

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

July 29, 2019
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Wu, Commissioners Leitner, Marciante, Teh, Ting
COMMISSIONERS ABSENT: Commissioner Bishop
STAFF PRESENT: Kevin McDonald, Paula Stevens, Franz Loewenherz,
Department of Transportation
OTHERS PRESENT: None
RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:33 p.m. by Vice Chair Teh who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Bishop, who was excused.

A motion to allow Chair Wu to participate remotely via telephone was made by Commissioner Ting. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

2. APPROVAL OF AGENDA

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

3. PUBLIC COMMENT

Mr. Dennis True, owner of a building at 10103 Main Street, said his business has been located in Old Bellevue for 55 years. He said he participated on a public transportation meeting several years ago with the mayor and the police chief at which the comment was made that if an accident happened on a sidewalk between a bicycle and a pedestrian the outcome would be less severe than if a car and a bicycle were to collide. He said he wondered by the city was not suggesting that bike riders should in some areas get off the street and onto the sidewalks. He said he also spoke with a bike rider who puts in 2000 miles per year who indicated there are already too many bike lanes.

Mr. Christopher Randles, 1505 145th Place SE, A-1, said he and his wife attended the Commission meeting on July 11. He spoke in support of the Main Street bike lanes, though he stressed that he is neither a hobby or traditional cyclist. He allowed that he has traditionally gotten around by car though he is an environmentalist and a student of environmental science. Getting around by bus or on foot is possible, but doing so would quadruple his travel times. He said when his car broke down he began getting around by bicycle and found it to be very

feasible, especially where bike lanes are available. More people need to choose alternative modes of transportation like biking and transit both in terms of sustainability and the health of the city. It is easy to believe one has to drive when the entire urban landscape is built around the car. With the threat of climate change, it is imperative to reduce the number of vehicle miles traveled. To do that, it will be necessary to change the view of the streets. A series of conscience decisions were made to plan the city around cars. Going forward, a conscience choice can be made to plan them around biking and transit. To be effective, the facilities must be built in ways that will appeal to families and non-cyclists so those who use them will feel safe in using them. He urged the Commission to decide in favor of Main Street bike lanes, preferably Alternatives 1 or 2.

Ms. Caitlyn Whitehead, 1505 145th Place SE, A-1, said she does not have a driver's license and is terrified of driving. She said in she does not want to risk hurting someone with a vehicle. At the July 11 Commission meeting much was said about safety. Bike lanes mean safety for riders. The suggested alternative to Main Street, NE 2nd Street, has a hill that is too steep for many to navigate. Main Street is a considerably safer alternative, especially with Alternatives 1 or 2. If people are given choices relative to how to get around, the world will begin to be a slower and quieter place where exercise is built into people's daily commutes, all without impacting the planet.

Mr. Don Parachief, 10385 Main Street, said he serves as treasurer for the Old Bellevue Merchants Association. He noted that the Association includes some 80 businesses, most of them on Main Street. The Association has reviewed the proposed Main Street bike lane project and voted to oppose it. Old Bellevue welcomes hundreds of thousands of customers and visitors each day. Main Street to the west of Bellevue Way is presently over-congested and narrow with limited parking. Adding a dedicated bike lane to Main Street that ends at Bellevue Way will inundate Old Bellevue with cyclists, making the congestion increasingly worse. With added congestion comes frustration from customers and business owners alike. Additional congestion will result in business lost for small businesses and restaurants in Old Bellevue and will further safety concerns. Ending a bike lane at Bellevue Way is not going to deter cyclists from continuing west on Main Street through Old Bellevue. Planning would be needed to route cyclists around Old Bellevue to prevent them from being on Main Street and Bellevue Way. The Commission should consider NE 2nd Street as an alternative. The safety of pedestrians and cyclists is paramount, but putting bike lanes on one of the narrowest streets in the city is not a well thought out plan. There has been no communication from the city or the Commission with the Old Bellevue Merchants Association regarding bike lanes. The Association believes it should be consulted with where such major decisions are made. With Amazon coming to town, the increase in residents and workers in the downtown will have a major impact. The Association is very concerned about Old Bellevue businesses being able to survive and not being cut off.

