

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

March 9, 2023
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

COMMISSIONERS PRESENT: Vice Chair Helland, Commissioners, Kurz, Marciante, Rebhuhn

COMMISSIONERS REMOTE: Commissioner Ting

COMMISSIONERS ABSENT: Chair Stash,

STAFF PRESENT: Kevin McDonald, Chris Iverson, Department of Transportation;
Janet Shull, Justin Panganiban, Department of Community
Development; Councilmember Zahn

OTHERS PRESENT: Alex Mercuri, Nelson/Nygaard; Chris Breiland, Fehr & Peers

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

Upon the call of the roll, all Commissioners were present with the exception of Chair Stash.

2. APPROVAL OF AGENDA

The agenda was approved by consensus.

3. ORAL AND WRITTEN COMMUNICATIONS

Principal Planner Kevin McDonald noted having received and forwarded to the Commissioners one email correspondence between David Plummer and Janet Shull regarding the boundary between Wilburton and BelRed.

Matt Jack with the Bellevue Downtown Association commented on the curb management plan, a topic the BDA's transportation committee has been tracking from the start. The BDA desires to see a successful curb management plan that optimizes how the curb spaces are used, allowing for the efficient moving of people and goods, and for a safer and more livable environment. The scope of the curb management plan takes in the Downtown, Wilburton, BelRed and East Main. It is an acknowledgment that in a sense the city is working to retrofit the Downtown and preparing for the other growth areas, and that should be kept in mind. The transportation committee has been talking about curb typology for almost four months, and there have been multiple check-ins with city staff. The committee appreciates that the city has created an assessment tool to understand the different use cases with the built environment, and has produced maps of where the uses will be. The assessment tool should include a better understanding of the unique scenarios that might occur within a property, and the notion of a property profile to understand how the different uses of the buildings interact with the built environment. Appreciation was voiced for the fact that the city updated the website and included additional materials.

Alex Tsimerman began with a Nazi salute and called the Commissioners dirty damn Nazi Gestapo democracy fascists and noted being a candidate for a ship to the moon. With regard to having been banned from attending Bellevue School District meetings, it was said that speaking outside of the meetings cannot be stopped, even with dirty words. People were happy, and six policemen came. The point is that the schools are a nightmare. Half the students have stress and many are mentally sick. For the last few years the quality of teaching has fallen by 30 percent. They are making zombies of the children who grow up and vote for democrats. The same percentage voted for Hitler in 1939 so there is an analogy between King County/Seattle fascism and German/Nazi fascism. The problem is the City Council is not reacting because they do not care and they care more about reelection. They are Nazi pigs by definition and garbage rats from animal farm.

Jacque Quarre, a land use attorney, spoke representing the owner of a property on 116th Avenue NE who is excited to see the Wilburton subarea plan developed. Comments and help will be provided along the way.

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

Councilmember Zahn reported that the Eastside Transportation Partnership met in February and received a briefing on the service recovery plan and getting things back on track, one part of which be community engagement. They are looking at the timing of the different mobility projects, and they reported on challenges to workforce availability to be able to staff all of the bus routes. They provided a demonstration of the regional transit plan map and dashboard. The Eastside Transportation Partnership will meet again on March 10 to receive an update on high-speed rail.

Continuing, Councilmember Zahn said at February Regional Transit Committee there was a lot of discussion around Metro Connect and the fact that the plan is not fully funded. While there is consensus that the vision is the right one, there are concerns about the funding gap. Metro Connect has been included in the 2023 workplan. Also talked about was Metro data and real hub in terms of progress toward transit goals. There was a discussion about the strategic plan and their ten goals. At the Regional Transit Committee meeting in April there will be a follow-up on Metro Connect and how they are engaging with jurisdictions and partners on making sure the routes will match local land use planning. There will also be an update on the K Line for Rapid Ride from the Eastgate park and ride to the Bellevue transit center and on to the south Kirkland park and ride. There is funding to get to ten percent design for that plan, which will enable the county to go after from grant funding.

