

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 11, 2016
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Commissioners Bishop, Chirls, Larrivee, Simas,
Woosley, Zahn

COMMISSIONERS ABSENT: Chair Lampe

STAFF PRESENT: Kevin McDonald, John Murphy, Darcy Akers, Shuming
Yan, Eric Miller, Paula Stevens, Department of
Transportation

OTHERS PRESENT: Councilmember Kevin Wallace

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. by Commissioner Zahn who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Chair Lampe.

3. PUBLIC COMMENT – None

4. 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.

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

Councilmember Wallace reported that he had a meeting earlier in the day with the Puget Sound Regional Council (PSRC) to talk about federal money that will be coming in for projects. He said it appears the state will be getting a somewhat larger allocation of funds.

6. DRAFT MINUTES REVIEW/APPROVAL

A. January 14, 2016

A motion to approve the minutes as submitted was made by Commissioner Simas. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

7. STUDY SESSION

A. Vision Zero Policy

Senior Planner Kevin McDonald briefly outlined the roadmap to Vision Zero. He noted that staff would first present recommended policy language for discussion. The Commission will ultimately forward a package to the City Council which will in turn initiate policy amendments as part of the 2016 Comprehensive Plan package of amendments, at which time the Planning Commission will take over and review the proposals, conduct an environmental analysis on all policy amendments, and provide a final recommendation to the Council for consideration and approval.

Mr. McDonald noted that the Commission previously had recommended integrating a Vision Zero programmatic approach into the policies. If adopted, that will launch a conversation about how that should be accomplished in Bellevue.

Commissioner Zahn asked if there will be opportunity for dialog back and forth between the Planning Commission and the Transportation Commission as the proposed policies are formulated. Mr. McDonald said it would be his job to shepherd the Vision Zero policies through the Council and Planning Commission process. If there are questions or concerns with regard to the recommendations of the Transportation Commission, they will be communicated so that any differences can be resolved.

Transportation Engineer Darcy Akers shared with the Commissioners information regarding how Bellevue compares to other cities in the region and the state relative to pedestrian and bicycle collisions per thousand population. She noted that Bellevue essentially falls into the middle of the spectrum. She commented that Bellevue does not have a way to easily determine how many accidents involve serious injuries, but it is easy to gather and compare injury versus non-injury accidents; that data was shared with the Commission and noted that roughly 95 percent of the collisions in Bellevue over the last decade that involved a pedestrian or a bicyclist resulted in an injury. It was highlighted that there is a higher injury rate for vulnerable users.

Commissioner Chirls asked if all of the collisions involving a pedestrian or a bicycle involved a car, or if some of the collisions could in fact have been a bicycle hitting a pedestrian or a bicycle hitting another bicycle. Ms. Akers said she was not completely sure, though typically reported traffic collisions involve a car. It is likely that a collision involving a bicycle hitting a pedestrian and resulting in injury would also involve a call to police and a subsequent police report. It is also possible that accidents involving a bicycle and a pedestrian do not always result in a call to the police, particularly where there are no injuries involved. Commissioner Chirls pointed out that the bulk of injury accidents involving bicycles are the result of bicycles hitting bicycles.

Mr. McDonald commented that the programmatic approach to Vision Zero will allow for the aggregating of the data to better determine exactly what is happening. Once that is understood, it will be possible to be more proactive in doing something about it.

Commissioner Simas observed from the data shared that during a ten-year period, there were only four fatalities resulting from vehicles hitting pedestrians. Commissioner Chirls noted that during that same time period there were no bicycle fatalities.

Ms. Akers shared with the Commissioners a map indicating the location of accidents in the city. She noted that the only concentration of accidents was in the downtown, otherwise the accident locations are scattered throughout the city.

Transportation Planner John Murphy pointed out that because the sample size is so small, it is difficult to draw conclusions relative to trends and causation. Commissioner Simas said that is why he struggled with the notion of establishing a list of practical actions that can be taken to reduce the number of accidents and injuries.

Commissioner Larrivee asked about the 2015 data, which he noted was not included on the charts shown. Ms. Akers said the data is still being collected.

