

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

November 12, 2020  
6:30 p.m.

Bellevue City Hall  
Virtual Meeting

COMMISSIONERS PRESENT: Chair Marciante, Commissioners Beason, Klutznick, Stash, Ting, Wu

COMMISSIONERS ABSENT: Commissioner Teh

STAFF PRESENT: Kevin McDonald, Paula Stevens, Andrew Singelakis, Andreas Piller, Kristi Oosterveen, Michael Ingram, 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 Marciante who presided.

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

Chair Marciante took a moment to welcome new Commissioners Karen Stash, Christina Beason and Matthew Klutznick.

Commissioner Stash said she has 30 years experience in the manufacturing, construction and technology fields.

Commissioner Beason said she has lived in Downtown Bellevue for ten years and has a background in banking, turnarounds, mergers and acquisitions.

Commissioner Klutznick said his 32-year professional career has been in real estate. He said he also is a resident of and works in Downtown Bellevue.

Commissioner Ting noted that he lives in the West Lake Sammamish area and works in the high-tech industry.

Commissioner Wu said she is a resident of Lake Hills and works in transportation infrastructure planning and engineering.

The staff introduced themselves as well.

A. Election of Vice-Chair

Principal Transportation Planner Kevin McDonald noted that while Commissioner Teh was not present at the meeting, he had previously indicated he would accept the position of Vice Chair

if elected.

Commissioner Beason asked for some background in Commissioner Teh and the responsibilities of the Vice Chair. Mr. McDonald said Commissioner Teh has served on the Commission for several years and works in the technology field. He is a resident of North Bellevue and is an avid bicycle rider.

Commissioner Wu added that Commissioner Teh is a great thinker and always asks deep and pertinent questions. He is also a problem solver.

Chair Marciante agreed. She said Commissioner Teh is very thoughtful and comes to each meeting without a personal agenda. She explained that the Vice Chair assists and supports the Chair, and fills in when the Chair is not available.

Commissioner Stash nominated herself to serve as Vice Chair. She said throughout her career she has had one foot in technical solutions/problem solving and one foot in the business worlds. She said she worked for 11 years doing environmental engineering work, then worked ten years for Microsoft before working for the last eight years in manufacturing and product development.

Commissioner Wu asked Commissioner Stash about her community service background. Commissioner Stash said she has over the years served on a variety of boards, including for the triangle pool, the Alliance of Technology and Women and Food Lifeline.

By unanimous vote, Commissioner Stash was elected to serve as Vice Chair.

## 2. APPROVAL OF AGENDA

Commissioner Wu moved to add an item under new business to briefly discuss how to use meeting time in conjunction with offline discussions as a way to make the meetings flow a little better. The motion was seconded by Commissioner Beason and the motion carried unanimously.

The agenda as amended was adopted without objection.

## 3. ORAL AND WRITTEN COMMUNICATIONS – None

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

## 5. STAFF REPORTS

### A. Crossroads Connect

Mr. McDonald noted that the memo prepared by Principal Transportation Planner Franz Loewenherz regarding the Crossroads Connect transit service was included in the Commission packet. He said there was no expectation of Commission discussion of or action on the item.

With regard to the Mobility Implementation Plan, Mr. McDonald informed the Commissioners that a Request for Proposals (RFP) was sent out seeking professional services to assist the staff

and the Commission in the conduct of the plan. The RFP window closed on November 3 and a core team of staff are reviewing the submittals and will be making a selection. The intent is to have a contract prepared for City Council consideration by early December.

