

CITY OF BELLEVUE
HUMAN SERVICES COMMISSION
MINUTES

January 3, 2018
6:00 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chairperson Mercer, Commissioners Kline, Ma, Oxrieder, Perelman, Piper

COMMISSIONERS ABSENT: Commissioner McEachran

STAFF PRESENT: Alex O'Reilly, Dee Dee Catalano, Christy Stangland, Department of Parks and Community Services; Kevin McDonald, Department of Transportation

GUEST SPEAKERS: None

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER

The meeting was called to order at 6:00 p.m. by Chair Mercer who presided.

2. ROLL CALL

Upon the call of the roll, all Commissioners were present with the exception of Commissioner Perelman, who arrived at 6:23 p.m., and Commissioner McEachran, who was excused.

New Commissioner Ben Piper introduced himself, noting that he moved to Bellevue in 2013 from Boston. He said he works in the field of market research, participated in the Bellevue Essentials program, and is a court-appointed special advocate for the foster care system.

3. APPROVAL OF MINUTES

A. November 7, 2017

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

B. November 21, 2017

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

4. PETITIONS AND COMMUNICATIONS

Ms. Liliana Godinez, McKinny-Vento and Foster Care Coordinator for the Bellevue School District, said she was present to observe the work of the Commission. She said she was interested to learn how the Commission can support her work with students who are homeless or in foster care. Currently there are some 200 homeless students in the Bellevue School District, 20 of whom are unaccompanied minors ranging in age from three to 17 who are residing either on their own or with family or friends who do not have legal custody. There are also 66 students currently in foster care.

5. ELECTION OF OFFICERS

A motion to open nominations for Commission Chair was made by Commissioner Oxrieder. The motion was seconded by Commissioner Ma and the motion carried unanimously.

A motion to nominate Chair Mercer to serve as Chair was made by Commissioner Oxrieder. The motion was seconded by Commissioner Ma and the motion carried unanimously.

A motion to close nominations for Commission Chair was made by Commissioner Oxrieder. The motion was seconded by Commissioner Ma and the motion carried unanimously.

The motion to elect Chair Mercer to serve as Chair carried unanimously.

A motion to open nominations for Commission Vice Chair was made by Commissioner Oxrieder. The motion was seconded by Commissioner Ma and the motion carried unanimously.

A motion to nominate Commissioner Kline to serve as Vice Chair was made by Commissioner Oxrieder. The motion was seconded by Commissioner Ma and the motion carried unanimously.

A motion to close nominations for Commission Vice Chair was made by Commissioner Oxrieder. The motion was seconded by Commissioner Ma and the motion carried unanimously.

The motion to nominate Commissioner Kline to serve as Vice Chair carried unanimously.

6. STAFF AND COMMISSION REPORTS

Commissioner Oxrieder noted that she visited the India Association of Western Washington center along with Commissioner Kline and Human Services Planner Christy Stangland. Commissioner Perelman participated via telephone. She said the visit proved to be very informative.

Commissioner Kline said they met with the director and two of her assistants, one of whom is the only paid employee and who coordinates the different programs. She said volunteers run the various programs and it was stated that the agency is exhausting its volunteer capacity. One of the agency's main needs is funding to hire staff to keep the programs functioning.

Christy Stangland added that there was discussion about the needs and challenges of the clientele served by the organization, many of whom are low-income and isolated.

Commissioner Kline said the India Association of Western Washington has an extensive network in place to assist in placing well-educated and highly skilled individuals in jobs. She said the representatives were encouraged to contact Jewish Family Service, which is just starting to develop a similar program, to see if there could be ways to work together.

Ms. O'Reilly informed the Commissioners that Councilmember Robinson, the Commission's current Council liaison, had been appointed Deputy Mayor on January 2. She said she did not know if Council Robinson would be continuing in the role of liaison to the Commission. A decision will be made at the upcoming Council retreat.