Commissioner Bishop asked if the city codes its own accident reports, or if they are sent to the state patrol to be coded. Ms. Akers said the city codes its own accidents and does so in a way that is different from the way the state patrol does it. There are, however, some similarities, including location in injury type. The data that gets coded includes things like time of day and the weather, but it is not possible to query the data to yield all accidents having specific attributes, such as time of day. Commissioner Bishop said the state has been able to do that for decades; it is surprising Bellevue is not able to do that. Ms. Akers said that is certainly something the city could address in moving forward with the programmatic approach to the Vision Zero framework.

Ms. Akers said Bellevue's evaluation efforts include an accident reduction program that looks at high-accident intersections and corridors throughout the city, as well as the highest rates of accidents based on volumes. The program allows the city to engage in spot improvements and follow-up afterwards to determine the efficacy of the improvements. Additionally, a new evaluation effort is being carried out through the Pedestrian and Bicycle Implementation Initiative that involves a more aggregated database-based approach that looks at various factors such as causation, age, gender and lighting. Other approaches the city could adopt include doing more geospatial mapping, and creation of a more robust searchable database.

Commissioner Chirls asked if there is any way for the bike-commuting public or pedestrians to go and report what they believe are dangerous conditions. Mr. McDonald said the My Bellevue app allows people to log in and type in hazards by geolocation. Commissioner Chirls said it would be useful to have a more easily accessible portal from the web for people to access and be able to pinpoint problem locations and issues.

Mr. Murphy said there are programmatic approach elements common to cities that have endorsed Vision Zero and have adopted a programmatic approach. The elements include an ongoing Vision Zero task force that crosses departmental lines and includes community stakeholders. From that, many cities have developed a strategy or action plan that incorporates the six Es of traffic safety including engineering, education, encouragement, enforcement, equity and evaluation and that includes a clear purpose, outcomes, action items and performance measures. The jurisdictions also typically update their Vision Zero strategies periodically, and provide annual Vision Zero status reports that document efforts and communicate progress.

Noting that Vision Zero seeks to eliminate fatalities and serious injury accidents for all modes of travel, Commissioner Woosley asked if there is any coordination with the state to get at the root causes, such as distracted and impaired drivers, and further reduce serious accidents and

deaths. Mr. Murphy said the state has its own Vision Zero program. Called Target Zero, it includes a robust communication network involving the state patrol. Were a task force to be established by the city, it would be reasonable to look into collaborating with other agencies.

Mr. Murphy noted that the Commission had previously given direction to incorporate Vision Zero policies into the Transportation Element of the Comprehensive Plan rather than creating a whole new Vision Zero chapter. He said the staff have taken that direction and has highlighted ways to sprinkle Vision Zero policies in the Roadways and Pedestrian and Bicycle Transportation chapters of the Transportation Element. Mr. McDonald noted that direction had also been given to avoid redundancy and duplication of policy language. The process of integrating the policies recommendations into the two chapters, staff were able to recognize where redundancies occurred and eliminated them. The result is a small package of policies needed to move Vision Zero forward into the Comprehensive Plan.

Commissioner Woosley commented that the comment he had previously made about the appropriate use of the word “safe” was more about making safety an absolute goal, something that could put the city at risk of liability by not reaching that goal. He said the language proposed for new Policy TR-A moves in the right direction.

Mr. Murphy said one new policy is proposed to be added to the ped/bike chapter, and two minor amendments are proposed to be made to existing policies in that chapter.

Commissioner Bishop observed that in Attachment 1 there is narrative language associated with the policies and asked if the narrative will also become part of the Comprehensive Plan. Mr. McDonald said the language is to be included to provide context. The narrative language, however, has no authority in the way policy language has authority. Commissioner Bishop called attention to the last sentence of the Vision Zero narrative paragraph and said it is directive rather than aspirational relative to maintaining, enhancing and monitoring progress. Mr. McDonald said the language is intended to communicate that there is a citywide effort, and the policy language describes how to achieve it. He allowed that “strive to” could be inserted to be less prescriptive.

Commissioner Chirls said the phrase “...effort to achieve...” covers the bases adequately given that “effort” is synonymous with “strive.” The sentence does not commit the city to achieving zero traffic deaths and serious injuries. Commissioner Woosley concurred.

Commissioner Woosley asked about the phrase “regardless of demographics and geography” as used in Policy TR-53. Ms. Akers said the phrase is aimed at the concept of an equitable approach and the notion that efforts should be focused citywide, not just in certain locations.

