

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

November 9, 2023
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Chair Stash, Commissioners Kurz, Magill, Marciante, Rebhuhn

COMMISSIONERS REMOTE: Commissioner Ting

COMMISSIONERS ABSENT: Vice Chair Helland

STAFF PRESENT: Gwen Rousseau, Justin Panganiban, Community Development; Franz Loewenherz, Kevin McDonald, 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 with the exception of Commissioner Rebhuhn, who arrived at 6:33 p.m. and Vice Chair Helland who was excused.

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Chair Stash noted the receipt of written communications relating to the Bike Bellevue project.

Chair Stash took a moment to note that in compliance with Washington state public disclosure laws regarding the use of public facilities during elections, no election-related topics could be discussed during oral communications or any other public participation portions of the agenda, including promoting or opposing ballot measures, and supporting or opposing a candidate for election, including oneself. Any speaker discussing topics of such a nature will be asked to stop. Additionally, under Ordinance 6752, the topics about which the public may speak during a meeting are limited to subject matters related to the city of Bellevue government and within the powers and duties of the Transportation Commission. Additional information about the new rules of decorum governing conduct of the public during meetings can be found in Ordinance 6752.

Alex Tsimerman began with a Nazi salute and called the Commissioners lovely Hitler jugens.

With regard to Ordinance 6752, the speaker stated that the policy was in response to the speaker having spoken at many meetings over the years. The ordinance is a Nazi pig decision. There are so many democrat mafia in different locations, all scared of one man. Perhaps no one in America has so many trespasses. The Nazi pigs are all scared of one old Jewish disabled man, allowing only three minutes to speak. The Council interrupts at every meeting. The Commissioners should stop acting like Nazi pigs and should start acting like an American institution with freedom of speech and common sense. All Nazi pigs are mentally sick with mental and intellectual disabilities.

Betsi Hummer thanked the Commissioners for their service. The Commissioners were reminded that the Commission does a public service for the City Council by making sure the people of Bellevue are heard and that their opinions are taken into consideration in making decisions. As a member of the East Bellevue Community Council, the body approved the Transportation Element of the Comprehensive Plan. It would not have been approved for Lake Hills if it did not include policy TR-2 aimed at aggressively reducing traffic congestion. In doorbelling neighborhoods, the top priorities are always public safety and traffic. Completing the I-405 masterplan will help to reduce cut-through traffic and congestion in the neighborhoods.

Monica Reichart said the Bike Bellevue project is a worthwhile investment in safety and clean air. It will reduce traffic congestion by encouraging the use of public transit and a combination of walking and biking. As a daily commuter into Bellevue via the Rapid Ride B Line from Redmond, the speaker indicated that during nice weather commuting by bike would be preferable if the route were safe, which it currently is not, especially through Overlake and Crossroads into the Downtown. Having protected bike lanes would make things safer for walkers and bikers.

Karen Mauden, a Bellevue resident for 47 years, voiced a concern regarding the NE 20th Northup Way and BelRed corridor in the draft plan. The two roads are the outside of the north-south boundaries of the Sound Transit corridor. The east-west boundaries are the Spring District and 136th Avenue NE. Apartments and condominiums have been built, are being built and will be built in the corridor. On the low side at least 10,000 new residents will be added to the area, and that likely will mean 8000 to 10,000 more cars. The proposed reduction of lanes on both major roads will create traffic congestion, longer travel times and disgruntled and anxious drivers. Thinking about how people live is equally important to how they commute to work. Will the residents of the Spring District walk a block to a light rail station and hop on a train to visit Safeway or Fred Meyer when they need groceries? Will they get off at the 132nd station and walk eight blocks to Safeway, or 14 blocks to Fred Meyer, to shop before toting several bags of groceries back the same route home. Will the residents living at Northup Way and 130th Avenue NE will get to their doctor or dentist on 116th Avenue NE or NE 18th Street by walking two blocks to the light rail station, hop off at the 120th station, and then walk a mile to get to their destination? Will trips to the hardware store and drug store follow the same patterns? Those trips will likely be made by car even once light rail is up and running. Light rail is great for high-use general routing but it does not provide door-to-door access for such needs. The lane reductions proposed for NE 20th, Northup Way and BelRed will have unintended consequences. A bike corridor is needed but it already exists. The newly established and future linkage of NE Spring Boulevard where it accesses BelRed on the west end and 136th Place NE and Northup Way on the east end should be the route. While not fully developed yet, the route will be in time. The boulevard is less traveled, less congested and safer for bicyclists.

Kevin Wallace, president of Wallace Properties and formerly a member of the City Council when the 2009 and 2016 plans for bicycling were adopted, said the Bike Bellevue plan represents a radical departure from what the city has done up to this point. Past plans sought balance between modes and bike lanes were put next to roadway lanes, and multimodal paths were located further away from roadway lanes. The focus was on the important priority corridors that allowed people north-south and east-west connections through the city. The east-west corridor between Downtown and Overlake is one such route, running through Spring Boulevard. Continuing with those plans should be encouraged. Replacing road lanes with bike lanes is not necessary and should be opposed. The owners of a property on 116th Avenue NE is the location of a proposed northbound road lane elimination, one that serves Childrens Hospital. The emergency access would go from two lanes to only one to accommodate two five-foot bike lanes. Wallace Properties owns the property on one side of the road, and the owner of the property on the other side of the road, could facilitate having five-foot bike lanes put on those private properties as they redevelop, both of which are under rezone consideration currently. Taking a lane from Bel-Red Road and Northup Way if Segment 3 of Spring Boulevard were completed, making the connection between Downtown and Overlake along the multiuse path that has already been mostly built. Under the 2016 plan, the plan relative to the north side of NE 12th Street between 112th Avenue NE and 100th Avenue NE is supposed to include a multiuse pathway outside of the arterial road lanes. That has already been completed out to 108th Avenue NE, but not between 108th Avenue NE and 100th Avenue NE. The Bike Bellevue plan proposes to take a lane out and replace it with a bike lane. Road lanes should not be eliminated and the city should continue with the plans already on the books.

