

**CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES**

October 10, 2025
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

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

COMMISSIONERS REMOTE: None

COMMISSIONERS ABSENT: Chair Stash, Vice Chair Magill

STAFF PRESENT: Kevin McDonald, Kristi Oosterveen, Andrew Singelakis, Chris Long, Mike Ingram, Department of Transportation

OTHERS PRESENT: Chris Iverson, Chrissy Mancini Nichols, Kenzie Colson, Eric Haggett, Walker Consultants

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 except for Chair Stash and Vice Chair Magill.

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Commissioner Ting noted for the record that staff had forwarded to the Commission all written communications received since the previous meeting.

Commissioner Ting stressed that all public comments must be related to city of Bellevue government business and must be related to the roles and responsibilities of the Transportation Commission. In compliance with Washington State campaign laws (RCW 42.17A.555), speakers were instructed not to endorse or oppose candidates or ballot measures, including their own campaigns.

Alex Tsimerman began with a Nazi salute and called the Commissioners damn Nazi Gestapo fascist pigs and made a series of inflammatory and disjointed remarks, claiming that traffic fatalities in Bellevue had risen by 200 percent in the past year and attributed the increase to the city government and criminal negligence. The speaker made personal attacks and unrelated political assertions regarding illegals living in the city.

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

5. STAFF REPORTS

Principal Planner Kevin McDonald reminded the Commissioners that the Open Public Meetings Act (OPMA) training would be held virtually on October 16 from 6:30 to 7:30 p.m. Attendance at the live webinar was encouraged, though it was noted the session would be recorded for later viewing.

Kevin McDonald also reminded the Commissioners not to forward emails from their city accounts to personal email addresses given that doing so could expose their personal accounts to public disclosure and cybersecurity risks.

Kevin McDonald said the Commission's recommendation on the Mobility Implementation Plan that was approved at the September 11 meeting will be transmitted to the City Council on November 25. Chair Stash will be present during the presentation.

Kevin McDonald announced that the parliamentary procedures training for boards and Commissions has been scheduled for December 8 from 6:30 to 8:30 p.m. in person at City Hall. The Commissioners were encouraged to attend as the training will include live exercises and a dinner provided by the City Clerk's office.

Commissioner Ting asked if viewing the OPMA training recording would fulfill the city's participation requirement and Kevin McDonald confirmed that it would.

Commissioner Ting asked if the parliamentary procedures session would also be recorded. Kevin McDonald stated that it likely would not be recorded as it is intended to be interactive and stressed the importance of in-person participation.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Curb Pricing Study – Community Engagement Update

Chris Iverson, consultant with Iverson Mobility Solutions, stated the review would be the last one of the projects before staff releases the draft strategy for broader public review. The Curb Management Plan originated in 2022 and was adopted in 2023 following extensive collaboration with both the Transportation and Planning commissions. Among the plan's recommendations are over two dozen initiatives for managing the curb space, including the introduction of paid on-street parking in downtown Bellevue, an initiative that was previously integrated into the Comprehensive Plan. The study area focuses on Bellevue's urban core of the downtown, BelRed, and Wilburton neighborhoods, and the analysis is divided into five subareas and recognizes that Old Bellevue and the Spring District have distinct parking patterns. The primary goal of the proposed curb pricing program is to improve curbside access

by maintaining approximately 80 percent occupancy, thereby ensuring that drivers can find one or two available spaces at most times, to be achieved through dynamic pricing mechanisms that encourages turnover, enhances safety, improves predictability for users, and improves enforcement.

Chris Iverson emphasized that the curb serves multiple competing functions from personal vehicle parking, public transit operations, employer shuttles, ride-hailing and delivery services, and as such equitable access among these users was a guiding principle of the strategy. The study also sought to strengthen parking enforcement and public education on system use, both of which have lagged behind Bellevue's growth.

The subject has been before the Commission three previous times. The staff are ready to distribute the draft implementation strategy to all stakeholder groups and members of the public who participated in earlier phases of outreach. After gathering feedback, the final version will be prepared for review by the City Council at its December 9 meeting.

