

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

July 22, 2021  
6:30 p.m.

Bellevue City Hall  
Virtual Meeting

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Paula Stevens, Eric Miller, Michael Ingram, Kristi Oosterveen, Department of Transportation

OTHERS PRESENT: Chris Breiland, Fehr & Peers; Ian Macek, Nelson\Nygaard

RECORDING SECRETARY: Gerry Lindsay

1. CALL TO ORDER AND ROLL CALL

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

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

2. APPROVAL OF AGENDA

The agenda was approved by consensus.

3. ORAL AND WRITTEN COMMUNICATIONS - None

4. COMMUNICATIONS FROM CITY COUNCIL, COMMUNITY COUNCIL, BOARDS AND COMMISSIONS, AND MEMBERS OF THE TRANSPORTATION COMMISSION – None

5. STAFF REPORTS

Principal Transportation Planner Kevin McDonald reported that the Mobility Implementation Plan community questionnaire is live and available through EngagingBellevue.com. It will remain open until August 13.

Mr. McDonald also noted that on July 20 he along with Department of Transportation Director Andrew Singelakis met with the Bellevue Downtown Association board of directors to discuss the Commission's recommendations for the Comprehensive Plan multimodal concurrency policies. After a brief presentation and conversation, the board voted to endorse a letter of support for the work done by the Commission and for the policies.

Work to recruit for the Commission's vacant seat is ongoing. The hope is that a new Commissioner will be seated by the Commission's first meeting in September.

Finally, Transportation Commission said the Commission's website has been updated, making it much easier for the public to find meeting agendas and materials.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Mobility Implementation Plan – Equity Index

Mr. McDonald informed the Commissioners that the community questionnaire is being promoted on a number of platforms by the city's public involvement manager. He said a report will be given to the Commission in September on the results. Accompanying the work on the Mobility Implementation Plan website there is a fact sheet available along with a frequently asked questions section. The Planning Commission will be holding a public hearing on the policy recommendations on July 28. It is expected that the East Bellevue Community Council will be providing a communication to the Planning Commission regarding the policy recommendations. There have been meetings with the Bellevue Downtown Association and the Chamber of Commerce, and staff are willing to meet with any community organizations to talk about the Mobility Implementation Plan.

Ian Macek with Nelson\Nygaard explained that the equity index is intended to take equity considerations into transportation planning and the prioritization of projects. The goal has been to look at indicators and identify populations that have been historically underserved and which most rely on public transportation options to get around. The work will shine a light on where some of the historically disenfranchised populations are living and working and the mismatch between mobility services in the city.

Mr. Macek noted that the identified equity index indicators were previously shared with the Commission. The comments made were incorporated, and subsequent to that meeting the indicators have been combined and weighted to develop the overall equity index. The methodology draws on work done by peer cities around the country, but it has been refined and specialized to meet Bellevue's unique needs. It uses data from the American Community Survey. There are 11 indicators compiled into the composite index. Each indicator was scored on a range from one to five, with the higher scores going to block groups with a higher equity relevance. For example, if there is a higher percentage of low-income households, that block group would get a higher score. The individual score is then multiplied by the assigned weight to yield the weighted score. The scores for each of the 11 indicators are then added together to determine the final equity index for each individual block group. Based on the assessment of each individual indicator and a review by city staff, adjustments were made. Low-income households for the primary indicator came in at 30 percent. Zero vehicle households were weighted at 15 percent, and people of color and limited English proficiency households were given ten percent. The remaining metrics were each weighted at five percent. The resulting composite map shows the area of the city with multiple disparity factors. Crossroads, the area around Bellevue College and Factoria all stand out as areas in need of transportation improvements. The goal is to identify and prioritization transportation improvements in each update of the Transportation Facilities Plan.

Commissioner Ting asked how much the different indices overlap each other. Mr. Macek said the indices are overlaid on the map, and there areas that are shown in the darkest color are the areas where there is the most overlap.

Commissioner Stash asked if the Bellevue College area is a bit of a false positive in that the college population includes a lot of people without cars and other factors that hit several of the indices. Mr. Macek said he would not call it a false positive. The data is what it is and it just happens to be in the area around the college. It does not indicate any less amount of need from a holistic standpoint.

Commissioner Ting asked if the maps are the same as the City Council is using for its other equity initiatives. Capital Facilities Planning and Programming Administrator Kristi Oosterveen said all of the information is derived from the same source, the American Community Survey. Unpeeling the layers like an onion would match up exactly on the maps produced for the City Council.

