

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 9, 2023
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Chair Stash, Commissioners, Helland, Kurz, Rebhuhn, Ting

COMMISSIONERS ABSENT: Commissioner Marciante

STAFF PRESENT: Kevin McDonald, Michael Ingram, Kristi Oosterveen, Chris Iverson, Chris Long, Department of Transportation

OTHERS PRESENT: Alex Mercuri, Lauren Mattern, Nelson/Nygaard

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 Marciante who was excused. It was noted that Vice Chair Beason had resigned.

A. Election of Vice Chair

Commissioner Helland volunteered to serve as Vice Chair through the regular June election of officers.

Absent any other nominations Commissioner Helland was announced as the new Vice Chair.

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Principal Planner Kevin McDonald noted having forwarded on to the Commission several e-mail communications received from the public, including an unsigned e-mail message of support for the curb management plan; a message from Betsi Hummer regarding dumpsters located along NE 9th Street; a message from the Bellevue Chamber of Commerce with regard to the curb management plan; a message from Kemper Development Company with respect to the curb management plan; and an email correspondence between Senior Transportation Engineer Chris Iverson and Carl Vander Hoek, also in regard to the curb management plan.

Alex Tsimerman began with zieg heil and called the Commissioners dirty damn Nazi gestapo democracy fascist mobsters and psychopaths. At the recent Planning Commission meeting about housing the members were very angry after being called Cretans and other names.

Freedom of speech, however, means anyone can say what they want and they do not have to like it. They are doing nothing. For 30 years the housing problem has just grown worse. Talking with city leaders over the last 30 years has yielded no improvements, things just got worse. The Transportation Commission is just the same. All the city's commissions are the same. Nothing is done about stopping the government from spending money for nothing. A hundred times more money is spent on transportation than on people, but no one stops them. No one stops Sound Transit spending a hundred billion dollars. No one stops the city from spending 20 percent of its budget on transportation and almost nothing on people. The Transportation Commissioners are also Cretans and very dangerous for the people because they do nothing for the people. Someone should talk to government who are f*****g full of s**t. The Transportation Commission should speak up and stop the Council spending money on transportation instead of on housing or for poor people. What the Transportation Commission is doing is just bulls**t.

Carl VanderHoek noted that the draft curb management plan recommendations in the Commission's meeting packet call for added resources for curbside enforcement and compliance. More money should indeed be spent on enforcement, however the first step should be to immediately reverse the staff's direction to Diamond Parking, the city's contracted enforcement company, to not enforce infractions on commercial delivery vehicles citywide. That is unacceptable and has created problems with how the curb and right-of-way is used. On the issue of equity, the questions asked were if food trucks are equitable if they only serve those who can afford to live and work in Bellevue; if al fresco dining is equitable if it primarily benefits restaurant owners; if common lockers for packages are equitable if they primarily benefit Amazon and its customers; and if EV parking stalls and electric chargers equitable if only the wealthy can afford those kinds of vehicles. None of those things can be called equitable if they can only be accessed by a few. Parking and auto mobility should be prioritized along with equitable access to the curb and the city as a whole. Those who cannot afford to live in Bellevue must drive into Bellevue and thus the need to maintain equitable access to the curb and vehicle capacity on the roads. The city is making subjective observations based on unsubstantiated anecdotal evidence not backed by data to identify curb-related problems from the perspective of city staff. Curb management programs should not be implemented without current data. Parking is not incorrectly perceived, as the city has said, by the public as a problem; it is in fact a problem that residents and businesses have voiced previously.

Mariya Frost, transportation director for Kemper Development Company, thanked the Commission for its continued work on the curb management plan. Kemper Development Company supports a plan that responds to public demand and rooted in curb activity data. Information relating to the curb management plan, including maps, analyses and all curb data be made available to the public as soon as it becomes available rather than waiting until it is presented to the Commission. In continuing to develop the curb management plan, equity and inclusion should be given priority. However, equity should not just focus on how people pay, how vendors are selected, who is in the room to contribute to a decision or how the curb supports active transportation. While important, all of that is incomplete. If the city cares about equity and inclusion, especially in the context of how curb and all transportation decisions would impact people, care should be taken to be mindful of those who cannot afford to live in Bellevue or access jobs, retail and parks by walking, biking or taking transit. Many who work or play in Bellevue live somewhere else and depend on cars for mobility. The US Census data for 2021 shows that of those who make upwards of \$34,999 per year, 63 percent commute to work by car; only four percent take transit. Among those who make between \$35,000 and \$64,999, 60.8 percent commute by car and only 4.7 percent take transit. The highest percentage of transit use and walking is actually among those who make between \$65,000 and \$74,999