Mr. Eric Leonard, 4827 125th Avenue SE, noted that the draft letter lacked any mention of the Seattle projects. Anyone who has been in downtown Seattle knows the amount of traffic and bike lanes there is horrific. It is to the point where most hate driving there. He said he is proud of the fact that Bellevue's transportation system works. Tearing out roads and putting in bicycle lanes will turn the city back to what Seattle is. There is no mention in the letter of traffic studies, either pro or con, regarding before and after in Seattle. Also not mentioned is anything about public comment or the Save Our Lanes petition. Bicycles should be allowed to ride on the sidewalks. There are very few riders in Bellevue. The Council gave the Commission a specific task in regard to the Main Street bike lanes, but there is a lack of detail and study in the letter or in any of the reports. Public opinion is against the lanes, but that is not

in the report either.

Mr. Richard Kenney, 324 105th Avenue SE, said he has seen a dramatic increase in pedestrian and automobile traffic in the city since 1994, but not much increase in bicycle traffic. He said he is a recreational bicyclist but said he supported keeping the traffic lanes open to cars. The bicycle lane on the east side of Bellevue Way causes traffic to slow down and congestion to increase, particularly for the traffic coming from Old Bellevue heading east. The construction currently under way is evidence of more density coming to the downtown. Closing roads to cars will only make things worse. There are occasional bicyclists on Main Street but probably just as many on NE 2nd Street. While somewhat steeper, NE 2nd Street is the better alternative.

Ms. Sue Israel, 1709 134th Avenue SE, #9, said she did not see the Commission meeting publicly advertised. She said she learned about the meeting from the Save Our Lanes organization. She said she takes Main Street to and from work and encounters a lot of traffic, especially at Main Street and Bellevue Way. She said what she does not encounter is bicycles. When new construction begins on any project, a lane gets closed down, which means traffic backs up. A new project will soon go in on 107th Avenue NE at Main Street, and if bike lanes are put in along with the loss of a lane for construction, the traffic will have nowhere to go east and west. The Commission was urged to put in more car lanes and to not put in bike lanes.

Mr. Colin Radford, 3663 Fairweather Lane, Medina, said he is the owner of the Radford Building at 105th Avenue NE and Main Street. He said the best way to travel between his home and office has for the last 50 years been Main Street. That is not the case anymore, however, given all the congestion on Main Street, and there is no good alternative. The turn lane in Old Bellevue that allows traffic to get onto Main Street has improved safety. Main Street, NE 8th Street and NE 4th Street are the arterial crossings in downtown Bellevue. Taking one of them away and making it stop and go all the time will increase the pressure on the other arterials. Kids from the high school come down the hill pretty fast and out onto Main Street and over the years there have been a lot of accidents and even more near accidents. Where there are bike lanes, the middle lanes are sometimes filled with construction or loading/unloading vehicles, leaving no place for anyone to go around them. There is a question in the minds of drivers as to whether or not they can use bike lanes for turn lanes. Sometimes traffic wanting to go up to the high school stops in the bike lanes before turning, while at other times it stops in the middle of the street.

Mr. David Schwartz, 13805 SE 58th Place, said he is a recreational cyclist and lawfully uses Bellevue streets. He said he has every expectation as a taxpayer that his lawful use of the streets will be made as safe as reasonable. The alternatives on the table show sufficient separation between cars and bicyclists to ensure safety. The Commission was encouraged to reject all anecdotal evidence in favor of hard data.

Ms. Zoey Hoster, 7806 NE 10th Street, Medina, said she bike commutes daily to downtown Bellevue and rode her bike to the Commission meeting. She said she is excited about the prospect of Bellevue adding more bike lanes, especially along Main Street. Bike lanes improve safety for riders. It is true that many new people will be coming to downtown Bellevue, and if nothing is changed they will all commute by car, making congestion even worse than it currently is. Bike lanes offer a good alternative to enabling growth.

Ms. Anita Skoog Neil, 9302 SE Shoreline Drive, said she frequently sees the one percent dictating things for everyone else in Bellevue. She said biking is great and she rides as well,

but most people use cars to go to the grocery store, to transport their kids, to get to work and to run all other errands. It is ludicrous to dedicated roadways to bicycles to serve only a few riders.

