

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

June 8, 2023  
6:30 p.m.

Bellevue City Hall  
Hybrid Meeting

COMMISSIONERS PRESENT: Chair Stash, Commissioners Kurz  
COMMISSIONERS REMOTE: Vice Chair Helland, Commissioners Magill, Ting  
COMMISSIONERS ABSENT: Commissioners Marciante, Rebhuhn  
STAFF PRESENT: Kevin McDonald, Amanda Mansfield, Eric Miller, Mike Ingram, Paula Stevens - Transportation; Justin Panganiban, Community Development  
OTHERS PRESENT: None  
RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

Upon the call of the roll, all Commissioners were present with the exception of Commissioners Marciante and Rebhuhn.

A. Commission Elections

Principal Planner Kevin McDonald noted that prior to the meeting nominations had been received for Chair Stash to continue serving as the Chair. Absent additional nominations, Chair Stash was elected.

Chair Stash also noted that a nomination had been received for Vice Chair Helland to continue serving as Vice Chair. Absent additional nominations, Vice Chair Helland was elected.

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Kevin McDonald noted having received no written communications.

Alex Tsimerman began with a Nazi salute and called the Commissioners lovely freaking Cretins and pure freaking idiots. When 30,000 jungle slaves from Amazon come to Bellevue, there will be a transportation nightmare. Traffic is already bad as it takes an hour to get to Seattle and 45 minutes to get to Factoria. The Commissioners are freaking degenerate idiots and should be stopping Amazon, because they are smart and want to make more money. For

the last 30 years, idiots have come to power and they make life miserable for everybody. The elites just make more money. No one has stepped up saying Amazon needs to be stopped. Because the Commission does nothing to stop Amazon, it is more dangerous than everyone.

Brinlee stated that where bike lanes exist in the city, they are disregarded by drivers. There is no protection from cars that speed on the streets. Dangerous situations are encountered almost daily. Recently a vehicle very nearly hit a pedestrian, and rather than visibility, the issue was that the driver was going too fast to react or stop. A raised crosswalk would slow cars. Also recently, a driver on 112<sup>th</sup> Avenue NE, which is part of the bike network but is only a sharrow, stopped in the crosswalk and parked over the line. Had a car been coming, the driver would not have been able to see it. Drivers also often pass on blind curves. Such instances could be solved with protected bike lanes, or by adding an unpassable median would help. Drivers risk having to swerve to avoid opposing vehicles, and bike riders run the risk of being crushed between a car and a concrete wall. Drivers also often pass bike riders on the right in order to make a right turn on a red light. They often do not fully stop. That issue could be solved by a curb extension, which would also make pedestrians more visible. Streets are public spaces and they should serve the public good rather than acting as corridors for private vehicles passing through. The solutions need to be in place sooner rather than later for the safety all.

Anthony (?) called attention to the corridor between 102<sup>nd</sup> Avenue NE and 112<sup>th</sup> Avenue NE along NE 8th Street and noted that currently there is no bicycle infrastructure. The options for those trying to bike from Wilburton to Downtown Bellevue are to bike on the sidewalk, which is not preferable, or on the road, which is not safe. The section crossing I-405 is particularly stressful for riders. The city should consider having some kind of bicycle infrastructure along the corridor.

Doug Hoople, 10637 SE 22<sup>nd</sup> Street in Enatai, brought to the attention of the Commission that drivers who are headed southbound on 108<sup>th</sup> Avenue SE approaching SE 16<sup>th</sup> Street are informed by a flashing sign that between 4:00 p.m. and 7:00 p.m. they are required to turn right, except for buses and bicycles. The restriction, however, is not enforced. Cars routinely proceed to the next intersection at Bellevue Way where they wait at the to make left turns onto Bellevue Way during the restricted hours. If the restriction is not going to be enforced, the sign should simply be removed, allowing Enatai residents to drive in. Over the years, the transportation department has made it more and more difficult for people living in Enatai to get in and out. With light rail going in, people in the south end of Enatai can no longer come north on Bellevue Way; they must come through Enatai to gain another access point. Those coming from the freeway cannot turn in to south Bellevue; they must make a U-turn at the south end of the park and ride, where the traffic signal turns red even when there is no one there, stopping the southbound traffic.

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

5. STAFF REPORTS

Kevin McDonald reported that the Curb Management Plan is slated to be before the City Council in study session on July 17. The Council is expected to direct the development of a resolution for adoption.

