

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

January 12, 2023
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

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

COMMISSIONERS ABSENT: Commissioner Helland

STAFF PRESENT: Kevin McDonald, Chris Iverson, Paula Stevens, Andrew Singelakis, Chris Long, Department of Transportation

OTHERS PRESENT: Lauren Mattern, Alex Mercuri, Nelson/Nygaard

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Helland.

2. APPROVAL OF AGENDA

A motion to approve the agenda was made by Vice Chair Beason. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

3. ORAL AND WRITTEN COMMUNICATIONS

Kevin McDonald noted having received a written communication to the Commission from Betsi Hummer encouraging the Commission to pay attention to policies that might guide forthcoming recommendations for the Curb Management Plan. A second correspondence was received from the Complete Streets Bellevue organization. Both were made available to the Commissioners prior to the meeting.

Alex Zimmerman zeig heiled the Commissioners and called them damn, dirty Nazi Gestapo democracy fascist psychopaths indicated being president of Stand Up America and a candidate for Bellevue City Council. The policy about limiting public speakers to only ten for three minutes each is what the Council put in place six years ago. That is pure fascism and is idiotic. The change was intended to keep him from speaking. The city website says anyone has the right to speak, and that there is a forum every two months. But sometimes more than two months go by without a forum, and sometimes there is a forum for only one hour. That makes it very hard for people to choose who is good and who is bad. The mafia democrat bandita did that for total control and that is what has happened with 85 percent voting for democrats. No one counts in America. The Commission should not sit by and do nothing.

Betsi Hummer, 14541 SE 26th Street, said the overriding concern with the curb management

plan is that it should not violate policy TR-2 of the Transportation Element of the Comprehensive Plan, which calls for aggressively planning, managing and expanding transportation investments to reduce congestion, and expand opportunities in a multimodal and comprehensive manner, and improve the quality of the travel experience for all users. Congestion reduction will lead to less cut through traffic in neighborhoods. Other concerns about curb management include the potential detrimental impact on local businesses, and the efforts needed to enforce the policies once they are in place.

Mariya Frost, director of transportation for Kemper Development Company, recommended that in finalizing the curb management plan and considering future typologies part of the process of determining permissibility, priority and off-peak allowances and restrictions should include an added phase or element that considers the impacts of curb changes on the Downtown transportation system as a whole. While traffic engineers have the authority to make changes to the curbside environment for signage or striping, some of those changes are not in fact minimal and may have an effect on the road or pedestrian traffic, nearby businesses and the overall built environment. If someone requests a change to a curb that the staff have designated as permissible, staff should grant the change only after a public process that measures traffic impact and gauges public sentiment. The process outlined in the agenda appears to leave a lot of room for subjective decision making. For that reason, the Commission should consider adding analysis and metric that demonstrates what the curb change will achieve so the public can hold the city accountable for the impacts of those changes.

Carl Vander Hoek with Vander Hoek Corporation noted being aware that some members of the public have reached out to staff asking for a copy of the future curb typology in a map format, adding that they have not yet received it. Not having it available online or prior to the meeting will prevent adequate public input to the process. The staff materials for the meeting indicate that in examining the future curb typology a number of city documents and plans were reviewed. No references are made, however, to city code section 14.30.080, right-of-way permits that cover things like block parties, parades, parking, street dances, street runs and assemblies. Staff should also consider section 11.23.025 which covers stopping, standing and parking; section 11.23.026, which covers stopping, standing and parking for for-hire vehicles; and section 11.08 which covers enforcement on public streets. Recently in Old Bellevue a number of illegally parked commercial delivery vehicles were seen parked in an alley and on a sidewalk on the wrong side of the road and too close to a stop sign, yet the contracted parking enforcement officer noted having been directed by city staff to not ticket any commercial vehicles citywide.

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

5. STAFF REPORTS

Principal Planner Kevin McDonald announced that the city is moving away from using Zoom and toward using Microsoft Teams for all webinars. It was also stated that details about a possible second meeting in February are still being worked out.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Curb Management Plan

Chair Stash reminded the Commissioners that in December the City Council adopted the curb management policies in the Comprehensive Plan and gave the Commission direction to move forward with preparing the curb management plan.

Senior Transportation Engineer Chris Iverson said the last presentation on curb management was in October. Since then the project team has created a number of resources for public consumption and posted them to the project webpage. The new resources include an FAQ, a curb management plan schedule diagram, and an existing conditions report. The policies the Commission helped develop were unanimously approved by the Council in December; the policies provide broad support for general curb management practices.

