

**From:** [Plummer David F.](#)  
**To:** [TransportationCommission](#)  
**Cc:** [todd@woosleyproperties.com](mailto:todd@woosleyproperties.com); [vicbishop@earthlink.net](mailto:vicbishop@earthlink.net); [Robertson, Jennifer S.](#); [McDonald, Kevin](#); [onebellevuereads@googlegroups.com](mailto:onebellevuereads@googlegroups.com); [Council](#); [PlanningCommission](#)  
**Subject:** Fwd: Independent Briefings and Interim Standards for Certain Transportation Mode Performance Evaluations  
**Date:** Sunday, June 13, 2021 9:11:26 PM

---

**[EXTERNAL EMAIL Notice!]** Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

(Minor correction of incomplete word in last sentence)

Begin forwarded message:

**From:** Plummer David F. <[pdf3@comcast.net](mailto:pdf3@comcast.net)>  
**Subject:** **Independent Briefings and Interim Standards for Certain Transportation Mode Performance Evaluations**  
**Date:** June 13, 2021 at 9:04:16 PM PDT  
**To:** Bellevue Transportation Commission  
<[TransportationCommission@bellevuewa.gov](mailto:TransportationCommission@bellevuewa.gov)>  
**Cc:** [todd@woosleyproperties.com](mailto:todd@woosleyproperties.com), [vicbishop@earthlink.net](mailto:vicbishop@earthlink.net), Robertson Jennifer <[j.robertson@bellevuewa.gov](mailto:j.robertson@bellevuewa.gov)>, Kevin Kevin McDonald <[Kmcdonald@bellevuewa.gov](mailto:Kmcdonald@bellevuewa.gov)>, [onebellevuereads@googlegroups.com](mailto:onebellevuereads@googlegroups.com), Council City <[council@bellevuewa.gov](mailto:council@bellevuewa.gov)>, [PlanningCommission@bellevuewa.gov](mailto:PlanningCommission@bellevuewa.gov)

*Hello Commissioners!*

Apparently the State's growth management codes and policies require the State's OFM to develop a range of population projections for certain counties that participate in the State's GMA provisions; these counties are required to coordinate with their cities/towns to select their 20-year population growth targets. PSRC gets involved in this process according to various 'legal' provisions. At some point in this on-going process, CoB gets a 20-year set of population and job growth targets, and they crank those targets into their on-going planning on how to accommodate the growth. In PSRC's LUV.2 file, the 2017 projections for Bellevue cover population, households (and HH pop.) and various types of employment 'centers' (mfg., retail, FIRES, etc.): these projections (including population) have to be adopted by CoB as part of their GMA obligations and the targets approved by the King County growth management planning council. Regarding the OFM population projections and how they ultimately get 'translated' into growth targets, this basically is how the process works.

PSRC's involvement to some extent varies by county, as spelled out in each county's Countywide Planning Policies. But in King County's case, when the county and its cities get together to agree on growth targets, the sum total of the population growth they agree to must be consistent with ***OFM's population projections*** (note that OFM provides a ***range of outcomes*** as well), while the distribution of that growth among

cities needs to be consistent with PSRC's VISION Regional Growth Strategy: see Page 19 and 20 of King County's CPP outline:

<https://www.kingcounty.gov/~media/depts/executive/performance-strategy-budget/regional-planning/CPPs/2012-CPPsAmended062516withMaps.ashx?la=en>).

PSRC's forecast products are on an ***independent track from OFM***, in that OFM uses their own regional forecasting model to develop an aggregate regional forecast of ***population and employment***. While PSRC shares notes with OFM's staff, their methodologies are different, and OFM ***does not produce an employment forecast*** – and as a result, PSRC's job forecasts serve as an input to the employment growth targets the counties and cities adopt. But basically PSRC's forecast products ***do not directly determine*** what growth targets the counties/cities adopt – rather, PSRC's primary forecast product – Land Use Vision – uses adopted growth targets ***as an input***. PSRC uses the adopted growth targets, along with their regional forecasts and the policy guidance in VISION to determine jurisdiction-level growth projections, and then allocates them to ***parcels*** within each county using their UrbanSim land use model.