6. PUBLIC HEARING – None

## 7. STUDY SESSION

### A. Wilburton Transportation Policy

Senior Planner Justin Panganiban in the Department of Community Development noted that the draft Environmental Impact Statement for the Comprehensive Plan Periodic Update was released for public review and is nearing the end of the 45-day public comment period. It includes an analysis of the Wilburton growth alternatives. The public can provide comments online, by mail or by email through June 12.

The Wilburton vision implementation process was launched in April 2022 and the direction from the Council was to use the 2018 vision and preferred alternative as the baseline. The urban design framework includes having the greatest development intensity adjacent to the Downtown and then stepping down in intensity toward the east and southeast edges of the study area. The design principles include walkable blocks, parks and open space, placemaking, environmental opportunities and affordable housing. The policies also build off the growth planned for the transit growth corridor, which includes BelRed, Downtown Bellevue, East Main and Wilburton. The Wilburton TOD is within the walkshed of four light rail stations and is located at the crossroads of major investments in Eastrail and the Grand Connection.

The key elements of the vision include both trail-and transit-oriented mixed-use located between Downtown Bellevue and the residential neighborhoods and community parks to the east. The Wilburton area is well situated to contribute to the health, diversity and equity of the city. Sustainability is also a key element as it relates to Wilburton being both a sustainable and walkable district.

In line with the direction received from the Transportation Commission in March regarding the preliminary vision, policy goals and guidance statements, the work seeks to leverage opportunities for Eastrail to provide connections within the Wilburton TOD and the broader region; consider how the future multimodal network in Wilburton connects to the overall city network; and emphasize the role of the TOD and increased transit access in support of affordable housing in Wilburton.

The objectives of the initiative are to adopt Comprehensive Plan amendments that will provide a guiding framework for implementation; adopt a Land Use Code amendment to establish the development of standards and design guidelines; and adopt new land use districts. The policies under review are specific to the Wilburton/NE 8th Street subarea. Certain existing policies will be modified to reflect existing policy intent. New policies will be added due to changed conditions or future needs. Other existing policies will be repealed if they are no longer relevant or are outdated or redundant. The land use designations for the Wilburton Study Area will also be updated.

There are two documents that are guiding the policies, specifically the Wilburton Commercial Area Study from 2018 and the Mobility Implementation Plan from 2022.

Justin Panganiban noted that preliminary transportation policy amendments had been provided in Attachment A of the Commission's packet. The draft policies are grouped into key policy moves that highlight the interconnection of the individual policies in accomplishing the major opportunities. The moves are local connectivity and smaller blocks; multimodal connections to and through Wilburton; and Eastrail as a defining trail and park corridor.

The policies in the local connectivity and smaller blocks group involve investments that contribute toward a vibrant and walkable urban neighborhood per the Wilburton Vision. Preliminarily, the recommendations include revising one policy and adding two new policies. The proposal is to revise Policy S-WI-26 to remove the specific reference to commercial development as the future improvements in the subarea will pertain to a variety of mixed use opportunities, including commercial, residential and office. The language added provides clarity on connectivity opportunities envisioned in the TOD. New Policy 1 is intended to support the implementation of future internal circulation, building off the 2018 CAC visioning work. New Policy 2 is intended to minimize parking garage access points along arterials to reduce conflicts between the modes.

Commissioner Ting asked if there will still be new commercial developments in the Wilburton area. Justin Panganiban said the vision for the area looks at a mix of housing, residential and office. Commercial uses will be mixed in with other uses. Commissioner Ting asked if Policy S-WI-26 should be worded so as to be additive, keeping the existing language that allows for commercial developments to provide internal streets and adjoining lot connections. Justin Panganiban said the intent behind striking out “commercial” was to recognize the broader mixed use opportunities, but the language could be clarified to consider commercial development as well as mixed uses.

Commissioner Magill agreed with Commissioner Ting about not losing the wording about internal streets and adjoining connections. Clarification is needed to make sure the emphasis is not lost.

Vice Chair Helland asked what the impact might be of the added connections on emergency services. Justin Panganiban said the intention is for the internal access networks to serve a variety of transportation functions, including local vehicular access and opportunities for non-motorized and functional access, including emergency vehicles. The operational requirements would certainly be taken into account when implementing the internal access network.

Commissioner Ting commented that the wording of New Policy 2 to reduce parking garage access conflicts sounds like a good idea, but asked if there could be associated impacts. Justin Panganiban said the intent is to minimize the number of access points from arterials by looking to local streets as an opportunity to consolidate parking access points.

