

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

December 14, 2023
6:30 p.m.

Bellevue City Hall
Hybrid Meeting

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

COMMISSIONERS REMOTE: None

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Paula Stevens, Andrew Singelakis, Chris Long, Department of Transportation; Kathy Gerla, City Attorney's Office

OTHERS PRESENT: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:34 p.m. by Chair Stash who presided.

Upon the call of the roll, all Commissioners were present.

2. APPROVAL OF AGENDA

Chair Stash proposed moving up item 10, New Business, to precede item 3. The change to the agenda was made without objection.

10. NEW BUSINESS

A. Bylaws

Assistant City Attorney Kathy Gerla brought to the table proposed amendments to the bylaws to make them consistent with amendments to the city code that were adopted by the City Council in August. It was noted action to approve the proposed amendments would occur at the next regular meeting. Approval of two-thirds of the Commission membership is required.

The amendments fall into four different categories, beginning with remote participation. The proposal is not optional and is needed to be consistent with city code with states that Commissioners must only advise the staff liaison know by noon the day before a meeting.

The second proposed change to the bylaws centers on public participation, specifically around rules of decorum for the public. The changes are needed to ensure that people can be heard in the appropriate time and place, and to allow the Commission to conduct meetings effectively and efficiently. There are additional rules around what constitutes a disturbance, and an additional restriction that people may only comment on subject matters that are within the

jurisdiction of the city and the Commission. There are also provisions around specific enforcement mechanisms. The changes are from city code and are not optional.

The third proposal seeks to eliminate from the Commission's order of business a second or continued oral communication period. If included in the agenda as a listed item, the public must be allowed to speak, even if they have already commented. By removing the item, the Commission is left free to decide in given instances whether or not to allow additional public comments by majority vote to modify the agenda.

The fourth proposed change is a cleanup item and it relates to language that was inadvertently left out of Article II that talks about how members of the Commission are appointed.

There was consensus among the Commissioners for the proposed changes to the bylaws to be placed on the Commission's January 11 meeting agenda.

3. ORAL AND WRITTEN COMMUNICATIONS

Noting that a total of 56 persons were signed up to speak, Chair Stash proposed reducing the time allowed per speaker to two minutes, and extending the overall time for oral communications to allow for everyone to speak as part of the study session item on Bike Bellevue.

A motion to approve the proposal made by Chair Stash was made by Vice Chair Helland. The motion was seconded by Commissioner Rebhuhn and the motion carried unanimously.

Principal Planner Kevin McDonald reported that a number of written communications had been received and had been forwarded to the Commissioners.

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

Councilmember Zahn thanked the Commissioners for all the hard work being done on Bike Bellevue and for making sure the community voices are being heard. Councilmember Zahn also remarked about the grand opening of the Eastrail North Connector to SR-520.

Councilmember Zahn noted that during the November Regional Transit Committee meeting the focus of discussion was the recovery plan. One thing shared was that for Bellevue itself, while daytime transit usage has mostly recovered, the early and evening commute-only routes have not seen a complete recovery. A system evaluation report is being actively worked on. Comments were also made at the meeting about the importance of understanding the post-pandemic trends relative to how people travel and how the information can be used to make sure the transit system has the reliability and frequency needed to encourage transit usage.

At the I-405/SR-167 Advisory Committee meeting, the discussion included options for addressing the budget shortfalls. Part of the impact will be to Contract 3, the Coal Creek Parkway roundabout improvements. The original scoping forecast completion of the project by 2029 but the focus currently is on pushing completion out another ten years because of a lack of funding. The Mayor has forwarded a letter to Olympia urging the legislature to seek solutions that would keep the project from being shifting out for ten years given the importance of connections into Bellevue.

5. STAFF REPORTS

Kevin McDonald pointed out that the staff managing the update to the Transportation Demand Management program had provided a written memo to the Commission. It was included in the packets. Recommended amendments to the TDM program manual will be brought to the Commission in the first quarter of 2024.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Bike Bellevue

Christopher Randalls with Complete Streets Bellevue, the organization that represents people who walk, bike, roll or take transit, noted that the Council unanimously passed the Vision Zero program, pledging to bring deaths and serious injuries to zero by 2030. The Council also unanimously passed the Environmental Stewardship Initiative, which pledges to reduce total transportation emissions. The Council unanimously approved the specific projects, with eight core project principles, that capture the broad and intersecting items that are wrapped up in the issue. Because the city is trending in the wrong direction relative to both the emissions and safety goals, something different must be tried. The Council unanimously approved reallocating street lanes for bicycles on the understanding that constructing new rights-of-way involves, money and time. The fact that such facilities can be brought online with minimal impact to vehicle mobility, but absolutely transformational impacts to safety, equity and sustainability speaks to the importance of completing the project on time. Those who know the data and do the work for a living should be trusted. The Council's decisions should also be trusted. The Commission should act to make sure everyone can get around Bellevue safely.

Julia Hodges, a Bridle Trails resident, noted the convenience of using a bike to run errands and go to work. Going into Bellevue presents a problem, however. There have been multiple instances of almost being hit by cars speeding by and not giving bikers space. It is terrifying that the news headline might read that a mother and a baby died in a bike crash. Bellevue has lots of fun activities in the Downtown as well as in the BelRed and Northup Way areas. In a few short years, with Bike Bellevue, it will be possible to bike to those fun places and to do school drop-offs. For now, it must be kept in mind that a child biking to school may not make it home, at least now without any near misses. Bellevue needs to do better. Building safe bicycle infrastructure is beneficial for everyone. If people can safely bike through town, businesses will flourish, children will begin playing outdoors and will gain independence, and congestion will be reduced.

Craig Speizel, a Lochleven resident, a business owner, a car owner, a walker, a runner and a cyclist, thanked the transportation staff for the draft Bike Bellevue plan, which is ambitious and an important step toward realizing the promise of Vision Zero and promoting alternative forms of transportation. The plan, however, lacks some key digestible information for the community at large. Having over the last several months met with dozens of persons in the city, conferring with Commissioner Ting, the fire department and city staff, and completing a personal survey, seven of the corridors have been found to be supportable: 1, 6, 7, 8, 9, 10, and 2 conditional on connecting all the way to 100 Avenue NE. The remaining corridors, 3, 4, 5 and 11, require additional data. The city should evaluate alternative routes, including a bike-only route through the Spring District before road improvements are completed. It would be a

good idea to temporarily close travel lanes through the use of barricades to measure the actual impact to the traffic flow before, during and after, a cost-effective way of validating the assumptions and the models being used.

