

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 13, 2025
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Chair Stash, Commissioners Keilman, Kurz, Marciante, Ting

COMMISSIONERS REMOTE: Vice Chair Magill

COMMISSIONERS ABSENT: Commissioner Rebhuhn

STAFF PRESENT: Kevin McDonald, Molly Johnson, Michael Ingram, Chris Long, Department of Transportation

OTHERS PRESENT: Councilmember Nieuwenhuis; Chris Iverson, Iverson Mobility; Chrissy Mancini Nichols, Kenzie Coulson, Eric Haggett, Walker Consultants; Chris Breiland, Fehr & Peers

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 was excused.

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Alex Tsimerman provided comments unrelated to the business of the Transportation Commission. b

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION – None

5. STAFF REPORTS

Principal Planner Kevin McDonald informed the Commissioners that the City Clerk's office is about to initiate recruitment for upcoming Commission vacancies. Additionally, the City Clerk's office is planning to hold a boards and commissions recognition event, probably in April, which likely will be an evening event with food and refreshments.

Commissioner Marciante announced that a Transportation Research Board conference on data and AI is planned to occur in Seattle May 27 to May 29.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Curb Pricing Study Community Engagement Update

Assistant Director of Mobility Operations Assistant Director of Mobility Operations Chris Long reminded the Commissioners that the study area includes what is referred to as the urban core of the city, specifically the neighborhoods of Downtown, Wilburton and BelRed. Old Bellevue and the Spring District are also emphasized given that those areas have a high density of on-street parking. The Curb Management Plan, adopted by the Council in July 2023, included an implementation study for paid on-street parking, something that is also identified for evaluation in a Comprehensive Plan policy.

The data collection and presented previously as existing conditions makes clear that most blocks in the study area are approaching capacity or are at overcapacity in the afternoons and evenings. Between 20 and 50 percent of vehicles are overstaying their curbside time limits, which in most places is two hours. There is also a general lack of compliance with no parking regulations.

With regard to the schedule, Chris Long said the public outreach phase is nearing completion. Work on methods of operations has started and that information will be brought before the Commission in May.

Councilmember Nieuwenhuis asked if there is any sense of the economic impact on retailers and commerce in general resulting from shoppers circling looking for parking, not finding it and giving up. Chrissy Mancini Nichols said there may be some national data that should be explored. Kenzie Coulson agreed and said there are studies isolated to areas where the outlined scenario has been seen; that information could be brought forward. Chris Long said there is data regarding the impact on congestion resulting from cars circling looking for parking; that data shows up to a 30 percent increase in congestion in a Downtown environment where parking is at capacity.

Commissioner Ting asked how behaviors change when a city moves to a paid parking approach. Chris Long said the on-street intercept surveys tried to gauge the intent of trips. A few anecdotal stories were shared by restaurants in Old Bellevue who mentioned that two-hour parking can be too limiting. It is difficult to determine the number of persons looking to park in one place and spend the whole day in the city. Chrissy Mancini Nichols added that there is a lot of off-street parking available to those wanting long-term options. The appropriate use of on-street parking and how long people should be allowed to park on the streets are some of the touchpoints still to be worked through.

Chris Long said a robust set of outreach events were conducted as part of the project, beginning with almost 17,000 mailers sent to addresses within the study area. In addition a number of different outreach methods were utilized ranging from one-on-one to focus groups and open houses. A survey was launched that was quickly picked up by the news media, bringing attention to the work.

Chris Iverson, consultant with Iverson Mobility, said the stakeholder interviews and target

groups were meetings with targeted audiences, including representatives of the Spring District, the Bellevue Downtown Association, the Chamber of Commerce, and the Old Bellevue Merchants Association board and members. The feedback received fell into several categories. There was recognition across the board that on-street parking is limited but there is plenty of off-street parking. It will be important moving forward to help visitors find both types of parking. There was agreement that if a pricing program does move forward, it should encourage turnover to make spaces available for the next customer. It should also improve utilization and reduce crowding. There was agreement that enforcement protocols need to be updated. Double parking is a concern. Where technology and payment systems are concerns, there was recognition that they need to be seamless and simple. There were comments made about events and special circumstances, as well as concerns voiced about parking during construction. There was agreement that signage and wayfinding needs to be improved, along with technology to help visitors find parking options. It was evident that there is some confusion between private and public parking and the fact that not all parking is available for the general public. Accordingly, the city should collaborate with private parking operators. Concerns were voiced about walk-offs from free or validated private parking areas and city parks. With regard to curbside and loading zones, the feedback highlighted the need to designate more loading zones, to utilize travel lanes for additional parking capacity during off-peak times, and enforcing construction parking and violations.

