CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 28, 2019
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:	Kevin McDonald, Franz Loewenherz, Darcy Akers, Chris Iverson, Andrea Pillar, Paula Stevens, Department of Transportation
OTHERS PRESENT:	Chris Brieland, Fehr & Peers
RECORDING SECRETARY:	Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:30 p.m. by x 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

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

3. PUBLIC COMMENT

Ms. Catherine Baronowski, 933 Okmo(?) Place South, Seattle, said she serves the senior manager of strategic programs at SAP Concur and has been commuting by bike year round to her office on 108th Avenue NE for the past two years. She said she appreciates the resources that have gone into making Bellevue a bike-friendly community, but stressed that there is still work to be done. Those who commute by bike take every precaution to be safe and visible but there is only so much riders can do on their own. She said her own experience with having been hit by a car was outlined in an email included in the technical appendix of the report. She highlighted three ways to improve safety for cyclists: 1) improve driver awareness through signage; 2) enforcement of the rules that are in place; and 3) keep the bike lanes put in place through the demonstration project. It takes time to make change and more time is needed.

Mr. Patrick Green, 4628 South Myrtle, Seattle, said he is the community program manager for REI. He submitted a letter that speaks to the values of REI and the type of employer the company is. He said the company is excited about coming to Bellevue. There is, however, a logistical issue involved with the move, namely the large number of employees that will be commuting daily to the new campus. Their health and safety means a lot to the company, and that is true of the employees of other companies that are moving to Bellevue. The employees of

REI and other companies are looking for an active lifestyle that will support their health and safety, and they are looking to be active members of the community. He thanked the Commission for the work that has been done regarding the Bellevue bike lanes and stressed the importance of continuing and growing the partnership with the city.

Mr. Bob Pishue with Kemper Development Company, 575 Bellevue Square, stated that the issue has been rushed through rather quickly. He said he was surprised at the amount of data the city had collected. The proposal to permanently keep the bikeway and to convert lanes on Main Street is shocking. He said he would like to see the process slowed to allow for doing more analysis. The intersection of Main Street and Bellevue Way is one of the worst in the city, and over the past year it has been exacerbated due to the installation of the bike lane that took out a through lane, triggering queues going all the way back to 100th Avenue NE. When the demonstration project was launched there were no metrics in place for measuring success. The data shows the average daily weekday trips by bike have only increased by 30, which at two trips per day is only 15 people. Safety is important but so it moving the most people possible through the 108th Avenue NE corridor, which the bike lanes are not doing. If it is about moving people rather than vehicles, the bikes lanes are not accomplishing the task. There is a huge amount of growth slated for the region, particularly between Main Street and 106th Avenue NE, that will put stress on Main Street and other downtown roads. The focus should be on maximizing what the city already has relative to the transit network and the roadways.

Ms. Lisa Harrison, 3471 115th Avenue NE, said she works at an engineering firm located in an office in downtown Bellevue adjacent to the transit center. She said she lives in Northeast Bellevue and takes the newly opened segment of the cross-Kirkland corridor to commute into the downtown by bike. She said she has a car, an Orca card and a bike, and the bike has proven to be the fastest and most pleasant way to commute. The demonstration project was intended to be visionary and it has succeeded in that role. It has met with some successes. The protected bike lanes make riders feel safer. She said she likes having options and advocated with the Bellevue Downtown Association for the creation of the L connection to connect with Main Street. It is great to be able to cut through the city, ride down Main Street and connect with the beautiful new Meydenbauer Bay Park, and potentially ride through Medina and connect with the SR-520 trail. There are great possibilities for biking in Bellevue, but more work needs to be put into making the connections. People of all ages are interested in biking, both for commuting and for pleasure.

Mr. Paul Tift, 9959 Lake Washington Boulevard NE, said he works as a transit operator for King County Metro. He stressed that he was speaking solely as a Bellevue resident and not as a representative of Metro. He said he met with Principal Transportation Planner Franz Loewenherz and Transportation Engineer Darcy Akers on July 19, 2018, to talk about issues with the 108th Avenue NE demonstration bike project. He said his top concern was the serious design flaw regarding the bike lane at 108th Avenue NE northbound at NE 12th Street. At that location vehicles make a right turn to eastbound NE 12th Street, creating a vehicle-to-bike conflict. The problem does not exist at NE 10th Street or at NE 8th Street. The 550 Metro route makes the turn at NE 12th Street in order to get to the terminal at the Bellevue library on 110th Avenue NE. Blind spots on the buses make it very difficult to see both pedestrians and bicyclists approaching that intersection. At NE 4th Street the city changed the light timing for the eastbound turn to northbound 108th Avenue NE and that is working very well. Additionally, the bike lane works well southbound on 108th Avenue NE to westbound NE 4th Street.

Mr. Gabe Meyer, policy director for the Cascade Bicycle Club, said he attended the Vision

Zero summit in Bellevue, which really helped to connect the dots around safety and systems. He said the club has been very impressed with the way Bellevue has thought about building safe systems for various modes of transportation. Cities around the nation have discovered the need to make bike connectivity a high priority and to avoid gaps in the networks. The work Bellevue is doing should be continued. There is limited street space and bicycles take up much less space than cars; the more people who bike, the fewer cars there will be on the road. There are multiple reports about how people who bike visit small businesses along their routes. The 108th Avenue NE demonstration project has prove the route to be a good north-south route. Main Street is coming with an east-west connector. The main reason people cite for not biking to work is that they do not feel safe on the streets. Connected bike networks of protected lanes make people feel safe, and once created they will be used by more riders. A single demonstration project on a single street is not necessarily indicative of what could be an overall success. More and more companies in deciding where to locate their headquarters are considering interconnectivity as a prime consideration.