Gavin Haines, government affairs specialist with the Chamber of Commerce, spoke on behalf of the transportation committee in regard to the Bike Bellevue plan. The Commission and the staff were commended for their efforts to pursue multimodal transportation infrastructure that allows for other travel options. Increasing mobility and recreational opportunities are a draw for both the business community and visitors to the city. The Bike Bellevue encompasses several positive features, and stakeholders are pleased with the project principles set forth as a guiding framework. Prioritizing safety and data are key when making large-scale changes to the transportation system. Complex adjustments to the network requires robust community involvement, which the staff have been willing to facilitate. There are aggressive growth targets facing the coming decades, and it is important to realistically accommodate the growth. When seeking to implement the Bike Bellevue program, the following concerns should be considered: the business community shares a concern over the elimination of travel lanes in some of the city's densest areas given the impact that may result on congestion and economic activity; a corridor-specific analysis of the impacts of removing travel lanes during peak hours; increased congestion and its widespread impacts is especially difficult for people who work in Bellevue and contribute to the local economy but who cannot telework or afford to live near their jobs, making walking or biking a less viable option for a daily commute. Members have expressed concern regarding the location of the bike lanes in the plan, specifically on Northup Way and Bel-Red Road where speeds and traffic volumes are both high. Many business leaders who are avid cyclists have said they would not feel safe riding on the new routes. Concerns have also been voiced about utilization due to the variability of weather conditions in the region. There are also concerns about a lack of planned funding sources for the project and the cost projections. The allotted \$4.5 million in the CIP for 2023 -jurisdiction 2029 is insufficient for the project that has been estimated to cost \$18.6 million. The business community supports bike lane development that does not eliminate travel lanes. The future of Bellevue calls for a safe, efficient and data-driven multimodal approach well understood by the community and its leaders.

Annemarie Dooley, a doctor and board member of Washington Physicians for Social Responsibility, spoke in favor of Bike Bellevue. The program is not really about biking, it is more about connecting people, about the safety and health of people, and it is about sustainability of Bellevue's neighborhoods. October was the hottest on record and it followed the hottest summer on record. Bellevue is not meeting its climate goals and everyone is responsible for that. One of the best things that can be done is to get people out of cars, but that will not be done without having safe and protected multimodal lanes, and that will involve removing travel lanes. Biking reduces cardiovascular disease and helps with mental health. The youth in Bellevue have one of the biggest problems with mental health and depression. When one is out on a bike, they are making social connections. Adults have their own problems in Bellevue and have one of the worst records for getting enough exercise, in part because of how difficult it is to go anywhere except by car. More multimodal and bike lanes are needed.

Matthew Vavicek, a Downtown Bellevue resident who lives without a car, expressed full support for full funding and implementation of Bike Bellevue. Buses can be used to get to dentist appointments, groceries can be carried home on foot, and bikes can be used to access hardware stores. Bike Bellevue will save lives and prevent injuries. A common misconception is that Bike Bellevue is too expensive when evaluated through a public safety lens. Just as policy makers and regulators have for almost five decades used something called the value of statistical life to make decisions on everything from product recalls to highway safety standards. The same can be used to test the safety benefits of the full implementation of Bike Bellevue. Appendix A of Bike Bellevue estimates that the economic value of the safety improvements over the next two decades in terms of lives saved and injuries prevented will be about \$24 million, which far exceeds the full implementation costs. That does not even take into account the environmental and public health aspects. Bike Bellevue will unlock new bike destinations. People living below the poverty line are 30 percent more likely to walk or bike, as are teenagers and those who must share a car with other people in their household. Biking on Bel-Red Road is not safe currently, and the B Line transit option takes a very long time. The Bike Bellevue proposal estimates only a 2/10th mph drop in traffic speed along the main Bike Bellevue corridors. For the average Bike Bellevue corridor, drivers going the posted 35 mph speed limit would only see a delay of 2.83 seconds. Pedestrians and cyclists everyday are asked to wait for cars, sometimes while stranded on a median, and the wait is for traffic efficiency, not driver safety.

Anthony Tseytlin noted being someone who drives, bikes and takes transit in Bellevue, and someone who fully supports Bike Bellevue. The city is growing and is becoming increasingly more expensive to live in. The answer to that is not car dependency, rather it is in enabling people to take other forms of multimodal transportation. Many people argue against reducing Bel-Red Road by a lane by saying there are very few people using that road anyway. The fact is the road is not safe for bicyclists. If there were a dedicated bike lane on Bel-Red Road, there would be more bicyclists. Between NE 20th Street and NE 24th Street on Bel-Red Road, in addition to removing a lane, the city should take the opportunity to construct a midblock crossing. With all the new apartments, many people attempt to cross the street midblock and it is unsafe.

Dr. Anne Coughlin, a Bellevue resident for 28 years, agreed with Dr. Dooley that biking is healthier. Dr. Dooley is from Ireland where people still bike between villages. People say it takes half an hour to go from Wilburton across the freeway to their homes in the Downtown. It cannot be a good idea to take away Downtown lanes. Biking will not decrease housing prices. Only about .5 percent of people use biking for transportation to work. If lanes are closed, trips that now take half an hour will take 45 minutes. It is a misconception that the majority of

lower-income households will use walking or biking to get around. The city has done studies that show that the group use cars to get around. Bike Bellevue will only cater to a small number of Bellevue residents. Bike paths have to be cleaned every day to make the safe, and accidents will occur when bikes are too close to cars. There are already bike paths to connect to Redmond and other places. Closing some lanes on Saturdays and Sundays would be good.

Absent objection, Oral Communications was extended for 15 minutes.

Steve Kramer, owner of the property where the Grand Connection and Eastrail meets, noted that a mere feet from the landing of the new NE 8th overpass the Wilburton transportation plan shows a line evoking the concept of extending NE 6th Street from 116th Avenue NE to 120th Avenue NE. To extend NE 6th Street and cross the Eastrail at grade makes no sense, especially in such a dense location. The concept brought forward from the 2018 CAC was for a walkable and bikeable area taking advantage of Eastrail as a linear park and a gathering place all coming together where the Grand Connection and Eastrail come together and where the grade-separated overpass from NE 8th Street comes in. The NE 6th Street extension concept would have to pass under two columns of the light rail guideway. Extending the roadway will only disrupt the planning and the vision everyone has been working on for the area.