Kyle Sullivan noted being someone who frequently drives to destinations in the Bike Bellevue project area, particularly to the east of I-405. Total support was offered for the proposed Bike Bellevue improvements. Driving to destinations is currently necessary due to a lack of alternatives. It is possible to ride a bike from Bellevue south along 116th Avenue NE and on the current paths along Northup Way and 120th Avenue NE, the improvements stop before arriving at any actual destinations. Some of the roads in the area have a painted bicycle lane, but they are totally unbuffered and inadequate given the speeds of the cars on the roads. The bike Bellevue project will allow for getting to desired destinations without driving. The Eastrail corridor is going to be receiving many improvements beginning in 2024 and it will directly link to many of the Bike Bellevue corridors. Together the projects will vastly improve the cycling experience in the area. Both projects are needed so people can get to destinations safely. Many are concerned about removing car lanes to make some of the improvements, but the city will ultimately be worse off if things stay as they are. There are many new developments going up in the project area and that trend will continue for some time. That means there will be many more people living, working and shopping in the area. While they will have access to light rail, there are many businesses that are not directly on the rail line, and absent bicycle facilities the people will have to drive instead, putting more cars on the road and making traffic worse. Anyone visiting businesses in the Bike Bellevue project area likely has noticed that the parking lots are all full; that will only get worse if everyone needs to drive. Driving should not be the only option. Bike Bellevue should be built to make things better for everyone.

John Chelmaniak indicated being 100 percent in favor of Bike Bellevue, and stressed not being currently or ever in the past a Seattle bicycle activist. Having spent 16 years on the Bellevue City Council, two years as Mayor and two years as a Planning Commissioner, when faced with controversial issues the approach taken always was to ask why the issue was on the table, who put it there, if there is policy guidance for the question, and if the question was a policy or implementation issue. There is a ton of policy behind Bike Bellevue. It is known that traffic lanes can be repurposed as it has already been done, notably on 108th Avenue NE, 116th Avenue NE, and the project on Main Street. Each of those projects has shown taking lanes can be accomplished without having any demonstrable effect on traffic. What is before the Commission currently is project implementation; it is way past the policy stage. The City Council has acted and there is money in the budget. The Council has directed focusing on prioritizing three corridors, which is what the Commission should focus on.

Hanguk Yeong, a resident of south Bellevue, remarked on having come to love cycling while living in Bellevue. It was just the little painted bike lanes that was the impetus. Riding all the way to the BelRed area from south Bellevue requires being a confident cyclist. One must often ride in a travel lane and keep up with the vehicles to avoid being honked at, even during rush hour. A confident rider can actually get through the city in ten to fifteen minutes along the corridor. Many new plazas and businesses can be accessed from the corridor. Hopefully with Bike Bellevue more people will be able to experience connecting with the city through cycling.

Ed Wang, a resident and homeowner in Bridle Trails and also a new father, said Bike Bellevue will work for families. The currently transportation system based solely on cars fundamentally fails the needs of Bellevue families. Bike Bellevue will significantly improve the lives of children and parents. By middle school age, children should have the maturity to independently navigate the city. However, going anywhere from Bridle Trails requires taking 140th Avenue

NE or Northup Way or Bel-Red Road, streets that are currently far too dangerous for a middle schooler or even a high schooler to navigate on their own. As a result, even older children are completely dependent on their parents for transportation, placing a huge burden on working parents, many of whom do not have the flexibility to leave work in the middle of the day to take their kids to various appointments or activities. Even when kids are old enough to get their driver's license, many parents lack the means to provide vehicles for multiple kids; the cost of insurance alone can be almost \$10,000 per year for a single teenage driver. Without transportation, kids miss out on opportunities and friendships. It did not used to be as it is now. In the 1970s almost half of all kids walked or rode their bikes to school, and that can be brought back. Bike Bellevue with its all ages and abilities bike infrastructure will give children safe access to 140th Avenue NE and to independently access activities in the BelRed area. For the sake of families and children, Bike Bellevue should be implemented.

Robert Shen, an engineer by trade and Bridle Trails resident, noted being a three-vehicle family that spends a lot of time traveling local roads. Most would agree that driving is an essential aspect of life currently. Bike Bellevue should be endorsed in its current form, and in the future similar endeavors should be encouraged. Cars are not the only form of transportation. As a family that has integrated riding bikes into its daily routine, driving habits have been cut in half. Riding a bike in Bellevue currently is, however, inherently unsafe. Riders must place their safety in the hands of incompetent, unqualified and inattentive drivers on the roads. Many in Bellevue have the means to simply drive, but many do not want to contribute to the problems and squander their lives such in a metal box depleting natural resources. At the core of America as a nation is a deep-seated pride that every individual should chart their own destiny. The beliefs setting America apart from Asia and Europe is evident in the comprehensive provisions for those with physical disabilities. The principles extend beyond personal preferences or opinions. Regardless of whether or not biking is within one's purview or is even practical, opposing decent measures in support of safe biking is fundamentally un-American. The Commissioners were urged to picture a future in which the streets are safe for cyclists and which stand as a testament to American individualism.

Armand Shahbazian, a lifelong Eastside resident and a graduate of Bellevue schools, spoke in support of Bike Bellevue and noted being someone who e-bike commutes 17 miles each way to work in Seattle. Transit is often unreliable, and the traffic is such that it takes long to drive than to e-bike. Indirect routes are often taken because it is not safe biking through Bellevue. As a biker, aggression by drivers has been faced. The I-90 trail is used because it is not safe to bike on NE 24th Street to the SR-520 trail. One time when trying to bike from home to Trader Joe's, a trip of only one mile, a driver honked for the entire stretch along NE 24th Street where there is no bike lane or shoulder. Bikers often encounter people speeding or driving erratically, especially on Bel-Red Road. More traffic calming and speed enforcement is needed. The average American spends thousands of dollars annually to maintain a vehicle. More options are needed for those who cannot afford cars or transportation, as well as for the numerous other benefits that come with bike lane projects, such as access for people using wheelchairs and other mobility devices.

