

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

September 9, 2021  
6:30 p.m.

Bellevue City Hall  
Virtual Meeting

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

COMMISSIONERS ABSENT: None

STAFF PRESENT: Kevin McDonald, Andrew Singelakis, 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.

Chair Marciante took a moment to introduce new Commissioner Brad Helland.

2. APPROVAL OF AGENDA

The agenda was approved by consensus.

3. ORAL AND WRITTEN COMMUNICATIONS

Ms. Michelle Wanamaker, 4045 149th Avenue SE, mentioned that the Eastgate Performance Management Area, which is a mixed use area, should be expanded to the south a little to include the system intersections at 150th Avenue SE and SE 38th Street, 150th Avenue SE and Newport Way, and Newport Way and SE Allen Road. The system intersections at Richards Road and SE 26th Street, 139th Avenue SE and SE 26th Street, Richards Road and SE 32nd Street should be in the Eastgate Performance Management Area. While it is only along one arterial, a system intersection should be added at SE 36th Street and 136th Avenue SE given that there is a lot of cut-through traffic between that intersection and the system intersection at Newport Way and SE Allen Road. Eastgate Way and Richards Road, which is also the westbound on-ramp to I-90, should be added back in as a system intersection.

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

5. STAFF REPORTS – None

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Mobility Implementation Plan – Questionnaire Results

Principal Transportation Planner Kevin McDonald noted that those who completed the questionnaires did so voluntarily in late July and early August. He stressed that there is no statistical validity to the results, but noted that the information was interesting and helpful.

Mr. McDonald noted that Marie Jensen is the Community Relations Lead for the Transportation Department. He said she helped put together the content of the questionnaire and get it out to the community. Her outreach to community based organizations included Congregations for the Homeless where hard copies were made available; and included information in the newsletters produced by Hopelink, the Eastside Easy Rider Collaborative, the Muslim Association of Puget Sound, Indian American Community Services, Youth Link, and the Bellevue Network on Aging, . The questionnaire was also heralded in *It's Your City* and *Neighborhood News*. Every neighborhood in the city had at least one or more people respond to the questionnaire, with the largest set of answers coming from people who do not live in Bellevue but who work, shop or go to school in Bellevue.

A majority of the respondents strongly agreed with the statement about being able to safely and predictably getting to where they want to go by car. The majority indicated they somewhat agree or strongly that they can safely access public transportation. To the question about being able to safely connect to where they want to go by walking, there was more of a spread in the answers, indicating a clear interest in having better walking facilities. The tilt of the answers to the question about being able to safely connect to where they want to go by bicycle was toward strongly or somewhat disagreeing, though the majority indicated they neither agree or disagree.

The respondents were asked to indicate on a scale of one to five, with one being the highest, how important it is for Bellevue to invest in various types of projects, specifically sidewalk projects, transit projects, bike lane and trail projects, roadway and intersection projects, and street crossings, intersections and sidewalk and bus stop projects. It was clear from the responses that people want all of the above, enabling them to get around via whatever mode they chose. Asked what would encourage them to walk more, better sidewalks was the overwhelming choice, though also high on the list of answers was better landscaping and more shade trees. On the question of what it would take to get them to bike more, the need for better connected bicycle facilities was highlighted. As to what it would take to get them to take transit more often, the respondents indicated speed and reliability between destinations.

The responses to the question of how Bellevue's transportation system should accommodate growth. In terms of midblock crossings, the majority somewhat or strongly agreed with the need for more and better crossing opportunities between signalized intersections. With regard to improving bus waiting areas, a majority of the respondents somewhat or strongly agreed with the need for better facilities and amenities. With regard to improving sidewalks, particularly in business districts and other destination areas, the respondents who somewhat or strongly agreed were in the overwhelming majority. In terms of building more bike lanes and trails, the majority of respondents somewhat or strongly agreed with the need for them. Building improvements that reduce travel times for buses, the majority agreed. With regard to

building wider roads and intersections, the spread of responses was across the board but leaned toward other options.

Mr. McDonald said in terms of demographics, the gender of the respondents was almost evenly split, though it was heavier on the male side. Very few of the respondents self identified as having a disability. The respondents tended to be somewhat older, and the number of respondents identifying as white far exceeded all other race and ethnicity categories. The respondents represented a wide spectrum of income categories, though the majority had incomes of \$200,000 or more. Most respondents indicated they own their homes rather than rent. Nearly all of the respondents indicated they have and drive a personal vehicle.

Mr. McDonald said the questionnaire results would be used as background information in the appendix of the Mobility Implementation Plan.

