

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

June 9, 2016
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Lampe, Commissioners Bishop, Larrivee,
Woosley, Zahn

COMMISSIONERS ABSENT: Commissioner Chirls

STAFF PRESENT: Kevin McDonald, Eric Miller, Michael Ingram, Ron
Kessack, Department of Transportation; Catherine
Drews, City Attorney's Office; Paul Bucich, Department
of Utilities; Wayne Carlson, AHBL

OTHERS PRESENT: Deputy Mayor Chelminiak, Councilmember Wallace

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:32 p.m. by Chair Lampe who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Larrivee, who arrived at 6:36 p.m., and Commissioner Chirls, who was excused.

3. PUBLIC COMMENT

Mr. Chris Johnson with the Bellevue Chamber of Commerce thanked the Commission for its work in taking broad direction from the Council and creating five clearly defined categories of possible program expenditures to be associated with a transportation levy. He said he was also okay with the percentages and urged the Commission not to finesse them too much. The portion allocated to neighborhood congestion relief should in particular not be reduced to below roughly a third of the package. Most Chamber members live and work in Bellevue and have waited for years for substantial neighborhood investments in the form of sidewalks, path, bike paths and traffic calming devices. In going to the ballot it will be necessary to see clearly measurable benefit streams, including at least a down payment on some of the major corridors that require upgrades. The project list reviewed by the Commission represents an excellent start. The Commission was encouraged to continue to think bold, to not reduce the overall size of the package, to consider even recommending an increase, and to toe the line on capacity improvements.

Ms. Marina Arakelyan, a project manager with the Bellevue Department of Transportation, addressed the Bellevue Way HOV project. She invited the Commissioners to attend the upcoming open house on June 15 from 5:00 p.m. to 7:00 p.m. at City Hall. To date staff have met with Enatai, Bellecrest and Beaux Arts residents and provided a briefing to the Chamber of Commerce. The next step will be to share alternatives with the public at the open house and

seek additional input. The information collected will be used to refine the alternatives and develop a preferred alignment.

Commissioner Woosley said it was his understanding that the alternatives analysis will look at various operations as well as various configurations to determine how to maximize the new capacity. Ms. Arakelyan said part of the work includes conducting a traffic analysis that considers operating the new lane both as an HOV lane and as a general purpose lane. Some of those results will be available at the open house.

4 APPROVAL OF AGENDA

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

5. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS - None

6. DRAFT MINUTES REVIEW/APPROVAL - None

7. STUDY SESSION

A. Election of Chair and Vice-Chair

Chair Lampe noted that the only nomination made for Chair was Commissioner Zahn. With no additional nominations from the floor, he stated the nominations were closed and then declared the nominee elected without a vote.

Chair Lampe handed the gavel to new Chair Zahn.

Chair Zahn noted that three nominations had been submitted for Vice-Chair: Commissioners Bishop, Chirls and Woosley. No additional nominations were made from the floor and Chair Zahn declared the nominations closed.

Commissioner Woosley respectfully withdrew his name from consideration.

Commissioner Bishop said he would be excited to serve as Vice-Chair and be part of the leadership of the Commission.

Commissioner Woosley said he has worked with Commissioner Bishop for many years both at the Commission level and outside of the Commission. He noted that Commissioner Bishop has had a distinguished career as a transportation planner and has won statewide awards. He said his level of experience makes him the best choice to serve in a leadership role on the Commission.

Chair Zahn asked those in favor of having Commissioner Bishop serve as Vice-Chair to raise their hands. Chair Zahn and Commissioners Lampe, Woosley and Bishop raised their hands.

Having received a majority of the votes, Commissioner Bishop was declared to be Vice-Chair.

B. Low-Impact Development (LID) Principles Report

Assistant City Attorney and LID project manager Catherine Drews said reminded the Commissioners that there are three principles involved: minimizing impervious surfaces, minimizing the loss of vegetation, and reducing storm water runoff related to development and redevelopment.

Wayne Carlson, consultant with AHBL, explained that the LID topic touches a myriad of city codes and regulations, though amendments needed to the transportation code are fairly nominal compared to some of the others. He reminded the Commissioners that the work is a requirement under the city's National Pollutant Discharge Elimination System (NPDES) municipal storm water permit. Given that the city's existing codes and policies are already quite supportive of LID practices, most of the amendments are almost surgical in nature.