Lara Gardner, a Lake Hills resident, voiced support for Bike Bellevue as an essential step towards improving livability and mobility in the city. The speaker noted it took 40 minutes to drive from home near Crossroads to City Hall and find parking to attend the Bellevue Essentials class. The trip usually takes about 15 minutes. The city's mobility is fragile and only one mode is given significant attention. People who live in Bellevue or who travel through deserve a more robust diversified system with compelling options. When thinking about leaving the car behind in favor of biking, the factor of having to leave an hour earlier to catch a bus comes into play. If there were safe routes, the bicycle would be the top choice every time given how stressful it is to get around by car. Recently on a trip by car to run errands, given no other compelling way to reach the area, a child perhaps ten years old waited to cross BelRed at 148th Avenue NE. When the signal changed, the child started to cross, but had to pull back as cars continued to turn right on red. Ultimately, the child chose to wait for the next walk cycle. Children and others must navigate the hostile areas close to schools and amenities. That must be expected in a city that prioritizes cars above all else. Making it possible for safe trips by bicycle for commuting and running errands will remove cars from the congestion. Multimodality is now to move more people in the same space. Bellevue's history is the story of why the built environment is the way it is, but now another iteration of pressure from a vocal minority is seeking to delay and degrade the implementation of the scalable, sustainable and safe multimodal projects the community has overwhelmingly supported for over a decade. A statistically valid Comprehensive Plan survey shows that nearly three-quarters of the respondents prefer street designs that are oriented toward bike and pedestrians and which prioritize safety and slow speeds. The path to that targets starts with reallocating slivers of right-of-way declared exclusively for cars to move more people across more efficient modes. A vocal minority should not disproportionately impacting decisions around the Bike Bellevue project or others that will help free people from car dependency. Bike Bellevue should not be watered down, it is needed.

Kyle Sullivan voiced support for the Bike Bellevue project even while admitting to being a car enthusiast, a regular attendee of classic car events, and having a degree in automotive repair. Most drivers are not in fact car enthusiasts. One does not need to be an enthusiast to drive because the built environment was designed to make it easy and safe. However, the city's cycling infrastructure has not kept pace. No one would choose to drive their car to Crossroads

Mall if 156th Avenue NE suddenly were to become a pit of mud half a mile up the road. That is what it feels like to bike in many areas of the city given that they are neither safe nor comfortable to bike through. The determined and confident might make it, but most choose to avoid the situation. Most who bike are bicycle enthusiasts, but they should not have to be. National surveys have found that over 50 percent of people identify as interested by concerned about biking, meaning they are open to it but feel unsafe or unsure. Build it and they will come. Currently there are many roads that do not even have the bare minimum of a painted bicycle lane, forcing bicyclists to make a choice to either bike on the sidewalk or bike in the road, which is unsafe, especially when cars are at speed. Poor infrastructure is why there are not more cyclists in Bellevue. Bellevue's roads, particularly in the Downtown, are consistently bigger than those in neighboring jurisdictions, yet traffic is still slowed to a crawl during peak hours. The current setup will only get worse as Bellevue grows, and car-focused solutions will not fix things. Car infrastructure is big, meaning there are many places where it cannot be expanded. It is expensive to build and maintain bicycle infrastructure, but it utilizes less space and is far more cost efficient than other transportation infrastructure. Cycling is a better option for moving lots of people around town and will be a huge complement to the new light rail line and the dense development around it. In some situations, space for cars may need to be reduced in order to make room for other modes of transportation given that the city has built itself into a corner. Many roads only see large traffic volumes at peak hours. Shifting some of the space to other modes of transportation will allow for doing more with what the city has. The Bike Bellevue project is a great step toward having a safe and connected network for cycling in Bellevue and it should be implemented in full. It is time to stop being so car-centric in planning.

Chris Randalls with Complete Streets Bellevue thanked the Commissioners for continuing the Bike Bellevue work. Bellevue's streets are not currently safe and accessible for many outside of a car. Those who do choose to walk, bike and roll to get around are often dying on the streets because of a lack of safe infrastructure to protect them. The Bike Bellevue program is the first of many steps that need to be taken to change the paradigm. The staff are to be praised for the outreach they have done in the community, but there is still room for improvement. There is still a lot of misunderstanding and a lack of knowledge around what Bike Bellevue would actually bring. There can be separated and protected bicycle infrastructure within existing streets without needing to acquire expensive new right-of-way or constructing new trails that will take years to fully complete, leaving people on two wheels without options in the interim. It can be made safer for people already cycling and encourage new people to try it out, all with a negligible impact on traffic operations. That is because the roadways the staff have selected are overbuilt, and implementation of Bike Bellevue will only reduce afternoon peak speeds by .2 mph. The staff analysis, based on the tools and metrics chosen for the Mobility Implementation Plan, shows that the city can indeed have it all. A couple of additions to the draft concepts guide are warranted. First, the staff should be encouraged to incorporate a chapter that summarizes the overwhelming body of peer-reviewed literature that shows how improved cycling infrastructure has increased cycling rates across cities in North America and Europe. A thorough review, including a meta-analysis, would show how cycling infrastructure nearly always brings increased bicycling usage, even in cities with difficult terrain or weather. The data can be supplemented by data from the departments of transportation in Seattle, Vancouver and New York. Data and information should be included that shows which facilities would necessitate tradeoffs in the allocation of street space. The inclusion of the data in Appendix A in the draft concepts guide before the appendix on safety is a misfire. It sends the wrong message to say the city is committed to Vision Zero, and to a future where nobody dies on the streets, after the information on lane reduction and the loss of 30 parking spaces. Words and priorities matter. As drafted, the section suggests that parking losses are more

important in people's lives. That is the Bellevue of the past, not of the future. The data that really matters should be the focus: the people, the environment, and the better city that can be created when people are given more options for getting around. Bike Bellevue is worth it for all those reasons and more.

