

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 27, 2025
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Chair Stash, Vice Chair Magill, Commissioners Keilman, Kurz, Marciante, Rebhuhn, Ting

COMMISSIONERS REMOTE: None

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Michael Ingram, Kristi Oosterveen, Akshali Gandhi, 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 6:30 p.m. by Chair Stash, who presided.

Upon the call of the roll, all Commissioners were present.

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Maria Frost, Transportation Director at Kemper Development Company, addressed the commission regarding the Micromobility Code Amendment, emphasized the importance of pedestrian safety on sidewalks, and requested that code amendments include regulations for both shared and private micromobility devices, specifically Class 1 and Class 2 e-bikes. Clear speed limits are needed, along with penalties for violations, signage indicating dismount or slow zones, device identification, and measures to prevent sidewalk clutter. For the pilot, public feedback and data collection will be needed to ensure pedestrian safety and satisfaction. Emphasized was the need for balanced policies, additional enforcement, and performance metrics before expanding micromobility options in Bellevue.

Dr. Matthew Rehrl addressed concerns about micromobility vehicle (MMV) safety and shared with the Commissioners recent evidence-based studies on MMV safety. If the goal is to decrease mortality or injury, the city will need to get a handle on measuring and understanding two things. First is the percentage of helmet usage among MMV riders, and the second is the enforcement rate of existing and future codes. Measuring helmet use is a non-trivial problem but one that needs to be considered. Enforcement is easier to track. Since 2019, only one

citation has been issued under the current regulations. Time needs to be spent with the police to get a sense of what it will take to enforce the regulations, and to understand if enforcement will actually encourage the use of helmets. There is no city in the county that really has a handle on some of the problems currently. Bellevue has an opportunity to become a leader in MMV safety by focusing on helmet use, behavioral changes, and enforcement.

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

Vice Chair Magill expressed appreciation for the staff efforts involved in managing two meetings per month but stressed the need to have meeting minutes delivered prior to the next meeting to assist the Commissioners in their preparation.

5. STAFF REPORTS

Kevin reminded the Commissioners that the appreciation reception for city boards and commissions hosted by the City Clerk's Office was scheduled for April 30 at 6:00 p.m. It was also announced that the recruitment process to address the two impending Transportation Commission vacancies would open on March 31 and close on April 14. The new appointees should be seated in time for the June 12 meeting.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Transportation Facilities Plan Update

Senior Transportation Planner Michael Ingram said focused public outreach was launched on February 24. Two in-person open house events were also conducted, one on February 25 and another on February 26. At the same time, an online portal was launched offering the same material and opportunity for input. Attendance at the in-person open house events was very low, which occasionally happens despite the city's past experience with similar meetings. As anticipated, however, the online engagement was much stronger, attracting 253 unique visitors, many of whom provided comments.

The public involvement report summarizes all feedback received since September, including responses gathered during the recent three-week period through in-person events and online participation, as well as various letters and communications. Participants in the online open house were first asked to complete a brief survey to provide demographic insights. Forty-one people responded to the survey, nearly all of whom live in Bellevue, representing various zip codes across the city. The survey also asked respondents about their primary modes of transportation within Bellevue. About three-quarters reported regularly walking, almost half indicated biking regularly, roughly half stated they used public transit, most reported regularly driving their personal vehicles, and very few noted using vanpools or ridesharing. The survey did not receive responses from wheelchair users, though the city has had participation from individuals in that community in past surveys.

After completing the survey, respondents viewed a map displaying all of the candidate projects for the Transportation Facilities Plan. Participants provided input directly on specific projects, resulting in comments on 46 of the 68 candidate projects. Additionally, comments were

provided on 10 of the 21 fully funded projects which were included on the map for transparency. There were also 29 general comments received. No single project generated a particularly strong reaction, either positive or negative, unlike past experiences where specific projects have elicited stronger public sentiment.

Most feedback was supportive of the projects, particularly those involving bike infrastructure, such as West Lake Sammamish Parkway. The negative feedback primarily related to intersection widening in the downtown and Overlake areas, as well as in regard to the completion of the last segment of 120th Avenue heading north toward Northup Way, likely due to the high cost associated with the projects.