One of the aspects of all this planning seems to be the little conundrum called 'concurrency' (which I believe PSRC has worked on with CoB, CoK, and CoR, e.g. the BKR Cast update - and perhaps other municipalities). CoB put out a "Concurrency Update Report" dated 31 December 2019; it has MMA level of service (V/C ratios) for 2019 and 2020. (I don't understand why these MMA performance evaluations are referred to as 'concurrency' (rather than MMA LOS performance), which most people would think means 'occurring at the same time' - I understand where the mis-application of the term apparently emanates from, but the numerical V/C predictions are just limited performance measures for the MMAs. But the question is: when municipalities make these 'concurrency' assessments, do they need to make just one year's worth (say next year's), or are they required to make the assessments for the entire 20-year OFM forecast period? (Considering how most transportation system 'capital' investments are usually spread out over several years, perhaps longer, I would think these assessments would need to be made over a reasonable time span, say 5-10 years.). Nevertheless, the central problem for concurrency evaluations is whether proposed developments can be made without violating the City's LOS standards when the City- and/or developer-proposed changes to the transportation infrastructure inventory and City funding plans are provided within a specified time period (six years). If the proposed development (and proposed infrastructure/procedural changes) result in a predicted violation of the City's LOS standards, either the City must reject the proposed development, or the developer must alter his proposal, or the City and contractor must provide new infrastructure. and funding to resolve the violation.

Based on the muddled, confusing, and irrational briefings provided to the Commission by the City staff and it's contractor regarding the staff's misguided LOS and concurrency proposals to revise the City's comprehensive plan and attendant transportation system LOS and concurrency provisions, it is obvious that the Commission should seek independent, outside information and counsel and technical evaluations before making any recommendations on these topics to

the Council and Planning Commission. However, since this will take a bit of time to actually make arrangements for such counsel, the Commission should consider adopting a simple interim procedure: define and set V/C standards for bicycles and pedestrians for each MMA (leave the transit V/C determinations for a separate, individual assessment because you'll need help from Sound Transit).

Since V/C ratio standards are already in place for each MMA for powered vehicles, it should be a simple matter to set interim V/C standards for bicycles and pedestrians; yes, there may be minor 'nuances' to be considered for these two transportation modes, but no such nuances exist for powered vehicles, so it isn't necessary for interim bicycle and pedestrian V/C standards to include additional considerations before setting interim V/C standards. For each MMA, and their existing roadway, bike-lane, and sidewalk configurations, it should be possible to set interim V/C values for the 2 new transportation modes, and then set up a test-plan to collect empirical data to make any minor adjustments to the 2 new standards to accompany the existing powered-vehicle V/C standards for each MMA. With V/C standards set for 3 of the 4 transportation modes, it should be possible to make the normal 'concurrency' evaluations for a proposed development (using the BKR Cast program, with any necessary revisions for evaluating bicycles and pedestrians); the results of the evaluation could be used to determine whether the proposed development (and the planned/accompanying infrastructure/procedural changes) would be allowed, or whether it needs to be denied, or changed to gain development approval.

The above approach eliminates all the nonsensical, arcane nonsense proposed by the staff and the staff's contractor to establish a MMLOS 'system', and retains the important and necessary MMA structure needed to effectively manage the City's transportation system. Some additional work needs to be done to determine the most effective way to incorporate a V/C scheme for the transit mode, but this can be done after further study and evaluation by the Commission and some input/help from Sound Transit.

I urge you to consider the above recommendations, and I solicit your (not the staff's) comments on my suggestions.

