

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

July 13, 2023
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Chair Stash, Commissioners Kurz, Magill, Ting

COMMISSIONERS REMOTE: Vice Chair Helland

COMMISSIONERS ABSENT: Commissioners Marciante, Rebhuhn

STAFF PRESENT: Kevin McDonald, Paula Stevens, Department of Transportation; Justin Panganiban, Department of Community Development

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:34 p.m. by Chair Stash who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioners Marciante and Rebhuhn, who were excused.

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Principal Planner Kevin McDonald noted having forwarded to the Commissioners written communications from Nicole Meyers about Wilburton; Christina Houge with respect to Bike Bellevue; Pamela Johnson comparing the urban form of Bellevue and Brussels; and three messages regarding the Wilburton street grid and internal access from Jackie Quarre, Jack McCullough and Neal Mulnick.

Steve Kramer, founder of KG Investment Properties, owner of three sites along Eastrail totaling almost nine acres, including the 6.6-acre site that will accommodate the Grand Connection as it comes across and meets Eastrail, noted that if the trail were open currently, one could walk along it to five different grocery stores in ten minutes. The 2018 CAC vision for Wilburton seeks to create a pedestrian- and cyclist-oriented urban village. The chance to do something world class exists. The connectivity provided by Eastrail, the Grand Connection and light rail must be protected in order to achieve the vision. Building out additional street grids near or across Eastrail is directly in conflict with, and a direct threat to, that opportunity. Work has been under way for years to create a spectacular experience for all. Prescriptive street grids will greatly reduce the opportunities in the area and will only serve to take up more space with

cars in what is supposed to be a walkable urban village without giving consideration for how specific properties are best suited to redevelop and connect the arterials to the trail and light rail users. The private development community is working in concert with the city and the county to achieve the principles through policies and design that enhance the ped/bike experience. Their work will determine how to best handle cars on their properties and will create smaller effective blocks in a natural way. The extension of NE 6th Street should be approved, but only to 116th Avenue NE, as another crossing of I-405. Extending the road in a way that would intersect or cross Eastrail should not be supported. It would be a true shame to see the once-in-a-lifetime opportunities that exist in Wilburton lost by increasing the existing street grid.

Alex Tsimerman began with a Nazi salute and called the Commissioners dirty garbage rats and degenerate idiots. The country has had Russia as an enemy for many years and no one wanted any Russians to work for the government. Currently an Iranian Muslim is being promoted to work for the government. Iranian Muslims are the top bandits against Israel and the United States. Maybe 9/11 was not enough. On Monday a case will be brought against Mayor Robinson for hate because it is a crime to complain to a policeman. Next will be Claudia Balducci who interrupts in every meeting due to support for the Iranian Muslim. Iran is constantly talking about building bombs to destroy Israel and the United States. The democrat mafia is very clever and supports the Iranian Muslim. It is not believable.

Nicole Meyers noted having followed along with the planning efforts for growth in Bellevue. It appears that from 2010 to 2020 Bellevue added 30,000 residents. And now Alternative 3 proposes adding 219,000 over the next 20 years, a significantly faster pace of growth. The amount of construction recently will be increased by up to four times. That will bring a lot of trucks through neighborhoods, many of them exceeding the speed limit. It is not clear that the city's roadways could handle the projected growth. It is likely there will be gridlock for much of the time. Pedestrianism must be maintained as a viable alternative by keeping streetscapes green and cool, and by moderating traffic speeds. Neighborhood-centric street models should be adopted that are pedestrian-centered. If adopted in the neighborhoods, it might allow for reducing speed limits to 20 mph, allow for speed cushions where there are conflicts, allow for sharrows, and allow for reducing the number of cars parked on the streets through RPZs. Making streets pedestrian friendly will encourage people to walk to their destinations.