Commissioner Ting said he would like to have the raw data sent to him. Mr. McDonald said he would do that.

Commissioner Rebhuhn said it appeared that about 550 people responded to the questionnaire, which is only a small percentage of Bellevue's overall population. He said he found it difficult to take a small fraction of the total and extrapolate to everyone. Mr. McDonald said it would always be better to have more people respond to questionnaires, but he pointed out that the number of responses was in fact higher than for most previous questionnaires. He stressed that the responses cannot be considered to be a statistically valid survey.

Commissioner Kurz said he found it interesting that the survey respondents included non-residents. He said commuters may favor things like wider roads and faster travel times than a resident might who might have an eye on the resulting impacts.

Commissioner Helland asked how the data would be used given that it is not statistically valid. Mr. McDonald said the information would be used in the same way as if 500 people came to a Commission meeting and expressed their views and opinions during. How the Commission chooses to use the information is entirely up to the Commission. He said if he were to extract any message from the results it would be that the all of the above strategy is the way to approach mobility going forward. The prioritization of the different modes is something the Commission will talk about in upcoming meetings, and the questionnaire information may help to inform those future prioritization discussions.

Commissioner Ting suggested the need to think about how to go about future questionnaires. Obviously there is a desire for a larger response, though that will be difficult to achieve. He urged finding a way to change the approach in order to get solid comments in regard to transportation issues. He said he would for one thing like to know what it is that is keeping people in their single-occupant vehicles instead of commuting by walking, biking or taking transit. That will be key in developing the new mobility plan.

Commissioner Helland asked how the questionnaire was formulated and if the Commission reviewed it before it was released. Mr. McDonald explained that the questionnaire was developed in response to the need for as much public input into the process as possible. With help from the consultant and communications team, staff put together a draft list of questions and shared them with the Commission. The Commission offered feedback and comments on the questions, and the input was used in redrafting the questions before sending it out to the community.

## B. Mobility Implementation Plan – Environmental Metrics

Mr. McDonald said the environmental metrics that are embedded in the Environmental Stewardship Plan are proposed to be included in the appendix of the Mobility Implementation Plan, thereby serving as a reminder that the transportation system has an impact on the environment. The Environmental Stewardship Plan document was crafted over the course of several years with leadership from Department of Community Development staff. Along the way there were at least two touch points with the Commission. The Council approved the plan in December 2020 and directed its implementation. The plan is divided into five topic areas: climate change, energy, materials management and waste, mobility and land use, and natural systems. The mobility and land use topic area has the actions items associated with the transportation system. The plan outlines a very strong relationship between land use and mobility, though the Mobility Implementation Plan will reference only the mobility aspects. The plan has medium- and long-term goals reached out to 2050.

Continuing, Mr. McDonald noted that 92 percent of the city's greenhouse gases emissions come from transportation and buildings, with 44 percent of the total coming from transportation sources. Seventy-six percent of the transportation sources are from passenger cars. The top strategy in the Environmental Stewardship Plan relative to mobility is to develop a Mobility Implementation Plan that includes opportunities to decrease greenhouse gases emissions by reducing the per capita vehicle miles traveled and giving support to transit and non-motorized options. Another strategy look at accelerating the implementation of non-motorized options through implementation of the Pedestrian/Bicycle Plan, while another focuses on the city's demand management program, including the Commute Trip Reduction program for large employers. Between the baseline year of 2011 and 2019, there has been a reduction of 21 percent in the per capita greenhouse gases emissions. The 2020 data is an outlier on the low end of things due to Covid-19 and the resulting shutdowns during which people were not driving as much.

Commissioner Helland asked how the greenhouse gases emissions reduction figures were calculated. Mr. McDonald said they were drawn from the number of vehicle miles traveled and applying a standard conversion factor. He said he would check with the project manager to see if the standard conversion factor includes the use of electric vehicles, which is fairly high in Bellevue.

The current drive-alone rate in Bellevue is 63 percent of residents and 72 percent of workers. The intent is to reduce those numbers to 60 percent by 2030 and 45 percent by 2050 for residents, and 65 percent by 2030 and 45 percent by 2050 for workers. The per capita vehicle miles traveled has been reduced by seven percent since 2011 and the goal is to reduce that by 20 percent by 2030 and 50 percent by 2050. The Environmental Stewardship Plan contains the strategies and key actions to help achieve those targets.

Chair Marciante said she has seen data indicating that electric vehicle ownership in Bellevue and Seattle is four percent higher than the statewide averages. She asked if the data used in the Environmental Stewardship Plan takes that into account. Mr. McDonald said he would seek an answer from the project manager.

