

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

May 14, 2026
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Commissioners: Keilman, Rebhuhn, Ting, Williams

COMMISSIONERS REMOTE: None

COMMISSIONERS ABSENT: Chair Stash, Vice Chair Magill, Commissioner Welcher

STAFF PRESENT: Kevin McDonald, Kristi Oosterveen, Eric Miller, Michael Ingram, Department of Transportation

OTHERS PRESENT: Deputy Mayor Dave Hamilton

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:30 p.m. by Commissioner Ting who presided.

Upon the call of the roll, all Commissioners were present with the exception of Chair Stash, Vice Chair Magill and Commissioner Welcher who were excused.

2. APPROVAL OF AGENDA

The agenda was approved without objection.

3. ORAL AND WRITTEN COMMUNICATIONS

Commissioner Ting noted the receipt from staff of several written communications.

Alex Tsimerman identified as president of Stand Up America and delivered a lengthy and confrontational statement criticizing Bellevue city leadership, alleging violations of free speech rights, and referencing prior legal disputes and restrictions related to public participation at government meetings. The remarks included repeated accusations directed at city officials and calls for political action.

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

Deputy Mayor Dave Hamilton reported that Bellevue had recently received two recognitions: a leadership award from the Bellevue 2030 District Vision Awards, and a People's Choice Award related to the newly opened Fire Station 10. It was also noted that the City Council has adopted its federal legislative agenda, which includes transportation and mobility priorities such as safer traffic signals, safe streets initiatives, the RapidRide K Line, and the Eastrail project. The mayor and deputy mayor will soon travel to Washington, D.C., to advocate in

person for the adopted priorities.

It was further reported that the Council has directed staff to prepare an ordinance allowing for the establishment and administration of paid on-street parking in Bellevue. On April 21 the Council conducted a budget workshop to address issues such as transportation investments, infrastructure funding needs, policy prioritization, and strategies to support growth through transportation infrastructure improvements.

5. STAFF REPORTS

Principal Planner Kevin McDonald reminded Commissioners that nominations were being accepted for the upcoming chair and vice chair elections scheduled for the June 11 meeting. Some nominations have been received but the nomination process remains open.

With regard to the implementation of the urban core bike network projects, Kevin McDonald announced that construction on the first phase will begin soon, including improvements along Lake Washington Boulevard between 99th and 100th Avenues, along 100th Avenue NE between Main Street and NE 1st Street, and on NE 1st Street between 100th Avenue NE and Bellevue Way. The improvements will create a continuous bicycle corridor through the southwest portion of downtown Bellevue. Additional work on 116th Avenue NE between NE 4th Street and Main Street will connect to existing bike lanes on NE 4th Street. The projects are expected to proceed during the summer, while subsequent phases of the urban core bike network will advance as additional funding becomes available.

6. PUBLIC HEARING

A. Transportation Improvement Program (TIP) Annual Update (2027-2032)

A motion to open the public hearing was made by Commissioner Williams. The motion was seconded by Commissioner Rebhuhn and the motion carried unanimously.

Program Manager Kristi Oosterveen explained that the annual update process is a required component of maintaining the city's Transportation Improvement Program (TIP). Any questions raised during public testimony will be addressed later during the subsequent study session discussion.

Kristi Oosterveen outlined several revisions that were made to the project list since the Commission last reviewed the draft in February. Two projects were added to the program list after staff identified them as viable grant candidate projects. TIP-35 had been removed because staff anticipated it would already be completed; however, because the project remains active and is now being considered for grant funding, it was restored to the program. TIP-31 was also recognized as a grant candidate shortly after the Commission's February meeting. Inclusion in the TIP is important because the program serves as a foundational requirement for seeking both state and federal transportation grants.

Kristi Oosterveen described a late modification concerning the Grand Connection or I-405 non-motorized crossing project owing to the fact that the project's Capital Improvement Program (CIP) designation was changed to G-126, reflecting that the project is now housed administratively within the Office of the Grand Connection rather than the Transportation Department; the Office of the Grand Connection will serve as Bellevue's lead entity coordinating the design and development of the crossing project.

Implementation Planning Manager Eric Miller added that discussions with the city's chief financial officer had resulted in revised cost estimates that are intended to align with figures being used publicly by the Office of the Grand Connection. The project remains early in the design phase at approximately 30 percent, and the projected total cost range has increased from earlier placeholder figures to between \$200 million and \$250 million. The unsecured funding estimates were correspondingly increased to approximately \$200 million, while the secured funding figures were adjusted to approximately \$46.5 million. The estimates will likely continue to evolve as the project advances.