Mr. Carlson said the existing standards for tree retention and canopy enhancement, impervious surface coverage and clustering are proposed to be amended. Projects could through the process begin to look a little bit different, but for the most part transportation projects will not be affected. The proposed amendments support the city's requirements under the NPDES permit as well as other city planning initiatives, including City in a Park, the Environmental Stewardship Initiative, and the Downtown Livability Initiative. There has been careful coordination with all of those other planning activities to avoid conflicts.

Direction was received from the City Council at the onset of the project. Their project interest statement says Bellevue supports the objective of maintaining the region's quality of life, including making low-impact development the preferred and commonly used approach to site development. The language reflects the actual legal standard in the permit related to low-impact development. The decision to require LID under the NPDES permit was intended to harmonize with the Growth Management Act and the planning work being done by various groups at the city. The project principles handed down by the Council call for amendments to be Bellevue appropriate; recognize and seek to balance competing needs relative to environmental protection and accommodating growth; build on existing information and programs; engage stakeholders; and to maintain the compliance record under the NPDES permit.

A gap and opportunity analysis was conducted. In talking about concepts such as minimizing impervious surface cover and vegetation loss, there are a variety of different ways to go within the city's code and regulation structure. The complete list of codes, rules, standards, enforceable documents and application bulletins was reviewed for opportunities to incorporate LID principles. From that work came several areas of focus. With regard to the Land Use Code, consideration was given to incorporating the use of LID principles early in the site design process, reducing impervious surface coverage, preserving and enhancing the tree canopy, and improving the city's existing cluster development provisions. Within the transportation design code and standards, consideration was given to ways to reduce the amount of impervious surface within rights-of-way and the tree canopy within transportation facilities.

Continuing, Mr. Carlson said a number of city boards and commissions were provided with briefings near the onset of the project. A series of public workshops was also held after completion of the gap and opportunity analysis but prior to putting together some amended code language. Three evening workshops were held, one each at City Hall, Lewis Creek Visitors Center and Cherry Crest Elementary School, and two daytime workshops were conducted, one with the development community at Master Builders office, and one at City Hall for those unable to attend an evening meeting. Opportunity was given to allow the public

to provide comments both in person and online and to date more than a hundred comments have been received. Once a list of proposals was developed, additional outreach was conducted in the form of a series of open house events at which more feedback was solicited; the events were held at City Hall, Lewis Creek Visitors Center and the Northwest Arts Center.

Ms. Drews informed the Commissioners that all of the public comments received are available for review on the project website along with the list of proposals. The city is also a part of NextDoor and uses Facebook to reach out to citizens.

Mr. Carlson reiterated that LID is a land use and storm water management strategy that seeks to mimic predevelopment hydrologic functions. The focus is on reducing runoff by increasing infiltration and evapotranspiration. With runoff comes pollutants that are on the surfaces such as asphalt and rooftops. The permit includes LID best management practices such as permeable paving and bioretention and addresses them in the Storm Water Management Manual that is the subject of a separate project.

Within the transportation code, the proposed changes include amendments that will explicitly allow and encourage the use of permeable surfaces for pedestrian facilities as a means of minimizing impervious surfaces within rights-of-way, and the use of bioretention within landscaped areas along planting strips and medians to reduce storm water runoff.

Also introduced into the codes is a definition and standard for hard surfaces, one that supplements the existing impervious surface standard. "Hard surface" is an umbrella term from the Storm Water Management Manual that is proposed to be included in the relevant portions of the city's municipal code. As proposed, it will include impervious surface as well as permeable pavement and vegetative roofs.

Mr. Carlson noted that the city has standards based on zoning classifications for maximum lot coverage and maximum impervious surface coverage. For example, in the R-1 zone the maximum lot coverage by structure is 35 percent and the maximum impervious surface coverage is 50 percent. The proposal is to establish a maximum hard surface of 50 percent and reducing the maximum impervious surface to 40 percent. Footnote 48, however, states that if the application of permeable pavement has been determined to be infeasible, the maximum impervious surface standard may be exceeded up to the maximum hard surface allotment. The approach will not compromise the existing development rights.

Commissioner Woosley pointed out that many of the homes in Bellevue that were built 40 or 50 years ago have much smaller footprints on their respective lots. He asked if the new development going in on those zones has been quantified. Ms. Drews said that since 2006, the Department of Development Services has accounted for all impervious surface actually used in developments. That data was used in conjunction with aerial data to account for the change in development styles that has occurred throughout the city.