annual, with 5.2 percent taking transit; 59.9 percent in that group commute by car, and 5.7 percent choose to walk. Curb decisions that could make driving more difficult, such as giving away public right-of-way for non-transportation uses, which would make parking more expensive, might reduce driving or the vehicle miles traveled, which is in line with city goals, but it will be at the cost of making Bellevue more exclusive and unwelcoming for lower- and middle-income people. Supporting vehicular mobility is central to supporting equitable access to Bellevue.

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

Kevin McDonald noted that Councilmember Zahn was unable to attend the meeting but wished to communicate two items to the Commission regarding autonomous vehicles and a collaboration under way between Bellevue and the city of Seattle seeking to understand more about the application of autonomous vehicles on city streets and how programs can be implemented that would be based on the 2018 technology study. Councilmember Zahn also wanted the Commission to know about a grant application for funding under the Safe Streets for All program that was funded under the infrastructure bill.

Senior Planner Mike Ingram said the application was filed jointly with King County and seeks funding to implement a large number of pedestrian, bike and vehicle safety improvements, as well as improvements to Sound Transit at-grade crossings along Eastrail north of the Wilburton trestle. Unfortunately, the application was not successful, but the Safe Streets for All program runs for five years, giving the city the opportunity to pursue funding in subsequent rounds.

Commissioner Ting shared having had an email conversation with Senior Transportation Engineer Chris Iverson regarding the naming of the curb management plan. The exchange was a follow-up to a question asked at the previous Commission meeting about whether the curb refers primarily to the edge of the road and the sidewalk versus the travel lane. Most people think of the curb in terms of the sidewalk. Chris Iverson pointed out that the curb is a standard term used in the industry. It is important to be consistent with industry standards. However, the term “curb space” is also used in some of the documents as a way of describing more than just the space between the sidewalk and the roadway. “Curb” and “curb space” have been used interchangeably throughout the documentation. It would be beneficial to clarify the difference between “curb” and “curb space” to be more transparent and understandable.

Commissioner Rebhuhn agreed that there was some confusion. The curb management plan actually refers to the curb lane. It should be clear that a lane of traffic will be affected by the plan.

5. STAFF REPORTS

Kevin McDonald reported on the status of the recruitment effort to fill the vacancy created by the resignation of Vice Chair Beason, which was necessitated by moving out of the city of Bellevue. The City Clerk’s office, which is responsible for recruitment, released a notice highlighting the vacancy. The application period will close on February 10. The City Clerk will then prepare a report of all the candidates. Typically the applications are then reviewed by the Chair, the Council liaison and staff and selections for interviews are made. Ultimately the liaison will make a recommendation to the City Council for appointment to fill the vacant seat. It is hoped that a new Commissioner will be seated by the March 9 meeting, but certainly by

the April 13 meeting.

Kevin McDonald stressed the need for the Commissioners to refrain from using personal emails for Commission correspondence. All correspondence between Commissioners and staff must be done using official email addresses.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. 2023 Transportation Improvement Program Update

Program Manager Kristi Oosterveen, explained that the Transportation Improvement Program (TIP) is mandated to be updated on an annual basis. All transportation planning and programming begins with the long-range vision of the Comprehensive Plan. Within the Comprehensive Plan are the long-range facility plans and the functional plans. The work over the last couple of years on the Mobility Implementation Plan (MIP) dictates that the projects in the facility plans and functional plans be fed into the MIP framework to prioritize the project concepts that will inform what some of the Transportation Facilities Plan (TFP) projects should be. The TFP contains the city's 12-year priorities. Projects from the TFP are selected to go into the Capital Investment Program (CIP), which is the city's funded seven-year priorities. Project implementation occurs at the point when a project is funded.

The TIP is unique in that it is not revenue constrained, unlike the TFP and the CIP. The TIP stands as a home for projects that would be funded if the money and resources were available to do them in a six-year time period. In 2022, all of the projects that had been housed in the Comprehensive Transportation Project List were embedded into the TIP, including all projects in the approved facility and functional plans as well as all other projects from programs and initiatives, and regional or outside agency led-projects the city might want to participate in. All projects that have been vetted, for which there is a project description and a cost estimate, can go into the TIP.