Commissioner Wu asked to give the Commission the opportunity to comment and provide guidance on the scope of the work to be included in the Council memo. Mr. McDonald said it is not typical that the staff consults with the Commission on the consultant selection process. It is typical for staff to work with the Commission on the scope of work for the project. Commissioner Wu said her interest was in understanding the scope of work.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Micromobility/e-scooters

Associate Transportation Planner Andreas Piller reminded the Commission that the Council gave direction to work with staff to review and as deemed appropriate recommend revisions to city code regulating the use of motorized foot scooters in the city. He noted that according to state code, a motorized foot scooter is a device with two or three wheels, handlebars, and a floorboard which is powered by an internal combustion engine or electric motor having a maximum speed of no greater than 20 miles per hour. That definition differs from city code in that the state code was updated in 2019 to remove a reference to the size of wheels, a reference that is still retained in the local code. There are also differences between the state and local code relative to when, where, how and by whom they can be operated. State code allows motorized foot scooters to be operated on roadways without any additional restrictions, while local code restricts them to roadways with a speed limit of 25 miles per hour or less. They are not allowed by state code to be ridden on sidewalks, but they can be allowed on sidewalks if local jurisdictions allow it, something Bellevue code currently does not allow. State code allows foot scooters to be operated day or night but requires that they include certain equipment, including approved reflectors; Bellevue code specifically restricts the use of foot scooters after dusk and before dawn. State code does not require the operators of foot scooters to wear a helmet, but Bellevue's code does require helmets be worn by users. State code sets a maximum speed for motorized foot scooters on roadways and bike lanes, but the local code does not specify any speed limits. State code sets a minimum age of 16 to operate motorized foot scooters, but allows local jurisdictions to amend that; Bellevue code allows operators to be 14 years old.

One implication of the local code requirements is that scooters are a functionally illegal mode of transportation in the city because the rights-of-way they are allowed to ride on do not include sidewalks or roadways with a speed limit of greater than 25 miles per hour. Effectively, they can only be used on local streets, essentially recreationally. Local code restrictions also preclude shared mobility, an option that is available in other jurisdictions in the area and in peer cities across the nation. The local code differences contribute to a regional patchwork of laws that are not necessarily intuitive to the public; someone starting a foot scooter trip in Bellevue and crossing over into Redmond may not even realize they are operating under different requirements. The definitional differences between state and local codes also leads to regulatory ambiguity for certain devices that fall through the cracks.

Mr. Piller said the existing code, BCC 11.48.210, was adopted in 2010 by the Council after first being broached by the Council in 2005 in response to reports and concerns from the

community related to safety and noise. He noted that the scooters popular at that time were all gas powered, thus the noise factor. The electric versions that are currently popular operate far more quietly. The issue of foot scooters has not been raised in the interim between 2010 and the present except for just in the last two years as the popularity of e-scooters has risen, which has also given rise to shared scooter companies locating the units in cities around the world.

Mr. Piller said staff proposed approaching the issue in two respects, first by looking at the city code specifically to determine how foot scooters are regulated locally, how they are regulated in neighboring jurisdictions, how they are regulated in peer cities, and what is appropriate for Bellevue. Second, attention will be given to the topic of shared micromobility and how e-scooters could potentially fit in that kind of a program in the city. He briefly outlined the study schedule with the Commission for both sections and noted that a public hearing, while not required, could be scheduled as part of the process.

For the first phase, where the focus will be on the regulatory environment, staff identified several priority areas around which regulation changes could potentially impact how scooters are and are not allowed to be used in the city. Safety is the top consideration given the city's Vision Zero initiative. Other considerations include how the scooters might fit into the city's sustainability goals, how to make the transportation system more equitable, implications the use of scooters might have relative to access to other transportation services such as transit, and the issue of parking, specifically shared e-scooters.

Mr. Piller said highlighted some potential areas for differentiation for regulations. He said there could be different regulations applied to different segments of the motorized foot scooter vehicle types. A national standards organization has recently adopted a taxonomy that describes standing scooters and seated scooters as two separate types of vehicle that would fall under the state definition of a motorized foot scooter. The Commission, however, could opt to regulate those slightly differently if they are determined to be sufficiently different. They may also be regulated differently by geography, such as allowing one kind or another on sidewalks, walking paths and bike paths. There could be differentiation by the type of engine, whether gas powered or electric.