7. DISCUSSION

A. City of Bellevue Transportation Commission and Staff Overview

Ms. O'Reilly said the Commission's interest in learning more about transportation was evident in discussions held toward the end of the year. She said it has long been known that transportation has a huge impact relative to impacting human services.

Senior Planner Kevin McDonald said there are 144 staff in the Department of Transportation. The department has an operating budget of \$63.6 million and capital budget of \$108.2 million, in addition to the recently approved transportation levy, and it takes a number of staff to bring projects online. The mission of the department is to provide a safe and efficient transportation system for everyone in the city, regardless of age or ability to get around. The department has three major divisions. The planning and finance division conducts long-range planning, engages in modeling and forecasting, and manages the budget. The design and construction division is focused on engineering, construction inspection and pavement management. The

traffic management division addresses street maintenance, safety programs, traffic operations and development review.

There are more than 200 signalized intersections in the city, along with over 325 miles of sidewalks and 1100 lane miles or roadway. There are also more than 8000 street lights and 17,000 street signs. There are also numerous bike lanes in the city and more of them are being built to provide a more connected and safe bicycle network.

In planning, designing and operating the systems, the focus is on all mobility options, including vehicles, pedestrians, bicycles and transit. There is adopted policy guidance that helps to identify priorities. For instance, the Transportation Commission recommended and the City Council approved the notion of walking as the easiest way to get around in the downtown. Emphasizing that one mode has at times resulted in deemphasizing other modes, including vehicles, which means that by policy and design some congestion is to be expected in the downtown.

Mr. McDonald said he serves as staff to the Transportation Commission. He explained that the Transportation Commission is charged with helping staff understand the mobility needs of the entire city and helping to translate those needs into projects to be funded through the Capital Investment Program. The seven members of the Transportation Commission have diverse interests relative to mobility. There are often dynamic and interesting conversations associated with the recommendations that are ultimately made by the Transportation Commission to the City Council. In December the body approved new bylaws. The Transportation Commission on occasion holds its meetings in the community away from City Hall.

The powers and duties of the Transportation Commission are defined in Bellevue City Code 3.63.070. Of most importance to the Transportation Commission is the work it does relative to multimodal system planning and long-range transportation planning given the growth of the city and the resulting demands for multiple options for getting around the city. Under the new bylaws, the Transportation Commission must provide at least quarterly communications to the City Council highlighting major activities, future work plans, changes in work plans, and any policy direction requested by the Council. In addition, the Transportation Commission must cooperate and coordinate duties with other Council-appointed boards, commissions, committees and task forces as appropriate.

In 2017, the Transportation Commission recommended and the Council approved a Complete Streets policy entailing the notion that during the scoping, planning, designing, constructing, maintaining and operating of transportation projects, consideration is to be given to all modes and all users. That does not mean that on every street there will be bike lanes or transit, but rather that those and all modes will be taken into consideration along with the local context. The approach involves engaging with local communities around each project prior to design and prior to the construction.

Chair Mercer asked if the process of considering all modes and all users includes seeking input from sources such as the Needs Update, interacting with other departments able to articulate specific issues for specific populations, and reaching out to specific population groups in addition to local neighborhoods near projects. Mr. McDonald said all of those steps are taken, with the exception of reading the Needs Update. The planning process rests heavily on various adopted plans such as the modal plans, the Transit Master Plan and the Pedestrian/Bicycle Plan, each of which was developed in conjunction with exhaustive community outreach and engagement. Additional community input is sought at the design and implementation stages for many of the larger projects. For major programmatic and modal plans, like the Transit Master Plan, and for major Capital Investment Program projects, the city is obliged to comply with all Title VI requirements that include reaching out to all affected populations who may be underrepresented in terms of ability, age, race and language; those populations are identified through census data, and outreach to them is conducted using all means available to the city.