John Sultanas, a Crossroads-area resident and a technology specialist for the Bellevue School District, voiced support for Bike Bellevue. There is a shocking difference between the infrastructure in Redmond and Bellevue. Since moving to Bellevue five months ago, the speaker noted having biked 1032 miles in the Bellevue area and noted having felt unsafe and unwelcome biking since day one. Bikes are viewed as a nuisance when they have to move onto the roads, and as a nuisance to pedestrians when it is necessary to ride on the sidewalk. Bikes are targets for anyone in a car who believes they must be at their destination 30 seconds earlier. Being cut off by cars and being honked at is routine for cyclists. Biking is a joy and is a legitimate means of travel. However, better bike infrastructure is needed. Bike Bellevue is essential to the future of the city, particularly on Northup Way and NE 20th Street where the choice for riders is to be passed by cars and trucks going 40 mph or to ride on the sidewalk which is too narrow even for two people walking side by side, and which means dodging trees, parking lot driveways, benches, and overgrown roots. The issues can be solved through the implantation of the Bike Bellevue program, which will create safe corridors, including in the east-west direction where there currently is no direct infrastructure between Crossroads and the Downtown. Having bicycle facilities will encourage the population to become active and healthier. Currently only nine percent of bus stops are accessible via low-street bike routes. Sixty-two percent of the respondents to Bellevue's surveys indicated they want to see bike infrastructure. There are clear economic, sustainability and healthcare studies that outline a long list of benefits that come from implementing public bicycle infrastructure.

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

Councilmember Zahn informed the Commission that the Council would be holding a public hearing on the budget on November 13. A World Day of Remembrance for road traffic victims is planned for that same day. The proclamation will acknowledge that 23 people died, and 211 were seriously injured, between 2013 and 2022.

On November 6 the Council received a presentation on the city's snow response and the staff shared that temperature sensors in the roadways will be operational, improving the emergency response.

The city intends to hire by contract an ethics officer to cover the City Council and the city's boards and commissions.

At the October meeting of the Eastside Transportation Partnership a presentation was given on the development of regional action plans. The PowerPoint presentation will be forwarded to the Commissioners.

Councilmember Zahn also noted that a meeting with the Washington State Transportation Commission is set for November 13. The discussion will be in regard to the I-405/SR-167 express toll lanes and the minimum toll rates to be set.

Commissioner Marciante asked for a response to the comment made by the public that Bike

Bellevue as currently proposed does not align with the City Council and deviates from the original plan. Councilmember Zahn said the Council will rely on the staff to make sure there is good alignment. Staff can certainly be asked to look at the comment and respond relative to where things stand.

5. STAFF REPORTS

Principal Planner Kevin McDonald informed the Commission about the reaccreditation of the transportation and utilities departments by the American Public Works Association (APWA). The first accreditation by APWA was in 2007, and reaccreditation occurred in 2011, 2015, 2019 and now again in 2023.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Wilburton Transportation Policy

Senior Planner Justin Panganiban with Community Development noted that on July 13 the Commission approved a recommendation on the draft transportation policies and provided concurrence on the access concepts. Since then staff have been working on both in order to provide clear policy support as the project moves ahead to implementation, including updates to the Land Use Code in 2024. Staff have also been working on evaluation criteria for the NE 6th Street extension to 120th Avenue NE.

Most of the policies in Attachment A have seen some minor updates, but the overall key policy moves for Wilburton have not changed. For most of the policies, language was added to tie the implementation of the access improvements to the development review process to support both site scale and neighborhood scale connectivity and mobility. NEW TR-14 is a new policy identified by staff to support the development of design guidelines, principles and standards that will provide for flexibility and clarity during implementation. Given the revisions, policy S-WI-25, previously recommended by the Commission, is adequately covered in the other four policies and can thus be removed.

Chair Stash referred to policy NEW WI-TR-2 and noted that the new development had been replaced with publicly accessible and assumed the change was to make the policy broader and not necessarily focused only on new development. Justin Panganiban said the policy is focused primarily on new development. When teeing up the internal access concepts, the intention is for all corridors to be publicly accessible. Some might be public rights-of-way, but others could be within development sites but still required to provide public access.

With regard to policy NEW WI-TR-3, Chair Stash referred to providing garage and vehicle access and wondered if the language could be deemed not broad enough to capture all of the uses. It might be better to have the policy read “Work with developers to provide vehicle access....” Justin Panganiban said the suggestion could be considered, adding that the initial intent was to tie it to the development of internal access concept.

Commissioner Magill referred to NEW WI-TR-1 and asked by the change of wording from “support” to “incorporate.” Justin Panganiban said the intent is , through the development review process, to integrate the internal access concepts and corridors. Use of the word “incorporate” provides stronger policy direction.

Justin Panganiban said the main update to the wayfinding policies is to incorporate NEW WI-TR-13 into NEW WI-TR-4. Other design components of the Grand Connection, including placemaking, open space and integration with adjacent development, is addressed in other non-transportation policies.

Commissioner Ting asked how “walking, bicycling and using transit” as used in the policy is differentiated from the term “active mobility” that is used in other locations. Justin Panganiban said active transportation is meant to be an all-encompassing term. The terms are not necessarily interchangeable, but “active transportation” has been used as a broader term to refer to walking and cycling. For consistency across the policies, “active transportation” may be a better term to use.

Justin Panganiban said the policies around arterial improvements were also subjected to some minor refinements. NEW WI-TR-6 is related to the planned NE 6th Street extension for WSDOT, and the updated language is similar to the language used in NEW WI-TR-5 regarding coordination with WSDOT.

Justin Panganiban said the Eastrail Access policy refinements all are in support of the policies being developed for Eastrail. The staff are proposing to remove policy NEW WI-TR-9 given the determination that signalization is not a policy direction so much as an operational decision that is determined through engineering and design. Policies NEW WI-TR-10 and NEW WI-TR-12 were combined to clarify the implementation of Eastrail access through development review. For NEW WI-TR-11, a minor refinement was made to include trail paving as part of the design treatments to be coordinated with King County as part of Eastrail implementation.

Answering a question asked by Commissioner Magill, Justin Panganiban allowed that King County is developing the Eastrail but will leave it in a gravel configuration as an interim condition. The city will coordinate with King County as to the final configuration of a fully paved path.

Commissioner Rebhuhn asked if it is known how long the interim gravel configuration will last. Senior Planner Mike Ingram explained that the county is planning to develop a fully paved trail corridor. The corridor through Wilburton will initially have a gravel surface but the county will seek resources to pave the trail through the area. The policy confirms the city’s position that the trail should be paved, but it is the county’s responsibility to do it, but the timeframe is unknown.