Michael Ingram stated that the every two years the city undertakes a performance measure survey. The most recent iteration revealed that Bellevue residents generally view traveling by car in the city favorably compared to other communities. Opinions were more mixed, although still relatively positive, about the ease of walking, bicycling, and the availability of public transportation.

The city also conducts a budget survey every two years to assess resident satisfaction with 39 city services, including 10 transportation-related services. Recreational trails, often managed jointly by the transportation and parks departments, rated positively. Maintenance of streets and sidewalks also received high satisfaction ratings. However, other transportation-focused areas rated negatively, including neighborhood improvements such as sidewalks and crosswalks, infrastructure for bicycle riders, the connectivity and adequacy of walkways and bikeways, and efforts to build additional sidewalks along neighborhood streets and major roads.

Reducing downtown traffic is unlikely given the city's growth rate, so it would be more effective to frame questions around mobility or satisfaction with downtown accessibility. However, the questions have remained consistent over many years, allowing the city to track performance over time. It is not surprising that traffic congestion exists given that there are not complete sidewalks or bikeways everywhere.

Chair Stash asked what other city services are covered by the survey. Michael Ingram said the list includes fire and emergency response, life safety, and police activities. The quadrant analysis compares the importance of services against public satisfaction. Fortunately, none of the important transportation services reviewed were deemed unsatisfactory. Previous surveys asked the respondents to rate how well the city is doing and how important specific services are. In order to shorten the survey length and the response time, the survey now estimates the importance of services through statistical methods rather than directly questioning respondents. About 1,300 Bellevue residents participated, making the survey statistically valid unlike some smaller, informal surveys done previously.

Commissioner Marciante commented that despite being professionally conducted and costly, the survey results are not all that enlightening. They provide only partial insights into specific areas like transportation and planning, making it difficult to apply the results to concrete decision-making processes. Moreover, changes in the questions and methodologies from year to year complicate making comparisons and drawing meaningful conclusions about trends or the impacts of budgetary decisions.

Commissioner Ting said the survey results differences from year to year can be very interesting. They could conceivably address how the city changes projects and budgets, and

how those changes affect satisfaction levels for given categories. They may show that large budgetary changes have very little impact, or a large impact. Michael Ingram the year-to-year survey changes have not really lead to any major conclusions.

Commissioner Marciante observed that in every survey traffic in the Downtown has always been called out as concerning.

Michael Ingram said the quadrant analysis identifies "Build and Widen City Streets" and "Reduce Neighborhood Traffic" as important services currently receiving lower satisfaction ratings. Although there is support for street widening, there is also significant public opposition based on prior survey comments. Historically, the community has expressed mixed opinions about street widening. Neighborhood traffic calming initiatives remain significant given that increased congestion on main roads often incentivizes cut-through traffic in residential areas. Bellevue maintains dedicated programs addressing the neighborhood traffic concerns annually.

Commissioner Ting asked if the importance ratings from the analysis correlate consistently with results from other transportation-focused surveys, particularly given the statistical methods used to estimate importance rather than directly measuring it. Michael Ingram stressed that the survey addresses the entire range of city services, of which transportation is one. Commissioner Ting noted that in previous surveys transportation usually appears quite important, yet the current analysis seems to show transportation as being somewhere in the middle. The question asked was if the results are suggesting that transportation issues have average importance to Bellevue residents. Michael Ingram allowed having had that interpretation, particularly in light of the neutral way in which the survey question was posed.

Commissioner Keilman asked if it is within the purview of the Commission or the staff to solicit the opinion of police and fire in regard to the assessments. Michael Ingram said those departments closely monitor their response metrics and regularly publish them on their webpages, tracking performance year-to-year.

Commissioner Keilman asked if prioritizing feedback from police and fire departments a priority for transportation staff or the Commission, noting that citizens often react after an incident, questioning why issues were not addressed proactively. Michael Ingram said emergency response considerations significantly impact transportation planning. For example, when considering traffic calming measures, the evaluation evaluates their potential effects on emergency response times. Police and fire departments actively engage with transportation on the issues. Evaluating the impact of transportation infrastructure improvements on emergency services is fundamental to the transportation planning process.