Answering a question asked by Commissioner Wu, Mr. Piller said the primary issue raised by the Council was safety. The Council indicated that if the regulations are to be softened to allow foot scooters to be used more widely in the city, their use should be regulated to maintain safety for all consistent with the city's Vision Zero initiative. The Council also noted its interest in seeing foot scooters allowed to be used more widely as a transportation mode. Innovation, access and safety stood out as the top three priorities identified by the Council.

Commissioner Ting said he would benefit from having staff provide in advance of the next meeting details behind each of the approaches and an outline of the potential tradeoffs. He also noted that the background materials mentioned other jurisdictions that have case studies and associated data, and he said it would be useful to send out ahead of the next meeting the most pertinent data gathered by those cities.

Commissioner Stash asked how decisions about which issues should be made the subject of public hearings. Mr. McDonald explained that the issue at hand involves a one-off in terms of the role of the Commission. It does not deal with the Comprehensive Plan or the Traffic Standards Code and as such there is not a lot of precedence. The issue would be a good fit for a public hearing. He added that to his knowledge, there has not been a lot of public involvement on the issue so far.

Commissioner Beason said she also would like to see some background studies and data from other jurisdictions. She pointed out that as the Downtown continues to grow, there will be an increased amount of foot traffic and it will be necessary to figure out how foot scooters will fit into the mix. She added that the influx of new workers coming into Bellevue to work at places like Amazon, Facebook and other corporations will change the public feedback; the feedback that might be generated in the next few months likely will be much different from the feedback that could be generated in two or three years. She asked how the current regulations could be more widely publicized. Mr. Piller allowed that the regulations are currently not widely publicized because there is such a limited use of foot scooters in the city. It is not a mode of transportation the city currently encourages. Information is available on the city's bike share pilot page, but only because there are some neighboring communities that had shared e-scooter pilots running at the same time the city's bike share pilot was under way. He said he had received a handful of emails over the past year and a half from residents asking where and how foot scooters are allowed to be used. However the regulations may be changed, a solid education program will be a valuable undertaking.

Assistant Transportation Director Paula Stevens mentioned that staff will reach out to the Chamber of Commerce, the Bellevue Downtown Association and similar of organizations to make sure their members are aware of what the city is doing. The notion of providing education to the broader public will also be essential.

Commissioner Wu said she was open to having another multimodal transportation tool to help Bellevue move forward. She said she was particularly interested in sidewalk safety and recommended adding liability to the list of issues to be considered. She also suggested the Commission should hold a public hearing as another way of bringing the issue to the attention of the community.

Commissioner Ting said he was also open to a new safe way of transportation. He suggested looking at some of the usage scenarios and the goal behind having more e-scooters, be it for transportation, commuting to work or just for general getting around town recreationally. He said he would also like to see a comparison of e-scooters and e-bikes in terms of usage scenarios. The two should be compared as modes of transportation. Bikes are allowed to operate on sidewalks provided they yield to pedestrians, but the current rules regarding e-scooters is that they cannot be operated on sidewalks at all. The impact on other modes should also be considered, specifically the level of stress for bikers. He said he also favored holding a public hearing on the topic as an opportunity for the public to provide feedback.

Commissioner Stash said she also favored looking at additional ways to get around the city, provided there are appropriate rules in place to keep people safe. The impacts on other users, particularly bikers, need to be clearly understood and addressed. There should also be a review of the connectedness of bike lanes and paths. E-scooter riders at the end of a path who get dumped onto a street before arriving at another bike lane could be a bad scenario.

There was general support for scheduling a public hearing on the topic. Mr. Piller said that could be scheduled for a date in January. There also was concurrence with the study timeline as set out by staff.

Commissioner Ting asked if there could be any way to get additional public feedback before the Commission makes its recommendation on the timeline as proposed. He said he hoped the Commission would have two to three study sessions on major issues before making a decision.