With regard to the evaluation criteria for the extension of NE 6th Street, Justin Panganiban said WSDOT’s I-405 program identifies the planned extension for HOV/HOT/Transit access to 116th Avenue NE. The arterial extension of NE 6th Street to 120th Avenue NE, with an at-grade crossing of Eastrail, is an alignment included in the draft EIS and is being evaluated as part of the preferred alternative in the FEIS. As currently planned, the design for the extension is similar to NE 4th Street between 116th Avenue NE and 120th Avenue NE, which is a five-lane arterial. The project is identified through existing subarea plan policies in Wilburton as well as in the Transportation Facilities Plan. Initial draft policy NEW WI-TR-8 speaks to supporting a new Eastrail vehicular crossing only at the NE 6th Street alignment. However, through the FEIS process more specific policy direction can be offered around the future of NE 6th Street that aligns with the broader vision for the area.

The policy direction can support a variety of outcomes for the NE 6th Street extension,

including to 120th Avenue NE with a design similar to that of NE 4th Street with an arterial and a signalized crossing at Eastrail. Policy direction that does not look at extending NE 6th Street to 120th Avenue NE would necessitate additional staff discussion as to what kind of connections could be supported along the alignment. Pedestrian and bicycle access will be a given and the question would come down to vehicular access. There could be a lower-volume street for example with vehicular connections through the neighborhood along Eastrail, which would require a crossing but possibly only with signage rather than a full signalized intersection. There could also be a decision to not have general vehicles cross Eastrail, allowing only for pedestrians, bicycles and emergency vehicles. The FEIS will facilitate more substantive discussions regarding the analysis. An updated policy will be needed should the decision be made that NE 6th Street should be extended to 120th Avenue NE. The FEIS will include both quantitative and qualitative metrics to help inform the final staff recommendation.

Commissioner Marciante asked if the extension of NE 6th Street is being considered for general purpose vehicles or only for HOV. Justin Panganiban said an extension to 120th Avenue NE would be for general vehicles.

Justin Panganiban said staff would return at a future Commission meeting to review both the qualitative and quantitative analysis, and based on the analyses staff will provide a recommendation on NE 6th Street.

Turning to access concepts refinement and mapping, Justin Panganiban said a draft concepts map was developed that builds off the city's earlier work on the future transportation network by the 2018 Wilburton CAC, which identified opportunities for new local streets and pedestrian connections. At the time the map and street types were illustrative only and not indicative of actual locations or facility designs. Following the launch of the 2022-2023 Wilburton Vision Implementation effort, staff examined the 2018 CAC framework in determining the type of policies that would be needed to support the network. One key determination was that the future transportation network would not necessarily be comprised only of streets. The opportunity was clear to rethink the connections in terms of flexibility, future development access needs, and promoting a pedestrian-oriented district. Stakeholders have expressed a desire for greater clarity regarding the information on the concepts map, and to that end staff developed a draft multimodal access and walkability concept map that ties the different elements of the future Wilburton transportation vision together to clarify the role and need of the internal access corridors to facilitate the future land use pattern.

Some minor updates were made to the internal access concepts that were shared with the Commission in July to better communicate the intended function and use of each type. By way of clarification, staff affirmed the baseline characteristics of how the access types are viewed and how they interface with future development. They all support a future trail and transit-oriented land use pattern; they are all intended to be publicly accessible; and they all allow for emergency and maintenance vehicle access. The key nuance for each type is how different modes are accommodated. Flexible access was clarified to communicate the flexibility of determining essential vehicle access needs based on specific development needs. Different sites have different needs for vehicle parking, pick-up and drop-off, and service vehicle access. Local access is specific to public streets that would help facilitate vehicular access through the neighborhood.

Commissioner Ting asked if flexible access is tied to public or private property. Justin Panganiban said the intent is for publicly accessible access on private development to access the site or surrounding amenities. Commissioner Ting asked what is meant by essential

vehicular access, and the answer given by Justin Panganiban was that it refers to access that is required for a site to function, which varies by site. Some sites need parking and access for pick-up and drop-off, while others need access for service and maintenance. Such facilities are not through streets.

Commissioner Kurz asked if the steep slopes of the area would limit active transportation options. Justin Panganiban said that issue will be in the mix when considering implementation. Until then, the focus is on providing a framework for how to think about different modes throughout the neighborhood.

Moving on to the multimodal access and walkability concept map, Justin Panganiban said it is a graphic representation of the draft transportation policies in the context of existing planned and proposed investments that will contribute to the walkable transit-oriented development environment. The concepts will subsequently inform how the city intends to craft the related development regulations to implement the vision.

Currently, the area largely consists of multilane arterials, very few pedestrian connections and little connectivity, and generally only minimal pedestrian and cyclist permeability within the larger blocks. With the new investments in Eastrail and light rail coming online, there will be a lot more people in the Wilburton TOD. The updated policies will support multimodal integration with Eastrail, the Grand Connection, Wilburton station and the NE 6th Street extension.

There are existing bicycle facilities in Wilburton that connect to and through the neighborhood. They include the NE 12th Street multiuse path, the NE Spring Boulevard multiuse path, and the 120th Avenue NE on-street bike lanes. As part of the vision for the area, 116th Avenue NE is envisioned to have active transportation facilities running the full north-south stretch, and additional bike concepts that are identified through Bike Bellevue to provide better connectivity.

Justin Panganiban noted that there are existing arterials connecting to and through Wilburton that offer significant challenges for pedestrians and cyclists. The new policies support the enhancement of the arterials with improved active transportation facilities and a more well-connected land use pattern. The enhancements will make the corridors safer to travel and will support a more connected future land use pattern across arterials.

The Commissioners were shown a representative cross section of Eastrail between NE 4th Street and NE 8th Street, one of the more urban segments of Eastrail. Some of the components called out in the cross section were the regional trail King County will be constructing; frontage paths complementing the regional trail; and access points onto the corridor from adjacent development and streets. The updated draft policies are in support of coordination of public and private entities to implement the different design components identified in the framework plan.

Once change from the 2018 transportation network concept is fewer new streets as dedicated public right-of-way facilitating public access. The main area identified for local access is north-south between Eastrail and 120th Avenue NE to provide internal vehicular circulation throughout the core of the Wilburton area. There are also a number of identified east-west local access corridors. One area that will be analyzed as part of the FEIS is the east-west connection along NE 6th Street between 116th Avenue NE and 120th Avenue NE.