Once there is agreement on which projects should be included in the TIP and the document is adopted by the City Council, it is forwarded to the Puget Sound Regional Council for inclusion in the Regional Transportation Improvement Program, and to the state for inclusion in the State Transportation Improvement Program, which is managed by the Washington State Department of Transportation. That gives the city the ability to apply for grants for any of the projects in the TIP.

Kristi Oosterveen said the TIP is separated into four sections. In Section I are the funded projects in the recently adopted CIP. Section II contains the projects in the adopted TFP. Section III has all other unfunded local projects identified and scoped by completed Alternative Analyses and Planning or Pre-design studies, and Section IV has the regional or outside agency-led projects in which the city may choose to participate financially.

Only minimal changes are recommended for the 2024-2029 TIP from the currently adopted 2023-2028 TIP. One reason for that is the exhaustive process undertaken in 2022 to bring in the Comprehensive Transportation Project List projects and to vet the TFP projects. The only thing that had not actually happened by the time the TIP update process was undertaken in 2022 was the approval of the new CIP plan. Seven new projects in the new CIP are proposed to be added to Section I. Three projects currently in Section I will be substantially complete in

2023 and are thus earmarked for removal. Nine projects in Section II are proposed to be transferred to Section I. No changes are proposed to either Section III or Section IV.

Kristi Oosterveen confirmed that no projects from the 2023-2028 TIP will be lost in updating the TIP.

Commissioner Ting asked about the process by which projects in the CIP that have money in the unsecured 2023-2038 funding column get funded. Kristi Oosterveen said it depends on if the reference is to a discreet CIP project or one of the ongoing programs. Both project types could potentially have unsecured funding. For discreet CIP projects, it means the project is not fully funded up to a construction dollar amount. That could include projects only funded for pre-design. Such projects come back during the next CIP update as a proposal for more dollars. For ongoing programs, there is a backlog of projects. The levy program is focused on helping to reduce the backlog, though there are still outstanding dollar amounts for projects on the candidate list that people are asking and waiting for but which cannot be funded with the dollars approved in the CIP.

Chair Stash asked why the process in 2022 was so much more extensive in terms of going through the list project by project, and why the proposed update includes so few projects. Kristi Oosterveen said there is a natural ebb and flow to the process. The relatively few projects associated with the proposed update are largely the result of the TFP and CIP processes starting to line up. In the past those processes have been staggered. Additionally, the step of pulling all projects from the Comprehensive Transportation Project List and moving them into the TIP meant going through each project individually to confirm the viability of each before making the transfer. It can be assumed that once the Wilburton study is completed there will be a slew of new projects to consider, but they will simply be added to the TIP as new projects.

Commissioner Kurz asked if projects in the TIP but not in the TFP or the CIP that receive grant funding are automatically moved forward. Kristi Oosterveen said decisions to pull a project that is not in one of the adopted plans but which receives grant dollars would have to be converted to a CIP project. The process involves Council adoption and does not have to wait for the next update cycle. It is, however, rare to pull projects from Section III of the TIP given that there are other projects with a higher priority, but should the opportunity arise in the form of a matching fund grant, a project can be moved forward.

Answering a question asked by Vice Chair Helland, Kristi Oosterveen explained that there are four sidewalk projects currently on the list that are in process. The Northwest Bellevue sidewalk and improvement project involves construction of a multipurpose path on the east side of 100th Avenue NE from NE 14th Street to NE 24th Street. The project also includes a sidewalk on the north side of NE 18th Street from 100th Avenue NE to 98th Avenue NE, and NE 21st Street from 100th Avenue NE to 98th Avenue NE, and a sidewalk on the east side of 98th Avenue NE from NE 18th Street to NE 20th Street where missing. Another project in Bridle Trails on NE 40th Street from 140th Avenue NE to about the 14500 block where the sidewalk is missing on the north side of the street. There is also a project in Newport Hills on 123rd Avenue SE between SE 60th Street to SE 65th Place, creating a continuous sidewalk on the west side of the street. In partnership with the Neighborhood Traffic Safety Services Program, there is a project involving SE 54th Street and SE 52nd Street around Newport Heights Elementary School. The three new projects on the list are in south Bellevue on 112th Avenue SE from SE 30th Street to SE 31st Street on the west side; and on SE 34th Street between 108th Avenue SE and 112th Avenue SE; and on 113th Avenue SE from 112th Avenue SE to Bellevue Way.