The floor was open to comments from the public.

Mariya Frost with Kemper Development Company expressed appreciation to both staff and the Commission for recommending the removal of projects TIP-49 and TFP-50, both of which are proposed right-turn lane projects at Bellevue Way NE and NE 4th Street, as well as Bellevue Way NE and NE 8th Street. A supporting analysis was provided during the previous Transportation Facilities Plan (TFP) process, and productive discussions with staff occurred throughout the review period. With regard to TIP-106, support was voiced for the detailed identification of the specific intersection gaps. The analysis and design for the projects should be prioritized and expedited in future deliberations.

Marlene J. Meyer expressed concern that the TIP does not appear to sufficiently address expanded bus connections linking outlying neighborhoods to the new light rail system. While acknowledging the success and convenience of the light rail system itself, the speaker emphasized that many residents who do not live near stations still lack effective bus service connections. People with children or substantial belongings to carry often still need to drive to rail stations due to insufficient transit linkage. Stronger bus integration could reduce reliance on personal vehicles. A question was raised regarding whether adequate studies had been conducted to evaluate transportation gaps in neighborhoods outside of the urban core. Parking availability in Bellevue has become increasingly difficult. The city should continue evaluating opportunities to better integrate transportation systems throughout Bellevue's broader urban area.

A motion to close the public hearing was made by Commissioner Williams. The motion was seconded by Commissioner Keilman and the motion carried unanimously.

7. STUDY SESSION

A. Transportation Improvement Program (TIP) Annual Update (2027-2032)

Kristi Oosterveen explained that the Commission was being asked to take two actions related to the TIP Annual Update. The first action involved approving the updated TIP project list for transmittal to the City Council, and the second involved approving a recommendation letter that will accompany the Council packet when the plan is presented for formal adoption and subsequent submission to the state. The TIP update is a mandated annual process that must be completed early each year because the finalized document must be submitted to both the Washington State Department of Transportation and the Puget Sound Regional Council by June 30.

Kristi Oosterveen reviewed the broader transportation planning framework used by the city, explaining how the TIP fits within Bellevue's overall planning process. Beginning with the

city's Comprehensive Plan, transportation priorities move through various long-range and functional planning efforts before being prioritized through the Mobility Implementation Plan. The concepts ultimately inform the TFP, which identifies twenty years of transportation projects and serves as the basis for selecting projects for inclusion in the CIP. The TIP encompasses all of the planning elements, eventually leading to project implementation.

Particular emphasis was placed on the fact that the TIP is revenue unconstrained, unlike other transportation planning documents that must remain within specific funding limits. Because of the unconstrained structure, the program also includes additional initiatives, studies, and regional partnership projects that the city may pursue should funding become available. Maintaining projects within the TIP is especially important because it strengthens the city's eligibility for state and federal grant opportunities. Once finalized locally, the program is submitted both to the regional TIP managed by the Puget Sound Regional Council, and to the statewide TIP administered by the Washington State Department of Transportation.

Kristi Oosterveen said the proposed TIP contains 113 projects and 19 subprojects divided among four sections. Section I contains 42 projects and 19 subprojects that are already included within the adopted 2025–2030 CIP. Section II includes 40 projects from the 2026–2045 TFP beyond those already represented in the CIP. Section III contains 26 additional unfunded local projects identified through various planning studies and analyses, while Section IV includes five major regional or externally led projects mainly associated with freeway corridors surrounding Bellevue.

Kristi Oosterveen explained that eight new projects were added to the CIP section, and one completed project was removed because it is or will be substantially complete by year's end. Section II gained one new project and lost six projects, including several previously referenced during public testimony concerning the Bellevue Way corridor improvements. Section III received three new projects, identified as TFP-106, TFP-107, and TFP-108, all of which are related to mobility implementation gap analyses. Twenty-three projects were removed from the section, largely because they either were not included in the last TFP process or because they no longer qualify as mobility gap projects. Nineteen projects were transferred between sections, which reflects movement into either the TFP or the CIP following the major TFP update completed late last year. No changes were made to Section IV after consultation with department's regional transportation policy staff.

Kristi Oosterveen explained that the TFP includes bus-related projects that are addressed through agreements with King County Metro, including the RapidRide K Line and connections between downtown Bellevue, Crossroads, and Eastgate. However, the city does not directly control neighborhood bus routing decisions because those responsibilities belong to regional transit agencies. As a result, the TIP does not include neighborhood-specific bus route projects.