Jack McCullough noted having submitted a letter to the Commission earlier in conjunction with Steve Kramer. The property owned by KG Investments lies in the heart of Wilburton at the point where the Grand Connection and Eastrail must connect; there is no other property where the connection can occur. Transportation policies will be critical as they relate to the property. The approach put forward by staff, to not be overly prescriptive and to avoid adopting maps or street grids, should be supported. What is needed is flexibility that will allow the market to determine what is needed. The proposed new policy TR-8 calls for allowing for a new Eastrail vehicular crossing only at the NE 6th Street alignment. That policy should not be included in the recommendations forwarded to the City Council. Any vehicular crossing of Eastrail will jeopardize the entire experience. The touchdown point of the NE 8th Street crossing is only a short bit north of where the NE 6th Street extension would occur, and to introduce another interruption to Eastrail there would destroy the integrity of the system. The topography of the property is not conducive to a future street grid given the substantial grade change between 116th Avenue NE and Eastrail. The Council agreed when working on the East Main plan that trying to impose a rigorous planned grid was not a successful solution, so they left it open to allow for flexibility. Staff is suggesting the same for Wilburton.

Neal Mulnick, owner of the Ford Autonation site, voiced appreciation for the progress being made on the Wilburton update and support for the city's vision for a multimodal urban trail- and transit-oriented mixed use community. It will be vital that the policies support the vision. With regard to Policy TR-2, it was allowed that private development should provide internal access corridors, especially for onsite users, but the policy language should provide for flexibility. Onerous requirements can stifle development. Referencing Policy TR-2 regarding access from arterials, it was noted that the policy calls for the city to work with developers to avoid locating driveway access from arterials, but it does not acknowledge that driveway access from lower designated streets is sometimes infeasible, such as where properties only abut arterials. The policy should call for the city to work with developers in locating driveways from the lowest designation street where feasible. Policy TR-5 advises the city to improve the NE 4th Street/I-405 overpass to provide better multimodal facilities, but it does not acknowledge that improvement requires permission and close coordination with WSDOT and the Federal Highway Administration.

Jacquie Quarre spoke representing Beta Bellevue, owner of a property just north of the KG Investment properties. The light rail connections turns and runs straight through the Beta Bellevue property, immediately adjacent to where the Grand Connection is planned. The transportation policy changes being recommended by staff are largely supportable given that they increase flexibility for planning the future transit oriented development in Wilburton. There are concerns, however, in regard to the concept of a grid network. The image included in the Commission's packet may in fact be only a carryover from the 2018 study, but it should be made clear that the conceptual figure should not be carried over into future policies. Imposing any sort of grid network at the policy level and outside of project-specific permitting will prevent the types of transit oriented development the city wants to see in the area. The conceptual figures from the 2018 study that show contradictory street layouts should not be included in the policies going forward or in the EIS.

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION

Councilmember Zahn reported that the Commission's recommendation on the curb management plan will be before the Council on July 17. The Council has also been working on the Grand Connection and selecting a design firm for the new I-405 Non-Motorized Crossing. The Puget Sound Regional Council's first regional safety summit was very well attended with representatives from the federal and state levels as well as local representatives. The focus was on transportation safety and Vision Zero. The work being done by Bellevue is very much in alignment with best practices at the state level relative to the idea that there is just one system and the notion that crashes are preventable rather than inevitable. It is all about reimagining community safety engagement and making sure there are tools to help the community better engage.

Councilmember Zahn said the National League of Cities summer leadership gathering will be happening soon. They have a transportation committee so there will be some download about what is happening at the federal level relative to transportation.

5. STAFF REPORTS

Kevin McDonald reported that prior to the Commission's next meeting in September, the City Clerk's Office intends to take to the Council some amendments to the remote participation

rules. The intent is to make the rules more flexible and reflective of people's actual schedules. As a follow-on matter, the City Attorney's Office will provide direction to the Commission on how to amend the bylaws to comply with the rules regarding remote participation.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Wilburton Transportation Policies/Internal Access Concepts

Senior Department of Community Development planner Justin Panganiban explained that the policies will included as part of the Wilburton/NE 8th Street subarea plan and they pertain specifically to the 300-acre portion of the transit oriented development area to the east of I-405. The policies are intended to align with the Wilburton vision that was developed in 2018 by a Citizen Advisory Committee.

