

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

January 23, 2025  
6:30 p.m.

Bellevue City Hall  
Hybrid Meeting

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

COMMISSIONERS REMOTE: None

COMMISSIONERS ABSENT: Chair Stash,

STAFF PRESENT: Kevin McDonald, Michael Ingram, Kristi Oosterveen, Department of Transportation

OTHERS PRESENT: Councilmember Nieuwenhuis; Chris Breiland, Fehr & Peers

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

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

2. APPROVAL OF AGENDA

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

3. ORAL AND WRITTEN COMMUNICATIONS

Vice Chair Magill noted that staff had forwarded to the Commission all written communications received since the January 9 meeting.

Alex Tsimmerman began with a Nazi salute and called the Commissioners dirty damn Nazi Gestapo fascist cockroaches, mobsters and banditos spoke regarding the police department. A huge part of transportation is the police department. For the last three months the issue has been raised with the City Council about the police commissioner who does not open meetings to the public so people can present issues. Seattle allows people to speak at its police commission meeting. Bellevue police is acting like a Gestapo, even prosecuting cases against the speaker in the form of 15 tickets. Councilmember Nieuwenhuis is a classic example of a Nazi Gestapo fascist jihadist antisemite who always turns to face the wall when testimony is given by the speaker in Council chambers. The Transportation Commission can help to open the police commission to the public. Mayor Robinson is also a pure Nazi imbecile. People have rights.

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

Councilmember Nieuwenhuis reported that the Council is easing into the new year. The two meetings held so far have been fairly light in content. There are, however, two items that are rather important. The Council passed a code amendment to make it easier for those who own commercial or multi-use property to convert it to multifamily housing in Bellevue. While there does not appear to be a huge demand currently owing to the cost of conversions, the amendment may spark some interest. The Council also voted as part of the Downtown Subarea Plan to ensure the Downtown's status as a regional growth center.

Councilmember Nieuwenhuis reported that Councilmember Zahn is moving to the State House, having been appointed by the King County Council to fill a role that was previously held by Tana Senn, who was appointed by Governor Ferguson to head up the Department of Children, Youth and Families. The Council will be moving into an appointment process quickly since it is down to only six Councilmembers and is need of a seventh.

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Transportation Facilities Plan Update

Senior Transportation Planner Michael Ingram provided the Commissioners with a status map of the priority bicycle corridors, noting that the corridors were developed as part of the Pedestrian and Bicycle Plan update in 2009, primarily to address complaints about incomplete connections across the city. The intent was to ensure continuous corridors instead of having nice facilities that abruptly end. There are targets related to the priority corridors, though they were not met and are not currently a focus of the evaluation process. Highlighted in green on the map are two places where additional improvements were constructed in 2024: Eastrail from NE 12th Street to NE 4th Street, which opened in the summer and Spring Boulevard between 130<sup>th</sup> Avenue NE and 132nd Avenue NE adjacent to the BelRed Station.

Mike Ingram said overall there are 27 bicycle projects on the TFP candidate projects list drawn from several sources, including 13 referrals from Bike Bellevue, four of which are advancing to implementation: NE 2nd Street, NE 12th Street, the corridor along 116<sup>th</sup> Avenue NE, NE 4<sup>th</sup> Street and 120<sup>th</sup> Avenue NE, and the short piece on Lake Washington Boulevard just west of downtown connecting to Meydenbauer Bay Park. Those projects are in the overall candidate list, but they will not advance into the TFP process, because they are already on track to happen. One other Bike Bellevue project on 140th Avenue NE overlaps with an existing TFP project, TFP 245, leaving only eight remaining projects from Bike Bellevue that will need to be considered in the TFP process.

Another source of projects is the Mobility Implementation Plan (MIP). An exercise undertaken in 2024 identified all the bicycle network gaps identified in the MIP. There is a defined network and a target for the level of comfort desired for each bicycle corridor segment, and

wherever existing conditions fall below that target there is a defined gap. There are many gaps around the city, but a scoring system is used to identify the higher priority locations. In all, 11 higher priority gaps were identified and advanced into the candidate list and shared with the Commission in September 2024. Additionally, there are projects carried over from the current TFP, projects that previously made the cut and by default are included in the new candidate pool.

