

Nesse, Katherine

From: Neil Kapit <nkapit@yahoo.com>
Sent: Tuesday, January 7, 2025 4:01 PM
To: PlanningCommission; TransportationCommission; Council
Subject: Written Communications

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Hello Planning Commissioners, Transportation Commissioners, Councilmembers, and staff,

My name is Neil Kapit and I live in the Crossroads] neighborhood of Bellevue. I'm writing to urge bold, meaningful implementation of our Environmental Stewardship Plan. We have set an ambitious but achievable target to reduce our greenhouse gas emissions by 50% by 2030 and 95% by 2050, but doing so will take concrete actions that change our systems and our habits. The goals we set should feature metrics that can be tracked with data that holds ourselves accountable.

Bellevue is growing, and our densifying land use patterns will require support for more sustainable, more space efficient, and more equitable modes like walking, biking, and taking transit. In the current ESP, the city set a goal to create a Mobility Implementation Plan (MIP) that identifies corridors where walking, biking, and transit infrastructure should be implemented. This is an important first step, but without concrete goals and timelines for implementation, the efficacy of this plan (and thus the ability for our city to reach our emission reductions targets) will be severely hampered.

According to the city's [MIP data dashboard](#), **only 58% of the city's streets are meeting their pedestrian performance targets, only 54% of corridors are meeting their bicycle performance targets, and just 31% of activity center connections are meeting their transit performance targets.** The MIP has identified *what* we need to do and *where* we need to do it, but it has not set any timeline nor any accountability metric for actually achieving the outcomes we need to see. Similarly, goal M.2.4 in the current ESP urges the city to "accelerate implementation of the Pedestrian and Bicycle Transportation Plan", but the goal sets no benchmark, targets, or timeline against which progress should be measured. For a city as data-driven and meticulous as Bellevue, this is an immense oversight that should be corrected.

Please urge staff to modify this goal to incorporate a concrete completeness target for our pedestrian, bicycling, and transit networks by 2030. The precise numeric target can be determined later in the ESP outreach process after significant community feedback and stakeholder engagement. However, setting a target at all creates an important benchmark against which our city can measure its progress in five years' time. Concrete targets for the implementation of our multimodal networks would transform the MIP and the ESP from vision and value statements into what the community views them as - promises for action.

Thank you for your service to the Bellevue community.

Sincerely,

Neil Kapit

Nesse, Katherine

From: Kyle Sullivan <kyle@sosufamily.net>
Sent: Tuesday, January 7, 2025 4:31 PM
To: PlanningCommission; TransportationCommission
Cc: Council
Subject: Written Communications: Environmental Stewardship Plan

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Planning Commissioners, Transportation Commissioners, Councilmembers, and staff,

I appreciate the greenhouse emissions goals present in the ESP. However, Bellevue currently isn't on track to meet these targets. It's clear that Bellevue needs to take decisive action to actually achieve the goals and vision of this document.

One of the best ways Bellevue can reduce greenhouse emissions is to **increase the mode share of people walking, biking, and taking transit**. Cars produce a lot of greenhouse gas emissions, so we should seek to maximize how many people able to make trips without a car.

However, Bellevue's street system doesn't have complete, safe routes for getting around most parts of the city. Bellevue has identified high priority improvements in the Mobility Implementation Plan, but there is no timeline or goal for when these projects should be completed. Meanwhile, **only 58% of the city's streets are meeting their pedestrian performance targets, only 54% of corridors are meeting their bicycle performance targets, and just 31% of activity center connections are meeting their transit performance targets.**

M-2.4 of the current ESP calls for the city to "accelerate the implementation of the Pedestrian and Bicycle Transportation Plan", but does not actually set any goals for when this should be completed by, or how progress can be measured. **Please, set a firm target for when these network improvements must be completed by**, and setup a way to measure progress. Value statements and visions are step one- what Bellevue needs now is a promise for action; a path for how to meet the environmental and safety goals.

Kyle Sullivan

Nesse, Katherine

From: Lara <laragarbage@gmail.com>
Sent: Tuesday, January 7, 2025 5:18 PM
To: TransportationCommission; PlanningCommission
Cc: Council
Subject: Written Communications

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Hello Planning Commissioners, Transportation Commissioners, Councilmembers, and staff,

My name is Lara and I lived in Lake Hills near Crossroads for 7 years, have since moved nearby but still visit regularly because I developed strong community ties in the city.