Commissioner Helland asked how the goals in the Environmental Stewardship Plan were derived. Mr. McDonald said there was an environmental stewardship initiative in the late 2000s for which the Council established the long-term goals and targets. Because the science

has advanced quickly and circumstances in Bellevue have changed since 2007, the Council authorized the preparation of the Environmental Stewardship Plan action plan in the mid-2010s. The Council directed staff to be ambitious in setting goals and targets for environmental protection and enhancement, backed by a community involvement process that was broad and deep. Many from the public who participated called for being more ambitious. The development of the Environmental Stewardship Plan involved each of the city's boards and commissions having a stake in the outcome of the plan. At the direction of the Council, consultants were tapped who had their fingers on the pulse of the best available science and best practice strategies from around the country.

Mr. McDonald shared a graph from the Environmental Stewardship Plan showing the vehicle miles traveled per capita. He noted that if nothing is done, there will be no reduction in the overall vehicle miles traveled. With each increment of things done, including components of the Mobility Implementation Plan, there will be a chipping away at the per capita vehicle miles traveled. The 2030 target reduces the total from 10,000 to 8000, and with more aggressive strategies beyond that year the total can be reduced even further. Implementation of the more aggressive strategies is really only a matter of programming and funding.

Chair Marciante some strategies, like those in the land use category, simply will take time to implement. A lot of planning will need to be done in the next ten years in order for them to become a reality. Mr. McDonald said and pointed out that one of the land use strategies will take advantage of the upcoming major update of the Comprehensive Plan. The Department of Community Development will be in charge of the update and it can be expected that additional land use strategies will be considered to help achieve the goals.

Mr. McDonald said one of the things the Environmental Stewardship Plan does is to develop a performance dashboard with a focus on the five strategy categories. The public-facing dashboard will track the performance of the different strategies on an annual basis or any other reasonable timeframe. Of particular interest to the Commission will be the drive-alone rate and the per capita vehicle miles traveled.

Commissioner Helland left the meeting.

Commissioner Ting asked if those in charge of making decisions about frequent transit stops will be pushed to increase the percentage of housing located within a quarter mile of a frequent transit stop. Mr. McDonald said the city is in constant contact with the transit agencies, both at the staff and management levels as well as at the elected officials level.

Chair Marciante pointed out that transit agencies have a clear interest in locating facilities near where there is density because that is where their customers are. The job of the city is more related to planning for denser environments which can be better served by transit. Mr. McDonald added that the Commission has discussed making sure that those who want to use transit have good access to transit services.

Commissioner Ting asked if there has been any creative thinking put into how to increase the percentage of electric vehicles in an equitable way from a transportation department perspective. Mr. McDonald said he did not know of anything being done by the transportation department to facilitate increasing the electric vehicles share, except for providing curbside electric vehicle charging stations. That enables their use but does not necessarily facilitate their purchase.

Mr. McDonald sought and received the concurrence of the Commission to move the Environmental Stewardship Plan targets into the Mobility Implementation Plan.

### C. Mobility Implementation Plan – Equity

Consultant Ian Macek with Nelson/Nygaard noted that the equity issue was previously discussed by the Commission. Based on Commission update, two of the metrics were updated. Specifically, single-parent female households was change to single-parent households, and low-income jobs was changed to low-wage jobs. Both the low-wage jobs and people with a disability indicators were also elevated into the ten percent column. Additionally, the overall composite map was updated to reflect in darker colors areas with multiple disparity factors. The map also indicated that people in the Crossroads, Bellevue College and Factoria areas may have a greater mobility and access disadvantage; those areas might be suitable for project prioritization in the TFP. He stressed that the equity index data and the composite map will change over time as the data is refreshed, and the Commission may recommend different weights for each indicator with each update of the TFP.

Commissioner Ting stressed the need to focus on where there are equity issues. He said from an equity standpoint it is more important to focus on people with lower incomes than on people who either choose to not have a car or happen to be minority. Bellevue is a majority minority city and it is good to look at equity from a minority lens, but low-income residents, people with low-wage jobs, people with disabilities, those who are young and those who are old are more in need of help. The focus needs to be on those who have transportation equity issues. The fact that it is hard to be a single parent is more important than the fact that they have a lower income.

