

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

July 14, 2022
6:30 p.m.

Bellevue City Hall
Virtual Meeting

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

COMMISSIONERS ABSENT: Chair Stash, Commissioner Helland

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

OTHERS PRESENT: Councilmember Zahn; Lauren Mattern, Alex Mercuri, Nelson/Nygaard

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

Upon the call of the roll, all Commissioners were present with the exception of Chair Stash and Commissioner Helland. Commissioner Ting participated remotely.

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Mariya Frost, new director of transportation for Kemper Development Company, said it is an exciting time for the city as there is a lot going on with regard to transportation planning in response to significant growth. The curb management plan is one area of particular interest. Increased competition at the curb merits a policy framework. Curb management policies should be guided by the maximization of the curb for transportation purposes while preserving level of service and throughout. Additionally, the policies should prioritize flexibility of curb use as opposed to fixed or permanent uses. Many of the more fixed uses that have been recommended are placemaking strategies observed during the peak of the Covid pandemic when the streets were emptier than ever seen before. Replicating those strategies in 2022 when vehicle traffic is largely back to 2019 baseline levels could yield negative results in the long run given that the limited capacity should be preserved to accommodate the projected growth. Approaching fixed or permanent curb uses should be done with caution in acknowledgment of forecasted travel patterns and capacity.

Todd Woosley, an Enatai resident and owner of properties within the Wilburton study area that are ripe for redevelopment, agreed that exciting things are happening in Bellevue. The city was

complimented on the process for moving forward on implementing the Wilburton plan. The Council has directed the staff to go big and beyond the CAC vision for the area. The process will be complicated and it is impressive how thoroughly the city is approaching it. There is reason for optimism moving forward that all transportation infrastructure alternatives will be thoroughly analyzed. At least three quarters of all trips in the city will be by motor vehicles even with all the improvements in transit options and that means additional capacity will be needed for the multimodal system. There will be trips generated by the redevelopment of Wilburton, but the transportation infrastructure there will primarily serve the trip growth in the Downtown and the BelRed corridor.

Vic Bishop spoke representing the Eastside Transportation Association as the legislative chair. There are two significant issues before the Commission, each separate but related to the same overall concept. Wilburton vision implementation planning work is in its early stages and the outcome will determine the functionality of the area for decades. A basic element of transportation planning for significant areas is the arterial grid. The grid in Wilburton is quite limited with 116th Avenue serving as the dominant north-south corridor, and 120th Avenue serving as a secondary north-south corridor. The east-west corridors connect Wilburton to Downtown and I-405 at Main Street, NE 4th Street, NE 8th Street and NE 12th Street. Significant consideration should be given to the extension of NE 6th Street between 116th Avenue SE and 120th Avenue SE. The Commission was encouraged to include all potential alternatives to the implementation of the critical NE 6th Street segment of the grid, including grade separation at 116th Avenue SE, an at-grade intersection at 116th Avenue SE, the Fastrail crossing by NE 6th Street, and the operational alternatives of various sections of NE 6th Street recognizing the I-405 HOV access, the Downtown transit center to the west of 110th Avenue NE. Each alternative will have benefits and impacts, all of which must be evaluated during the process. The Commission should make sure the system is set up to allow for effective evaluation of all alternatives. No restrictions should be put on the alternatives for NE 6th Street. With regard to the curb management plan, the Commission was encouraged to keep the concept of maximized overall system throughput in mind. Bellevue is experiencing explosive growth in jobs in the Downtown and access to those jobs is and will be dominated by the automobile. In 2035, even with all the assumptions built into the model, 62 percent of the trips will be by car; 25 percent will be by pedestrians.

Scott Kuznicki spoke representing the Aces Northwest Network. The city is undertaking a process to amend its Comprehensive Plan to create policies that will govern the use of curb space, particularly in the growing city center. If managed to primarily serve transportation uses and to minimize congestion on the street network, while provide access to adjacent properties, the curb space could become an opportunity to reduce energy consumption and increase economic productivity. The goals will be realized through the advancement of automated, connected electric and shared technologies and mobility logistics. The Aces Northwest Network is a collaborative effort of organization partners with nearly 3000 affiliates, many based and working in Bellevue, working together to promote the adoption of aces technologies. Such applications will reduce the cost of mobility in the districts for everyone while supporting a reduction in energy consumption and increased safety and reliability for all users. The benefits will be realized if the city does not discriminate against transportation uses that serve individual needs in their allocation and pricing of curb space. In Bellevue, point-to-point shared ride operators depend on curb space for passenger pick up and drop off. In some blocks, more than a hundred cars per hour might use a single space in a zone, occupying the space for less than 30 seconds on average. Public transit buses also serve passengers but they are allowed exclusive access to areas unavailable to other users. A Seattle study demonstrates that their spaces can be shared, drastically increasing productivity by increasing the utilization of the