The flexible access concept has been defined as providing flexibility through the development review process to determine how an access corridor through a development site would best serve site-specific needs, while also accommodating public access for cyclists and pedestrians. The flexible access corridors have generally been located, but they are not intended to be precise. Considerations like parcels, topography and general alignment decisions will be factored in.

Justin Panganiban informed the Commissioners that the issue will be before the Commission again for final recommendation to the Planning Commission in the first quarter of 2024.

B. BelRed Look Forward Transportation Policy

Senior Planner Gwen Rousseau with the Community Development Department stated that covering 960 acres, BelRed is the largest subarea in the city's growth corridor. Four light rail stations serve the area, starting with the Wilburton station in the south followed by the Spring District station at 120th, the BelRed station at 130th, and the Overlake station in Redmond. The BelRed plan articulates a vision for a sustainable nodal development pattern with a broad range of housing, a vibrant economy, and mixed-use walkable neighborhoods with a unique sense of place featuring the BelRed Arts District. The plan also articulates a vision for a comprehensive connected parks and open space system, environmental sustainability including restored stream corridors and the use of natural drainage practices, and sustainable building design. The subarea plan also articulates a vision for a complete and connected multimodal transportation system.

Since the adoption of the BelRed plan in the spring of 2009, over 2,100 new housing units have been built and another 3,100 are under construction or in review. Additionally, 2.2 million square feet of non-residential space has been constructed, and another 1.3 million square feet are in the pipeline. BelRed is on track to meet its 5,000 housing units and 10,000 jobs growth projections by 2030. Spurring this development was the construction of four new light rail stations and over \$194 million in transportation investments, including new and extended arterials, and local streets. The city has collected more than \$8.6 million in fees in-lieu for affordable housing, and \$8.5 million for parks and streams.

After more than a decade of experience in implementing BelRed policies and code, the City Council has directed that the subarea plan be refreshed as part of the Comprehensive Plan Periodic Update. The identified need is to reflect changed circumstances since the plan was adopted. When the subarea plan was developed in 2007-2009, the city was in between Comprehensive Plan updates, and therefore, many of the new innovative policies for the subarea had to be incorporated within the plan itself. Many of the policies have since become standard policies that are applicable citywide and may no longer warrant separate inclusion within the subarea plan. Only policies that speak to the unique assets or needs of BelRed need to be in the subarea plan. The more universal policies can exist in Volume I of the Comprehensive Plan.

New policies may be recommended to incorporate information gained from the 2044 Comprehensive Plan Periodic Update FEIS addressing the increased capacity of development, support for implementation, and reflecting public comments to further the vision. Staff recommendations for any new policies will be brought before the Commission in the first quarter of 2024.

Kevin McDonald said a number of the policies in the BelRed subarea plan are still valid. They

provide excellent direction for infrastructure and land use development. Some policies in the plan, however, are more appropriately addressed on a citywide basis, and they are earmarked to be moved to the Transportation Element in Volume I. Policies that reference projects that have been completed should be repealed, along with policies that have been implemented through the Land Use Code.

Of all the policies in the BelRed subarea plan, one was identified to be retained without amendment. Policy S-BR-72 is a Transportation Management Association concept that is yet to be implemented. The one policy moved to the Transportation Element is S-BR-61 which urges thinking more broadly about environmental restoration opportunities with respect to arterial improvements.

Answering a question asked by Commissioner Marciante, Kevin McDonald explained that in reviewing the policies the focus has been from the perspective of the developer or the city project manager and where they would look first for policy guidance for an intended project. If the context is such that it would only apply in BelRed, it can be expected the people would look to the BelRed subarea plan first. If the project is an arterial that extends across a larger section of the city, the Capital Investment Program manager would look first to the Transportation Element. The general public will also need to know where to look for policy guidance to inform their comments. At the end of subarea plans there are references to related documents.

Kevin McDonald said one of the tools used frequently is the development review process. Policy S-BR-56 describes that and is split into two sections, the first addressing development review for local streets, and the second addressing the environmental integration with pedestrian and bicycle infrastructure.

Commissioner Kurz raised a question about the use of a rectangular grid approach and Kevin McDonald allowed that there have been challenges in some locations with implementing a rectangular grid. Sometimes property lines do not align, sometimes there is topography to deal with, and sometimes there are stream corridors. One policy not included in the presentation, but which will probably be brought forward in the first quarter of 2024 talks about flexibility in implementing the grid. The vision for BelRed is a grid with an interface of local streets, pedestrian access and bicycle facilities, but because that is not always possible, some flexibility is needed to come up with solutions that meet the intent but not necessarily the rigid grid.

With regard to policy S-BR-63, Chair Stash stressed the value of retaining at the policy level the concept of having amenities.

Commissioner Ting reference policy S-BR-60 and asked if there are policies or high-level strategies in the Curb Management Plan that should be elevated to the policy. Kevin McDonald said the Curb Management Plan provides more guidance than the general policy of providing on-street parking where it provides the values listed in the policy. The type of use appropriate for the curb is identified in the Curb Management Plan, and in some places it references “storage” and identifies certain criteria to be considered when thinking about the curb as a place for the storage of vehicles. By mentioning the Curb Management Plan in the policy, thinking about where on-street parking is appropriate is refreshed. Commissioner Ting urged staff to elevate the high-level principles from the Curb Management Plan to the degree possible in the policies so that they can stand alone. It is always better for policies to be able to stand alone rather than referring to policies outside the Comprehensive Plan.

Commissioner Marciante asked why there should be a policy about including on-street parking if it is already required by the Land Use Code. Kevin McDonald allowed that policy S-BR-60 is a legacy policy from 2009 that provided direction to the Land Use Code. The Land Use Code has subsequently determined where on-street parking is appropriate. The thought behind retaining the policy as amended was to introduce the notion of the Curb Management Plan as another tool to be used in deciding where to put on-street parking. It is true the policy could be repealed altogether given that it is covered somewhere else, but it could also be retained with some more high-level policy guidance added in.

Commissioner Ting stressed that the policy as drafted specifically elevates on-street parking only where it will contribute to the pedestrian environment or other elements of the desired neighborhood character.

Gwen Rousseau pointed out that there is a parking standard already in the code and if there were any changes needed to the code, it would be helpful to have the policy in the plan.