Chrissy Mancini Nichols said the engagement process included door-to-door visits in Old Bellevue, Downtown and the Spring District. Flyers were distributed to each business in those areas, and there were direct talks with the owners and employees of 49 businesses. From those efforts it was confirmed that parking is difficult for everyone concerned. Some businesses have dedicated employee parking but most do not. There are various approaches utilized to pay for employee parking ranging from the employee to the employer. In the Spring District employees of street-level businesses find parking to be a real challenge. Many are moving their cars every two hours to avoid citations. Customers often cannot find on-street parking and resort to paying for parking in private facilities. Complaints were heard from many businesses that both residents and office workers are taking up street parking. Enforcement of the private parking garages is often heavy handed and customers complain to businesses about tickets. Parking signage to off-street parking is confusing, and delivery drivers often park in curb lanes. Businesses are open to the idea of paid parking but have concerns regarding how their customers might be impacted. Currently, some businesses validate parking tickets, but validation by businesses affects their bottom lines. There is an overall understanding that Bellevue is growing and the traffic patterns are shifting and ways need to be found to manage on-street parking.

Chris Iverson said the online survey was live for a month and a half and generated 281 responses. To the question about having dedicated parking, more than half indicated they have it where they live and where they work. One of the survey questions addressed whether respondents had dedicated parking. Nearly half of the respondents noted living or working within the study area, which means slightly more than half of the respondents were implied to be visitors, coming for shopping or local attractions. Another question focused on the respondents' typical parking locations. Forty-seven percent of the respondents indicated that they park on the street, emphasizing the community's particular concern with on-street parking.

Among the respondents who indicated they work in the study area, approximately 30 percent indicated they regularly park on-street during their shifts. Considering current regulations limiting on-street parking to two hours, it is notable that while 57 percent park for one to two hours, 22 percent exceed that duration, parking between two and eight hours. That information closely aligns with previous data which indicated that 20 to 50 percent of vehicles typically

overstay the two-hour limit.

The respondents indicated they generally prefer to park within a short walking distance to their destinations, with about 65 percent willing to walk five minutes or less. Finding parking can be challenging, as indicated by the 55 percent who indicated they spend five or more minutes looking for a space.

The survey concluded with a qualitative question about the difficulty of finding on-street parking. Just over half of the respondents somewhat or strongly agreed that finding parking is challenging, further supporting the need to address parking availability.

Chrissy Mancini Nichols said two community open houses were conducted to engage with the public, one at City Hall and a virtual session. The sessions aimed to educate attendees about parking best practices. They incorporated informational boards, presentations, interactive polling and open discussions. The outreach was extensive, including 17,000 mailed flyers and additional direct leafleting to local businesses. Approximately 50 individuals in total participated across both sessions.

The in-person open house highlighted significant concerns about visitor parking. Residents reported difficulties accommodating guests due to unavailable parking in their buildings or nearby streets, even when visibly unused parking lots are present given that they are inaccessible due to private ownership restrictions. The attendees voiced the belief that long-term resident parking on the streets is exacerbating the issue. Additional community concerns included the need for more ADA and EV parking spaces, and safety issues related to vehicles traveling at high speeds.

In the virtual open house, participants expressed similar concerns that locating on-street parking in the study area is consistently challenging, confirming the concerns raised throughout the outreach process. Regarding a question focused on parking preferences when going out for dinner. Most respondents indicated they typically choose the first available parking space, though they demonstrated a willingness to walk a short distance, which aligns with earlier community survey findings. The respondents expressed familiarity with certain garages or parking lots, and noted that they opt for paid parking based on convenience and availability. The respondents also identified key characteristics that influence their parking choices, such as location, price, convenience, and permissible parking duration, factors that all significantly impact decision-making. During the extensive Q&A sessions at both the virtual and in-person open houses, community members raised recurring themes including concerns about revenue usage, enforcement enhancement, residential street parking, and issues with delivery vehicles.