Sincerely yours,

David F. Plummer

14414 NE 14th Place  
Bellevue, WA. 98007

**From:** [Plummer David F.](#)  
**To:** [McDonald, Kevin](#)  
**Cc:** [TransportationCommission](#); [Robertson, Jennifer S.](#); [Renay Bennett](#); [PlanningCommission](#); [vicbishop@earthlink.net](#); [todd@woosleyproperties.com](#)  
**Subject:** MIP Web Site and Public Involvement  
**Date:** Tuesday, June 15, 2021 4:04:53 PM

---

**[EXTERNAL EMAIL Notice!]** Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

*Hello Kevin!*

1. Why are there no 'reference materials' identified on the MIP web site that provide descriptions of MMLOS and its rationale (vis-a-vis continuing the current transportation policies and procedures); the MIP; concurrency; and other topics that have been discussed by the Transportation Commission at their on-going meetings?
2. When will the City staff and the Transportation Commission begin to develop MIP public involvement procedures and schedules? Task 9 of Fehr & Peers contract states that all public involvement will be 'virtual', but the improved COVID-19 pandemic conditions, and currently applicable requirements for public meetings, suggest that it would certainly appear feasible to conduct future Transportation Commission meetings in person, and to conduct a series of meetings/open-houses where the Commission and staff can be present to answer questions, and receive input from Bellevue citizens regarding the MIP and the attendant concurrency and other policy developments. Further, the use of virtual/Zoomo meetings for the Commission's meetings severely restricts, or even eliminates effective citizen input on the MIP development. And the Commission refuses to respond to citizen vocal and written communications, further restricting citizen input.
3. Your presentation materials for item 21-440 (mobility implementation plan) on the Commission's 10 June 2021 meeting agenda include a list of 'typical equity indicators', but no description/definition of what the noun 'equity' means or how it (or the indicators) would be applied to Bellevue transportation system planning. The list of 'equity indicators' (page 6 of your presentation) provides no indication of how the 9 indicators would be applied, nor whether they are of equal importance. Your chart on page 7 shows 5 score bins and no values for the ordinate, nor why the variable would be assumed to be a Gaussian distribution rather than, say, a Poisson distribution; and what does the measure of dispersion indicate (are the statistics a 'blend' or average of the 'people-of-color-percent' statistics from all MMA's or census tracts? And how can a measure of dispersion be used to define the 'threshold' for each indicator (chart 5). What do you mean when you refer to "the concept of standard deviation" - the measure of dispersion of a distribution varies with the distribution of the data being evaluated; it is not a 'concept' in any meaningful sense of the term.
4. What is the source and date for all the maps (charts 8 through 12), and what are the sections (MMAs, census-group tracts, etc.)? And what 'scholarly' articles or references did the staff and/or Fehr & Peers use to develop the equity material in your presentation; why use only information from various municipalities or associations rather than including available research papers and other sources.?

RSVP,

David Plummer

**From:** [Lee Sargent](#)  
**To:** [Brod, Brooke](#); [Rousseau, Gwen](#); [PlanningCommission](#)  
**Subject:** Great Neighborhood data collection comment  
**Date:** Wednesday, June 16, 2021 2:02:29 PM

---

**[EXTERNAL EMAIL Notice!]** Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

I shared some of Anne Morisseau thoughts about the data collection process while I was involved in the GN process. I wasn't able to focus the misgivings as well as she did.

Having a local general meeting to assess ideas, usually, needs to be focused since it can go far afield from the specifics quickly needed. Without providing focus the meeting is not able to get the interest of people quick enough, thus losing participants. Focusing on dislikes gets quick reaction but potentially fails to generate cooperation to accomplish fleshing out what can be done. General meetings can connect people with city personnel and reduce anonymity. Having experts in city processes at these meetings allows for connection and opens the understanding of the city. (Having commissioner participation might generate some understanding of the participants and make some of the ideas more understandable.)

Gathering participation/input from different generations is a difficult process for those that are in the community. I have invited people to participate by telling them what is available, what can be worked on and ways to work on problems especially with the Great Neighborhoods-when and where they let me. I, like so many others, have definite ideas about some of the issues but I try to listen to others including those that have different ideas. This may lead to difficulty in getting some to be involved. I always try to share that if they have different ideas then bring them up at the meetings since it is their opportunity as well. In general, getting people to present their ideas is not easy whether in an actual meeting, Zoom meeting, survey and/or in-person. I think a lot of the people feel that no one will listen especially government. I point out that if they do not share their ideas then why would the government know what they want or how much they want it.