Mr. Kevin Wallace, 16770 SE 49th Street, a former Councilmember, said there is a need for balance in the process. The proposal before the Commission represents a segment of a bike lane between Bellevue Way and 108th Avenue NE. The intersection at 108th Avenue NE carries a lot of traffic and is very important to the downtown grid. There is a clear need to balance the modes, particularly given the superblock pattern in the downtown. Taking a lane now used for general purpose travel out of the limited road grid is the issue before the Commission. The study of traffic impacts done by the staff revealed that there would be a significant traffic impact at 108th Avenue NE and Main Street under either Alternative 1 or 2, but not at 107th Avenue NE and 106th Avenue NE where there is less traffic feeding in. The right-turn pocket idea that is part of Alternative 2.1 is the same striping on SE 36th Street and 150th Avenue SE in Eastgate. It is a good example of finding the right balance. The Commission was encouraged to support Alternative 2.1 as an interim solution. There is clearly the need for the Council to find the funds to do a much broader study of the entire corridor between 100th Avenue NE and the Eastside Rail Corridor. In the meantime, Alternative 2.1 will serve as a good compromise.

Mr. Stu Vander Hoek, 10220 NE 1st Place, spoke against the dedicated bike lane project and asked the Commission to launch a better public process that will give better consideration to affected neighborhoods in and around the downtown, along with more transparency overall. He referenced the position statement against Main Street bike lanes from the Old Bellevue Merchants Association. The Association did not participate in the process because it did not know about it. The city did not consult with the Association even though the project if allowed to go forward will have serious ramifications for their businesses. The process has not been transparent. In a recent conversation with a Bellevue police officer about the dedicated Main Street bike lanes, the unsolicited response was that it will be a disaster. The officer volunteered that there is no data before dedicated bike lanes about safety issues between bikes, vehicles, pedestrians, scooters and the like. The police have not been able to bring their issues to the table and affect the expectations of the transportation department. That seems like a conflict of interest that should be addressed. The Commission was urged to direct the Council to revisit the Main Street bike lanes idea and to find funding for a study of the corridor between 100th Avenue NE and the Eastside Rail Corridor.

4. STUDY SESSION

A. Main Street Bike Lanes

Commissioner Teh stated that there were three issues before the Commission: 1) action regarding the Main Street bike lanes project; 2) consideration of recommending the Council analyze NE 2nd Street; and 3) approval of the transmittal letter.

A motion to approve the Main Street bike lanes Alternative 2.1 for installation in the summer of 2019 was made by Commissioner Leitner. The motion was seconded by Commissioner Ting.

Commissioner Ting reminded the Commissioners that the Council directed the Commission to select the best alternative among the three that were presented. He noted his appreciation for the comments from the public and said the public should feel free to share their views with the

Council. He said his view was that Alternative 2.1 was the best option of the three. It represents the best compromise between the different modes, and it the best option in terms of impacts on vehicular traffic. The option will provide a safe corridor for those who cycle, and the right-turn lane will benefit those who drive. The alternative also avoids the right-turn hook issue.

Commissioner Marciante said she had no comments, noting that the alternatives had been discussed extensively by the Commission.

Commissioner Leitner agreed with the comments made by Commissioner Ting. She noted that she and he had met with staff and had taken the opportunity to read all of the comments made. She agreed that the Commission had been tasked by the Council with making the best decision possible relative to the three choices on the table. She voiced her support for Alternative 2.1.

Commissioner Teh said the fact that the Commission was unable to reach a decision on July 11 did not sit well with him. A majority clearly favored having a bike lane, and the debate centered on Alternatives 2 and 2.1. He said he took the time to walk the corridor to see what currently exists there and focused on what the best compromise would be. Transparency has not been the issue, rather it has been logistics in providing information. He said no new information had been brought to light since the previous meeting.

Chair Wu said she also felt the Commission should have been able to move forward on July 11. She said she was willing to support moving Alternative 2.1 forward, provided there is monitoring and evaluation to understand the performance and the impacts.

A motion to amend the motion to call for monitoring and evaluating the performance and impacts of Alternative 2.1 and to take corrective action as needed was made by Chair Wu.

By way of point of order, Mr. McDonald pointed out that the topic of monitoring was addressed in the transmittal letter, including fairly distinct types of monitoring and how it will be used to evaluate the selected alternative. Chair Wu said she could see no conflict between the proposed amendment and what was spelled out in the transmittal letter.

The motion was seconded by Commissioner Marciante.

Commissioner Ting said he supported the idea of understanding the impacts of the project, both the good and the bad. He pointed out that he was an advocate for looking at NE 2nd Street as an alternative in that it offers some advantages with regard to safety and reduced impacts on traffic. Further analysis would be a good idea.

The motion to amend the motion carried unanimously.

The main motion, as amended, carried unanimously.

