

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

September 10, 2015  
6:30 p.m.

Bellevue City Hall  
City Council Conference Room 1E-113

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

COMMISSIONERS ABSENT: Commissioner Simas

STAFF PRESENT: Kevin McDonald, Chris Masek - Transportation;  
Catherine Drews - Development Services;  
Phyllis Varner, Paul Bucich - Utilities

OTHERS PRESENT: Wayne Carlson, AHBL

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 6:40 p.m., and Commissioner Simas, who was excused.

3. PUBLIC COMMENT - None

4. APPROVAL OF AGENDA

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

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

6. DRAFT MINUTES REVIEW/APPROVAL

- A. May 14, 2015
- B. June 11, 2015

A motion to approve both sets of minutes was made by Commissioner Zahn. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

7. STUDY SESSION

- A. Low-Impact Development (LID) Principles Project

Legal Planner Catherine Drews with the Development Services Department introduced Wayne Carlson with the consulting firm AHBL, and noted that Phyllis Varner, NPDES permit manager, and Paul Bucich, Assistant Engineering Director, both with the Utilities Department, were also present.

Mr. Carlson explained that low impact development (LID) is a term that refers to a stormwater and land use management philosophy that is intended to mimic the natural hydrology of a site. Rather than convey all storm water to the downhill part of a site and detain it in a large vault or pond, storm water is managed in smaller distributed facilities throughout the site. The list of low-impact development best management practices includes rain gardens, permeable pavement, bioswales and rainwater collection systems or cisterns. The best management practices are engineered facilities, but of equal importance are the land use principles such as clustering to minimize the loss of native vegetation.

Ms. Drews said the City Council has approved an interest statement and project principles that will guide the Low Impact Development Principles Project. Council has also given direction on areas of focus around which to begin the conversation about how to integrate low impact development principles into the city's development codes and standards.

Controlling storm water runoff is a requirement of the NPDES permit. The city's boards and commissions are being briefed at this time because the project will include looking at all development codes and standards, including the Transportation Standards Code. In the transportation arena, runoff can be addressed through the use of alternative surfacing methods, roadway design, and increasing tree canopy coverage along streets.

Ms. Drews said the project is being undertaken to comply with the requirements of the city's NPDES permit and the work must be completed by December 31, 2016. The permit language requires the city to review, revise and make effective local development-related codes, rules, standards and all other enforceable documents to incorporate and require LID principles and LID best management practices (BMPs). BMPs, however, are not part of the LID Principles Project, and are being addressed by Utilities under a different project. The intent of the revisions will be to minimize impervious surfaces, reduce the loss of native or other vegetation, and reduce storm water runoff. The project will include conducting a review and revision process as outlined in a guidebook called *Integrating LID Into Local Codes: A Guidebook for Local Governments* put out by the Puget Sound Partnership but which was actually authored by the consultant firm AHBL. Over 85 jurisdictions in the state that are covered under the NPDES Phase II permit are required to undertake the same process.

No metrics relative to reducing impervious surface coverage or minimizing the loss of vegetation have been handed down by the Department of Ecology. Each jurisdiction will need to conduct a gap analysis of their codes and standards and determine what is the best fit for them. Bellevue will need to determine what will work best for Bellevue. The focus will not be on going back and retrofitting existing streets; the focus will be entirely on redevelopment and new development.

Commissioner Larrivee asked if the problem is the amount of impervious surface or the way in which the runoff is being treated. Ms. Drews explained that impervious surfaces channel water and increase the discharge rate into water bodies, resulting in scoured stream banks and pollutants flowing into lakes and streams. Reducing the amount of impervious surface reduces

the opportunity for pollutants to gather and results in more land area that is able to deal with pollutants before they make it to waterways. Reducing impervious surfaces can also reduce the discharge rate because the stormwater may infiltrate instead of discharging into waterbodies.

Answering a question asked by Commissioner Bishop, Ms. Drews explained that the National Pollutant Discharge Elimination System (NPDES) is a permit issued under Section 402 of the Clean Water Act. The federal permit is overseen by the Department of Ecology and every city in the state over a certain size must have a NPDES permit for its municipal storm water system.