Chris Iverson said the project team also conducted in-field intercept surveys on February 6 and 8 and on March 7 and 8. The team gathered feedback from 220 participants who shared their most recent parking experiences. The respondents, who originated from over 60 zip codes across four states, but primarily within the Puget Sound region, highlighted Bellevue's status as a regional destination. Nearly half of the participants indicated they reside in the Bellevue city limits. Notably, over half of the intercept respondents reported circling the block at least once to find parking, underscoring the challenge of finding readily available spaces. Nearly 60 percent indicated that parking availability sometimes discourages them from visiting certain neighborhoods.

Kenzie Coulson summarized the extensive community engagement efforts, emphasizing the city's proactive approach. The engagement aimed at understanding diverse commuter, resident, and visitor parking needs. The key findings revealed a community interest in improved curb

management, increased parking enforcement, customer-friendly technology, and clearer signage and wayfinding. Additionally, concerns were expressed regarding delivery vehicle parking, and suggestions were made to consider allocating parking revenues toward specific neighborhood improvements. The participants acknowledged the need for a managed parking solution, reflecting growing support for actionable changes. Even so, apprehensions were voiced regarding the potential impacts on residents, employees, and local parks, necessitating thoughtful consideration in future program development.

With regard to curbside parking prioritization, Commissioner Ting asked who the key constituent, the businesses on the curb, the residents who live next to the curb, or the people who drive to the curb and wish to park. Kenzie Coulson said the focus is on balancing the needs of various groups, including residents, commuters, businesses, and delivery services. The limited nature of curbside parking spaces, especially in the Downtown, highlights the importance of prioritizing convenient access primarily for businesses and their customers. With only about 350 on-street parking spaces compared to over 40,000 total Downtown parking spaces, maintaining accessibility for street-level businesses emerged as the central focus.

Commissioner Ting sought clarity with regard to prioritizing between residents living near curbside parking spaces and those living further away and asked if there is a need to determine which group holds greater priority, noting that businesses near the parking spots are directly impacted and likely warrant higher consideration. It was noted that a lot of outreach was done to people inside the study area, but those most likely to use the parking spots are from outside the study area. Chris Long reiterated that the survey data showed nearly half of respondents reside within Bellevue, with the remainder spread across numerous zip codes. Chris Iverson added that Bellevue has historically ensured ample parking availability through land use regulations, including requirements for sufficient off-street parking in developments. As a result, although residents sometimes use on-street parking, the available off-street parking typically surpasses on-street availability, making resident usage relatively minimal.

Chair Stash asked how a paid parking system would improve the top challenges identified in the community engagement, namely employee and resident parking, and visitor parking "walk-offs." Chris Long explained that the proposed paid parking program primarily targets increasing curbside parking availability for businesses and visitors, rather than directly solving employee or residential parking issues. However, improving curb availability is expected to indirectly support overall accessibility and convenience.

Vice Chair Magill asked why the city has not prioritized stronger enforcement measures before moving to a paid parking system. Chris Long explained that enforcement resources have remained static despite rising costs, leading to insufficient enforcement coverage. A paid parking approach would provide a sustainable funding mechanism to enhance enforcement efforts and improve compliance. Parking is not a new problem; parking has been over-capacity for a long time. Parking enforcement in the Downtown has been fairly stable, though it is stretched. More safety violations are written than two-hour parking violations. Making parking at the curb more accessible and building a curb management program will allow for tackling some of the issues. Vice Chair Magill suggested exploring enforcement economics more thoroughly prior to establishing a paid parking system.

Commissioner Keilman asked for specific examples and case studies from cities comparable to Bellevue that shine a light on some of the issues. Chris Long said data was collected from other cities, though it has not been shared yet with the Commission. Commissioner Keilman recommended exploring strategies beyond pricing, particularly leveraging interdepartmental cooperation within the city to quickly address current parking issues.

Chris Long pointed out that for the most part, none of the issues raised have been surprising.