The direction from the Council when the initiative was launched in April 2022 was to use the 2018 CAC vision as the baseline for the work. During the early phases of the initiative stakeholders were reengaged in order to affirm and enhance the vision. The idea of a multimodal transportation network that supports walking, biking, transit access, sustainability and livability has been touted by the Commission. In June staff discussed the draft policies with the Commission, with the policies categorized under the three major policy moves of local connectivity, multimodal connections, and Eastrail. Based on that discussion, it was deemed that additional clarity was needed in regard to internal access for future development, and access opportunities related to Eastrail.

Turning to the policies, Justin Panganiban said one set is related to the internal access functions to support the future land use vision for the area, which is going to be much denser and have more mixed uses. The need for internal access is prompted by existing transportation conditions, which is predominantly arterials without safe or easy access by pedestrians. Most existing development has direct vehicle access off of arterials which creates safety conflicts. The 2018 CAC developed a high-level concept of what the future transportation network could look like by identifying opportunities for new local streets and connections. The maps and street types in the CAC report were illustrative and were not indicative or prescriptive of actual connection locations. The staff examined the 2018 framework when thinking about the policies needed to support the future multimodal network. The conclusion reached was that the future transportation network should not be solely comprised of local access streets and that there are multiple ways of providing multimodal connections and access that can be more flexible to specific site needs. The draft map provided in the Comprehensive Plan Periodic Update DEIS framed the connections as corridors for circulation and permeability.

The staff-proposed approach for the future state of Wilburton emphasizes multimodal transportation that focuses on defining access functions and needs rather than defining specific infrastructure. It looks more broadly at how internal access corridors can serve future development needs and active transportation users. The policy priorities include connections that include and support active transportation modes; circulation that balances vibrancy and walkability with parking, emergency, service vehicle access; minimizing driveway access points off arterials; and complementing multimodal investments in 116th Avenue NE, Eastrail, and the Grand Connection.

Five different types of access functions have been teed up to support the future land use

pattern. Local access, public streets needed for vehicular circulation and supportive of active transportation components; active transportation access for pedestrian and bicycle use as well as emergency and maintenance vehicle access; flexible access providing vehicle and active transportation access to support future development; pedestrian through-block accessible connections within a block or development site; and multipurpose path with separated walking and biking paths adjacent to a street.

Commissioner Magill asked what specifically is meant by non-motorized access. Justin Panganiban said the issue has been framed as active transportation rather than non-motorized given that it is a more inclusive category. E-bikes are included in the active transportation category.

Commissioner Magill asked if all references to local access imply using a public street. Justin Panganiban allowed that to be the case.

Answering a question asked by Chair Stash, Justin Panganiban said the idea behind flexible access is responding to site-specific needs. Not every site will need the same accommodations for different modes. Potentially a street used only for non-vehicular access could be converted to provide access for cars as an area grows.

Vice Chair Helland referenced the comments made by the public that certain types of policies could limit growth and asked if the city has seen that happen. Kevin McDonald said the city has learned from experience in the BelRed area where a prescriptive street grid was imposed and adopted into the Land Use Code. As development has occurred, it has become challenging to meet the intent of the Land Use Code because of factors like topography, streams and property lines. In 2018 when the Wilburton CAC developed its vision, it looked to the BelRed area and highlighted it as the approach appropriate for Wilburton, but it is now seen that a more flexible access approach is appropriate for Wilburton. Policy language is needed to describe the intent behind the need for access while leaving the implementation to a collaborative effort between the city and the property owners. In BelRed, the Spring District has been developed by Wright Runstad for various clients and they have been able to develop the Land Use Code requirement for a street grid because of a single property owner. Where it is less easily implementable is in the area of 130th station where there are a lot of small parcels. Wilburton has a collection of large and small parcels.

Commissioner Kurz asked if the lines drawn on the map and referred to by several of the public represent a prescription of the vision, or if they are drawn only for illustrative purposes. Justin Panganiban said the 2018 effort represents a vision, some aspects of which are important to carry through to implementation on the ground. The 2018 map lines were informed by what was the vision at the time. No new maps have been drawn up at this stage. Any graphic representation of proposed policies is intended to evoke the intent of creating a future network.