Commissioner Woosley asked what the technical reasons are that would qualify for the infeasibility exemption. Mr. Carlson said they include high ground water levels and poor infiltration soils, but in fact there are some three pages of infeasibility criteria.

Senior Planner Kevin McDonald pointed out that the Planning Commission has purview of the land use components and will be making a thorough review. The Transportation Commission should instead focus on the transportation components.

Mr. Carlson said there are tools included for tree retention, improved clustering opportunities, and getting soils information submitted at the earliest phases of submittal to avoid having to completely rework site plans after the fact.

The process is in the initial stage of the adoption phase. The end date goal is synced to the permit deadline of December 31, 2016. By that date, the LID practices, principles and best management practices have to be integrated within the city's codes and standards.

Commissioner Larrivee asked if there is any conflict with the Americans With Disabilities Act (ADA) in the use of pervious surfaces. Department of Utilities Assistant Director for Engineering Paul Bucich explained that there are multiple ways of doing permeable pavement, including permeable asphalt, permeable concrete, permeable paver systems, and a variety of different types of engineered paving systems. The LID approach does not require the use of any system that is incompliant with ADA or any other state or federal regulations. If there is a situation where because of site topography or other considerations a permeable option cannot be made to work, a more standard impervious surface approach can be implemented instead. Pierce County currently uses permeable asphalt for almost all of its trails that are used by all kinds of recreational users, including those in wheelchairs and those on roller blades. When permeable surfaces first came to be, the materials were far rougher than they are now that the blends are much smoother in appearance and ride.

Commissioner Lampe asked about the difference in cost between permeable and impervious surfaces on sidewalks or trails. Mr. Bucich said it depends on a number of factors, including whether a sidewalk is directly connected to a roadway, the collection system, the design of the collection conveyance system, and the storm water detention requirements. What costs most on the storm water side is collecting, conveying and storing storm water then discharging it and providing water quality treatment. Any approach that reduces the need for such systems will result in cost savings. In the past, permeable asphalt was more costly on a per-ton basis than standard asphalt because plants were not used to it and were not geared up to produce it. That issue has largely gone away. It is far less expensive to use permeable asphalt than it is to build a collection and conveyance system.

Commissioner Woosley said the request for a sidewalk along SE 34th Street could serve as a good test case. Mr. Bucich explained that under the NPDES permit, the best management practices are requirements for every development activity, whether it be transportation, utility or private development. There are technical engineering provisions and evaluations that have to be done. The city is trying to do some of the legwork upfront. Regardless of who does it, the best management practice work, including the engineering and evaluation on a site-by-site basis, must occur.

Commissioner Woosley commented that while retaining significant trees is a laudable goal, certain trees, like cedars, drop a lot of debris, creating a conflict with pervious surfaces. Mr. Bucich said that is part of the feasibility evaluation related to where to use pervious surface applications and where not to. Pierce County has installed some 12 miles of pervious asphalt in areas that are right next to heavily wooded areas. What they have found is that leaf litter does find its way into the porous portions of the treatment, but the runoff triggered by that scenario is not significant.

Chair Zahn asked if pervious surfaces have a shorter lifespan. Ms. Bucich said there are always lifecycle cost concerns, but he stressed the need to keep in mind the total lifecycle costs. Permeable material when put down in the right locations, there are no catch basins to clean, no

land to be acquired, no ponds to clean out, and far fewer maintenance challenges and costs overall that come with standard storm water systems.

Ms. Drews said staff was seeking from the Commission direction to proceed to public hearing on July 14. Mr. McDonald added that senior transportation staff have looked at the recommendations and provided comments that are incorporated in the draft code amendments.

Commissioner Woosley commented that often the city is mandated to make changes to increase environmental protections that must be balanced against accommodating growth in an increasingly urban area. He said it would be helpful to know exactly what is being mandated and what, if anything, is proposed to go above and beyond. Ms. Drews said the condition of the permit states that the purpose of the exercise is to make low-impact development the common and preferred method for drainage and storm water control for site development. Areas of the code have been found that could further support the principles of reducing impervious surface and reducing the loss of native vegetation. Council handed down principles for how to balance what is required under the permit with making sure growth is accommodated. For example, no changes are suggested for the BelRed corridor, and staff are working closely with the Eastgate initiative to make sure that area will have what it needs to accomplish its growth goals.