At the state level, work continues to advocate for the budget that is supposed to be released in the next week or so. Support is being voiced for continuing the Mountains to Sound Greenway project from 142nd Avenue SE to 150th Avenue SE in Factoria. For the coming biennial budget, \$300 million is being sought to complete the final design and property acquisition. An additional \$6.6 million has been requested in the 2025-2027 budget to finish that portion of the project.

Answering a question asked by Vice Chair Helland, Councilmember Zahn said the state ferries do not participate as part of the Regional Transit Committee, but they are part of the Regional Transportation Policy Board. The Eastside Transportation Partnership does from time to time receive updates regarding the ferry system. It has been indicated that a private entity is looking at connecting Renton with Kirkland or Kenmore.

Commissioner Kurz asked about the service recovery plan and Councilmember Zahn explained that Metro has been tracking ridership from pre-Covid to current conditions. The plan maps out how to get

back to full service. Due to ridership reductions, some routes have been reduced, and because of workforce availability, Metro has faced challenges in staffing the routes they do operate. Bellevue wants to make sure it does not get left behind as Metro looks at service recovery.

Commissioner Rebhuhn reported having observed ridership being low in Bellevue while at the same time it seems to be high in Seattle. The question asked was if there is tracking done city by city, and what Seattle is doing to keep ridership high. Councilmember Zahn said Metro is carefully tracking all of the data and sharing it on their dashboard. Bellevue staff use the data to better understand local commute patterns.

5. STAFF REPORTS

Kevin McDonald informed the Commission that the application period for the vacant Commission seat has closed. There were eleven applications, each of which has now been reviewed by staff and Councilmember Zahn. From the list, seven people have been selected to be interviewed. Pending Council approval, a new Commissioner will be seating by April or May.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Wilburton Update

Strategic Planning Manager Janet Shull reminded the Commissioners that the Wilburton vision implementation work involves the 300-acre study area located to the east of I-405 and the Downtown, south of BelRed and north of East Main. A 15-member Citizen Advisory Committee in 2018 developed the vision for the area. The CAC was co-chaired by Jeremy Barksdale, who at the time was a member of the Planning Commission, and Lei Wu, a member of the Transportation Commission. The study area is in the center of the Bellevue transit growth corridor. It is the last area of the growth corridor to receive study for a Comprehensive Plan amendment and Land Use Code amendment. The area is largely developed with auto-oriented uses and is envisioned to be the next area of transit oriented development and mixed use higher-intensity land uses.

There are three major components to the work that is under way. The first is to adopt Comprehensive Plan amendments to support the vision for the Wilburton study area specific to the Wilburton/NE 8th Street subarea plan. The Commission recently considered the overall transportation policy amendments to Volume 1 of the Comprehensive Plan. The Wilburton subarea plan is housed in Volume 2 of the Comprehensive Plan. The second component is to adopt a Land Use Code amendment to establish the development standards and design guidelines to implement the vision, goals and policies of the Wilburton Comprehensive Plan policies. That work is slated to be completed in 2024. Finally, the work will require adoption of a legislative rezone for the parcels in the Wilburton Study Area.

The Wilburton effort brings with it the opportunity for the area to be one of the most successful transit-oriented, livable, sustainable and equitable communities in the region. There is a solid opportunity to incorporate the Eastrail Framework Plan in both the Comprehensive Plan and the Land Use Code. There have been rapid changes occurring the area and the region including recent unprecedented office growth. Wilburton has been recognized as being essential for expanded housing capacity and housing choice.

As per Council direction, the CAC vision is to be used as the baseline for implementing the vision through the Comprehensive Plan and the Land Use Code. The CAC envisioned Wilburton as being the

city's next urban mixed use community enhancing livability, promoting healthy living, supporting economic vitality, and serving the needs of a diverse and growing population.