Mike Ingram said it is worth thinking about how the city implements bicycle projects, because it relates to what happens once a project is in the TFP. One implementation approach is via major capital projects. The Mountains to Sound Greenway is a case in point where every segment is along the south side of I-90 and requires a capital project to build any piece of it. The same is true for some projects on West Lake Sammamish Parkway, which have been built out incrementally over several years. Other projects can be advanced using a more flexible, lower-cost approach. For instance, existing bicycle lanes can be upgraded, such as where there is a striped bike lane that is converted to being a buffered lane as part of a street overlay project, resulting in a reallocation of the lane space. That is the best and cheapest time to do such projects, although street overlays happen only about every 20 years and it is not always prudent to wait, especially if there is an urgent opportunity to fill a gap. Improvements are also handled through ongoing programs, such as the relatively new WB-85 Bicycle Network Facilities Implementation program, which was previously known as the Growth Corridor Bicycle Network, funded the original Bike Bellevue effort and which has become an ongoing program. The recently adopted CIP includes six years of funding at approximately \$1 million per year for the program, allowing staff who actively manage it to identify needs, evaluate opportunities and design solutions to fill gaps and make connections. Some of the candidate TFP projects may be addressed through the program.

Commissioner Ting asked if the TFP turns into additional TFPs or if it is always just one TFP. Mike Ingram said there is only one TFP and it is updated every two or three years. The TFP includes specific details about many of the projects, some of which also fall under ongoing programs. Certain items appear as a line item in the TFP, such as the Bicycle Network Facilities program, which was new during the previous TFP cycle and which was meant to inform everyone how the city intends to implement improvements. For the current update, the Bicycle Network Facilities program will not appear as its own line item in the same way because it is now an ongoing program.

Commissioner Marciante asked if the analysis of opportunities across the city includes looking at trail connectivity and potential trail investments. Mike Ingram said it certainly does. If a gap can be filled by a trail capital project, it will be considered.

Vice Chair Magill asked if segments that do not meet the desired comfort level are shown in red on the map. Mike Ingram explained that segments shown in green are those that have met the facility description found in the 2009 Pedestrian-Bicycle Plan, or for which as much as is feasible has been done. That work predates the MIP. Some of the green sections would in fact fall short of the identified LTS in the MIP, but they are better than they used to be. Marked in red are the gaps, though some segments shown in green could still be considered a gap in MIP terms. Vice Chair Magill pointed out the Lake Hills Connector as an example and noted that it might have a small shoulder or bike lane where the plan calls for a separated off-street path on

the north side, so it is shown in red. Mike Ingram agreed that conditions can vary from one red segment to another.

Commissioner Ting said it would be very helpful to have a map that shows how everything connects and how the priority scoring is assigned. That would facilitate understanding how the projects are being prioritized. It would also highlight the connectedness of routes. Mike Ingram said everything in green generally has some reasonable level of comfort, though it might fall short of certain MIP targets. The primary focus segments are those shown in red.

Commissioner Marciante asked if a map could be created that is color-coded for the MIP. The segments highlighted in red and green from 2009 might not be as relevant currently. Mike Ingram said staff are creating another map showing all the candidate TFP projects. The current map was produced due to having limited time. The MIP gap analysis was shared with the Commission in September and it might be good to revisit it.

Commissioner Marciante asked if there is a map showing the direct correlation between TFP project numbers and LTS. Mike Ingram allowed that such a map does not yet exist but it will be created.

Turning to address gaps by subarea, Mike Ingram noted that in the south end of the city effort is being put into building out the Mountains to Sound Greenway trail. The segment from 142nd Avenue SE to 150th Avenue SE is funded. The segment from 150th Avenue SE to SE 37th Street is part of TFP-243 and it overlaps in part with MIP-B11, the difference being that MIP-B11 also extends north through the tunnel over to Eastgate Way on the north side of I-90. The concept is that the sidewalk on the east side of the tunnel could be improved and made into a two-way pedestrian-bicycle facility.

Commissioner Marciante suggested it is less important to the public where the projects come from. What is important is which specific road segments will be done. The public wants to know where the gaps are and what the proposed solutions are. All the different numbering schemes can be very confusing. Program Manager Kristi Oosterveen clarified that the candidate projects will not have TFP numbers when presented to the public; the TFP numbers get assigned after the Commission makes its recommendations.