Commissioner Magill asked what the intent was behind the east-west lines crossing Eastrail. Kevin McDonald said the Wilburton CAC worked to establish a street grid and the lines drawn represented a reasonable approach to that. There was little consideration given to the interface with Eastrail by the CAC. The map shows a number of at-grade intersections with Eastrail, that would present modal interfaces in need of being managed by some traffic control device to ensure safety, comfort, convenience and access. Those considerations were not necessarily embedded in the CAC's recommendation. The internal access concepts recommended by staff reflect a caution with providing any new vehicle crossings of Eastrail. The one exception was with respect to NE 6th Street. Going into the final EIS there is a five-lane arterial connection

being modeled on the alignment of NE 6th Street between 116th Avenue NE and 120th Avenue NE. That is a legacy project being studied to determine its reasonableness going forward. The final EIS will include data and metrics to document vehicle mode performance relative to V/C ratio at intersections and corridor travel speeds. A qualitative assessment will be needed for NE 6th Street because of the nature of the land it would go through, the urban design intent and the relationship between a five-lane arterial and an at-grade crossing of Eastrail. The process will be allowed to play out even though the project may not emerge as a preference for a new street.

Justin Panganiban said the final EIS will be released in the fall.

Commissioner Ting called attention to the 2023 map showing access points and asked how it came about. Justin Panganiban said the map was intended to serve as a graphic articulating a finer-grained network of access that reflects the 2018 CAC vision to be included and analyzed as part of the EIS. The map is intended to show a focus on the idea of circulation and permeability. The map is more conceptual than prescriptive.

Commissioner Ting asked how policy is created such that there will be a cohesive local access system across the entire Wilburton redevelopment area in light of the potential need to work with specific property owners one at a time. The idea of having some flexibility is good, but in cases where hard calls must be made, a framework is needed in which to work. Justin Panganiban said the policies will serve as the guiding framework for implementation. There will still be a lot of work to be done after the policies are adopted, including the Land Use Code amendments. The policies will enable different programs and initiatives as part of implementation. The need for flexibility has also been articulated by the Planning Commission and the public.

With regard to policy modifications and additions, Justin Panganiban explained that S-WI-25 is an existing policy that is proposed to be modified to remove references to completed projects, including the completed NE 4th Street extension between 116th Avenue NE and 120th Avenue NE. The NE 6th Street extension warrants a separate policy discussion. New Policies TR-1, TR-2 and TR-3 are all related to how the internal access framework is to be supported. TR-1 applies the framework of integrating both local access and active transportation facilities in the planning and development of the area. TR-2 looks at various tools the city can develop to create the necessary internal access functions to serve individual site and neighborhood needs. TR-3 gives guidance on minimizing driveways from arterials.

Vice Chair Helland asked if the language proposed by the public for TR-3, “Work with developers to locate driveway access from the lowest designation street where feasible,” was acceptable. Justin Panganiban responded by saying in thinking about connectivity in Wilburton, the biggest policy intent is avoid where possible having driveway access from arterials. The language presented by staff is more consistent with the framework that has been set up. It would be more challenging to work with references to lowest designation streets.

Justin Panganiban said policy New TR-5 deals with the I-405 crossing. The policy provides guidance in regard to the NE 4th Street I-405 overpass and is aimed at providing safer and more comfortable connections for pedestrians and bicyclists. The language of the draft policy included all overcrossings. The staff has clarified the policy to better identify the one corridor where active transportation components are needed. Both the NE 12th Street and Main Street overpasses have been recently improved with multipurpose paths. NE 10th Street has no major improvements associated with it. For NE 8th Street there are sidewalk improvements planned

as part of the Neighborhood Enhancement Program. That leaves NE 4th Street with the largest gap in terms of guidance for how to improve accommodations for active transportation. NE 4th Street does connect with critical destinations in Wilburton. New TR-5 is not, however, intended to preclude improvements elsewhere.

Commissioner Ting asked if there are any tradeoffs or concerns associated with improving NE 4th Street as noted. Justin Panganiban said cost is certainly a tradeoff, which is why the policy language is focused in terms of specific investment opportunities. Other tradeoffs include other investments coming to the area in the future, including the Grand Connection/I-405 crossing.