I'm writing to urge bold, meaningful implementation of our Environmental Stewardship Plan. We have set an ambitious but achievable target to reduce our greenhouse gas emissions by 50% by 2030 and 95% by 2050, but doing so will take concrete actions that change our systems and our habits. The goals we set should feature metrics that can be tracked with data that holds ourselves accountable.

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Thank you for your service to the Bellevue community.

Lara Gardner

Nesse, Katherine

From: Dylan Hanson <hanson.dylan.c@gmail.com>
Sent: Tuesday, January 7, 2025 8:05 PM
To: PlanningCommission; TransportationCommission
Cc: Council
Subject: Public Comment - Environmental Stewardship Plan

You don't often get email from hanson.dylan.c@gmail.com. [Learn why this is important](#)

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Good evening Planning Commissioners, Transportation Commissioners, Councilmembers, and staff,

I am Dylan Hanson, a resident of the Everest Neighborhood of Kirkland and I visit Bellevue multiple times a week for errands, recreation, and work. I'm writing to urge bold, meaningful implementation of our Environmental Stewardship Plan. We have set an ambitious but achievable target to reduce our greenhouse gas emissions by 50% by 2030 and 95% by 2050, but doing so will take concrete actions that change our systems and our habits. The goals we set should feature metrics that can be tracked with data that holds ourselves accountable.

Bellevue is growing, and our densifying land use patterns will require support for more sustainable, more space efficient, and more equitable modes like walking, biking, and taking transit. In the current ESP, the city set a goal to create a Mobility Implementation Plan (MIP) that identifies corridors where walking, biking, and transit infrastructure should be implemented. This is an important first step, but without concrete goals and timelines for implementation, the efficacy of this plan (and thus the ability for our city to reach our emission reductions targets) will be severely hampered.

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Thank you for your service to the Bellevue community.

As a personal anecdote, I can assure you better cycling, pedestrian, and transit facilities have drastically reduced car trips into the city while drastically increasing my total visits. I used to visit Bellevue infrequently because it was stressful to navigate by car, and very uncomfortable to get to by bike (my preferred method of transportation). However, following the opening of the Wilburton light rail station, the secure bike parking within it, the extension of EasTrail to it, and the 8th St overpass adjacent to it, I visit Wilburton multiple times a week. Due to the ease of biking and the secure bike parking at the station, I switched my medical appointments to the area, I now regularly shop at Whole Foods and Uwajimaya, and I use the light rail to get to Mox Boarding House in Bel-Red, the mall downtown, or soon, my real estate office a short walk from Judkins Park Station.

I write this to share how life-changing people-focused investments have been for me in visiting Bellevue and I implore the Planning Commission, Transportation Commission, and Council to create a data-driven Mobility Implementation Plan.

Best,
Dylan

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Dylan Hanson, PMP he/him/his
Email: hanson.dylan.c@gmail.com
Cell: [804.380.3826](tel:804.380.3826)
[Connect with me on LinkedIn](#)

AIRSAFE

Heliports & Vertiports

13230 North Chiracahua Peak Drive
Oro Valley, AZ 85755

November 7, 2024

Mr. Teun Deuling
Senior Planner
City of Bellevue

Mr. Deuling

I have been an airport and heliport planner and an aviation consultant for over 40 years. I have never known any air transportation development to grow as fast and with as much financial, commercial and government support as what is called Advanced Air Mobility (AAM).

There are major public benefits to AAM. My goal is to introduce it to the city of Bellevue and to act as a resource for its planning and application.

Advanced Air Mobility is an all-encompassing term, the core of which is a new generation of aircraft that bring air transportation directly to communities. These new aircraft have no emissions and are virtually silent. “Pie in the sky?” No. Several manufacturers’ aircraft are in the final stages of certification by the Federal Aviation Administration for commercial passenger service. Last June Archer Aviation received such a certificate.

Scheduled commercial air service will begin within a year in New York and the larger Los Angeles area. Boeing and Airbus have invested heavily. United and Delta Airlines have partnered with firms such as Archer because they see the benefit of feeder traffic from small communities.