The key policy move related to multimodal connections to and through Wilburton is aimed at achieving a variety of non-motorized facilities providing connections to adjacent neighborhoods, including multiuse paths, sidewalks, bicycle facilities and future investments in Eastrail and the Grand Connection. Preliminarily the recommendations include modifying two existing policies and adding three new policies. The revisions to policies S-WI-25 and S-WI-29 are intended to reflect updated conditions. As revised, Policy S-WI-25 broadly addresses support for access and connectivity opportunities throughout the study area for all travel modes, and Policy S-WI-29 aligns the 116<sup>th</sup> Avenue NE guidance with the preferred streetscape concept that came out of the 2018 visioning work. Policy New 3 is intended to specify wayfinding opportunities within the Wilburton TOD. Policy New 4 builds off of WSDOT’s I-405 master program and supports the planned extension of NE 6th Street across the freeway to either 116<sup>th</sup> Avenue NE for dedicated HOT, HOV and transit use only or to 120<sup>th</sup> Avenue NE east of 116<sup>th</sup> Avenue NE for general traffic.. The EIS process will recommend where the NE 6th Street extension should terminate. Policy New 5 is intended to support opportunities to improve existing crossings over I-405 to facilitate comfortable

connections for pedestrians and cyclists between the Downtown and Wilburton.

Commissioner Ting asked for examples of wayfinding. Justin Panganiban there are a number of future investments that will be coming online, including Eastrail, Wilburton station and the Grand Connection. Wayfinding will play a key role in terms of how users would navigate to and access the key destinations, regardless of mode . While there could be a number of strategies involved, the more obvious wayfinding opportunity will be signage.

Vice Chair Helland suggested that going forward it would be helpful to have maps associated with the policies that are specific to an area.

Chair Stash asked if the work of extending the non-motorized paths to the neighborhoods outside of the Wilburton TOD will happen at the same time as the Wilburton changes or if those changes will be phased in later. Justin Panganiban said the policies support the implementation of future work both inside and outside the Wilburton study area.

Commissioner Ting asked about the EIS process determining the ultimate landing for the NE 6th Street extension. Justin Panganiban said the Planning Commission is working to identify a preferred alternative to be studied for the final Environmental Impact Statement. There will be additional analysis done on the preferred alternative and that will serve to inform how to approach NE 6th Street. The extension of NE 6th Street to 116<sup>th</sup> Avenue NE is already planned for execution by WSDOT.

Vice Chair Helland said the Commission would benefit from knowing where the various projects are relative to their design phases.

Turning to the key policy move having to do with the development of Eastrail as a defining trail and park corridor, Justin Panganiban noted that the city is partnering with Sound Transit and King County to envision a 1.2-mile segment of the trail extending from SE 5<sup>th</sup> Street by the trestle to the northern boundary at NE 12th Street. It will be critical infrastructure for creating a transit-and trail-oriented district. The Eastrail policies were reviewed by the Planning Commission on May 24 as part of broader study session on open space and natural systems policies. Some clarifications were recommended to make the intent clear.

All of the policies envisioned relative to Eastrail are new. The existing Eastrail policy is outdated and duplicative to what is in Volume 1 of the Transportation Element; it will be repealed and replaced with more specific policy guidance. Policies New 6, 7 and 8 provide guidance on Eastrail access.

Policy New 6 provides guidance on limiting the types of vehicular access to the facility in recognition of the tradeoff between connectivity across Eastrail and Eastrail being a continuous ped/bike corridor that minimizes potential conflict points between trail users and vehicles. The NE 6th Street extension policy is an instance in which an extension to 120<sup>th</sup> Avenue NE would necessitate a new at-grade trail crossing.

Policy New 7 provides guidance in support of the signalization of Eastrail intersections with city streets, specifically at NE 4th Street, SE 1<sup>st</sup> Street and SE 5<sup>th</sup> Street.

Policy New 8 provides guidance on the provision of public ped/bike access points onto Eastrail from major corridors and destinations within Wilburton. The policy works in tandem with the local connectivity policies.

Policy New 9 calls for collaborating with King County to incorporate design treatments within the Eastrail corridor that improve the safety of all users. Policy New 10 calls for coordination with adjacent property owners to secure dedicated pedestrian paths within and/or adjacent to the Eastrail corridor that provide local access along the regional trail.

Commissioner Ting referred to Policy New 7 and asked which is better in terms of safety, at-grade crossings or grade-separated crossings. Justin Panganiban said no alternatives other than at-grade crossings have been considered for the corridor with the exception of the ped/bike bridge to be provided for crossing over NE 8th Street.