There are specific elements to the vision that are to be carried forward by the work. The preferred urban design framework envisions more intensive development closer to the freeway; fairly intensive development along the Eastrail corridor; and transitions to lower-density residential uses to the east. There are also design principles that talk about building design and character; transportation, streets and streetscapes; and parks and open space.

Part of the vision includes a network of activated streets, with smaller blocks and midblock connections. It also envisions 116th Avenue NE as a grand boulevard with sidewalks and bike lanes; pedestrian and cyclist connections; streets that incorporate seating, planting, lighting and art; and activated alleys as public spaces.

Senior Planner Justin Panganiban shared that since the first phase of the project was launched in April 2022 there have been presentations to a number of city boards and commissions aimed at reengaging with those who were involved in the 2018 visioning effort, as well as members of the community interested in participating in the process moving forward. The groups are being updated in terms of engagement activities and the steps underway relative to policy development based on the feedback received. The Engaging Bellevue website was launched in July 2022 and it has served as the main landing page for information about the project. There have been more than 350 visitors to the website, 100 responses to the online questionnaire, and 68 pins placed on the online interactive map.

The public input has helped to affirm and enhance the vision across the five key areas of diverse and affordable housing; economic and cultural vitality; multimodal and connected network; public accessible parks, plazas and open spaces; and natural environment and sustainability. There has been broad support expressed for the CAC's 2018 vision.

Janet Shull said the process of working on policy updates is under way. The citywide policy amendments for the Transportation Element have already been reviewed, and the current work is focused entirely on the Wilburton/NE 8th Street subarea plan. There are existing policies in the plan that have been deemed to be outdated and no longer applicable. The work will include adding a new section that focuses specifically on the study area. The work will involve modifying existing policies as well as adding new policies. Some policies might need to be repealed.

The Wilburton vision implementation work is directly related to the work on Bellevue 2044, the citywide Comprehensive Plan Periodic Update. The timing of the work is synced to the parallel work under way to update the Comprehensive Plan. The city is planning to accommodate 35,000 housing units and 70,000 jobs, and Wilburton will play a key role in meeting those targets. There are three action alternatives currently being studied by a consultant team for the draft EIS. A preferred alternative will ultimately be selected to be analyzed in the final EIS, and it will include a transportation element and modeling. The target date for issuance of the draft EIS is the third week of April.

Commissioner Marciante asked about the transportation modeling being done and whether it includes the MMLOS performance measures. Kevin McDonald allowed that it does and added that the EIS will address all modes of transportation. It will include looking at the traditional methods of vehicle capacity like the V/C ratio at intersections, but it will also include all components of the MIP.

Justin Panganiban said a new section within the Wilburton/NE 8th Street subarea plan that will include policies specific to the study area. The new section will include an introductory statement, goals

framing the overall direction, and updated and new policies pertinent to the study area. There are nine major topic areas for which policies will be developed: land use, economic development, environment, housing, parks, recreation and open space, transportation, urban design, arts and culture and implementation. Equity and sustainability will serve as a lens for focusing the policies.

Commissioner Marciante asked how the work is either the same or differs from other subarea plans. Justin Panganiban said the existing Wilburton/NE 8th Street does not include a lot of individual sections. In recognition that there will be a number of policies unique to the future state that are not reflected in the current plan, new sections will be created to house more specific policies along the lines of the way the BelRed subarea plan is outlined.

Justin Panganiban said the goal for the transportation section is to create a walkable, bikeable, and transit-rich urban environment that connects neighborhoods, expands mobility options, and integrates mobility needs for all modes. That will be reflected through updated policy guidance by establishing a framework for the design, function, and modal prioritization of the future transportation network; establishing a network of multimodal connections between and through larger blocks; providing clear wayfinding and safe access to regional transportation facilities such as Eastrail and Wilburton station, and the Grand Connection; and identifying project concepts that expand and improve transit, bike, and pedestrian connections.