Michael Ingram said there was another recent survey conducted specifically for the Comprehensive Plan that primarily addressed housing, business accessibility, and green space. One relevant transportation-related question asked about street design preferences. Approximately three-quarters of the respondents indicated a preference for balanced street design accommodating multiple modes and slower speeds, rather than streets designed solely for vehicles.

Michael Ingram said the city also conducts a business survey every two years under the frame of how Bellevue compares to nearby communities. With regard to transportation, the respondents generally indicate that Bellevue fares better than other cities when it comes to safe walking and biking conditions, public transportation accessibility, and vehicle traffic impact on businesses.

Michael Ingram said the broader conclusion from the collective surveys is that Bellevue generally provides good car-based mobility but faces challenges in accommodating other transportation modes.

Michael Ingram explained that transportation staff are working with the finance staff to develop a financial forecast for the 2026-2037 Transportation Facilities Plan. The initial indications suggest limited financial resources. Work is also under way to update project cost estimates, particularly for projects that are strong candidates for full implementation funding. Some increment of initial funding will need to be earmarked for projects that are not as fully developed in order to more fully scope them out. By the Commission's second meeting in April, the aim is to share the financial forecasts and proceed with project prioritization based on the updated costs. A preliminary staff recommendation for prioritization will be discussed extensively at the May 8 meeting. Due to delays in obtaining financial data, the timeline has shifted slightly, but the anticipation is that a Commission-endorsed project list will be in hand by June, ready for review by the City Council.

Commissioner Ting said it would be beneficial to receive staff feedback on community responses to specific TFP projects. Transparency would be improved if all TFP projects could be reviewed comprehensively, illustrating their collective impact on the overall transportation network. It would be helpful for the Commission to hear about staff's method for cross-modal prioritization of projects before the actual prioritization meeting occurs. Michael Ingram said the included in the memo attachment are thoughtful, and most provide good input. However, some of the comments could be challenged, specifically those about the Spring Boulevard gap project and the 120th Avenue NE extension. Some commenters characterized the projects as massive roads, but Spring Boulevard is primarily one lane in each direction, widening slightly only at intersections. Similarly, the northern portion of 120th Avenue NE tapers down going north. The project descriptions may not adequately convey that, triggering some misconceptions.

Commissioner Ting said the Commissioners can render opinions of the community feedback. What would be useful for the Commission to have is staff's clear perspectives of the feedback. For example, if a proposed project like an underground bike tunnel seems beneficial but is financially unrealistic, knowing staff's opinion would help the Commission interpret the public feedback. Michael Ingram said the purpose of the feedback is to broaden understanding of what the public cares about most. Commissioner Ting said having a feedback loop will help to clarify whether community input has resulted in changes, and would help the Commission to better understand why priorities shift.

Program Manager Kristi Oosterveen said staff will integrate their opinions and the community feedback into the rankings and present it to the Commission along with the prioritized list. That way the Commission will clearly see how public input has influenced decisions.

Kristi Oosterveen pointed out that the TIP is the most comprehensive list of all planned transportation projects, with the exception of the ongoing programs that have their own subset of lists. The TIP and the TFP captures most projects, except small or preliminary items that are not yet fully developed.

Commissioner Ting voiced a preference for having a comprehensive visual map showing all upcoming transportation projects citywide. Currently, projects are documented separately, making it difficult for Commissioners or residents to visualize future connectivity, especially

for bicycle networks. For instance, understanding the full impact of projects near Crossroads Mall in relation to cycling infrastructure would be helpful. Michael Ingram said a capital projects map already exists on the city's website. It displays all ongoing projects in the pipeline, including CIP and programmatic improvements, for transportation and utilities.

Vice Chair Magill said it would be good to clearly understand beforehand the process for consolidating all of the inputs. Michael Ingram said the Commission will receive the finalized rankings along with scores by mode and detailed comments explaining why certain projects shifted in priority. The critical point will be understanding which projects lie above or below the funding threshold line. Kristi Oosterveen added that the score-ranked list was previously shared with the Commission. The finalized prioritization list will be presented in May and it will include comments regarding coordination with other projects or agencies or placeholder funding.