Commissioner Ting asked if it is better to have fewer but safer ped/bike facilities, or a greater number of facilities even if they are of lower quality in terms of safety. Justin Panganiban said there is not a lot of permeability between the Downtown and Wilburton. Many of the investments coming to Wilburton, including the Grand Connection, will help to address that shortfall. It is more than a mile between the northern and southern ends of the study area and providing frequent access points is a key priority for stitching together the Downtown with Wilburton.

Kevin McDonald commented that there is a different metric relative to the spacing of high-quality connections for pedestrians and bicyclists. NE 12th Street and Main Street are both priority bicycle corridors and major investments were put into both to ensure LTS-1 facilities. The in-between ped/bike crossings are more opportunistic. There is no bicycle designation for any of the other corridors thus the emphasis is more on pedestrian safety and access. None of the pedestrian crossings on I-405 meets current Americans with Disabilities Act standards.

Justin Panganiban said policies New TR-6, New TR-8 and New TR-9 relate to the NE 6th Street extension. WSDOT's I-405 plan identifies the extension of the street for HOV, HOT and transit access to 116th Avenue NE. An arterial extension of NE 6th Street to 120th Avenue NE was studied in the draft EIS and is being evaluated in the final EIS as part of the preferred alternative. Under any circumstance, extending the street to 120th Avenue NE would require crossing Eastrail. Because the extension is being studied as part of the final EIS, the policy will be reviewed again with the Transportation Commission once the final EIS is released and additional analysis is in hand. The proposed policies establish a framework for how to discuss the issues.

Justin Panganiban said there are different potential outcomes for NE 6th Street. The EIS envisions the street as an arterial, and that would warrant a signalized crossing with a pedestrian-activated push signal. A policy decision to not extend an arterial to 120th Avenue NE could still lead to a number of different outcomes, such as a lower volume street crossing similar to what is seen in other segments of Eastrail, or termination of the vehicular access before Eastrail in which case the policy priority would ensure that there is a comfortable connection for pedestrians and cyclists from 116th Avenue NE to Eastrail. The language of New TR-6 is in line with and supportive of the work of WSDOT in terms of the extension for HOV, HOT and transit access. New TR-8 and New TR-9 provide guidance for how NE 6th Street interacts with Eastrail. The language does not say the city will extend NE 6th Street to 120th Avenue NE, nor does it specify how the corridor will cross Eastrail. The EIS studies NE 6th Street as an arterial and as part of that effort there will be a number of policy tradeoffs if the street is different from an arterial. New TR-9 has additional language regarding future investments in signalized crossings.

Chair Stash asked if NE 6th Street was chosen as a vehicular crossing because it is in the

middle of Wilburton or because it is part of the Grand Connection, or both. Justin Panganiban said NE 6th Street is a legacy project with a history of policies and plans. It is being carried forward for that reason. It is the only new Eastrail crossing envisioned; the existing crossings are NE 4th Street, SE 1st Street and SE 5th Street.

Vice Chair Helland suggested the proposed new policies read like alternatives. Justin Panganiban said policy decision regarding the NE 6th Street extension is still being studied, and the purpose of the policies at the current stage is to express the intent for approaching the NE 6th Street extension once there is information in hand from the final EIS.

Commissioner Ting suggested New TR-6, New TR-8 and New TR-9 are not alternatives in that they are not mutually exclusive. The question asked was who is driving the decision behind New TR-8. Justin Panganiban said it has to do with both planning and transportation. The function of NE 6th Street is related to supporting future land use and transportation needs for the area. Ultimately the Transportation Commission's recommendation on the alignment of NE 6th Street will be transmitted to the Planning Commission.

Answering a question asked by Commissioner Ting, Kevin McDonald said there is data that will be derived from the transportation modeling associated with the final EIS. The modeling will toggle the NE 6th Street extension on and off to see what happens to the transportation system, and that will be the data part of the analysis. The qualitative part will consider what an arterial going through Wilburton would look like and feel in this planned new urban environment, how it would interact with Eastrail, and what would be the implications for site development and quality of life. New TR-8 states there can only be an new Eastrail crossing at NE 6th Street; it does not describe what the crossing will look like. If there is ultimately no crossing at all, New TR-8 may not be needed.