Chair Marciante asked for clarification with regard to the relationship between low-income status and transportation needs, and what led to the assignment of weights. Mr. Macek said a couple of different weighting scenarios were tried. The initial recommendation was to give higher weighting to low-income households and people of color because those indicators from an equity standpoint are strongly correlated to not having great transportation options. In talking with city staff about transportation goals and services, zero vehicle households rose up in importance and thus were also given a higher weighting. Mr. Breiland added that for low-income households, their transportation costs are fundamentally higher, particularly when relying on something expensive to operate like a car. Making sure there are credible modes available at a lower cost, such as walking and transit, is important. Some higher-income households do not have a vehicle by choice, but zero vehicle households combine with low-income households, the amount of income an energy spent on transportation is higher. That is why a focus on equity tends to emphasize investments in the areas where there are higher concentrations of low-income and zero vehicle households.

Commissioner Beason sought clarification of low-income household versus low-income jobs, noting that in her view they were the same thing. She said she also was curious about the single parent female head of household. Mr. Macek explained that households is a home-based indicator, while low-income jobs is based on job location. People need transportation where they live, but they also need ways to get to where they work. Linking the two makes sense. The single parent female head of household indicator is based on research that considers the group to be a vulnerable population that regularly faces transportation challenges. The group as a whole is twice as likely as their male counterparts to be working poor and to face job insecurity.

Commissioner Ting said in his mind the biggest percentage of the vulnerable and disadvantaged populations is low-income households. He said that group should be given the most weight, even more than 30 percent. Those with disabilities and single parents also face transportation issues. A second tier would be those who are over 64. Those under 18 if they are on their own also face difficulties, though they likely do not if they are part of a regular household. He suggested giving the most weight to low-income, adding that zero vehicle households are largely captured by the low-income heading. He said he was not sure if there was a link between people of color and those who are disadvantaged with regard to transportation. If there is, it likely is covered by the low-income component. Human service proposed focusing primarily on income and those who have issues with transportation, like those with disabilities and single parents.

Commissioner Kurz said he was satisfied with the weighting as proposed. Given that the focus is on creating a transportation index, there may not be an exact fit with anyone's personal

intuition. Zero vehicle households is a strong indicator because from a transportation perspective supporting them may prevent the overall number of vehicles on the roads. The low-income jobs indicator is also important because of the need to serve those who work in those jobs. While setting weights contains a lot of subjectivity, overall the proposal is reasonable.

Commissioner Rebhuhn pointed out that all of the areas on the map shown in the darker red are where there is more multifamily housing. That type of housing incorporates many of the indicators. He said the proposed approach made sense to him.

Commissioner Beason said she agreed with the comments made by Commissioner Kurz regarding low-income jobs. She said by simply driving around town most of the indicators can be related to certain areas. She said she did not fully agree with the under 18 indicator because she was not fully aware of how much of a demand there is from that group. The single parent female head of household could probably be changed to reflect just single parent households.

Commissioner Stash agreed that overall the proposal represents a great step in the right direction. She said was hesitant to change female single parent head of household to just single parent head of household. She pointed out that the data indicates a higher risk for female single parent head of household. She said she was still pondering whether or not the Bellevue College area was skewed somewhat high. However, 45 percent of the metric is low-income and no cars, which are households in need of bike lanes and walking paths. Overall, the metrics and the weightings are good.

Chair Marciante proposed renaming the equity index as the transportation equity index. There could otherwise be some confusion as other programs use equity in different ways. It should be clear that the index is intended for transportation improvements. She asked if all transportation improvements will be benefitting equity, or if it will be only a select set of projects. She said it should be made clear how the equity index will ultimately be used in determining transportation projects. With regard to the weighting for the indicators, she agreed that low-income and zero vehicle households need specific transportation services and said she agreed with the high weighting. She said she was surprised to see people with disabilities weighted so low given their high need for specialized transportation services; she recommended increasing the weight for that indicator. She said she also was concerned about giving a low weight to low-income jobs, an indicator which geospatially is very different from low-income households. The low-income jobs category shows where people come to work in the city, and there is very little other demographic data that shows the need for last-mile service improvements. She said the weighting for all of the other indicators made sense to her. She pointed out that the areas shown on the map in darkest red are the areas that are the most dense. In effect, the densest areas are receiving a higher equity index. It is known that in the lower density neighborhoods there are people with lower incomes who are sharing households and the equity index could be missing those people by virtue of the fact that there are fewer of them.