Vice Chair Magill asked how significantly input from the City Council influences the prioritization process. Michael Ingram said Council input clearly matters. For example, the Grand Connection is a clear Council priority, and accordingly it will need to be positioned above the funding line. Staff keeps in mind all Council priorities.

Commissioner Marciante commented that it would be beneficial to review the entire prioritization list comprehensively in a long single session rather than to address it piecemeal across multiple meetings. Reviewing all information at once provides better clarity for making informed decisions.

B. Micromobility Code Amendment

Senior Transportation Planner Akshali Gandhi with the Mobility Planning and Solutions Team, explained that in October 2020 the City Council directed the Commission and staff to review and update the Bellevue City Code related to motorized foot scooters in light of the growth of micromobility options nationwide.

According to the Bellevue City Code, a motorized foot scooter is defined as a device with two small wheels, handlebars, and a motor, which can be propelled either with or without human effort, and designed to be used either standing or seated. The code section was written in 2005 and adopted in 2007 and it primarily targets gas-powered scooters, which at the time were raising community concerns around noise, safety, and nuisance. Subsequently, scooters have evolved significantly into electric forms, including personal and shared scooter options. The fact that the city code has not been updated, most scooter use has been rendered unlawful in Bellevue, creating confusion for residents due to conflicting regulations compared with the state law and neighboring cities such as Kirkland, Seattle, and Issaquah. The current code also prevents Bellevue from participating in shared micromobility programs which have been available in nearby cities for several years.

Starting in 2017 and 2018, different cities across the country, including Seattle and Redmond, began launching shared micromobility programs. Bellevue experimented with a one-year bike-share pilot with Lime, which ended because Lime wanted to expand into scooters, and the city code restrictions prevented the expansion. The program was discontinued as a result. In 2020, the city began working on revising the scooter code in response to Council direction, but the effort stalled due to the pandemic and staffing constraints. The work is now resuming.

The primary goal of the proposed code change is to ensure public safety and clarity. The

update will clearly communicate to residents, visitors and enforcement officials where and how scooters can be used through specific rules and guidelines. It will also address genuine community needs for better first-mile/last-mile transportation connections, while resolving inconsistencies between city regulations and those at the state and regional levels.

The micromobility landscape is rapidly evolving and scooters are already prevalently used in Bellevue. Although the city does not currently have a shared scooter program, residents frequently purchase and use personal scooters. Scooter use has risen dramatically since the pandemic, with nearby Seattle reporting a 140 percent increase in scooter trips since January 2024. Scooters serve an important mobility purpose, with an average trip length of approximately one mile, corresponding to around ten minutes, as identified by the Puget Sound Regional Council.

In February staff submitted a management brief to the City Council detailing scooter regulations and micromobility devices in general. In April staff will be before the Commission again seeking more feedback and discussion around specific themes for the code changes. If additional input is necessary, time has been reserved for a meeting in June to continue discussions. The objective is ultimately to forward a recommended code change ordinance to the City Council for adoption. An informal approach to public outreach will be employed, including launching a webpage and posting frequently asked questions.

Some things to be considered in exploring specific themes for discussion are age restrictions for scooter riders, helmet requirements, hours of operation, any location restrictions, and the use of scooters on sidewalks. Currently, the city code limits scooter usage exclusively to local streets with speed limits of 25 miles per hour or less, and to bike lanes, which contrasts with the state code permitting broader street usage. Other jurisdictions such as Seattle and Redmond allow scooters on roadways, bike lanes, and trails, while Kirkland aligns more closely with Bellevue's restrictive approach. Another significant point is sidewalk riding which is currently prohibited in Bellevue but allowed under the state code provided there are no safe alternatives. The distinction between absolute prohibition versus conditional allowance will be a key consideration moving forward.

Commissioner Ting sought clarity on distinguishing scooters from e-bikes given that the definition of scooter includes standing or sitting and the use of ten-inch wheels. Akshali Gandhi said the primary distinctions are that e-bikes have pedals, which scooters do not have, and the fact that scooters are smaller and e-bikes can travel much faster. Commissioner Ting questioned if the differences justify treating e-scooters distinctly from e-bikes in a regulatory context.