Vice Chair Helland asked why the crossing is limited only to the NE 6th Street alignment. Justin Panganiban said the vision for Eastrail is for a continuous corridor for pedestrians and cyclists. Wilburton is arguably one of the more urban segments of Eastrail. There is strong policy direction for the vision of minimizing the amount of vehicular crossings to avoid degrading the user experience. The NE 6th Street alignment is a legacy project that must be studied in the EIS in order to make an informed policy decision.

Commissioner Kurz pointed out that the document does not propose any new crossings; all it does is support the crossings that have already been determined. Given that NE 6th Street has not yet been determined, it is held out as a contingency.

Chair Stash said NE 6th Street is the logical alignment given its location in the middle of the Wilburton area and because it is part of the Grand Connection.

Commissioner Magill also pointed out that NE 6th Street is going to be an off-ramp from I-405. That is why NE 6th Street is under consideration.

Commissioner Ting suggested New TR-6 could be accomplished without New TR-8. The HOV/HOT transit access could be established on NE 6th Street and stop at 116th Avenue NE. Justin Panganiban confirmed that.

Justin Panganiban noted that policies New TR-7, New TR-10, New TR-11 and New TR-12 relate to the Eastrail corridor as a whole. New TR-7 calls for providing for emergency and maintenance vehicular access to Eastrail. New TR-10 allows for abundant active transportation

access to Eastrail that is identifiable and safe. New TR-11 calls for collaborating with King County to incorporate safety-related design treatments within the corridor, and New TR-12 calls for coordination with adjacent property owners to secure dedicated active transportation access within and/or adjacent to Eastrail.

Answering a question asked by Chair Stash, Justin Panganiban explained that there is separate ownership of segments of Eastrail between King County and Sound Transit. King County is constructing the regional trail and Sound Transit controls the northern segment. The city is working with both entities on the vision for the facility and a framework for how to work together in the future.

Vice Chair Helland asked why a specific policy was needed calling for emergency and service vehicle access. Justin Panganiban said the policy is in recognition that there will be emergency and maintenance needs associated with Eastrail that will require vehicular access. Vice Chair Helland agreed access by such vehicles should be required, but suggested the issue is likely already covered by some other existing policy.

Kevin McDonald added that New TR-8 is specific to Eastrail and relates to the functional access components. There are existing access points at SE 5th Street, SE 1st Street and NE 4th Street, but there may be a desire to have additional access points for emergency and maintenance vehicles on Eastrail.

Justin Panganiban said policies New TR-4 and New TR-13 are focused on wayfinding. New TR-4 focuses on district-scale wayfinding to assist in navigation for people walking, biking and using transit. New TR-13 provides support for implementing design components and wayfinding along the Grand Connection to create an accessible and intuitive multimodal connection for all users. There is similar policy language in the Downtown subarea plan.

Chair Stash suggested the New TR-4 and New TR-13 could be combined into a single policy. Kevin McDonald noted that there is a design character for the Grand Connection that is established for the Downtown, and the latter policy seeks to extend that to the Wilburton subarea. While there is a design character for wayfinding that is exclusive to the Grand Connection, there is also a need for wayfinding throughout Wilburton that might be of a different design and intent, thus the need to have separate policies.

Justin Panganiban said Policy S-WI-29 relates to the 116th Avenue NE streetscape. The policy exists in the subarea plan and the staff proposal is to update it to align with the preferred streetscape concept that is part of the 2018 Wilburton Commercial Area Study. The policy calls for developing 116th Avenue NE with bicycle facilities, sidewalks and landscaping.

Chair Stash pointed out that the hospitals are located on 116th Avenue NE and asked if there will be a physical barrier put in place to keep cars that are pulling over to allow ambulances to pass from encroaching on the bicycle lane. Justin Panganiban said the point is well taken but noted the design process has not gotten that far yet.

Commissioner Magill asked about the language of the existing Policy S-WI-29 that refers to use of the auto delivery zone. Kevin McDonald said 116th Avenue NE traditionally was Bellevue's auto row, and at the time the city allowed the curb area to be used by trucks delivering and picking up cars. As the area redevelops, that need may become less important. The policy essentially directs the city to conduct a corridor study focused on design and a strategy for implementation. If there are to be any auto sales in the future vision of 116th

Avenue NE, delivery of vehicles would happen on site.