Commissioner Rebhuhn referred to the Eastrail section and asked to what level of completion it is funded. Mike Ingram said the segment from NE 4th Street to SE 5th Street, shown on the map in green, is funded for compacted gravel surface. The trail will be paved from SE 5th Street near the trestle across I-405 to 118<sup>th</sup> Avenue SE. That is approximately 60 percent will be paved and 40 percent will have compacted gravel. The Eastrail is a King County project.

Mike Ingram said there is a fairly connected corridor on the west side along what is called NS-2, which runs from 108th Avenue in Kirkland south to 112<sup>th</sup> Avenue NE, over to 114<sup>th</sup> Avenue NE, and continuing down to 118<sup>th</sup> Avenue NE. There is a segment on 112<sup>th</sup> Avenue NE through the Downtown identified in the MIP as being below the LTS level; it is a candidate project.

In the east-west direction, a key candidate project is the missing piece of Spring Boulevard

from 124th Avenue NE to 130th Avenue NE. TFP 245, which is 140th Avenue NE from NE 8th Street south to Bellevue College is built out with bike lanes, which are fairly comfortable. The dedicated bike facilities end at NE 8th Street. There is opportunity to construct a separated path on the east side, from NE 8th Street to NE 24th Street, including a spur connecting up to the SR-520 Trail on the north side of SR-520. It could use right-of-way or easements associated with an old horse path along much of the segment. The opportunity is interesting because it would allow a convenient connection to the SR-520 Trail and would provide a good LTS for users.

Answering a question asked by Commissioner Rebhuhn, Mike Ingram said the SR-520 Trail was constructed by the Washington State Department of Transportation. Bellevue maintains the segment in its jurisdiction.

Vice Chair Magill recalled that a connection with the SR-520 Trail already exists. Mike Ingram confirmed that but stressed that it difficult to access in the vicinity of 140th Avenue NE; access is actually at 136th Avenue NE. It would be beneficial for users to have a separated path on the east side of 140th Avenue NE, with a direct connection to the SR 520 Trail.

Commissioner Marciante asked if every gap in the MIP has an associated project on the list. Mike Ingram said a project has been identified for each of the high-priority gaps. Whether they make it into the TFP or not, they are at least included on the candidate list.

Commissioner Ting asked if the EW-2 route TFP-270 is on the list. Mike Ingram allowed that the project on Spring Boulevard is on the list.

Commissioner Ting said it would be good to be updated in regard to how the prioritization process works and what factors go into it.

Mike Ingram turned to the east part of the city and noted that the south segment of the West Lake Sammamish Parkway project, shown in green, is funded. Two red segments remain. The city has been addressing the corridor for several decades, building it out piece by piece. It is a slow and expensive process but it is sometimes necessary to take that approach. As part of EW-3 there is a segment along SE 16th Street between 148th Avenue SE and 156th Avenue SE that is also funded in the CIP, so it will not be included in the TFP evaluation process but might come up in the discussion because the community has shown interest in the area.

Focusing on the BelRed area, Mike Ingram noted that as part of Bike Bellevue attention was given to extending Spring Boulevard to the east then north on 136th Avenue NE up to NE 20th Street. There is a segment on NE 20th Street from 136th Avenue NE over to 140th Avenue NE which was talked about especially needing some type of bicycle accommodation. It may be needed to achieve connectivity, but it is a challenging location. Alternatively, there is a spur piece of Spring Boulevard, labeled Bike Bellevue Corridor 11 Add-On, that creates the same connection as NE 20th Street but to the south. It follows a segment of Spring Boulevard from 136th Avenue NE over to 140th Avenue NE. The value of getting to 140th Avenue NE is that it is a priority north-south corridor. The project would represent an improvement along a street segment where currently there is nothing to accommodate pedestrians or bicyclists. It appears that there is more right-of-way available in that area. The street is fairly calm in that it gets

barely any traffic, thus the facility would be a very comfortable experience for users.

Commissioner Marciante asked if the staff are working to identify the current LTS and the target LTS for each TFP project. Mike Ingram said that is the hope. Commissioner Marciante said that will be an important element in identifying the degree to which each gap is addressed. Mike Ingram said in the past there have been online maps showing all of the candidate projects. People could click on a project and see details, give their opinion, and leave comments. That worked very well. The Information Technology department is using to a new online mapping tool, so it is not entirely clear if such a map can be created for the TFP update process.