Phyllis White, a Bellevue resident who has been engaged in the Comprehensive Plan process, commented that Bike Bellevue will deeply impact Bellevue neighborhoods and the wellbeing of the community. On December 11 a letter was submitted opposing the Bike Bellevue plan as outlined. It included 209 signatures and 67 comments. The Commission should take those comments into consideration. The list has grown to about 280 Bellevue residents and is still growing. Support was voiced for having a safe and connected multimodal transportation network that provides mobility for everyone. There are concerns about the Bike Bellevue

public engagement process and a lack of transparency. The approach has been inconsistent with the City Council's vision and the city's core values for transparent, fair and equitable processes. The potential bias in the public engagement process has included outreach by city staff to Seattle bike advocacy clubs and bike activists, including the Cascade Bicycle Club, which has over 10,000 members and 35 staff, the Seattle Bike Club, Complete Streets, and Eastside Urbanism. Feedback from the collective members of those organizations has been solicited, and selective information has been shared in confidence. The current Bike Bellevue plan prioritizes removing car lanes on major arteries in Bellevue's growth areas.

Jamee Marconi, a frequent cyclist and infrequent advocate for cycling, asked the Commission to support the rapid implementation components of Bike Bellevue. The speaker noted that in 2019 a minor mistake made by a driver resulted in a crash that caused several broken bones. Such accidents are preventable with a system like Bike Bellevue. Rapid implementation will make the system safer for all road users, including experienced riders. It was shared that the speaker's daughter was able to attend Lake Hills Elementary by walking to and from home, but when it came time to attend Highland Middle School, walking or cycling was not a safe option, making it necessary to drive. Now a school at Sammamish High School, the child is able to again walk to school, but in doing so must daily cross the street at the location where a bike rider was killed.

Maryia Frost, director of transportation for Kemper Development Company, noted the support of the company for multimodal improvements along arterial roadways so long as they do not degrade arterial road lanes. The proposed Bike Bellevue plan does just that. The Commission should request alternatives and an evaluation of the traffic impacts. The communications transparency and basic fairness in the rollout of Bike Bellevue needs to improve. The obvious issue of concern to constituents is the elimination of road lanes, yet the city's communication materials hid that fact, touting only the addition of bike lanes. It would have invited greater participation in the survey from Bellevue residents and businesses had everyone been told that a significant portion of Bel-Red Road would be eliminated by Bike Bellevue. In October and prior to the last Commission meeting, the city's project manager covertly forwarded the speaker's emails, including written comments sent to the Commission about Bike Bellevue, to leaders at Seattle Bike Blog, Cascade Bicycle Club, Eastside Urbanism, Eastrail Partners, and Complete Streets Bellevue, asking them to keep the communication in confidence. Notably, none of the additional engagement is documented in the summary of engagement documents in the packet. The city's project manager contacted those same groups to rally their members to respond to the Konveio survey, the results of which are included in the agenda materials as unbiased. The problem is not that the bicycling community is being engaged, rather it is that they who live and work outside of Bellevue were engaged covertly and given access and resources not provided to other residents and businesses who are concerned and who would have to live with the impacts of the plan. The conduct violates the principles established for the project, violates public trust, and violates the Commission's trust. Kemper Development Company will continue to identify and support safe and reasonable alternatives that meet Bellevue's multimodal transportation needs and accommodate growth.

Christopher Whelan, a Bridle Trails resident who works in the Spring District, noted being an all-weather bike commuter, something that has not always been true. Growing up in suburbia offered plenty of opportunities to learn how to ride a bike, encountering only an occasional car. Biking around the neighborhood for entertainment and exercise was encouraged. Crossing a ride like Bel-Red Road once too often resulted in having bike privileges revoked. The spark of joy associated with hopping on a bike was forgotten. Many years later the odd colleague would bike to work, and questions were asked about how to do the same. Inevitably they would come

to work in a cast or on crutches after hitting a train track or having been gored by an inattentive driver. The spark was extinguished again. It was only after Covid hit that it was learned that the I-90 protected path exists, and commuting by bike has occurred on the vast majority of days since. The spark of joy is back and all because of convenient and protected bike infrastructure. In addition to commuting for work, most trips are now by bike, including to the dentist, the doctor, Costco, a blacksmith, and to get occasional flowers for the spouse. The selection of a home in Bellevue was bolstered by having a safe bicycle route to the office. Even still, bike riders are forced to put their lives into the hands of inattentive drivers. On a recent trip to a store, six separate instances of drivers encroaching onto the bike lane without looking were counted. One case would easily have ended up in a trip to the emergency room if full faith had simply been given to a painted stripe on the roadway. In another case on the same short ride, a city of Bellevue vehicle ran a red light while two bicyclists were in the crosswalk.

Todd Woosley, a Bellevue resident, former Transportation Commissioner and owner of properties on NE 12th Street in BelRed adjacent to the Spring District that hopefully will be developed with housing, said Bellevue needs all the roadway capacity out there. The Eastside Transportation Association recently submitted a proposal that represents a win-win for everyone and which would be more consistent with the Council direction and better comply with Vision Zero. Comprehensive Plan Policy TR-2 calls for all modes to have more and safer routes. The proposal would accelerate the completion of the last segment of Spring Boulevard along the light rail right-of-way to 140th Avenue NE and SR-520, connecting directly with the SR-520 regional trail. The proposal would be more proportionate to the forecasted biking mode. The Commission was asked to consider the Better Bike Bellevue proposal.

John Zalanis, a Bellevue resident who works in Bellevue and commutes by bike, voiced support for the Bike Bellevue project. It has taken time and effort to overcome anxiety and ride on the road while commuting to work on Northup Way. Even during daylight hours, it is no less terrifying to have trucks standing ten feet tall and having extended mirrors pass by when one is riding a bike. Often the only safe way to ride is on the sidewalk even though that requires encountering pedestrians on the sidewalk who must move out of the way. Riding a bike should not be a safety risk. After dark, despite wearing a bright yellow safety vest, despite having bright orange wheel lights, and despite having high-power headlights, there is too much of a risk from even a single driver not paying attention.