The implementation section goal is to develop tools that are effective in attracting and sustaining investment and delivering equitable public benefit. The updated policy guidance will identify financial strategies that provide for the costs of public infrastructure needed to support the vision and related efforts, such as the Grand Connection lid; establish implementation tools toward a cohesive future circulation and parks/open space system within the Wilburton TOD; and monitor policies and regulations to measure the success of implementing the vision.

With regard to the transportation element, Commissioner Ting commented that the number of housing units will have a direct impact on sustainability and equity from a transportation perspective. The question asked was how many housing units could be built should the density be maximized. Janet Shull said the draft EIS review is in process and it utilizes three growth alternatives. The number of units in the three alternatives ranges from 9600 to 14,600. Those numbers may or may not be reflected in the preferred alternative. Commissioner Ting suggested the focus should be on building to maximum density in the TOD areas. It would be a loss for the city to include policies that allow for building out at lower densities. From an equity standpoint, affordability should be built into the housing projections. Where density and height bonuses are utilized, they should be in return for affordability.

The land use element goal is to develop a walkable, trail-and transit-oriented land use pattern that leverages investments in light rail, Eastrail, and the Grand Connection, and creates mixed use neighborhoods complementing adjacent neighborhood uses. The policies that will be shaped for land use will largely be focused on identifying appropriate land use mixes and land use densities throughout the Wilburton TOD, organized by smaller districts; identifying land use changes and incentives toward affordable housing and commercial retail spaces; considering environmental impacts on siting of future land uses; and reconciling existing non-conforming uses with future land use and development patterns.

The goal for the economic development element is to enable existing and new businesses to thrive and contribute toward vibrant places and corridors, and to foster market niches for unique economic opportunities. The policies will be focused on providing Bellevue's workforce with access to housing options within the Wilburton TOD; supporting commercial and retail affordability, accessibility, and

retention; creating flexibility for commercial spaces to support different and unique business footprints, infill opportunities and so forth; and supporting key economic and geographic niches, including medical/life sciences and trail-oriented uses.

The environment element goal is to lead innovations in environmental sustainability, enhancing the area's natural features, and contributing toward the city's climate goals, and the goals will be aimed at supporting sustainable district strategies as a framework for net positive neighborhood development, such as district and renewable energy, green building design and low-impact development; supporting development patterns that reduce greenhouse gas and vehicle emissions; avoiding and mitigating environmental risks, especially for communities with lower adaptability to these risks; and improving natural features, including Sturtevant Creek, Lake Bellevue and various wetlands.

Vice Chair Helland asked about the wetland at 116th and Main Street and Justin Panganiban explained that the 2018 vision saw the wetland becoming more of a public amenity. While it serves as a key opportunity area in the vision, there is no specific plan in place for it.

Justin Panganiban said housing is a major element, and the goal is to expand diverse housing across unit types and affordability levels in cohesive neighborhoods with convenient access to multicultural amenities and transit options. The goals will be centered around identifying specific housing typologies, densities, and delivery methods for producing the desired quantity and mix of housing; addressing unmet housing needs, including workforce, senior, and family-sized households; integrating affordability into new residential development; and providing residential amenities that add community benefit and meet diverse needs.

For parks, recreation and open space, the element goal is to develop a network of publicly accessible parks, plazas, and open spaces activated by nearby housing and neighborhood uses, that provide public places for gathering, recreating, and connecting to nature. The goals will seek to identify potential requirements, incentives, and partnerships for open space opportunities, such as civic plazas, linear parks and neighborhood parks; reinforce the roles of Eastrail and the Grand Connection as both memorable open spaces and central spines connecting to parks and greenways, such as the Botanical Garden; and support Lake Bellevue and other natural features as public amenities

The element focused on urban design has the goal of seeking to achieve an inviting, pedestrian-oriented experience reflected in future streetscapes, neighborhood blocks, diverse building forms, and celebratory placemaking elements along the Eastrail and Grand Connection. The policies will focus on identifying scale, form, and site orientation of different building types responding to the scale/density of adjacent neighborhoods; integrating Eastrail and Grand Connection with future trail-oriented development; establishing design guidelines for public realm and private development responding to unique conditions and character areas throughout the Wilburton TOD; and creating gateway elements at multiple points of entry into the Wilburton TOD.