Mr. Scott Ferguson, 10688 NE 9th Place, said he rides on 108th Avenue NE and likes it, but said he does not see it as more than a beginning to the answer. He said he has biked thousands of miles around the country and in foreign countries and suggested the approach taken by the Netherlands should be considered the ultimate goal. That nation spends some €552 million annually on bicycle infrastructure even though it is only a quarter the size of Washington state, which spends only about $20 million annually on bike infrastructure. The goal of the Active Transportation Division of the Washington State Department of Transportation is to see all modes of transportation are on an equal level with cars, buses and trains. The Dutch have reaped something like $19 billion in health benefits alone by investing in bicycle infrastructure, which is a 38:1 return. All Dutch drivers are cyclists, and all Dutch cyclists are drivers. The increase in bicycle usage takes a cultural change, something that cannot be accomplished overnight or by putting a single bike lane into the mix. The Commission should also keep in mind self-driving cars when planning for the future.

Ms. Lori Kidocoff, 3425 166th Avenue SE, said she is not a bicyclist and is in fact scared of biking on Bellevue streets. She said she lives near SE 34th Street that is currently undergoing reconstruction. Even so, traffic whizzes by faster than 40 miles per hour. The posted speed limit is 30 miles per hour even though there is no sidewalk and there is no safe place to walk. The Commission should keep school kids in mind in focusing on traffic safety. She said she fully supports the Vision Zero concept.

Ms. Anne Marie Clark, 4035 171st Avenue SE, said she is not a bicyclist but is a mother and the survivor of a car vs pedestrian accident. She encouraged the Commission to carefully consider safety around schools, including slowing traffic on routes to and from the schools to no more than 20 miles per hour.

Mr. Steve Fantal, 4722 130th Avenue SE, said he is a lifetime cyclist and driver and a retired Boeing engineer. He said he has been volunteering over the last eight months to work with Mr. Loewenherz and the transportation planning group. He said he has over the years been a frequent contributor to the MyBellevue appl. He said he attended the Vision Zero summit and was struck by the interest in the global community around what is happening in Bellevue . The goal of getting to zero serious accidents and deaths by 2030 is lofty and achieving it will require making personal sacrifices. It is frustrating to hear from the large number of people who are opposed to the bikeway. It is not appropriate to judge the viability of a downtown bike network based on a disconnected single implementation. The demonstration project is not of itself a solution, it is only a demonstration of what needs to happen. Bellevue is an advanced

city that is well thought of around the world and as such it needs to move forward with the creation of robust and connected downtown bike network.

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

Commissioner Lampe reported that he attended the opening ceremony for the Meydenbauer Bay Park. He said it was very well attended and it will be very popular. He said he also attended the Bel-Red open house earlier in the week. It was very well done and good to see firsthand all of the ongoing activity.

Commissioner Woosley said he attended the Bel-Red open house as well and was impressed with the program put on by the city showing all of the progress that has been made, including hundreds of millions of dollars in investments being made by the city in transportation infrastructure and complete streets. There is more to be done by way of projects that are not yet funded, including the half diamond at SR-520 and Phase 4 of 120th Avenue NE.

Commissioner Lampe said one of the displays at the Bel-Red open house was for the Eastside Rail Corridor. The person heading up the project for King County was present and he outlined the steps involved with the project, including the NE 8th Street elevated crossing.

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Vision Zero Action Plan

Principal Transportation Planner Franz Loewenherz noted that the Commission had concurred with the Safe Systems approach at its January 10 meeting. The Vision Zero summit held on February 13 at Overlake Medical Center was structured on that framework. He said following the confirmation of the strategies, the Commission will on July 11 be briefed on the action plan, followed by a approval of the action plan on September 12.

The guidance provided by the Commission in January informed the overall structure of the Vision Zero summit that involved experts from across the nation sharing ideas and insights on strategies to be considered for the action plan. The summit confirmed that Bellevue is on the right path and the sincere desire of those who attended to collaborate with the city. At event four different partnerships were highlighted, included a new partnership between the Bellevue School District and the Washington DECA organization aimed at addressing distracted driving among teenagers and the fact that collisions are the leading cause of deaths among teenagers nationwide. Input from Bellevue Youth Link indicated that in the past month 73 percent of students had been in a car with someone who was texting or emailing while driving.

Mr. Loewenherz noted that Toward Zero Together is at the heart of the overall Safe System approach. He said most who participated in the summit had their photos taken holding a placard with that motto to show their support, including Chair Wu and Commissioners Lampe and Marciante.

Consultant Chris Brieland with Fehr & Peers said the strategies he would outline form the basis for subsequent actions, adding that each of the four pillars of Safe People, Safe Streets, Safe Speeds and Safe Vehicles had supportive actions. At a high level, Safe People is about educating people regarding the transportation system, and transitioning from dry statistics to personalizing the fact that people are impacted by transportation safety. The proposed Safe People strategies focus on training, education and awareness to get people to an understanding of their role in transportation safety. Examples of actions include training sessions provided to older drivers, and Bellevue's PedBee program in which the city and the school district participate to train younger folks.

Safe Streets is focused on the idea that the design of streets has consequences in terms of the outcomes of crashes should they occur. The strategies focus on building and implementing new infrastructure and reducing modal conflicts and ambiguity. The actions that fall under the strategies are aimed at providing a safer-designed system, things like flashing yellow arrow traffic signals that can go to a red protective phase when pedestrians are present, and enhanced ped/bike facilities that help to increase separation from vehicles.