Commissioner Beason agreed that the weighting for the disability indicator should be increased. Low-income jobs should also have its weighting increased.

Commissioner Ting asked if low-income jobs is a measure of the location of the job or of the location of the residence of the person who has the job. Mr. Macek said it is based on the location of the job. Commissioner Ting agreed the weighting for low-income jobs should be increased along with the indicators for disabilities and single parents. He said he also would like to see how the equity index will be converted into actions. Where there are equity issues,

the dollars allocated to address them should traceably go to those with the equity issues as opposed to creating a larger bucket of dollars for a particular area.

Chair Marciante said her sense was that the Commission was in general agreement with the approach toward the equity index. All that is needed is some tweaking of the knobs to see what happens. Mr. McDonald allowed that the approach is more art than science. He said how the index will be made actionable may differ from time to time as the Transportation Facilities Plan is updated. That will be the time to adjust the knobs relative to weighting the different equity components.

Mr. Breiland said the map is all in the GIS system which means the knobs can easily be adjusted to see how the outcomes differ. He suggested that while the map may change somewhat in terms of color tint, the general patterns likely will not. He said the way investment decisions are made in the TFP will be explored going forward, and input from the Commission will be sought.

Mr. Macek added that the exercise is aimed at helping to identify populations that have historically been underserved, but it does not get at identifying overall needs in the community, something that is addressed by engaging with people. The exercise can help prioritize areas from a project standpoint, but there will still be the element of ensuring that prioritized projects meet the needs of the community.

#### B. Mobility Implementation Plan – Vehicle Performance Targets and Performance Management Areas

Mr. Breiland reminded the Commissioners that the metric for vehicle performance is the V/C ratio. He presented the results from the most recent transportation concurrency report, October 2019, in a chart showing the V/C standard, the existing V/C, the number of intersections allowed to exceed the standard, and the number of intersections exceeding the V/C standard for each Mobility Management Area. He noted that every MMA is currently meeting the V/C targets, and all of the congestion allowances are being met, though year over year there has been a general upward creep toward exceeding the standards. The intersection V/C metric is proposed to be carried forward into the Mobility Implementation Plan.

The other performance metric under consideration is corridor travel speeds for vehicles. He noted that the corridors to which the vehicle corridor travel speeds metric should be applied to have been revised based on input from the Commission. In the Comprehensive Plan, streets are classified in terms of intended function, with the largest classification being arterials, including major, minor and collector arterials. The streets that have more than 10,000 average daily trips will have the vehicle corridor travel speed metric applied to them. The identified list was compared against the remotely collected vehicle travel speeds using only a one-hour period between 5:00 p.m. and 6:00 p.m., and was mapped color coded to show travel speeds of greater than 90 percent, between 75 percent and 90 percent, and less than 75 percent of the urban travel speed.

Commissioner Kurz commented that the map was still quite green compared to the experiences drivers report. He noted specifically the green on Richards Road and 148th Avenue.

Commissioner Rebhuhn echoed the concern about Richards Road. Drivers headed south from SE 26th Street headed toward Factoria typically experience very congested travel. Mr. Breiland said he would have to check to see what the Richards Road segmentation was, allowing that it

might be from Lake Hills to I-90. Cutting up the corridors in too fine a grain makes it very difficult to use them for a planning tool, and in fact they become duplicative of the intersection V/C ratio. The intent is to look at the general progress along a corridor, not just at where the intersections are problematic. He clarified that the green does not mean free-flow travel. It is a fundamental construct of the MMLOS report from 2017 that from 5:00 p.m. to 6:00 p.m. in an urban area it is not reasonable to expect to travel at or above the speed limit on all roads all over the city. Most urban jurisdictions set as their target LOS D, and that is what the green lines represent. The map could be re-colored given that some segments are running close to the speed limit. However, many of them are operating very close to the .9 threshold, which is not free flowing and involves waiting at some intersections.