Chrissy Mancini Nichols said the primary purpose of implementing a paid parking system is to manage demand, not to generate revenue. Bellevue currently has limited on-street parking, which leads to challenges with overstay and illegal parking. Paid parking is intended to create consistent availability of spaces to improve the customer experience and reduce reliance on issuing tickets. Chris Long said enforcement is contracted out, and every May the license plate reader program is restarted, thus there is no record of who received a ticket the prior year. Everyone is issued a warning the first time. Enforcement has been intended to yield good behavior on the street, not to generate revenue. Under a paid parking system, there is more of a balance in that people feel some ownership of their stay at the curb because they are paying for it.

Commissioner Kurz asked if there have been conversations with the owners of the paid parking options. That will need to be part of the solution since that is where the extra capacity exists. Part of the solution might lie in directing people to those open spaces. Chris Long said the idea of real-time parking availability signage, similar to Seattle's approach, is a future goal within Bellevue's curb management strategy.

Chris Long confirmed for Commissioner Ting that the primary goal of a paid parking program is to achieve a magic percentage of open spots so that people do not have to circle. The other goal is to be able to improve management overall. The Curb Management Plan includes a number of ways to address the operations of the curb and having a foundational program in place will give the city the resources needed to tackle some of those other improvements, such as creating more loading zones, improving signage to off-street parking facilities, and increasing ADA-accessible parking spaces in the Downtown.

Commissioner Ting pointed out that the Bellevue Downtown Association views paid parking as a great idea, while the Old Bellevue Merchants Association has voiced concern that paid parking might drive customers elsewhere. Chris Long explained that there is a distinct character and composition to each group. The Bellevue Downtown Association includes the Children's Museum, which recently successfully adopted paid parking, and that potentially influenced that group's overall opinion. Some merchants in Old Bellevue have also expressed openness to paid parking. The different views expressed could reflect the varying nature and locations of the businesses involved.

Councilmember Nieuwenhuis asked what the city currently spends annually on enforcement and what the related annual revenues are. Chris Long said the enforcement services contract between the city and Diamond Parking costs about \$180,000 annually, and the focus is primarily the Downtown and occasionally in the Spring District. That amount does not include additional police support costs. The revenue from tickets is processed by the King County District Court, and the county court fees eat a lot of the total. The balance is returned to the city's general fund rather than to the transportation budget. Councilmember Nieuwenhuis said it would be helpful to know what the revenue number is.

Chair Stash asked if it is known what is being done by those who park for four or five hours. Chris Iverson said the intercept survey did not ask about the details of their visits. The respondents only indicated how long they planned to stay in the area.

Chair Stash asked if the proposed paid parking program would accommodate those who want to do an hour and a half lunch and then stroll the street for an hour or two, spending money in

local shops. Chris Long said flexibility that might allow patrons to extend their parking time remotely can be considered. Rather than strictly limiting parking to two-hour increments, cities often increase parking fees after the initial two-hour period, discouraging long-term use by employees or residents while still accommodating patrons who contribute economically by spending extended periods downtown.

Commissioner Keilman highlighted the desire to see patrons to come back to Bellevue. To that end there is a need to be mindful of costs. Increasing costs after the first two hours could be interpreted as a punishment rather than an encouragement to stay a little longer. Parking should not be the only return on investment. Chris Iverson explained that on-street parking represents approximately one percent of the total parking availability in Bellevue. Off-street parking lots and garages often incentivize longer stays through pricing structures that lower costs for extended parking. The curbside should more or less be reserved for shorter-term stays and a certain level of capacity. Commissioner Keilman reiterated that while on-street parking is a small fraction of total supply, it significantly impacts customer perception, particularly in areas like Old Bellevue. Careful consideration should be given to the different patron types across the city.

Vice Chair Magill said much of the parking problem could be solved by finding a better way to utilize the thousands of paid parking spaces that are available through a combination of enforcement and improved wayfinding and information dissemination. Chris Iverson said the feedback did express an interest in improving wayfinding through technology and partnerships with private parking facilities to help drivers locate available parking. The issue is not necessarily insufficient parking but ineffective communication about existing parking options.