Vehicle speeds and the severity of injuries are fundamentally linked. Accordingly, the strategies around the Safe Speeds pillar involve a mix of elements, including design/engineering, education, enforcement, and policy questions around appropriate speeds. The actions that could be tied to the strategies are things like roundabouts and traffic calming devices and more neighborhood participation.

The historic decline over the past few decades can be tied to the pillar of Safe Vehicles. While vehicles have been designed to be safer for the driver and passengers, they have also been designed to be safer for pedestrians and bicyclists through vehicle shape and sensors. The strategies screened from other communities that tie to the pillar relate to promoting, advocating and advancing safe technologies in vehicles operating within the city, collecting and using vehicle data, and using vehicles to help enforce traffic laws. The list of potential actions includes the city choosing to use safer vehicles in its fleet, and incorporation of technologies such as school bus stop paddle cameras to help enforce against dangerous behaviors.

In addition to the four pillars, four strategies have been identified to support making Bellevue a Vision Zero city. The first of the strategies is Leadership that focuses on commitment from all segments of the city, engagement to bring the community along, and being clear and articulate about getting to specific outcomes. The Culture strategy is focused on changing mindsets and using data to focus transportation safety, particularly on vulnerable users who are much more likely to be hurt in a crash and those who are disproportionately exposed to traffic safety hazards. Enforcement, education and engineering can all be used to target cultural changes. The Partnerships strategy builds on the fact that Bellevue is great at leveraging partnerships. The specifically identified strategies include focusing on the opportunities for better data and analysis, looking for different ways for new partnerships to evolve, and growing existing partnerships. The Data strategy revolves around the data that is needed to inform decisions and track progress. The focus is on collecting, sharing and applying data in proactive ways.

Commissioner Woosley asked how the collected data will be used and if it will be coordinated with enforcement actions in an effort to change personal behaviors. Mr. Brieland said the data is currently being used to identify where the biggest problems are in an effort to help focus the finite resources to where they are most needed. Should the data show an increase in fatalities and serious injury collisions and an increase in the number of speed-related collisions, policy actions will likely be called for.

Commissioner Chirls asked if data regarding speeding tickets is being collected and used, or if the data being collected is only focused on accidents. Mr. Loewenherz said the effect automated speed enforcement cameras have had on driver behavior is being monitored. In one of the sessions at the summit a report was given by Dr. Beth Abel of Harborview about injury prevention. She spoke about the efficacy of affecting the driving behavior of people in the zones where cameras are installed. That could influence contemplated actions in terms of additional rollout of that kind of technology. The automated speed enforcement cameras are currently limited to school zones and the data from that technology is being accessed. It has been found that the cameras are having a positive effect. They are not, however, installed in all school zones and the action plan could lay out an approach for expanding their use in all zones. He said the data relative to tickets issued by the police department is also available and will be used.

Commissioner Bishop said he had spent 60 years focused on traffic safety issues. He noted that while he was in graduate school in 1964, some 50,000 persons were dying in traffic accidents nationally every year. The Highway Safety Act was passed by Congress in 1966 and it put an enormous federal emphasis on traffic safety. The rate of fatalities and serious injuries has dramatically fallen in the years since; the number of vehicle miles travelled has quadrupled but the number of fatalities has fallen to 35,000 annually. All manner of data is available and it is a very positive thing that the city is putting an emphasis on traffic safety at the local level. The education side of the equation is very important.

Chair Wu agreed that the collected data should not be limited just to crashes.

Commissioner Woosley concurred with Commissioner Bishop on the timeliness of the effort. Many are disregarding the traffic laws and stepped up enforcement is needed. There should also be stricter standards for being allowed to operate vehicles, particularly motorized vehicles, more along the lines of what it takes to get a pilot's license. Other countries have much more severe penalties for infractions, particularly for drunken driving. There should be a suite of aggressive approaches initiated to turn the trends in a positive direction.

Chair Wu agreed that reaching out and educating the young and the vulnerable is important, but there also needs to be effort put into better educating vehicle drivers and bike riders.

A motion to confirm the Safe Systems strategies was made by Commissioner Marciante. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

B. 108th Avenue NE Bike Demo Evaluation Report

Mr. Loewenherz noted that the agenda memo outlined the three proposals that are consolidated into the transmittal memo. In short, the proposal is to retain the 108th Avenue NE corridor bikeway, refine it based on the feedback received, and continue to build on the project to achieve a connected network. He briefly reviewed the process flow from planning to implementation that included Council direction to do a before and after assessment and a celebratory event in late July 2018.

As part of the direction handed down from the Council, the Commission worked to develop an assessment framework that looked beyond just the number of people riding bicycles and automobile travel times. The focus was on developing a holistic appraisal across the three community outcome areas of safety, efficiency and livability, each with its own set of

indicators. At no time was a target level specified for any of the outcome areas on the strength of the argument that the Commission should determine the level of success.

Commissioner Chirls said it was his recollection that 108th Avenue NE was part of the intended north-south network. Mr. Loewenherz said the Pedestrian/Bicycle Plan was adopted by the Council in 2009. The plan identifies a commitment by 2014 to have one north-south and one east-west priority bicycle corridor implemented in the downtown. That is highlighted in the draft transmittal memo as one reason for the retain, refine and build proposal. Subsequent to adoption of the Pedestrian/Bicycle Plan the Bicycle Rapid Implementation Program was worked on at the strong recommendation of the Council to link planning with implementation. Approval of the levy in 2016 provided the funding to move forward.