Kevin McDonald noted that the amendments to policies S-BR-64 and S-BR-65 merely update the names of places.

The amendments to Policy S-BR-67 are in line with the modern policy direction to eliminate enumeration where implementation details are already enumerated, which in the case of the policy is the Transit Master Plan. The purpose of the policy is to provide direction to work with transit service providers in making sure the light rail stations are well served.

Kevin McDonald allowed that policy S-BR-69 is another one which seeks consistency with another document, specifically the Mobility Implementation Plan.

Commissioner Marciante said it would be a good idea to think generally about having plans in the policies and how to refer people to the context housed in other documents. Should the concepts in the plans change, the policies may need to be changed as well. Commissioner Ting suggested the high-level goals that require a rigorous process to change should be housed in the policies. Implementation details should be in the plans, and there should be references made to those plans in the policies.

Kevin McDonald referred to the list of policies earmarked to be repealed, explaining the reasons to be either that the referenced projects have been completed, the topic of the policies has been incorporated into the Land Use Code, or the policy is already in Volume 1 of the Comprehensive Plan.

Commissioner Marciante zeroed in on policy S-BR-62 and allowed that while the concepts regarding ped/bike facilities are located in other places, there may be something about ped/bike facilities that should be called out given that the BelRed area is unique. Care should be taken to make sure things are not lost by repealing the policies. Commissioner Ting concurred, adding that when there are policies that call out the unique characteristics of a subarea, even where they wander into implementation, if the policy language is intentional and specific to the area, the policies should be retained. If redundant with something in the Comprehensive Plan, it is okay to remove the policy, but policies that are redundant only because they are housed in plans that are outside the Comprehensive Plan, plans that can easily get changed or lost, should perhaps be retained, particularly if the focus is something unique to a subarea or neighborhood.

Kevin McDonald explained that the Commission's recommendations regarding the policies

will ultimately be transmitted to the Planning Commission, which has the authority to transmit recommendations to the City Council on all policy.

C. Bike Bellevue

Mobility Planning and Solutions Manager Franz Loewenherz briefly reviewed with the Commissioners the Bike Bellevue project timeline. It was stressed that the entire body of work stems from the city's Capital Investment Program (CIP). The original allocation to the project was \$1.5 million in the 2021-2027 CIP. The Council added significant funding in the 2023-2029 CIP to the tune of \$4.5 million, and then in March provided direction for the staff to work with the Commission and the community to advance Bike Bellevue through design, prioritization and implementation. A set of eight project principles were presented and were used to inform the Draft Design Concepts Guide that speaks to safety, sustainability, equity and mobility. The concepts guide was shared with the Commission in September and it continues to be in draft form and subject to revision until it is finalized, which is anticipated to be June 2024.

With regard to the engagement plan, Franz Loewenherz said the Konveio online dashboard was launched and there has been significant interest in it. Some focus groups are envisioned to occur in January and February along with stakeholder interviews. This form of outreach aligns with the equity principles provided by the Council, ensuring that the harder-to-reach populations, including those with limited English proficiency and low-income populations, have a voice in the process. A community outreach consulting firm has been contracted with to assist in reaching those groups. There are a number of meetings envisioned for February through May to think through the draft design concepts and make changes to them ahead of bringing to the Commission a recommended action in June.

Answering a question asked by Commissioner Magill, Franz Loewenherz confirmed that the Bike Bellevue corridors were in fact established by the City Council, not by the Commission. The Council made the decision that all the Bike Bellevue corridors should be evaluated for potential bike lanes. The expectation of the CIP was that by 2024 three of the projects would be implemented. That is not going to be achieved. Working with the principles that were provided, and with input from the community, the role of the Commission was to evaluate how the corridors should be prioritized and implemented.

Franz Loewenherz stressed that none of the changes made to the Draft Design Concepts Guide since September have affected the candidate corridor designs. Jay Backman added that the corridor designs will be updated in response to the community engagement once that process is completed. The community engagement online platform is still open.

Jay Backman said one update to the Draft Design Concepts Guide seeks to be clear about how the roadway prism is to be evaluated and what the reallocation of space might be taking place on each of the corridors to achieve the vision of the concepts guide. Franz Loewenherz noted that one thing heard from the public was the need to provide additional clarity on the directionality of the cross sections. The guide has been updated accordingly.

Jay Backman said another change made was in response to feedback received from the Commission in regard to removing the 24-hour vehicle capacity analysis from the September 23 version of the draft concepts guide. The update seeks to address the confusion created by the graphics and the analysis, particular in regard to total roadway capacity, by removing the roadway capacity utilization section from the draft.

Commissioner Ting voiced support for including the 24-hour vehicle capacity analysis, noting that the concern was on bidirectional capacity as opposed to directional capacity.

Commissioner Marciante allowed having been confused by the 24-hour vehicle capacity bidirectional capacity charts in the section. It was difficult to follow, which is something the public also pointed out. That is the reasoning behind the call to simply remove the section. Jay Backman stated that staff did look at the directionality capacity in creating the graphs. Typically, capacity evaluation is not looked at in a directional way, in part given how quickly it can change depending on land use and other factors.

Commissioner Ting recommended retaining the charts with the directional component included given that it explains what the outcomes of the policies are going to be. It appears that the bidirectional graphs also exist in the attachment. Franz Loewenherz said that was an oversight that will be addressed. Attachment C of the agenda memo, pages 11 through 22, include the directional information as part of the public record.

Commissioner Marciante cautioned against including what appears to be a new measure that is obviously causing confusion.

Commissioner Kurz noted that no one from the public who came to speak addressed roadway capacity. Their primary concerns are delay and safety. It would weaken the case by including the section. Chair Stash concurred.

Jay Backman allowed that the Mobility Implementation Plan (MIP) was developed to present clarity in how the city does traffic analysis. It captures where everyone is going in the V/C analysis and the delays. Capacity lies more on the engineering side of the equation. The intention was to show that the city is only getting close to the listed roadway capacities in the peak hours. For the person moving along a corridor, capacity is not the thing they are concerned about; they are more concerned with delay, queueing and the other measures outlined in the MIP.

Without objection, Chair Stash extended the meeting by 15 minutes.

Commissioner Ting suggested that in the spirit of transparency, the directional graphs should be included.