Archer's Midnight aircraft with United logo.

Propulsion systems are mostly electric although electric/hydrogen and other hybrids are being studied. Most new airframes provide for vertical takeoffs and landings with transition to airplane-like cruise configuration.

The best use of these new aircraft is not traditional airport to airport service although this is a logical application. The best use is city to city and city to airport. To facilitate this use I suggest that the city of Bellevue engage in an education process in your department and then the planning commission.

If this new technology is deemed applicable to the city a site planning process could then be initiated for one or two small to medium size “vertiports” that will serve as terminals for flights between Bellevue and Sea-Tac and Paine Field and also to area and regional cities such as Portland and Vancouver, BC. Development could be postponed but this initial planning would be logical.



Vertiport, called Voloport by its designer in Singapore. Landings are on the roof.

What about cost to the public? Flights using these aircraft are projected to be well within acceptable ranges. One reason is their simplicity which translates to lower purchase and operating cost than other aircraft. Beta Aviation’s Alia aircraft for instance has 38 moving parts, including the door hinges, and is expected to cost half of a modern helicopter.

There is no doubt that within the next ten years there will be a network of vertiports in the Puget Sound Region. Bellevue has always been forward-thinking with respect to planning. I suggest it should be a leader in application of this quickly developing mode of transportation that will bring mobility options to its citizens without the negative impacts generally associated with aircraft.

For additional information please search “Advanced Air Mobility.” An excellent online publication is evtol@evtol.news. Airsafe’s website which we are currently updating to include our efforts in this area is www.airsafeheliports.com.

Thank you for your attention to this. I look forward to discussing it with you and your colleagues.

David Ketchum
President
AIRSAFE

Nesse, Katherine

From: Nicholay <shumnik05@gmail.com>
Sent: Tuesday, January 7, 2025 10:37 PM
To: PlanningCommission
Cc: TransportationCommission
Subject: Written Communication

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Hello Planning Commissioners, Transportation Commissioners, Council members, and staff,

My name is Nikita Shumakov and I live and study in Lake Hills neighborhood of Bellevue. I'm writing to urge bold, meaningful implementation of our Environmental Stewardship Plan. We have set an ambitious but achievable target to reduce our greenhouse gas emissions by 50% by 2030 and 95% by 2050, but doing so will take concrete actions that change our systems and our habits. The goals we set should feature metrics that can be tracked with data that holds ourselves accountable.

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Thank you for your service to the Bellevue community.

Sincerely,
Nikita Shumakov

Nesse, Katherine

From: L Dong <ledong91@gmail.com>
Sent: Tuesday, January 7, 2025 10:48 PM
To: TransportationCommission; PlanningCommission
Cc: Council
Subject: Written Communications

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Hello Planning Commissioners, Transportation Commissioners, Councilmembers, and staff,

I frequently visit the downtown Bellevue. I'm writing to urge bold, meaningful implementation of our Environmental Stewardship Plan. We have set an ambitious but achievable target to reduce our greenhouse gas emissions by 50% by 2030 and 95% by 2050, but doing so will take concrete actions that change our systems and our habits. The goals we set should feature metrics that can be tracked with data that holds ourselves accountable.

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Thank you for your service to the Bellevue community.

LD

From: [Barb Braun](#)
To: [PlanningCommission](#); [King, Emil A.](#); [Johnson, Thara](#); [Ewing, Jennifer](#); [Stewart, Justus](#)
Cc: [Alice Meng](#); [April Stevens](#); [Barb Braun](#); [Cameron Barajas](#); [Chris Marks](#); [Court Olson](#); [Irene Budlong](#); [Paul Bruno](#); [Willard Westre](#)
Subject: Planning Commission Priorities - Environmental Stewardship
Date: Wednesday, January 8, 2025 2:55:39 PM
Attachments: [Planning Commission 01072025.pdf](#)

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Planning Commission – 01/08/2025

Subject: Commission Priorities - Environmental Stewardship

Good evening, Commission Leaders,

Thank you for the opportunity to speak. I am commenting tonight for People For Climate Action (PCA) in favor of elevated the Commission's attention and priority on achieving our greenhouse gas emissions targets.