Commissioner Perelman commented that other jurisdictions in the area have put in place transportation solutions for population groups such as senior citizens. Bellevue does not provide enough transportation for its various population groups based on surveys that have been done.

Commissioner Kline asked how much of the work of the Department of Transportation is related to alternative methods of transportation as opposed to capital projects. Mr. McDonald said the Department of Transportation is in the business of providing for transportation infrastructure. The city does not provide transportation services. The relationship between human services needs and infrastructure is clear and is addressed in planning efforts. During development of the Downtown Transportation Plan, the level of outreach to the city's various boards and commissions included several sessions with the Bellevue Network on Aging where specific service needs were expressed along with information about how some streets in the city due to width and traffic volumes serve as barriers to mobility for seniors. The Transportation Commission took that to heart and in the Downtown Transportation Plan provided for midblock crossings that are signalized and that often include median islands. The Transportation Commission also recommended improvements to intersection crossings, many of which are currently being implemented, that involve wider crosswalks, longer crossing times, and even shelters for those waiting for the signal to change.

Chair Mercer asked if the Transportation Commission regularly interfaces with agencies such as King County Metro and Sound Transit that actually provide transportation services. Mr. McDonald said very little of the work done by the Transportation Commission is related to other jurisdictions or agencies. It is the expressed intent of the Council for the Transportation Commission to not engage in that way; the Council reserves for itself all jurisdictional issues. Development of the Transit Master Plan involved working with transit service providers. The plan,

however, provides for the infrastructure on which buses operate and does not in any way address the operation of those buses.

Ms. O'Reilly pointed out that the city has a number of ways to communicate specific needs to transportation providers. Mayor Chelminiak sits on the Regional Transit Committee and through that venue he is able to highlight and advocate on behalf of identified needs. Mr. McDonald added that Councilmembers have seats on all regional bodies, including transit committees, and Department of Transportation staff support the Councilmembers in their work. Those efforts are not, however, a function of the Transportation Commission.

Mr. McDonald said part of a Complete Streets analysis involves taking a look at the kinds of transit services that are needed on a given street, who is using the service, determining where they are going, and considering the types of facilities they may need.

Commissioner Perelman asked if the Department of Transportation is involved in planning facilities around schools. Mr. McDonald said the department works closely with the school district in planning for facilities. Development review staff in the department work with all development, including that done by the school district, to develop needed transportation networks and systems, whether that be a school campus or a downtown highrise.

Chair Mercer asked if other cities in the area are structured similar to Bellevue in terms of how their departments and commissions address mass transit. Mr. McDonald said every city is different, and in fact Seattle does not even have a transportation commission. Kirkland only recently established one. Mr. McDonald allowed, however, that he did not know what the respective roles and responsibilities are for the cities that do have transportation commissions.

Mr. McDonald said the Transportation Commission recommended and the Council approved the Downtown Transportation Plan late in 2017.

Multimodal LOS is a new concept the Transportation Commission is engaged in. It involves new ways to measure mobility utilizing different standards and guidelines.

The Transportation Improvement Program is a wish list of all transportation projects that have come out of the planning work done by staff with the community. The list is revised every couple of years.

The Transportation Management Program is a program in which the city works with employers to reduce the number of single-occupant commute trips. The program involves both incentives and disincentives.

The Transportation Facilities Plan is different from the Transportation Improvement Program (TFP) in that it has dollars attached to the projects. The TFP includes only

those projects deemed to be the highest priority as recommended by the Transportation Commission based on the established criteria. Capital Investment Program projects, which are those that are funded and built within six years, are pulled from the TFP.

Vision Zero is an initiative aimed at reaching zero traffic deaths and serious injuries on Bellevue streets by 2030. There are a number of programmatic and design issues the city is addressing in order to make the transportation system safer overall. The Transportation Commission initiated its work on Vision Zero in 2017 and will continue working on it in 2018.