Commissioner Kurtz raised a question about expanding the discussion beyond scooters to include other electric mobility devices, such as one-wheels, and asked if the state regulations only apply to scooters. Akshali Gandhi acknowledged that the state's regulations cover multiple device types in a somewhat confusing manner. The City Council directive explicitly focuses on motorized foot scooters.

Chair Stash asked what percentage of those riding scooters in Bellevue are riding them on the sidewalks. Akshali Gandhi allowed that the city does not have a way to track that data, adding that that would be good data to collect.

Commissioner Marciante emphasized the importance of having clear, understandable and educationally supported regulations. There are many parents and families who do not

understand or know about the current scooter rules. Whatever is decided, there should be clarity and an effective education campaign through the schools.

Vice Chair Magill asked why there should not be a scooter pilot program first, thus gaining feedback for code changes. Akshali Gandhi explained that launching a pilot program would first require code adjustments to legalize scooter use. Previous interest from commercial scooter providers, such as Lime, highlighted the urgency before the pandemic paused the efforts. Any pilot program would be accompanied by evaluation to determine suitability as a long-term initiative.

Commissioner Ting agreed with the suggestion of Commissioner Kurz regarding including other micromobility devices in the review of scooter regulations. While acknowledging that might expand beyond the project's original scope, there would be value in taking a holistic approach to understand the interactions among different micromobility devices on public rights-of-way. Even if the full integration of devices like unicycles proves difficult, considering their interactions with e-scooters is critical. A holistic perspective could aid in developing both aspirational long-term plans and pragmatic short-term regulations if scooters become fully legal. The Commissioner also highlighted the importance of using modern data collection methods, such as video analytics or computer vision, to efficiently gather data on scooter and pedestrian interactions without manual counting.

Commissioner Keilman raised concerns about pedestrian safety and specifically suggested that surveys should ask pedestrians whether they feel safe sharing sidewalks with scooters or cyclists. Personal experiences of near-collisions were cited as reasons to gather such data to inform the decision-making. Akshali Gandhi acknowledged the point and noted that there are ongoing parallel efforts related to education and sidewalk safety. The existing initiatives could be leveraged or expanded for additional insights.

Commissioner Marciante agreed and voiced strong support for direct intercept surveys rather than solely relying on online methods. The recent curb management planning process was cited as a successful model for intercept surveys. Akshali Gandhi agreed that capturing opinions directly from users while they are actively using public spaces is particularly valuable.

Commissioner Rebhuhn asked if the cities of Redmond and Kirkland, which have existing scooter regulations or programs, share data with Bellevue on their successes and challenges. Akshali Gandhi stated that while regular structured data exchanges do not occur, there are established relationships with regional program leaders to gain informal insights.

Commissioner Ting urged proactively addressing helmet requirements, particularly regarding shared micromobility solutions, noting the past difficulties with shared e-bike helmet enforcement. Akshali Gandhi confirmed that helmets are currently mandated by Bellevue's code, consistent with regulations in Kirkland and Seattle, despite being optional according to state law.

Akshali Gandhi that in 2018 during the city's partnership with Lime over half of the surveyed users expressed interest in having options for scooter, demonstrating community interest as motivation for the current regulatory updates.

Mobility Planning and Solutions Manager Franz Loewenherz said the task at hand is to generate some themes to guide potential code changes. Staff will return with more detail around the differences between scooters and e-bikes, noting the lower durability of scooters

and the challenges they face when mixing with vehicles on the roads. Scooters remain readily available commercially, which emphasizes the need for updated regulations.

C. Mobility Implementation Plan Update

Kevin McDonald said staff have been bringing to the Commission incremental decision points that will eventually meld into a comprehensive and holistic Mobility Implementation Plan. The Commission previously endorsed the recommendation of staff to change the primary metric from posted speed to the posted speed plus 20 percent, and to use actual travel speeds as a supplemental component to inform project priorities. That was done in light of the fact that using cell phone data is not overly accurate when applied to only small corridor segments. Kevin McDonald stressed the need to make sure the bicycle level of traffic stress primary metric matches with the pedestrian level of traffic stress primary metric.

