

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 10, 2022
6:30 p.m.

Bellevue City Hall
Virtual Meeting

COMMISSIONERS PRESENT: Chair Marciante, Vice Chair Stash, Commissioners
Beason, Helland, Kurz, Rebhuhn, Ting

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Andrew Singelakis, Kristi Oosterveen,
Chris Iverson, Department of Transportation; Kate Nesse,
Thara Johnson, Department of Community Development;
Lauren Mattern, Evan Costagliola, Nelson/Nygaard

OTHERS PRESENT: Councilmember Zahn

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:31 p.m. by Chair Marciante who presided.

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Helland who arrived at 8:30 p.m.

2. APPROVAL OF AGENDA

A motion to amend the agenda to move Item 7d to be the first study session item was made by Chair Marciante. The motion was seconded by Vice Chair Stash and the motion carried unanimously.

The motion as amended was approved by consensus.

3. ORAL AND WRITTEN COMMUNICATIONS – None

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

Councilmember Zahn commented that there had been a fascinating discussion at the Puget Sound Regional Council Transportation Policy Board meeting earlier in the day about the regional transportation plan. She said they are hoping to see that plan adopted in the next couple of months. There were a lot of comments received from public agencies like the city of Bellevue and from interested organizations and community members. The plan is very much in line with things the Commission has talked about and noted as being important, including the environment, safety, aligning safe systems projects in ways that will make them strong candidates for federal dollars, ped/bike projects and water quality. The Commission's work is well aligned with regional transportation planning for Vision 2050.

Councilmember Zahn also stated that the state legislature appeared poised to approve the Move Washington Forward transportation plan before the end of the session. She said that plan includes funds to support the I-405/SR-167 gap created by the bond revenue reductions during the pandemic. That will allow for keeping bus rapid transit alive on I-405. There is also funding in the plan to fill the Eastrail funding gap to address the bridge crossing of I-90, and funding to address components of the Mountains to Sound Greenway.

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

D. Mobility Implementation Plan – Final MIP Transmittal

Principal Planner Kevin McDonald called attention to a couple of small changes made to the content of the MIP by staff and the consultant team based on feedback received at the February 10 briefing and via email and other correspondence following that meeting. He outlined the revisions made to the document.

In the introduction section, the revision reflects the Commission's desire to ensure that the MIP addresses both fiscal and environmental sustainability, both of which would support a transportation system that accommodates growth and is consistent with the Growth Management Act.

In Chapter 2, the layered network, a correction was made to Figure 8, the bike network map to eliminate some stray lines. There was also a question about where the length and traffic volume criteria for primary vehicle corridors came from. In conversation with the Commission in the summer of 2021, the Commission recommended that the length of primary vehicle corridor segments should be between one-half and two miles, and that the traffic volume threshold should be greater than or equal to 10,000 vehicles per day, in line with the Highway Capacity Manual.

In Chapter 3 the draft failed to provide the performance metrics for bicycle facilities at intersections. The Commission's MMLOS work in 2017 included a list of components to implement at intersections to make sure the level of traffic stress along the bicycle corridor carries through the intersection. Also in Chapter 3 clarification was added to indicate that level of traffic stress calculations can be applied to arterial streets as well as non-arterial streets. Also clarified was that the typical urban travel speed is 40 percent of the posted speed limit, which is in line with the Highway Capacity Manual and the Commission's recommendations in the MMLOS 2017 report.

Chapter 4 was clarified to indicate that both Type 1 and Type 2 Performance Management Areas each consists of three separate geographies. The Type 1 PMAs are Downtown, BelRed and Wilburton/East Main, while the Type 2 PMAs are Crossroads, Eastgate and Factoria. The Type 3 PMAs consist of everywhere else.