Commissioner Zahn commented that the goal should be equity in all transportation dealings. That notion could get lost if the notion of equity is highlighted in only a couple of policies.

Commissioner Woosley suggested that wording the policy to simply read “Maintain and enhance safety for all users of the roadway network” would be more concise while being as fair as possible. Adding the references to demographics and geography could be interpreted as meaning there is a shortcoming to be addressed. The same is true of Policy TR-105.7. The fact is no clear reason to include the qualifiers has been pointed out.

Commissioner Simas voiced the opinion that in some cases it is appropriate to call out special

needs or circumstances. Addressing special accessibility needs and the like is a relatively recent phenomenon and it calling it out highlights it for those who might in fact be unaware.

Commissioner Bishop suggested that adding “regardless of their age or ability” to Policy TR-105.7 really does not add anything. The focus should simple be on serving residents who have special accessibility needs, particularly in light of Vision Zero. Mr. McDonald said the original intent of the policy is to support the work done through the Americans With Disabilities Act. The proposed language is as specific as it can be without actually defining the special needs categories. The new language highlights the need to be comprehensive in identifying specific vulnerable users.

Commissioner Zahn suggested revising Policy 105.7 to read “Serve all residents, especially those who have special accessibility needs.” That language would align with Policy TR-53 that calls out all users.

Commissioner Chirls concurred with Commissioner Zahn and Commissioner Bishop. The original wording was to address a legal issue. If there is another legal issue, it should be addressed. He said he understood the concern about addressing all areas equally, but in raising the issue through the proposed language could be like raising a red flag. Additionally, the word “especially” would seem to indicate that one group will be treated differently from others. Mr. McDonald said the city attorney’s office reviewed the language and highlighted no concerns with regard to exposing the city to a liability issue. He allowed, however, that different language could be offered to reflect the motivation of the Commission.

Commissioner Woosley agreed with the proposal made by Commissioner Zahn. He voiced concern over using language that might affect prioritization of the CIP. It could make the Vision Zero projects more competitive with other transportation improvements. Commissioner Larrivee suggested the whole point of the Vision Zero plan is to highlight and prioritize the associated actions. Commissioner Zahn added that the policy language is not constrained by budget considerations.

Mr. McDonald pointed out that the city’s investments in transportation already have a significant safety component. In the case of Policy 105.7, the added language provides clarity to the meaning of safety, namely for the most vulnerable users.

Commissioner Woosley called attention to Policy TR-55 and the comment section following Policy TR-97 and commented that the language of both drive the city towards certain increased levels of investment and changes to the transportation infrastructure. Commissioner Chirls agreed the language directs the city to pay particular attention to the opportunities to provide people with safe, comfortable and protected pedestrian and bicycle facilities, but it does not direct specific investments. Ms. Akers pointed to Policy TR-D and noted that it says “Strive to provide separation...” but does not dictate separated facilities in every instance.

Commissioner Bishop argued that as drafted TR-D could be interpreted to mean the city will strive to eliminate every bike lane in favor of a separated facility. It calls for using tools that are feasible. A sharrow is a feasible tool, as is a four-inch white line, a six-inch curb and a two-foot landscape strip. White lines and sharrows are not, however, separation. Mr. Murphy pointed out the language includes the phrase “reasonable and appropriate to the context” which will drive the application of the various tools. The policy does not say that separated facilities are appropriate for every street. The programmatic approach would be used to determine

which streets are appropriate for separated facilities. Commissioner Bishop said there is nothing in the language that says sharrows and white lines are in fact feasible tools for providing separation. Commissioner Chirls said those are both tools, but they are not tools that provide separation. Separation is a term that is defined in both federal and state manuals, and the definition does not include white lines or sharrows.

Commissioner Simas said creating a physical separation between cars and ped/bike facilities should be the primary desire, provided doing so makes sense. Where separation does not make sense, the other tools should be used. Commissioner Bishop said creating a bike lane with a white line is a separation. The problem is in the definition of what constitutes a separation.

Councilmember Wallace encouraged the Commissioners not to get too far down in the weeds. He noted that while the proposed language heightens the view of safety, there are all manner of determining factors that go into making decisions relative to projects. With regard to Policy TR-53, he suggested that the word “users” is really talking about mode, not whether someone is rich or poor. And in Policy TR-105, item 7 is the seventh of seven factors and does not stand on its own. He agreed, however, that as edited the policy does not read quite right.