Commissioner Ting pointed out a potential confusion in the wording of the table shared with the Commission, noting that “actual” and “estimated” are used in the same box. Kevin McDonald clarified that actual speed data would ideally be used when available, but since such data collection is not always feasible due to cost, the 20 percent factor over the posted speed limit serves as an estimated value. Commissioner Ting recommended adjusting the wording for clarity to read “actual or estimated” to avoid confusion.

The Commission concurred with the Table 3 revision as proposed.

Kevin McDonald called attention to Table 4, which deals with how to treat intersections along bicycle network corridors to maintain consistent levels of traffic stress. The recommendation was to remove the prescriptive table and instead provide some narrative describing the intent and a referral to the Transportation Design Manual for the specific tools and techniques to achieve the bike level of traffic stress.

Chair Stash agreed that Table 4 is very prescriptive and limiting when it comes to design. Any narrative should include some examples. Kevin McDonald said the examples to be used were included in the agenda memo.

Commissioner Marciante expressed concern about how narrowly the bicycle LTS had been defined, and questioned whether removing the detailed prescriptive table might further limit or complicate understanding the available design options. The remaining available tools, such as buffered lanes or slowing traffic, might not adequately demonstrate improvements in bicycle stress levels. Kevin McDonald said the intention is not to limit options but rather to encourage context-sensitive designs. The Transportation Design Manual provides the tools and the engineers provide the judgment; matching those together will yield intersection treatment.

Commissioner Marciante acknowledged the rationale but reiterated a concern that the current bicycle LTS definition remains somewhat restrictive. Staff said the new approach is meant to be more contextual and avoid overly prescriptive outcomes, instead allowing engineers flexibility within a range of design components to achieve the desired stress reductions.

Commissioner Kurtz asked if a formal definition for intersection-specific bicycle level of traffic stress will be provided. Kevin McDonald said a definition will be added to the Mobility Implementation Plan later, acknowledging that intersections present unique challenges.

Consultant Chris Breiland with Fehr & Peers pointed out that the national standards provide

limited guidance for intersections due to their complexity, variability, and context sensitivity. Accordingly, shifting from prescriptive tables to using the Transportation Design Manual aligns Bellevue's approach with national best practices and allows for greater flexibility and responsiveness to address unique intersection conditions.

Commissioner Ting asked whether clear definitions for the various BLTS levels at intersections would be provided since the prescriptive table has been proposed for removal. Kevin McDonald said some examples from the best practices documentation, such as the National Association of City Traffic Officials, can be provided in place of a prescriptive table.

Chair Stash proposed delaying giving concurrence on removing the prescriptive intersection table until the next meeting, since what will replace the table is not yet clear. Kevin McDonald agreed and committed to bringing back clear definitions or descriptions for future concurrence.

Kevin McDonald shared with the Commission a showing the bicycle level of traffic stress for both arterial corridors and intersections across the city. It was explained that the map visually indicates targeted BLTS levels by using different colors, with intersections shown as dots whose colors reflect the intended stress targets. It was clarified that where corridors of differing stress levels intersect, the lower stress level was chosen as the target.

Chair Stash asked if any notable challenges arose when assigning stress levels citywide. Chris Breiland responded that there were no significant issues but acknowledged that achieving low-stress intersections in the Downtown, while feasible, would require careful planning and specific treatments. While many intersections were marked, some were omitted for simplicity because they do not intersect other key bicycle corridors or were less significant.

Commissioner Ting asked about the differences between Figure 12, the planned BLTS levels, and Figure 17, existing conditions. Kevin McDonald clarified that Figure 17 shows current conditions and explained that the differences result from existing bicycle facilities not always meeting the intended BLTS targets.

Kevin McDonald sought the concurrence of the Commission regarding the map.

Commissioner Marciante suggested stating a concurrence would be premature without first reviewing the definitions of the BLTS intersection levels. Kevin McDonald clarified that the corridors were previously approved and will remain unchanged. Only the intersections were newly defined.

Several Commissioners voiced a preference for delaying concurrence until the definitions are presented clearly at the next meeting. As a result, the Commission withheld giving concurrence, expressing a willingness to revisit the issue once the definitions are provided.