Clarity was added to Chapter 5 to express that physical gaps in the network for both pedestrians and bikes are a higher priority than upgrading an existing facility that may not meet the identified performance metrics. The chapter was also revised to clarify that the 12-year

resource-constrained Transportation Facilities Plan includes programs that have an allocation of funding, each with specific objectives and project prioritization criteria. Each program has a lifespan that extends beyond the time period in which specific projects have been identified. The resources assigned to the programs are not necessarily assigned to specific projects. Also it was clarified that existing conditions for vehicle performance are based on 2019 pre-pandemic data.

In Chapter 6 clarification was needed in regard to project identification and prioritization, which start with identified performance target gaps. The MIP document itself has all the maps and the appendix contains a list of all performance target gaps in line item format. When looking to create a candidate project list the TFP can incorporate, the MIP goals and the layered network context are part of the public process. The layered network is a useful context in that it can identify support for land use, but it also indicates the potential relative utilization of projects, especially ped/bike projects. For instance, in a PMA 1 location one would expect to have more pedestrians than in PMA 3. There are, of course, pedestrian destinations like schools, libraries, community centers and shopping in PMA 3 areas that are likely to have higher pedestrian usage. The chapter was revised to clarify that other prioritization considerations may include the Environmental Stewardship Plan metrics, environmental and land use constraints, fiscal realities and community support.

Mr. McDonald noted that the Council approved the multimodal concurrency policies in late 2021. Part of the job of the MIP is to flush out some detail about how concurrency works in a multimodal system. The MIP clarifies that concurrency is a supply and demand calculation. Chapter 7 was revised to clarify that concurrency is achieved when the supply is greater than or equal to the demand. How supply is defined is outlined in the narrative. It will also be defined in the multimodal concurrency code amendments that will be addressed after the MIP is adopted. The Council is expected to direct the Commission to prepare the code amendments. Part of the concurrency implementation strategy is to develop a development review guide to assure continuity of information to all the staff charged with implementing multimodal concurrency.

The appendix was revised to include the equity index narrative and maps from the Commission's study sessions along with an updated timeline.

Mr. McDonald said the Commission's MIP recommendation will be transmitted to the Council on April 11 in study session. At that time staff will seek direction from the Council to initiate the next steps for the Commission/staff/consultant work program. The work will include amendments to the code to embed multimodal concurrency, and the details of implementation.

A motion to approve the recommended final Mobility Implementation Plan Volume 1 and the Mobility Implementation Plan Appendix Volume 2 was made by Vice Chair Stash. The motion was seconded by Commissioner Beason and the motion carried unanimously.

A motion to approve the MIP transmittal letter to the City Council was made by Commissioner Beason and the motion was seconded by Commissioner Rebhuhn.

A motion to amend the motion to include the additional language regarding project utilization, adequate levels of investment, enhanced transportation demand management strategies and direction from the Council on next steps. The motion was seconded by Commissioner Rebhuhn.

Commissioner Kurz voiced support for amending the main motion. The additional language will be helpful.

Chair Marciante commented that through the process the Commission has come to realize that while much will be gained by multimodal concurrency, it also adds a level of complexity and a higher level of responsibility. She said that needs to be made clear to the Council in the transmittal.

The motion to amend the main motion carried unanimously.

The main motion as amended carried unanimously.

A. Comprehensive Plan Update

Senior Planner Dr. Kate Nesse with the Department of Community Development said the Comprehensive Plan periodic update was initiated by the City Council on February 28. The Council directed the city's boards and commission to contribute to the update.

The Comprehensive Plan is a requirement of the Growth Management Act (GMA). It outlines the vision for how the community will grow over the next eight to ten years. The plan looks out 20 years and will have a horizon year of 2044. The plan includes specific elements or chapter, one of which is the Transportation Element. Each element contains policies that guide city actions and decisions as well as capital investments.

The current plan has a vision chapter, and each of the elements includes a narrative section describing the chapter. Each element also has specific goals and policies. The Comprehensive Plan is divided into two sections. Volume 1 is the main Comprehensive Plan, while Volume 2 contains the subarea or neighborhood area plans. The land use map is housed in Volume 2.

