said while he generally agreed, he pointed out that the Council has asked to have minority positions made known. In this case, the minority position had to do with uncertainty of the Commission's role in a regional issue. Commissioner Marciante said she would add that the Commission has not had the opportunity to study the project.

Commissioner Chirls pointed out that because the project is in the TFP, the Commission did to some degree study it. However, the study was not done for the purpose of mitigating the impending demolition of the Main Street bridge. Rather, it was viewed as part of the long-term plan for NE 2nd Street.

A motion to extend the meeting for ten minutes was made by Commissioner Woosley. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

Ms. Stevens said the quick report to the Council on multimodal LOS is needed because the Council is not familiar with the work done to date by the Commission. The Councilmembers need a high-level overview of what has been done and where the Commission sees the issue going. She said she would inform the Council that the Commission would be happy to participate in a joint briefing if additional information is desired.

8. DRAFT MINUTES REVIEW/APPROVAL

A. September 13, 2018

Commissioner Woosley called attention to the fourth paragraph on page 2 and noted that the statement in the last sentence regarding response times should read that as congestion increases response times will increase.

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

A motion to approve the minutes as amended was made by Commissioner Chirls. The motion

was seconded by Commissioner Woosley and the motion carried unanimously.

9. UNFINISHED BUSINESS - None

10. NEW BUSINESS

A motion to ask the staff to speak to the Council about whether or not they want the Commission to add to its work plan the issue of the Main Street bridge mitigation was made by Commissioner Chirls. The motion was seconded by Commissioner Woosley.

Chair Wu said she was hesitant to support the motion because she was not clear on the various interactions between the staff, the Council and WSDOT. The Commission has not been briefed on where the Council stands relative to regional issues.

Commissioner Lampe said Chair Wu's point was well made but suggested that because of the timing considerations it is necessary to move ahead with seeking the Council's blessing to study the issue.

Commissioner Marciante said she would support the motion, adding that it will be a good opportunity for the Commission to understand what the Council wants the Commission to do. If approved, the motion likely will result in a low-key discussion between staff and the Commission's liaison. Once answered by the Council, there will be clarity in regard to whether or not the Commission will be studying the issue.

The motion carried with five voting yes and Chair Wu abstaining.

11. PUBLIC COMMENT – None

12. COMMISSION CALENDAR


Ms. Stevens briefly reviewed the Commission calendar of agenda items and meeting dates.

13. ADJOURN

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

Chair Wu adjourned the meeting at 9:20 p.m.


Secretary to the Transportation Commission


Chairperson of the Transportation Commission

12/13/18
Date
12/13/18
Date