Commissioner Ting asked what the goal to be set is that should be communicated to the public. Mr. Breiland stressed that no target or expectation has been set for corridor travel speeds, in part because it is a newer performance metric. It would be helpful to understand when looking further into the future what the performance of the system will be with the investments that are in place. Commissioner Ting said the data is interesting in that it shows where things currently stand. He said he still had an issue with the fact that the focus was on gaming the system to the extent of saying the existing conditions are acceptable. Mr. Breiland said the map simply shows the current conditions without offering comment as to whether the conditions are acceptable or not for anything other than the existing standards.

Answering a question asked by Commissioner Stash about how the corridors were chosen, Mr. Breiland explained that the city has a set of system intersections defined in the Traffic Standards Code. They were defined in the early 1990s to look at the performance of the transportation system. Lines drawn on the map connecting the system intersections generally line up with streets having more than 10,000 average daily trips, which is a common planning threshold between lesser volume streets and greater volume streets.

Chair Marciante asked if there is any way to identify incidents of congestion that fall outside the average, such as where a corridor on average has acceptable vehicle travel speeds but on occasion encounters an event that nearly blocks the travel experience. She agreed that there may be nothing that can be done about such incidents, even though such incidents tend to color one's perspective of a particular roadway.

Commissioner Ting commented that most people are used to the fact that there is traffic on Bellevue's streets. He agreed that it is the instances in which traffic is especially bad that stand out in people's minds. He said he also would like to try to understand why on occasion traffic gets really bad on a particular roadway. Averages that are consistently high or low can at least be planned for; it is the variances that need a better understanding. The question is whether or not the transportation system has resiliency in the face of certain conditions that tend to crop up. A backup onto a freeway entrance could cause traffic that is unrelated to people not looking to get onto the freeway, and the system needs the resiliency to manage such situations to some level of predictability. The city cannot promise free-flowing traffic, but the public would resonate with having predictability in regard to the system.

Commissioner Beason asked if the analysis could be done both on a morning and evening basis. She pointed out that some areas that completely different in the morning from what they are in the evening. She agreed that resiliency in the system is needed, but she allowed that there are some things that cannot be predicted. It would be good to take a look at the morning and evening commutes over a set period of time to see how they play out. Mr. Breiland said the data is available but it takes time to run the numbers. He said he would talk it over with staff.

Commissioner Beason added that traffic patterns differ in the winter and summer months, primarily due to when the schools are in session. Comparing the two times of year along with the evening and morning data would be useful.

Turning to the topic of Performance Management Areas, Mr. Breiland explained that they will be used to evaluate the performance targets by averaging the intersection V/C ratios and looking corridor vehicle travel speeds. The idea is to set the targets based on the PMAs similarly to how MMAs are currently used. In addition, PMAs are intended to be used for summarizing performance for planning and prioritization. By understanding what parts of the city are seeing corridor travel speeds that are approaching or exceeding the set targets, or intersections that are close to exceeding the targets, the city can conduct better long-range corridor studies and capital planning. For the TFP, the data can help to focus attention on areas or discrete segments.

The current MMA structure has been around since 1993. They were created by ordinance at a time when the Comprehensive Plan focused on keeping driving in the city relatively convenient. Each MMA was tailored to the distinct needs of the individual areas based on their land use contexts, and their boundaries were set based on factors such as transit availability and area-specific mobility targets. The LOS standards for each MMA were set to reflect the different conditions and community objectives. At the time Redmond and Bellevue agreed on interlocal coordination of the Overlake area, and Factoria was in King County and required interlocal coordination there as well. Factoria was since annexed into the city, and the interlocal coordination of Overlake has been ended. There are not now, nor have there ever been, any system intersections in MMA 14. Most of the MMAs in residential areas have roughly the same standards. The more dense parts of the city have different standards. The proposal is to consolidate the like-for-like MMAs and move from 14 MMAs to seven PMAs determined by their land uses. Three of the PMAs are in the mixed use/high density/high growth parts of the city, specifically Downtown, Wilburton/East Main, and BelRed. All of those areas are supported by light rail, have robust transit options, and have a fairly tight street grid along with wide sidewalks and pedestrian permeability. Three of the PMAs are located in the mixed use/commercial/moderate density areas of Crossroads, Eastgate and Factoria. Those areas have moderate street connectivity, do not have light rail in the near future, do have Frequent Transit Network connections but less robustly, and have an emphasis on ped/bike connections to transit, but with less pedestrian permeability. The remaining PMA takes in the residential/low-density areas that are relatively stable in regard to growth. They have mobility options available for cars are used for most trips in them. The ped/bike networks in those areas are primarily focused within those communities and are less viable for getting to commercial or job destinations. The idea is that the seven PMAs will each have their own targets for intersection V/C ratios and corridor travel speeds.