The GMA requires jurisdictions to update their comprehensive plans every eight years, though a one-year extension was approved due to the pandemic. The Puget Sound Regional Council's Vision 2050 document sets the vision for the region as a whole and guides the Multi County Planning Policies. The King County Countywide Planning Policies are specific to King County and includes growth targets in terms of jobs and housing. The city of Bellevue worked with representatives of other jurisdictions to establish the targets that are reflected in the Countywide Planning Policies. The Council acted to update its vision for the city and the Comprehensive Plan update will reflect the vision, which focuses on housing options and affordability; maintaining economic innovation; and protecting the environment.

The growth targets also have a horizon year of 2044. The PSRC looks at how the region will grow and then assigns that growth to the individual counties. The individual counties then work with the individual cities to determine how to accommodate the growth. Bellevue is a metropolitan job center, and Downtown Bellevue is designated as an Urban Growth Center. The update process will seek to establish a more equitable jobs/housing balance with at least one housing unit for every two jobs coming to the city. The city's current zoning has a capacity for the projected number of new jobs, but does not have the capacity to meet the housing target. The existing housing capacity is just shy of 27,000 units, while the target is 35,000 units.

Continuing, Dr. Nesse said the update will plan for growth by looking at the land use map, the relationship between the broader land use and zoning categories, as well as how growth is

allocated to the countywide and regional centers. The work will look at ways to expand housing options, affordable housing, and approaches to combating homelessness. The goal is to create vibrant places at a variety of scales and locations. Equitable approaches will be taken with a focus on underserved and underrepresented communities, both in terms of engaging with the public and the policy outcomes. One area that will be addressed is the legacy of discrimination. The update will emphasize environmental sustainability and resilience and possibly will add a climate and resilience element to the Comprehensive Plan. Overall, the work will set the stage for future planning on a strong foundation.

The update process will take two years, with adoption of the plan scheduled for 2044. Phase 1 is under way and it includes updating the vision to align with the Council's vision, and kicking off the community engagement process. Later in the year in Phase 2 land use alternatives will be drafted for inclusion in the Environmental Impact Statement, and there will be an analysis of the policies that will lay the foundation for a lot of the plans that will come out of the Comprehensive Plan; that work will include the policies in the Transportation Element. After the EIS is complete review of and updating the growth-related policies will occur. In Phase 3 the attention will turn to revising and refining the policies to make sure everything lines up and is in the right place.

Dr. Nesse said the community engagement strategy is under way. On March 16 a survey will go out to every Bellevue household, allowing the public to give feedback on the vision. The feedback will be incorporated into the revision of the vision. In May and July the focus will be on exploring livability through several data walks with the community. From September through November the foundation for future planning will be laid by looking at foundational policies with the community through workshops and the like. Growth alternatives will be explored with the public between January and March of 2023. Refining the plan and the policies with feedback from the public will occur in the July through October timeframe.

The intent is to include the community early and throughout the process. Several streams of engagement are planned, beginning with tabling at some grocery stores and the mailed survey. There will also be hosted discussions and events. There are four strategy teams that will be engaged throughout the process. Each team has specialized knowledge or lived experience that gives them a particular lens through which to view the Comprehensive Plan. One of the teams will be focused on equity. The public will be allowed to provide input at all city boards and commissions meetings as well as at City Council meetings. There is also mandatory engagement associated with the EIS. All of the public input will go into the staff work and recommendations for the draft plan which will be reviewed by the city's boards and commissions. Ultimately a recommendation will be made to the Planning Commission which will in turn make a recommendation to the City Council to adopt the update.