Lora Gardner, a Bellevue homeowner since 2017, voiced support for fully implementing Bike Bellevue without delay. Bellevue has been planning for light rail for years, planning for thousands of new housing units in specific areas, and building transit oriented developments so new residents do not continue to overwhelm spaces with even more cars. Bellevue has a 2030 Vision Zero goal and a goal to reduce greenhouse gases emissions by 80 percent by 2050. The largest source of local greenhouse gases emissions is the transportation system. Bellevue has been widening roads for vehicles around the transit oriented developments, like the Spring District, while adding the bare minimum of infrastructure to accommodate anyone outside of a vehicle. 120th Avenue NE along the Spring District was a two-lane road lined with trees that protected and shaded the sidewalk. To prepare for redevelopment the street was widened to five lanes, making it more than twice the distance to cross to exit their new car-light neighborhoods while dodging cars turning right on red. The area has been made worse for people outside of cars while encouraging more cars to come through on wider roads in the name of transit oriented development. The city is shooting itself and future residents in the foot with the competing concepts. Cities across the country and the world are realizing that car-centric urban planning hurts communities. At seemed to many that it made sense at the time when communities were focused on cars. Bellevue was also designed around the car. The best

and brightest devoted their energies to local engineering marvels, but they failed to realize how the system would not scale. Cars take up too much space, consume too many resources, pollute the air and water, lock the city into expensive maintenance, and strips the youth, elderly, disabled and financially burdened people of their autonomy and mobility. Driving is the most dangerous thing most people do in their daily lives, but it has been completely normalized. Forward-thinking cities are diversifying their transportation systems and seeing positive results. Bellevue is unique in many ways, but not when it comes to its transportation system. The system can absolutely be transformed to support more mobility options. People who continue to drive will have fewer cars to compete with. A sustainable, equitable and accessible Bellevue will absolutely have a basic bike network.

Barbara Hughes, noted that safety and comfort are key principles established by the Council for the Bike Bellevue project. Bike Bellevue will in fact make biking less comfortable and safe. Converting the right lanes on 140th Avenue NE to bikes only and having cars cut across the bike lanes to access McDonalds and Safeway is not safe or comfortable. The same is true for Northup Way. The transportation project manager should be following the Council's direction. The Council also directed community stakeholders to be engaged in determining the priorities for Bike Bellevue, and to have a robust and spirited outreach. Unfortunately it has become clear that the outreach with information resources provided to bike activists based outside of Bellevue has been greater than the information provided to Bellevue residents. The transportation project manager has fully failed the Council's direction in that respect. The public has not been presented with all alternatives, and there has not been robust public involvement. In order to get things right, there needs to be a reset. Bike Bellevue should be sent back to the Council.

Suresh Velagapudi voiced support for bike lanes in the city, but did not voice support for removing car lanes to accomplish them. That approach fails the common sense test. Removing lanes used by more than 75 percent of people who drive in order to improve the satisfaction and safety of .7 percent of bike riders does not make sense. Even with an estimated increase in bike trips, the projection only sees up to 1.6 percent of bike riders. It is already possible to see the results of removing lanes on Bel-Red Road near 150th Avenue NE due to construction projects. When the two lanes in each direction are reduced to one, traffic backs up from 120th Avenue NE to 134th Avenue NE. Traffic backups affect bikers the most and increases greenhouse gases emissions. It appears the intent is to remove car lanes as a way of implementing Bike Bellevue quickly. That is the wrong reason. Once lanes are removed, they will never come back.

Kelli Refer, executive director of Move Redmond, and a car-free mother who has been working on the Eastside for the past three years, stated that in 2022 a bike policy ride was organized in the Overlake neighborhood. Councilmember Barksdale from Bellevue, Councilmember Stewart from Redmond and House Representative Slatter joined in the ride along with more than 30 participants. The focus was the bike network around the Overlake Village station. The ride included Bel-Red Road, which even with 30 some people taking the lane, was stressful and scary to ride on. People cross the border between Redmond and Bellevue every single day and the city of Redmond has committed to building a bike lane on the Redmond side of Bel-Red Road. Cross-jurisdictional coordination is needed, and Bike Bellevue provides it by looking at the network coming together holistically. There is not enough parking at light rail stations to accommodate every person who takes transit. Bike Bellevue is an essential component of transit access in that it ensures that light rail is accessible for those who walk, bike or take the bus. The smart investment will pay dividends.

Aspen Richter, a Redmond resident who comes to Bellevue for shopping, dining, entertainment and for business, noted getting around the Eastside mostly by car, by bike and by transit. After purchasing an e-bike about a year ago, the vehicle has become like a second car, though it costs far less to own and operate. It is clear that life is better on a bike. It offers flexibility that cannot be found in a car. Streets that were designed to be friendly to pedestrians and bikers, as well as cars, are where people want to be. Those are the streets with the higher property values, with more shops, with more life and more people on them. Biking in Bellevue, however, is very difficult and scary. In some cases it is outright hostile to safety. There are places where there is no place for bikers to ride, and where the sidewalks are only wide enough for a single person to walk, and where the car is prioritized over everything else. The Commission was urged to support Bike Bellevue.

Parth Dave', a Seattle resident who bike commutes to Redmond nearly every day of the year, voiced full support for the Bike Bellevue project. The project will provide an excellent opportunity to patronize Bellevue businesses. Biking through Bellevue is currently terrifying. Over the past few years the air in the region becomes practically unbreathable for periods of time because of climate change-induced wildfires. It is untenable for cities to continue to prioritize a mode of transportation that is largely responsible for that. There are a number of conspiracy theories floating around about the big bike lobby convincing people to come to Bellevue to advocate on behalf of cycling. The fact is those offering testimony on behalf of biking are not part of some grand conspiracy. Generally improving the safety of bike infrastructure will pay dividends in terms of improving traffic.

Arman Bilge commented on having grown up in a Boston suburb and a car driver since the age of 16. It was refreshing to move to the Bellevue area where there is a good public transport and numerous shopping centers. Since moving to the Bridle Trails areas all trips have been made by bike. The Bike Bellevue project will make a significant difference. As things stand currently, one must rely on luck to avoid getting hurt, especially where there are not bike lanes. Bike Bellevue should be supported and funded.