Finally, with the arts and culture element the goal is to create a cultural nexus that integrates arts and multicultural uses as part of the public experience, and connects people to cultural opportunities throughout the city with policies aimed at identifying interim and permanent activation opportunities throughout the Wilburton TOD; identifying partnerships for arts & culture activation within Eastrail and the Grand Connection; and honoring and affirming the legacy of Japanese-American contributions to the area.

Commissioner Marciante asked if any consideration has been given to being more purposeful about integrating families and affordability into the neighborhood, or if the sense is that the densities and demographics will not lead to a family oriented neighborhood. Justin Panganiban said the Commission

and the community both have expressed the need to have family sized households. There are already some great benefits in the area, including access to transit, access to the Downtown, and Wilburton elementary school. Janet Shull added that the Wilburton work is being done in concert with the citywide Comprehensive Plan update. Housing is a citywide topic and much of what might occur in Wilburton will be informed by the citywide approach to addressing family and affordable housing needs. There are a lot of citywide affordable housing strategies currently being studied.

Commissioner Kurz asked how the Wilburton elementary school figures into the plans for the neighborhood, adding that schools generate a lot of trips on the grid. Commissioner Marciante pointed out that the Wilburton school has in fact been recommended for closure based on a series of demographic analyses conducted by the school district. Janet Shull said both are great points that the staff are not yet ready to address. The changes that are likely to occur in the Wilburton area over time should be recognized and clearly communicated to all involved and concerned.

Commissioner Ting stressed the need to keep in mind that the Wilburton subarea is unique as a TOD. While there are density and affordable housing policies applicable citywide, the TOD areas offer a huge opportunity to achieve more housing. Maximizing densities in TOD areas is of great importance.

Commissioner Marciante commented that in general developers seek to max out the density allowed on their building sites, though there are factors that keep them from doing so, including market conditions, feasibility, financing and site restrictions. Commissioner Ting was asked to comment on the statement previously made about policies encouraging developers to build to their max densities. Commissioner Ting voiced a preference for encouraging developers to go for the maximum allowed when developing their sites. Where they do not, a lot of public good will be lost. One option might be to create an overlay district that would create affordable housing.

Commissioner Rebhuhn commented that Eastrail will serve as an incredible opportunity for the Wilburton neighborhood. The facility will provide easy connections to so many places and activities.

Commissioner Marciante said the thing that was missing from the presentation was specifics about how the network will connect to the overall city network. Janet Shull agreed to address that as part of the Commission's next Wilburton study session.

Commissioner Ting asked if the Wilburton Study Area falls under the curb management planning work. Janet Shull allowed that it does.

Janet Shull said the Wilburton topic will be before the Commission again in June with actual draft policies. In the fall the final draft policies will be shared with the Commission and a recommendation to the Planning Commission will be sought.

B. Curb Management Plan

Senior Transportation Engineer Chris Iverson reminded the Commission that the curb management plan is the culmination of several years of planning and engagement on how to handle Bellevue's valuable curb space, specifically within the urban core areas. The team has been taking cues from the Transportation Commission as well as interested organizations and the general public. Once completed, the plan will be a summary document with a number of components, including an executive summary, a background section, a curb practices guide, a curb pilot roadmap, and a looking forward implementation strategy. The plan will be fairly consolidated in terms of content; much of the detail will be included in the various appendices.

The executive summary will include a summary of the key findings, problem statements and recommendations. It will also include graphics and visuals. Currently, curb areas are managed on an ad-hoc basis. Parking enforcement is very light, and there is no curb operation guidance during development review. In recent years, curb interventions have been focused on pilot projects.