Kevin McDonald then proposed adding an alternate bicycle route along the East Bellevue Greenway between NE 8th Street and SE 16th Street parallel to the existing priority corridor on 164th Avenue. The alternative would provide a lower stress BLTS-1 option alongside the existing BLTS-2 route. Wayfinding signage would support both routes, allowing cyclists clear choices.

Commissioner Ting inquired about neighborhood feedback to the proposal and asked if anyone objected to it. Kevin McDonald said it is moving forward from a pilot to a permanent and there appears to be neighborhood concurrence.

Commissioner Marciante noted that 166th Avenue SE is already a complete street and it is geofenced so that Uber drivers do not go that way. It is a quiet, slow-speed street with minimal traffic and existing roundabouts. The local neighborhood is unlikely to raise any concerns regarding bicycle infrastructure additions, provided those additions remain consistent with the neighborhood's existing character.

Commissioner Ting asked if any specific concerns had arisen during the pilot phase. Kevin McDonald indicated that no significant objections had been raised.

The Commissioner concurred with the recommendation of staff to add the alternate bicycle route along the East Bellevue Greenway, parallel to the existing 164th Avenue SE corridor.

Kevin McDonald shifted the discussion to the issue of system intersections projected not to meet the volume-to-capacity (V/C) performance targets identified through environmental documentation for the Comprehensive Plan update. Of the sixteen intersections initially reviewed, four were excluded due to environmental constraints or jurisdictional limitations, leaving a set of intersections presented for further analysis. The consultant team developed project concepts for each of the intersections to determine if the V/C ratio could be improved with infrastructure investments.

Chris Breiland said the intersection of NE 12th Street at 116th Avenue NE near the hospital would require significant widening, including dual left-turn lanes on all approaches. The associated complexities due to the planned Metro RapidRide K-line bus stops at the location were acknowledged. There would be substantial impacts to the footprint of the intersection.

The intersection at NE 4th Street and 116th Avenue NE would need a second westbound left-turn lane. There are challenges at that location due to limited available space near adjacent buildings, which potentially would complicate implementation.

At SE 1st Street and 116th Avenue SE, the congestion issues can be addressed through simple striping and signal timing adjustments, requiring no major structural changes.

For the intersection of SE 8th Street and 140th Avenue SE, the improvement would involve adding a second northbound left-turn lane, resulting in minimal but possible impacts to nearby residential properties.

The intersection of SE 36th Street at 142nd Place SE would require the addition of a separate southbound right-turn lane, replacing the existing shared-turn lane configuration.

For the intersection of NE 20th Street and 148th Avenue NE, meeting the V/C ratio target would require adding dual left-turn lanes on NE 20th Street, along with improving the signal timing to improve the flow on heavily congested 148th Avenue NE.

At Bel-Red Road and 148th Avenue NE, adding a second northbound left-turn lane would be needed, which would affect adjacent properties, including a park area and nearby townhomes.

Regarding NE 8th Street at 148th Avenue NE, it was noted that there is an existing Transportation Facilities Plan project that calls for dual left-turn lanes in all directions. Staff determined, however, that the improvement would be insufficient to fully meet future V/C targets. Achieving compliance with the targets would require something drastic, such as

moving the left-turn to another location or grade separating one of the movements. No feasible solution was found beyond the TFP project. Non-capacity alternatives should be explored instead.

At Main Street and 148th Avenue NE there are planned TFP improvements that include adding a westbound right-turn lane, but the analysis shows the project would not adequately address future congestion. Similar to NE 8th Street, achieving full compliance with the V/C target is seen as impractical due to high traffic volumes, leading staff to recommend accepting that the intersection will not meet the standard rather than to pursue prohibitively impactful solutions.