Mr. Bucich clarified that the NPDES permit issued to the city affects every city department, including the fire department, that does any development or redevelopment activity, or which discharges into the city's collective storm water system. Ms. Varner is the city's NPDES coordinator, and while her position resides in the engineering section of the Utilities Department, she interacts with every city department. The NPDES permit affects everything the city does regarding actions that result in a change to the characteristics of storm water as it touches and runs off land. The city does not have the choice of complying with the permit; noncompliance, either intentional or unintentional, can result in very large fines and even jail time for the signatory authority, who is the City Manager. The state Department of Ecology issues the NPDES permits on behalf of the federal Environmental Protection Agency.

Commissioner Zahn said her work at the Port of Seattle involves signing the NPDES documents when there are construction projects. She said she was struck by the fact that the LID Principles Project will look at going above and beyond established best practices and incorporating the LID philosophy. Mr. Carlson said the requirement came as part of the latest permit reissuance. Mr. Bucich said the industry has for many years tweaked its practices to get better at mitigating the impacts associated with developing land. The Department of Ecology has come to the conclusion, based on a lot of science, that the infrastructure everyone is so comfortable building does not take care of the problems across the board. The LID approach is not a silver bullet and will not work everywhere in every instance, but the tools need to be in the mix and their use must be considered in all cases where land changing activity is planned.

Commissioner Woosley said his understanding was that the current regulatory scheme is not achieving the functions and values that are expected from the Environmental Protection Agency and the state Department of Ecology, and that incorporation of the philosophies will move the city in that direction. He suggested that roadway projects represent one of the best opportunities for addressing the problems. WSDOT not only builds new impervious surfaces to comply with the current regulatory requirements, as a matter of policy they go back and retrofit the entire section served by the runoff. Reducing congestion results in improved air quality, and going back to build storm water treatment facilities will improve water quality. Replacing culverts to open up fish passages should also be standard practice. Taken together, it is clear that transportation projects offer the opportunity to provide environmental benefits.

Ms. Drews explained that the LID principles focus on site layout relative to keeping vegetation, minimizing the construction footprint, and keeping impervious surfaces to a minimum. The principles may not, however, apply to every site for various reasons. Where the principles cannot be implemented, engineered solutions, or the best management practices, come into play, including rain gardens, pervious pavement, bioretention facilities, and detention vaults and ponds.

Commissioner Zahn asked if the LID principles are in line with the LEED standards. Mr. Carlson said they are aligned with LEED, though he pointed out that storm water does not contribute as many points as a good HVAC system does.

Commissioner Woosley asked how efficient the process will be in determining whether the LID principles or an engineered solution will be required, and if it will be something that could drag out the permitting process for transportation projects or other site development projects. Ms. Drews said the answer to that question will be determined as part of the process. However, the current process will likely not be overly affected given that all that will change is a shift in the way stormwater is addressed; instead of addressing storm water issues last, development projects will need to address them first.

Commissioner Bishop suggested the West Lake Sammamish Parkway Phase I project serves as classic example. A big part of the cost for the project was focused on the storm water elements, including retrofitting older systems. Ms. Drews agreed. She said the current regime relative to stormwater treatment utilizes vaults and pipes and infrastructure that is mostly out of sight. Using LID principles and best management practices could actually reduce some of the required infrastructure. A recent project in the city that could not gain access to a private storm water drainage system was going to have to pump runoff uphill to connect to the city system. Instead, the developer found that by putting in injection wells and infiltrating the water on site, the pumps could be eliminated. In addition to the cost savings, the fact that a vault was not even necessary left the developer more land to work with.

Ms. Drews said an opportunity or gap analysis was done that resulted in the conclusion that a one-size-fits-all approach will not work in Bellevue. Clearly there is a need to continue supporting growth in urban areas, and there is a need to balance environmental benefits against economic development goals. In determining how the principles should be integrated, it will be important to keep those considerations in mind.

The LID Principles Project supports other programs the Council is working towards, such as minimizing vegetation loss. The Council recently supported a tree canopy goal of 40 percent. The project will also reinforce the city's reputation as a "City in a Park", will decrease greenhouse gases through an uptake in CO<sub>2</sub>, and will aid in salmon recovery efforts. The project will also support NPDES permit compliance currently and into the future.