Once in place, the curb management plan will handle curb problems proactively via a dedicated program. It will provide a roadmap to increasing enforcement and improving information. City plans and policies will be clarified within the new curb typology, and the plan will provide guidance to allow time-of-day and day-of-week flexibility.

The curb management plan will include a section on curb supply and demand and will outline the concept of curb typology and pricing and demand management recommendations. The idea is to tell the story of the supply and demand forces that need to be matched. The desire is to have a more transparent and understandable curb environment for all stakeholders.

The curb practices guide will include a summary of the 27 recommendations across the previously discussed six categories. The idea is to focus on all of the operational and programmatic approaches to improve the curbside environment and operation. The roadmap will focus on pilot projects to address present-day curb challenges, and the looking forward section will focus on how curb management can tie to equity outcomes, staffing, and implementation for the long term.

Vice Chair Helland asked if the staffing considerations include enforcement. Chris Iverson allowed that they do. Part of the message is that with an increased revenue scenario, either through a Council allocation or programs like on-street parking, there will be funding to oversee the program as well as increased enforcement.

Vice Chair Helland asked if the potential to generate revenues from building owners or tenants is still being considered along with paid on-street parking. Chris Iverson said there are curb pricing components that would include a direct tie to adjacent building owners or tenants, primarily for permitted uses like on-street dining, allocated parklets, or dedicated loading spaces. There is not a lot of precedent for supporting parking entirely by businesses.

Commissioner Rebhuhn asked if there is any hierarchy that comes into play when considering changing a curb typology. Chris Iverson said the typology was developed using previously adopted long-range plans and policies, which often provide some direction on the eventual outcome of any given corridor. The idea was not to look at existing travel behaviors but rather to view it from a vision and policies framework. The curbside environment begins where the sidewalk hits the street. Every street will still have travel capacity, even if something like having an access curb that is not auto based is considered and implemented. Certainly travel times and the performance targets are taken into account will be considered.

Commissioner Ting asked about the proposed interactive map and was told by Chris Iverson that final tweaks are being made ahead of publication. Static maps have been produced in lieu of having the interactive map. Alex Mercuri, consultant with Nelson/Nygaard, confirmed finalizing the data and working with the city to complete the interactive map and have it available soon.

Commissioner Kurz noted that the Commission spent quite a lot of time focused on the definition of the curb and said it was not seen in the draft documentation. Chris Iverson said graphics will be included at the beginning of the plan based on feedback from the Commission.

Commissioner Ting asked how those who participated in the focus groups were selected. Chris Iverson

said the process utilized a detailed assessment of which users would be primary stakeholders of the curb. In all there were six different focus groups and the participants were a mix of residents, business owners, major employers, transportation advocates and others. Answering an another question asked by Commissioner Ting, Chris Iverson explained that the group Move Redmond, which participated in the focus groups, has been involved with working to make connections with the Bellevue/Redmond border, and the conclusion was reached that it would be valuable to have their input. There were participants from other jurisdictions as well.

Commissioner Kurz commented that advocacy groups tend to align along certain dimensions, yielding less-than-balanced comments. Chris Iverson said the point was well made. Clearly each party within the focus groups had a unique perspective of their curbside experience. Business owners and residents had much different perspectives than advocates.

Turning to the curb pilot roadmap, Alex Mercuri said the initial list of priority problem statements were developed in collaboration with city staff. A workshop was held to walk through potential problems that could be addressed through near-term pilot projects or studies. There were seven priority problem statements grouped by the categories use of the curb, curb network and information, and curb processes.