Mike Ingram stressed that the priority bicycle corridors create connectivity across the city in both the east-west and north-south directions. However, staff often hear that there is still not a good east-west connection to the significant activity centers of Crossroads and Overlake. That has been known for a long time, but doing something about it is challenging. The obvious route is Bel-Red Road because it is the flattest and the most direct option. During the Bike Bellevue discussions, the Commission and management directed reconsideration of Bel-Red Road in the TFP process. Accordingly, the segments which when combined could create a connected corridor are being proposed for consideration.

Answering a question asked by Commissioner Marciante, Mike Ingram said there are only limited situations in which entirely new projects are just created for the TFP update. Commissioner Marciante asked what process will yield a candidate project list aimed at reaching the MIP goals and to fill the identified gaps. Kevin McDonald said is the exercise that was undertaken last spring and summer in which all of the gaps in both pedestrian and bicycle facilities on arterials were identified as not meeting the targeted LTS in the MIP. Each gap got a score based on priority criteria, and conceptual projects were created for the top 10 or 12, each of which has been referred to the TFP for consideration as part of the update.

Councilmember Nieuwenhuis asked what will be accomplished by re-studying Bel-Red and what metrics will be used. Mike Ingram said in part the focus will be on which elements of Bel-Red are the most feasible and essential. Bike Bellevue treated the entire corridors necessary for a bicycle corridor, whereas it would be useful to focus in on just the eastern section, which is arguably the most crucial for a connected bicycle corridor.

Kevin McDonald added that the entire Bel-Red corridor has an LTS-3 target. The Bike Bellevue proposal was to remove a travel lane to create dedicated bicycle facilities, which would achieve an LTS-1 or LTS-2. However, the Council gave direction to not repurpose a travel lane, so it is appropriate to consider alternate corridors or facility types to achieve LTS-3.

Councilmember Nieuwenhuis agreed that the east-west corridor to get to Crossroads is important and a longstanding gap in the bicycle network. The question asked was if any other possible alternative to Bel-Red will be studied, or if Bel-Red is the only east-west corridor being studied. Senior Planner Mike Ingram said the language of the candidate project could include possible alternate corridors, but realistically there are not many good alternatives. NE

20th Street has significant challenges in the form of a big hill, a lot of land uses and heavy traffic. There are some minor streets in the Overlake area, possibly including 152<sup>nd</sup> Avenue NE, that might offer possibilities.

Mike Ingram highlighted two segments of Bel-Red Road, the segment from 140<sup>th</sup> Avenue NE to 148<sup>th</sup> Avenue NE, and the segment from 148<sup>th</sup> Avenue NE to 156<sup>th</sup> Avenue NE. On Bel-Red from 143<sup>rd</sup> Avenue NE over to 148<sup>th</sup> Avenue NE there is an extra-wide sidewalk on the south side of about eight feet. While ultimately something more generous would be ideal, the segment might be at least the start of an opportunity. Changes at 143<sup>rd</sup> Avenue NE in conjunction with the new road link between Bel-Red Road and NE 20<sup>th</sup> Street could also be part of creating a facility through this segment of Bel-Red Road.

Commissioner Marciante commented that there is a downside every time the decision is made not to consider the possibility of repurposing a travel lane. Consideration should be given to the impacts of removing a lane, or half a block, or a quarter of a block, and how that might affect traffic. The practice of ruling things out completely limits finding any potential solutions for creating mobility for all modes.

Commissioner Rebhuhn pointed out that NE 8<sup>th</sup> Street serves as a direct spine and asked if it is viewed as being untouchable. Mike Ingram said the hills are fairly significant. There is an existing striped shoulder from about 124<sup>th</sup> Avenue NE to 140<sup>th</sup> Avenue NE. Beyond 148<sup>th</sup> Avenue NE and to the east there is no shoulder, so it would be necessary to widen the sidewalk. The fact that it is hilly is challenging. There is a great deal of new development happening along the BelRed corridor to the north, and many people will want to access uses in that area.