Lauren Mattern, consultant with Nelson/Nygaard, reminded the Commissioners about the various components of the curb management plan and noted that the elements completed to date are existing conditions, initial public engagement, and the policies. Work on the curb demand/pricing piece is ongoing, and the second part of the curb supply typology would have the focus of the meeting. Still to come are the curbside guide and the final review of the curb management plan.

Curb typology is a planning framework that will help the city staff make consistent decisions about how to prioritize the use of the curbside space in Bellevue. The scope of the decisions within the typology are narrowly focused on the curbside lane and does not include the sidewalk or other areas beyond the sidewalk. The curb management plan will include a broader range of policies, functions and activities that take place in the curbside lane as well as in the general curbside area. While the curb typology is narrowly focused on the lane, it does reference and is sensitive to other adjacencies.

Lauren Mattern said the curb typology is being created to help stay ahead of a growing number of competing curb demands that are increasing in intensity. The goal is to support decision makers by having a singular reference point that describes how the curb should function and the future vision the city holds for how to allocate and manage curb demand. It will serve as a resource, providing clarity for the public and city staff.

Each curb will be assigned with both an existing and future type. The existing curb types last discussed in October describe the use of the curb space as it exists and operates currently. The future curb typology is intended to translate city plans, policies and land use utilization to inform the long-range intent of any given block face within the study area.

Alex Mercuri, consultant with Nelson/Nygaard, explained that movement and storage have mode-specific subtypes based on how the curb is used broadly, keeping in mind that the definitions are meant to be flexible to some degree. Given the focus on future typologies, the intent is to translate city policies and plans into a direction for the curb and reflecting that in a system that speaks directly to how the curb can be managed to best achieve the city's goals. The new process based on plans and policies will indicate where different curb types are permissible, and also the uses and activities that should be given priority. Assigning curb types will also take into account different times of the day to make sure the priority uses are met while taking the opportunity to get more from the limited curb space to meet the needs of more types of users.

On the question of whether or not a curb can have multiple types, Alex Mercuri said short

answer is yes given the focus on proactively supporting multiple curb types, which will help Bellevue leverage the limited curb space for the most benefit. That, however, must be weighed against the fact that not all types are compatible, and with the fact that in some cases compatibility can be achieved only under certain conditions. Layering in multiple types that are compatible and complementary can yield more benefits. The curb typology will help identify those places where city references show overlapping direction about curb use permissions, as well as places where there is a clear priority for one use over another.

Zeroing in on the curb type definitions, Alex Mercuri said the movement (auto) type is where the auto travel lane is the curbside lane. It applies to areas where city plans and policies indicate auto travel is the top priority for the street or for the lane. The typical uses are landscape features that provide a buffer, setbacks between the roadway and building frontage, and limited active adjacent uses. In certain instances movement (transit) and movement (bicycle) can be complementary types. Access and place types are generally not compatible uses, but storage (auto) and storage (transit) may be compatible during off-peak times.

Movement (transit) is where the curbside lane is used for dedicated transit movements. They are typically accompanied by transit stops and stations, and they are typically found in denser, more transit-supported developments. Movement (bicycle) is a compatible type where there is sufficient right-of-way. Movement (auto), storage (auto) and storage (transit) may be compatible types in off-peak hours. Other types that may be compatible depending on circumstances are access and place.

Movement (bicycle) refers to dedicated bicycle facilities such as bike lanes, cycle paths and shared use paths in the curbside lane. The type is often accompanied by bicycle parking, landscaping and a buffer between bicycles and traffic. The type is compatible with movement (auto) and movement (transit) where there is enough right-of-way. The type may be compatible with access, place, storage (auto) and storage (transit) where there are parking-protected bike lanes and where there is sufficient right-of-way.

The access type prioritizes uses such as freight loading, passenger pickup and drop-off, delivery zones, transit and shuttle stops, on-street bicycle and micromobility parking corrals. The typical related features and adjacencies are landscaping and streetscape features that allow access to and from the curbside lane, and storefronts and entrances to key destinations. Movement (auto) is not a compatible type, though place, storage (auto) and storage (transit) are. Movement (bicycle) and movement (transit) can be compatible.