Commissioner Ting asked if the city will need to exercise eminent domain or make land purchase under Policy New 10. Justin Panganiban said that issue will be worked out as part of implementing the policy.

Chair Stash asked how it will be decided who will yield to whom where a non-motorized path crosses a motorized roadway. Kevin McDonald said there will be signals installed at each of the street crossings to be actuated by the pedestrians or bicyclists.

Justin Panganiban said the final draft of the transportation policy amendments will be brought before the Commission in July. As part of the EIS, work during the summer months will focus on selecting the preferred alternative. The policies that are contingent on the outcomes of that analysis will be subsequently revised. Along with the final draft of the transportation policies, the Commission will in July review the draft internal access map. The target for adopting the final Comprehensive Plan amendment for Wilburton is December.

Commissioner Ting noted that there is a lot of transportation content not related to Wilburton in the overall Comprehensive Plan Periodic Update. Kevin McDonald said Volume 1 of the Comprehensive Plan, the Transportation Element, which was reviewed by the Commission prior to the draft EIS, will be before the Commission again in the fall with information learned through the EIS process. The intent is for the DEIS to inform the policies for transportation citywide. The Wilburton process is on an accelerated timeline from the rest of the Comprehensive Plan Periodic Update at the direction of the Council to facilitate amending the LUC to accommodate the intent of new development.

## B. Transportation Demand Management Plan Update

Transportation Demand Management Program Manager Amanda Mansfield said the purpose of the TDM plan update is to guide staff in implementing the program over the next ten years. The plan is administrative; it is not a policy plan. The plan is heavily impacted by the TDM-related targets, goals and policies in the Comprehensive Plan. The update work includes an analysis of the TDM landscape and will involve strategies for moving the program forward, and to develop new targets for the next ten years, all in alignment with the Comprehensive Plan goals and policies.

The current TDM plan was reviewed with the Commission on May 11 along with an outline of the planned update. By early fall a full draft of the plan, including the implementation chapters and proposed performance targets, will be ready for review. That draft will be released for public review in the late fall. The final plan will be reviewed by the Commission in December and January. Once the plan is endorsed by the Commission, it will be transmitted to the City Council for informational purposes.

The TDM plan is divided into chapters. Chapter 1 outlines the TDM program and what the focus is for the next ten years, which is to encourage and facilitate a reduction in the number of drive-alone trips. It includes a detailed description of the key program components, including the regulatory components that include the state-mandated Commute Trip Reduction program and the city code-mandated Transportation Management Program, and the non-regulatory, which includes the employer and property owner mini-grant program to subsidize infrastructure and program projects to encourage non drive-alone trips at worksites, the work done from a marketing perspective, and all the research and coordination work aimed at identifying the best implementation strategies. The chapter also lays out the relationship with the Comprehensive Plan.

Chapter 2 focuses on the TDM modeshare targets and results; the Commute Trip Reduction modeshare results; and additional TDM benchmarks. Charts indicating the city's TDM 2015 targets and progress made toward achieving those targets through the year 2021 were shared with the Commission. It was noted that between 2000 and 2021 the non drive-alone rate increased to where it now exceeds the target. With regard to the non drive-alone rate for workers in Bellevue, the chart showed positive progress between 2000 and 2021 to the point of also exceeding the 2015 target. With regard to Downtown workers specifically, while there has been steady progress toward meeting the target, by 2016 the target has not yet been reached. More recent data, once in hand, will be incorporated into the final plan.

Based on the Commute Trip Reduction program results, the city has made good progress toward reducing the non drive-alone rate, particularly in the Downtown and citywide. That trend is not mirrored, however, outside of the Downtown, which makes sense given the longer commutes involved.

Vice Chair Helland asked how the targets were set. Senior Planner Mike Ingram explained that the 2015-2023 TDM plan had commute trip targets that were based on the modeshare targets in the Comprehensive Plan. Those targets were determined based on traffic modeling.

Chair Stash asked about the dip in the 2011-2012 non drive-alone rates. Mike Ingram said there were a variety of factors in play, including an economic shift broadly. Gas prices went up and transit ridership rose as well.

Chair Stash asked why the chart showed the non drive-alone rate falling steadily for the outside the Downtown category. Mike Ingram said the targets are associated with the Commute Trip Reduction program to which a subset of the employers in Bellevue are subject. There are currently some 62 worksites in the program representing a third of all the people who work in Bellevue. The target of 43.1 percent was set by the state. Great progress is being made in the Downtown where more and more of the overall workforce is. The non drive-alone rate for outside the Downtown continues to be an issue for a variety of reasons.