Commissioner Williams referenced written comments received from residents regarding West Lake Sammamish Parkway and asked staff to confirm that all phases of that project remain included within the planning documents. Kristi Oosterveen confirmed that all remaining phases of West Lake Sammamish Parkway remain included either within the CIP section or the TFP section.

Commissioner Ting asked how Bellevue residents can best provide input regarding project prioritization within the TIP, TFP, and CIP. Kristi Oosterveen explained that residents seeking to elevate specific projects can communicate with the Transportation Commission or the City Council, the latter especially during budget deliberations. The proposed projects are submitted

by the various city departments. They are then reviewed internally through a vetting process, and ultimately they are forwarded to the Council for further discussion and funding consideration.

Commissioner Ting asked how projects are prioritized and scheduled within the CIP. Kristi Oosterveen acknowledged that the city's budgeting process has evolved substantially over time and explained that project proposals are evaluated internally before advancing to the Council. Commissioner Ting expressed an interest in improving public transparency around project prioritization and scheduling so that residents can better understand which projects are currently in the queue and what timelines may exist for implementation. While project timing depends on many variables, including funding, project readiness, and coordination with other efforts, additional public visibility would be beneficial, particularly given the significant recent public feedback concerning the West Lake Sammamish Parkway improvements. Kristi Oosterveen said there are public hearings that take place in association with the budget process during which the public can express their views regarding various projects.

Commissioner Ting stressed the importance of having a fully connected network and asked how residents can provide feedback regarding transit-related concerns that fall outside the city's direct authority, such as bus stop placement, transit parking, or service routing. Kristi Oosterveen acknowledged that the city is not in control of bus routes or transit operations and therefore cannot directly implement changes.

Senior Transportation Planner Michael Ingram explained that transit planning responsibilities rest primarily with King County Metro and Sound Transit. Substantial work has been completed over several years to redesign transit service in response to the opening of the regional light rail system. Many of those service changes have not yet been fully implemented because the light rail system has only recently begun operating, but broader bus service redeployments are expected to occur in the fall. It is hoped that residents concerned about connectivity will begin to experience improvements as the service adjustments are introduced.

A motion to approve the Transportation Improvement Program project list for the 2027-2032 annual update as recommended by staff was made by Commissioner Keilman. The motion was seconded by Commissioner Williams and the motion carried unanimously.

A motion to approve the transmittal memo to the City Council was made by Commissioner Williams. The motion was seconded by Commissioner Rebhuhn and the motion carried unanimously.

Kristi Oosterveen said the proposed TIP will be forwarded to the Council on June 9 for adoption.

B. 2026 Transportation Comprehensive Plan Amendments

Kevin McDonald explained that on March 10 the City Council directed both the Transportation Commission and the Planning Commission to consider annual Comprehensive Plan amendments for the 2026 cycle. The Transportation Commission's role is specifically to recommend to the Planning Commission updates to the Transportation Element necessitated by Council actions taken during the previous year. There were two specific Council actions that require corresponding revisions to the Transportation Element. The first involves adoption of the updated TFP, which changed the plan horizon from 12 years to 20 years. Because the Comprehensive Plan still references the 12-year framework, amendments are needed to align

the language with the newly adopted 20-year TFP. The second needed amendment stems from adoption of the Mobility Implementation Plan, which incorporated projects previously contained within the now-repealed Pedestrian and Bicycle Transportation Plan. When the Mobility Implementation Plan was adopted, the City Council simultaneously repealed the Pedestrian and Bicycle Transportation Plan. Consequently, all references to that former plan in the Transportation Element needed to be removed and replaced with references to the Mobility Implementation Plan where appropriate.

Kevin McDonald confirmed that the proposed revisions are primarily in the narrative sections and there is one change to Transportation Element policy TR-96. The required environmental review under the State Environmental Policy Act was completed and it concluded that the proposed amendments will not result in significant adverse environmental impacts.

A motion to approve the Transportation Element amendments as recommended by staff was made by Commissioner Williams. The motion was seconded by Commissioner Keilman and the motion carried unanimously.

A motion to approve the transmittal memo to the Planning Commission was made by Commissioner Rebhuhn. The motion was seconded by Commissioner Keilman and the motion carried unanimously.

8. APPROVAL OF MINUTES

A. March 12, 2026

A motion to approve the minutes was made by Commissioner Williams. The motion was seconded by Commissioner Keilman and the motion 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

Commissioner Ting adjourned the meeting at 7:22 p.m.



Secretary to the Transportation Commission

6/11/2026

Date