Commissioner Marciante said the public believes that taking a lane away will result in more congestion, something that is not actually true given that it depends on how the system works. In the areas where lanes are proposed to be removed, there will in fact be only minimal delay according to the modeling.

Franz Loewenherz allowed that there has been robust community interest in the topic. Staff responded to 49 emails and letters between September 25 and October 27. The communications evoke both support and opposition to the project. By the time of publishing, a total of 146 emails and letters had been received and responded to.

Commissioner Marciante said it would be helpful to have the communications divided by theme. Commissioner Magill agreed and added that it would be helpful to know which corridors are receiving the most positive and negative comments.

Commissioner Marciante stressed the need to extend the public comment periods if needed in order to accommodate hearing from all who want to address the subject before the Commission.

Commissioner Ting concurred with both Commissioner Marciante and Commissioner Magill.

Franz Loewenherz allowed that the engagement plan has been constantly evolving. The program is proving to be very popular and is triggering many invitations to address community groups and various forums. The plan will continue to be updated going forward. An open house forum is envisioned to be scheduled in the new year. To date, there have been 972 comments on the Konveio dashboard and it will be live through November 17. A spreadsheet is being created to analyze how many of the comments fit into different thematic categories. The intent is to identify when individual comments end up informing a design refinement in the guide.

Commissioner Marciante suggested there may be some opportunities using AI tools to process the letters and comments received. Commissioner Marciante also suggested staff should bring the MIP measures regarding performance and delays to the front in an executive summary for each corridor, and to include a review of the literature regarding how other cities have approached the issue. In every instance, safety should be stressed as the top priority.

There was consensus to extend the meeting by an additional ten minutes.

Commissioner Magill stressed the need for transparency in the document. It would be helpful to include a white paper addressing how staff came up with the numbers. Franz Loewenherz said it would be difficult to pull that together in time for the Commission's December 14 meeting, but it could be part of a future meeting.

Commissioner Marciante pointed out that the Commission worked for several years in developing the MIP measures and suggested the Commission could benefit from having a working session on what each performance measure is. The review could be handled offline and could be made available to the public as well.

8. APPROVAL OF MINUTES

A. September 14, 2023

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

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS

A. Criteria to Determine Approval of Commissioner Remote Participation, Per Ordinance No. 6752

Chair Stash noted that under the ordinance, Commissioners are no longer required to seek the permission of the Commission at a previous meeting to attend a future meeting remotely. All that is now required is to send a note to staff and the Chair by noon of the day prior to a meeting. Kevin McDonald added that the limit of three Commissioners participating remotely

remains in effect, and approval will be granted on a first-come/first-served basis.

11. ORAL AND WRITTEN COMMUNICATIONS

Absent objection, the meeting was extended for an additional ten minutes.

Carl Vander Hoek with the Vander Hoek Corporation, which has operated in Old Bellevue for more than 85 years, said Bike Bellevue represents a huge investment that will only benefit a small number of people and which will negatively impact the majority of vehicle trips. The Commission should recommend to the Council allocating funding proportionate to the concerns of the taxpayers, including affordable housing, homelessness, traffic congestion, the Grand Connection and a Downtown fire station. The Bike Bellevue plan will not be going to the Council for approval, rather it will be reviewed by staff and the Commission, with a recommendation going to the Transportation Director to make a unilateral recommendation whether or not to implement the program. The reason why the plan will not be going before the Council should be made clear. The proposal will make vehicle travel times longer and traffic congestion worse will force customers to shop elsewhere and employers to relocate, leading to even more vacant retail and office space. According to the city, Bike Bellevue will create zero work trips by bike in the project area in the 2035 build scenario. If buildings sit vacant, city revenues from B&O taxes and sales tax will decrease. Staff should be directed to look at the economic impacts. All but five of the public comments received in support of Bike Bellevue are generic form letters from Cascade Bicycle Club, most from people who do not live in Bellevue. Staff mischaracterizes support for the plan by simply stating that 96.6 percent of the emails expressed support, which is false and misleading. The report does not mention any outreach to police or fire for their input. With less road capacity, increased congestion and higher wait times at intersections, those departments will face slower response times. City documents suggest Bike Bellevue will prevent only four to eight fatalities over the next 20 years. If police and fire have slower response times, additional fatalities could occur. Staff should be directed to seek input from police and fire. There must be full transparency with the public.

Mariya Frost, transportation director for Kemper Development Company, said the value of a multimodal transportation system cannot be overstated. At the same time, connectivity for modes that carry a small fraction of users should not interfere with the vehicular capacity the vast majority of Bellevue users depend on. Policy TR-2 states that the city will aggressively plan, manage and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner, and improve the quality of the travel experience for all users. All of those criteria must be met. Bike Bellevue brazenly conflicts with the policy by eliminating lanes and increasing traffic congestion, only to increase bicycle modeshare by 0.1 percent at a cost of \$18.6 million. Eliminating vehicle lanes on routes to jobs, hospitals, shopping centers and other key locations will undoubtedly worsen traffic congestion, particularly in the coming years when more than 30,000 new residents are expected along with tens of thousands of additional commuters from outside the city, most of whom prefer or must drive. Most people already associate Bellevue with heavy traffic, difficult commuting, and sitting through multiple green lights without being able to move past an intersection. That will continue to be the reality for corridors that do not meet the performance metrics that have been diluted by the new multimodal level of service. Gridlock and frustration are not what should be associated with multimodal travel through Bellevue. Bike Bellevue assumes that reduced lane capacity and the misery traffic congestion imposes on drivers will change travel behavior and reduce driving. It may, for those who are young, able and privileged enough to afford walking and biking to the Downtown. Most working class people,

however, will continue to sit in traffic congestion to get to work and will otherwise altogether avoid coming to Bellevue for discretionary trips, which they already do. There are common sense solutions, including biking alternatives, that have already been Council approved, from which Bike Bellevue deviates. Those alternatives, as well as an independent analysis, should be considered.

12. REVIEW OF COMMISSION CALENDAR

Kevin McDonald took a moment to review the calendar of upcoming meetings and agenda items.

13. ADJOURNMENT

Chair Stash adjourned the meeting at 9:34 p.m.



12/14/23

Secretary to the Transportation Commission

Date