Vic Bishop, a Bellevue resident and former member of the Transportation Commission, spoke representing the Eastside Transportation Association and referred to a comment letter forwarded to the Commission addressing an alternative proposal called Better Bike Bellevue. The proposal utilizes an east-west route through the Downtown on NE 2nd Street, up the trail to NE 12th Street, and out Spring Boulevard to 140th Avenue NE. ETA recommends that the Commission reject Bike Bellevue on its face because it is not consistent with City Council direction for developing bike lanes in Bellevue and in fact it violates those directions. It removes vital traffic lanes on congested arterial streets in violation of Comprehensive Plan Policy TR-2, and it pretends that placing vulnerable bicycle riders on congested high-speed arterial streets in poorly protected bike lanes is somehow consistent with the city's Vision Zero traffic safety goal. That is nonsense. ETA has serious concerns about the ability of the street system to handle the projected vehicle trips from 30,000 new residents and 70,000 new employees in the coming 20 years. The traffic model says 75 percent of those people will be in cars. Bike Bellevue takes away capacity and takes away vehicle lanes, and that will mean the desired developed will not happen. ETA recommends the Commission require an additional analysis of all new proposals.

Kurt Dresner, a Kirkland resident who comes to Bellevue to shop and dine, and to visit the dentist, said coming to Bellevue more is desirable. The notion that 75 percent of all people in the future will be driving, and thus there is a need to build the transportation infrastructure to accommodate them, utilizes backwards causality. The reason so many people drive currently is

because there are really no other choices. For those have no other choice other than the bicycle will have their lives weighed against delaying someone in a car by a few seconds. A project on Marginal Way in Seattle that involved constructing new bike lanes resulted in an average delay for cars of once second. When people are provided with an alternative, they will choose it. Too often when choosing to come to Bellevue, the car is used because it is simply too scare to ride by bike, even for competent cyclists.

Karl Vander Hoek, whose family has owned and operated properties in Old Bellevue for more than 85 years, said Bike Bellevue is inconsistent with Council direction and the Council principles. The plan should be sent back to the Council for approval rather than to the transportation director for implementation. Policy TR-2, which calls for aggressively reducing congestion, should be followed. Bike Bellevue will inequitably benefit less than one percent of trip users and will disproportionately impact 99 percent of trip users. The Commission should direct the staff to provide PM Peak traffic volumes to be utilized for purposes of the study. The true economic impacts to businesses should also be studied. The impacts listed in the packet materials talk only about the economic impacts of physical activity and crash risk. Future growth projections should also be factored in, and there should be equitable outreach to stakeholders in an inclusive and equitable manner. There should be full transparency with the public regarding transportation modeling assumptions. The Commission should look at alternatives that are better suited for Bellevue that do not impact vehicle capacity lanes. Significant outreach should be done immediately to the fire and police departments regarding emergency response times, and also to the parks department and special events regarding special events in Downtown Park.

Tyler Zender, a Spring District resident, voiced support for the Bike Bellevue projects. One common criticism to the project is the claim that advocates for Bike Bellevue do not live in the city. The claims are dismissive and in denial of the reality of many who live in denser neighborhoods and rely on car-free modes of travel. Such neighborhoods either cannot physically or financially afford to add any additional parking. The BelRed and Wilburton neighborhoods will continue to develop as high-density neighborhoods in the coming years and the number of individuals without cars will continue to increase. Many critics site reasons why biking is not a feasible mode for commuting to certain places or during certain times of the year. While it is certainly true that some errands are easier done by car than by bike, it is also possible to make nearly all trips by biking, walking or taking transit. Having to walk two miles to a store in inclement weather is less than ideal, but speeding up the trips by biking is better. There are some individuals who almost never have access to a vehicle and they should not be punished by excluding one of the cheapest and more efficient forms of transportation from the transportation plan. Some critics have pointed to the Bike Bellevue price tag of \$20 million. Why is it that a project aimed at reducing unnecessary deaths, reaching Vision Zero goals, and achieving climate goals is the only project that receives such criticisms. The recent widening of 124th Avenue NE in the Spring District, which runs for just over 1000 feet, had a price tag of \$20 million. Bike Bellevue is by far one of the most cost-effective projects currently planned. If the financials were a legitimate point of concern for critics, they would be advocating for the project instead of trying to come up with every possible reason to delay it.

Savana Stern remarked on having grown up in Bellevue and attended local schools and noted currently working as a special education teacher at Interlake High School. As a public school employee and an advocate for accessibility, support was voiced for safe bike infrastructure via Bike Bellevue. The speaker also reported that when no longer able to make student loan payments and afford a car, the car was sold and an e-bike was purchased. All commuting has been by bike since. Co-workers, friends and family members are not wrong to be concerned

about the safety of commuting by bike, especially since the commute includes roads like NE 24th Street that has no bike infrastructure at all. There number of times having been honked at, run off the road and nearly hit by drivers are too numerous to count. The only people opposed to Bike Bellevue are those who have never had to navigate the city without the privilege of a personal vehicle. Bike riders have a right to commute to work safely.

Mike Nykrem, a Bellevue resident and fifth generation University of Washington graduate, and the great-great grandson of a man who 150 years ago came to what is now Bellevue at a time when there were no roads and no bridges. According to a previous speaker, if systems are built, people will ride. Fortunately there is data in hand. Bike lanes were provided on I-90 some 30 years ago, and the data shows that only 350 people use it every day. It cost \$420 million to build that bike lane, or \$65 for every single bicycle trip. Those who have been Bellevue for 150 years and who built the city know that bike lanes do not work. Bellevue was built with a transportation system that is cost effective. Bicycles are fun but they are for recreation, not for transportation. The ability to continue building the city should be maintained.

Benjamin Hansen, a resident of North Bellevue who works in Downtown Bellevue, stated that for cost reasons being a single-car family works well. Since becoming a father, certain routes are no longer taken for safety reasons, particularly roads with a posted speed limit of 35 mph where there is only a painted bike lane. Bike lanes should be built to facilitate even non-confident riders who are just trying to get around. Bellevue is not a static city and its dynamics are always changing. Bike Bellevue should be tried even if it fails. It is propaganda that bike lanes do not work. The best case scenario is that Bike Bellevue will reshape the city, making it possible for children to ride and walk.