Commissioner Woosley suggested broadening the definition of native vegetation to include valuable existing vegetation of all kinds. Much of the vegetation existing in the city is not native but provides a great deal of biodiversity.

The interest statement approved by the Council for the project reads "Bellevue supports the objective of maintaining the region's quality of life, including that of making low-impact development the preferred and commonly used approach to site development." The principles established to guide the project involve focusing on Bellevue-appropriate options that are area and context sensitive; recognizing competing needs and seeking to balance them; building on existing city programs; engaging stakeholders and citizens early; and maintaining Bellevue's compliance record with its NPDES permit.

Commissioner Larrivee asked if there is a clear idea as to what the competing interests are. Ms. Drews answered by saying the state understands the tensions that exist between the Growth Management Act and the federal Clean Water Act and the state Water Pollution Control Act

requirements. Commissioner Larrivee suggested the efforts to comply with the Americans With Disabilities Act (ADA) relative to providing accessible sidewalks could represent a competing interest as well. Mr. Carlson said the state is aware of the need to harmonize the NPDES requirements with a number of other competing needs, including the idea that within a particular area of a city the implementation of the principles may not make sense. The state specifically mentioned the ADA in the permit along with historic preservation. Local jurisdictions will need to identify their particular competing needs and document the basis for the decisions they make. Mr. Bucich reiterated that the Department of Ecology did not establish any metrics to be met. The state has asked the jurisdictions to voluntarily look at everything being done across the board and identify where things could be done better from the perspective of the LID principles. The project will result in the development of metrics for Bellevue that may be quite different than the metrics developed for Redmond, Kirkland, Seattle or King County.

Answering a question asked by Commissioner Woosley, Ms. Drews said at the end of the process a report will be submitted to the Department of Ecology outlining the steps taken that led to the conclusions reached. The state will review the document to determine if it meets the intent of the required revisions. The city's recently adopted Comprehensive Plan has policies in place that support the work, and indeed it has for a long time included policies that support the use of LID principles.

The Council-approved areas of focus will guide the next phase of work with the Transportation Commission, the public and stakeholder groups. With regard to the Transportation Standards Code and design standards, the focus areas include reducing the amount of impervious surface coverage in the right-of-way and preserving and enhancing the tree canopy relative to transportation facilities. The focus areas related to the Land Use Code specifically include evaluating the use of LID early in the site design process; reducing impervious surface area coverage; preserving and enhancing the tree canopy; and improving options for clustering development.

Ms. Drews said three public workshops have been scheduled. The first one will be at City Hall on September 30; the second will be at Lewis Creek Park on October 6; and the third will be at the Cherry Crest Elementary School on October 15. The project website is about to go live, and an article will be coming out in *Its Your City* in early October.

Commissioner Zahn asked what the Bellevue-appropriate incentives might be. Mr. Carlson said some cities have allowed increased building height or floor area ratio for incorporating certain practices, or where developments go above and beyond the minimum standards. With the changeover to requiring LID practices, jurisdictions will need to finesse their incentives to make them attractive.

Commissioner Woosley suggested that going forward it will be helpful to understand the economic impacts of the policies. Ms. Drews said the webpage will include fact sheets from the Environmental Protection Agency, including one that addresses costs in some detail.

## B. Mountains to Sound Greenway Update

Senior Design Engineer Chris Masek said he has been involved with the Mountains to Sound Greenway project since 2012. He explained that the regional trail spans from Puget Sound to Ellensburg, with 3.6 miles of the total running through the City of Bellevue. The project was

addressed as part of the Eastgate/I-90 study, and in 2011 there was an effort extensive public outreach effort which included bicycle community. Those efforts resulted in the conclusion that the alignment should follow the south side of I-90. In 2013, the City completed a design study for the Greenway Trail which was funded by a Federal Grant obtained by the Mountains to Sound Greenway Trust.

The typical cross section of the trail through Bellevue is a 12-foot-wide hard surface facility for both pedestrian and bicycle use. Where the trail is adjacent to SE 36<sup>th</sup> St , a 4 foot minimum landscaped planter . Where feasible, pervious asphalt rain gardens and green roofs where feasible. Landscaping, rest stops and wayfinding signs will all be provided.