Assistant Director of Mobility Operations Chris Long stated that since July the team has continued the public engagement process in support of the initiative. A robust public outreach effort occurred earlier in the year that included stakeholder interviews, focus groups, on-the-ground and online surveys, and other activities. Over the summer the team continued engagement activities that included tabling exercises near Downtown Park at the edge of Old Bellevue to gather feedback from individuals walking into and out of the park. A brief intercept survey asked whether respondents would visit Downtown Bellevue or the Spring District often if on-street parking were easier to find but required paying a few dollars. Approximately three-quarters indicated their frequency would remain the same or increase, suggesting both openness to paid curbside parking and familiarity with paying for parking in garages or lots. The outreach efforts included going door-to-door with businesses in August, meeting with the Old Bellevue Merchants Association and with other business representatives in September. The feedback from those conversations was incorporated into the recommendations contained in the implementation strategy distributed with the agenda packet.

There were three main themes highlighted by the Commission meeting in July: payment options, equity, and economic impacts. About payment options, the team emphasized that any program would be multimodal rather than app-only, including physical pay stations, mobile app payments, and app-free options such as QR codes linking directly to payment webpages, all supported by translated and multilingual instructions.

Relative to equity, Chris Iverson described a framework embedded throughout the program and reported that the Bellevue Diversity Advantage Network was contacted twice, most recently just a week ago, to vet the approach; the Network concurred that equity framing is appropriate and urged continued coordination with community organizations if the program proceeds.

Finally with respect to economic outcomes for communities with paid parking programs, Chris Iverson noted that the implementation strategy includes several case studies, one of which highlights Old Pasadena where the introduction of meters in the 1990s coincided with retail sales growth outpacing comparable areas with free parking. Bellevue is a structure like that of Pasadena's where there is continued use of metering as a demand-balancing tool; the presence of an advisory board to guide program decisions; and a reinvestment mechanism that channels revenues back into local improvements.

Chrissy Mancini Nichols with Iverson Mobility Solutions explained that the pricing

implementation strategy document is a draft framework for consideration by the City Council. It includes background, evaluation data, and recommended parameters shaped by Commission and community feedback as well as best practices. The recommended elements include a Council-adopted pricing range adjustable administratively in response to utilization data to achieve an 80 percent occupancy target; neighborhood-specific enforcement windows beginning at 10:00 a.m. and ending around 5:00 p.m. or 8:00 p.m., depending on context; recovery of costs for temporary paid parking impacts related to street closures or construction; and multiple payment options through meters and mobile channels. In line with a focus on equity, all communications would be multilingual and supported by mitigations such as promoting discounted ORCA transit passes; piloting an employee parking permit; partnering with public and private garages to share lower-cost parking; and providing financial support for microtransit services, such as Bellhop, to extend hours and improve transit connections.

Chrissy Mancini Nichols said capital costs were estimated at approximately \$1.6 million for pay stations, signage, and mobile payment infrastructure; and the annual operating expenses were estimated at roughly \$2 million for mobile app fees, additional city staffing, expanded enforcement, and ongoing utilization data collection to guide rate adjustments. The model shows that operating revenues for the first full year of normal operations will be about \$4.3 million, with roughly 84 percent derived from meter payments. After covering operations, the potential reinvestment into the community is estimated to be approximately \$2.3 million annually.

To ensure transparency, a Curb Pricing Advisory Committee is recommended to inform how revenues are reinvested. The reinvestment is intended to align the spending with high-priority actions from the Curb Management Plan and community ideas, including additional ADA spaces, more loading zones, improved bus shelters, curb and street activation, enhanced wayfinding to off-street parking, pedestrian and streetscape improvements, and street lighting, all of which would be informed by the Curb Pricing Advisory Committee.

Chris Long reviewed with the Commissioners the prospective implementation pathway to be followed if the Council directs the work to proceed. Several tasks will be required to operationalize on-street paid parking, including drafting and adopting code changes; planning and installing pay stations; updating signage; procuring payment system vendors; hiring city and enforcement staff; and conducting public outreach and education on how to use the new system. The issue will be before the Council on December 9, and staff will ask for directions to return with the necessary code changes.

Commissioner Keilman thanked the team for clearly articulating the equitable approach and asked if the case studies in the draft reflect cities like Bellevue in population and geographic size. Chris Iverson said the selected cities generally are comparable to Bellevue in terms of the scale and scope of their paid parking programs in terms of the number of spaces and their geography.