Commissioner Ting noted that concerns have been raised by surrounding neighborhoods regarding the potential for overflow parking as a result of having paid parking in the Downtown. Staff was asked whether the neighborhoods had been consulted. Chris Long replied that all of the neighborhoods in and around the Downtown area were contacted but they provided only limited feedback. Recognizing the potential impacts, the city plans to gather data on neighborhood parking conditions and consider Residential Parking Zones (RPZs) or enhanced enforcement funded through parking program revenues.

Commissioner Marciante praised the staff for their work in reaching out to the public.

Turning to an introduction to the method of operations, Chris Long said a curb pricing program will include various factors, including capital costs, the anticipated revenue scenarios, changes to the enforcement protocols, and operational assumptions.

Councilmember Nieuwenhuis stressed the need to have in hand data regarding what it currently is costing the city to enforce its parking regulations and what the current revenues are. Councilmember Nieuwenhuis estimated that a program may have up-front costs of about \$1.7 million dollars and ongoing operational costs of roughly \$1.1 million dollars per year, inclusive of increased enforcement, data collection, payment processing, and related management expenses. Chris Long clarified that accurate figures will be part of the May presentation to the Commission.

Finally, Chair Stash transitioned the discussion to the Mobility Implementation Plan, where staff sought concurrence on incorporating speed limit and actual vehicle speed into prioritization metrics for pedestrian stress analysis. Kevin McDonald summarized prior decisions, including the pedestrian level of traffic stress (PLTS) matrix approved in a previous meeting, and previewed upcoming topics related to pedestrian stress evaluations and arterial

performance metrics.

B. Mobility Implementation Plan Update

Chair Stash noted the staff were seeking Commission concurrence with an amendment to the PLTS primary metrics to include a speed limit factor, and an amendment to the PLTS supplemental components to include actual vehicle speed when considering prioritization.

Kevin McDonald noted that the Commission had previously approved the pedestrian level of traffic stress matrix with the combination of arterial and sidewalk characteristics to yield an outcome of pedestrian level of traffic stress. The PLTS on arterials is assigned geographically across the city, with PMA 1 arterials assigned PLTS-1; PMA 2 arterials assigned PLTS-2, except along corridors such as Factoria Boulevard and 156th Avenue NE in Crossroads; and PMA 3 arterials ranging between PLTS-2 and PLTS-3 depending on specific arterial and land use characteristics. A color-coded map was shared that demonstrated how PLTS is visually represented on Bellevue arterials, with Downtown and BelRed arterials highlighted as examples of areas with low pedestrian stress target, identified as PLTS-1.

Kevin McDonald addressed Commissioner Keilman's previous question regarding arterial definitions, noting they were provided in the Comprehensive Plan excerpts that were included in the agenda memo, clarifying the distinctions among major arterials, minor arterials, and collector arterials.

It was noted that the Commission had previously approved traffic speed as a primary metric for measuring pedestrian stress, initially using actual travel speed, specifically the 85th percentile. However, upon reviewing the available cell phone data, staff discovered inconsistencies and unreliable variations, particularly when examined at detailed, block-by-block levels. Due to those inconsistencies, staff proposes shifting away from using actual travel speeds as a primary metric. The consultant team is recommending utilizing the posted speed limit multiplied by a twenty percent factor. For example, if the posted speed limit on an arterial is thirty miles per hour, the adjusted speed considered for evaluating pedestrian level of traffic stress would become thirty-six miles per hour. The method reflects average conditions more reliably at a citywide scale.

Despite the adjustment, staff seeks to retain the actual travel speed metric. Reliable actual speed data, gathered through manual methods, could still serve as a valuable supplemental component. Specifically, the actual measured speed could help prioritize performance target gaps across the city by identifying areas with significantly higher vehicle speed.

Consultant Chris Breiland with Fehr & Peers elaborated on the data issues by noting that the cell phone data appeared to be comparable to the manually collected data, and it reflected similar overall citywide patterns. However, when analyzed in smaller segments or block-by-block detail, anomalies were observed, resulting in unrealistic speed data. For instance, speeds sometimes abruptly jumped between twenty and forty miles per hour within short distances in the Downtown, which did not align with observations. The speed data at the aggregate level involving thousands of cell phone data points indicates that the 85th percentile speed is about 20 percent higher than the posted speed limit on typical streets. It is not affordable to collect speed data across the many miles of city streets on a regular basis; it can, however, be done at a targeted level, and that is what is behind the proposal to shift actual vehicle speed to a supplemental metric that will inform the prioritization process for identified gaps.