curb space. Flexible options allow for greater access to public transit by easing connection times and ensuring curb space availability for shared ride services, employer shuttle services, and vanpool and bus operations. Delivery operators also depend on curb space for immediate and transient uses in providing dependable and on-time performance for their customers. All of the uses are indicative of current and growing demand and consequently the opportunities for the city to engage in public and private partnerships for curb management. Such actions will create new sources of revenues for concessionaires who can manage spaces, segments and entire blocks to benefit local uses, while removing barriers to the highest demand uses to ensure that the cost of transportation remains competitive with other cities. Accommodating innovation in transportation system uses is a worthy goal for curb pricing policy and the city can encourage equitable outcomes when the cost of short-term and transit uses is minimized while maximizing the availability of curb space. Curb space must be flexibility allocated such that fixed uses and reserved uses are managed with technology. As the pricing of curb space is equitably applied with an eye toward flexibility, the result will be increased innovation and a more convenient and pleasant experience for all users of the street network.

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

Councilmember Zahn reported that the city's Mobility Implementation Plan won a Puget Sound Regional Council award. Additionally, the multimodal concurrency code amendments were unanimously approved by the City Council. The Council also unanimously approved the Transportation Facilities Plan for 2022-2023. All of those accomplishments are due in large part to the work of the Transportation Commission.

Commissioner Marciante raised the previously discussed issue of Commissioners wanting to be able to attend meetings without having to give advance notice. The direction handed down by the Council requiring Commissioners to seek permission at the prior meeting removes a lot of the flexibility. Other boards and commissions have had the same concerns. Councilmember Zahn voiced appreciation for the feedback and commented that any time something slightly different is adopted it will take some time to learn what works and what does not work. Options for revisiting the provision could be brought back for additional discussion.

Vice Chair Beason said the general consensus of the Commission has been not wanting to discourage people from participating.

Commissioner Ting said the motivation for being able to participate remotely is primarily based on safety. The Commission has been fairly effective in the use of remote communications and passing it back to the Council that the Commission was able to effectively hold meetings in a hybrid mode makes sense. Any context behind why the Council would not want the city's boards and commissions to not hold hybrid meetings in the future would be useful for the Commission to know.

Commissioner Ting said there recently was an interesting discussion on NextDoor that primarily focused on cyclist safety and biker/driver etiquette. The discussion included some interesting points about the utilization of bike lanes. Everyone benefits when people switch from driving a car to using a bike lane, but no one benefits if a bike lane is built that never gets used. The conditions of bike lanes must be evaluated in order to maximize their use. Some bikers choose to use vehicular lanes instead of bike lanes when traveling. The questions raised in the discussion included thinking about street sweeping or cleaning when there is physical

separation between the road and the bike lane, and how the slope and drainage of a bike lane impacts how debris accumulates or gets swept out. One cyclist indicated a preference to a clean unprotected bike lane over a bike lane that is protected but filled with debris. The conclusion was that having debris or moss in a bike lane is an impediment to the lane getting used. Grates that are below grade and resurfaced asphalt lips running parallel to the direction of travel also discourage the use of bike lanes. Cars parked next to bike lanes end up being issues for the bike lanes. Most users of the bike lanes, according to the discussion, are actually avid cyclists who are commuting for exercise or commuting by e-bike. Casual riders usually stick to trails or local neighborhoods. Having reliably secure bike storage at destinations is very important and contributes to the use of bike lanes. When looking at how to build facilities, attention should be paid to how they will be used to ensure that they actually will get used.