Commissioner Bishop said his memory of the 2009 Pedestrian/Bicycle Plan priority corridors was to have one east-west and one north-south through the city by 2019. He said the plan did not set as a goal having corridors in the downtown. Mr. Loewenherz said there were multiple targets established, one of which was to have by 2014 one north-south and one east-west corridor running through the downtown. Additionally, there was a 2019 target to have two north-south and two east-west corridors citywide.

Transportation Engineer Darcy Akers said the assessment report looked at a variety of different data collection techniques, some quite sophisticated involving Bluetooth antennas and the latest in thermal sensors and detectors, and some of which required a manual approach. The report goes into detail about each.

With regard to the community outcome area of safety, Ms. Akers said the goal was to design a space that is comfortable and safe for all users using 108th Avenue NE. The first outcome looked at was the number of collisions. The after period looked at was admittedly short at only six months, but during that time there were no police reports of collisions between a motor vehicle and a person riding a bicycle along 108th Avenue NE, which represented no change in trend on the corridor. A member of the public emailed in a report of a collision between a car and a bike that had not been reported to the police.

The second outcome looked at was the perception of safety and the data looked at was collected via an online questionnaire. Eighty-seven percent of the respondents agreed or strongly agreed that it felt safe and comfortable riding a bicycle on 108th Avenue NE. The question was asked of all users and the majority indicated they felt safe and comfortable riding along the corridor. The majority also answered that they believe bike lanes should be available in the corridor. The third outcome focused on traffic conflicts and interactions. The report specifically measured the number of people riding bicycles on the sidewalk versus on the roadway, and with implementation of the demo bike lane there was an observed decrease in the number of riders on the sidewalk. Over 85 percent of riders were using the bike lanes in the roadway.

With regard to the efficiency community outcome area, Ms. Akers said four specific outcomes were looked at, beginning with motor vehicle travel times as measured using the Bluetooth sensors. A minimal change in travel time was observed. Bus delay was measured using onboard system data from King County Metro and overall little change was observed in the various movements, with some actually improving. The network assessment outcome analyzed the impact on corridors beyond 108th Avenue NE and the analysis looked at the calculated degree of saturation via the adaptive signal system. The analysis did not show a significant increase in the percent of time with a degree of saturation over 100 percent on NE 4th Street

and NE 8th Street between 106th Avenue NE and 110th Avenue NE.

The community outcome of livability centered on assessing the attractiveness of the demonstration bikeway and the degree to which the multimodal experience was improved. The first outcome involved counting the number of people using the facility, which showed an increase in the average daily bicycle ridership by 35 percent. Vehicle volumes were also measured and the analysis indicated that overall there was a minimal change. The bike share data showed that 108th Avenue NE was the most commonly used facility in the downtown.

The user satisfaction outcome data was drawn from the online questionnaire. One question asked was whether or not the design of the 108th Avenue NE demo project met the right balance to address the needs of all street users, and 75 percent agreed or strongly agreed, while 46 percent overall agreed. Also asked what a question about the vertical separation and 60 percent of bicyclists who identified as less competent riders agreed indicated more separation is needed.

The bicycle level of service outcome was related to the bicycle multimodal LOS guidelines the Commission helped to established. The evaluation showed that under the before conditions the corridor ranked level of traffic stress (LTS) 4, while the after condition indicated an LTS of 2 on 75 percent of the segments.

With regard to the freight and TNC delivery impact outcome, some public outreach was done and the one measurable outcome was the amount of lane blocking by pick-up and drop-off traffic. Before the project the segment to the north of the transit center was travel lane that was popular for picking up and dropping off people. When the bike lanes were striped, within a three-hour period the segment was blocked for an hour and twenty minutes. After installing the planter boxes in that segment, blocking was reduced by 93 percent to just six minutes.

Commissioner Bishop pointed out that there was a traffic signal timing change that caused an overlap that helped the buses. He asked if that was a significant cause of the reduction in travel time. Ms. Akers said the travel time outcome looked at through vehicles in the corridor. The percent reduction in travel time in the corridor was very small and could be attributed to the right-turn overlap that improved the southbound movement, and the signal timing changes. There was also construction going on in the area that could have impacts on travel times once the work is completed.

Commissioner Woosley asked if all the bikes using the corridor were counted, whether in the bike lanes or on the sidewalks, or if only the bicycles in the bike lanes were counted using the sensors. Ms. Akers said the 35 percent change relates to bikes in the roadway counted using the sensors. Commissioner Woosley suggested the factors that contributed to an increase in the number of bikes in the corridor were the creation of a separated bikeway and the launching of bike rentals. He said the number of bikes rented per day accounts for virtually all of the increased ridership in the corridor.

Commissioner Marciante asked what correlation the contributing factors had to the topic being discussed. Commissioner Woosley said the Commission is being asked to recommend moving forward with effectively making the 108th Avenue NE demo bike lane permanent. The Commission needs to know what actually caused ridership to increase and the effectiveness of each element, including creating safe lanes, getting riders off of the sidewalks, and implementing bicycle rentals. Ms. Akers said ridership decisions are often based on the network and how one facility connects with other facilities.

Commissioner Chirls said logic would suggest the degree to which bike rentals increased ridership cannot be answered. One could argue that before bike rentals became available people chose to walk or drive in the corridor, and that once they were able to rent bikes chose to ride them on the demonstration bikeway. The question of why ridership increased cannot, however, be definitively answered.

Commissioner Marciante pointed out that the observed data was that there were more bicycles on the bike lanes. Where the bicycles came from is outside the scope of the data that was collected.

Commissioner Bishop that is exactly wrong. There is specific data in hand regarding the bike share program. There were 27,000 bike share rides in the six-month period, and the data shows that 16 percent of those trips used 108th Avenue NE. That works out to 25 bike share riders per day on average on 108th Avenue NE, accounting for a large portion of the 35 bike increase overall. Additionally, the bike riders who chose to use the bike lanes rather than the sidewalks are not in fact new riders.