Chair Marciante said she shared the concerns voiced by Commissioner Ting, especially if the map is going to be used by the Commission to make transportation decisions. The equity index compiles a set of characteristics for people who may have very different mobility needs. She said the equity index map does not make a distinction between a person who has a disability from a person who could access regular transit services. Downtown Bellevue is well-served by transit, but that does not necessarily translate into fulfilling all equity obligations. The city would be better served by keeping the maps separate and understanding without percentages where the concentrations of each socio-economic indicator are. As drawn, the map shows concentrations of socio-economic indicators that do not actually match up to different transportation needs.

Mr. Macek said it is a common best practice to compile composite maps. The way the elements are weighted helps to focus on where each of the indicators are built up. Mr. Breiland added that it makes sense to break out the indicators to help better understand the various components. He allowed that the needs of each indicator are different. The approach seeks to build up a layer of need as part of the Mobility Implementation Plan. The equity piece helps to identify where there are needs for accessing the system based on different characteristics of concern. The individual breakouts are important and will be retained in the reports. In future meetings attention will be given to the role of community engagement in talking about system gaps ahead of prioritizing projects.

Commissioner Ting asked for comment on his suggestion to lower the percentages for zero-vehicle households and people of color. Mr. Macek said one of the things discussed when looking at the zero-vehicle index was that the distribution is the city indicates it is not a modal choice. As Seattle applied its equity lens, zero-vehicle households were included as a metric.

As time passed, however, the data made it clear that having no vehicle was in fact a lifestyle choice and as such it was removed as an equity indicator. As the data is refreshed and reviewed, the same could happen in Bellevue. He noted that people of color continues to be an important aspect to include; most equity indices include it along with low-income households and given them the highest rating. Commissioner Ting suggested the indicator for those who do not have a vehicle because they cannot afford one should be covered by the low-income households indicator, and the weighting percentage should be increased. He said she still did not understand why people of color was given a weighting of ten percent. If there are instances where people of color are having transportation problems from an equity perspective, they absolutely should be kept at ten percent, but if nothing concrete can be cited, the weighting percentage for low-income households should simply be increased.

Commissioner Kurz voiced his support for the zero-vehicle households metric. He said there may be all manner of reasons for why someone does not have a vehicle. Some may not drive, others may have a disability that does not allow them to drive, and it makes sense to focus efforts toward helping them. It is a reasonable factor to include. It should be made easier in the city to be a zero-vehicle household. Transit improvements in areas where people have three cars may not get used, whereas transit improvements in areas where people do not have cars likely will be used. While the weighting for zero-vehicle households could be changed, the indicator should not be eliminated.

Commissioner Ting commented that those with disabilities that keep them from driving are covered by the people with a disability metric. The focus should be on why people do not have a vehicle and the equity index should be applied accordingly. For example, in Downtown Bellevue a lot of people do not have vehicles, but that does not necessarily mean there is an equity issue involved there; the most likely scenario is that people in the Downtown choose not to have a car. Rather than spending equity dollars on that region, the focus should be on low-income households. He proposed increasing the weighting for the low-income households metric and reducing it for the zero-vehicle households and people of color metrics.

Mr. Breiland stated that at its core the Mobility Implementation Plan is intended to help guide the programming of things like the TFP, the congestion relief fund and other transportation programming. He said it is true that there is a fair number of zero-vehicle households in the Downtown, and it could be fair to conclude that that is by choice. There may also be a number of zero-vehicle households around Bellevue College or in the Crossroads area where there is also an intersection with lower-income populations. Whether or not the lack of vehicle ownership is a choice or a consequence of an economic outcome cannot be determined by the surveys, which are simply not detailed enough to yield that specific data. Accordingly, some inferences have to be made and there are longstanding best practices that weigh in favor of leaving all the indicators on the list, though the weights can be debated. The amalgamated map offers a snapshot summary of where many of the pieces overlap, but the individual layers are the key piece for prioritization.

Chair Marciante commented that equity is extremely complex and said the Commission should spend hours debating the various indicators and their weighting. It would be good to showcase the various maps in the Mobility Implementation Plan in a way that is easily accessible to the public. The data and their sources should also be part of the reference information for the public to see. She said she would be interested to see what an equity index with equal weightings would show for reference purposes. The equity index map is a very useful tool to use in terms of outreach and allocating dollars to projects. To the degree possible, the Commission should shy away from making biased decisions and making inferences about the

needs and conditions of people about whom there may not be enough known.

Commissioner Rebhuhn said from his experience of living, working and driving in Bellevue, the red areas on the equity index map make perfect sense to him. They are areas with a lot of condominiums, multifamily and older housing stock. The one thing that stands out as perplexing is the Downtown area. He said it would seem to him that the color should be much lighter.

Commissioner Ting suggested the Downtown area shows up pinkish on the map as opposed to white is because of the number of zero-vehicle households.