Commissioner Marciante noted having heard a recent speech given by Washington State Department of Transportation Secretary Roger Millar. The information shared was interesting and valuable and was focused on how the department is thinking about challenges and balancing elements. One thing talked about was the legislative direction to reduce the number of annual per-vehicle miles traveled by 2050 as a means of reducing greenhouse gas emissions. Also discussed was the need for a resilient transportation system and the environmental challenges being faced in terms of climate change, as well as disasters such as earthquakes, infrastructure failures and cyber security threats. The importance of equity was discussed in terms of making sure the transportation system is accessible to everyone along with the need to address the negative effects of transportation on overburdened neighborhoods. There was attention given to the fact that the population is growing and there is a need for the transportation system to keep up with that growth. New tools and modes are needed to help manage travel. If the goal were to build enough lane miles to build out of congestion and to have lanes sufficient to allow everyone to drive at the posted speed limit, it would be necessary to build approximately 451 lane miles at an estimated cost of \$150 billion, which would require an increase in the gas tax of between 2.3 percent and 2.5 percent. There are, of course, limitations faced by the greater Puget Sound area to how many lanes wide the freeways can be. The resilient response will involve system expansion, active transportation, public transportation, ultra high-speed ground transportation, emerging aeronautics for freight access and supply chain package delivery.

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Wilburton Vision Implementation

Department of Community Development Strategic Planning Manager Janet Shull informed the Commissioners that a significant amount of work was done relative to the Wilburton Study Area in 2017-2018 to develop the vision the city is now focused on implementing. The objectives of the implementation effort are to adopt Comprehensive Plan amendments to support the vision for the planning area; to adopt a Land Use Code amendment to establish development standards and design guidelines to implement the vision goals and policies; and to adopt legislative rezones for parcels in the Wilburton planning area. Any and all policies having to do with transportation will be brought to the Transportation Commission for review and comment.

The effort is very important to the Wilburton Study Area itself and to the future of the city. A number of important issues related to the work will be addressed, such as the opportunity to create another successful transit oriented, multimodal, livable, sustainable and equitable community within the city. The Eastrail corridor runs north-south through the study area, creating an opportunity for a unique place to live and work in the city. There is a clear need in Bellevue and regionally for more housing, and the Wilburton area can satisfy some of that need. The implementation work is being done in coordination with the Comprehensive Plan periodic update. The adopted schedule for completing the Wilburton work is admittedly aggressive.

The Wilburton Study Area lies to the east of the Downtown core and south of the Bel-Red corridor. The east-west boundaries are I-405 and 120th Avenue NE, though the northern area extends easterly out along NE 8th Street. The 300-acre study area does not have the same boundaries as the Wilburton subarea. The implementation effort is focused only on the Wilburton Study Area subset of the Wilburton subarea, which will be evaluated as part of the overall Comprehensive Plan update process.

The Wilburton Study Area is part and parcel of the city's transit growth corridor. The area will be home to a future light rail station and is also within a ten-minute walkshed of three additional future light rail stations.

Continuing, Janet Shull said a great amount of work to develop the vision was done in 2017 and 2018 by the 15-member Council-appointed Citizen Advisory Committee. The CAC included members of several city boards and commissions, business representatives from within the study area, institutions, civic organizations and neighborhood residents. A great deal of community outreach and stakeholder engagement was part of the process. The Council on April 25 provided direction to move forward with the work program utilizing the CAC's vision as the baseline. The vision includes a preferred urban design framework; design principles; affordable housing; placemaking precedents; and recommended implementation strategies. The most intensive development, including towers, are envisioned as being located close to the freeway and the future Grand Connection. A midrise mixed use typology is envisioned for the area to the east and west of the future Eastrail corridor, and further to the east the vision calls for transitioning to lower density with a focus on residential uses.

Janet Shull said the CAC, property owners and residents all felt that transportation and connectivity was one of the most important aspects of the future vision for the Wilburton area. The study included indications of where additional connectivity could be provided by way of local streets, activated alleys and pedestrian paths. Connections to the Eastrail corridor are stressed in the report, which also recognizes the importance of 116th Avenue NE functioning as a grand boulevard. The NE 6th Street extension is called out as something that should be fully analyzed with termination points at either 116th Avenue NE or 120th Avenue NE. Sturdivant Creek runs through the study area and the CAC recognized the need for public rights-of-way to incorporate green storm water infrastructure and sustainability. The CAC also recognized that the streetscape provides opportunity for inspired design and placemaking.

With regard to parks and open space, the Eastrail corridor has opportunity for open space and active uses in coordination with King County. The vision also includes a central civic space, natural assets as public amenities, and well-designed pocket parks and plazas throughout the study area. The Wilburton implementation effort does not, however, include the Grand Connection itself as an element.