Mr. Piller said the public hearing for the draft ordinance would be held in early January, then a meeting later in the month would be held to confirm a final recommendation. The direction from the Council was that the issue should be moved forward somewhat expediently. He said staff would seek to be as thorough within the allotted time.

Chair Marciante noted that counting the current meeting, the public hearing at the first meeting in January and the study session at the second meeting in January, that would be three meetings on the topic. She asked if additional public input could be sought aside from the public hearing, such as through a survey. Mr. Piller said a survey could be readied and launched.

#### B. Transportation Facilities Plan, 2022-2033 Update

Senior Transportation Planner Michael Ingram noted that the Commission's work to update the TFP began in September. The list of candidate projects were first introduced in October and the list has since been refined. He allowed that the number of candidate projects is large and offered to answer questions and any significant concerns about particular projects. He said the goal was to gain some level of comfort with the proposed preliminary project list, and acceptance of the proposed refinements to the roadway/intersection project evaluation criteria.

Mr. Ingram said the projects are organized into 13 categories to better understand where the projects come from. Going forward the number of categories will be reduced. He said the projects in three of the categories will not be evaluated and prioritized through the TFP process given that they are addressed through processes that are independent of the TFP. The four fully funded roadway projects in the current TFP fall into the category of not needing to be evaluated and prioritized.

There are 27 candidate roadway projects from the current TFP. They will each need to be reviewed to determine if they make the cut for the next TFP. For some of the projects, the Council has already allocated some funding, though less than the full amount needed for implementation. That will need to be weighed accordingly in determining which projects to advance.

Commissioner Wu asked if the Council allocated funding for the Bellevue Way HOV project. Mr. Ingram said the Council allocated funding for design and some right-of-way acquisition in the current CIP. There is no funding yet for construction.

Mr. Ingram said the Comprehensive Transportation Project List compiles projects that have been identified in subarea plans or long-range plans. He said 32 roadway projects from that list that were pulled over into the list of candidate TFP projects. Some of the projects are quite old. Others, while good projects, do not necessarily address current problems. The list was shared with the Traffic Engineering Assistant Director and with the manager for development review to solicit their feedback on which of the projects should be priorities for the current TFP timeline. Only three of the 32 projects were identified as ripe for consideration. He said that accordingly, staff was recommending the advancement of only those three projects, each of which is relevant to current development or to other identified transportation needs in the TFP timeline. While the TFP is a ten-year document, it is updated every three years, so it is that three-year timeframe for which project relevance is sought primarily.

Mr. Ingram sought from the Commissioners agreement not to advance all but three projects from the Comprehensive Transportation Project List.

Commissioner Wu said it was her recollection that one reason for having projects on the TFP is so the city can require new development to accommodate future projects. Mr. Ingram said it is only necessary for a project to be included in the Comprehensive Plan; it is not necessary to include projects in the TFP to condition development to accommodate future identified projects.

Commissioner Stash asked how the city addresses issues of traffic congestion created by a particular business. She said she was thinking specifically about Chick-fil-A on NE 8th Street and 116th Avenue NE. Mr. Ingram said that has been a big challenge. He said there are standard trip generation rates looked to when considering a new development proposal. Chick-fil-A generates a lot more traffic than the typical fast food restaurant. Assistant Transportation Director Paula Stevens added that the Chick-fil-A in question has certainly been an anomaly. She said the city is engaged in discussions with the property owner to see what can be done to mitigate the impacts the development is having on transportation, both in terms of traffic volumes and safety.

Commissioner Beason asked if any of the projects from the Comprehensive Transportation Project List the staff are not recommending be moved forward that could be pushed to private development, thus moving them forward. Mr. Ingram said private development is generally required to build frontage improvements and the staff work diligently to ensure those improvements are implemented. One of the three projects staff is recommending be moved forward, 127th Avenue NE from Bel-Red Road to Northup Way, is a street that does not currently exist. The desire is to see some work done to identify where the frontages should be located.