There was agreement to move the proposed TIP project list to public hearing.

A motion to schedule a public hearing on April 13 for the TIP update was made by Vice Chair Helland. The motion was seconded by Commissioner Kurz and the motion carried unanimously.

Kristi Oosterveen said following the public hearing the Commission will discuss the project list. Depending on the feedback received, if any, the Commission can seek changes to projects on the list. There will be a draft recommendation memo from the Commission to the Council included in the packet for the public hearing. Adoption of the TIP by the Council is tentatively slated for May 15, and it must be submitted to the state and PSRC by June 30.

Vice Chair Helland asked if there were any projects that for some reason did not make it onto the final list. Kristi Oosterveen said there were not owing to the process undertaken in 2022.

B. Curb Management

Senior Transportation Engineer Chris Iverson briefly reviewed the curb management plan study schedule, noting monthly check-ins in March, April and May. The goal is to complete the curb management plan and all its components by the next Commission meeting, followed by three review sessions with the Commission on the plan itself.

The current work under way by the staff and consultant team is focused on compiling all the elements that are targeted on how to best manage the available curb space. The structure of the curb management plan is intended to serve as a summary document of all the various components. There will be a couple of appendices, the curbside guide and the pilot roadmap. The other chapters will include a summary of existing conditions, public engagement and the policy development process, as well as the curbside practices guide.

Chris Iverson briefly recapped the public engagement process to date. The crosscutting themes highlighted to date are prioritizing pedestrian safety; placing more of an emphasis on people spaces; the general lack of loading spaces; providing better support for freight delivery services; Maintaining a balance between flexibility/resilience and predictability/legibility; maximizing the potential of enforcement and pricing; and utilizing digital tools and technology to improve curb performance.

The curb space is a limited public resource that is subject to the forces of supply and demand. The curb is the setting for a myriad of mobility and placemaking functions, all of which provide economic value to the community. Curb supply is addressed through the curb typology, while curb demand is addressed through a curb pricing framework.

Pivoting to the curbside guide, Chris Iverson said the practices guide is divided into six main sections, within which there are about 25 actual recommendations. It was noted that cut sheets would be created for each recommendation and they will reside in the curbside practices guide. Each cut sheet will include an overview of the recommendation; an outline of existing conditions; the pertinent public feedback; the vision; the strategies and implementation actions; the stakeholders that will need to be engaged; cost considerations; timelines; and associated infographics, images and key takeaways.

Chris Iverson said the first section of the guide covers the curbside regulations, which are

focused on tracking and managing the operation of the curb. There is a general sentiment from the public feedback that the city should be more proactive in managing sidewalks and traffic as population and congestion grows. The recommendations in the category include digitizing and streamlining the curbside regulations; adding resources for curbside enforcement and compliance; modernizing the city's permitting system. Essentially everything not related to construction will fall under the permitting category. Currently there is no permitting structure that addresses relatively low-impact uses of the existing right-of-way space; everything must go through the city's Development Services team.

Commissioner Rebhuhn asked if there are currently areas where food trucks are allowed to park. Chris Iverson said most food trucks operating in the city currently are on private lots. There have been some pilot projects that allowed food trucks to operate, and most of the trucks located in the Spring District. The idea is to create more of a permanent permitting approach.

Chris Iverson said the recommendations also include the notion of giving consideration to amending some language of the Land Use Code to better integrate the built environment with the curbside. The curb management plan will not result in Land Use Code changes. The focus of the exercise is on potential future changes and making recommendations for future Land Use Code amendments that could include making the planter area more flexible and more permeable between the curbside and the sidewalk; and finding language that will create more functional loading zones within private sites, thus minimizing or eliminating curbside stops altogether.

The second section of the guide covers curbside storage and parking. The public has made it clear that enforcement should be a top priority. One of the interesting findings from the study is that travel lanes are being blocked due to loading activity for an average of 2.5 hours per day. Passenger pick up and drop off are the most common obstructions, though deliveries were observed to block lanes for long time periods too. The city's current approach to enforcement is resource limited, and the amount of funding earmarked for enforcement has essentially remained the same over the last seven to ten years, while the cost of services for enforcement has gone up. A call for additional funding resources is one of the recommendations.