A motion set a public hearing for July 14 was made by Commissioner Woosley. The motion was seconded by Commissioner Lampe and the motion carried unanimously.

C. Potential 2016 Transportation Levy

Councilmember Wallace said he and Deputy Mayor Chelminiak were present to participate in the discussion of the potential transportation levy and to achieve consistency between the Council's vision and the Commission's shaping of it is given the short timeline.

Capital Programming Manager Eric Miller pointed out a math error in the category percentages making them total 105 percent.

For the benefit of Commissioner Larrivee who was absent, it was briefly explained how the percentages were determined at the May 26 workshop.

Deputy Mayor Chelminiak noted that Councilmember Wallace reported back to the Council about the Commission's May 26 discussion. He said the Council is seeking from the Commission a recommendation about how to fund projects rather than what the transportation needs are. He said his personal involvement in the TIFIA work has been limited to pointing out that given the upcoming presidential election things could change and that the application should be submitted before January 20, 2017. Everything at the project level looks very good, and it is a great way to go about financing. The city has financing mechanisms for many of the projects. For the capacity projects, there are multiple sources of money that can be tapped, and there are additional potential sources of money.

Continuing, Deputy Mayor Chelminiak said the Council wants to look at the full array of what the neighborhoods have been highlighting. In essence, their focus is on neighborhood safety. Under that umbrella are fire department projects that fit so well with an excess levy. The public has also pointed out hundreds of things that need to be done, some of which are small and some of which are a bit larger. Outside of the big issues, that things that continually come to the Council are things that relate to small safety issues in the neighborhoods that relate to how people move about within their neighborhoods.

A couple of Councilmembers have mentioned the importance of doing some road projects, and there certainly is value to doing them. Road projects that help people transit from their neighborhoods might be good to address, but the idea is not to focus on big dollar figure projects in the levy package. The Council has not contemplated the concept of putting percentages on categories of things. What the Council wanted the Commission to focus on was some targeted things that fall into the category of classic transportation roadway projects that would help with neighborhood ingress and egress. Currently, the city of Kirkland is focusing on crosswalk safety. They are putting money into systems that alert drivers to the presence of someone in a crosswalk. They are not putting much into capacity projects.

Deputy Mayor Chelminiak said the notion of putting an additional one million dollars annually into the overlay program is a really good idea, but one that could be manipulated in ways that would not meet the needs of roads that are in need of resurfacing in favor of focusing on roads that may have had some associated projects resulting in pavement patches. Focusing on neighborhood projects that might not otherwise get funded is also a very good idea. A least a couple of Councilmembers have talked about some funding for what might be deemed a regular road project.

Commissioner Woosley said as a resident of Enatai he understands the difficulties associated with getting into and out of neighborhoods. He said he is also aware of a group of citizens in Eastgate who are impacted by cut-through traffic and an inability to get to and from their homes. In that case, the situation would be best addressed through the capacity projects that are identified in the TFP but for which there is no identified funding. He suggested doubling the annual investment in sidewalks and bike lanes, and to put more into the overlay program to maintain the standards for the arterials and neighborhood streets. Deputy Mayor Chelminiak stressed that the Council should be held accountable for funding the capacity projects. The fact is there are a lot of things that need to be done for the neighborhoods. Some of the projects that have been identified are so far into the future that putting funding in for them would not be a good sell.

Councilmember Wallace commented that at times he and Deputy Mayor Chelminiak serve as the yin and yang of the Council, but at other times they are aligned. He said with regard to the transportation levy, they are aligned. The flavor of what has come back from the Commission simply does not fit with the Council principles. The Bellevue Way HOV project is a good example; the project is too big and in dealing with the levy the focus is on cash and carry. Putting Bellevue Way in with too little funding could obligate the city to put in more funding, whereas fully funding the project could overwhelm the levy. Many of the larger congestion projects are not yet designed; they exist only as concepts and it will take a great deal of money just to design them. Bellevue Way is a good example in that it is early in the design stage and no one can yet say exactly what the overall project will cost, or even if the community wants it. In addition to the TIFIA loan, which is earmarked for BelRed projects, the base CIP can be used to address the larger projects along with additional debt, grants and impact fees. Repairing a rockery or putting in a sidewalk cannot tap into those funding sources in the same way. The levy is necessary to be able to address projects of that sort. He also reminded the Commissioners that the city has adopted the Vision Zero concept and it will need to mean something. The program, the levy and what the Council would like to see done relative to neighborhood safety projects fit together very well. Vision Zero looks to make the city as safe as it can be.