The types of outreach include direct mailing of questionnaires to all Bellevue households along with mailed announcements. The engagingbellevue.com website is live and allows the public to ask questions, receive answers, provide input, and download information. Both in-person and virtual workshops are planned and presentations will be given on request. With a special emphasis on equitable outreach, cultural outreach ambassadors will be used to reach out to communities that have been less involved in the past. There are currently three cultural outreach assistants and the budget allows for a fourth. All of the survey and other materials will be translated as part of a multilingual outreach effort.

Dr. Nesse said staff will be back before the Transportation Commission in July with draft land use alternatives, and in November with a draft of the transportation element policies.

Commissioner Ting asked who the intended audience is for the strategy teams and who will be allowed to attend their meetings. Dr. Nesse said there are structure details yet to be worked out. A consultant likely will be employed to structure the engagement. The individual teams will meet separately but they also may at times meet jointly.

Asked by Commissioner Ting if the strategy team meetings will be open to the public, Comprehensive Planning Manager Thara Johnson said the thinking has not reached that level of detail yet. Generally city meetings are open to the public but there are still unknowns about how the city will be returning to in-person meetings. Commissioner Ting suggested the meetings should not only be open to the public, the public should be equal participants. There are neighborhood leaders who would be able to provide valuable feedback and they should be provided with notice of the meetings. In Bellevue there are two segments of the population that will need to be addressed. First is the general public that wants to be informed but may need some education on the process. The second segment is highly educated and well-versed in the mechanics of the Comprehensive Plan who will need to be allowed to express their concerns in a direct or debate format. Ms. Johnson said staff met with a group of neighborhood leaders a month or so ago and heard similar feedback. In thinking about process, staff have included consideration of how to incorporate the groups into the overall engagement strategy. That may occur in workshop format. She also noted that the strategy teams are quite diverse and focused on various topic areas. The teams likely will welcome participation by the communities.

B. Transportation Improvement Program

Program Manager Kristi Oosterveen reminded the Commissioners that the TIP is unique in that it is not revenue constrained. As such, it houses all the projects the city would undertake if the resources were available. The projects are derived from the Comprehensive Plan, long-range plans, functional plans, the Transportation Facilities Plan and the Capital Investment Program. She said all the remaining projects from the Comprehensive Transportation Project List that were not already in the TIP have now been embedded in the TIP along with regional projects that might be addressed by other jurisdictions or entities in which the city might want to participate. Once approved, the TIP will be submitted to both the Puget Sound Regional Council for its Regional Transportation Improvement Program, and to the Washington State Department of Transportation for the State Transportation Improvement Program. Projects in the TIP become eligible for grant funding.

Ms. Oosterveen said the TIP is broken into four sections. In Section I the projects are from the currently adopted 2021-2027 Capital Investment Program. Those projects are funded. The projects in Section II are the remaining projects from the 2022-2033 Transportation Facilities Plan. Section III houses other unfunded local projects identified and scoped by completed alternative analyses and planning or pre-design studies, and Section IV contains regional or outside agency-led projects in which the city may choose to participate financially.

The proposed 2023-2028 TIP has four new projects in Section I, and one project was removed. Section II has 13 new projects. Six projects were removed and two projects were transferred out to other sections. Section III has one new project. Ten projects were removed and 11 projects were transferred into other sections. In Section IV there is one new project and one project that is being removed.

Ms. Oosterveen sought from the Commission approval of the proposed 2023-2028 TIP project list, and approval to set a public hearing date for April 14.

Vice Chair Stash asked which project was removed from Section I. Ms. Oosterveen said the project was a section of the Mountains to Sound Greenway that was completed.

A motion to approve the proposed 2023-2028 TIP project list was made by Commissioner Beason. The motion was seconded by Vice Chair Stash.

Commissioner Ting asked if there was anything controversial with regard to the project additions, moves or changes. Ms. Oosterveen said there were none. The list was vetted carefully to make sure any viable projects remaining from the Comprehensive Transportation Project List were included. Commissioner Ting asked if there had been any issues raised by others that might trigger objections to the list. Ms. Oosterveen said she was not aware of any.