A motion to recommend analyzing NE 2nd Street as an alternative corridor for bicycle travel was made by Chair Wu. The motion was seconded by Commissioner Leitner.

Commissioner Ting said he favored analyzing NE 2nd Street as an alternative to Main Street. He stated, however, that he was unclear if the motion on the floor would be an addition or a substitute in the future for the Main Street project.

Chair Wu said her intent was to see NE 2nd Street analyzed as a potential alternative priority bicycle corridor.

Commissioner Marciante disagreed with the use of the word “alternative.” She said each corridor should stand on its own. There is always the option of removing the Main Street project should it prove to be unworkable, and there will always be the option of putting something in on NE 2nd Street. The Commission should not try to frame it as being one or the other, particularly in light of the direction given by the Council. Analyzing additional potential corridors and evaluating how they compare would be fine, but it is too early to suggest NE 2nd Street might be an alternative. She said she would prefer to use the phrase “in comparison to.” She said she would vote against the motion if the word “alternative” were included.

Commissioner Ting disagreed. He suggested the need to look at the whole system to determine what makes the most sense. He agreed that the Commission had been directed to make a decision about Main Street, and said the vote taken in that regard will result in moving forward with the construction of Alternative 2.1. NE 2nd Street is a viable alternative to Main Street, but analysis of it should not delay the implementation of the Main Street project. If in the future it is found that NE 2nd Street will in fact be safer and cause fewer impacts to vehicular traffic, the option may be deemed more optimal.

Commissioner Leitner agreed the intent of the Commissioners was ultimately to make comparisons between Main Street and NE 2nd Street to ensure whatever is implemented is the best option. There is clearly a desire for a system that will encourage ridership. While NE 2nd Street is steeper, it might also be safer. Whatever words are used in the transmittal, the result should be a proper analysis of the two corridors.

Commissioner Ting asked the proposal was to do the analysis of NE 2nd Street concurrently with construction of the Main Street project, or if the Main Street project should be put off until the analysis of NE 2nd Street was done. Chair Wu said she supported moving forward with implementation of Alternative 2.1 on Main Street in the summer of 2019. The monitoring and analysis of that project will show how well it works.

Commissioner Marciante reiterated that the word “alternative” as proposed in the motion could in fact be interpreted to mean one project or the other. The word “comparison” would be interpreted as simply comparing the two alternatives.

A motion to amend the motion to recommend analyzing the potential of NE 2nd Street in comparison to Main Street as a future east-west bicycle corridor was made by Commissioner Marciante. The motion was seconded by Chair Wu.

Commissioner Ting said his desire was to analyze the outcome of Main Street along with other alternatives such as NE 2nd Street. The analysis should determine if it makes sense to have only one bike corridor, either Main Street or NE 2nd Street, or whether both should be implemented. The analysis could also determine that neither route should be implemented. He said he would support the proposed amendment if that were the ultimate intent.

Commissioner Teh said it is clear from the comments of the public that a study needs to be done. He said it was his understanding that the amendment as proposed included doing a study looking for potential alternatives. He said he would support the motion.

The motion to amend the motion carried unanimously.

The main motion as amended carried unanimously.

A motion to approve the draft transmittal letter was made by Commissioner Marciante. The motion was seconded by Chair Wu.

Commissioner Ting proposed amending the transmittal letter to call for doing an evaluation of the Main Street bike project that would include looking holistically at the entire corridor between 100 Avenue NE and the Eastside Rail Corridor in the time period of summer 2019 and spring 2020. He said the evaluation should seek to know which option is preferable, be it Main Street or a different alternative.

Mr. McDonald noted that the Commissioners had been provided with a written copy of the changes proposed by Commissioner Ting.

Principal Transportation Planner Franz Loewenherz commented that an analysis of the corridor between 100th Avenue NE and the Eastside Rail Corridor would entail a significant body of work. The timeframe proposed by Commissioner Ting, depending on how the word "holistic" is interpreted, could involve a rather ambitious undertaking.

Commissioner Ting clarified that by "holistic" he meant the analysis would involve assessing Main Street against NE 2nd Street or some other corridor. Assistant Transportation Director Paula Stevens said that would involve looking at multiple corridors through the downtown that would in some fashion connect with the Eastside Rail Corridor. Commissioner Ting said he wanted to see alternatives reviewed, one of which would be NE 2nd Street. Ms. Stevens agreed with Mr. Loewenherz that an analysis of multiple corridors would involve a significant undertaking for the staff, both in terms of utilizing in-house staff resources and the possibility of having to hire a consultant. It would be difficult to take on the task in addition to the other priorities identified for the rest of the year and through the spring of 2020.