Chair Zahn commented that what the Commission has heard from the public has been focused

on neighborhood connections and neighborhood safety. She suggested that those comments are in accord with the direction from the Council and as such the Commission should center its efforts on retooling the transmittal memo.

Commissioner Woosley noted that the Commission has heard public comment about the capacity projects. He said it would be helpful to understand exactly how the city intends to fund the TFP projects that are so important for accommodating growth and making things like the Eastgate plan work. The TIFIA loan is a good way to get a package of projects funded, but it is a loan that will have to be paid back. He asked what that will do to the timeline of delivering on the other TFP projects that have been identified. Deputy Mayor Chelminiak said the fact is the city has maxed itself out relative to what it can handle for a lot of the projects within a given time period; there is only so much the city can address in a given time. However, the CIP produces about \$25 million per year, so going forward that amount is added every year. Going forward, some of those funds will be used for some of the capital projects. The Council has on occasion chosen to raise funds through councilmanic bonds which dip into the city's banked capacity. On the operating side the city will need to take a close look at making sure it has sufficient banked capacity for the years to come. Some projects score well in terms of grants and the city will continue to position itself to receive outside funding. Other options include things like establishing transportation benefit districts.

Councilmember Wallace said the simple answer is but for the levy, the list of projects will take longer to accomplish. The levy fund will in fact free up dollars to be used for other projects.

Assistant Director Ron Kessack explained that the TIFIA loan repays over a period of 30 years. The payback period is a negotiated item but typically it begins up to five years after the last project is completed. The anticipation is that completion of the last TIFIA loan project will be coincident with the opening of the East Link project at the end of 2022, which could mean the payback would not even start until 2027. At that point the CIP will be generating between \$30 million and \$35 million, and if the loan total is \$85 million, it will require about \$5 million annually to service it.

Councilmember Wallace stressed that the Council will be going forward with the TIFIA loan independent of the levy.

Chair Zahn suggested that instead of being too granular in the transmittal memo, the Commission should highlight five thematic focus areas without including any percentages.

Vice-Chair Bishop called attention to the Council's decision to split the levy funds between fire and transportation. Deputy Mayor Chelminiak stressed that the Council has discussed that concept but has made no decision. Vice-Chair Bishop said it was his understanding that there is a backlog of fire projects totaling some \$150 million that have not been funded, and some \$400 million in unfunded transportation projects. That does not represent an even split. He suggested putting 40 percent into fire and 60 percent into transportation rather than having an even split as an acknowledgment of the imbalance of the known unfunded needs. Deputy Mayor Chelminiak said the Council is looking for the Commission's input, and the input should come with helpful direction from the Commission's liaison. If the Commission thinks transportation is more important than fire safety, it can make that recommendation. He said personally that if it were necessary, he would put more into fire safety and less into transportation. The percentages in the regular CIP are heavily skewed toward transportation as opposed to everything else.

Councilmember Wallace said the fact is Bellevue does not have unlimited funds and facing numerous competing interests. In the case of fire facilities, there is a clear need. Transportation projects are often more of a want than a need, though there is a need of around \$100 million. Fire has a need for well over \$100 million and an equal amount in wants. Both transportation and fire draw from the base CIP. The reality is there are two \$100 million problems that need to be solved, and that is where the idea came from to split the levy between them and focus both sides on the safety theme.

Commissioner Woosley pointed out the link between transportation capacity and fire safety. That link is a good way to gain support for additional funding for projects. Fire responds more to medical emergencies than they do to fires, and their response times are tied to being able to get where they need to go. If response times could be reduced by improving the transportation system, it could be less expensive than bringing online a new fire station. Councilmember Wallace said it would be reasonable for the Commission to include in the transmittal memo a paragraph talking about the importance of continuing to fund arterial improvements and congestion projects with base CIP money.

Chair Zahn said the Cascadia Rising exercise highlighted the role transportation infrastructure plays in responding to disasters and emergencies. At the same time, if the city's fire stations are vulnerable to collapse in an earthquake, whatever needs to be done to keep that from happening should be done to assure the populace that emergency personnel will be able to respond when needed. She said she would not personally advocate for spending funds on transportation projects that should be spent on shoring up fire stations and being fully prepared for emergencies. Mr. Kessack said none of the city's fire stations meet current seismic codes.