Commissioner Larrivee commented that the Vision Zero concept is really all about changing behaviors. For that to change, it will need to be owned by the whole community. The question is how to get from concept to community buy-in; that will be the bigger challenge. Commissioner Zahn agreed and suggested when it comes to developing the programmatic approach that should be kept in mind. Mr. McDonald stressed that the issue will be given a broader audience as the Planning Commission and City Council take it up.

Commissioner Woosley proposed revising Policy TR-D to read “Strive to provide separation between motorized vehicles and vulnerable pedestrians and bicyclists....” Commissioner Zahn agreed and proposed not including a reference to the use of tools.

Commissioner Bishop pointed out that ten-foot travel lanes are perfectly reasonable and feasible. As drafted, the policy could be interpreted to mean that the city will actively strive to separate bicycles everywhere in the city. Commissioner Zahn argued that the text also says such efforts will be made only where appropriate to the context. Commissioner Bishop said he is very concerned about the proposed language, calling it a very significant change.

Commissioner Woosley said the challenge is that words like “reasonable” and “appropriate” are subjective. It would be better to have more objective criteria. Commissioner Chirls countered that the Comprehensive Plan policy language should not be confused with the process that is undertaken in making project decisions. The policy language appropriately raises the level of exposure to the concept of safety. When it comes down to making specific project-level decisions, the policy language will not direct the staff to create physically separated bike lanes on every road. Commissioner Woosley said it would be appropriate to put in some objective metrics in the Pedestrian/Bicycle Plan update rather than in the policies.

Councilmember Wallace agreed it would be helpful to have in hand the standards for narrowing a road lane in order to accommodate a bike lane, but that should be done separate from working on the policy. If the intent is to convert every road lane into a bike lane, there should be clear policy language dictating that approach. The policies as drafted do not do that, nor is that the city’s policy.

A motion to accept the revised policies and move them on to the next step in the process was made by Commissioner Chirls. The motion was seconded by Commissioner Simas and it carried 5-1, with Commissioner Bishop voting no.

Mr. McDonald said the next step will be to forward the recommendation of the Commission to the Council for consideration. The Council will choose whether or not to initiate a Comprehensive Plan amendment to include the Vision Zero policies, and if they decide to do so the policies will be forwarded to the Planning Commission for a full vetting together with all other Comprehensive Plan amendments proposed for 2016.

B. Developing the Next Generation BKR Model

Transportation Engineering Manager Shuming Yan explained that a traffic forecast model is a computerized model that uses population, land use and the transportation network as the input. It generates information regarding travel patterns and modes. Modeling is used to help determine traffic volumes, traffic delay, and levels of service. The model cannot be used to determine that the city should charge for parking in the downtown, but it can help inform what the impact of charging for parking would be.

The Bellevue/Kirkland/Redmond (BKR) model was developed more than 20 years ago to be used as a tool for transportation planning purposes by the three jurisdictions. An open-ended agreement was signed that has kept the model in operation over the years. Since the model was first developed, it has gone through a number of updates and refinements, and it has been used frequently for all kinds of planning purposes. As computing has become more efficient, new modeling techniques have been developed by agencies around the nation and the world, all with an eye on developing better forecasts. The PSRC has been working to develop its next generation model, which is nearly ready to be used. Bellevue is currently moving toward focusing on multimodal level of service, and the time is right to develop the next generation of the BKR model.

Mr. Yan said high on the list of what the new model should do is support multimodal level of service. That will require new metrics and new ways of measuring. Over time as the model has been applied to different analyses, ways to improve the model have been identified. For example, the model needs to be sensitive to transit-oriented development and the mix of uses planned for the downtown and in Bel-Red. The model also needs to take into account new transportation technologies that improve the efficiency of roadways. The model needs to be sensitive to congestion and parking costs and must be reactive to both. The current model has done quite well over time, but it has some limitations. To address those limitations will require some structural changes.

Commissioner Larrivee asked about the costs that are accounted for in the sensitivity factors. He noted that parking and tolling costs were included, but commented that the overall cost of owning a vehicle, including fuel and insurance, also factors into the choices made by people regarding mode of travel. Ms. Yan said those costs are accounted for in the model.

Commissioner Woosley said he heard reported on the news the fact that gas prices do not in and of themselves play a significant role in determining the number of cars on the road. What does play a role is employment levels.