Six initial near-term pilot concepts were identified: 1) zero emissions delivery zones to accommodate lats to passenger vehicles or vans; 2) a permitting process to pilot new shared AV loading and digital curb technologies; 3) on-street to off-street curb diversion using real-time information tools to help both motorists looking to park their vehicles and freight/delivery drivers find appropriate parking areas on side streets; 4) overall loading zone supply/demand alignment within the study area; 5) API standardization via curb data specification, which advances systems, standards and languages to track and share data information with partners at the curb; and 6) agile processes for real-time workflow, information and regulation updates, which is focused on internal processes aimed at managing the curb.

Commissioner Ting asked for an estimate of how much utilization the low-emission delivery zones might get. Alex Mercuri said that would be considered in the initial phase of the pilot. The full pilot roadmap will have a timeline that includes the steps that should be taken in blocks of three, six and twelve months to best put the various pilots into practice. Understanding demand will be part of the initial steps for the low-emission delivery zone.

With regard to the API standardization, Commissioner Ting asked if the data will be open. Chris Iverson said the intent is to have the data be open under the notion of having a standardized API for any app builder to reference.

Commissioner Ting asked how the word “agile” is defined in terms of the sixth pilot concept. Chris Iverson said as used it ties curb management into standard operating procedure that all city staff can reference. Currently curb management responsibilities are largely handled ad-hoc by individuals or groups in isolation absent having standard rules.

Vice Chair Helland asked how incentivizing the zero emission delivery zones might occur. Alex Mercuri noted not being familiar with any jurisdiction using an incentive structure. There certainly is room for the approach in the recommendation for the pilot program.

Commissioner Marciante reported on observing a low-emission delivery zone program in Copenhagen. Under that program, the incentives were based on timing. Low-emission vehicles were able to access delivery zones at peak times; all vehicles that were not low emission vehicles had to wait until off-peak

times.

Commissioner Ting asked if there are idling restrictions for delivery vehicles currently. Chris Iverson allowed some research would be needed to answer the question.

Chris Iverson briefly reviewed the next steps, noting that the first draft of the curb management plan would be available in April.

8. APPROVAL OF MINUTES

A. February 9, 2023

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

Commissioner Ting moved to the minutes by adding a new paragraph ahead of the last paragraph on page 10 and having it read “Commissioner Ting asked why the total of the percentages in the “Commute Choice, Workers in Poverty” graph does not add up to a hundred percent. Chris Iverson explained that each bar shows the percentage of users in each mode that is under the poverty line. For example, 3.2 percent of all commuters fall below the poverty line. Adding all bars will not equal one hundred percent. Commissioner Ting stated that the actual number of workers in poverty and their modes would be more useful.”

Chris Iverson allowed that there had been some confusion about what was represented on the graph, and that it had been clarified as stated.

The motion to amend was seconded by Commissioner Kurz and the motion carried unanimously.

The motion to approve the minutes, as amended, carried unanimously.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS

A. Approval of Commissioner Remote Participation for the April 13 Meeting

Commissioner Ting requested to be allowed to participate remotely.

Commissioners Rebhuhn and Marciante indicated they would not be able to attend either in person or remotely. Noting that Chair Stash would also be unable to attend, a possible quorum issue was raised.

11. ORAL AND WRITTEN COMMUNICATIONS – None

12. REVIEW OF COMMISSION CALENDAR

A. Upcoming Agenda Items

Kevin McDonald briefly reviewed with the Commissioners the calendar of upcoming meeting dates and agenda items.

Given a possible quorum issue on April 13, a motion to move the Transportation Improvement

Program public hearing to May 11 was made by Vice Chair Helland. The motion was seconded by Commissioner Rebhuhn and the motion carried unanimously.

Chris Iverson wanted the record to reflect that staff would proceed with publishing the curb management materials for the April meeting, including the draft curb management plan.

13. ADJOURNMENT

A motion to adjourn was made by Commissioner Marciante. The motion was seconded by Commissioner Rebhuhn and the motion carried unanimously.

Vice Chair Helland adjourned the meeting at 8:35 p.m.



5/11/23

Secretary to the Transportation Commission

Date