Mr. Loewenherz clarified that the work outlined in the assessment report was informed by the April 12 agenda memo for which there was concurrence by the Commission. Net new ridership was not given any attention as there is no easy way to infer from the data what is a net new rider. The analysis assessed each of the requests that were formalized in the April 12 agenda memo.

Ms. Akers added that the sidewalk riders were observed only for a specific observation period of 7:00 a.m. to 7:00 p.m. The percentages tied to that factor do not directly correlate to the 24/7 bike counts drawn from the sensors, which does not directly correlate to the trips generated by bike share.

Commissioner Woosley said the information presented to the Commission was that there was an increase of a certain percentage. He said he was trying to find out what that meant and what the source was. He said the questions posed by the other Commissioners prevented him from getting an answer to that question, and as a result it took a long time to get an answer from the staff.

Commissioner Bishop asked the data presented by staff included the 27,000 ridership figure in the 180-day period of the demo bikeway project. Transportation planner Andreas Pillar said the data for the bike share pilot shows that approximately 28,000 trips were taken by bike share between the launch date toward the end of July 2018 through the end of January 2019. That does not equate to exactly 25 rides per day, it is the average over the entire time.

Commissioner Marciante asked if it is known how many of the bike share users rode their own bikes before the bike share program was launched. Mr. Pillar said there was no way of knowing the answer to that question.

Answering a question asked by Commissioner Lampe, Mr. Pillar confirmed that at least 16 percent of the total bike share users were on 108th Avenue NE based on the number of pings. Of course a person could ride along a portion of the corridor but not the full corridor, meaning no ping would take place.

Commissioner Marciante asked if consideration was given to posting signage and using other

elements to prevent drop-offs by TNC and freight delivery. Transportation planner Chris Iverson explained that before the demo bikeway was installed, there was significant TNC pick-up and drop-off activity in the travel lane on 108th Avenue NE. After the bikeway was in and planter boxes and curbing was installed, there was a significant reduction of that activity. Staff also conducted outreach directly to Uber and Lyft to put a geofence around 108th Avenue NE specifically to prevent pick-up activity in the corridor except at designated locations. A pick-up and drop-off area was added on NE 4th Street near 108th Avenue NE. Even so, drivers delivering packages continue to use parts of the bike lane and blockages still occur.

Mr. Iverson allowed that there have been lessons learned from the demonstration project and there is room for improvement. He said the staff was proposing to move forward with enhancing the demonstration bikeway based on comments received from users and best practices from the Federal Highway Administration Bikeway Selection Guide published in 2019. The BRIP program has funding to remove or improve the 108th Avenue NE bikeway, and the recommendation of staff is for the latter. None of the proposed improvements are set in stone. The list of improvements still under consideration include additional signage, increased engagement with TNC and freight functions, and different planter boxes to improve visibility.

Chair Wu asked staff to specifically address the issues raised by Mr. Tift during communications from the public. Mr. Iverson said Mr. Tift's comments were specific to the intersection of 108th Avenue NE and NE 12th Street where the Metro 550 route makes a northbound right turn to get to the bus layover. He said that is one of the locations for which staff will propose a bike signal, allowing bikes to jump ahead of general purpose traffic, including buses, in order to minimize conflicts.

Commissioner Woosley asked what is done when a new construction project that requires a right-of-way use permit for several months. Mr. Iverson said temporary right-of-way impacts are addressed on a case-by-case basis. The bikeway through the downtown is an unprecedented facility given that it is the first of its kind in the downtown. Going forward the best solutions will be sought and all different modes will be weighed. There currently is a construction project on 108th Avenue NE between NE 8th Street and NE 10th Street that causes the northbound bike lane to be closed for some parts of the day. Temporary restrictions, however, are not indicative of potential decisions that will be established.

Commissioner Lampe asked if there is a cost estimate for each of the refinements, noting that he assumed the signals would carry the highest price tag. Mr. Iverson said no specific cost estimates have been identified. Mr. Loewenherz added that slightly over $200,000 in levy funding is available and dedicated to the 108th Avenue NE bikeway and the funds can be used either to remove it or improve it. He added that it would cost about that much to remove the bikeway and bring the roadway back to its original state.

Commissioner Woosley noted that one proposed improvement is a signal with a green light just for bikes. He asked what impact such a signal would have on the overall operations of the intersection. Ms. Akers said one location for such a signal is the northbound right turn at NE 12th Street where there is a bus right-turn movement. The signal would allow bikes to clear the intersection before vehicular movements, decreasing the conflict. The signal could increase the overall signal cycling, or depending on the time of day the adaptive system could create the time allowed for bicycles by reducing another movement.

Turning to a focus on Main Street, Mr. Iverson said 65 percent of the respondents to the online questionnaire indicated they would like to see more bike lanes installed at other locations in the

downtown. The project proposed for main streets builds toward the goal of establishing an east-west facility in the downtown. The BRIP program has levy funding to implement one or more bikeway in the downtown, and the proposal of staff is to start with a facility on Main Street to connect from the demonstration bikeway on 108th Avenue NE to the existing facilities on Main Street near Bellevue Way. He said the staff looked at two different alternatives. Alternative 1 would add buffered bike lanes in both directions and a parking-protected bike lane between 108th Avenue NE and 106th Avenue NE in the westbound direction. Alternative 2 would have a buffered bike lane in the uphill eastbound direction and a partially buffered bike lane transition to the existing striped bike lane in the westbound direction.