Place as a type prioritizes curbside dining, parklets and temporary events in the curbside lane. Typical features nearby are programmed spaces within the curbside area, and proximity to public spaces or other uses such as plazas, parks, civic buildings, shopping or dining districts and institutions. The type is not compatible with movement (auto) or storage (transit). It is compatible with access and storage (auto), and may be compatible with movement (bicycle) and movement (transit) under certain conditions.

Storage (auto) is longer-term parking that uses the curb space for vehicle parking. The type is typically found in areas where there are residential land uses, low-traffic streets, and where there are large building setbacks. The type is compatible with access, place and storage (transit), and may be compatible with movement (auto), movement (bicycle) and movement (transit).

Storage (transit) prioritizes transit layover zones and the type is typically associated with low-

traffic streets, streets with sufficient right-of-way for transit vehicle turning, and transit operator amenities. The type is compatible with movement (bicycle), access and storage (auto). It is not compatible with place, but may be compatible with movement (auto) and movement (transit).

Alex Mercuri allowed that there is a wide variety of design solutions that can help leverage the curb for multiple uses. The typology does not dictate which solution is the best. Some combinations require tradeoffs in terms of user friendliness, enforceability, productivity, safety and other performance metrics.

On the issue of how the typology can be used, Alex Mercuri offered an example in which city staff are reviewing a developer proposal located in the study area. In that instance, staff would refer to the typology to provide a one-stop-shop that summarizes how the curb space should be designed, used and operated based on city plans and policies. Staff would then provide feedback to the developer to incorporate the vision into the project. A second example was shared in which city engineers receive a request from a retailer to install a 15-minute loading zone along the curbside near their business for freight and passenger loading. The engineering staff would then refer to the typology to determine whether or not a loading zone is a use that permitted or prioritized along the block face. The information would then be used to either approve the request and address all related operational needs and design considerations, or have solid standing on which to deny the request.

Commissioner Kurz asked if development can seek to change the typology previously assigned to a location. Chris Iverson said the intent is to have the typology be used as one of the tools in making such decisions. If the map shows a vision that involves parking or a bike lane, city staff would be able to communicate that clearly to the developer. The typology approach is useful in that it is a synthesis exercise of all the different visioning, planning and policy efforts undertaken by the city.

Vice Chair Beason asked about an instance in which a development has already been approved. Chris Iverson allowed that conditions are set once development is approved or is already under construction. The typology approach is forward looking and will apply to any development proposal submitted after adoption of the approach. Vice Chair Beason pointed out that there is already a significant amount of development in place in the Downtown. Chris Iverson said the typology is not only for development, such as in cases where a property owner requests the addition of a short-term load/unload zone. There are development-driven changes but there are also city-led changes tied to capital improvement projects for which the typology can be used as a tool as a reference for changes. Should the city adopt a vision to reconstruct a certain street, the typology will be used to say how the curbside environment should be designed. Generally speaking, though, for all the development that has been approved and is in place will stay the same. While the Downtown is largely developed, the Wilburton and BelRed areas are still developing.

Commissioner Ting noted that the Type A curb prioritizes short-term load access, including load zones, pick-up/drop-off and parcel delivery. The question asked was how a decision would be made if everyone on a Type A block wanted to have a loading zone in front of their building. Chris Iverson said a process would be established to look at the utilization of the curb space. The typology lays the framework to answer the go/no-go question. The city is hoping to incorporate a data collection regiment for curb space as part of the broader curb management plan. Should there be a number of loading zones on a block already, none of which are being well utilized, that data could be used as a reference to determine if the requests are reasonable.

Typology, however, will be only one tool in the toolbox, outlining a prioritization for the long term. Commissioner Ting suggested it needs to be clarified that the curb management plan is not a set of priorities that dictates what will be built and where. It is really a flow chart and guide to be followed in making decisions about the curb.

Commissioner Marciante asked for clarification of the notion of permissibility. Chris Iverson explained that permissibility involves assigning what is possible. Prioritization is the process that will be outlined by Alex Mercuri.

Commissioner Rebhuhn suggested that in talking about changing a curb typology, it will primarily be auto traffic that will be impacted. Chris Iverson said that is not necessarily the case. The focus is on looking at the variety of potential curb uses. Some existing roadways are smaller than the ultimate buildout, and of course the ultimate buildout is achieved through private development and capital development. Typology is a tool for getting to the ultimate buildout. One element of the project is to think about the dynamic use of the curb, which is why concepts like potential on-street parking within travel lanes outside of rush hour, or shared bus/bike lanes, have been raised, all with an eye on maximizing the benefit and utility of curb space within the limited right-of-way available.