Commissioner Bishop asked if the model has an algorithm that differentiates between trucks,

small vehicles and large vehicles. Mr. Yan answered that it does distinguish between cars and trucks, but it is not fine-grained enough to distinguish between large and compact cars.

Mr. Yan said the model uses mathematical functions to model what people do in their everyday lives. To make the model perform as desired, it is necessary to input good data about where people come from and where they go. To that end, a consultant was contracted by the city to assist in designing the next model. City staff have been working to refine the traffic zones, more than doubling the number of zones in Bellevue.

The Federal Highway Administration is also involved in the process given their expertise, and they have put together a panel of five experts from Canada and the United States that will meet on February 24 and 25 at City Hall. The panel will review the model design and make recommendations for improving it.

Commissioner Zahn noted that the BKR model focuses only on Bellevue, Kirkland and Redmond and asked if there is any similar coordination with the jurisdictions to the south, Issaquah or Renton. Mr. Yan said there currently is no coordination with those jurisdictions but in time there may be.

Commissioner Bishop commented that the geographic area that incorporates Bellevue, Kirkland and Redmond is just a piece of the entire PSRC model. The BKR model uses the PSRC model but refines dramatically the portion within the three jurisdictions. It takes into account all of the data for all of the areas under the jurisdiction of the PSRC.

Commissioner Woosley commented that in addition to collaborating on the BKR model, there is a need for all jurisdictions involved to coordinate their investments, much as what was done under the BROTS agreements before they were eliminated.

Commissioner Zahn suggested that going forward in developing a new model, it would be good to seek working arrangements with other neighboring cities. The peer review should include questions about the adequacy of focusing only Bellevue, Kirkland and Redmond, and whether there is a true need to engage more deeply with Issaquah and Renton.

Commissioner Woosley said that may be more of a Council-level consideration. He noted that the members of the Eastside Transportation Partnership are talking about doing an Eastside transportation plan, and certainly an improved BKR model could be part of that effort.

Mr. Yan said the work to update the model will take two to three years depending on the workload and funding level. Having a consultant on board makes sense because their expertise makes the process more efficient.

Commissioner Bishop pointed out that the work does not represent a tweak for the existing model, rather it envisions taking a model that has been in place for years and developing an entirely new model generation. That will involve coming up with an entirely new set of algorithms about to mathematically replicate the real world, and the work will not be cheap. Mr. Yan agreed and explained that part of the cost will involve the collection of data.

Mr. Yan said the next steps will be to refine the cost estimates and get the project into the work program. Kirkland and Redmond are taking the same steps.

Commissioner Woosley observed that the private sector uses the BKR model as well, particularly the development community that uses the model to demonstrate the impacts of their proposed projects on the system. Those who would be directly impacted by any changes to the model should be afforded the opportunity to weigh in. Assistant Transportation Director Paula Stevens said the peer review workshop will be a technically oriented working session among the peer review panel and staff from Bellevue, Kirkland and Redmond. Commissioner Woosley said those who use the model should at least be regularly informed so they can make any adjustments necessary to avoid having a gap as the transition to the new model is phased in. Ms. Stevens concurred.

C. 2017-2023 Capital Investment Program Update

Capital Programming Manager Eric Miller briefly reviewed with the Commission the 2016 Council budget calendar. He noted that in addition to approving a new operating budget for the city, the Council will be updating the seven-year CIP by adding two years to it. The budget survey that is conducted every two years is currently under way. The Commission will have the CIP on its calendar for two meetings in April and once in May to develop preliminary capital funding recommendations, then intermittently thereafter until a final recommendation is forwarded to the City Council in October.

Commissioner Woosley asked about the prospect of putting together a city transportation funding package. Mr. Miller said staff will need to be given direction before launching that effort.

Mr. Miller said the current CIP includes 39 investments totaling \$245 million, a large piece of which is committed to the East Link Memorandum of Understanding. There are 13 ongoing programs that total approximately \$9.2 million per year, the largest of which is the pavement overlay program. There are also 26 discrete projects, five of which were or will be completed in 2015-2016; four of which are or will be under construction through 2016; two and a half other projects that are fully funded; nine projects that are funded only for design or preliminary engineering; and nine projects related to East Link.