Commissioner Keilman then posed a multi-part question about the flow of funds from the point of customer payment to city accounts, and about ensuring that any reinvestment remains within the city's purview rather than covering responsibilities of other jurisdictions, such as bus shelters. Emphasized was a desire to avoid situations in which residents effectively pay twice, through taxes and through curb fees, for improvements that belong to another agency's budget. Chris Long explained that the program will track revenues and expenditure quarterly and report both to the city's finance team, and will summarize the numbers annually, thereby establishing a transparent basis for reinvestment decisions. The proposed advisory committee would further

reinforce transparency by linking revenues to specific street-level improvements.

Regarding jurisdictional boundaries, Chris Long offered examples where joint benefit and city objectives overlap, such as a long-listed project on 108th Avenue NE aimed at improving passenger pickup space and pedestrian movement, benefiting both transit and the city's curb management goals. Other examples cited included downtown shelter facilities used by multiple operations, including employers for shuttles, that no longer have a defined owner in those places city maintenance or enhancement could support mode shift and transit usage. In other areas, such as in Old Bellevue, staff envisions contributing to existing small grant programs to support events that close streets and animate the curb, which is another way of aligning reinvestment with the Curb Management Plan goals rather than assuming full funding responsibility for external programs. Commissioner Keilman reiterated that funds should be managed so that taxes are used as intended, and that added parking fees should not duplicate those obligations.

Commissioner Williams noted having shared several comments in writing to the staff and acknowledged appreciation for the staff and the consultants for the work they are doing. The suggestion was made to have the proposed advisory body help prioritize curb-related improvements. Tacoma, which also employs paid on-street parking and a recent visit there underscored the value of comprehensive wayfinding that covers both public and private off-street facilities to reduce time spent circulating spaces, and to improve the overall visitor experience. It was agreed that such a system would require substantial digitization and inter-organizational coordination. Commissioner Williams also emphasized the importance of reliable, low-friction payment systems and recounting difficulties at a pay station when a mobile phone repeatedly connected to an unreliable hotspot, which turned a modest two-dollar session into a ten-minute ordeal. Investing in robust, user-friendly payment options will yield broad benefits. Chris Long said outreach and education will encourage users to download a parking app before leaving home. Some cities support multiple apps so that visitors can use a platform they already know. No decision has yet been made, and the team is evaluating trade-offs while conferring with neighboring cities to promote cross-jurisdictional familiarity for users.

Commissioner Welcher asked what measures will be used to evaluate program success once implemented, and how frequently prices will be adjusted to meet the performance targets. Also asked if sales tax trends, which are cited in the Pasadena case study, will be part of Bellevue's evaluation framework; how any potential spillover into adjacent neighborhoods will be monitored; if enforcement will be proactive or complaint-driven; and how residents will be notified if active enforcement begins. Chris Long explained that the central performance measure will be on-street occupancy, with the goal of maintaining one to two open spaces per block face. Utilization data will be collected once or twice annually, and rate adjustments will be incremental rather than abrupt. Annual user surveys, delivered through payment apps or QR codes at pay stations, will supplement performance monitoring alongside ongoing engagement with the advisory committee and stakeholder groups such as the Old Bellevue Merchants Association. About the economic indicators, the city's finance department has been asked to determine whether tax data can be incorporated an interest in including it if feasible has been expressed. New counts have been collected in areas south of Main Street near Old Bellevue and in the west of Downtown Park as part of staying on top of the issue of spillover parking. The neighborhood west of the park is a Residential Permit Zone (RPZ) where non-resident parking is not allowed. The area south of Main Street sees usage varied by time of day and appears to include employees from Old Bellevue. The team has identified employee parking as a focus of mitigation and has committed to continued monitoring. Current complaint levels are

low and where neighborhood parking occurs, it generally appears to be lawful. However, additional enforcement capacity will improve responsiveness if issues arise.

Commissioner Welcher commented that the city might consider whether bonding for a public parking garage should be evaluated in the future, possibly in conjunction with parks. The idea has surfaced before but has not been advanced.