The motion carried unanimously.

A motion to set April 14 as the public hearing date for the proposed 2023-2028 TIP project list was made by Vice Chair Stash. The motion was seconded by Commissioner Rebhuhn and the motion carried unanimously.

Ms. Oosterveen said the Commission would be asked to act to approve the proposed TFP and forward it to the Council for adoption following the public hearing. The final approved plan must be submitted to the state by June 30.

Commissioner Ting asked where the feedback received regarding the 150th Avenue SE project would be inserted into the process. Mr. McDonald said the project is covered in programmatic form in the TFP.

C. Curb Management Plan

Senior Transportation Engineer Chris Iverson reminded the Commission that the intent of the Curb Management Plan (CMP) is to establish new policies and guidance for all uses at the curb. The Council in February provided direction to begin a Comprehensive Plan amendment process to develop curb-related policies in support of the CMP, and directed the Transportation Commission to begin developing content for the plan. The Commission will be directly involved in developing policy language, establishing a contextualized prioritization framework for curb use, and analyzing options to establish a dedicated curb program for various curbside uses. The work will progress through 2022.

Lauren Mattern, consultant with Nelson/Nygaard, noted that to date there has been a lot of activities ranging from engagement to analysis. During the month of March the team is working through six different focus group meetings covering a range of topics from mobility services to local businesses, employers, shuttle providers, residents, advocates and development. The results, which will be available at the end of the month, will help inform the process and outcomes. A curb summit event has been scheduled for March 29 to educate stakeholders on best practices in the curb management world. The curb management planning questionnaire is live on the project website and is linked to the engagingbellevue.com platform. To date there has been a positive response rate. There is also a companion map-based effort that is aimed at receiving place-based feedback.

Ms. Mattern said the team has also been actively working on the existing conditions report, also referred to as the state of the curb. An iterative draft is under city review. Ultimately it will

form a consistent foundation for how things are working at the curb currently. Work is also under way on additional workstreams, including identifying curbside programs and their relative pricing options and management options. That work will progress over the next couple of months. On a similar timeline will be work on the curb use prioritization framework, sometimes referred to as curb typologies. The work will be key to mapping different policies and interventions to different parts of the study area.

The Commissioners were shown a map of the study area boundaries. Also depicted on the map were planned developments and the East Link extension and future stops. A number of core questions are being asked to inform the state of the curb document, including how the curb can support growth and change in the city; how the curb is used currently; what plans and policies support curb management currently; and what systems and structures are in place in support of curb management.

Ms. Mattern shared with the Commission some early key findings. She noted that the theme of ongoing growth and change cannot be overstated in that it will impact and increase pressures on the use of curbs. Bellevue is seeing sustained population and job growth. East Link will be operational in 2023, adding to the changes in Bellevue's commute travel modes. The pandemic triggered major changes in freight and delivery. There is an ongoing rise in the use of shared mobility services, and those services are continuing to evolve. There also has been a rise in the number of employers utilizing shuttles, especially for large companies.

Careful consideration will be given to how the curb relates to the streets and façades. The city has a strong toolbox of curb design principles, including wide sidewalks, a fairly cohesive street façade, good planter strips and lighting, and other solid foundational features. There is, however, a lack of consistency in regard to how the features are applied on the various streets.

The focus groups have highlighted the fact that the full range of interventions that have been tried in recent years has been helpful in testing different technologies and allocation opportunities. That level of responsiveness has generated positive feedback. Looking forward, such pilots will need to be connected, cohesive and reflective of broader curb management goals, ultimately building to something better than the sum of their parts.

Enforcement is a very important element of curb management and it deserves a lot of thoughtfulness and creativity. One finding was that enforcement in Bellevue is fairly limited. Some parties are decentralized and there are several dynamics in play around the relationships between the different groups involved in enforcement. Creative solutions to enforcement will need to be identified. Enforcement is surprisingly costly, which the average member of the public may not know. Additionally, it is difficult to find revenue stream options for offsetting the expenses. Citation fees in Bellevue are not currently covering the cost of enforcement. The curb management plan will offer a good opportunity to rethink pricing different curb uses.