Commissioner Ting agreed land use context should be a determining factor in determining the PMAs. He asked how the PMAs will be used. Mr. Breiland said as specific targets are defined, they likely will be lower in the residential/low density areas than in the other two areas. The thresholds for action by the city where an intersection exceeds the target will differ in the residential PMA versus one of the mixed use/commercial PMAs. Like MMAs, the PMAs will guide the focus of the city in addressing gaps in mobility.

Commissioner Ting asked if the three specific areas, BelRed, Downtown and Factoria, need to have the same metrics given that they fall into the same PMA color. Mr. Breiland said each area has higher density, is served by light rail, has mixed use patterns and is more pedestrian

permeable. The metrics will be the same for all, but the targets in each area could differ, allowing for some latitude.

Commissioner Ting suggested that whether there is a single PMA or ten PMAs, it will be necessary to decide how they will be used. One approach would be to have different PMAs in order to allow for different targets. Another approach would be to have a single large PMA to allow for averaging across the entire area. Without knowing how the PMAs will be used, it will be difficult to say that seven is the right number. Mr. Breiland said the policy language calls for meeting the performance targets that will get set. Each MMA has a V/C target and an associated congestion allowance in recognition that in some areas certain intersections are very busy. Some city staff would be happy not to have to average all the V/C numbers. Where the numbers exceed a certain level it triggers a response to look at expansion of the intersection, transportation demand management strategies, or other means for managing the traffic. He allowed that how the individual corridors or intersection operations within each PMA will be addressed has not yet been operationalized. The general goal has been to set a target for each of the PMAs and determine what actions will need to be taken when bumping up against a target. Averaging is an artifact of the current Traffic Standards Code and may or may not carry forward into the new approach.

Commissioner Stash commented that reducing the 14 MMAs to seven PMAs makes sense, and she said as proposed they are grouped logically.

Commissioner Ting agreed with the need to look at the land use context in determining the PMAs. If all of the residential/low density areas are to be lumped into a single PMA, and if all of the performance characteristics are to be averaged to come up with a single target, it would be a bad idea. He reiterated that it will be difficult for the Commission to say exactly how many PMAs there should be without knowing how they will be used. Mr. Breiland agreed and said staff and the consultant team have spent a lot of time focused on how to simplify the approach to avoid simply chasing an artifact of geography, which is what the averaging approach does.

Chair Marciante agreed with Commissioner Ting about the need to understand how the PMAs will be used before determining how many PMAs there should be. She voiced full support for the three tiers outlined in the presentation based on similar characteristics. The three tiers could be translated into three PMAs, but simply averaging out the intersections within each area would not be a workable solution.

Commissioner Kurz noted his support for the three tiers as well.

Commissioner Ting said it was his understanding that the areas marked in orange, the mixed use, high density high growth areas, are the areas targeted by the Council for increased growth. He asked about Factoria. Mr. Breiland said orange areas do follow the areas that have been targeted for growth. There is growth targeted in Eastgate and Factoria where there is zoning in place to support more growth and density. However, the scale and density of the growth that is permitted in the orange areas is higher than in the yellow, mixed use/commercial moderate density areas, and the transportation system is less robust.

Commissioner Stash voiced her agreement with the seven PMAs. She said Downtown is different from the Bel-Red corridor in terms of density and population, so even though they are both colored orange, they should be looked at differently. She also agreed that averaging should not take place across massive areas, such as the entire green residential low density

area.

Commissioner Rebhuhn said he also agreed with the seven areas and said that is the right number. He echoed the call not to average over large areas.

Mr. Breiland said staff and the consultant team had not yet had a chance to gel around the issue of averaging large areas. While the Commission is on break during the month of August, the team will be focused on that specific issue. He allowed that averaging the entire green area would tend to defeat the purpose, but there still needs to be some consensus reached on how to look at the V/C ratio, which is a very useful and time-proven method for determining if an intersection is crowded or not. In September the Commission will be given a sneak peak at a 2033 TFP in light of the new countywide planning targets that are being hashed out and using the new projected targets for each area.