Mr. Iverson said there are currently two eastbound and two westbound lanes between 105th Avenue NE and 108th Avenue NE, and one eastbound lane between Bellevue Way and 105th Avenue NE. Construction on the south side of Main Street has meant that for the last two years the curbside eastbound lane has been closed for substantial parts of each day. Alternative 1 would repurpose a travel lane in each direction in the corridor between Bellevue Way and 108th Avenue NE, while Alternative 2 would repurpose only the eastbound lane and maintain the two westbound travel lanes. The center left-turn pockets would not be impacted. According to the modeling for the evening peak period, Alternative 1 would result in an increase in the travel time in both directions, while Alternative 2 would have no impact to travel times in either direction.

Alternative 1 would trigger an increased delay at every intersection, while Alternative 2 would create a minor improvement at Bellevue Way and Main Street and at 106th Avenue NE and Main Street. Mr. Iverson said the recommendation of the staff was to move forward with Alternative 2.

Commissioner Woosley noted that the intersection of 106th Avenue NE and Main Street has an eastbound left-turn. He said traffic volumes have grown to the point where it probably will need to be a solid left-turn soon. He asked if the change in the traffic flow has been modeled assuming that. Ms. Akers currently there is no existing east-west flashing yellow arrow at Main Street at 106th Avenue NE or 108th Avenue NE. The addition of left-turn phasing is under consideration.

Commissioner Lampe asked what the logic was used in not considering removal of the bike lane on Main Street to the west of Bellevue Way. Mr. Iverson said the bike facility on Main Street is not part of the bikeway demonstration project. The project that included bike facilities on Main Street was done in conjunction with development of the apartment building on the southwest corner of Bellevue Way and Main Street. Mr. McDonald said the project was a condition of development approval and an engineering decision was made to turn a through right into a right-turn only, the result of which was an improvement to eastbound travel during the evening peak. The opportunity was taken to look at the entire configuration of the intersection and the determination was made that the second eastbound receiving lane was not needed, thus it was repurposed to a buffered bike lane that extends to 105th Avenue NE.

Commissioner Woosley commented that Main Street has been referenced as a potential east-west route through the downtown. When the 108th Avenue NE demonstration project was done, a robust process was undertaken that included looking at several options. There has been a lot of additional development and changes made to the Land Use Code to the downtown. A similar process should be used to look at the location and implementation of an east-west route. Mr. Loewenherz said any kind of consultative process could be structured. When the previous

assessment was done that led to the selection of 108th Avenue NE the engagement process included an open house, an online questionnaire, and working with the Bellevue Downtown Association. Four corridors were explored and the public feedback received was clearly in favor of 108th Avenue NE, followed in ranking by Main Street.

Commissioner Bishop referenced the memo he sent earlier in the day to Mr. McDonald in which he outlined his rationale for why he would vote to not retain the 108th Avenue NE demonstration bikeway. He said the project is a travesty for the city. Traffic flow in the downtown was identified in the city's survey as being the single biggest problem. The Commission authorized the demonstration bikeway for a temporary period of time in order to determine a number of things, such as what could be done, could trips be attracted, could safety be enhanced, and how traffic and bus operations would be impacted. The data shows no particular safety benefits. The data shows no significant increase in bicycle usage on 108th Avenue NE, and it is clear that bike share added 25 or so trips per day of the additional 31 trips per day. The data shows bus operations were impacted. The data shows that TNC operations and freight delivery on 108th Avenue NE were wiped out by the project. The data does not support removing a lane from 108th Avenue NE.

Commissioner Marciante said there were no accidents before the project and there have been none since the project was initiated, and that is a good thing. There was, however, a significant increase in the perception of safety, which should be counted as an important factor. Loading and unloading is an issue that is being addressed everywhere in the downtown. Curb management is a challenging effort and it is why Uber is implementing the geofencing mechanism. Freight and other deliveries need to be carefully managed as the downtown continues to densify, but that must be done in conjunction with bike lanes in accord with city policy. Bus operations go hand in hand with Vision Zero in terms of addressing specific improvements and signal operations. There also is new technology that can be used to make sure bus drivers are detecting pedestrians and bicyclists. Bellevue is woefully behind in building bicycle facilities. The demonstration bikeway project works and is being used. No significant increases in ridership can be expected to occur within only a five-month period, particularly when there is no connected network. The Council has directed the Commission to prioritize bicycle infrastructure. The data shows the movement of vehicles has not been impacted by the project. The bikeway should be retained and refined as recommended by staff.

Commissioner Chirls stated that some time ago it was voted to create north-south and east-west bicycle corridors through the city, something that cannot be done without creating bicycle infrastructure. The demonstration project has proven to have zero impact on traffic congestion. The Council has been clear about wanting to have multimodal transportation options in the city. The Council supports the creation of bicycle infrastructure. The 108th Avenue NE corridor was chosen as the preferred option through the downtown. Even the Bellevue Downtown Association believes in creating opportunities for bicycling and put its weight behind the demonstration project. The project should be retained.

Commissioner Lampe allowed that he had reservations about the measures of success when going into the demonstration bikeway project. He said a lot of time was spent and some good measures were identified and said he was not convinced the project has been a success based on the data to date. However, tearing the bikeway out would not be prudent. He said he would support retaining it.