Mr. McDonald said the Council has directed implementation of the Pedestrian and Bicycle Implementation Initiative. To that end, a bicycle demonstration project will be launched on 108th Avenue NE that will involve adding bicycle lanes between Main Street and NE 12th Street to see how well it works. The street is important for cars, transit and bikes.

The Transportation Commission is also set to begin addressing the notion of establishing a bike share program in the city. Currently there is no proposal on the table but there are a number of companies interested in providing the service in Bellevue.

The Transportation Commission is focused on a number of project types to be addressed with transportation levy funds, particularly projects focused on neighborhood congestion reduction. The Eastgate area has emerged as a place where people are concerned about the level of congestion reducing their quality of life.

Commissioner Kline asked what groups tend to use bike share programs the most, those who are already bikers or those who are in need of transportation. Mr. McDonald said both groups use the programs but primarily they are used by riders wanting to get around town, as well as by tourists. Bike share often serves as a way to fill gaps transit cannot fill.

Commissioner Ma asked if there has been any interest in establishing car share programs in Bellevue. Mr. McDonald allowed that the city has been approached by both Car2Go and ReachNow. Car share programs are difficult to achieve in Bellevue for a couple of reasons. Most of the people share programs target are in dense urban environments and where urban environments exist in Bellevue there is no on-street parking, something car share services rely on. In Bellevue the conversation has turned to off-street parking in the form of surface lots or garage structures. All off-street spaces in Bellevue are privately owned, however, so it becomes more of a private concern.

Commissioner Piper asked if the concept of autonomous vehicles is being incorporated into transportation planning efforts. Mr. McDonald said the

Transportation Commission is looking at autonomous vehicles as one component of an intelligent transportation strategy that involves autonomous, connected, electric and shared vehicles. The Transportation Commission is working with staff to determine if there are policy or implementation strategies needed in the city.

Commissioner Ma said it was helpful to know what the Transportation Commission does not do, but added it would be a good idea for the Human Services Commission and the Transportation Commission to discuss issues of infrastructure needed to improve access to agencies.

Chair Mercer agreed and said depending on how the question of advocacy plays out, the Commission may well want to brainstorm ways to coordinate with the Transportation Commission. She said she would invite the Transportation Commissioners to read the Needs Update as one means of spurring interest on their part. Mr. McDonald said policy and advocacy informs what infrastructure gets built. The advocacy efforts by the Network on Aging for easier ways to cross the street is resulting in projects to that end. The Transportation Commission would welcome a focused conversation on a specific mode or geographic area of the city around which the Human Services Commission has information that could help the Transportation Commission make more thoughtful recommendations about policies and projects. The Transportation Commission does not have full authority nor the resources to do everything, but it is made up of creative people capable of looking at problems and coming up with solutions.

Commissioner Perelman asked if the Transportation Commission is actively planning transportation projects and infrastructure for the Spring District. Mr. McDonald said the Spring District is currently developing based on policies that were established seven to ten years ago. A programmatic look-back at the Bel-Red policies, code requirements and plans is just getting underway to review what is working and what should be revised. The Council will kick off the study in the next couple of weeks and the scope of the work will include transportation infrastructure issues. There likely will be opportunities for the Human Services Commission to provide comment. The Human Services Commission is represented on the Wilburton CAC study, which has been going on for some time, as are the Planning and Transportation commissions.

Ms. O'Reilly said Senior Transportation Planner Franz Loewenherz will attend the February 6 meeting of the Commission. She said part of his role is to work with regional transit providers and he will bring the Commission up to speed on conversations with King County Metro.