With regard to aid unit response times, Deputy Mayor Chelminiak commented that Bellevue citizens are very willing to get out of the way when an emergency vehicle approaches. Bellevue citizens can be proud of that fact.

Mr. Kessack referred to item C in the transmittal memo and the comment made by Vice-Chair Bishop in the last meeting about the Bellevue College connection. He noted that a major transit-related package will be voted on in November and there have been questions raised about whether or not including verbiage related to transit in the transmittal could confuse the issue.

Chair Zahn agreed there could be some confusion. The Bellevue College connection is really about the bicycle/sidewalk/pathway connectivity, so perhaps a slightly different word should be used. Vice-Chair Bishop said the reason he used the word is because the Commission spent three years working on the Transit Master Plan and the number one thing that came out of that was the Bellevue College access. He agreed, however, that the word "transit" did not need to be used. He added that there are all kinds of jurisdictional issues involved with the Bellevue College project because the state owns the ground and the city could have problems spending city money on state property. The project is right for grant applications because of the multiple jurisdictional benefits the project would provide.

Mr. Kessack asked when would be the right time to present the transmittal memo to the Council. Councilmember Wallace said July 5 would be his preference. Mr. Kessack said that would allow for more time to refine the document. Mr. McDonald said staff was willing to take the Commission's comments, incorporate them into the document, and send it back to the Commissioners as a draft for online review and approval.

Councilmember Wallace said there are mobility and congestion relief benefits to having the ITS element go forward. He said he would support including it in the memo even though it does not quite fit the mold of neighborhood safety. He said he envisioned it as having an FTE that is charged with evaluating all the new technologies that are coming down the path and making informed recommendations to the staff and ultimately the Council about what the city should try implementing. The person could also work to foster relationships with companies that are working in that sphere. Mr. Kessack allowed that the Commission discussed the ITS issue substantially in its last meeting and voiced considerable support for it.

Commissioner Larrivee suggested that if the ITS component is to be included, it should tie back to the overall theme of neighborhood safety and connectivity. Councilmember Wallace said he did not want to see the ITS piece hamstrung by trying to tie it to neighborhood connectivity. It is not a perfect fit, but it is an element that works well with the levy and is something that should be given some focus.

Commissioner Lampe suggested the term “intelligent transportation systems” and the acronym “ITS” may be more directly related to things like SCATS. He suggested adding “And New Technologies” to the paragraph heading. His suggestion was adopted.

Commissioner Woosley observed that Deputy Mayor Chelminiak had mentioned neighborhood ingress and egress and asked if those terms should be used in paragraph D to provide some clarity. Councilmember Wallace said that would be a good revision. He added that there was discussion at the Council level about neighborhood congestion. He said the concern he has along with Deputy Mayor Chelminiak is that neighborhood congestion projects should not be allowed to overwhelm the levy; it would not be right to spend a year’s worth of money on a single project. It should be okay to have a smaller amount of money going to something that would relieve congestion.

Answering a question asked by Vice-Chair Bishop, Councilmember Wallace said the levy funds would be spent in certain silos. Themes should be created and the dollars allocated in ways that address those themes and only those themes, because that is what the people will vote on. Deputy Mayor Chelminiak added that regardless of how much of the total goes to Station 8, money will go to Station 8. The funds will not be taken and used to support a museum instead. The same is true on the transportation side. The funds will flow into the proper silo and will be spent accordingly. It is not yet known what the final ordinance will look like in terms of project lists, but it will probably not be specific as to certain projects.

Mr. Kessack and Mr. Miller agreed they had sufficient information to rework the draft transmittal memo. Mr. Kessack said the revised draft will be sent to the Commissioners for review.

D. Transportation Management Program Review

Senior Transportation Planner Mike Ingram noted that the topic was first discussed with the Commission in March and then it was discussed again in May. He explained that the information in the memo offers a relative sense of the impact of the different types of measures workplaces can take, and how they have been observed to affect the rate of drive-alone commuting. He noted that charging for parking is the biggest single thing that causes people to assess their commute travel mode.

Commissioner Larrivee asked if the research has included jurisdictions that have no parking

minimums to determine what the impacts are. He added that it is a bit odd to have parking minimums while trying to reduce the commuters who use their vehicles to get to work. Mr. Ingram said the fact is there is not a lot to work with in terms of what is available. The fact is that there are numerous variables in play in different workplace environments, making the isolation of any of them difficult. There are jurisdictions that do not have parking minimums, including downtown Seattle, where it is not uncommon to build one stall per thousand square feet, so out of every four or five people working in a building, only one of them has a place to park.