Alex Mercuri presented the Commissioners with a draft future typology web map, noting that once finalized it will be made publicly available. The map documents plans and projects in the Comprehensive Plan, the Mobility Implementation Plan, the BelRed Streetscape plan, and the Pedestrian and Bicycle Transportation Plan. Included were streets indicated in city plans and policies as having an auto bias, streets with a transit bias, streets that have a pedestrian bias, truck routes, primary vehicle corridors from the MIP, streets rated with bicycle level of traffic stress, and the Vision Zero high-injury network.

The interactive map is intended to serve as a functional tool. Hovering the mouse over the map will indicate why a given segment is included or not included based on the logic laid out in the presentation. For instance, a segment could be indicated as part of a primary vehicle corridor in the MIP. The idea is to create a one-stop-shop to be used as a decision-making tool that provides guidance and helps to resolve questions. First and foremost it will be a reflection of adopted city plans and policies.

Given the tables of the different types that are compatible, the next step will be indicate where they can be implemented without compromising priorities. There may be places where there are multiple overlapping types, though that may not in fact present conflicts. The takeaway is to focus on solutions that accommodate each type. One of the key findings of the draft map has been the identification of places where city plans or policies have conflicting direction.

Commissioner Ting asked when the map will be available for the Commissioners to interact with it. Chris Iverson said the final edits are being wrapped up. The hope is that the map will be ready to publish in the coming weeks.

Commissioner Ting asked if the map will show the difference between what currently exists and what will exist in the future. Chris Iverson said the draft version of the map does not include that difference, but the overlaps will be shown in a future version of the map. Commissioner Ting said that element will be very important given that in order to understand the impact of the new curb management plan, it will be necessary to understand the changes from current conditions to future conditions.

Commissioner Marciante allowed that much of what has been presented is theoretical and abstract and is hard to relate to. The effort that has been put into the exercise clearly has been intensive. The interactive map helps to bring it all together by illustrating where city plans may have incompatible priorities. If it is to be used as a tool for communicating with the public, it will at some point need to be simplified. Some language elements, such as permissibility, evoke the sense of something being permitted; a different word might be needed. The exercise really is focused on a planning level cataloging of the curb. It is not completely clear how the movement versus non-movement elements are categorized; the complexity there is hard for the public to digest. The word “prioritization” is not the right word given that nothing is really being prioritized; that is something that happens later on in the process. As used, the word gives the impression of selecting what the curb will do rather than finding the highest and best use. The whole notion of prioritization could be done away with given that there will be a catalog of curb uses and a process for deciding how to make changes. That process will have a narrative rather than a flow chart. The final part will be a process that gives guidance to the users, outlining the considerations that need to be made. The catalog in and of itself will be incredibly valuable and will indicate conflicts.

Chris Iverson allowed that there are many overlapping identified curb types, either permitted or cataloged. There are also some overlapping policies and plans that could indicate conflicting or incompatible priorities or uses of the curb. The question of what should be done first and foremost alludes to the concept of prioritization. In going through the exercise, the project team determined there are not enough streets in the study area to accommodate all of the uses. The unique built environment has a lot of overlapping needs. The focus, however, is moving toward having a single priority of a curb. That will, of course, be easier said than done.

Chris Iverson said the team came up with four rough options to address the prioritization concept. Three of the four reside in esoteric vision- and values-based decision making rather than in referencing plans and policies. The first option is to proceed with the overlapping priorities and seek resolution through future processes. The option is more aligned with the cataloging exercise, leaving future decisions based on conditions at the time. The second option is to go through the exercise and determine if there are plans or policies that take precedence over others. The third option is to prioritize to maximize the key performance metrics, creating curbs to have measurable effect on productivity, safety and utilization, all based on data. Finally, the fourth option is to prioritize based on the principles and values of various plan documents.

Discussions at the staff level about how it could all be operationalized within the city, the conclusion reached was to recommend going with the first option, accepting the fact that there are overlapping priorities that will have to be identified and addressed case-by-case through a future process.

Commissioner Kurz said the first option makes the most sense. While it is possible for the city to say it wants more placemaking, it cannot force businesses to open on-street dining or the like, leaving the city to largely accept what comes. It would be interesting to know what percentage of the streets are in conflict versus how many of the streets are already set by virtue of the existing policies. That might help people realize that the typology approach is more of a planning tool intended to give guidance about making changes to the curb.