Chair Mercer reiterated her recommendation that the Transportation Commissioners be encouraged to read the Needs Update, or to provide them with a presentation on it at one of their meetings. The process could lead to the two commissions developing a specific transportation point of view that could be presented to the Council. Ms. O'Reilly said the Needs Update will be formally presented to the Council on February 5 and at that time transportation could be referenced as an issue. She agreed that it

would be good to have staff and a Commissioner give a presentation to the Transportation Commission. Chair Mercer said she would like to have had a Transportation Commissioner present for the update given by Mr. McDonald. Christy Stangland explained that under the new by-laws just approved by the Transportation Commission, no Commissioner can attend meetings and speak on behalf of the Commission without the approval of the full Commission, and since the Transportation Commission does not meet until January 11, there was no opportunity for the Transportation Commission to approve having a Commissioner attend the Human Services Commission meeting. Ms. O'Reilly added that the by-laws the Human Services Commission will be adopting soon will include the same provision.

Chair Mercer said she would like to see formalized in some way the conversations the Commission has had around transportation issues over the past year and present it to the Transportation Commission.

8. DISCUSSION

A. Human Service Commission Options for Addressing Transportation/Mobility Issues

Christy Stangland reported that the Network on Aging Transportation Committee met on November 27 to hear a report from Department of Transportation Director Dave Berg and Senior Transportation Planner Franz Loewenherz. One thing the group wanted to see implemented was the Hyde shuttle, a van service operated as a partnership between Sound Generations and King County Metro that is free to those who are 55 and older and the disabled. King County Metro provides the van and a subsidy for insurance and fuel costs, and Sound Generations seeks grants to pay for the drivers. The Network on Aging was encouraged not to seek a solution on its own, rather to play an advocacy role in demonstrating the need. The options discussed included writing a letter to the King County Council, the Regional Transit Committee and/or King County Metro. The Network on Aging concluded that the Human Services Commission should be invited to be part of the advocacy effort. The group agreed on the importance of framing the issue of equitable access, articulating the challenges, and including personal stories, as well as identifying any potential partners.

Christy Stangland said after the meeting she and Ms. O'Reilly reached out to Mr. Loewenherz to work out the level of impact through staff and the Transportation Commission. That conversation led to inviting Mr. McDonald to attend the Commission meeting and provide a report. Christy Stangland said Mr. Loewenherz also set up a meeting with King County Metro at which she and Ms. O'Reilly met with three staff from Metro. During that meeting, the focus was on different advocacy options and the conclusion reached was that a letter should be drafted and sent to King County Metro. Following the meeting, an email was received from King County Metro indicating their desire to work with the Human Services Commission and the Network on Aging to determine the need and solutions.

Ms. O'Reilly stated that King County Metro staff have been given direction by King County Councilmembers, including Councilmember Balducci, to work throughout the county to better assess the mobility needs of people with disabilities as well as others. That direction means it will not be necessary to go through the King County Council to get Metro to assign staff to the process. Initially it will be more important to share information rather than data as the process kicks off.

Commissioner Oxrieder said one thing that has been clear from talking to agencies is that people often find it difficult to get to them. Chair Mercer recalled that the folks at the shelters talked about the fact that many who stay in the shelters and who are employed must get to work very early in the morning, often before transit begins operations for the day; those people have a very difficult time getting from the shelter to their work locations. On the weekends there is even less access to transit. One story told was of a man who needed to work on Saturday in order to keep his job and he had to spend nearly his full amount of pay for the day hiring Uber to get him to work. Commissioner Kline suggested that any agency that provides employment services and medical services should be able to provide similar stories.

Ms. O'Reilly pointed out that the Network on Aging has already begun collecting stories about the impacts on older adults that include isolation and depression. Christy Stangland suggested it would be in order to reach out to providers seeking stories to tell.

Chair Mercer said the stories she had heard involve seniors and the disabled but also those wanting to get to medical appointments and teenagers.

Commissioner Ma said it would be good to know if there are particular geographical hot spots where services are needed. Ms. O'Reilly said she had only anecdotal information in that regard, no hard data. It is known where there are concentrations of agencies.

Christy Stangland suggested telling the story of what the transportation needs are, the focus does not have to be on King County Metro alone. The wider view should be taken in identifying the needs generally.