I think the problems Zoom has for a general meeting:

1. It requires education for new people to the meetings to use the tools. Which may distract or cause some to not participate as well as they could have. Some of those that already know the features of Zoom will find this a waste of their time. This might cause the knowledgeable to not attend.
  1. (I suggested the training time be specified a certain time before the start the meeting starts and allow practicing in the learner environment. I shared this previously and training was decreased in time so that the flow would start and stop for everyone at the same time.)
  2. (Maybe providing YouTube video links of the new options before the meeting might help cut the time in the meeting and reduce the need for

city resource people and keep the Zoom literate connected to the gist of the presentation.)

3. Time is precious when on lunch breaks or at dinner time.
2. The explanation-bringing people up to speed-part of the meeting takes a good deal of time. This causes people to not knowing how long before they can share their thoughts.
3. The breakout rooms discussions, people and updates to viewed documents were not discussed in the body of the whole which limits the sense of what was discussed. Leading to little direct communication when rejoining the body as a whole.
4. Break out room being randomly assigned may have hindered discussion amplified discussion that similar generations might have had

I think the problems Zoom has for the commission meeting are:

1. We know who presented visually and numerically because of the video feed.
2. We also know who the city representatives in various categories were because we saw them for the most part
3. We did not know the total number of attendees so when we are presenting we might feel a little intimidated since we know the city is so well represented visually. (If we were in a conference room, we would get a sense of community that is missing in this environment.)
4. (I was quite impressed by the variety of people that attended the meeting especially the younger ones. I also know that the time I get from this group normally is exceedingly limited when talking to them And I liked the comments made.)
5. (I was also very impressed by the double extension of time on the meeting because of the unknown number of attendees that remained present.)

These are my thoughts regarding the meetings, Zoom and what seemed to work and what needed some review. Overall, given the length of time and the efforts given under mostly Covid conditions, I think a lot has been brought out and a lot has been surfaced from the community. My concern remains on what is being done as we speak/write that invalidates our city goals and plans in the short term. (I hope that the long term planning put in place does not justify the skeptics regarding business separation from family housing.)

Respectfully,  
Lee Sargent  
425-641-7568  
16246 NE 24th ST  
Bellevue, WA 98008-2414

Sherwood Forest Community Club  
President

Websiter: <https://sherwoodforestbellevue.org/>

**From:** [vicbishop@earthlink.net](mailto:vicbishop@earthlink.net)  
**To:** [PlanningCommission](#)  
**Subject:** Multimodal Concurrency Policy  
**Date:** Wednesday, June 16, 2021 4:36:57 PM  
**Attachments:** [Bellevue Transportation Commission Comp. Plan Goal Retention May 27, 2021.docx](#)

---

**[EXTERNAL EMAIL Notice!]** Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Planning Commission Members,

The Multimodal Concurrency Policy has now been recommended to the Planning Commission for your review prior to City Council action.

The Eastside Transportation Association became active in the discussion of the merits of the recommendations at the Transportation Commission and submitted the attached letter to the Transportation Commission for their consideration.

I now submit that letter to the Planning Commission for your consideration. I expect the letter to be included in the 'Packet' of information provided to you on this subject. I wish to be present and speak on this issue when it is appropriate.

Vic Bishop  
Legislative Chair  
425 518-3343  
[vicbishop@earthlink.net](mailto:vicbishop@earthlink.net)  
Eastside Transportation Association  
[www.eastside transportation.org](http://www.eastside transportation.org)



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)



TO: Bellevue Transportation Commission  
Bellevue City Council

FROM: Eastside Transportation Association (ETA)  
Bob Pishue, Chair  
Vic Bishop, Past Chair  
Todd R. Woosley, Chair-elect

DATE: May 27<sup>th</sup>, 2021

RE: **REQUEST TO RETAIN CURRENT CONGESTION RELIEF, CONCURRENCY AND IMPROVE MOBILITY AS COMPREHENSIVE PLAN POLICIES**

The Eastside Transportation Association (ETA) urges the Transportation Commission to reject any and all proposed changes to long-standing Comprehensive Plan Transportation Element Policies and Goals that weaken or remove congestion relief, concurrency and/or mobility as fundamental City of Bellevue Policies and Goals.