Commissioner Rebhuhn remarked that much of Bellevue is hilly. Those who cannot ride the hills often simply dismount and walk up the hills. Those riding e-bikes may not have an issue with hills. For future planning, hills should not deter the building of facilities.

Commissioner Ting agreed. Bellevue is a hilly city and that should not be an impediment to building facilities. A variety of options should be kept open.

Commissioner Marciante concurred as well. Naturally certain roads may limit some riders, or where the hills are especially steep they might not serve a certain type of rider, but they should just be part of the trade-offs analyzed when it comes to prioritizing modes.

Vice Chair Magill pointed out that the terrain east of 140<sup>th</sup> Avenue NE settles down quite a bit. Accomplishing TFP-270 and the proposed spur will essentially yield a corridor from Downtown to around 140<sup>th</sup> Avenue NE. Improvements are also being made on 140<sup>th</sup> Avenue NE itself. That addresses many of the concerns raised during Bike Bellevue.

Commissioner Marciante remarked that the community is highly engaged with the issues relating to Bel-Red Road. A more thorough analysis of the overall corridor that includes looking at trade-offs, engineering feasibility, and traffic impacts is needed. All decisions need to be driven by solid data, not just by what feels right.

Commissioner Keilman asked what level of investment would be required to get to a complete understanding of the feasibility and data on all corridors, and where the funds might come from. Mike Ingram said that is partly what the TFP process is about. In March, the 12-year funding forecast will be out, which will include the six years in the CIP plus the following six years. Based on that, which projects to fund and which projects might require phased funding will be considered. An engineering analysis is done before spending money on construction, and that includes a public engagement process. West Lake Sammamish Parkway, for example, took a long time. There was a major public engagement and engineering study that led to the current design with a separated path. Commissioner Keilman agreed with the need to use data to drive decisions, not merely emotions.

Mike Ingram called attention to the additional projects at the end of the project list, starting with Newport Way which has been worked on in segments for many years, from the west end near Factoria Boulevard up to Somerset, then from Somerset to 150<sup>th</sup> Avenue SE, and then from 150<sup>th</sup> Avenue SE over to 152<sup>nd</sup> Avenue SE. What remains is Newport Way east of 152<sup>nd</sup> Avenue SE where there are no pedestrian or bicycle facilities, and where in some locations there is no shoulder at all. It is anticipated that the public will weigh in on improving that segment. Staff suggest including it as a project rather than waiting to be asked.

The other three projects are at intersections where analysis conducted for the Comprehensive Plan update showed that some intersections may fall below their performance targets in the 2044 horizon year. There were ten such locations, some of which have no plausible or desirable options, such as 112<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street. There are three locations, however, for which there are no projects in the TFP. For each, the wording is very general in terms of conducting a needs assessment to see if there is a problem and how it might be addressed. Any of the projects could become a capital project, or some operational change might be found that would work. The approach will allow for proactively recognizing in the planning process potential problems and potential solutions. Typically such projects that make the cut in the TFP are given a placeholder allocation of \$300,000, an amount that recognizes resources are needed to analyze and develop alternatives before implementing a solution.

Vice Chair Magill asked about the project at 98<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street. Mike Ingram said the project is listed under the Bike Bellevue section in the candidate projects list. The project is not part of a priority bicycle corridors. For the current discussion, the focus has been on the priority corridors framework.

Answering a question asked by Commissioner Ting, Mike Ingram said there is no science when it comes to cross-mode prioritization. People have tried, but it has never really worked as a purely numeric exercise. The approach utilized in the past has been to look at each mode's scoring and ranking as a starting point. However, many projects address multiple modes, so it is already a bit mixed. In addition, staff holds a prioritization exercise that brings in colleagues from other departments to look at all considerations, such as whether a project has already undergone some stage of development, whether there is public support, or if there is an opportunity to align with a utilities project. The outcome is a combined proposal which is then brought to the Commission for review and adjustments. In the end, the staff and the Commission generally reach a consensus.



Commissioner Ting asked how the cost of a project is balanced against the importance of a project. Mike Ingram allowed that community expectations play a big role in making decisions. West Lake Sammamish Parkway, for instance, is expensive, but the city has been gradually building it out to benefit the local community as well as the broader community. It could be argued that the \$12 million for each segment could be more beneficial to some other part of the city. There is some degree of subjectivity in weighing projects. Commissioner Ting suggested having more transparency in regard to project selection would help to give the public more certainty.