Chair Stash asked what would happen at some future time when a developer simply does not want what is being proposed, such as when the city says a certain curb must accommodate

loading and unloading. The question asked was where the teeth are, if indeed some are needed. Chris Iverson reiterated that the intent of the typology is to serve as a planning tool. It is not intended to be codified. The city code is the regulatory tool that is used to require certain things from development. Often city planners will try nudging developers to build a bike lane or a pick-up/drop-off zone, but they cannot force what is not codified. The Commission may recommend to codify the typology, but currently it is intended only to serve as guidance. Chair Stash suggested having some teeth in the approach should at least be considered as a way of solving some future problems. Chris Iverson allowed that access functions, such as loading docks and private drives, are in fact often required to be provided on-site, though not necessarily at the curb. Functionally that does not result in every delivery vehicle using those facilities. As part of the project, staff have been looking at the way on-site loading zones are designed and giving thought to possibly amending the code language to make them more functional, with the result that the right-of-way would not need to be relied on as much.

Commissioner Ting said changing the term “curb management plan” to something else should be done to clarify that the curb lane is the focus. When people here about curb management, they envision just the narrow strip of concrete at the edge of the lane. It should be clear that the focus is on the lane that is next to the curb.

Commissioner Ting also voiced favor of having considerations rather than hard prioritizations. The problem is inherently complex and it would simpler to focus on just the data and thoughtful discussion rather than having a set of rules or a flow chart. If the issues were simple, the flow chart would work, but that is not the case.

Commissioner Ting said if there are metrics and data, they should be used to help drive decisions. That would call for gathering the data and being clear from city plans and policies what is trying to be achieved for each area. There needs to be a way of describing the ultimate transportation network and outlining how it should work as an entire system. Guidelines are needed that will help people understand the ultimate holistic vision. There should also be guidance as to how the city determines the public value the curb, both in terms of prioritization and in terms of permit costs. If there is a curb lane that is currently being used as a bike lane or as a vehicle lane, it should be known how much the public values it, and how much it turns into dollars through a permit where someone wants placemaking.

Commissioner Ting said the map should be made public so people can understand both the long-term vision and the short-term impact. When the curb management plan is rolled out, there will be changes in the uses. As the uses are changed, it will be very important for people to understand why the change is being made, which is the long-term vision, but also what will happen when the change is completed. The process should be as transparent as possible.

Commissioner Marciante agreed with the staff recommendation to go with the first option in dealing with conflicting curb types, adding, however, that it would a missed opportunity to have the project team not at least take a crack at identifying the scenarios under which the conflicts could be resolved. The likelihood is that conflicts will be resolved on a case-by-case basis after taking into consideration the actual uses, the opportunities that might be lost and the benefits that might be gained. Given all the work done to date, the project team should at least develop a recommendation in regard to prioritization, with scenarios under which one plan might be prioritized above another. That would give those who in the future will be faced with making a decision with the benefit and documentation of the team’s thinking and knowledge.

Commissioner Marciante agreed with Commissioner Ting that the process is complex. Rather

than trying to simplify the process, attention should be given to simplifying the language used to make it more understandable. The suggestion was also made that if Type A and placemaking are always compatible, there may not be a need for both categories.

Commissioner Ting said some additional clarification is needed around how equity is measured at the curb. Alex Mercuri said equity is a hard thing to measure in all aspects of planning. Understanding the issue begins with good definitions. Determining value of the curb space relies on an understanding of who is using it and who benefits, and finding metrics that cut across some of the qualitative and quantitative values of the curb. There will be various considerations for different uses: measuring equity in a bicycle context will be different from measuring equity from the standpoint of a parklet or a loading zone. It is all very complex, but there are ways to do it.

Vice Chair Beason suggested replacing “prioritize” with “highest and best use.”

Alex Mercuri said many cities measure mode split in terms of travel, and there are similar ways to measure activity at the curb level based on who uses the different modes .

Commissioner Marciante reiterated that there is incredible value in the information and data amassed so far. It should be conveyed succinctly and clearly for those who will be making decisions in the future. There should also be recommendations in regard to what elements could be codified.