The citizens of Bellevue deserve more, not less, emphasis on congestion relief and reduced travel times. Our dissatisfaction with the growing levels of neighborhood cut-through traffic, reduction in lane capacity for motor vehicles, traffic back-ups and overall increases in congestion is well known to the City of Bellevue. Traffic, trips from new development and congestion have consistently been the biggest concerns voiced to the City Council over the last several years.

Yet, tonight, the Transportation Commission is scheduled to recommend the most radical transportation policy changes in the City of Bellevue's history. These changes would lower Bellevue's standards for mobility, enable even worse congestion than is currently allowed, increase the time it takes to travel throughout Bellevue, and move away from the intent of the Growth Management Act's concurrency requirement that Bellevue have adequate capacity in the City's transportation system to accommodate growth.

**Therefore, we strongly encourage the Transportation Commission, along with the entire City of Bellevue government, to make sure every Comprehensive Plan Transportation Element Goal and Policy change would reduce, not increase, congestion.**

A good place to start would be to retain existing Comprehensive Plan Concurrency Policy TR-2, which is "Strive to reduce congestion and improve mobility".

In addition, retaining Bellevue's current Mobility Management Area (MMA) system would be better than changing to the proposed Performance Management Areas. These PMAs appear to be designed to lower Bellevue's traffic standards and allow even worse congestion than our current system does. Retaining (and improving) the existing MMA system would be better to

ensure growth pays for itself, and traffic impacts are mitigated in a fair and legal manner while maintaining concurrency as the City's basic measure of mobility.

Overall, we believe the City of Bellevue has the responsibility to objectively address the current and future demands on the City's transportation system. Furthermore, Bellevue should increase its efforts to meet the existing Comprehensive Plan goal of striving to reduce congestion and improving mobility.

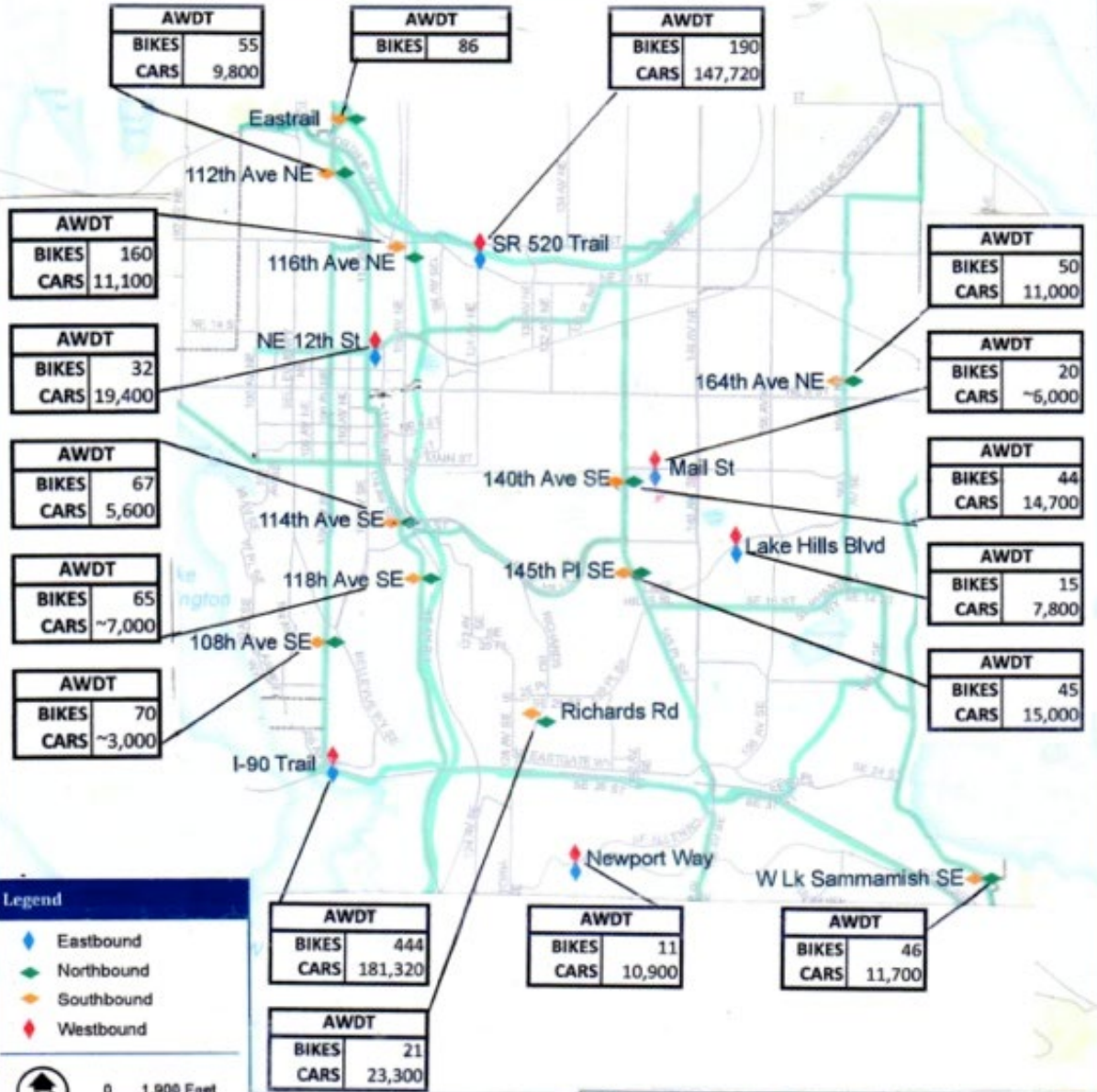
To do this, the City must resist the temptation to give preferential treatment to any particular mode of travel. Instead, Bellevue should equitably and proportionately address the needs of all users of the transportation system. Please find attached two documents showing the proportionality and volumes of various modes of travel in Bellevue. We recommend the City uses this information as part of a data-driven approach to any transportation policy, operation and spending action. This balanced approach would lead to maximizing the overall throughput of people and goods on our limited system, most effectively limit congestion and improve our overall quality of life.