Commissioner Woosley said he was fully supportive of the demonstration aspects of the project and that he had agreed with the measures of success. The bikeway is an improvement

on a connection that runs from I-90 to the downtown and it is more than just a disconnected segment. The issue is the design of the bikeway which has in a very innovative way taken a number of different design concepts to create a separated bicycle facility. He said his concern is that the project has not created an actual significant increase in ridership. He said his primary concern was for the overall effectiveness of the system. There is a longstanding goal of having bike routes through the city. The issue regarding the bikeway is its design and there is a need for an honest assessment of how comfortable it makes the very few people who travel by bike, and how it affects the overall levels of service and general mobility. He said he would like to see the demonstration pilot continued with the tweaks outlined by staff based on what has been learned so far. Once a full year's worth of data is in hand, the bikeway should be reevaluated. He voiced concern over taking an action that will deliberately increase congestion in the downtown.

A motion to retain the 108th Avenue NE demonstration bikeway was made by Commissioner Chirls. The motion was seconded by Commissioner Marciante.

Commissioner Bishop said his struggle was with the proportionality of the bikeway. The data from the downtown transportation update says there will be an increase of well over 200,000 person trips over 20 years. The fact that the 130 trips by bike represent only 0.005 percent of the daily downtown trips, yet the demonstration project takes away a travel lane impacts the commerce associated with curb usage. The bikeway represents a step in the wrong direction. The bus masterplan for the downtown designates 108th Avenue NE as a major bus route. In order to meet anywhere near the level of bus ridership projected for the downtown, the number of buses serving the downtown will need to be tripled, and they will need to use 108th Avenue NE according to the plan. It would be inappropriate for the Commission to choose to retain the demonstration bikeway.

A motion to extend the meeting by 20 minutes to 9:20 p.m. minutes was made by Commissioner Woosley. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

Commissioner Woosley proposed a friendly amendment to continue the pilot program for another six months, with additional refinements as noted, before making a final decision regarding the demonstration bikeway.

Chair Wu said the amendment as proposed would in fact change the main motion. Commissioner Woosley said it would only add a condition to the main motion. Mr. McDonald clarified that the motion to retain the project did not equate to permanence, it only refers to retaining the demonstration.

A motion to amend the motion to add retaining the demonstration bikeway project for six months was made by Commissioner Woosley. The motion to amend was seconded by Commissioner Bishop.

Mr. McDonald said extending the bikeway to the end of July would mark the one-year anniversary of the project and he asked if that was the intent of the motion to amend the main motion. Commissioner Woosley said his motion to amend would extend the bikeway project an additional six months beyond the end of July.

Commissioner Lampe said he liked the idea of adding a timeframe to the main motion but indicated he was inclined not to vote for the amendment as proposed because six months is not

long enough. He suggested the project should be retained for another year.

Mr. Loewenherz said the city will not be in a position of being able to make the proposed refinements to the bikeway and deduce additional information regarding the efficacy of those investments within the six-month time period. He said the list of improvements likely will not materialize until the summer of 2020.

Commissioner Chirls said he would not accept the proposed friendly amendment. The Commission and the Council previously agreed to create north-south and east-west bike routes through the downtown. The preferred option was 108th Avenue NE.

Commissioner Bishop called for a point of order, noting that Commissioner Chirls was arguing the merits of the underlying motion rather than the proposed amendment to the main motion. Commissioner Chirls said he wanted no timeframe put on the bikeway and said it should be permanent. The commitments made to creating north-south and east-west corridors, and the fact that 108th Avenue NE was chosen as the preferred option, should be honored.

Commissioner Woosley said the iterative process has been going on for a decade, and the first results have been presented regarding a demonstration project. There is a lot of data to digest and the bikeway represents a significant change. The staff have proposed making additional changes to the project. The responsible approach would be to give staff the opportunity to make the refinements and then to collect additional data to determine their impacts. That would also give the community additional time to digest the data. Additional time should be given to the demonstration project before making a final decision.

Commissioner Marciante pointed out that the members of the Commission who were vehemently opposed to bike lanes were trying to use delay tactics to keep the conversation going and to delay the policy direction handed down by the Council.

Commissioner Woosley disagreed with that characterization. He said there is a right way to do bike lanes. He said he has supported bike lanes and the notion of getting connected north-south and east-west projected bike lanes done sooner with broader support. He said he has also worked locally, regionally and at the state level to secure funding for bike projects.

Commissioner Bishop said he wanted the record to reflect that he had supported bike lanes for most of his career as a traffic engineer. He said he has objected to bike lanes where they had locational issues. He said he did not want to be characterized as being anti-bike lanes generally. He said the issue for him is the allocation of scarce resources.

Mr. Loewenherz reiterated the statements in the agenda memo that the refinements to the demonstration bikeway would not come online until the summer of 2020. If the friendly amendment were to proceed, it would preclude staff being able to make all of the envisioned refinements to the project. He said it would be necessary to extend the demonstration bikeway through the winter of 2021 to gain a full year of post-refinements implementation data.

Assistant Transportation Director Paula Stevens suggested the positions of the Commissioners were well defined and that continuing the discussion would get the Commission anywhere. She encouraged calling the question.

Commissioner Woosley sought to amend his proposed amendment to the main motion to extend the timeline through the winter of 2021. As seconder of the amendment, Commissioner

Bishop accepted the change.

The motion to amend the main motion failed on a 3-3 vote, with Commissioners Bishop, Lampe and Woosley voting for, and Chair Wu and Commissioners Chirls and Marciante voting against.

The main motion to retain the 108th Avenue NE demonstration bikeway carried 4-1, with Chair Wu and Commissioners Chirls, Lampe and Marciante voting for, and Commissioner Bishop voting against. Commissioner Woosley abstained from voting.

Commissioner Woosley said his reason for abstaining was that he did not fully understand whether or not the motion would make the demonstration bikeway project permanent or just continue the pilot. Commissioner Woosley said the result of Commissioner Woosley's abstention would not change the outcome but stressed he should vote one way or another.