Commissioner Marciante asked if the observed anomalies might actually reflect real conditions, such as congestion patterns or signal timing that causes speeds to fluctuate dramatically. Chris Breiland confirmed that such factors do influence data derived from cell phones. The placement of manual data tubes follows precise guidelines specifically to avoid intersections and congestion areas. Cell phone measurements are inherently less controlled given that the data is collected at large. The longer the segments, the closer the data comes to the observed tube measurements. Commissioner Marciante suggested identifying the anomalies where there are really high blocks with really high average speeds, which would mean no congestion and cars speeding up. That would be valuable in pinpointing segments in need of pedestrian comfort treatments.

Commissioner Ting sought clarification about whether data anomalies reflect genuinely erratic traffic conditions or simply bad data. Chris Breiland clarified that cell phone data inaccuracies are due to primarily to methodological issues, algorithmic problems, and insufficiently controlled sampling methods, rather than real-world anomalous conditions. Manual tube data collection methods remain highly accurate and trustworthy. Commissioner Ting agreed it would be beneficial to identify and address unusual speeds recorded by the cell phone data, even if unreliable, to determine whether actual pedestrian safety issues exist or if the data collection method itself should be refined.

Commissioner Kurz noted having previously worked for a company that produced such data and explained that the points are spaced out farther than one might think. The problem lies in the fact that a vehicle might or might not have been stopped at a traffic light. With the points spread so far apart, it is necessary to average it all together.

Chris Breiland informed the Commission that the city is currently undergoing a full citywide tube data collection effort. The high-cost work is being done via a grant to identify safety and speed issues. When completed, that will allow a unique way to test the cell phone data at the citywide scale.

Commissioner Ting asked if any camera data is being used to determine traffic speeds. Chris Breiland said the city does have cameras, but they are not currently all equipped to grab speed data.

Vice Chair Magill asked how the speed factor of 1.2 times the posted speed limit was determined. Chris Breiland explained that the factor emerged from analyzing aggregated citywide data. The 85th percentile speeds were found to be about 20 percent higher than the posted speed limits. That was confirmed by city staff to be in the middle range of the actual manual tube data collection.

Commissioner Ting referred to the data provided in Attachment 5 and asked if it was derived from tube or cell phone data. Chris Breiland clarified that the attachment includes cell phone data, and therefore contains some suspect data. While extensive tube data is currently limited, the staff feedback supports the validity of the chosen 1.2 multiplier.

A motion to adopt the proposed amendment changing the primary metric to include a speed limit factor of 1.2 added onto the posted speed limit, and to use it as part of the PLTS calculation, was made by Commissioner Marciante. The motion was seconded by Commissioner Ting and the motion carried unanimously.

Kevin McDonald stated that using the 1.2 speed limit factor, the consultant team recalculated the PLTS existing conditions for all arterials. Clicking on any segment of the resulting detailed,

interactive map pops up the factors that go into the calculation of PLTS, namely the vehicle travel speed at 1.2 times the posted speed limit, the vehicle volume, the buffer width and the sidewalk width. The actual PLTS is compared to the performance target for the area. On the website and in the packet Attachments 1 through 4, the data is broken down by city quadrant.

Commissioner Ting asked if there is also a way to look at the supplemental data, and in particular data relative to driveways. Kevin McDonald said that is not in hand. The data will be used when using the Mobility Implementation Plan to develop project concepts that inform the Transportation Facilities Plan. Commissioner Ting voiced support for adding number of driveways as a supplemental factor for prioritization, and encouraged also taking a look at how driveways impact cyclists.

Commissioner McGill asked about the differences in the PLTS scores for Bellevue Way and Bel-Red Road, noting specifically that Bellevue Way appears as a PLTS-3 while Bel-Red Road is shown as PLTS-1 or PLTS-2. Chris Breiland explained the difference is primarily due to the presence of landscaped buffers along the sidewalks. Landscaped buffers significantly influence pedestrian comfort, reducing perceived stress. The PLTS classification of Bellevue Way was raised after recent sidewalk and landscape improvements were made by Sound Transit, resulting in changes to its PLTS score.