We know you are supportive of this work and committed to making the targets you recently adopted in the new Comp Plan:

CL-13. Adopt and implement policies and programs to achieve a target of reducing citywide greenhouse gas emissions, compared to a 2011 baseline, by:

- 50% by 2030,
- 75% by 2040, and
- 95% by 2050 and net-zero emissions through carbon sequestration and other strategies.

(City of Bellevue Comprehensive Plan 2044, Climate and Environment. Page CL-18)

We Are Not On Track

During the October 29th, 2024, Environmental Stewardship Update to the Council, four important points were illuminated:

1. We have only achieved an 8% decrease in community emissions as of 2022.
2. 91% of those emissions are coming from **existing transportation & buildings**.
3. We lack data on where we stand in 2024, but the trend line suggests emissions have been rising since 2022.
4. We collectively lack clarity on the roadmap and cost to achieve our emissions targets.

<Slides embedded in .pdf version>

PCA has analyzed the likelihood of meeting our 2030 and 2050 goals and has concluded that we will miss both by a significant amount if we do not quickly course correct. For example, we estimate the possible GHG reductions for 2030 to be between 20-39% and we estimate we are currently headed for the lower end of that range.

The Planning Commission's Role

Because the lift to reduce GHG emissions is on par with other big and long-term City issues, such as housing, PCA believes the Commission must treat these targets as **important, urgent and “a commitment”** and develop additional land use policies designed to fully decarbonize Bellevue's entire building stock (new and existing), as well as transportation by 2050.

For example, the Commission should:

1. Enable full electrification of all new buildings – commercial, residential and multifamily, including 100% EV ready parking stalls.
2. Require rapid electrification of all existing buildings – including commercial buildings under 20,000 sq.ft. and all housing (including multifamily). This could be achieved by:
 - a. Dis-allowing new permits or imposing very large pollution fees on all new fossil fuel infrastructure and appliances.
 - b. Enabling large incentive programs, like Energy Smart Eastside, “at scale” for all building types including small commercial and multifamily buildings.
3. Enable multi-modal transportation development through land use requirements such as applying 15-Minute City policies to all neighbors in the Bellevue.

Bellevue will not be the city we envision if we do not address our GHG emissions alongside other long-term challenges. We must view consistent long-term actions to address them as non-discretionary. We respectfully urge the Commission to prioritize meeting our GHG emissions targets alongside other priorities and do more to enable land use policies to meet our targets. Together, let's make 2025 a transformative year for Bellevue GHG emissions.

Thank you,
People For Climate Action



Planning Commission – 01/08/2025

Subject: Commission Priorities- Environmental Stewardship

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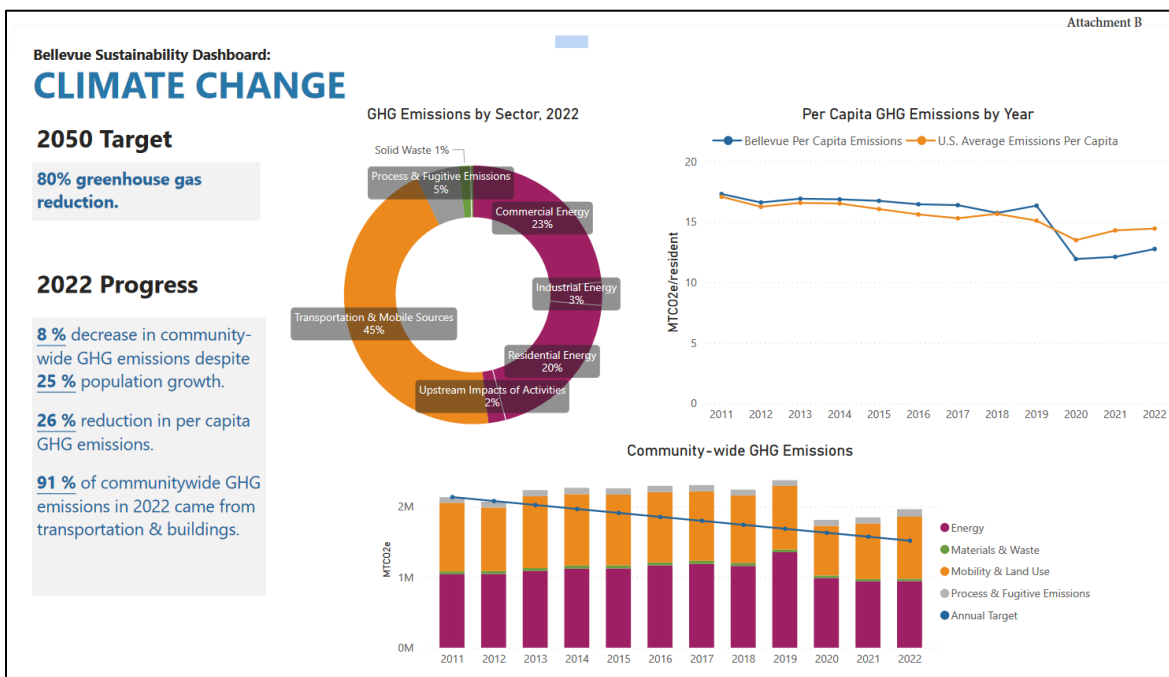
- **50% by 2030,**
- **75% by 2040,** and
- **95% by 2050** and net-zero emissions through carbon sequestration and other strategies.