Vice Chair Helland asked what the city's current enforcement strategy is. Chris Iverson said the city hires a private contractor to do parking and curbside enforcement in the Downtown area only. Bellevue police address the rest of the city, primarily by responding to complaints. Funding for the private contractor is sufficient only to allow for a single vehicle covering the full Downtown area, and the focus is primarily on time violations for parking.

Vice Chair Helland asked how it was decided that enforcement in the Downtown would be done by contractor and the rest of the city would be controlled by the police. Assistant Transportation Department Director Chris Long explained that an RFP was put out more than 20 years ago to determine how to handle the Downtown parking program. That is when the two-hour parking rate was established in the Downtown. The police bid on the RFP just as any other contractor would, but the privately contracted work ended up being the more affordable way to go. The current contract is re-upped about every three to five years.

Commissioner Ting asked for comment on the issue of improper commercial parking occurring in the Downtown mentioned during oral communication. Chris Long said the city has talked to the private contractor about the issue over the years. The situation is one in which there is some enforcement done, but only where it will not lead to confrontation. The city also tries to keep the private contractor from having to run out into the middle of the road as part of their

enforcement activities. There is a judgement call made in terms of whether or not vehicles are parked in ways that facilitate safe deliveries in areas where there are no known alternatives. Many of the complaints received about delivery vehicles is in Old Bellevue, though some of the newer buildings in that area have dedicated delivery spaces. Commissioner Ting commented that having different enforcement standards in different parts of the city is not a good look. The city needs to have a good explanation for the differences, but also needs to be consistent in enforcement.

Commissioner Ting asked what the impact has been from having travel lanes blocked for an average of 2.5 hours per day in terms of increasing congestion and decreasing safety. Chris Iverson said a more extensive look at the trickle down effects of congestion was not done as part of the observations. There is information extant that points to curbside violations such as double parking causing potential safety issues and certainly congestion issues. Having a more robust and well-funded approach to both enforcing violations and accommodating the uses will result in a better travel experience for everyone, including better safety and less congestion.

Alex Mercuri with Nelson/Nygaard said the team heard from quite a few stakeholders about the lack of space in the Downtown for vehicle storage, including parking, loading, transit and bikes. The data indicates that only ten percent of the Downtown curbs are currently used for auto storage and commercial loading. There are five storage-related recommendations: launch a paid parking program; refine and scale residential parking programs and regulations; inventory and expand the amount of accessible parking; create optimal conditions for dedicated car share parking; and adopt common locker requirements.

Commissioner Rebhuhn asked how the common locker idea would impact or be utilized by the curb. Alex Mercuri said it would depend on the location of the lockers and the vehicles that come to drop off packages. The physical locker would be located in the curbside area, though not necessarily in the curbside lane.

With regard to paid parking, Alex Mercuri emphasized that actually launching the program would entail an additional implementation study to consider all the details. The recommendation is to add the tool to the toolbox, opening the door to paid parking. There are places in Old Bellevue and the Spring District where parking occupancy averages 80 percent to 86 percent, sometimes higher for part of the day. While the data is a sign of people wanting to be in those districts, it also indicates a demand for greater access to the curb. The recommendation is to look at what a user-friendly paid parking program would look like, one that would encourage turnover and make sure spaces are available for those wanting to come to the Downtown. Pricing should be sized to the demand. Such a program would also need to be tied to enforcement. Revenue from parking fees can be used to create a more user-friendly experience at the curb. Revenue generation is not the policy objective, but can aid in achieving other curb goals.

Chair Stash asked if the data shows that when paid parking is implemented people park for a lesser amount of time. Alex Mercuri said that does seem to be the case. The presence of a meter at the curb, even without enforcement, can result in better compliance. That is not to say that enforcement is not a critical part of paid parking programs. Chair Stash asked what businesses have said about paid parking reducing the amount of time people park in a given location. Alex Mercuri said the issue is one that is often raised. Anecdotally, in cities throughout the country it appears that the user benefits outweigh any sense of folks not wanting to stay as long. There are always ways to structure pricing to accommodate that. For example, some other cities offer the first hour for free and escalate the price after that.