There are references in the vision to the need for housing in general and affordable housing in particular, a need which has become even more of an issue than it was in 2018. There is a real opportunity for additional capacity in the Wilburton Study Area and affordable housing should be incentivized. Ways to leverage city assets and to identify partnerships should be pursued. The vision also recognized the need for workforce housing. Along with housing, there is always a need to consider supportive services such as child care and daycare.

The Wilburton implementation process is currently in the reengagement phase. Presentations have been and are being made to the city's boards and commissions, as well as to stakeholder groups and organizations. A Wilburton implementation page on the EngagingBellevue website has gone live and it includes a questionnaire. The second phase of the work will focus on future land use and policy development. The effort is being coordinated with the period Comprehensive Plan update team which extends all the way out to the third quarter of 2023. Ultimately the target is to have Comprehensive Plan amendments adopted for Wilburton in the fourth quarter of 2023 ahead of the overall Comprehensive Plan update.

Commissioner Ting asked if the layered wedding cake design principle is critical or just nice to have. Janet Shull said the growth concepts for Wilburton are being looked at in concert with looking at the citywide. The CAC vision is serving as the baseline but the Planning Commission and others have already suggested that there might be opportunities in the Wilburton Study Area to look at other design concepts. The wedding cake approach is not necessarily applicable especially in light of the need for adding housing capacity.

Commissioner Ting noted that during public comment allusion was made to alternatives to the NE 6th Street extension relative to 116th Avenue NE and 120th Avenue NE. Janet Shull said there was an earlier draft EIS prepared for Wilburton in 2018. It looked at multiple alternatives for the NE 6th Street extension to both 116th Avenue NE and 120th Avenue NE. That work will be carried forward in the upcoming EIS work relative to Wilburton within the context of the city. How that will play out has not yet been identified. Commissioner Ting suggested including all alternatives along with a list of pros and cons.

Commissioner Kurz asked how changing the zoning will lead to changes in the actual community. Wilburton currently is home to big box stores and car dealerships. Janet Shull allowed that current conditions are far different from the CAC vision. Changes on the ground, however, cannot happen without changes to the zoning. From talks with stakeholders over the course of many years it is known that there is a lot of interest in redeveloping to the vision. That said, there are many viable businesses in the study area, including some recent retail development. Even with new zoning in place redevelopment of the area is not expected to occur overnight, and property owners will not be required to redevelop.

Commissioner Marciante suggested it might be interesting to the Commissioners to be reminded about the real-time development of the Downtown relative to when the land use changes occurred in the 1990s and the progression of each building that was permitted and constructed. The city has adopted new targets in association with the Puget Sound Regional Council that includes a certain number of jobs and a certain number of housing units. There is currently sufficient zoning to accommodate the target number of jobs, but not the target number of housing units. A decision will have to be made about where the housing is to be located and what the density should be. Janet Shull shared that the city's growth targets are capacity for 35,000 housing units and 70,000 jobs. The city already has the capacity to accommodate the jobs target but needs to add at least 8000 new housing units to meet the target. For the Wilburton Study Area, and in line with the 2018 vision and the draft EIS, the

estimated capacity was approximately 5000 housing units and 20,000 jobs. Those numbers are part of the baseline for moving forward. There has been a lot of talk about Wilburton having the potential to absorb more housing and that issue likely will be looked at.

Commissioner Marciante asked how many of the 5000 housing units would be in solely residential developments and how many would be in mixed use developments. Janet Shull said things are not at the point where that question can be specifically answered. Generally speaking, however, the Wilburton Study Area is envisioned to largely have mixed use developments.

Commissioner Rebhuhn stressed the need to continue seeking to hear the views of the different stakeholders when forming the vision for the area.

Commissioner Ting asked if any work had been done to see how the new redevelopment will mesh with the new transportation performance metrics and affect transportation system numbers. Mr. McDonald said that issue will be studied in the Environmental Impact Statement. The same firm that helped to develop the MIP and the performance targets is on the EIS team.

Vice Chair Beason thanked Janet Shull for the presentation.

B. Curb Management Plan

Senior Transportation Engineer Chris Iverson shared that on June 9 the Transportation Commission took action to transmit policy recommendations to the Planning Commission in support of curb management. Those Planning Commission took up those policies on June 22 and set a public hearing and subsequent action on the Comprehensive Plan amendment on September 14. The Council will take up the policies later in the year.