Mr. Ingram added that new development is subject to a transportation impact fee. To the extent that new development generates more peak hour trips beyond the baseline, the city charges an impact fee that is used to help offset the cost of vehicle capacity projects. A subset of the projects in the TFP are designated as impact fee projects. The TFP is one element of the city's overall framework for assessing impact fees on new development.

Answering a question asked by Commissioner Wu, Mr. Ingram said during the last TFP process the potential violation of the city's traffic standards code was identified for the northeast part of the city. For this residential area, the standard does not allow very much traffic congestion. The area has only three signalized intersections, which is where the measurements are taken, the traffic modeling showed the potential to exceed the standard in 2030. Additional modeling has been done since then, and the traffic model has been updated to make it more accurate. New model runs do not show the same concerns. Where the congestion standard is exceeded, the city's typical approach is to add vehicle capacity in the form of widened intersections. In a residential area, that solution may or may not be appropriate. The more practical approach is to conduct a study in a subarea to gauge what the neighborhood wants. Such a study has not been done, and staff has no new projects to suggest for the northeast area.

Mr. Ingram said the other candidate roadway projects category is comprised of new projects. The first one, NE 2nd Street at 114th Avenue NE, was highlighted in materials provided to the Commissioners in October. The property owners to the north and south of NE 2nd Street along the freeway all have plans for redevelopment they would like to undertake and they feel that reconfiguring the intersection as described would best support their development. He said staff would recommend including the project on the TFP list for evaluation.

The second project, SE 8th Street at 114th Avenue SE, is near the on-ramp to southbound I-405. The location has been identified by the traffic engineering staff as an area of concern for traffic congestion, particularly in light of the growth projected for the Downtown. Expanding the intersection would address the congestion concern at that location and the overall LOS standard for the South Bellevue area. He said staff recommends the project be advanced in both the TFP and in the current budget process for implementation funding.

Commissioner Wu asked if there has been any public input regarding the NE 2nd Street/114th Avenue NE project. Mr. Ingram said the project is fairly new. The key consideration is what else the city and WSDOT decide to do in terms of increasing access between I-405 and the south part of the Downtown; a number of options are being evaluated, some of which could involve the area of NE 2nd Street. It remains to be sorted out whether the project is a viable option. He added that while there is a public process for the TFP, it is not until the project implementation phase when more public engagement is triggered.

The Commissioners were informed that the Congestion Reduction Levy projects are identified, evaluated and scoped through the transportation levy, which brings in \$2 million annually to be used for congestion reduction projects. That level of funding allows for identifying, evaluating and scoping projects but does not go far in terms of implementation. The Council added resources in the last CIP cycle to allow for some implementation, and the five projects on the list are queued up for implementation. He noted the category includes a placeholder line item.

Mr. Ingram explained that there is only one major pedestrian project in the current TFP; it is on SE 34th Street between SE 162nd Place and West Lake Sammamish Parkway. The project has been included in the TFP for quite a few years but it has not received funding in the CIP in recent budget cycles. It was funded in the late 2000s, but was removed for other priorities. There is a lot of public support for the sidewalk project.

Commissioner Wu asked what would make the project more competitive in the context of the evaluation framework. Mr. Ingram noted that the project historically has made it into the TFP with an actual funding allocation, but it has not recently gotten traction in the CIP. The project carries a price tag of at least \$5 million.

Four additional projects related to ped/bike needs are included on the candidate project list. Each have both pedestrian and bicycle components, though for the last three on the list the bicycle elements have largely been constructed, leaving only the pedestrian elements. Mr. Ingram said staff recommends to refresh the project descriptions and move them into a different category for the TFP update.

Mr. Ingram noted that the Neighborhood Sidewalk Program has a dedicated funding stream and project evaluation process. Five projects are included on the candidate project list along with a placeholder line item for any additional funding dedicated to the need.