Curb management in general is quite dispersed throughout city government with many departments taking on different roles. There is no central organizing party to bring the departments together and to lead with a consistent voice the different aspects of curb management. Partnerships and collaboration will always be an important feature in the CMP due to the broad nature of what happens at the curb and the variety of modal pressures.

Ms. Mattern said one key finding was that curb management approaches and fee structures are currently inconsistent. Some uses are being charged while others are not. The CMP will serve as an opportunity to make sure the different curb pressures are on solid footing in terms of how

much space they get and how the space is managed in line with the visions and goals. It is expected that the number of curb users will continue to grow, particularly in light of the fact that a number of mobility providers are looking at and wanting to expand in Bellevue.

Consultant Evan Costagliola with Nelson/Nygaard stated that curb typology will form the backbone of the CMP and the prioritization framework. Curb typology can be thought of a curb zoning and will reflect and address things like citywide transportation plans, urban design, neighborhood character, curb adjacencies, existing land use, modal priorities, mobility systems and networks, curb balance, access management, flexibility and future land use. An effective curb typology will indicate what curb uses should be typical of any given curb type, such as connecting people and goods, creating public spaces, and moving people. Curb typology will reflect the curb use priorities for each curb type, such as emphasizing the highest and best uses. Curb typology will also indicate which city policies, management tools and curb experiences apply to a particular curb. Finally, curb typologies will address how the use of a curb in question may change in the future.

Mr. Costagliola said curb typology is intended to be applied as a series of layered factors. The process will allow typology definitions to emerge based on data and contextual information. There will also be a manual process of ground-truthing and refining the initial data-driven typology assessments, and the layers and ordering will be determined over the course of the project. The Mobility Implementation Plan will be a key layer that will be factored into the process. Curb typology will not just be a list of different uses and priorities, it is intended to take those priorities and apply the recommended policies that will be developed in the CMP.

Mr. Iverson said staff will be presenting some recommended draft policies to be considered as part of the 2022 Comprehensive Plan amendment process. Some of the policies will likely be action oriented and use-specific. Some will be fairly broad, like referencing the CMP to make decisions. The sequence of how the work will be done is similar to how the Commission worked on the MIP with policy language being drafted and vetted before being transmitted to the Commission for a full review. The process is currently at the draft policy development stage where feedback and ideas are being collected in conjunction with public engagement. The work will help to inform some initial draft policy language that will be circulated into the Comprehensive Plan amendment process. Ultimately the Transportation Commission will be asked to transmit policies to the Planning Commission to take through the Comprehensive Plan amendment process. Some potential policy concepts include added support for curb placemaking and activation functions, like curbside dining and parklets; added support for developing curbside mobility hubs; added support for curb management technologies and innovations; amended language that addresses new mobility functions, such as providing deliberate; accommodation for rideshare services, freight providers, and micromobility services; and added support for the creation of a dedicated curb management program.

Mr. Iverson said the schedule calls for presenting the staff-recommended draft policies to the Commission in the April 14 meeting packet, and the Commission's meeting on April 28 will include discussion of the policies and providing guidance on them.

Commissioner Ting asked where Uber and Lyft fit into the commute modeshare bar chart. Mr. Iverson said the information used in the chart came from the American Communities Survey which does not contain granularity regarding new mobility uses. The team attempted but was unable to find data regarding modeshare and modesplit during the pandemic simply because the CTR and TDM reporting is not there because most large offices and companies were not commuting in normal ways.

Ms. Mattern mentioned that in the mobility provider focus group there was a broad representation of delivery services, scooters, transit, taxis and car share providers. Many of the providers in the group are not yet operating in Bellevue.