Commissioner Woosley chose to vote no, changing the vote tally to 4 for and 2 against the main motion.

A motion to direct staff to implement rapid build bicycle facility refinements to the 108th Avenue NE demonstration bikeway per community feedback and staff observations was made by Commissioner Chirls. The motion was seconded by Commissioner Marciante.

Commissioner Lampe stated that the success of the demonstration bikeway project remained unclear in his mind. The additional investment in things such as bike signals would be better served by first having more data. The Bellevue Downtown Association, which was involved from the start, has not yet done its analysis on the project. It remains unclear just where the increase in ridership came from.

Commissioner Chirls asked Commissioner Lampe what he would want to see done before being able to support the motion on the floor. He said he would like to see some data supporting installation of bike signals.

Commissioner Bishop said it was his understanding that the initial setting up of the demonstration bikeway included making changes and refinements during the time the demonstration project was under way. He questioned why a motion was even necessary. Mr. Loewenherz said the question was legitimate. He added that the projects outlined in the memo will still be adaptable to the changing landscape. The reason for having the Commission confirm the approach was because initially the staff committed as part of the assessment process to bringing back data and seek guidance on the next steps. The next steps are in fact refinements that respond to the feedback and the data. If the Commission believes it is well within the purview of the staff to simply act administratively, no motion is required.

A motion to extend the meeting by 20 minutes to 9:40 p.m. was made by Commissioner Marciante. The motion was seconded by Commissioner Lampe and the motion carried 5-1, with Commissioner Woosley voting no.

Commissioner Marciante said it was her understanding that the signal proposed would give bikes priority to move through an intersection ahead of all vehicular traffic. Mr. Iverson said that was correct. He said preliminarily staff was proposing to install bike signals at locations where there is the potential for a right-turn hook conflict. One example is NE 12th Street where there is currently no dedicated right-turn lane and where there are significant bus movements.

Other locations include southbound at NE 2nd Street and southbound NE 8th Street.

Mr. Loewenherz added that staff have exhausted the expense line for the demonstration bikeway version 1.0. He said money is set aside in the levy for the next two-year cycle for the project, and added the staff were seeking the concurrence of the Commission to move forward with expending those funds.

Chair Wu said she was not certain the purview of the Commission included making specific project recommendations. She said she would not be comfortable voting in favor of the motion.

Commissioner Chirls clarified that the money is already budgeted and the motion on the floor would not put the Commission in the position of making a decision on the budget. He said Commissioner Bishop was correct that it was always assumed refinements would be made as part and parcel of the motion to retain the 108th Avenue NE demonstration bikeway. Mr. Loewenherz said it has been his practice to seek the concurrence of the Commission on projects.

Ms. Stevens said it was perfectly reasonable to assume that the motion was not needed.

Commissioner Marciante noted her support for moving forward with the refinements as outlined, including the bike signals which will improve safety and make riders feel safer.

Commissioner Woosley recommended postponing the conversation regarding Main Street to a future date given the hour.

Mr. McDonald pointed out the need to deal with the motion on the floor.

Commissioner Chirls withdrew his motion to direct staff to implement rapid build bicycle facility refinements to the 108th Avenue NE demonstration bikeway per community feedback and staff observations.

A motion table item 3, direct staff to implement rapid build bicycle facilities on Main Street between 108th Avenue NE and Bellevue Way, to the next Commission meeting was made Commissioner Bishop. The motion was seconded by Commissioner Woosley.

Commissioner Marciante asked if there would be implications tied to tabling the item given that no Commission meeting is planned for the month of April. Mr. McDonald said tabling the item to the May 9 Commission meeting would heavily load the agenda for that meeting, which already has three action items on it. The April meeting was pulled from the calendar due to lack of agenda items. The agenda items slated for May 9 cannot be moved given that they are all time sensitive. The Main Street bike facilities issue is not time sensitive and could be moved to a meeting in June.

Mr. Loewenherz pointed out that the Main Street project is the one that could happen in the summer. Moving the item to a meeting in June would likely postpone the project for an entire year.

Commissioner Wooslcy argucd that the Main Street bicycle facilities issue deserves the kind of community attention and conversation that was given to the 108th Avenue NE demonstration project.

Commissioner Marciante pointed out that only a small segment is involved, and that Main Street was previously designated the second highest priority after 108th Avenue NE. She said she opposed tabling the item.

The motion to table item 3, direct staff to implement rapid build bicycle facilities on Main Street between 108th Avenue NE and Bellevue Way, to the next Commission meeting carried 4-2, with Chair Wu and Commissioners Bishop, Lampe and Woosley voting for, and Commissioners Chirls and Marciante voting no.

Mr. McDonald said he would work with the Chair to identify a meeting date.

8. DRAFT MINUTES REVIEW/APPROVAL

A. February 28, 2019

Commissioner Woosley called attention to the second paragraph under Item 4 on page 1 and clarified that "…projects totaling $5 billion…" should read "…projects totaling $5 billion in the city…."

It was agreed to delay approving the minutes until the next Commission meeting.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

11. PUBLIC COMMENT – None

12. COMMISSION CALENDAR

Commissioner Woosley suggested that if a room is available, the Commission should meet on April 18. Mr. McDonald said he would check on the availability of the room and staff for that date.

Mr. McDonald briefly reviewed with the Commission the agenda items for the May 9 Commission meeting.

13. ADJOURN

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

Chair Wu adjourned the meeting at 9:39 p.m.

Kevin D McDonald — 05/09/19

Secretary to the Transportation Commission — Date

Chairperson of the Transportation Commission — 5/9/19 Date