Vice Chair Helland asked how something like a more user-friendly experience is quantified, and how the targets for occupancy are established. Alex Mercuri said there are some industry benchmarks that are usually used as a starting point. Eighty percent occupancy is a typical rule of thumb, which means there are always some parking spots open. Most programs adjust prices based on results. If the goal is 80 percent but lower peak occupancies are achieved, the pricing is adjusted downward.

Commissioner Ting commented that according to data presented to the Council in 2021, 75 percent of those who work in Bellevue but earn \$50,000 or less annually drive to work. The ARCH looking list for affordable housing in east King County indicates that 91 percent of those looking for housing cite the need for parking. From an equity standpoint, careful consideration needs to go into how to manage the expectation of paid versus free parking for those at the lower end of the income scale. Transit subsidies are one possible solution, but other equitable solutions need to be identified.

With regard to the user experience and business impact, Commissioner Ting called for more specific examples, coupled with data, that describes the impact. Bellevue is a unique city and there is the possibility of encountering unintended consequences. Alex Mercuri said equity involves recognizing how many different types of demand on the curb there are. On the one hand, there needs to be assurance that those of lower incomes driving to the Downtown to work will have a place to park, but that may not be the spot right in front of businesses. That spot may be more valuable to customers of the businesses. Part of the work will entail determining which blocks are best as premium parking, and which are better suited for longer-term parking for employees or those coming to the Downtown for a longer stay and may be willing to walk for a few blocks. In Austin TX, there is an affordable parking program that uses parking revenues to create very affordable subsidized off-street parking permits for service employees. In many cases the off-street parking is privately owned and operated under a lease agreement with the city. Commissioner Ting stressed the need for a multipronged approach.

Lauren Mattern, consultant with Nelson/Nygaard, introduced the third section of the guide which covers curb access features. This category is focused on a variety of features to make accessing the curb smoother for a broad number of users. It recognizes that there are a growing number of curb users bringing different pressures to bear. The public feedback indicated a desire for improved pedestrian and bicycle infrastructure such as bike lanes, midblock crossings and curb bulbs. The public also called for a placing an emphasis on the importance of ensuring curb features are accessible and welcoming to people with disabilities, including ADA-compliant on-street parking, wider sidewalks and more open space. The six recommendations in the category are installing more passenger loading zones throughout the urban core; expanding and relocating conventional commercial loading zones; establishing a smart loading zone program; managing an expanded employer shuttle loading zone program; improving the bus shelter and shared stop system; and establishing formal protocols for curbside transit layover. A limited number of on-street curb spaces could be designated to a technology enabled commercial loading zone pilot, and authorize a specific vendor to monitor and manage the spaces.

Zeroing in on the recommendation to expand and relocate conventional commercial loading zones, Lauren Mattern said the data indicates that less than one percent of Downtown curbs are currently reserved for commercial loading activities. Given the volume and frequency of deliveries in the Downtown, there is a clear mismatch. Enforcement is clearly an important element, the twin of which is getting the infrastructure right.

Vice Chair Helland asked if any thought had been giving to timing in addition to just the placement of loading zones, like allowing loading just during specific hours. Lauren Mattern said elsewhere in the curb management plan there is direction mention of increasing flexibility between curb uses. There are practicalities involved with that and a clear need to make sure the provided times are adhered to.

Commissioner Ting said it would be helpful for the Commission to have an understanding of which metrics decline in performance as changes are made. Some improvements are free and everything is green across the board, but others result in a tradeoff between one priority and another. Lauren Mattern agreed and said an effort has been made to do that in the section relating to curb typology and allocation. Some analysis has been done to gain a sense of how the tradeoffs could play out. Commissioner Ting stressed the need to have hard data showing what the changes result in to fully understand the tradeoffs.

The fourth category includes sustainable and emerging mobility. Lauren Mattern said the recommendations can be thought of as catching up on necessary mobility evolutions, whether they be sustainability or technology related. They are responsive to some of the goals in the Environmental Stewardship Plan and other planning documents. According to the feedback from the public, there is an appetite for dedicated micromobility travel lanes and parking spaces to help address the first/last mile gaps. The public also suggested that consideration should be given to how equity should shape curb practices. The four recommendations for the category are to identify curb locations for charging stations; develop a mobility hub strategy and plan; proactively evaluate current and future needs for autonomous mobility providers; and leverage Bellevue's Transportation Demand Management program to manage curb demands.