Commissioner Marciante requested clearly denoting transit stations on the map to better visualize walking distances, emphasizing the importance of prioritizing sidewalk improvements near transit stations, especially in light of the city's goals related to accessibility and pedestrian comfort. Kevin McDonald agreed to explicitly incorporate transit station locations on future map updates. The locations are essential in determining pedestrian infrastructure priorities.

Commissioner Ting inquired about clearly displaying the quarter mile and half mile walking distances to and from major transit stops. There is the potential of having much greater density in the future in some of the areas. Kevin McDonald confirmed the city's intent is to measure walking distances in terms of a quarter-mile from frequent transit network bus stops and a half-mile from light rail station entrances, and agreed the measurements are essential factors in prioritizing pedestrian improvements. Although currently considered in performance targets, the specific distances are not visually represented on the maps. Chris Breiland agreed they need to be added to the map.

Commissioner Ting clarified with Kevin McDonald that the walking distances used to set targets are indeed measured as actual walking distances rather than direct-line distances, ensuring that pedestrian comfort metrics accurately reflect real-world walking conditions rather than theoretical distances.

Kevin McDonald turned to the topic of the volume-to-capacity (V/C) ratio performance target gaps identified in the 2044 Final Environmental Impact Statement for the Comprehensive Plan. Based on the known assumptions, 16 intersections were identified as not meeting the future V/C performance targets in 2024. Certain intersections, however, would be exempt from further action due to environmental constraints, for jurisdictional reasons such as being under WSDOT control, or due to existing planned improvements.

Commissioner Marciante sought clarification on terms used in the intersection performance targets, specifically, the distinction between "no action," "preferred," and "growth" alternatives. Kevin McDonald clarified that "no action" refers to future conditions assuming no Comprehensive Plan changes and a continuation of the existing zoning, whereas the

"preferred" alternative represents a full theoretical build-out of all city parcels under Comprehensive Plan policies. The "growth" alternative represents the scenario officially adopted within the Comprehensive Plan for the city's expected growth through 2044.

Commissioner Ting asked how the different alternatives shown on the V/C performance target gaps matrix relate to the new middle housing density changes resulting from HB-1110. Kevin McDonald the growth alternative scenario includes the middle housing legislation known at the time. It includes the redevelopment of some single family lots, and a lot of redevelopment of small-scale commercial to higher-density mixed use projects. Commissioner Ting asked if columns are based on meeting the minimum requirements of HB-1110, or if they are reflective of what is currently coming down through the Planning Commission with regard to increases in density. Kevin McDonald said the chart does not reflect anything the Planning Commission is currently addressing; it is a snapshot based on the legislation in place in 2024.

Commissioner Ting expressed interest in ensuring a feedback loop so that the transportation impacts are clearly understood during land-use decision-making processes. Kevin McDonald noted that future land-use changes will involve environmental documentation, including an analysis of the transportation impacts.

Commissioner Marciante commented that the entire policy framework nationwide is woefully inadequate. Transportation is always supposed to just serve all land use decisions. Kevin McDonald stressed that the Transportation Commission's role is primarily to implement the Comprehensive Plan rather than to influence land use decisions. The staff are committed to providing clear project concepts and analysis based on adopted Comprehensive Plan scenarios at future meetings.

Kevin McDonald said the public engagement process has included a couple of open house events. Both were minimally attended but still provided useful feedback on local street networks. An online survey is ongoing and will close on March 17, the results of which are anticipated in April. .

8. APPROVAL OF MINUTES

A. February 13, 2025

A motion to approve the minutes was made by Chair Stash. The motion was seconded by Commissioner Ting.

A motion to amend the motion to revise the second sentence of the first paragraph on page 8 of the meeting minutes to read "Similarly a project on the high injury network, and one with the highest equity score, would also score eight." The motion to amend was seconded by Commissioner Marciante and the motion carried unanimously.

The main motion, as amended, carried unanimously.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

11. REVIEW OF COMMISSION CALENDAR

Kevin McDonald took a moment to review the Commission's calendar of upcoming meeting

dates and agenda items.

12. ADJOURNMENT

Chair Stash adjourned the meeting at 8:44 p.m.