City of Bellevue Comprehensive Plan 2044, Climate and Environment. Page CL-18

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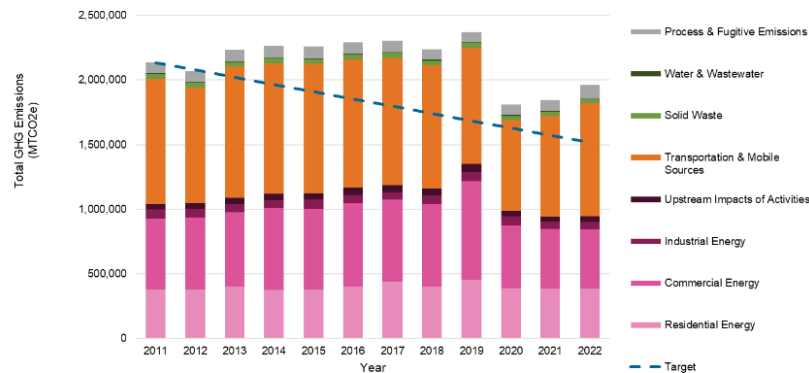


Slide from 10/29/24 Council presentation with outdated 2050 target.



Progress to Date: GHG Emissions

- Community emissions reductions of 8% compared to 2011 baseline
- 25% reduction in per capita emissions



PCA has analyzed the likelihood of meeting our 2030 and 2050 goals and has concluded that we will miss both by a significant amount if we do not quickly course correct. For example, we estimate the possible GHG reductions for 2030 to be between 20-39% and we estimate we are currently headed for the lower end of that range.

The Planning Commission's Role

Because the lift to reduce GHG emissions is on par with other big and long-term City issues, such as housing, PCA believes the Commission must treat these targets as **important, urgent and “a commitment”** and develop additional land use policies designed to fully decarbonize Bellevue's entire building stock (new and existing), as well as transportation by 2050.

For example, the Commission should:

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Thank you,
People For Climate Action

From: [Ruth Lipscomb](#)
To: [TransportationCommission](#); [PlanningCommission](#)
Cc: [Council](#)
Subject: Written Communications on Environmental Stewardship Plan & Mobility Implementation Plan
Date: Wednesday, January 8, 2025 4:16:22 PM

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Hello Commissioners, Council members, and staff.

I'm writing to ask that you update the goals in the revised ESP to set concrete timelines for the transit, pedestrian, and bicycle performance targets on the MIP-identified corridors. A target date of 2030 with specific percentages completed in each performance area would go a long way towards showing Bellevue's commitment to its multi-modal transportation network.

You've probably all heard of the goal-setting mnemonic SMART: Specific, Measurable, Achievable, Relevant, and Time-bound. In the Mobility Implementation Plan you've successfully developed goals that are Specific, Achievable, and Relevant. Now you need to perfect those goals by adding Measurable and Time-bound.

Having a timeframe on an aspirational goal is very motivating. I know I'm far better at reaching my own personal milestones when I commit to specific dates. It helps me track my progress and check that intermediate steps are getting me closer to the end goal. Our city, similarly, should have metrics by which our residents can follow the progress that's being made each year towards a transportation system that works for everyone.