Commissioner Larrivee asked if there will be small business opportunities along the way, such as coffee shops, to help make the facility more attractive. Mr. Masek said the challenge is that much of the alignment is pinned between SE 36th Street and I-90 and is not room for additional amenities. There may be opportunities further to the east, however, where the design work has not yet been done and it is uncertain if WSDOT would allow private businesses to use State Right of Way

Commissioner Bishop asked if the city has had much experience with using pervious asphalt. Mr. Masek said the city has used the product in some projects and has found it works well from a drainage standpoint. The drawback is that it tends to grow moss which can be slippery in areas under tree canopies. The biggest drawback to pervious pavement is the extensive amount of maintenance required.

Commissioner Woosley pointed out that the Eastgate/I-90 plan calls for increased densities along the corridor, and one of the goals is to energize the shopping mall where Albertsons is. In Kirkland they have found that along the cross Kirkland corridor places like pubs are doing quite well due to business from people biking the trail.

Mr. Masek noted that currently the trail between 118<sup>th</sup> Avenue SE and Factoria Boulevard runs along the off-ramp under the I-405 bridge. The plan is to put the trail on its own bridge and allowing pedestrians and bicycles to cross over Factoria Boulevard at the same elevation as the freeway; there still would be access to Factoria Boulevard, and the connection toward Seattle would be maintained. A second lane for the off-ramp to Factoria Boulevard would be restarted. A contract has been awarded to a consultant firm to create the design for the section. The total cost has been estimated at \$6.4 million to completely fund trail through construction has been approved through the recently passed transportation package, though there is no set start date for construction yet.

With regard to the section of the trail between Factoria Boulevard and 150th Avenue SE, Mr. Masek noted the section adjacent to the freeway will be at the same as SE 36<sup>th</sup> St ,.. A crosswalk will be installed near the Group Health site and amenities will include median islands and planter strips.

Commissioner Woosley asked who will be providing the right-of-way and if the project will compete with any future expansion plans. Mr. Masek said the trail is split between the city's right-of-way and the state's right-of-way. A lease for the trail is actively being sought from WSDOT The design takes into account the future expansion of I-90 and the final details are still details to be worked out.

Mr. Masek said the trail will cross under 142nd Place SE where the Eastgate park and ride direct access ramp is located. Just to the east of the bridge there is a bit more open space to work with and the proposal is to include a rain garden there as part of the mitigation for installing new impervious surfaces. There will be connection point to the park and ride and Bellevue College to the trail at 142<sup>nd</sup> PI SE

With construction funding in hand, the design work is being ramped up and currently is at 60 percent. The design work will be complete in the spring of 2016. The cost estimate for the section is \$8.3 million.

Commissioner Zahn said she assumed that if construction costs exceed the \$14 million grant, the city will have to absorb the overrun. Mr. Masek agreed that the state budget for construction is fixed at 14 million dollars. However, the cost estimates are conservative and adjusted for inflation of construction costs. As the design work moves ahead, the details become more defined and so will the construction costs. The grant funds, along with the \$1 million for design, will yield half of the overall project.

Commissioner Woosley said he hopes the Commission will in the near future have a presentation on how the second half of the project will be carried out. He stressed if there are things that can be done to help accelerate the project, they should be done. Mr. Masek said the effort that has gone into getting the funding for the project has been impressive so far. Commissioner Bishop said the project is a classic example of the fact that all transportation projects are incremental.

Commissioner Larrivee asked why the western section was prioritized over the eastern section. Mr. Masek said it partly had to do with the way the project competed for design grant money, but the primary driver was the western section largely has no separated path facility, and it is the most congested. To the east of 150th Avenue SE there is an existing trail on the north side of the road.

Commissioner Chirls asked if consideration has been given to the relationship between the western and eastern sections. Mr. Masek said his efforts have involved taking a holistic view of the project. He added that there is some money to do the design work for some of the elements of the eastern segment. As that work comes together, there will be energy put into looking for opportunities to fund it the remainder of the design and construction costs.