Commissioner Magill asked about the asterisk attached to the 2019-2021 numbers on the Commute Trip Reduction program non drive-alone rate outcomes chart, and about the impact of the Covid lockdown years. Mike Ingram said the asterisk is in reference to the fact that virtually all of the data for those years is pre-Covid.

Amanda Mansfield shared with the Commissioners a chart showing the Commute Trip Reduction program outcomes relative to the drive-alone rate. It was noted that between 1993 and 2021 the drive-alone rate decreased significantly citywide, going from 76 percent to 57

percent citywide, and from almost 68 percent to just under 46 percent. Extensive commute trip reduction efforts were implemented by the city during those years.

With regard to the average vehicle miles traveled for one-way commutes to Bellevue worksites, it was noted that for the Downtown and citywide there has been a significant reduction and a slightly less decrease outside of the Downtown. In part, the data reflects the fact that people who live and work in the Downtown have shorter commutes.

Chair Stash suggested the data seems to go against the rising cost of housing, which has triggered longer commutes. Mike Ingram said there are two factors in play in the chart: how far one commutes and the mode used. Those driving alone for ten miles have a vehicle miles traveled of ten. If that ride is shared with another person, the vehicle miles traveled is reduced to five per person.

Amanda Mansfield shared with the Commissioners a chart comparing the drive-alone rate between 1993 and 2021 broken down by all commuters nationwide, all commuters statewide, CTR worksite commuters statewide, and CTR workers at Bellevue worksites. The national drive-alone rate in 1993 was similar to the state's both for all commuters and CTR worksites. The national drive-alone rate has increased over the years, but the drive-alone rate for the state and Bellevue CTR worksites has decreased.

Mike Ingram said Chapter 3 includes demographic characteristics and trends, including residential land use and resident demographics, and Bellevue employer characteristics, such as employment by location and employment by business sector. Bellevue is a major employment center and that puts a strain on the transportation system. The densest Performance Management Areas are Downtown, BelRed, and Wilburton/East Main. Those are the areas with the most transportation options. The mixed use areas of Crossroads, Eastgate and Factoria also have a fair amount of density but fewer transportation options. The remaining areas are primarily residential but with some areas of employment.

About 60 percent of the jobs are in the high-density mixed use areas, with another 20 percent in the medium-density areas, followed by another 20 percent in the low-density areas. The city has done a good job of addressing office-based employment and much of the CTR worksites fall into that category. It is harder to reach the retail or service industries, where there a lot of employees and where there is a lot of turnover. Those sectors will get more focus going forward.

Commissioner Magill noted that tech workers are lumped in with services employees and suggested separating them given that tech workers are more likely to work remotely. Mike Ingram agreed and said before embarking on any specific activity there will be a need to drill down deeper to better understand the market.

Mike Ingram said Chapter 4 has survey and market research information, both city and TDM-specific research and survey results, and nationwide TDM issues and best practices. Every two years the city conducts a survey of residents to better understand their priorities relative to city services. The broad survey includes some specific questions related to transportation given that for many years transportation has been cited as one of the top concerns. The survey results show high support for TDM as a strategy to address transportation challenges, second only to working with agencies to improve transit service. Widening state highways usually comes in at around 50 percent, and widening city streets comes in in the 40s.



About five years ago the city engaged in an intensive investigation to better understand what people knew about transportation options, how they learned about them, and how the city could do its work more effectively. A consulting firm was hired to recruit people to participate in an online effort over a period of time. There were multiple contacts with each participant. On the question of which employer-provided commute benefits they had heard about, transit pass subsidies were at the top of the list. The information learned from the effort will inform the planning process going forward. A separate volunteer survey posted on EngagingBellevue regarding the TDM plan update garnered a lot of valuable input.

A review of the literature to more broadly understand nationwide trends was also undertaken. It was discovered that vehicle miles traveled have been on the rise since 2021 but they are not yet back to pre-pandemic levels. Transit usage continues to lag nationally. Even though people are working from home, they are still taking trips. The fact that people have long commutes to get to work in Bellevue is driving societal inequities, with high transportation costs disproportionately affecting low-income households.

Commissioner Ting asked for more information about what led to the assertion that teleworkers and hybrid workers produce as many and possibly more transportation emissions than office workers by virtue of their taking disconnected trips. Mike Ingram said the research done on that front has not been specific to Bellevue, but it is a finding of the national literature. Commissioner Ting said if the conclusion is true, it is concerning.