Commissioner Woosley stressed the importance of understanding a couple of key differences between Bellevue and Seattle. In terms of transportation, two things are fundamentally different. First, Seattle has a small-block grid system whereas Bellevue has a superblock grid system, leaving Bellevue with far fewer lane miles and transportation capacity for the same land mass. Second, the allocation of service for transit based on the taxes paid heavily favors Seattle, leaving Bellevue far less transit service. Mr. Ingram reiterated that the workplace environment is rife with factors that come into play, including street connectivity and the level of transit service. Different types of changes can be expected to result in different levels of magnitude.

Vice-Chair Bishop observed that the factors with the greatest potential for creating change are those that involve money. Charging for parking takes money out of the pockets of commuters, and monetary incentives put money into their pockets.

Chair Zahn noted that the Bullitt Center in Seattle has no parking at all and said she would be interested to know how that works. Mr. Ingram said there is no question that parking is important.

Mr. Ingram said a few years back an analysis of local data relating to Commute Trip Reduction affected worksites in the city was performed by a graduate intern. Data from 2005 and 2007 was used, and the sites in the downtown were separated out from the sites outside of the downtown. While the datasets were quite small, the findings included a high correlation between parking pricing and the drive-alone commuting rates, and a moderate correlation between priority HOV parking and drive-alone commuting.

Mr. Ingram said the options range from no action to eliminating the code provisions entirely and everything in between.

Chair Zahn called attention to Option 2 and noted the comment says city code provides for daily fines if employers are unresponsive or uncooperative. She asked if the city has ever collected on that. Mr. Ingram said that provision is part of the Commute Trip Reduction program, though the city has never needed to impose it. It has, however, been pointed out to employers that the provision exists.

Mr. Ingram said the cons of the no action option includes the fact that certain elements of the current code are outdated, the performance target is unrealistic, and the enforcement provisions are hard to work with or are altogether absent.

Chair Zahn asked how much the city spends annually supporting the program that is in place. Mr. Ingram said the city contracts with King County Metro to regularly engage with building managers, and the contract amount is roughly \$25,000 for two years. He added that he personally spends 10 to 15 percent of his time on the Transportation Management Program

agreements in the form of monitoring them, overseeing the contracts, and supporting the development of new agreements.

Commissioner Woosley asked if the city's role in overseeing and implementing the program has any measurable effect. Mr. Ingram said there was a period of time in which the city did not do much in terms of oversight. Implementation largely continued to occur, which can be credited to the work of TransManage which engaged with many of the buildings subject to the requirements.

Commissioner Woosley asked if TransManage will be given the opportunity to weigh in on the options. Mr. Ingram said they have not been afforded any formal opportunity, but they were one of the first respondents to the survey. He noted that a representative was in the audience.

Vice-Chair Bishop said he would like to streamline things by getting rid of the things that are not working. There is, however, a lot of history that should not be lost sight of, and nothing that has been created should be lost. It takes the big employers to make the program work.

Chair Zahn said she would like to see added a column indicating what it costs to administrate the various options.

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

Mr. Ingram said the option of scrapping the code altogether carries with it some implications. Whether there is a TMP code or not, parking and traffic impacts will be factors considered with new development projects. The question becomes what to do about them. To the extent that there are impacts, ways must be found to address them. It is helpful to have the code framework when trying to address the impacts. Absent the code framework, it would take a lot of back and forth conversations to arrive at some kind of understanding for how the impacts should be addressed, adding time and expense for both the city and the developer.

Chair Zahn said it seemed to her that both the city and the development community would prefer to have some certainty. She asked if there are goals and policies in place that would still apply should the code be done away with. Mr. Ingram said what would be lost is the reference point of which buildings fall into which category and the associated expectations. Vice-Chair Bishop added that getting rid of the program would result in letting the developers decide whether or not to pay for additional parking stalls or to create a standalone program to reduce the parking requirement.

Commissioner Woosley said the focus is on managing trips to existing buildings. The number of parking stalls a developer decides to create is more of a building code issue. There is value in having the city provide a framework to work under and to having consistency.

Mr. Ingram suggested there would be merit to melding some of the middle options by updating the code to address the issues known to exist with the current code, and by expanding the performance goals by linking them to subarea drive-alone goals.