Commissioner Ting asked how the equity components of curb pricing could be measured in practice, seeking specific outcome metrics to assess effects on disadvantaged groups beyond communication and access commitments. Referring to the program's target of roughly 70 to 85 percent utilization to maintain one to two available spaces per block, the staff were asked if locations falling below 70 percent utilization will effectively remain free to park. Chris Long referred to the BelRed area near the 130th and 132nd light-rail stations, where prior construction limited reliable data during the curb management and pricing studies. With construction now complete and additional curb spaces opened along 130th, the city plans to collect new data at the end of the month. The current model assumes those streets are not included in the initial paid program, and the team anticipates coding them for possible future deployment while refraining from paid operations if they do not reach the 70 to 80 percent threshold.

When asked by Commissioner Ting how frequently the model will prompt price changes, Chris Long said the plan is to review the prices once or twice per year, with a slower cadence in the first year to allow the program to stabilize. There will be the potential to adjust semiannually thereafter.

Commissioner Ting referred to the surrounding neighborhoods that do have RPZs and asked if resident permits would remain free and asked if enforcement will be funded by program revenues. Chris Long confirmed that there are no plans to charge residents for RPZs. Enforcement of RPZs currently falls under the police department's responsibilities. Future coordination will determine whether enforcement duties for certain areas, particularly the RPZ west of Downtown Park where spillover parking may increase, should be supported financially through the curb pricing program. Data collection within RPZs will be covered by program funds to help monitor any potential effects.

Commissioner Ting observed that if no complaints are received from a neighborhood, enforcement likely will not need to increase. Chris Long agreed and explained that the city currently uses a complaint-based model for enforcement. Communication is maintained with RPZ residents through the permit system which allows direct outreach to address concerns as they arise.

Commissioner Ting commended the team for conducting an extensive and inclusive outreach process, noting that it appears the team engaged with a wide variety of community members and business owners. The question asked was how local stakeholders, particularly businesses, had responded to examples from comparable cities, such as Pasadena, and whether those case studies had eased skepticism about paid parking. Chris Long said outreach with the Old Bellevue Merchants Association was particularly valuable. Over time, many local businesses have become more accepted of the concept, especially given that some of them have operated in nearby cities such as Seattle where on-street parking is common. Businesses have begun to recognize that regulated parking can improve turnover and customer access. One instance in Old Bellevue was cited where introducing paid parking in a small surface lot improved customer convenience, further illustrating the potential benefits.

Commissioner Ting encouraged the team to maintain a high level of proactive communication as the program develops. Ongoing public engagement, especially when curb uses or traffic patterns change, should be a consistent component of the city's curb management strategy. Ensuring that residents, businesses, and visitors are informed of adjustments to curb use or transportation configurations will help the public prepare, provide feedback, and adapt their travel behavior. Chris Long agreed, noting that the initiative represents a significant shift for downtown Bellevue. Sustained outreach will be essential.

B. Transportation Facilities Plan Update

Senior Planner Michael Ingram said the work to update the Transportation Facilities Plan (TFP) is in its final stages. The TFP is the city's intermediate-range capital planning tool and is used to guide development of the Capital Improvement Program (CIP). The proposed 2026–2045 TFP was included in the Commissioners' meeting materials.

At the City Council briefing on August 4, the Council expressed appreciation for the Commission's work and endorsed the proposed process and project list. The Council also requested that the TFP continue to include conceptual transit connection projects from the city's Transit Master Plan to maintain visibility of long-term transit priorities, even though they are implemented in coordination with external agencies such as Sound Transit and King County Metro. The Council also supported extending the TFP horizon from 12 to 20 years to align with the city's Comprehensive Plan and with regional planning requirements.

Commissioner Welcher asked if the longer time horizon is intended to reflect funding limitations or a broader strategic vision. Michael Ingram explained that it serves both purposes by acknowledging current fiscal constraints while ensuring consistency with the state and regional 20-year planning framework.

Michael Ingram reviewed the projected revenues for the twenty-year period. The current Capital Improvement Program allocates \$132 million for transportation projects, but the total identified needs exceed the available funding by approximately \$157 million. Ongoing programs, such as those for sidewalks, bicycle facilities, maintenance, and congestion reduction, represent major recurring expenditures. After the commitments, there remains an estimated \$26.5 million in unallocated funds. Rising construction costs have increased project expenses. The congestion reduction projects now require an additional \$16 million beyond the prior estimates, leaving roughly \$10.5 million in unassigned funds.