Lauren Mattern said throughout the curb management plan there is an effort to apply a TDM lens to different curb users both in terms of providing infrastructure and providing incentives. New curb assets should support sustainable transportation. One of the best tools for managing curb pressures is to make sure the demand for uses like parking and passenger loading are also being managed. There is opportunity to make the existing TDM program more aggressive through the addition of new strategies. It is also helpful to be mindful of the fact that TDM is not just about modesplit outcomes; it is also about making sure more options are being added to the mix for different people.

Commissioner Ting wondered if TDM could be tweaked in order to be more effective in regard to how the curb is managed. The question asked was if there is anything that changes in TDM because of the way the curb usage is being looked at. Chris Iverson said the idea of connecting the curbside to TDM is an effort to increase the infrastructure availability of curbside amenities that might aid specific modes that are shown to help commuters in poverty more than others. Carpool, walking and public transit are the top three categories of mode. There are a large number of individuals who currently drive, and looking at that line item alone will show the largest number of drivers under the poverty line. That does not necessarily mean that equitable outcomes will be accommodated by accommodating private drivers. There is a lot of data that shows driving alone is very expensive compared to other modes of travel. TDM specifically is tied to creating more options for travel that might have the added benefits of being less expensive than driving. The idea is to address the curbside for the potential usage of the average number of individuals across each mode that could benefit from infrastructure changes. Commissioner Ting said at the end of the day, from an equity standpoint, the city should ensure that those in poverty end up having a good transportation experience in whatever mode they choose.

Vice Chair Helland commented regardless of whether the data supports the assertion that the approach supports lower-income workers and contributes to more equitable and sustainable travel, the fact is that changes to current conditions will change the mix. Lauren Mattern said there are some industry standard practices related to changes triggering impacts. It is always challenging to collect the data needed to have a good sense of how things impact the way in which people get around, but there are statistically significant summaries of what impacts how people get around. There is available some high-level data that reflects how different mobility interventions tend to affect how people react in terms of their modes of travel. The data is, however, always context sensitive and must be viewed accordingly.

Alex Mercuri introduced the fifth category which includes curbside activation. This drew quite a bit of interest in conversations with various stakeholders and community members. During Covid a lot of cities experimented with different curbside activities, including Bellevue. A lot of interest was expressed in regard to thinking about how the curb space itself could contribute to a more vibrant urban core, and in the need to promote placemaking with creative curb uses that can support equity. The three recommendations in the category are expanding the al fresco on-street dining program; establishing criteria and guidelines for the installation of parklets and expanded green spaces; and formalizing the food truck zone program. Spotlighting the al fresco dining program, it was noted that data from a 2021 survey regarding the program's impact along Main Street showed that 85 percent of the respondents were more likely to visit the area again because of the outdoor and on-street dining spaces. Most participating restaurants reported their revenues in 2021 and 2022 exceeded those from the summer of 2019. A strong economic case can be made in favor of al fresco dining. A study in Toronto found that restaurants on average saw 400 additional customers per week because of their al fresco dining program; citywide that translated to \$181 million in added revenues at a time when the city lost \$3.7 million in parking revenues.

Commissioner Rebhuhn asked the restaurants pay a monthly permit fee to use the public-space sidewalk for al fresco dining. Chris Iverson said the al fresco program on Main Street was launched during Covid, and all permit fees were waived. Going forward with standardizing the procedures, there would be a permit and associated fee to make sure all conditions are met.

Commissioner Ting asked if anyone has talked with the other businesses on the block where the al fresco pilot program was launched to see what their thinking was. Chris Iverson reported not having those details in hand. When the Old Bellevue Merchants Association was engaged, there seemed to be a general agreement that the pilot was beneficial to the overall business district. On-street dining did bring more people into the space.

Chris Iverson introduced the sixth category which covers digital governance. This is focused on all the behind-the-scenes elements of the curbside. Beyond the physical infrastructure and the management is the key component of the digital side. Research has been done regarding the city's data practices and best practices around the country. Uniform data storage and sharing standards make it easier to integrate new technology into existing systems. The four recommendations of the category are collect, maintain and share curb asset information; collect and analyze curb activity data to inform curb management decisions; automate the enforcement and pricing processes; and create and maintain digital policy expressions and management tools. One of the main projects tackled before launching the curb management plan was digitizing the curb space and putting it into a readable format. The next task will be to move the data into what is called curb data specification, or CDS. There are dozens of cities and private companies that are collaborating to come up with a standardized approach to API

development, and the long-term hope is that the work will result in the building of applications and ways to better share digital information to optimize the transportation system, especially the curbside.