### C. Review 2030 TFP Forecast of Performance Targets

Mr. Breiland noted that the Commission previously provided staff and the consultant team guidance to revise the performance metrics for pedestrian, bicycles and transit. He said direction was given to focus on the gaps in the pedestrian network, particularly where there are no sidewalks on either side of a street citywide. He added that the will continue to address deficiencies as part of capital projects as they come up, even if there is no existing gap, building facilities that fully comply with the identified dimensions. The city will also continue to require developers to make frontage improvements. He shared with the Commissioners a map showing in orange the gaps in the sidewalk system on arterial streets citywide, using the latest data available. Highlighted in blue were those arterials where there is a sidewalk missing on one side of the street, and in green the arterials having sidewalks on both sides of the street.

Mr. Breiland informed the Commission that of all the city's arterial sidewalk system completion, there are 17 miles of gaps representing 12 percent of the total. He broke down the data by the seven proposed PMAs and noted that in the Downtown there are no gaps in which there are no sidewalks on either side of the street. In Eastgate, however, there are a number of areas with no sidewalks at all. The gaps are most pronounced in the residential areas.

Future TFP projects to address the gaps were looked at by staff and the consultant team. The 2019-2030 TFP includes several such projects, some of which have been completed and some of which are being implemented. The associated map shown to the Commissioners had pedestrian improvements in blue, bicycle improvements in orange, and projects with improvements for both pedestrians and bicycles in green. Mr. Breiland allowed that there could be a few gaps in Eastgate and BelRed that will get closed by development, but they are not currently considered given the difficulties associated with predicting when they will occur and where. One notable existing gap is along West Lake Sammamish Parkway, but by 2030 there will be a facility on at least one side of the street. With all the 2030 TFP projects completed, the citywide sidewalk system completion will improve from 12 percent of the system having gaps to only nine percent. The percentage improvement change in the BelRed PMA will be substantial as the streets are built out by city investment. The Eastgate area will remain largely unchanged, but the gaps in the residential areas will shrink a little bit.

Commissioner Ting noted from the document received from staff states that the Commission's discussion about filling gaps where sidewalks are missing on both sides of the street should be given the highest priority for city investment. Mr. Breiland said it was his understanding that gaps involving missing sidewalks on both side of the street should be targeted to get facilities

built, even if only on one side of the street. Chair Marciante clarified that the focus is only on arterial streets, not residential streets.

Commissioner Rebhuhn noted from the map that there are a lot of gaps in the South Bellevue/Eastgate area, and pointed out that even with the 2030 TFP improvements there will not be much improvement. Mr. Breiland explained that while Eastgate as a neighborhood is quite large, Eastgate as a PMA is more tightly drawn. The areas along Allen Road and Newport Way actually fall within the residential PMA. The Commission's decision to focus on the pedestrian gaps has not heretofore been a stated goal for TFP project prioritization. The current TFP investments will close some of the gaps but there are still many gaps to be addressed.

Chair Marciante put on the table a hypothetical scenario in which there would be 100 percent sidewalk system completion, with a sidewalk on at least one side of the street for all arterials, by 2030. She said the current TFP will not achieve that goal, it will only narrow the gap from 12 percent to nine percent. If the goal is to narrow the gap to zero, the next time the TFP is updated it will be necessary to fund all of the required projects. That would require taking money from other projects. The target could be set at something 95 percent and that would require funding fewer projects. Every time the TFP is updated it will need to have projects added aimed at achieving whatever performance target is met for each metric, in line with the available funding, and that will become the multimodal standard. Mr. Breiland said she was absolutely correct.

Commissioner Ting added that the process must be iterative because there will need to be tradeoffs made. Trying to define the targets in advance would be tricky given unknowns relative to cost. The targets should not be set too aspirationally unless there is clarity about the fact that it will take a while to get there.

Chair Marciante asked if the targets will be set in advance or in conjunction with the TFP process. She said with the targets housed in the Mobility Implementation Plan it was her understanding the targets would be set every two years in conjunction with the allocation of funds. Mr. Breiland said his thinking was that the 2033 iteration of the TFP would involve weighing all the tradeoffs to determine where the targets can reasonably be set for that horizon. The Mobility Implementation Plan should take a longer view than the TFP and the targets further out should be extrapolated so that the next iteration of the TFP will at least have a guiding light. The Mobility Implementation Plan should include reasonable and achievable longer-range targets than can be achieved by the TFP. A first TFP run will be needed in order to identify and articulate the tradeoffs. Every update of the Mobility Implementation Plan should then include a reassessment given that the city changes over time as so do expectations.