Commissioner Marciante noted having observed over the years the wonderful job staff does in developing the TFP updates. Staff have generally done a good job of documenting why projects move above or below certain thresholds through a very transparent process. Now with the MIP the city has a better tool to measure and communicate the impacts of projects. That will help the public see the details the staff use in making decisions.

Commissioner Keilman asked when data expires and when staff makes the decision to invest in getting new data. Mike Ingram said projects are informed by current conditions. Modeling analyses project future conditions and the best available data is always used.

Commissioner Keilman asked if projects that do not get approved ever simply get renamed for another chance of making it through. Kristi Oosterveen said there are over a hundred projects on the list and there is never enough funding to tackle them all. Projects that do not rise above the funding line are retained in the Transportation Improvement Program (TIP) where they are always kept alive. In subsequent TFP updates those projects are reevaluated to determine if anything has changed and if they should be recommended for the candidate list. Projects remain unchanged unless or until a new study is done. They are not simply renamed as a way to slip them into the TFP.

Answering a question asked by Vice Chair Magill, Mike Ingram said the aim is to have a completed recommendation from the Commission by April or May. The latest would be June to have a TFP recommendation to the City Council.

## B. Mobility Implementation Plan Update

Kevin McDonald reminded the Commissioners that the Pedestrian Level of Traffic Stress (PLTS) is a relatively new best practice being used by various jurisdictions around the region and the country. It is a qualitative description of pedestrian safety and comfort. The MIP Update will focus on arterials because there are so many local streets that it would be overwhelming to assess them all. The intent is to use PLTS in planning, making sure that the primary metrics are simple, clear, and understandable, and that they describe the target performance of the pedestrian network along arterials. The anticipation is that by using PLTS to identify gaps and determine project concepts to address those gaps, the project concepts can be delivered as candidate projects for future Transportation Facility Plans or required as conditions of development approvals.

The primary metrics previously introduced are simple and describe safety and comfort, and

there is readily available data for the entire city. There are countless variables that could be included, but the intent is to keep the metrics meaningful and straightforward so the public, the Commission, and the Council can easily understand. Accordingly, the metrics selected are: actual travel speed on the arterials; average daily traffic volumes; the width of the sidewalks; and the width of the buffer between moving vehicles and pedestrians.

The Commission also previously engaged in an extensive conversation about driveways and whether they should be a primary metric. Driveways present a point of interface between vehicles and pedestrians, but not necessarily a point of conflict. Often, pedestrians and drivers make eye contact and navigate the space at slow speed. There was consultation with a staff team of about 15 people, including the consultant at Fehr & Peers, and several reasons were identified for not including driveways as a primary metric.

In short, driveways are where they are because of legacy decisions; there is no citywide data that can easily be used as a primary metric given that every driveway is unique. The fact is collisions are relatively rare at driveways because vehicles typically move at very low speeds, and there is a lot of eye contact. The city has tools to make substandard driveways better through redevelopment, and for new driveways, that include design standards for sight lines and narrower curb cuts. There can also be audible warnings implemented in high-volume cases. The staff believe driveways should be included in evaluating arterial corridors as a Type 2 supplemental component.

Consultant Chris Breiland with Fehr & Peers said driveways are complicated. One takeaway from the lively staff discussion is that many of the elements that can be used to improve driveway comfort and the level of traffic stress metrics are inherent to the actions for improving the PLTS for pedestrian facilities as a whole.

A photo example of a driveway was shared with the Commission that showed an older style driveway in the Downtown that lacked good sight lines and had a relatively narrow curb cut. It was noted that when a car encroaches into the sidewalk to facilitate seeing oncoming traffic, it must straddle the sidewalk. Redevelopment of such sites trigger the need to address the cross slope of the driveway to comply with ADA guidelines, and to ensure good sight lines. Also shared with the Commission was a photo of a driveway that is consistent with the current standards. The driveway shown had good sight lines, a landscape buffer, a bike rack, and about a nine-foot sidewalk width. When a car pulls up, there is room for pedestrians to get around it without stepping into traffic. The curb cut is narrow and in compliance with downtown design standards. More of that type of driveway design will be implemented citywide through development and redevelopment, which is one reason for clarifying the PLTS targets and the design goals.