With regard to the section between 150th Avenue SE and the Sunset pedestrian bridge, Mr. Masek said the bridge ultimately will connect with Lakemont Boulevard, and a trail improvement will be made connecting to SR-900. The section moves away from an urban built environment into a green space between the freeway and the houses which is where the trail will be placed. The section will be easier to build from a construction standpoint and will be more enjoyable for the users. There is design money in hand and the design work will begin in 2016; the work will be completed in 2017. Adjacent neighborhoods will be connected to the trail at 161st Avenue SE and 164th Avenue SE.

In the interest of full disclosure, Commissioner Woosley said he represents the owner of the Eastgate RV Park property who is seeking to redevelop the site with residential. The anticipated 300 units or so would help to urbanize the area.

Commissioner Larrivee said he assumed the trail will be designed to accommodate both

pedestrians and bicyclists and asked if consideration has been given to separating the two uses to avoid conflicts. Mr. Masek allowed that the focus is on a facility that will accommodate the two uses but no separation is being considered at this time.

Commissioner Chirls added that protected bicycle lanes reduce accidents by 90 percent, and not just with cars. Conflicts between bicycles and pedestrians have been known to result in death.

Commissioner Woosley pointed out that throughout the commercial corridor there are or will be sidewalks along the streets that might be more appropriate for pedestrians. Mr. McDonald said there are design guidelines that will be considered, but the principle of having all users keep to the right is preferred for multipurpose trails.

Commissioner Zahn commented that improved signage could be the answer so everyone will have a better understanding of what their alternatives are for pedestrians and bicyclists. Mr. Masek said wayfinding will be an important element the project, particularly where the trail connects with local roads.

Mr. Masek said the section of the trail between the Sunset pedestrian bridge to Lakemont Boulevard SE will have the trail at the road grade. The trail will connect with Lakemont Boulevard, which is essentially where the city limit is. There is no design or construction funding for the section. The cost estimate is \$2.9 million for design and construction.

The only logical option for crossing 150th Avenue SE is to build a bridge. There is simply no safe way to address the intersection of 150th Avenue SE and SE 37th Street. The estimated cost of the bridge is \$7.9 million.

Commissioner Woosley asked if any street improvements are planned for the area. Mr. Masek said there is a TFP project to do some widening and other improvements on SE 37th Street. The bridge could be placed so as to accommodate any future projects.

Answering a question asked by Commissioner Woosley, Mr. Masek said consideration was given to keeping the trail at grade but looping it around further to the south and then back to avoid having to spend money constructing a bridge. This is not the best option which is why the bridge option is being proposed. Currently bicycles are routed through 150th Avenue SE and SE 36th Street before cutting back up through the neighborhood to Newport Way.

Mr. Masek stated that the cost estimate for the entire 3.6 miles of the trail in Bellevue is just shy of \$31 million.

Answering a question asked by about usage, Mr. McDonald said there is a counter installed on the I-90 trail at the Enatai trailhead. The route is used primarily by commuters rather than for recreation. The peak ridership has been in the 2000 riders per day range, and pedestrians are about one tenth that number.

8. OLD BUSINESS – None
9. NEW BUSINESS – None
10. PUBLIC COMMENT – None



## 11. APPROVAL OF MINUTES – Previously addressed

Commissioner Woosley noted that King5 television taped a transportation forum earlier in the day to be played after the football game. The station initially asked the Bellevue Chamber of Commerce to recruit community members to share an Eastside perspective on the transportation challenges being faced by the region, but it ultimately decided against that and concluded that the moderator would not ask questions that were submitted and that there would be no opportunity for the audience to ask questions.

Commissioner Woosley commented that I-405 funding will yield an extra pair of lanes between Bellevue and Renton. The word is that the Main Street overpass in Bellevue will need to be removed and rebuilt as part of the project. He suggested the Commission should look at that issue. A pair of ramps is being planned to connect to a NE 2nd Street overpass, thus improving access to and from the downtown and Wilburton. He said it might be worthwhile to consider changing the location of the ramps to the new rebuilt Main Street overpass.