Vice Chair Beason asked how much time has been spent by the project team meeting with the merchants in Old Bellevue as well as representatives from the Bellevue Downtown Association. Chris Iverson said early on in the project there was a very robust engagement process that included focus group interviews, an online questionnaire, and an online curb summit. Subsequently the team has continued to engage with groups like the Bellevue Chamber of Commerce, the Bellevue Downtown Association, and the Old Bellevue merchants. The intent is to continue engaging with the public through the end of the project. The needs, requests and comments about how people use the curb space are very complicated. The curb side is a truly dynamic and multifunctional space. The public opinions have ranged from accommodating those engaged in freight loading to actively ticketing them, and adding more parking or nudging everyone to park in garages and lots instead. There is a large interest in creating more placemaking, and in thinking about ways to have better parking turnover on the street.

Commissioner Ting asked why the total of the percentages in the "Commute Choice, Workers in Poverty" graph does not add up to 100%. Chris Iverson explained that each bar shows the percentage of users in each mode that is under the poverty line. For example 3.2% of all commuters fall below the poverty line. Adding all bars will not equal 100%. Commissioner Ting stated that the actual number of workers in poverty and their modes would be more useful.

Vice Chair Beason shared driving down Old Main and up Bellevue Way every day, and every day seeing the roadway clogged with delivery trucks. The question is how the curb management plan will help fix that issue. Chris Iverson said there are a handful of tools that will be addressed in the broad curb management recommendations. Typology, design and the

future operation of streets is one subset of the tools, which also include demand management, enforcement, pricing and permitting. With regard to the delivery truck issue, it was noted that Bellevue does not currently have sufficient enforcement resources; a single vehicle covers the entire Downtown, and that vehicle is directed to focus primarily on two-hour parking violations. Additional revenues will be needed to augment enforcement. It will also be necessary to think about how to plan the curb side to potentially accommodate different uses in safer and more optimized ways.

8. APPROVAL OF MINUTES

A. December 8, 2022

A motion to approve the minutes was made by Commissioner Rebhuhn. The motion was seconded by Commissioner Kurz.

Kevin McDonald said he would make the necessary changes to the minutes as pointed out by Commissioner Kurz about comments attributed to the wrong Commissioner.

The motion carried unanimously.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS

A. Approval of Commissioner Remote Participation for the February 9 Meeting

Commissioner Ting asked to participate remotely on February 9, and Chair Stash chose to add Commissioner Helland to the list as well.

A motion to approve remote participation for Commissioners Ting and Helland on February 9 was made by Vice Chair Beason. The motion was seconded by Commissioner Rebhuhn and the motion carried unanimously.

11. ORAL AND WRITTEN COMMUNICATION

Jonathan Lu, a Newport Hills resident, echoed the comments of Commissioner Ting about the community aspect of the curb and what it is being used for. The speaker shared that there is a curb outside their personal residence that would likely be classified under the typology as parking space. Secondly, however, the space is also used as an unmarked school bus stop. If the space were to be labeled with a use that is more movement based, it would take away from the safety of the kids exiting the bus. That argues in favor of carefully reviewing current uses rather than just relying on metrics.

Betsi Hummer, 14541 SE 26th Street, thanked the Commission for a great meeting, praising the Commissioners for how engaged they are.

Alex Zimmerman said it is unknown who the Commissioners work for and claimed having 100 employees. In conversations with employees, the simple question is asked how much will something cost and if there will be a profit or a loss. The same discussions should happen at the government level: how much will something cost and if there will be a benefit. There are no good people serving on city Commissions, all of them are just the same. No one is helping.

Everything done is done with government money. When someone comes with a suggestion, the Commissioners are supposed to be the smart ones and dealing with public dollars.

Vic Bishop, a West Lake Sammamish Parkway resident and former Transportation Commissioner, emphasized that there clearly is a prioritization of the use of the curb lane. There is a clear need to make it clear the focus is on the curb lane, not the curb itself. Bellevue has a very limited arterial street system, and the system is about to be overwhelmed by development in the permit process, already permitted, or under construction that includes 27,000 new parking stalls. Every one of those new stalls cost in the range of \$80,000 to \$100,000, and the developers will not spend that money if they think the stalls will go unused. Inevitably it will all translate into some massive additional traffic on the streets. Clearly traffic congestion is a top issue. The BKR traffic model clearly shows that in the Downtown 80 percent of the trips are going to be by car; only two or three percent of the trips will be by transit, 15 to 18 percent will be on foot, and less than one percent will be by bicycle. The city's bicycle counters have registered that less than one quarter of one percent of all trips currently are by bicycle. The Commission was encouraged to give priority to vehicle trips.

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 8:37 p.m.



3/9/2023

Secretary to the Transportation Commission

Date