A third driveway example was shown that was more problematic. While fairly narrow, which is a desired trait, it includes a retaining wall so close that the driver of a car is not able to see approaching pedestrians or other vehicles when pulling out. The sidewalk is narrow and angled and there is no buffer. The driveway represents a legacy situation. Typically the city works with developers to ensure such issues are addressed during redevelopment.

With a clear PLTS guideline in place, everyone will be able to understand how to design

driveways to current standards. Driveway problems likely will be resolved through redevelopment or via a capital project that addresses sidewalks. Issues such as a narrow sidewalk or no buffer are likely to reveal a performance target gap even before looking specifically at driveways.

Continuing, Chris Breiland said the idea is to incorporate supplemental components of two types, both with different roles. The Type 1 supplemental components are intended for use in prioritization and the is heavily aligned with the MIP goals. The specific elements are generalized land use in the Performance Management Areas; pedestrian destinations, including schools, libraries, and transit stops which can guide in ranking improvements; accessibility, including whether facilities meet ADA standards; and safety in line with the high-injury network. The Type 1 components are focused on informing priorities. The Type 2 supplemental components are intended for use in informing design and includes design details that can improve the pedestrian experience .The elements are driveways for both commercial and multifamily; the presence of fixed objects in buffer areas; the presence of curbside car parking or bike lanes; arterial crossing frequency; and adjacent or proximate land use and environmental constraints.

The PLTS primary metrics will be used to fill in the cells of an evaluation matrix. The PLTS matrix will then be used to evaluate existing conditions along each side of arterials. Target PLTS performance targets will then be developed based on the desired outcome.

Kevin McDonald said once the Commission concurs with the primary metrics and the supplemental components, the PLTS matrix will be filled in with colors representing each PLTS ranking. That will be followed by the development of a map showing the existing arterial PLTS along with the target PLTS for the same arterials. That will immediately make obvious where there are performance target gaps. Those gaps will eventually be project concepts for consideration in the TFP.

Commissioner Rebhuhn asked how the PLTS is addressed as part of a construction project, particularly where walkways might need to be closed or diverted. Kevin McDonald said those are itinerant situations that come and go and is outside the scope of the PLTS analysis. However, the Transportation Department does coordinate to maintain access for pedestrians, cyclists, cars, and buses. If a walkway is blocked, there would be a detour or temporary protected path.

Commissioner Rebhuhn agreed with the two supplemental component types. The question asked was how the combination of the four metrics of sidewalk width, buffer width, traffic speed, and traffic volume will be addressed given that may not neatly align. Chris Breiland explained that there is a lot of research extant, including naturalistic studies of actual pedestrians. The final matrix might look like an stereo equalizer, because a wide buffer can mitigate the stress elements. The work involves a formula based on speed, volume, and separation.

Commissioner Ting voiced a desire to see more than one significant digit in the final PLTS matrix. Even a slight distinction between low or high in a color band can be important for a corridor. Chris Breiland agreed but stressed not wanting to see too many decimal points.

Enough data will be included to allow for precision so one can see if a location is near the boundary between the various levels of pedestrian level of traffic stress.

So if you have five feet buffer or less, for example, that makes it a certain PLTS . Let us say if your sidewalk is wider than ten feet and the buffer is wider than five feet, that corresponds to a PLTS 1, a low-stress category. You are basically doing a binary criterion. I understand that. I am just asking for more than one significant digit.

Commissioner Ting remarked that a situation in which there are low traffic volumes, low speeds and a wide sidewalk the result will always be entirely green, which is very safe. Those areas that are still green but right on the verge of turning blue will naturally be less safe. With only one significant digit, both of those situations would be labeled as PLTS-1. The situation that is still green but almost blue should be indicated to by PLTS-1.7 or whatever it actually is.

Commissioner Kurz suggested that would represent a fairly large change from what has been proposed.

Chris Breiland said boundary conditions will be explored. Some corridors might be right on the line between a PLTS-2 and a PLTS-3. Attention could be given to additional elements, such as certain secondary components, that might push the rating one way or another. There have been internal discussions about whether there should be bounded boxes in the matrix, and adding a digit or two could come into play there.