The proposed TFP includes 25 funded projects across several categories. Thirteen are specific line-item capital projects already budgeted in the CIP. Other projects fall under recurring programs, including two sidewalk projects, four bicycle projects – some originating from the Bike Bellevue initiative – and six congestion reduction projects supported partly by the Transportation Levy, which provides about \$2 million annually. The levy supports project scoping and design but not full construction, which depends on supplemental CIP allocations.

The TFP document includes background and purpose, funding sources, project prioritization methods, and a map of project locations. The Commission was asked to endorse the proposed 2026–2045 TFP, along with approval of the accompanying transmittal letter to City Council, and to designate a Commission representative, typically the chair, to present the recommendation at the November 18 Council meeting.

Commissioner Welcher referenced several new projects added to the list, some of which involved potential lane diet configurations, and observed that the draft lacked explicit language ensuring public input as projects move from planning to design. The recommendation made was to add text stating that community engagement will occur during project development. Michael Ingram acknowledged the point and clarified that public outreach is standard practice for projects entering the design and implementation phases; it is typically focused on affected areas and tailored to each project. Commissioner Welcher reaffirmed a desire to include written assurance in the document itself, explaining that even longstanding practices can benefit from explicit mention. Michael Ingram said the TFP primarily serves as a planning inventory and not as an operational guide. Outreach remains integral to implementation and is conducted by specialized teams within the city's transportation department.

Program Manager Kristi Oosterveen added that the TFP contains a variety of projects, making it challenging to include a single statement covering them all. Public involvement is part of the planning process and is required as part of complying with Title VI.

Commissioner Ting suggested one of the metrics that can be used to gauge success in communicating with the public is whether or not the public is surprised. While a formal comment process exists, the key concern is ensuring transparency and giving residents a chance to express opinions before major decisions, such as implementing road diets, are finalized. Clarification was sought on how and when public feedback is gathered in relation to decision-making. Kristi Oosterveen explained that the best opportunities for public input occur during the city's Capital Improvement Program process, which includes multiple public hearings before Council approval. Each proposed project is accompanied by a detailed description, allowing residents to provide feedback on its inclusion and scope. While input is always welcome at any stage, the most effective time for the public to influence project direction is before it receives formal funding. Once a project is approved, modifications are still possible. Adjustments made to the Bike Bellevue initiative demonstrate that public input can lead to changes. The city's public involvement process ensures that affected communities are notified prior to construction, so projects do not come as a surprise.

Commissioner Ting reiterated that avoiding public surprise should remain a guiding metric for effective outreach. Kristi Oosterveen acknowledged that some individuals inevitably will be unaware of upcoming projects despite extensive outreach given the challenges of maintaining public attention. The Commission was assured, however, that the staff work diligently to communicate early and transparently.

Commissioner Keilman asked if the city had ever encountered situations in which projects became outdated or unnecessary by the time funding was secured given the long-range nature of the TFP. Kristi Oosterveen answered that such cases have occurred. The city reviews and updates projects on the order of every two and a half years in part to remove obsolete items and reflect changing community needs. A similar review occurs through the Transportation Improvement Program process, which helps ensure that priorities remain current and responsive to evolving conditions.

Commissioner Ting asked if the transparent and participatory process described by staff for transportation projects is also applied across other city departments. Kristi Oosterveen explained that community outreach is a major part of Title VI compliance. Other departments, including Community Development and Finance & Asset Management, also conduct public surveys and outreach tailored to their work.

Commissioner Ting concluded that adopting a consistent engagement process citywide, particularly for major transportation changes such as roadway reconfigurations, would improve transparency and ensure residents know where to seek information.

A motion to recommend the 2026–2045 Transportation Facilities Plan to the City Council for approval was made by Commissioner Keilman. The motion was seconded by Commissioner Williams and the motion carried unanimously.

A motion to approve the transmittal letter to Council was made by Commissioner Keilman. The motion was seconded by Commissioner Williams and the motion carried unanimously.

8. APPROVAL OF MINUTES

A. September 11, 2025

A motion to approve the minutes was made by Commissioner Williams. The motion was seconded by Commissioner Welcher 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 upcoming meeting dates and agenda topics. It was noted that there were no agenda items for meetings in November or December and said unless something comes up, those meetings will be canceled.

12. ADJOURNMENT

Commissioner Ting adjourned the meeting at 7:50 p.m.