Mark Littrell, a 20-plus-year Bellevue resident, voiced support for Bike Bellevue as a way of making the city more walkable and bikeable. Vision Zero has been adopted by the Council and is an important stake in the ground. Actionable steps need to be taken to make the streets safer. With 62 percent of Bellevue residents saying they would like to bike or walk if it were safer, there is justification for Bike Bellevue to be completed with speed and to continue expanding beyond the initial project. When Edmonton, Alberta, adopted Vision Zero, vehicle lanes were reduced and protected crossings and bike paths were added, the result of which was a 50 percent drop in the number of vehicle-caused bike and pedestrian deaths. Houston, Texas, is using that program as a model. It is a false argument that people who do not live in Bellevue should have no say in regard to Bike Bellevue. There are multiple school teachers who bike into Bellevue for their jobs. The Bellevue-based bike club is made up of accomplished professionals and business owners who ride their bikes year round. In addition to the safety issues addressed in the research, which undercounts all the near misses cyclists experience every day, the goals of sustainability and tackling the highest LTS streets first is great. Connecting new and existing trail systems is crucial. That is the future, and many cities are taking concrete steps to create more space for alternative modes of transportation. The Commission and the Council is going in the right direction toward creating a place that is safer and easier to get around.

Jessica Forsythe, Council president for the city of Redmond and an Eastrail Regional Advisory Committee member, spoke as a cyclist. The Redmond Council is working diligently to include bike and transportation safety by investing in safer bike and pedestrian facilities. Specifically, Redmond is committed to the Bel-Red corridor and is investing in projects on the Redmond side while looking to Bellevue to do the same for the Bellevue side. Redmond is also a Vision Zero city having followed the lead of Bellevue. The two cities need to work in partnership in making sure crucial connections between the two jurisdictions happen. The area's investment

in light rail has been critical, and projects like Bike Bellevue will make it possible for people to get to light rail stations. Having personally witnessed a bike fatality in Seattle two weeks before the installation of the 2nd Avenue bike lanes were installed, no one should carry such trauma with them. The staff have done a great job of answering all questions and they are to be applauded. The Commission was urged to pass Bike Bellevue.

Hermes Shahbazian, executive director of International Community Health Services, operator of medical clinics and comprehensive healthcare clinics in multiple cities, including in Bellevue on 140th Avenue NE, stated that ICHS employees need protected and safe bike lanes in order to have alternatives for getting to work by a means other than personal vehicle. There is already no parking on 140th Avenue NE and the roadway is congested. The idea is to move people from cars to alternative modes of travel, including public transit and bicycles. Bellevue should invest in Bike Bellevue. Between Redmond and Bellevue there are only limited protected bike lanes. Other great cities like Copenhagen and Amsterdam utilize protected bike lanes to facilitate transportation for most of their populations.

Curtis Johnson, a resident of the Mercer Slough area, noted having spent the last ten years as a data reporting nerd for Fortune 500 companies, including Microsoft and big insurance companies, voiced support for repurposing redundant travel lanes for Bike Bellevue. It is good that so many people in support of the project chose to off their support at the meeting. Having never been a member of a large bicycle group, and never having been a Seattle resident, it was stated that using a bike for utility purposes started a couple of years ago. It is amazing that by bike one can get to places in only ten minutes that takes twice as long by car. Bikes are the future of urban environments. Many who do not ride currently probably would if they had safe and protected bicycle facilities to use. Bellevue's future includes many more residents and jobs, and alternatives to using cars must be provided.

Pamela Johnson, co-president of Bridle Trails Community Association, stressed the importance of the Commission thinking in terms of people, time and place. The question is whether or not Bike Bellevue is for the right people, at the right time, and in the right place. BelRed is going to continue growing into an urban village, and that urban village will need places to bike easily and safely. The question is whether or not Bel-Red Road and Northup Way are the right roads. Bridle Trails residents have been waiting since 2018 for a sidewalk and a bike lane on 140th Avenue NE. People use that roadway to get to the buses on 148th Avenue NE. They are not safe. With light rail there will be even more people walking up that roadway. On 132nd Avenue NE, the community has asked for lighted crosswalks for horses and is still waiting for them. The outreach offered to the community listed no alternatives, something that works for everyone.

Jacquelyn Kimzey, a resident of East Bellevue and a cyclist, asked the Commission to save lives. Bel-Red Road has four lanes for cars and zero lanes for cyclists. Cyclists must share the road with fast-moving cars and hope that they do not get hit. The speaker reported nearly losing their life one afternoon on a ride home from work when a truck only at the last minute swerved into the passing lane to avoid a collision. Immediately behind the truck was a car who was unable to see the bike and the car came very close to colliding as well. Cycling home from work should not be life threatening. Cycling in Bellevue often means sharing the road with fast-moving cars that can destroy life in an instant.

Alex Tsimmerman began with a Nazi salute and called the Commissioners dirty damn Nazi fascist juntas. Recently a request was made to know how much money the city spends per bicycle and the answer was shocking. Bellevue has spent approximately \$120 million over the

last ten years. In terms of traffic, gas, accidents, probably a dozen people die every year. The situation for bicycles is stupid and primitive and for the couple of hundred people who bike it costs the city \$250 million. It is too much. The bike riders never pay taxes, never have a license, and never drive like they are supposed to. It is a lucky day in Bellevue when while driving only a single bike rider is seen. It is all because local government, including the Council, supports the bike union because they are for the Democrats.

Christina Huang, a resident of Main Street in Old Bellevue, reported not owning a car. To get to work means walking to the Bellevue transit center to take the B Line to an office in Redmond, and reversing the course to get home at night. It would be wonderful to have safer streets to walk on, and having bike lanes would greatly contribute to overall safety. Bike Bellevue and protected bike lanes should be fully supported. The streets should be designed for cars to use safely rather than having to tell people to drive slower. Having attended college in a bike-centric community, it felt good not having to depend on a bus and feeling safe while riding a bike. Several friends who lived in Downtown Bellevue moved to Seattle where it is easier to take the bus and to walk to places than it is in Bellevue. The direction the city is taking with regard to urban planning is good. Bike Bellevue is a great project that will further help people to get around easier.

Betsi Hummer, a lifelong Bellevue resident, thanked the Commissioners for their service and noted that as chair of the East Bellevue Community Council approved of the updated Transportation Element of the Comprehensive Plan after the City Council had amended it to include Policy TR-2, 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. If the policy had not been amended by the Council, the EBCC would have voted to disapprove the updated Transportation Element of the Comprehensive Plan for Lake Hills. The speaker commented that during their recent campaign for City Council the need for the city to plan for multimodal transportation was stressed. A complete bike infrastructure is needed. Bike lanes need a goal, including measurable metrics. If they increase traffic congestion, they should be eliminated or not constructed. Dangerous and heavy cut-through traffic in every neighborhood is a concern. Increasing congestion in any part of the city negatively impacts throughout the city, making it dangerous for commuters. That cannot be tolerated. The Commission was urged to incorporate the BelRed bike lanes into the sidewalk and the right-of-way and to not take away travel lanes. The current plan would increase traffic congestion and it needs to be revamped.