Chair Wu proposed removing from the proposed amendment the specific timeline during which the study should be done.

Commissioner Leitner asked if it would be reasonable to add the study to a project list for 2020 without including a specific timeframe. Ms. Stevens said the challenge would be in finding a way to fit it into the body of work already in the pipeline. She said the study could be a good fit as part of the upcoming downtown/I-405 access study. That study will look at vehicles moving across I-405 along with how the rest of the transportation system will function. Assessment criteria for that study will be developed and the bicycle corridor analysis could be included as a criterion, though the level of detail necessary to compare one bicycle corridor with several others may be beyond what the I-405 study will entail.

Commissioner Marciante asked about the work done in a master planning way to align the 2009 Pedestrian/Bicycle Plan and the corridors running across the city, and the steps moving from policy to planning to projects in the CIP. Ms. Stevens said the comprehensive transportation master plan concept as envisioned by the Commission and supported by the Council will clearly need to consider bicycle facilities. If the master planning work includes implementation, it will be necessary to get to the level of detail comparing corridors against corridors. That is not, however, envisioned to be part of the package. Commissioner Marciante said the Transportation Facilities Plan prioritizes given projects which in turn get funded for studies and for being advanced. She said she would like to see the bicycle system considered as

part of the overall planning process, not as a standalone program. Ms. Stevens said the genesis of the Main Street bike project, and all the other bicycle facility projects, was the 2009 Pedestrian/Bicycle Plan. The Council reaffirmed the vision contained in that plan and its appropriateness and relevance in 2015. Then in 2016 the Pedestrian and Bicycle Implementation Initiative was developed and it built on and began implementation of the 2009 plan projects. That was followed by the Bicycle Rapid Implementation Program which reinforces the need to get things done more quickly. On top of that is the levy that includes money for bicycle facilities. She said she would characterize the call to compare one corridor against another as opening again the 2009 plan.

Commissioner Ting said he was not calling for reopening the 2009 plan and relook at every single corridor. There is a master vision in place and there is no need to deviate from it. The process of taking another look at the options that exist for an east-west corridor from 100th Avenue NE and the Eastside Rail Corridor will not involve looking at thousands of options. An analysis is needed to determine which will be the best for both the short and the long term. He agreed that bicycles projects should not be treated as one offs, rather they should be integrated into a holistic master plan.

Chair Wu noted her approval for the suggestion of staff to consider alternative corridors as part of the I-405 study.

Commissioner Ting said he was open to changing the timeframe he included in his motion, and to making sure the scope is feasible to the staff.

Commissioner Marciante said she would like to see all of the relevant bicycle projects listed out in the TFP so they can be specifically discussed and prioritized. Completing an east-west corridor would be in accord with policy and the TFP, and it would be listed as a unique project in the TFP, balanced and prioritized against all of the other constraints. Other bicycles projects from the 2009 Pedestrian/Bicycle Plan need to be added to the TFP uniquely.

Chair Wu pointed out that the general discussion would be included in the meeting minutes and added that the staff had taken notes as well. She said she was comfortable that the staff would work an assessment of alternative bicycle corridors into the I-405 study. She proposed not specifically calling for the study in the transmittal letter.

Commissioner Ting asked if there were something staff would suggest in terms of what would fit within a reasonable scope of staff work that would fulfill the intent of identifying viable alternative options within the next year or two. Ms. Stevens allowed that NE 2nd Street is one of the potential corridors. If the intent of the Commission is to focus primarily on NE 2nd Street as opposed to Main Street, the staff could probably accommodate that. If the intent is to widen the search for additional corridors and to analyze them all, it could not be accommodated in the short term.

A motion to amend the motion to amend Section 3 to say “evaluate NE 2nd Street as a potential alternative for the Main Street bike path” was made by Commissioner Ting.

Mr. Loewenherz suggested the proposed amendment mirrored action already taken by the Commission, though the previous action used the word “compare” rather than “alternative.”

Ms. Stevens allowed that there would be no harm in including the language in the transmittal.

The motion to amend the motion was seconded by Commissioner Leitner.

A motion to amend the amendment to call for evaluating NE 2nd Street in comparison to Main Street as part of the transportation planning process was made by Commissioner Marciante.