Commissioner Marciante observed that the high school is just down the street from the intersection and many high school students use it. There is also a trail leading to the middle school. The projected 2044 traffic volumes raise questions about whether pedestrian and multimodal aspects are being sufficiently considered in planning intersection improvements, particularly in light of the narrow bicycle lanes and the high levels of pedestrian activity. Chris Breiland explained that with the performance metrics for both pedestrian and bicycle levels of traffic stress having been defined, it can be said that the intersection does not meet the BLTS-3 target. Parts of Main Street also fail to meet the V/C ratio and PLTS targets. The MIP identifies the deficiencies and proposes potential remedial measures. Widening intersections to improve vehicular capacity can degrade pedestrian and bicycle experiences. Accordingly, the MIP includes guidelines to enhance pedestrian and bicycle safety whenever intersection modifications occur. An MIP project nearby aims to relieve pressure from the intersection through a new access to the shopping center; that would take some of the pressure off of the intersection.

Chris Breiland said the intersection of SE 16th Street at 148th Avenue SE is simpler, involving just the addition of a southbound right-turn lane to meet the V/C ratio targets. The improvement fits into what has historically been accommodated within the TFP and might become relevant as future traffic volumes approach the projected levels.

Regarding the intersection of 112th Avenue SE and Bellevue Way, Chris Breiland stated that in order to meet the V/C ratio target, and additional southbound lane would be needed on Bellevue Way, which could very well tie into the TFP project to add an HOV lane. It would need to extend back to 108th Street SE.

Commissioner Marciante expressed the understanding that the projects would need to be in place by 2044 in order to meet the targets. Kevin McDonald said if all of the land use and transportation assumptions occur by 2044, the projection is that the highlighted intersections would not meet the V/C ratio targets. The projects outlined are concepts that could be implemented should the projections be realized, and they could be housed in the Transportation Improvement Program (TIP). Prior to 2044 there will be several iterations of the TFP, allowing for the opportunity to draw in some of the projects.

With regard to intersections that have multiple potential projects, Commissioner Marciante asked if collectively they will be treated as a single project or as individual projects. Kevin McDonald said at some point it would be necessary to consider the modes involved and the performance targets in the MIP.

Commissioner Marciante asked how projects are bundled for reasons such as cost and timing and questioned how the various aspects are evaluated, particularly regarding the ability to adjust projects already in the Capital Improvement Program (CIP). Michael Ingram said

projects are typically grouped, though there may be some scenarios in which project elements are phased. Commissioner Marciante said there are challenges associated with the complexity and integration required by multimodal solutions, and suggested there may be a need to modernize how the TIP and TFP are managed to improve project integration and cost estimation.

Chris Breiland said the MIP clearly defines multimodal expectations, which significantly improves the project design phase by explicitly requiring considerations for pedestrian and bicycle infrastructure. The MIP ensures comprehensive multimodal design even at preliminary project stages, marking a shift from past practices that lacked explicit multimodal considerations.

Commissioner Marciante sought clarity on how quickly the MIP's standards will be integrated into ongoing projects. Chris Breiland said any project currently in the design phase incorporates the MIP standards.

By consensus, the meeting was extended to 9:10 p.m.

Commissioner Kurz asked if roundabouts are potential solutions for any of the intersections. Chris Breiland said roundabouts are great solutions, but spatial constraints often make roundabouts impractical, especially for high-volume, urban intersections.

Commissioner Ting referred to the four projects not in the stack and asked who ultimately is responsible for making sure they get addressed. Kevin McDonald said the project with environmental constraints is not a project concept that is moving forward. For the projects that involve state jurisdiction, the city will closely collaborate with state agencies to ensure compliance with city multimodal standards.

Answering a question asked by Commissioner Ting, Kevin McDonald explained that as projects move forward from MIP prioritization to TFP identification, the cost estimates will become more precise. Commissioner Ting suggested it would be helpful for planning staff and the Planning Commission to have an understanding of the downstream infrastructure costs that result from their land use policy decisions. Kevin McDonald explained that the performance outcomes are based on assumptions. Land use and transportation are monitored closely to see how they work together over the years to address the emerging issues.

8. APPROVAL OF MINUTES - None
9. UNFINISHED BUSINESS – None
10. NEW BUSINESS – None
11. REVIEW OF COMMISSION CALENDAR

Kevin McDonald briefly reviewed the Commission's upcoming calendar of meeting dates and agenda items.

12. ADJOURNMENT

Chair Stash adjourned the meeting at 9:06 p.m.