Answering a question asked by Commissioner Ting, Justin Panganiban explained that the work done in 2018 envisioned 116th Avenue NE as a grand boulevard. Additional work will need to be done to determine exactly how the roadway will get designed, but the intent remains relative to providing landscaping and creating a more comfortable pedestrian environment.

Justin Panganiban highlighted existing policies S-WI-26 and S-WI-31 and said both are earmarked for being deleted. Both are more adequately covered as part of other policies, specifically policies TR-1, TR-2 and TR-3 for Policy S-WI-26, and Policies TR-6, TR-7, TR-8, TR-9, TR-11 and TR-12 for Policy S-WI-31.

Commissioner Ting suggested that Policy S-WI-26 feels like a good statement. If there is going to be vehicular traffic coming on and off commercial developments, it would be a good idea to have internal streets to reduce arterial street connections. Justin Panganiban said Policies TR-1, TR-2 and TR-3 collectively provide a more comprehensive and multimodal approach to looking at the network. The existing policy language refers to new commercial developments, while the vision for Wilburton is for a range of development types, including residential, office and retail.

Commissioner Ting commented that while Policies TR-1, TR-2 and TR-3 speak in generalities about the multimodal nature of the area, the existing policy language gives specific guidance for any developer seeking to include vehicular access. Justin Panganiban said the existing policy language is outdated; it preceded the 2018 visioning work. Elements of the existing language could, however, be incorporated into Policies TR-1, TR-2 and TR-3.

Chair Stash observed that there are three parts to existing Policy S-WI-36. The first and third parts – new commercial developments providing internal streets, and reducing arterial street connections – are stated in the three new policies. The middle part – adjoining lot connections – is not addressed in any of the three policies. Justin Panganiban said that issue is covered as part of internal access. Adjoining lot connections could be accomplished through any number of access functions. The proposed framework provides even a broader suite of access tools to get at that.

Justin Panganiban noted that a member of the public had suggested an edit to New TR-5 reading “Collaborate with WSDOT to improve the NE 4th Street overpass....” There was consensus among the Commissioners to make the change.

There also was consensus to approve the draft transportation policies.

With regard to the transmittal letter, Commissioner Ting asked how the city actually collaborates with property owners on redevelopment. Justin Panganiban the city will use the implementation tools the policies will help to enable. Work on the Land Use Code amendment will follow adoption of the Comprehensive Plan amendment. Kevin McDonald added that there is a fairly lengthy and iterative development review process that occurs between the time an applicant submits a proposal and approval of the application aimed at making sure everyone’s interests are addressed and incorporated into the final project.

Commissioner Ting asked how the city could convince a property owner from putting through a local access street if they do not want it. Justin Panganiban said the work to come on the Land Use Code amendment will include calibrating the sets of regulations and incentives

aimed at achieving the city’s goals for Wilburton. The specific conversations regarding transportation will occur in the context of other key benefits for the area. The policies will set up the long-term framework for implementation.

There was consensus in favor of approving the transmittal letter.

8. APPROVAL OF MINUTES

A. May 25, 2023

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

B. June 8, 2023

A motion to approve the minutes was made by Commissioner Kurz. The motion was seconded by Commissioner Magill and the motion carried unanimously.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS

A. Approval of Commissioner Remote Participation for the September 14 Meeting

Chair Stash noted not being able to attend either meeting in September and the first meeting in October. Vice Chair Helland agreed to chair those meetings unless also unable to attend in-person. Commissioner Kurz volunteered to fill in for Commissioner Kurz should Vice Chair Helland not be able to attend in-person.

There was consensus to approve remote participation on September 14 for Commissioners Ting, Helland and Marciante.

Commissioner Magill noted not being able to attend the September 28 meeting.

11. ORAL AND WRITTEN COMMUNICATIONS – None

12. REVIEW OF COMMISSION CALENDAR

A. Upcoming Agenda Items

Kevin McDonald briefly reviewed the list of upcoming meeting dates and agenda items.

13. ADJOURNMENT

Chair Stash adjourned the meeting at 8:35 p.m.

Secretary to the Transportation Commission

Date