Alex Mercuri with Nelson/Nygaard reminded the Commissioners that five draft principles were presented to the Commission in June. That number was subsequently increased to six, and the initial five principles were revised based on the Commission's discussion.

The first principle, that parking pricing rates should be established to achieve target curb occupancy goals, also known as demand-based pricing, is generally aimed at the sweet spot of between 75 percent and 90 percent occupancy. That translates into having one or two spaces available on any given block, which reduces "circling" cars. The exact target can vary and may evolve over the life of the program. SF Park was one of the highest profile first implementations of the approach and currently has a target occupancy of between 60 percent and 80 percent. The rates are adjusted quarterly based on actual occupancy rates.

The second principle is that curb pricing should support efficient enforcement structures, ensure optimized mobility operations, and contribute toward streetside amenities. While somewhat complicated, the principle is aimed at finding the balance between the way the curb programs are managed on the city side to be efficient and tailored toward city goals, and keeping an eye on the program outcomes. The city of Austin, Texas, has established Parking Enterprise, a department fully funded from parking revenues. That provides for an additional layer of transparency while balancing how the program is operated with the prices and revenues. The revenues are reinvested back into programs. The program includes the development of parking and transportation management districts, which are local partnership structures formed with local neighborhood groups that share the parking revenues.

The third principle is that curb pricing should be easily communicated to and understood by the public. The process for setting the rates should be clear and simple enough for everyone to understand. Seattle is a good example of a city that shares a lot of data and information explaining what their rates are and how they have been set.

The fourth principle is that curb permitting structures should be simple and transparent. It refers not only to the specific prices but also the system of applying for, reviewing and maintaining permits. Many cities are shifting the process to web-based or digital portals that streamline the process on both sides, allowing for easy and efficient management and operation, as well as monitoring and enforcement. Portland's Healthy Business Program allows businesses to apply for permits to use the curb or a parking lane for various uses and the portal used is streamlined and clear in all aspects.

The fifth principle is curb pricing structures should include strategies to ensure equitable outcomes. The idea is to think about price rates and rate structures that can accommodate the different impacts pricing can have on different types of users, like low-income users, and making sure the pricing program accounts for those impacts. It also is about making equity decisions about how revenues are spent in the community, and setting enforcement goals that are equitable throughout the city. Austin's program reflects equity goals in various ways, including its Affordable Parking Permit Program which was launched in 2016 to provide access for lower-income service and retail employees and make sure of underutilized private spaces. Revenue to fund the off-street facilities comes from on-street parking. The monthly permits range from \$35 to \$65.

The sixth principle is curb pricing should achieve city goals and policies. The intent is to make sure the programs and all their details reflect the goals and policies of the city established by the Comprehensive Plan, the Mobility Implementation Plan, the Environmental Stewardship Plan and the Pedestrian/Bicycle Plan. Boulder, Colorado, is a city that does a good job of pulling it all together by using parking revenues to fund a wide variety of programs ranging from transit pass programs to the bike share system, streetscape improvements and public wi-fi service.

Commissioner Marciante asked if the focus was on parking pricing only or also on the pricing of other curb uses. Chris Iverson said the focus was on all potential pricing of the curb, not just the parking.

Commissioner Ting pointed out that the first principle was solely focused on parking. Chris Iverson said that is because parking is such a critical component of curb use. The project team felt there should be a principle targeted only on parking.

Commissioner Ting questioned how the issue of equity would play out in the city. At some point it would be helpful for staff to provide the Commission with some examples.

Commissioner Ting asked if capacity hitting 70 percent utilization would be more a function of cost or the number of parking spots available. Chris Iverson said the focus is specifically on the demand side and assumes existing parking. On the supply side of curb management, the number of parking stalls could be increased, but from a broad perspective it is important to consider the total quantity of potential parking in the urban core, not just at the curb which constitutes a very small percentage of the total number of parking spots.

Commissioner Marciante suggested that the supply could change based on what uses are

permitted. Chris Iverson agreed and suggested that could be considered in the recommendations.

Commissioner Rebhuhn suggested there are competing forces in trying to maximize the curb capacity zone while also working with equity pricing. Lauren Mattern, consultant with Nelson/Nygaard, said there are cities that use their parking revenues to fund equity focused mobility solutions, usually in the form of transit passes. Others pull in other parking aspects, including off-street spaces, to benefit the equity concerns as they arise. There are always complicating factors and overlaps which only emphasizes the need to think broadly about all the curb uses together and casting the same lens across all modes.