Ms. Stevens reiterated that a mere comparison of NE 2nd Street with Main Street is something the staff could do within its existing capacity. Commissioner Marciante said she was specifically seeking to avoid having the analysis be a standalone issue at a Commission meeting.

Mr. McDonald stressed there are only limited options for potential corridors between Main Street and the Eastside Rail Corridor. Main Street is one and NE 12th Street is another. It will not be accomplished on NE 4th Street, NE 8th Street or NE 10th Street.

Commissioner Marciante reiterated her desire to avoid studying and discussing the options individually rather than as a package of east-west corridors.

The motion to amend the amendment was seconded by Commissioner Teh.

Ms. Stevens said there is a finite geography involved in making the comparison of NE 2nd Street and Main Street. She said the staff could bring information in that regard forward to the Commission in the spring of 2020 for consideration.

Commissioner Marciante again pointed out that in working on the TFP, the focus is on prioritizing all of the projects in terms of their importance. The process of implementing a bike lane on Main Street has been viewed as a standalone project. She said she would like to look at the request to compare Main Street and NE 2nd Street in the context of all other priorities and projects.

Commissioner Ting said he would also like to view everything holistically between 100th Avenue NE and the Eastside Rail Corridor. It would be great if that could be done in a timely fashion, but the fact is it likely would take a long time to do, which is why it is necessary to scope it down to just comparing NE 2nd Street with Main Street.

Ms. Stevens pointed out that the projects on the books for 108th Avenue NE and Main Street are part of the Bicycle Rapid Implementation Program. They have relatively low costs and can be brought online quickly and then assessed and changed where needed. A corridor-wide final outcome analysis is what was accomplished by the 2009 Pedestrian/Bicycle Plan.

Mr. Loewenherz added that staff worked with the Commission in 2016 on the Bicycle Rapid Implementation Program. Development of that document included working with the community. The document has design details for 52 project ideas that would achieve the two north-south and east-west corridors. The Commission Chair went to the Council and shared the analysis. There were 140 people from the public who attended the open house event. With the funding received through the levy, there is a budget in hand for implementing the projects, and in most cases implementation does not require checking in with the Commission in that the work falls within the available space. Where projects affect travel lanes, however, the Commission and the Council become involved.

Ms. Stevens suggested the Commission could benefit from having an update with regard to the rapid implementation program. The Commission will also be kept informed as to the I-405

project, and the work on developing a transportation master plan.

Chair Wu suggested that no additional study or analysis with regard to bicycle corridors is needed unless something is not clear in the adopted plans, or unless things change in terms of conditions.

Commissioner Teh said an update regarding the Bicycle Rapid Implementation Program would be very helpful, especially for the new Commissioners.

Ms. Stevens said the rapid implementation projects are being piggybacked onto other projects, particularly pavement overlay projects. It is when a project like the Main Street bike lanes that will impact traffic flow come up that wider conversations have occurred. Levy funds are being used to cover the low-dollar projects. Big projects that will cost a lot of money must be included in the TFP where they compete for funding against other projects.

Commissioner Ting said he would support the motion to amend the amendment provided it is something that can be done in a reasonable timeframe.

Commissioner Leitner commented that the biggest component overall is community engagement. She noted that several just on the other side of Bellevue Way claim to have not heard anything about the project. The opportunity exists to take the steps necessary to get the community involved in going through the process. There simply is no more land on which to create more travel lanes, and in order to make the shift toward providing additional travel options, it will be necessary to engage with the public as soon as possible.

The amendment to the amendment to the main motion carried unanimously.

The amendment to the main motion, as amended, carried unanimously.

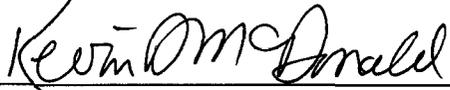
A motion to amend the main motion, as amended, to make additional minor edits to the draft transmittal memo to reflect actions taken was made by Commissioner Ting. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

The main motion, as amended, carried unanimously.

5. ADJOURN

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

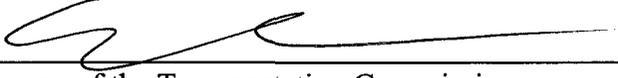
Commissioner Teh adjourned the meeting at 8:29 p.m.



Secretary to the Transportation Commission

09/26/19

Date



Chairperson of the Transportation Commission

9/26/19

Date