Mr. McDonald allowed that the state is looking at design options for connections to I-405 from both Main Street and NE 2nd Street. There are pros and cons for each. The Downtown Transportation Plan considers, and the East Main Station Citizen Advisory Committee is looking at, Main Street as a connection for pedestrians and bicycles across the freeway. The thinking is that NE 2nd Street would have a five-lane configuration with ramps connecting it to the freeway to and from the south, and that Main Street should serve as a local connector.

Commissioner Bishop said it certainly is timely for the city to consider how the Main Street and NE 2nd Street roadways should interconnect with I-405 given the high priority the state has placed on the freeway. The state already has the design work completed for the SR-167/I-405 interchange and construction will start in 2016, and the design work for the section between Bellevue and Renton will take off very quickly.

There was agreement the Commission would benefit from having an update regarding I-405 activities and plans, and what the city's overall plans are to handle traffic during the construction of East Link and other ongoing and planned projects. Mr. McDonald said he would consult with the Transportation Department Director to provide a briefing to the Commission, adding that the East Link construction planning and sequencing is still a work in progress.

Commissioner Zahn said the issue of leased park and ride lots will be of particular interest going forward as construction of the South Bellevue station removes the current parking capacity there. Mr. McDonald noted that there is an approach outlined in the Transit Master Plan that recommends making it easier to bring leased lots online. The Department of Development Services, however, believes holding onto the requirement for a conditional use permit or some other permit option that will identify and mitigate potential impacts to the neighborhoods. Commissioner Zahn pointed out that the Commission never opposed requiring a permit but favored making it less expensive to bring leased lots online. The city should consider absorbing the costs as a way to incentivize organizations to use their lots during construction of the East Link project. Commissioner Bishop noted that during the Council discussion Councilmember Chelminiak pointed out that Bellevue is the only city on the Eastside that requires a permit to develop a leased lot.

Commissioner Woosley commented that East Link is Sound Transit's development project and they should be responsible for mitigating all impacts associated with it. Bellevue should not be a hindrance, but it should facilitate making sure that reasonable regulations are complied with. In the case of a church parking lot, the facility is intended to serve the typical uses of the church and that is what it was permitted for, not as a daily commuter parking lot. The bigger concern should be that Sound Transit has not made much of an effort toward replacing the parking lots that will be lost.

Commissioner Zahn agreed but pointed out that there are very few alternatives. If someone does not step up and make sure there will be parking, commuters will choose to park in neighborhoods instead. Commissioner Woosley noted that a significant amount of hide and ride parking is already going on. The question is whether something like permitting parking should be widely implemented so that residents and their guests can use what is rightfully theirs to use.

Commissioner Chirls allowed that everyone has a stake in the outcome. If there is an insufficient amount of leased parking, there will be impacts. City staff and Sound Transit staff should be talking about the issue if they are not already. Commissioner Chirls asked if the Commission has a role to play. Mr. McDonald informed him that the Council is the local authority when it comes to the East Link project. However, the station area planning work that is under way and the East Link permitting process both involve citizens who are acting in an advisory capacity directly to the Council.

Commissioner Larrivee pointed out that the leased lot issue involves more than just the loss of parking in South Bellevue and elsewhere, it is relevant to the entire Frequent Transit Network. The overall focus should be on making the most efficient use of the limited space there is. The fact is there is a lot of capacity in the neighborhoods that is not for the most part being used during the day. The neighborhoods are going to have to face the fact that the city is facing growing pressure on its transportation infrastructure and difficult choices are going to have to be made. Where transit is not an option, commuters will drive their own vehicles, adding to the congestion on the roadway system.

Commissioner Bishop stated that the leased lots identified in the Frequent Transit Network were all at church facilities that are located adjacent to arterials. He agreed that the parking issues that will be created by the construction of the East Link project remain unresolved and will impact the neighborhoods unless they are resolved.

Commissioner Woosley reminded the Commissioners that all of the new transit is largely designed to accommodate the increase of traffic into and out of the downtown. Many years ago, well in advance of the Growth Management Act, the city made a promise to the surrounding neighborhoods that there would be no commercial creep and every effort would be put into protecting them. The work on 112th Avenue SE and Bellevue Way South involves new utility and transportation infrastructure to provide for a growing downtown core, but it is starting to break down the promises made to the residents who supported the creation and continued growth of the downtown.