Commissioner Magill asked about the data indicating that those who ride their bikes tend to be in higher income brackets, adding that it would seem obvious that those in lower-income brackets would be more likely to get around by bicycle. Mike Ingram agreed to follow up by providing the underlying data, stressing that it also referred to national patterns, not necessarily Bellevue.

Commissioner Ting stressed the importance of not just presenting options to low-income workers, rather the need is to present them with solutions. If a cheaper form of transportation such as biking, walking or taking transit, is simply not feasible for low-income workers, it would be a disservice to suggest those options to them and could in fact harm them from an equity standpoint.

Amanda Mansfield explained that Chapter 5 addresses the TDM planning landscape. A number of documents were reviewed, analyzed and to some extent incorporated into the current TDM plan and will be incorporated in the TDM plan update. The list of plans includes but is not limited to the Comprehensive Plan, the Curb Management Plan, the Environmental Stewardship Plan, the Transit Master Plan, the Mobility Implementation Plan and multimodal concurrency.

The Commission will be presented with Chapters 6 and 7 in future study sessions. Chapter 6 involves measurements while Chapter 7 addresses implementation strategies.

Commissioner Magill referred to page 17 and the statement that 91 percent of Bellevue households earning less than \$20,000 annually spend 30 percent or greater of their income on monthly housing costs. It is likely that almost everyone spends at least 30 percent on housing costs. Those earning \$20,000 annually may not actually be living in Bellevue, and if they are they are likely in subsidized housing, which would skew the stats.

Commissioner Ting commented that the DEIS references exceptional TDM strategies, but just

what those strategies are is not clear. Mike Ingram said the best opportunity the city has is to more fully implement the Commute Trip Reduction program. Worksites with more than 100 persons commuting to a their site during the morning peak period are required to participate. There are currently 62 such participating sites in the city, but there are quite a few additional sites that should be affected but a lack of resources to date has kept the city from identifying them and incorporating them into the program. The state has doubled its funding, giving the city more ability to integrate the program. Commissioner Ting stressed the need to specifically call out what exceptional steps will be taken and the projected benefits.

Commissioner Kurz referred to the chart with the mitigation strategies and asked if all options that will be on the table were shown. Mike Ingram said there are limits to what the city can do on its own. Usually it seeks to partner with employers or property managers. The city cannot give transit subsidies, but employers often do for reasons that make sense for them. The city works to help them understand the benefits. The options listed are a representative suite. Commissioner Kurz commented that in Denver there are subsidies for purchasing e-bikes that have proven to be very popular.

Amanda Mansfield stressed that implementation strategies have not yet been discussed with the partners and stakeholders.

Commissioner Ting asked what things need to change in order to increase transit ridership. Mike Ingram said the city can provide good access to bus stops, and can help facilitate the flow of transit, improving speed and reliability. The city can also engage with transit agencies relative to routing. The Bellevue College connection is a project that represents a collaboration between the city, King County Metro and Bellevue College. The city does not directly seek to improve things like routing and infrequent service, but it does have control over some elements of each doorstep-to-doorstep trip. There are some disconnects between what is on the ground in terms of available service and what people understand is there. Even good routes will not be used if the people do not know about them.

Assistant Transportation Director Paula Stevens stressed the need to expand the thinking about demand management beyond just the transportation side. There are things on the land use side of the equation that can move the needle toward making it less necessary for people to use vehicles to make a trip. The jobs/housing balance is one of the biggest ways to address that; putting jobs closer to housing and vice versa will meaningfully impact commuting choices. The affordability of housing is another prime element. With regard to parking, there are both carrots and sticks. Conversations about parking provisions and the subsidy of parking for employees can also move the needle.

## 8. APPROVAL OF MINUTES

### A. May 11, 2023

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

## 9. UNFINISHED BUSINESS – None

## 10. NEW BUSINESS

### A. Approval of Commissioner Remote Participation for the July 13 Meeting

A motion to approve remote participation on July 13 for Vice Chair Helland and Commissioners Ting and Marciante was made by Chair Stash. The motion was seconded by Commissioner Kurz and the motion carried unanimously.

11. ORAL AND WRITTEN COMMUNICATIONS – None

12. REVIEW OF COMMISSION CALENDAR

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

13. ADJOURNMENT

Chair Stash adjourned the meeting at 8:32 p.m.

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Secretary to the Transportation Commission

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Date