Chair Stash asked how enforcement might happen should the system become more complicated. Chris Iverson said there are tools currently employed that could be expanded, and new tools that could be launched. The current private parking enforcement contractor has and utilizes license plate recognition technology which provides a way to timestamp parkers. The use of that technology could be expanded. There are also RFID solutions that can track curbside activity depending on the demand.

Commissioner Kurz asked if the idea was to make the digital policy public so people can use it to rideshare and identify pick-up locations. Chris Iverson said that is exactly one of the outcomes that hopefully will be realized. A pilot approach was done five years ago involving geofencing on a bikeway on 108th Avenue NE for Uber and Lyft. The program certainly could be expanded to potentially include loading and unloading locations. There is also the potential for collaborating with off-street lots.

Chris Iverson said the detailed review and discussion of the curb management plan by the Commission will continue through the spring of 2023.. Once the curb management plan is adopted, the focus will turn to data collection and an equity analysis; ramping up the necessary staffing levels; permitting considerations; and delivering the pilot roadmap.

Commissioner Ting reiterated a concern about the need to zero in on using specific terminology. In the presentations so far, “curb,” “curbside” and “curb space” have been used somewhat interchangeably. It would be better to have clear nomenclature and communicate it to the public. Chris Iverson said the term “curb management,” while not widely known by many, is a standard practice term used by the industry. Agencies across the nation use the term “curb management.” As used, the term includes the curbside lane and the curbside area and is fully inclusive. The recommendations primarily are focused on the curbside lane, but the curbside area is also included, which is the planter strip, the sidewalk and everything generally adjacent to the curbside lane.

Chair Stash said a simple graphic explaining the definitions would suffice.

Commissioner Rebhuhn suggested that the more the public understands that the recommendations flow from the problems they highlighted, the better it will be.

Commissioner Rebhuhn asked if the issue of storage, electric vehicle charging and lockers will involve collaboration with the private sector. Chris Iverson said there is a broader electric vehicle charging strategy. There are requirements on the development side to provide access to charging structure. Developers are also encouraged to site electric vehicle chargers at the curbside where it makes sense. Over the long term, it is likely that curbside vehicle charging will be less important than stations in private lots. The same is true for common lockers, which are not associated with any specific carrier. By delivering to one location, all the potential loading activity can be consolidated.

8. APPROVAL OF MINUTES

A. January 12, 2023

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

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS

A. Approval of Commissioner Remote Participation for the March 9 Meeting

Chair Stash noted being unable to attend the March 9 meeting and would not be able to participate remotely.

Commissioner Ting requested to be allowed to participate remotely on March 9.

Because Commissioner Marciante was absent, there was agreement to approve remote participation for Commissioner Marciante as well.

A motion to approve remote participation for Commissioners Ting and Marciante was made by Commissioner Rebhuhn. The motion was seconded by Commissioner Kurz and the motion carried unanimously.

11. ORAL AND WRITTEN COMMUNICATIONS

Carl Vander Hoek thanked the Commission for the discussion of the curb management plan. The Old Bellevue Merchants Association did receive a briefing by city staff. Due to a lack of time, there was no discussion following the presentation or any input given to staff. The flexible pricing structure is interesting, but usually once prices go up they never go back down. The charts shared by staff in the Commission's presentation about commute choice by median income did not make any sense. The median income in Bellevue is \$140,000, not \$80,000 as the chart seemed to suggest. Retail, restaurant and service employees are the ones referred to in terms of equity. Implementing a parking subsidy program along the lines of what Austin has makes sense; the question is where. The biggest untapped supply of parking is in underground in-building office and residential parking lots, especially after hours. There should be a mechanism in place to ensure that parking revenues flow back to the districts in which they are collected.

12. REVIEW OF COMMISSION CALENDAR

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

13. ADJOURNMENT

Chair Stash adjourned the meeting at 8:59 p.m.

Secretary to the Transportation Commission

Date