Scott East said Bellevue has done nothing to solve the problem of the hills getting steeper every year. As president of the West Bellevue Community Club, predecessor of the Lochleven Community Club, the community got behind a plan to support the intensification of the Downtown. Two of ten neighborhoods supported the move. As a supporter of making Bellevue better, anything that can be done to make biking safer and more a part of the regional plan should be done. The input from other cities is valuable and should not be ignored. Bellevue's facilities should be part of a regional network, and to that end support was voiced for Bike Bellevue, with the exception of the segment between Bellevue Way and 100th Avenue NE on NE 2nd Street and NE 1st Street which needs all of the east-west lanes for vehicles.

Laury Lyford, a resident of Lochleven, noted having been a lifelong cyclist and having taken the Trans Canada 1 from Seattle to Halifax. Adding more bike lanes that are expensive, used by few and unsafe, however, should not be allowed. An article in Forbes Magazine in 2022 titled *Bike Lanes Don't Make Cycling Safe* stated that any barrier that separates cyclists

visually from other traffic effectively hides the cyclist, which is counterproductive to safety. Moving cyclists out of the roadway altogether on separate bike paths is even more dangerous because the drivers do not look or cannot see cyclists off to the side. On streets with frequent intersections, separate paths only make cycling less safe. Those who advocate for them should look at the data and stop asking for facilities that will cause more accidents. Although the US Department of Transportation recommends bike lanes, other studies have reached similar conclusions to those listed in the Forbes article. The author concluded that separated bike lanes raise the number of crashes by 117 percent compared to shared roadway facilities. Separated bike tracks, which are separated from cars by a median strip, parking lane or row plantings, increase crashes by 400 percent over a bike lane. In many urban settings, the safest place for a bike is in the middle of the car lane with bike lights and a helmet, with the rider following vehicles rather than beside them. Cyclists have no place on urban or interstate highways. Cyclists should operate under the same rules as motor vehicles, stopping for stop signs, traffic lights, and signaling when they turn.

Nicole Myers, a Bellevue resident and a confident bike rider, advocated in favor of high-quality bike lanes over mileage of bike lanes. As a parent, caution is exercised with regard to where to ride when the children are along. LTS 1 is an exciting prospect, as is the possibility of an east-west corridor along NE 2nd Street. There are concerns, however, that on NE 2nd Street, 100th Avenue NE and Lake Washington Boulevard there may be places with loading zones and parking that the city has obligations to retain. There are also concerns about the possibility of increased cut-through traffic. Particularly in the more industrial zones on the east side of the project boundaries, there has been a lot of support for multiuse paths, yet that was not really reflected in the summary of the Konveio feedback. As a pedestrian, it would be great to have a path to share with cyclists.

Galen Helmgren, a resident of Lake Hills and a Bellevue resident for 32 years who has biked and skateboarded all over the city, reported personally not having a problem riding in the right-of-way. However, many have testified about being terrified of riding bikes in Bellevue, which is understandable. There is a better way to go about it than what Bike Bellevue offers. Vehicle lanes should not be taken away, and there should be separate ped/bike lanes. During the pandemic there was a bike area installed on 156th Avenue SE and 166th Avenue SE. The speed limit was lowered and roundabouts were put in. No one uses it. Most choose to use 164th Avenue SE which offers a straight shot up the hill on a gentle grade. Money should be spent toward better driver education. Getting a driver's license is almost like a birthright in the United States. While the City Council and the Transportation Commission will not be doing anything about that, it is a conversation that needs to happen. There are too many people who do not know how to drive because it is made too easy to learn. The same applies to cyclists who blow through signals and stop signs. Better bike facilities are needed in Bellevue.

Karl Helmgren noted that much had been said about the importance of making biking safer and more accessible in Bellevue. That should be supported, as should moving away from single-occupant vehicles. Bike Bellevue is not the best way to do that. The project was sprung upon the residents of Bellevue with very little notice. The documentation for Bike Bellevue is extremely complex and difficult to work through. There is insufficient justification for taking away a lane of vehicular traffic for an incremental increase in bicycle traffic. Any final decision on Bike Bellevue should be put off to allow for investigating other options.

Kater Syers voiced support for having safe bicycle routes, but not for the Bike Bellevue plan. The plan should be stopped and the city should go back to the drawing board. Konveio was a very difficult tool to use and appeared to be designed specifically to prevent commenting on

projects. The people who have been involved in the discussion have been primarily bikers, which is good, but people in the older community, the Council on Aging, people who have been to all the city planning meetings, and people who have been to the Wilburton planning meetings, were not invited or included in the Bike Bellevue discussions. Much has been said about how unsafe biking is in Bellevue, but the system is also not safe for older drivers. Very negative comments were made by younger drivers on Konveio. The speaker commented on having seen bikers zoom past around cars and run through red lights in very unsafe ways, yet bicyclists are not being ticketed. What is needed is better overall transit, including electric vehicles for the elderly to hop on and hop off. The Commission should look beyond just what has been outlined. Crossroads is dumping tons of development into the area and every lot is being turned into a fourplex. Spring Boulevard needs to be finished. Some streets should be turned into one-way streets; with that done bicyclists could be given a whole lane.

Bill King noted not owning a car and having chosen to live in Redmond because of the investments made in bike and pedestrian infrastructure. Support was voiced for Bike Bellevue. As a bike rider, every effort is made to stay out of the way of others. The reality is that in order to get around Bellevue, it is necessary to ride with cars in the traffic lanes. Mixing bike and car traffic is frustrating for drivers and bicyclists alike. It is more comfortable riding from Redmond to Seattle than from Redmond to Bellevue. As the region continues to grow, congestion will only grow worse. Continuing to allocate space to cars will only lead to more car trips and ultimately more congestion. Bellevue needs to offer to its residents and neighbors a new paradigm. Bicycle infrastructure gives the growing population a way to complete their trips without adding to car congestion, and in turn frees up capacity for those who must drive. Bike Bellevue will improve and save lives, and the Commission was thanked for advancing it.