Commissioner Larrivee said his bias is towards having a market-based approach. Ultimately, the developer who needs to sell the use of his building will figure out what is needed based on who is willing to come to the building. He suggested that in the downtown more and more people are not going to be willing to put up with congestion that will only get worse and will

on their own seek alternatives. Setting targets may not actually benefit anyone. There is a reason the goals have not been achieved thus far and it is not for lack of effort.

Mr. Ingram said a revised approach would establish an ecosystem in which there is an expanded knowledge of the available choices, and a process by which the choices can be facilitated.

Commissioner Larrivee said where he works there is a lack of parking, and that constraint is driving commute behavior changes. The internal marketing resulted in very little until there were not enough spaces for everyone to park. Mr. Ingram agreed and said charging for parking and offering subsidized bus passes also contribute to making informed choices. Commissioner Larrivee cautioned against setting arbitrary targets and holding folks accountable for something that is really outside their control, such as available transit facilities and ped/bike facilities.

Chair Zahn pointed out that more and more developers are looking to build LEED-certified buildings, and that means they gain points by providing bicycle facilities, showers and other pieces that get people out of their cars and into other modes. Additionally, the cost of building parking stalls is steep, so there are market factors in play. She suggested, however, that there would be no harm in having in place a program for developers that would, in part, give the city a good sense of what works and what does not work. Mr. Ingram said the targets should be linked to the city's overall mobility goals. There is data showing what the modesplit needs to be during peak hours in order to achieve the desired level of service in the system. Other jurisdictions use the same approach in calibrating their targets. He stressed that while the targets have not been met, the problem has been with the target of 35 percent reduction. What has come about is a 20 percent reduction, which is significant.

Commissioner Woosley said he would agree to going forward with more realistic targets. That would be much more in line with what the Commission's desire to focus on being data driven. One option would be to simply share with developers the expected performance and leave it to them to determine how to get there.

Mr. Ingram clarified that Option 1 is the no action alternative, and Option 5 would eliminate the TMP code provisions. In between, Option 2 would fix the things that are known to need fixing; Option 3 would revise and expand the performance goals; and Option 4 would reduce or eliminate prescribed measures for implementation. He said staff was recommending elimination of the TMP requirements for residential sites.

Commissioner Woosley agreed there is a need to update and recognize changes for residential sites. He noted, however, that when the requirements were established it was not foreseen that the tallest buildings in Bellevue would be residential buildings that generate significant trips.

A motion to extend the meeting to 9:30 p.m. was made by Vice Chair Bishop. The motion was seconded by Commissioner Woosley and the motion carried unanimously.

Mr. Ingram said the outreach to date has included a survey targeted at those who actually work with the TMP requirements. He said he recently attended a meeting of employee transportation coordinators, which historically have been the CTR coordinators but which recently have also included building transportation coordinators. They were briefed regarding the TMP project and they provided some feedback about what buildings can do to facilitate trip reduction. A traditional open house will not likely draw many; an online open house might be far more

effective.

The Commissioners agreed with the notion of conducting an online open house in conjunction with some marketing to make people aware of it.

With regard to the schedule, Mr. Ingram said a briefing before the Council is on the calendar for September 19. He said he would be before the Commission again in July.

8. OLD BUSINESS – None
9. NEW BUSINESS – None
10. PUBLIC COMMENT – None
11. REPORTS FROM COMMISSIONERS – None
12. STAFF REPORTS

Mr. McDonald said the Commission's annual retreat has been scheduled for July 28 at the Bellevue Botanical Gardens. He said he had heard from some Commissioners who said they would like to have a conversation about helping the Commission excel in doing what it does. He proposed spending most of the time in a facilitated discussion led by staff from the Bellevue mediation program.

13. COMMISSION CALENDAR

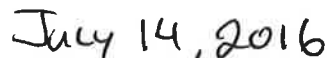
Mr. McDonald briefly reviewed the calendar of upcoming agenda items.

14. ADJOURN

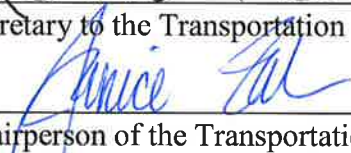
Chair Zahn adjourned the meeting at 9:31 p.m.



Secretary to the Transportation Commission



Date



Chairperson of the Transportation Commission



Date