Commissioner Larrivee said the transit network vision for the city involves more than just the downtown and the area to the south of the downtown. The very real and dramatic changes occurring in the neighborhoods to the south of the downtown must be addressed, but at the same time policies should not be implemented citywide in reaction to issues in a specific

location.

Commissioner Zahn said she recently visited the Eastgate park and ride and discovered that it really does not have that much unused capacity. It appears quite a few Bellevue College students are parking there, limiting the capacity for commuters and transit riders. Chair Lampe pointed out that Sound Transit is considering issuing permits to use park and ride lots, an approach that may make more parking spaces available for commuters.

Commissioner Woosley commented that the challenge results from scarcity and the forecast is that the park and ride lots to the east will begin filling up earlier when the South Bellevue park and ride is closed. The real solution depends on an adequate supply of park and ride stalls in appropriate places. The I-405 master plan calls for 5000 new stalls, and WSDOT says it has already built about 3000. The city should ask WSDOT to fulfill the promises they made when the plan was adopted in 2002.

Commissioner Chirls asked what role the Commission can play. Chair Lampe reiterated that the Council has the authority where the East Link project is concerned, but the Commission certainly has a role to play relative to the Transit Master Plan and how it should be implemented. Commissioner Bishop said the role the Commission has involves making recommendations to the Council. Commissioner Zahn added that the issue could also be raised with the Councilmember Lee, liaison to the Commission, during his attendance at a Commission meeting.

Mr. McDonald agreed that a role of the Council liaison is to carry issues back and forth. He added that the preferred method for the Commission getting involved is through a direct Council request to do so. The Council likely would not welcome an unsolicited Commission recommendation on issues the Council has reserved for itself. Commissioner Zahn suggested simply discussing the issue with Councilmember Lee and leaving it with him to carry the issue to the Council that can then decide if the Commission should play a role.

Chair Lampe agreed to contact Councilmember Lee and relate to him the essence of the Commission's conversation to see if he would be amenable to come to the next meeting to discuss the issue further.

At 9:00 PM, a motion to extend the meeting by no more than 15 minutes was made by Commissioner Larrivee. The motion was seconded by Commissioner Chirls and the motion carried unanimously.

Commissioner Zahn called attention to a recent article in the *Seattle Times* that ranked Bellevue drivers quite low. She said the engineered environment has much to do with the number of traffic accidents in any given city; the better the roads, the better the signalization, the safer the roads are.

Commissioner Woosley said his conclusion after reading the article was that drivers are getting worse. Driving is a privilege not a right and everyone has the responsibility to be a good driver. Pilots have to prove on a regular basis that they can operate their airplane safely, and there should be a system for drivers in which they become better.

Commissioner Larrivee suggested the topic would be a good one for the Commission to discuss further, particularly around what is behind the Bellevue numbers and where the

accidents are happening.

12. REPORTS FROM COMMISSIONERS

Commissioner Bishop pointed out that on October 9 the Eastside Transportation Partnership will sponsor an assisted driving and vehicle technology conference. A variety of speakers will be on hand to bring up the policy issues that are attached to the emerging technologies. The event will be open to the public for a small fee.

13. STAFF REPORTS

Mr. McDonald called attention to a memo in the desk packet from City Manager Brad Miyake inviting the Commissioners to participate in a cultural diversity training. A date for the training will be determined. He also noted the desk packet included a copy of the final report of the Downtown Transportation Plan, and a PowerPoint presentation put together by Franz Loewenherz regarding the recent boards and commissions meeting with the Seattle Department of Transportation and the ride on Pronto bike share bikes on the 2<sup>nd</sup> Avenue protected bike lane.

Commissioner Bishop commented that a recent report indicates that 27 percent of the entire land area in the city of Seattle is taken up by transportation right-of-way. He said he found that figure to be very high and asked Mr. Loewenherz to determine what the number is for Bellevue.

14. COMMISSION CALENDAR


The Commission reviewed its calendar of upcoming events and agenda items.


15. ADJOURN

Chair Lampe adjourned the meeting at 9:14 p.m.

  
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Secretary to the Transportation Commission

  
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Chairperson of the Transportation Commission

  
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Date

  
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Date