Ethan Karlinsey voiced support for Bike Bellevue. A resident of Kenmore who bikes to Redmond for work, it was stated that the SR-520 trail is used in order to be safe. Meet-ups in Bellevue are attended weekly, but a car is used to get there instead of a bike for safety reasons. The experience of riding a bike in Bellevue is not great. It is important to consider that Bellevue is part of the whole region and the bike network is a network subject to compounding network effects. If one cannot get from Point A to Point B safely on bike, they will not ride.

Dawne Adam, a Redmond resident who commutes to Bellevue by bike, noted being an avid biker for fun and by necessity as someone who does not own a car. Commuting and errands are done by bike. Biking is also done for recreational reasons. Support was voiced for Bike Bellevue. Part of the commute to work involves Bel-Red Road, and because of how unsafe the roadway is for cyclists, the sidewalk is used instead. The lanes are narrow, there are no bike lanes or sharrows, there are blind hills and corners, and the edges of the lanes have potholes. The sidewalk is not much of an improvement. It is safer from cars, except for those turning into driveways, and many of those drivers do not seem to even see bicyclists. Bike lanes are important if for no other reason than to remind drivers that there are cyclists. Use of sidewalks by cyclists makes it unsafe for pedestrians. Biking is good for those who ride as well as for the environment.

Lisa Weber, a Samish member of the Coast Salish community, noted having grown up outside the city limits of Olympia with the freedom to ride bikes at a time when there was little traffic. Now as a Bellevue resident for 27 years, and as a mother, the daughter was not allowed to go biking just for fun. The Eastside Urbanist is Bellevue centric but hopes to partner with other transportation groups. The organization believes there should be great bike lanes for a variety of reasons. With bikes operating in bike lanes, there is more room for pedestrians on the sidewalks. Bike lanes also facilitate getting to and from public transportation. If the city wants

to see young people move to Bellevue, bicycle infrastructure is needed. Once they are built, they will be used. Seattle's bike lanes are often overused and more are needed.

Luke Travis, a resident of Kirkland, noting owning a bike and using it about five times per year. It is encouraging to see common sense policies that favor protective bike lanes. A lot of cities talk a big game about being concerned about climate change, and make bold promises about cutting emissions, but too many of them make no proactive changes, leaving the current messes for future generations to clean up. Transportation is by far the biggest contributor to carbon emissions and other pollutants in Bellevue. It is the sector in which the city has the most power to make meaningful outcomes. Many who hear about bike infrastructure believe the government is coming to take away their cars. Cars are a great tool and they have an important place in the transportation landscape, but they should not be the only tool in the toolbelt. People should be free to safely choose safer and more sustainable options. Many in the community cannot drive due to numerous factors. There are many kids who do ride their bikes for fun and to school, and they should not be forced to ride next to cars. Business owners are by their nature conservative and worry about how any local change might affect their bottom line. They say things like none of their customer bike, and the city needs to subsidize public parking. The same arguments likely would be made about building a sidewalk on a street without one. Of course no one uses non-existent infrastructure. No one uses the argument when a bridge is to be built; no one says that no one is current swimming across the water and thus a bridge is not needed. As if safety, accessibility for all ages, the environment and the associated health benefits were not reason enough to build bike infrastructure, most studies show that bike lanes have zero or even a mildly positive effect on local businesses. The unfounded fears of few well-lined pockets should not be bowed to. The city should be made greener, safer, and more welcoming to all.

Vicky Clarke, policy director for the Cascade Bicycle Club, a statewide organization that advocates for the needs of people who bike or who want to, allowed being the embodiment of the bogymen Seattle bike advocate, and also a mom who bikes and who wants to get home safely. Many similar persons live in Bellevue. In working in communities across the state, Bellevue's safe systems approach and the Level of Traffic Stress methodology are often highlighted as examples of sound data-forward policy implementation. Cities all over the world, including some close to home, implement connected and protected bike networks and see safety for all users increase. Bike lanes on roads with destination where people want and need to go are critical. Repurposing traffic lanes makes sense and there are many examples to look to which verify only minimal time impacts for drivers. Bellevue has over the years been marching methodically forward toward reforming its transportation system to consider and accommodate all road users. There is much more to be done to make sure that everyone who wants or needs to get around by bike can do so safely. The Commission was thanked for implementing the policy direction of the Council.

Kian Bradley, a Mercer Island resident who often comes to Bellevue for shopping and recreation, allowed that much had been said about safety. Focusing on the economic impacts of Bike Bellevue, the speaker noted that a meta study was done a couple of years ago that examined 23 different scientific studies from the United States and Canada that looked at the effect of local businesses before and after adding bike infrastructure in the immediate area. It was determined that taken together, creating or improving active travel facilities generally had a positive or nonsignificant economic impact on retail or food service businesses abutting or within a short distance of a facility. The same was true regardless of whether it was vehicular travel lanes or parking that was removed or reduced to make room for active travel facilities. The science is fairly conclusive that Bike Bellevue will not negatively impact businesses. What

Kemper Development Company said about the project is simply not true. The Commission was urged to adopt the Bike Bellevue plan.

Court Olson, a 35-year Bellevue resident and a committed bike rider, mostly on sidewalks, said change is hard. The long view should be taken, and courage should be maintained.

Dillon Chasty, a Bellevue resident who also works in Bellevue and loves to ride bikes, and who is a professional driver, noted having seen other cities such as San Francisco put in bike lanes and benefit from them. The speaker also referred to two nieces who during the pandemic were homeschooled and who are now back in school and starting to blossom. Even so, helicopter parenting is required for everything because they cannot go anywhere on their own. Independence for kids is a healthy thing, and there are some pockets in Bellevue where biking can be safe, such as Downtown Park, but there is no way to get their safely except by car. With parents and caregivers having to drive kids everywhere, there never will be a work balance of gender and wage equality. The Commission was urged to pass the full Bike Bellevue plan.

8. APPROVAL OF MINUTES

A. November 9, 2023

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

9. UNFINISHED BUSINESS – None

11. ORAL AND WRITTEN COMMUNICATIONS – None

12. REVIEW OF COMMISSION CALENDAR

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

13. ADJOURNMENT

Chair Stash adjourned the meeting at 8:53 p.m.



Secretary to the Transportation Commission

January 11, 2024

Date