Commissioner Ting commented that the notion of competing priorities is very interesting. A principle or guideline is needed to help understand how each is to be balanced. Chris Iverson agreed to bring the topic back for consideration when the focus is on reviewing the draft Curb management plan.

Commissioner Marciante stressed the need to avoid having staff dictate how to balance all the tradeoffs. While the tradeoffs and the principles should be outlined, it is the role of the Council to balance the priorities and the principles. Commissioner Ting concurred.

Turning to the issue of curb pricing strategies, Lauren Mattern said the principle of supply and demand, which has been termed “curbonomics,” is the underlying force in strategy development. The curb is a limited resource and pricing is the most effective way to manage the curb demand, reflect the full economic value of the curb, help achieve the city’s curb goals, and support ongoing and future growth. The five strategies that summarize the overall direction have been revised since the Commission’s June meeting based on the previously discussed principles. Each of the five strategies is focused on urban core neighborhoods. The strategies are: launching a paid on-street parking program to manage the current and future demand; exploring strategies to charge for specific load and unload activities at the curb; revisiting existing curb use lease fee permit structures; formalizing micromobility permit structures; and creating permanent parklet and on-street dining permit programs.

Continuing, Lauren Mattern said there are three primary approaches to curb pricing: pay by use; user permits; and operator permits and lease fees. Each strategy has different pros and cons, but the first two are the most direct at managing demand. In addition to the five core pricing strategies, there are other strategies, some of which are more focused on additional curb pressures that may not yet exist. While pay by user is the ideal form of demand management, there are often operational hurdles for broad use. When available, appropriate and functional, it is a great method for things like paid on-street parking, but there are instances where it is more appropriate for the operator to pay rather than a direct user.

There is a broad interest on the part of many cities in charging transportation network companies like Uber and Lyft for curb access, and there are solid policy reasons for doing so. However, identifying practical methods for doing so can be challenging. The options could include transportation network companies permitting and usage taxes and fees; cordon zone pricing; LPR technology to monitor pick-up and drop-off zones. The implementation detail and action plan underlying the strategies could not be more important in cross cutting all the different strategy types and bringing them together to work in lock step, which is the goal of the consolidated curb management plan. The potential next steps for curb pricing implementation are the establishment of a curb management team and plan for directing the team; consolidating curb enforcement and position it to be more effective; and consolidating

and clarifying the use of curb-related revenues.

Commissioner Ting suggested options for people wanting to drive and park in Bellevue once there is a paid parking policy in place. First, they could just pay for parking. Second, they could hunt for cheaper or free parking, possibly in surrounding neighborhoods. Third, they could look at alternate modes, such as walking, biking or transit. The fourth option would be simply not to go to Bellevue at all, which is the option the city wants to avoid. Chris Iverson said his team have been discussing the impacts of implementing a paid parking program. It is very difficult to say what the response would be in Bellevue.

Lauren Mattern said the city is in the enviable position of having the experiences of other cities to study. Some early programs that were set up as pilots were very well studied, including Estes Park which was a federal case study aimed at collecting the maximum amount of data collection and analysis. The metadata points to pricing being one of the most effective transportation demand management tools available. It is also worth noting that parking demand is more elastic than everyone thinks, something that has been established by some of the underlying research. The details of how people change their behavior, however, are complicated and nuanced. The studies that have attempted to track sales tax revenue outcomes have found them to be uncorrelated to parking prices increasing, but that should never be overstated because economies are incredibly complicated.

Alex Mercuri, consultant with Nelson/Nygaard, said there are reasons to believe that adding pricing can be good for businesses, depending on context and the economy. One of the main goals of on-street parking is to make it easier to park, so the tradeoff of having to pay to park is making it easier to find a space. In busy commercial districts that lack priced parking, customers have difficulty finding parking and often circle looking for it. The turnover that is encouraged by having priced parking also makes the curbs more productive over the course of the day.

Commissioner Marciante referred back to the curb pricing principles and encouraged a rewrite to read “curb pricing rates should be established to achieve target parking occupancy goals...”