Commissioner Marciante commented that the PLTS primary metrics offer a framework in which to work. When actual project concepts are brought to the Commission for consideration, it will be important to clarify how close a specific area is to one threshold or another. To do otherwise would be to introduce more categories, and that would be a bigger conversation.

Kevin McDonald said staff will bring to the next meeting a completed PLTS matrix.

Commissioner Ting voiced the understanding that in general driveways tend to be a safety issue for cyclists, which is the reason for trying to move curb cuts off main arterials onto side streets.. The question asked was if the same applies to pedestrians. Chris Breiland said the safety data associated with turning collisions is more notable for cyclists. Cyclist speed is higher so a right-hook or left-turn collision is more common. For pedestrians, there are more safety concerns associated with intersections. The data, however, is being reassessed given that there is insufficient data to say one way or another that driveways pose concerns for pedestrians. Commissioner Ting suggested that if driveways are shown to be a safety issue for pedestrians, consideration should be given to moving them from Type 2 to Type 1. Even if changes cannot readily be effected, the city should not be prevented from considering driveways as part of the stress level.

Chris Breiland allowed that safety is a key goal of the MIP. Historically, safety has been treated as a separate factor in auto level of service. It is, however, a factor in the prioritization of investments. The high injury network is clearly an important factor.

Kevin McDonald remarked that safety could be factored in as a component of both Type 1 and

Type 2. That would help in determining priority and project concepts.

Vice Chair Magill said if the metric is used to prioritize corridors, it should also be look at in terms of affecting the overall transportation system. For instance, if sidewalk improvements are built in front of a very busy driveway, they might affect how traffic flows in and out, and that could be a factor in choosing between investing in sidewalk A or sidewalk B. Given unlimited funds, all situations would be addressed, but in reality choices have to be made, which is where usability and safety come into play. The four measures as outlined are quite a lot. The use of other criteria makes sense, but there should be assurance that they will not just be in the background. Using the matrix alone to determine an investment while ignoring the other could result in a suboptimal project.

Commissioner Marciante agreed that the issues are complex. The process outlined by staff is simply and cleanly communicates what PLTS-1, PLTS-2 and PLTS-3 mean through the use of the four quantifiable factors of speed, volume, sidewalk width and buffer width. Including driveways as another complex, difficult-to-measure factor might further complicate things. The matrix as a solid starting point. Down the road as specific projects come in is where conversations about any boundary conditions or driveways will need to be given consideration.

Commissioner Marciante asked if it would be fair to say that any newer sidewalk of a certain width will naturally meet the ADA standards. The wider sidewalks in the city tend to be newer and thus more compliant,, while older sidewalks tend to be narrower and do not meet ADA standards. Kevin McDonald allowed that the areas of the city that have not been redeveloped recently and have not seen a capital investment do not meet the current ADA standards. Overlay projects that touch a corner where the curb ramps do not meet the standards have as a first obligation making the corner meet the ADA standards. The same goes for private development since any new frontage must meet current ADA standards. The city does not necessarily replace an entire adjacent sidewalk if it is not triggered by the scope of a project.

Chris Breiland said there are many details to factor in, including the driveway apron angle, the cross slope, and other elements. A quick scan of sidewalks built before or after certain years could be made, but in general, newer sidewalks are more likely to be wider and ADA-compliant.

Commissioner Ting asked if the city has full data on ADA compliance across the entire arterial network. Kevin McDonald said a survey was conducted about 15 years ago that inventoried the entire city, but it has not been updated and the standards have changed since then.

Commissioner Ting asked if the data for traffic speed and volume is available to the public. Chris Breiland said that would have to be researched.

Kevin McDonald said the MIP and TFP timelines terminate with the Commission at about the same time. A recommendation on the MIP from the Commission will be needed at the mid-year mark to allow for consideration and adoption by the Council in July. Monthly milestones have been established for the first two quarters of the year. The Commission will next see the PLTS matrix with actual numbers and a preliminary map of existing conditions and targets.

8. APPROVAL OF MINUTES – None
9. UNFINISHED BUSINESS – None
10. NEW BUSINESS – None
11. REVIEW OF COMMISSION CALENDAR

Kevin McDonald took a moment to review the Commission calendar and schedule of agenda items for upcoming meetings.

12. ADJOURNMENT

Vice Chair Magill adjourned the meeting at 8:48 p.m.