Commissioner Ting urged caution in calling for having at least a sidewalk on one side of every arterial. He asked how prioritization was carried out in the past that resulted in not having all gaps filled in. Mr. McDonald said there are several city programs that build sidewalks, including but not limited to the Neighborhood Enhancement Program and the Neighborhood Sidewalk Program. All of the programs focus on filling gaps. To some degree or another the gaps that are filled are prioritized by the land uses that are served, with the higher priorities given to access to schools, access to jobs, access to transit and access to shopping. Those programs are separate from the work of the Mobility Implementation Plan given that they have their own marching orders. The criteria for choosing projects for the TFP changes every year. Gaps are given consideration in choosing ped/bike projects, but the way in which those gaps are filled is sometimes nuanced and different.

Mr. Breiland pointed out that to a large degree addressing the gaps is already a city focus. The Mobility Implementation Plan will help to memorialize that approach. He allowed, however, that trying to be overly aggressive in trying to close the gaps on arterials might be to the detriment of other city priorities. There are clear tradeoffs involved.

A motion to extend the meeting to 9:15 p.m. was made by Commissioner Ting. The motion was seconded by Commissioner Beason and the motion carried unanimously.

Mr. Breiland said the bicycle performance targets are also focused on the gaps. He shared with the Commission a map showing where the gaps exist in the bicycle network color coded to indicate the areas that meet the LTS targets, where facilities exist but which do not meet the LTS targets, and where there are missing bicycle facilities. Citywide, there are 28 miles of gaps, which is 22 percent of the total citywide system. There are far more gaps in the bicycle system given that it is newer than the sidewalk system and it is simply less complete. With regard to the priority corridors, he noted that because the city has been prioritizing them there are in some cases no gaps, though the facilities do not all meet the LTS targets. The same 2030 TFP has projects that will close some of the gaps, including along West Lake Sammamish Parkway and some portions of the Mountains to Sound Greenway. Under the 2030 TFP, the citywide gaps fall from 22 percent to 19 percent, but progress toward meeting the LTS targets will be even higher.

Commissioner Stash called attention to 104th Avenue SE in the Enatai area and noted that northbound at Bellevue Way there is nothing shown on the map. Mr. Breiland said there is no LTS standard set for Bellevue Way because it was previously determined that providing a reasonable bicycle accommodation on that roadway would not be compatible with the nature of the street and the adjacent land uses.

With regard to the transit travel time ratio, Mr. Breiland noted that the Commission previously had indicated that travel time speed is not overly intuitive for most people, and that referencing how quickly transit moves relative to the traffic would be a better approach. He said staff and the consultant team looked at the numbers again and in line with some national standards determined that a travel time ratio of less than 1.5, meaning it takes less than 50 percent longer to arrive via transit versus in a car, should be acceptable. A travel time ratio of more than 2, which is travel by transit that takes twice as long as a vehicle, is very frustrating for most riders. The map shared with the Commissioners indicated in red travel time ratios of 2 or more, in green travel time ratios of 1.5 or less, and in yellow travel time ratios between 1.5 and 2.

The evaluation of existing conditions compared against future conditions showed that with East Link in place the principle improvement was in the connection between Overlake and Downtown. For everywhere else, travel time ratios do not change much at all from current levels.

Chair Marciante suggested the proposal to delete all transit performance measures, tracking the metrics but not using them as a performance measure, should be fully discussed by the Commission at a future meeting.

Commissioner Ting said it would be helpful in discussing the targets to talk about the timeframe. Otherwise it will be difficult to understand what it would mean to get to 100 percent. The targets may possibly need to be framed in another way.

8. APPROVAL OF MINUTES

- A. June 10, 2021
- B. June 24, 2021

Commissioner Ting called attention to the last paragraph on page 7 of the June 24 meeting minutes and proposed deletion of the second sentence.

By consensus, the June 10, 2021 meeting minutes were approved as submitted, and the June 24, 2021 meeting minutes were approved as amended.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

11. ORAL AND WRITTEN COMMUNICATIONS – None

12. REVIEW OF COMMISSION CALENDAR

- A. Upcoming Agenda Items

Mr. McDonald briefly reviewed the Commission's calendar of upcoming meeting dates and agenda items.

13. ADJOURNMENT

Chair Marciante adjourned the meeting at 9:11 p.m.

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Secretary to the Transportation Commission

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Date