Commissioner Zahn asked about the overlay program and Mr. Miller said about a seventh of the full CIP is spent annually on it and other maintenance programs. Commissioner Zahn suggested it would be helpful for the public to be clear about where all the money goes. The overlay program includes upgrades to curb ramps as needed for ADA compliance.

Commissioner Bishop asked if, in the almost two years since the CIP was last updated, it has been determined that any of the projects on the list could potentially be delayed. Mr. Miller said most of the fully funded projects are intended to keep up with or get out ahead of East Link construction. The question is an open one relative to the candidate projects.

Commissioner Woosley said it would be helpful for the Commission to see the CIP funding trend. He said it was his understanding that the level has not changed much over time; as the city's overall revenues have changed, the amount put into transportation has remained fairly static. Adding maintenance and operations to the capital budget actually further reduced the absolute capital available for true capital projects. Mr. Miller reminded the Commissioners that the CIP has traditionally been heavily front loaded. The current CIP includes \$172 million for discrete projects over the full seven years, of which \$95 million was earmarked for the first two years, leaving the last five years only \$76 million. The front loading was done in part due

to the Council's decision to do some borrowing to get projects done sooner rather than later, particularly projects tied to East Link. That is why there are only two and a half more fully funded projects beyond what is currently under way.

Commissioner Zahn suggested that until there is a better sense of how much money will be available, it would be premature for the Commission to voice priorities.

Commissioner Bishop called attention to PW-R-185, Newport Way between Somerset Boulevard and 150th Avenue SE, and noted that \$2.2 million is identified to be spent in 2016. Mr. Miller said there is a project team organized to address project design. He said it is unlikely that full amount will be spent on the project during the year. The project is likely to compete strongly for grant dollars from the state Transportation Improvement Program, but the full scope of the project may not be known by the application deadline in August.

Commissioner Larrivee agreed with the notion of bringing to the Commission some historical context with regard to funding. That will help inform the ultimate recommendation to the Council, particularly if the trend shows projects in the city are being grossly underfunded.

D. Neighborhood Sidewalks Program

Mr. Miller said the intent of staff is to move on to look at the next top three projects as previously prioritized for cost and feasibility, and begin the design work for one of the three later in the year. Staff will come back to the Commission for the purpose of revisiting the program and the pool of candidate projects. The conversation will include a review of the criteria.

Commissioner Zahn observed that the next three projects on the list add up to \$4 million, which is more than the Neighborhood Sidewalk Program budget can address.

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

8. OLD BUSINESS – None

9. NEW BUSINESS – None

10. PUBLIC COMMENT – None

11. REPORTS FROM COMMISSIONERS

Commissioner Woosley said he attended the first part of the February 10 Planning Commission meeting where the Downtown Livability Initiative was being discussed. One component of the discussion was looking at the impacts of changed land uses in the city through 2030. The question not asked was what the impact on the transportation system would be should there be a full build out of the downtown plan. The Transportation Commission should seek to understand those impacts as well.

12. STAFF REPORTS

Mr. McDonald called attention to a project associated with implementing the Downtown

Transportation Plan that will improve the pedestrian corridor to the west of 108th Avenue NE. That section of the corridor currently has a steep and narrow ramp often referred to as the cattle chute. The project will involve widening the ramp and lengthening the grade to make it less steep. There will also be illuminated railing, new landscaping, and new overhead lighting. The Council is set to approve the contract for construction on March 7. The work is set to begin and be completed in only 30 days.

13. COMMISSION CALENDAR

Mr. McDonald informed the Commission that the meeting on February 25 had been canceled. The next meeting will be on March 10

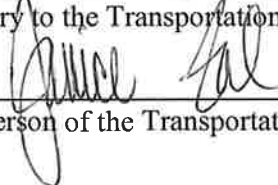
The Commissioners were told that a Pedestrian and Bicycle Implementation Initiative open house is slated for March 23 from 5:00 p.m. to 7:00 p.m. at City Hall. The Commission's workshop on the Pedestrian and Bicycle Implementation Initiative is slated for March 24 starting at 5:30 p.m.

14. ADJOURN

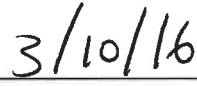
Commissioner Zahn adjourned the meeting at 9:08 p.m.



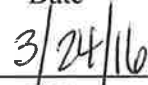
Secretary to the Transportation Commission



Chairperson of the Transportation Commission



Date



Date