Answering a question asked by Commissioner Kurz, Mr. Costagliola explained that the team has just started the process of developing the actual typologies and creating the curb types. Other jurisdictions have taken up the work by focusing on the predominant land uses and type of street. Mixing those together creates a unique type of transportation operating environment. Another thing to consider is the changing orientation of the curb. It may be indicated that certain curbs are more auto oriented currently along with what the curb use might become based on certain factors. Everything remains at the preliminary stage.

Mr. Iverson stressed the importance of remembering how much activity happens at the curb. A person traveling along the curb in a travel or bike lane can be considered a movement function. Vehicles parked at a curb, and persons getting picked up or dropped off at a curb, and deliveries being made at a curb, are more of an access function than a movement function. Placemaking is a third and separate category. There will be a distinction between the Comprehensive Plan policies that will be part of the CPA process and curb policies as thought of in an operational way. Two-hour parking on a curb segment could be considered a policy, though an operational policy rather than a comprehensive planning policy. The overall intent is to make sure the Comprehensive Plan and the Curb Management Plan will speak to each other.

Commissioner Ting asked what people are saying in answering the survey, and how the priorities behind the goals will be articulated. Supporting growth and change is a goal but not a clear goal in the sense that it does not help to define the priorities for the policies. Mr. Iverson said the work involves filtering in multiple preexisting and pre-approved long-range transportation plans. All of the different planning documents have broad recommendations, but they also all have lines on a map. In thinking about curb typology, those documents will be referenced to determine if there are specific streets should have a specific priority. For a given street that is listed as a bike priority route and which has no other priority in any other plans, logic would suggest the street should have bike movement as the priority along the curb.

Mr. McDonald suggested looking at the layered network in Chapter 2 of the MIP. The purpose of the layered network is to make sure all of the separately intended plans and projects are evaluated in a way that meets the overall intent of the community. Each mode is considered in the context of everything else, including the land use that it supports. Curb typology will involve a similar approach. Each typology will be evaluated in the context of everything else that is going on, including the local land use.

With regard to the survey, Mr. Iverson noted that it will not be completed until April 15. He said staff will bring the final results back to the Commission.

Commissioner Ting asked what success will look like in terms of the Council's priorities and the feedback from stakeholders and the community. Ms. Mattern said success will be achieved when the curb reflects the city's ambitious mobility plans and is fulfilling the task of connecting all of the priority modes, and when the curb is as the asset it is. Success will be achieved when the curb is multifaceted, allowing for different kinds of curb uses. She said the criteria the team is looking to use for the project includes equity and leaving no priority behind. Curb space needs to be used efficiently given the increasing number of pressures, needs to be user friendly, and needs to show flexibility to accommodate future uses.

Commissioner Ting said one issue that will need to be addressed is how to treat services like Uber and Lyft in terms of curb usage. The use could be broadly supported, or the decision could be made to encourage other modes. The answer to how the use is treated should be tied to the curb management goals to allow for making an informed decision. Mr. Costagliola said the city has limited ability to actually regulate the uses to a detailed level. The city can, however, organize and prioritize space according to the city's priorities. The curb performance criteria speak differently to different users, including those using the curb and decision-makers and staff. The intent is to be multifaceted.

8. APPROVAL OF MINUTES

A. February 10, 2022

Chair Marciante called attention to the last sentence of the first full paragraph on page 12 of the minutes and asked to revise it to read "The role of elected officials to fully fund transportation needs and to responsibly move the needle in making improvements must be made clear."

There was consensus to make that correction and to approve the minutes as amended.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

11. ORAL AND WRITTEN COMMUNICATIONS – None

12. REVIEW OF COMMISSION CALENDAR

Mr. McDonald took a moment to review the Commission's calendar of upcoming meeting dates and agenda items.

13. ADJOURNMENT

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

Secretary to the Transportation Commission

Date