Commissioner Wu asked if staff would be bringing to the Commission a discussion of the Neighborhood Sidewalk Program relative to its funding level. Mr. Ingram explained that the program is funded through a combination of levy funds and CIP program appropriations. The levy funds have accelerated the pace of implementation, but the number of projects far outstrips the available dollars for implementation.

Mr. Ingram said the other candidate pedestrian projects category contains new projects. He explained that the pedestrian elements from the last three projects in the previous category



would be pulled and added as new projects in the other candidate pedestrian projects list.

There are some projects in the current TFP that are primarily bicycle oriented. The Mountains to Sound Greenway trail is a big one and Eastrail is another. Mr. Ingram said staff recommends to retain those two projects as discrete projects in the updated TFP. The recommendation regarding the Main Street from 100th Avenue NE to 116th Avenue NE project, and the 164th Avenue NE/SE between SE 18th Street and SE 14th Street project was to roll them into the new bicycle network projects category to look at them on a network level.

The Commissioners were told that the other candidate bicycle projects are also new projects. It was noted that the first two in the category, Eastrail to Spring Boulevard trail link, and Eastrail connection at Main Street, concern connections to the city's east-west ped/bike facilities from the old Burlington Northern rail line. The Lake to Lake trail corridor project involves a key east-west connection across the city.

Mr. Piller said there are a number of factors in play in regard to segmenting the bicycle network projects into three large geographies in the city: the growth corridor of the Downtown, BelRed and Wilburton neighborhood areas; the East Bellevue area; and the South Bellevue area. One factor is the 2009 Pedestrian and Bicycle Transportation Plan which identifies the bicycle network corridors. Other factors include subsequent efforts, including the Bicycle Rapid Implementation Program which is largely funded by the transportation levy. There are priorities established for the program and there is a need to be opportunistic in piggybacking on other projects. The intent is to implement improvements that will improve the user experience and which will fill significant gaps in the networks. The projects consist primarily of lane striping, adding some relatively low-cost vertical separation, pavement markings, signage improvements, and in some cases traffic signal revisions. Although the 2009 Ped-Bike Plan identified a long list of specific projects, there are also bicycle network corridors for which that Plan identified no improvements. While such projects were perhaps not identified as being needed in 2009, much has changed in the interim around bicycle facilities.

The Commissioners were shown two maps of the city, one of which showed the projects identified in the 2009 Pedestrian-Bicycle Plan, and one of which showed the projects in the 2016 Bicycle Rapid Implementation Program. Mr. Piller noted that in 2017-2018 a public process was undertaken to identify a corridor to address a north-south connection in the Downtown. Several major stakeholders, including the Bellevue Downtown Association, were involved in the study, and input from the public was solicited through various means, including an online questionnaire and an open house. The process yielded the 108th Avenue NE demonstration bikeway that runs between Main Street and NE 12th Street.

Mr. Piller stated that while the bicycle projects are network oriented to facilitate connections across the city, or within a neighborhood, for transit, the key priority is defined by the Transit Master Plan and the Multimodal LOS guidelines report. The seven key connections listed in the candidate transit projects category connection activity centers. He said the only connection not on the list is between Downtown and Overlake, on the NE 8th Street corridor, which is being addressed by East Link light rail. He shared with the Commissioners maps showing each of the transit connections, and maps comparing the Transit Master Plan and the 2017 Multimodal LOS guidelines.

An additional map from the Transit Master Plan showed the vision for 2030 transit service under a growing resources scenario. Mr. Piller called attention to Line 5 which is supposed to be a frequent rapid route connecting Kirkland with Downtown Bellevue along 116th Avenue

NE, NE 10th Street and 108th Avenue NE to the transit center. Recently King County Metro has been working with its regional partners, including Kirkland and Bellevue, to identify a specific alignment for such a route. Metro has identified a number of variations. By framing transit projects as connection based, the city is better poised to capitalize on opportunities regardless of which alignment Metro selects.