Thank you for considering my input.

Sincerely,
Ruth Lipscomb
101 Cascade Key, Bellevue 98006
425-603-0152



King County

Water and Land Resources Division

Department of Natural Resources and Parks

King Street Center

201 South Jackson Street, Suite 6300

Seattle, WA 98104-3855

206-477-4800 Fax 206-296-0192

TTY Relay: 711

January 8, 2025

Dear Chair Goepple and members of the Bellevue Planning Commission,

Thank you for considering comments from King County's Water and Land Resources Division on the draft Wilburton Subarea land use code amendment. We encourage the Planning Commission to consider including a transfer of development rights (TDR) incentive in the Wilburton Subarea plan to advance conservation goals while supporting city and county investments. This approach aligns with our shared regional vision of promoting sustainable growth, fostering healthy neighborhoods, and enhancing affordability.

Recognizing that the planning process is far along, we would like to highlight an opportunity to include a broader conservation component in the draft subarea plan. TDR is a voluntary, market-based land use tool that is authorized and encouraged by the Growth Management Act. TDR works as part of an incentive zoning program – such as the amenity system proposed for Wilburton – by granting developers additional value (bonus floor area or parking requirement reductions, e.g.) in exchange for buying transferable development rights from farms, forests, and open space in King County. The result is growth where we want it and conservation of lands where we don't want growth.

Bellevue and King County have partnered successfully on TDR in the past. Our 2009 agreement resulted in the permanent protection of 1,800 acres of forest land while adding 100,000 square feet of floor area to a project in Bel-Red. This partnership included a financial incentive to the city in the form of a payment to support land acquisition for parks.

King County would be grateful for the opportunity to explore an expanded partnership in the Wilburton Subarea in which the county shares a portion of TDR sales revenue with the city to support investments in parks, infrastructure, transit, and affordable housing. We appreciate that the incentives proposed in the draft Wilburton zoning code create valuable public benefits and we hope the city would be open to considering adding another – TDR – that supports city and county goals. Even if it's too late for this plan, we would welcome its inclusion in the Bel-Red rezoning. Thank you for considering our input.

Sincerely,

DocuSigned by:
Nicholas Bratton
5109A2D60F954E5...

Nick Bratton

Transfer of Development Rights Program Manager

From: [Bill King](#)
To: [PlanningCommission](#); [TransportationCommission](#)
Cc: [Council](#)
Subject: Written Communications
Date: Thursday, January 9, 2025 7:44:02 AM

You don't often get email from bill@billking.io. [Learn why this is important](#)

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Hello Planning Commissioners, Transportation Commissioners, Councilmembers, and staff,

My name is Bill and I'm a resident of Redmond who frequently visits the Crossroads and Wilburton neighborhoods of Bellevue. I'm writing to urge bold, meaningful implementation of the city's Environmental Stewardship Plan. You have set an ambitious but achievable target to reduce our greenhouse gas emissions by 50% by 2030 and 95% by 2050, but doing so will take concrete actions that change our systems and our habits. The goals set should feature metrics that can be tracked with data that holds ourselves accountable.

Bellevue is growing, and densifying land use patterns will require support for more sustainable, more space efficient, and more equitable modes like walking, biking, and taking transit. In the current ESP, the city set a goal to create a Mobility Implementation Plan (MIP) that identifies corridors where walking, biking, and transit infrastructure should be implemented. This is an important first step, but without concrete goals and timelines for implementation, the efficacy of this plan (and thus the ability for the city to reach its emission reductions targets) will be severely hampered.

According to the city's [MIP data dashboard](#), **only 58% of the city's streets are meeting their pedestrian performance targets, only 54% of corridors are meeting their bicycle performance targets, and just 31% of activity center connections are meeting their transit performance targets.** The MIP has identified *what* needs to be done and *where*, but it has not set any timeline nor any accountability metric for actually achieving the outcomes we need to see. Similarly, goal M.2.4 in the current ESP urges the city to "accelerate implementation of the Pedestrian and Bicycle Transportation Plan", but the goal sets no benchmark, targets, or timeline against which progress should be measured. For a city as data-driven and meticulous as Bellevue, this is an immense oversight that should be corrected.