# Pedestrian and Bicycle Counter Locations



May 2020

## 2019-2020 Average Week Day (AWD) Bicycle & Vehicle\* Counts



**Legend**

- ◆ Eastbound
- ◆ Northbound
- ◆ Southbound
- ◆ Westbound

0 1,900 Feet

Source: City of Bellevue

The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: NAD 1983 (2011) StatePlane Washington North FIPS 4021 F1 UTM

\* Bicycle counts from 14 bicycle count stations, Aug. 18, 2019 to April 27, 2020  
 Bicycle counts from Regional Trails, April 28, 2019 to April 27, 2020  
 Vehicle counts from City of Bellevue Annual Average Weekday Traffic, 2017  
 Vehicle counts on I-90 & SR 520, WSDOT, Ramp and Roadways, 2018

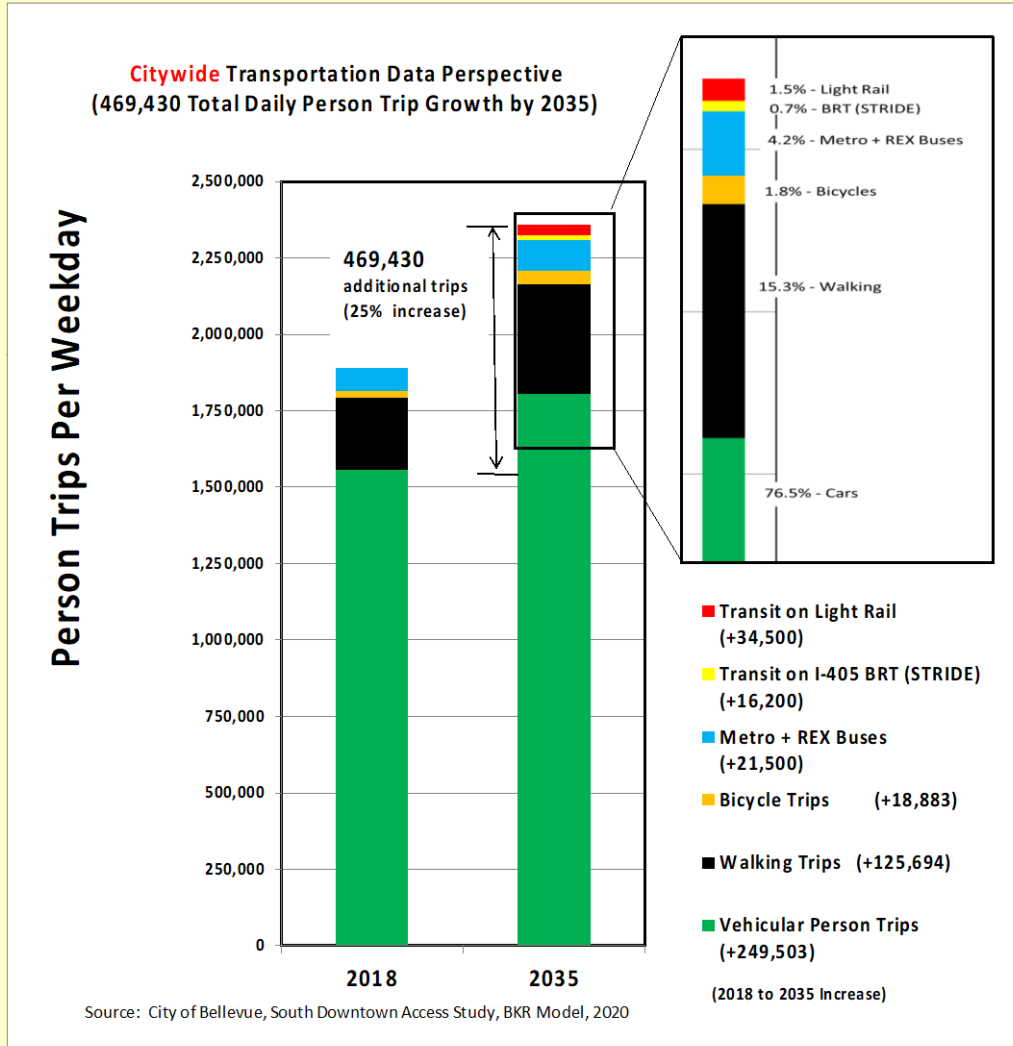
**Summary of Bicycle and Vehicle counts at bicycle count stations**

Location	Bicycles	Vehicles	People in Vehicles @ 1.23 ppc	Total People	% of People on Bikes
City streets	701	156,300	192,249	192,950	0.36%
Eastrail	86	0	-	86	
SR 520 Trail	190	147,720	181,696	181,886	0.10%
I-90 Trail	444	181,320	223,024	223,468	0.20%
<b>Total</b>	<b>1421</b>	<b>485,340</b>	<b>596,968</b>	<b>598,389</b>	<b>0.24%</b>

Victor H. Bishop, P.E. May 13, 2021

# Bellevue Citywide Trip Growth

## Daily Person Trips 2018 & 2035



### City of Bellevue Citywide Transportation Data Perspective

From the South Downtown Access Study (SDAS), 2020

All data from the SDAS BKR Model

Average Weekday Trips (Citywide)	2018	2035	Increase	2035 - %
Total Person Trips	1,889,824	2,359,254	469,430	100.0%
Metro + REX Buses (+21,500)	74,581	99,200	24,619	4.2%
Transit on I-405 BRT (STRIDE) (+16,200)	0	16,200	16,200	0.7%
Transit on Light Rail (+34,500)	0	34,500	34,500	1.5%
Transit Trips (Boardings & Alightings)	74,581	149,900	75,319	6.4%
Bicycle Trips	24,731	43,614	18,883	1.8%
Walking Trips	234,524	360,218	125,694	15.3%
Vehicular Person Trips	1,555,988	1,805,491	249,503	76.5%

Victor H. Bishop, P.E. May 3, 2021