Commissioner Wu noted that there are three groupings of bicycle network projects: growth corridors, East Bellevue and South Bellevue. She asked about the north and west areas. Mr. Piller said there are a couple of neighborhood areas that are not captured. They are still part of the bicycle network and they are still eligible for funding. In some cases, there are projects in those areas through the Bicycle Rapid Implementation Program and other programs. The three specific groupings were identified as priorities for consideration for the network-based projects because of their proximity to high-capacity transit that connects to activity centers..

Commissioner Ting said he understood that cutting projects from the list would save staff time by not having to put everything through the process. He said he wondered how those who originally supported projects get notified that their suggestion has been cut, and if they are given an explanation. He said he hoped the shortcut would not result in coming back for an uncomfortable conversation. With regard to how to help the public understand what is essentially a very complicated list, he said he would divide the projects into three categories: 1) big thinking and bold moves that are needed to meaningfully improve the user experience; 2) high need or high-win targeted areas that offer low-hanging fruit; and 3) general maintenance. Mr. Ingram explained in regard to the first point, there will be a full public outreach effort launched early in 2021. One component will include a clickable map showing all of the candidate projects. He allowed that projects simply cut would not end up on that map, but a secondary map could be included just for cut projects. The reality is that the vast majority of the projects proposed to be cut are very old and they lack current proponents. If the public wants to see a particular project, it certainly can be brought back into the mix. He clarified that no project in the current TFP would be cut. The proposal is to eliminate several older projects from the Comprehensive Transportation Project List that would have been considered that are not currently needed.

Mr. Ingram added that maintenance projects are primarily funded from the operating budget. When infrastructure is added, an increment of additional funding is added to the operating budget to support it.

Capital Facilities Planning and Programming Administrator Kristi Oosterveen said staff will be working closely with the public involvement manager on how to message what the TFP is and what it means ahead of holding any virtual open house events.

A motion to extend the meeting by 30 minutes was made by Commissioner Ting. The motion was seconded by Commissioner Stash and the motion carried; Commissioner Wu abstained from voting.

Commissioner Wu said the public will need to know why and how specific projects will benefit the city. She added that Bellevue's infrastructure is relatively new and said it is fine to have maintenance as part of the operating budget. At some point, however, it will not be possible to keep up with maintenance needs with only operational monies. With regard to bicycle network projects, she said she would look forward to having a network that is comfortable for riders of all ages and abilities.

Turning to the issue of project evaluation, Mr. Ingram said the focus is on roadway/intersection projects. He said it does not work to have one set of criteria for evaluating projects across different categories. Roadway/intersection projects are the most numerous, and using that evaluation scoring exercise offers a good starting point for the overall project evaluation in the TFP process.

The same five criteria have been used for many TFP cycles: safety, level of service, transit, non-motorized, and plan consistency and outside funding potential. He reiterated that some of the project categories have their own prioritization process. All TFP projects already funded by the Council are automatically included, leaving only the roadway projects that are not fully funded for evaluation.

In terms of safety, the matrix involves considering the need for a safety improvement and the benefit a project could offer. On the need side, consideration is given to project location and any history of collisions. From there the focus turns to how many of the collisions were fatalities, and how many were related to pedestrians or bicycles. The need/benefit framework is also in play when evaluating a congestion issue at the project location, or if one is anticipated. For transit the focus is on whether a project is located along a transit line. The level of transit service on the corridor is considered, and if a project would enhance transit speed it will gain points in the scoring. Non-motorized projects are evaluated in terms of connectivity to or extending an existing non-motorized facility. Isolated facilities are awarded fewer points, but filling a gap yields more points. ADA needs are also covered when evaluating non-motorized projects. Plan consistency and outside funding are key evaluation issues.