Commissioner Kurz concurred and encouraged the city not to punt on trying to charge the transportation network companies for their use of the curb. The technology to do so is closer than thought and in fact the data is already out there. It would be good to have users actually have to walk to a mostly empty bus stop to catch a ride with Uber or Lyft. Chris Iverson allowed that one of the policy items recommended by the Commission is focused on continuing to assess curb technologies. One of the curb pricing strategies is to consider future pricing approaches for any use that rises up. The Commissioners were encouraged to review the curb pilot report on the curb management plan website.

Vice Chair Beason also agreed with the suggestion of Commissioners Marciante and Kurz about the curb pricing language.

Chris Iverson said the Commission’s discussion of curb management content will continue in October. The topics of curb typology and the supply side will be on the table at that meeting. Beyond that, attention will be given to the curb playbook before transitioning to the actual draft plan early in 2023.

Commissioner Ting agreed with Commissioner Kurz regarding transportation network companies. In regard to policy, a determination should be made for how much the city wants to

encourage or discourage transportation network companies from both a traffic standpoint and an environmental standpoint. When implementing paid parking, the public will likely look at it in a negative way. Solid messaging will need to be used to explain why it is being done, including the fact that funds will flow back to the neighborhoods. Every effort should be put into creating a paid parking program that only funds itself and provide no additional value.

Commissioner Kurz asked if there will be any interaction between the cost of public parking and the cost of private parking. Chris Iverson said a broad parking assessment or study is outside the scope of the project. It is, however, a good consideration. As a rule of thumb, a lot of the literature points to the curb being one of the most valuable assets within a city structure because of its ease of accessibility. Some of Bellevue's parking supply is private and paid over which the city has no say, but it certainly is a consideration.

Commissioner Marciante commented that there are many different and valuable ways to use the curb space. The focus so far has been primarily on parking occupancy. Other curb uses, such as bicycle, transit, food trucks and transportation network company spaces also need to be given a nod in the plan.

Commissioner Rebhuhn asked if the on-street dining use is considered to be a seasonal use. Chris Iverson said what is under consideration is the creation of a permanent permitting structure regardless of the time frame. No such permit structure is currently in place.

8. APPROVAL OF MINUTES

A. June 9, 2022

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

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS

A. Approval of Commissioner Remote Participation for the September 8 Meeting

A motion to approve Commissioner Ting participating remotely was made by Commissioner Rebhuhn. The motion was seconded by Commissioner Marciante and the motion carried unanimously.

A motion to approve Commissioner Helland participating remotely was made by Commissioner Marciante. The motion was seconded by Commissioner Rebhuhn and the motion carried unanimously.

11. ORAL AND WRITTEN COMMUNICATIONS

Carl Vander Hoek spoke representing Vander Hoek Corporation, owner and operator of commercial buildings in Old Bellevue. The company has firsthand experience and operational knowledge about how the city curb is and has been used. Many of the changes under discussion have not been adequately reviewed by the community at large. There are many concerns still to be addressed, including equity issues involved with taking public space and contributing it to a private sector benefit for transportation network companies and food trucks.

More study and answers are needed. There is also the matter of public right-of-way capacity. Regardless of how good the policies are and implementation is, they will only be as good as the enforcement. The city's current approach to enforcement leaves many wanting more. The main concerns are lack of input from stakeholders, including the police department, delivery drivers and transportation network companies. Public parking should not be taken away from private use without considering the economic impacts.

Bill Pop, a resident of Enatai and a transportation planning engineer, encouraged the Commission to keep its eye on the ball with respect to what is really important to the vast majority of Bellevue citizens, which is traffic congestion. The new MMLOS policies have plenty of feel-good and fun notions, but it can distract from the fundamental issue of traffic congestion relief. The fact is that 87 percent of all trips are by vehicle. There are two figures in the multimodal plan report that are derived from loading the 2024 land uses onto the 2033 Transportation Facilities Plan. The figure are for system intersection performance and corridor speed performance. The intersection figures show that 38 system intersections failing a very low LOS target.

12. REVIEW OF COMMISSION CALENDAR

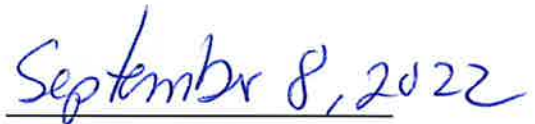
Mr. McDonald took a moment to review the Commission's calendar of upcoming meeting dates and agenda items.

13. ADJOURNMENT

Vice Chair Beason adjourned the meeting at 8:58 p.m.



Secretary to the Transportation Commission



Date