Please urge staff to modify this goal to incorporate a concrete completeness target for pedestrian, bicycling, and transit networks by 2030. The precise numeric target can be determined later in the ESP outreach process after significant community feedback and stakeholder engagement. However, setting a target at all creates an important benchmark

against which the city can measure its progress in five years' time. Concrete targets for the implementation of multimodal networks would transform the MIP and the ESP from vision and value statements into what the community views them as - promises for action.

Thank you for your service to the Bellevue community.

Sincerely,
Bill King

From: [Alia](#)
To: [Council](#); [TransportationCommission](#); [PlanningCommission](#)
Subject: Bellevue environmental planning
Date: Monday, January 13, 2025 8:29:58 AM

You don't often get email from aliawillingham@gmail.com. [Learn why this is important](#)

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Hello Planning Commissioners, Transportation Commissioners, Councilmembers, and staff,

I missed the timing for this but I wanted to send this message in support anyways. There's a form letter below that I agree with to give you context, but I wanted to share a few personal notes.

Climate change is an actively anxiety driving issue to me, so I've been taking person steps to do my part. Last year I sold my car and bought an ebike. I live in the NE on the Greenway (ty!) and it's not an easy commute by bike to take care of all my errands, but I manage. Even for Costco runs believe it or not. This year we're adding solar to our roof and I'm putting in more insulation, so we will hopefully next contribute to the grid.

I am doing what I can, but individual action can't solve this. I need the support of Bellevue - we all do. I'm pretty fearless on the bike, but willing to put your life on the line to reduce emissions shouldn't be what the city asks for from its residents. It's just not reasonable to ask everyone to take the very real risks I am.

Finally, I'd like to mention housing. My neighbor's house was recently torn down and a massive replacement put in. Likely a couple will move in, because there aren't many families with children that can afford houses in my neighborhood these days. All the families with kids I see are in older houses, and I don't see many. My friends recently moved to North bend because it was the only family friendly neighborhood they could find with homes for 4 people around 1mil. I think it's sad that NE Bellevue isn't considered family friendly anymore. When I go to the power income housing by crossroads, the lots are full of kids. Why have we designed our city to produce empty blocks of cars and front lawn set backs instead of housing families can afford and streets children are safe on?

Thank you for your attention on this late submission.

Alia

-Form I support below-

My name is Alia and I live the NE neighborhood of Bellevue. I'm writing to urge bold, meaningful implementation of our Environmental Stewardship Plan. We have set an ambitious but achievable target to reduce our greenhouse gas emissions by 50% by 2030 and 95% by 2050, but doing so will take concrete actions that change our systems and our habits. The goals we set should feature metrics that can be tracked with data that holds ourselves accountable.

Bellevue is growing, and our densifying land use patterns will require support for more sustainable, more space efficient, and more equitable modes like walking, biking, and taking transit. In the current ESP, the city set a goal to create a Mobility Implementation Plan (MIP) that identifies corridors where walking, biking, and transit infrastructure should be implemented. This is an important first step, but without concrete goals and timelines for implementation, the efficacy of this plan (and thus the ability for our city to reach our emission reductions targets) will be severely hampered.

According to the city's MIP data dashboard, only 58% of the city's streets are meeting their pedestrian performance targets, only 54% of corridors are meeting their bicycle performance targets, and just 31% of activity center connections are meeting their transit performance targets. The MIP has identified *what* we need to do and *where* we need to do it, but it has not set any timeline nor any accountability metric for actually achieving the outcomes we need to see. Similarly, goal M.2.4 in the current ESP urges the city to "accelerate implementation of the Pedestrian and Bicycle Transportation Plan", but the goal sets no benchmark, targets, or timeline against which progress should be measured. For a city as data-driven and meticulous as Bellevue, this is an immense oversight that should be corrected.

Please urge staff to modify this goal to incorporate a concrete completeness target for our pedestrian, bicycling, and transit networks by 2030. The precise numeric target can be determined later in the ESP outreach process after significant community feedback and stakeholder engagement. However, setting a target at all creates an important benchmark against which our city can measure its progress in five years' time. Concrete targets for the implementation of our multimodal networks would transform the MIP and the ESP from vision and value statements into what the community views them as - promises for action.

Thank you for your service to the Bellevue community.

Sincerely,

Alia