Mr. Ingram said each criterion is given a weighting percentage. In the last TFP cycle, congestion was used as a proxy for the safety need, but with the Vision Zero work that has been done, it is better to base the need on actual collision history. The safety criterion includes three specific elements: overall collisions, serious injury and fatality collision, and ped/bike collisions. Safety is weighted at 30 percent. Vehicular level of service has in the past only considered the volume/capacity ratio intersections. The need for intersection projects is determined by the V/C ratio. The proposed change for the TFP update involves corridor roadway projects, including Bellevue Way and Bel-Red Road, in line with the metric from the Multimodal LOS report, which is 40 percent of the speed limit. Vehicular LOS is weighted at 20 percent. The proposal relative to the transit criterion was to add some points for ped/bike access to stops on priority transit routes. The primary focus for transit involves the level of transit service and the improvement to transit speed. Transit is weighted at 20 percent. With regard to the non-motorized criterion, the primary focus is on connectivity. For the TFP update, the recommendation is to incorporate negative points for projects that degrade pedestrian conditions. The criterion is weighted at 20 percent. For plan consistency and outside funding potential, the proposal is to increase the weight for outside funding potential. The reality is that grant funding is becoming increasingly important to Bellevue. Overall the criterion is weighted at ten percent.

Chair Marciante said she participated as a Commissioner for a previous TFP cycle and found the criteria interesting and illustrative as to how the calculations are done. They are standardized in many cases and are backed by strong reasoning. One of the most important aspects is the weighting each criterion is given.

Commissioner Beason said she was happy to see some weighting given to impacting the conditions for walking, and on outside funding. Commissioner Stash concurred and said she liked considering walkers and bikers in addition to drivers.

Commissioner Ting said he favored having the criteria focusing on the anticipated outcomes. He said safety is a top priority and should be given the greatest weight. He suggested consideration should be given to people throughput as a separate criterion. While safety should be at the top, consideration also needs to be given to simply moving people from Point A to Point B while reducing travel time for people in cars as well as those on bikes and those who are walking. Having a people throughput criterion would increase the quality of life for Bellevue residents. With regard to outside funding, he agreed it should be given additional weighting. Responding to the suggestion regarding people throughput, Mr. Ingram said the notion is very much what is given the focus in the work of the transportation department. The reference used in evaluating the transit component is built on the Transit Master Plan. In the development of that plan work was done to evaluate the people-movement performance of transit corridors. Space for roadway improvements is limited and thus there is a clear need to focus on gaining efficiencies in the use of that space. He added that city has done a lot over the years in the area of transportation demand management, which includes encouraging residents and workers to use commute modes other than drive alone. Those efforts have met with a lot of success over the years.

Chair Marciante said she hoped the evaluation work was also using near miss data as part of the safety criteria. Mr. Ingram said there are subject matter experts assigned to each of the evaluations. The expert for the safety criterion is one of the city's signal engineers for whom safety is a personal passion. He is very familiar with the patterns at each intersection, including near miss data.

No suggestions were made to change the criterion weighting percentages.

A motion to extend the meeting for ten minutes was made by Commissioner Beason. The motion was seconded by Commissioner Ting and the motion carried without objection.

Mr. Ingram said the overall evaluation process will involve doing the scoring work that will result in a prioritized list that will be brought to the Commission for additional review.

## 8. APPROVAL OF MINUTES

A. October 8, 2020

Absent objection, the minutes were deemed approved as submitted.

## 9. UNFINISHED BUSINESS – None

## 10. NEW BUSINESS

Commissioner Ting suggested staff or the chair should lower raised hands once they have been called on.

## 11. ORAL AND WRITTEN COMMUNICATIONS – None

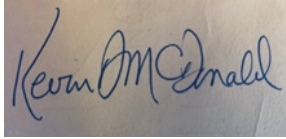
## 12. REVIEW OF COMMISSION CALENDAR

Mr. McDonald briefly reviewed with the Commissioners the agenda items for the upcoming December 10 meeting.

13. ADJOURNMENT

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

Chair Marciante adjourned the meeting at 9:34 p.m.

A rectangular box containing a handwritten signature in blue ink that reads "Kevin McDonald".

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Secretary to the Transportation Commission

11/12/20

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Date