Commissioner Ma pointed out that it is hard to get from one part of Bellevue to another using transit. It is far more efficient to get from Bellevue to Seattle at certain times of the day. Commissioner Perelman agreed and said early mornings, evenings and weekends are the most difficult times to get around by bus.

9. DISCUSSION

A. Potential Agenda Topics for 2018

Ms. O'Reilly called attention to the memo in the packet that set out a laundry list of potential agenda topics. She pointed out that after the first quarter of the year, the Commission will be heavily focused on reviewing applications.

Grant Coordinator Dee Dee Catalano informed the Commissioners that the joint January 9 equity training session with other Eastside cities had been canceled. There will be three identical training sessions in all to accommodate everyone, with the first having been rescheduled to March 6; the other two sessions will likely be in March as well.

Chair Mercer said scheduling joint commission meetings was high on her priority list. She said it would be particularly good to schedule a joint meeting after everyone has completed their funding processes to discuss what works and what does not. Ms. Catalano said the idea had merit. She pointed out that some cities do not even start reviewing applications until later in the summer and do not have their preliminary recommendations until later in the fall, but scheduling a debriefing or lessons learned session later in the year would be valuable.

Commissioner Perelman commented that updates relative to state and federal legislation is a topic that would interest everyone. Having that conversation would be helpful before the allocation process begins. Ms. O'Reilly agreed and suggested having the discussion at the second meeting in February. She noted that the state legislature would begin a short session on January 8 and there are some items brewing about which there may be more information by later in February, including Medicaid moving to a managed care model for behavioral health, which will impact county dollars.

Commissioner Oxrieder noted that Commissioner McEachran on more than one occasion had asked for an updates regarding coordinated entry and the Bellevue police and fire departments. Ms. O'Reilly said that can be put on the schedule.

Commissioner Perelman asked about upcoming agency visits. Christy Stangland said she was working to schedule visits to Hero House, Eastside Legal Assistance Program, Eastside Baby Corner and Bellevue College. She noted that she was open to additional options. Commissioner Perelman proposed considering YES and Kindering Center.

With regard to the applications, Ms. O'Reilly offered the Commissioners the opportunity to receive them either electronically or in printed format. The consensus was that they should be delivered in printed format to facilitate making notes.

11. NEW BUSINESS - None

12. PETITIONS AND COMMUNICATIONS

Ms. Pamela Johnson, 4731 122nd Avenue NE, said she is the president of the Bridle Trails Community Club and is the current president of a new group called One Bellevue that is focused on leadership throughout the community coming together in search of common ground. She noted that in Sweden they are acquiring and using small cars in town centers and they are almost as cheap as buses. One thing that is difficult for citizens in Bellevue is that commission meeting minutes do not come out for a month or more after a meeting. Any innovation that could get the minutes out sooner should be considered. She questioned whether anyone is working on the overall community needs. King County does things, and Bellevue does things, but someone should be looking at the big picture. The Together Center in Redmond is an excellent model. The Council retreat is coming up, but it will also have a meeting a few weeks later in which they get down to the nitty gritty details. One Bellevue is working to develop a list of issues for the Council to address at its retreat. There has been no outreach to the Bridle Trails community to date about the proposal to locate a homeless shelter on the OMFE site. The issue is where the shelter should be located, not how it should be operated, although how it will be run is part of the cycle and ties into how the shelter should be built. There may be some synergy between the Together Center and the shelter. Land is expensive but uses can be layered. In Washington D.C. there is a fire station that includes a shelter, housing and a recreational facility on the upper floors.

13. ADJOURNMENT

A motion to adjourn was made by Commissioner Kline. The motion was seconded by Commissioner Ma and the motion carried unanimously.

Chair Mercer adjourned the meeting at 8:19 p.m.

Secretary to the Human Services Commission

Date

Chairperson of the Human Services Commission

Date