Commissioner Beason said it the concentrated density of the Downtown area lends is likely the reason there are a high number of zero-vehicle households there. She asked how that fact is addressed. Mr. Breiland said there is a lot going on in the Downtown area. The biggest concentration of low-wage jobs is in the Downtown, which is an important factor. There are also a fair number of elderly folks in the Downtown, including large senior care facilities. On the fringes of the Downtown there are a number of low-income housing developments and some older, affordable housing stock. Mr. Macek added that the Downtown also has a high percentage of limited English households. All those factors taken together account for the color on the map.

Mr. Breiland reiterated that the map and equity index is not the only determinant for deciding where transportation investments should be made. He pointed out that the Downtown does see a lot of investment on both the public and private side.

Commissioner Beason stressed the need to clarify for the public the factors that apply to the Downtown area.

Commissioner Ting said he agreed with the concept of equity but objected to the weightings shown in the presentation. He said for that reason he would not support moving the weightings forward to the Mobility Implementation Plan.

Chair Marciante noted that the Commission can debate the weightings as part of every update of the TFP. Mr. McDonald said the Commission would start the TFP update process in October but suggested that tinkering with the individual weightings at that time would not make much of a difference in the shading of the composite map. For the Mobility Implementation Plan what will be important will be to have the individual maps that are free of weighting.

There was consensus to move the equity indicators forward and to reconsider the weighting when talking about prioritization.

#### D. Mobility Implementation Plan – Performance Management

Mr. Breiland noted that in previous discussions of the Performance Management Areas (PMAs) there was general agreement that the overall organization makes sense, but there were some questions about how they will be used to identify vehicle performance needs. The three broad categories are broken down into seven PMAs. The three orange areas are high density, mixed use, high growth areas that will absorb the lion's share of growth in the city over the next 20 years. The areas will enjoy light rail and many mobility options. The three yellow areas are mixed use/commercial with moderate density that are served with frequent bus service but not light rail. All other areas, colored in green, are predominantly residential areas though there



is some commercial here and there. The areas are have low density and fewer mobility options. One underlying premise is that where the modal options are the highest, vehicle congestion will be more pronounced. The seven PMAs could be further consolidated once the performance targets are set. For example, if all the yellow areas are given the same performance target, there would be no reason to differentiate Crossroads from Factoria. The result would simply be a mixed use/commercial, moderate density performance area with a common set of vehicle performance targets.

Mr. Breiland said the primary vehicle corridors will be the foundation for the performance analysis across the city. They will be the focus for long-range planning and for identifying performance gaps. All corridor travel speeds and system intersection evaluations will occur on the primary vehicle corridors. That is not to say a specific corridor will not be evaluate for a specific project; the performance metrics could be applied anywhere. The Commission asked that the primary vehicle corridors be defined using a data-drive approach. To that end, the corridors are all classified as arterials as part of the Comprehensive Plan. They are the highest volume roads in the city generally averaging over 10,000 vehicles per day. The corridor segments, as defined by national guidance on how to calculate performance over segments, are all between one half mile and two miles in length.

Chair Marciante asked how often the primary vehicle corridors system would get updated. Mr. Breiland said the thinking of the staff is that should a road flip over the 10,000 vehicles per day mark in the next couple of years, an update would not necessarily be needed. The corridors should be reevaluated more on the schedule of the city's major update of the Comprehensive Plan. A street could fall below the 10,000 vehicle threshold due to a road construction project but that does not mean it should be removed. The system is intended to be flexible but also durable over a longer range. Mr. McDonald pointed out that the policy language adopted by the Commission calls for updating the Mobility Implementation Plan concurrent with transitional housing update to the Comprehensive Plan or as conditions significantly change.

Chair Marciante noted that some roads like SE Allen Road are seeing diversion traffic and she asked why they are not included in the mix. Mr. Breiland said SE Allen Road is a collector arterial but it falls substantially below the 10,000 vehicle per day threshold. Roads like 108 Avenue SE to the south of the Downtown and 118th Avenue NE also see diversion traffic. The city should certainly plan for those roadways, but that does not necessarily mean they should be considered primary roads.

Chair Marciante asked how the roadway volumes are calculated. Mr. McDonald said traditionally the city has used counters placed across roadways, but more and more the city is doing electronic counting using the loop detectors embedded in the pavement.

Mr. Breiland noted that there are system intersections included in the Traffic Standards Code, but there is no definition for them. He said for the purposes of the Mobility Implementation Plan criteria have been identified that indicate a system intersection must have a traffic signal or a roundabout with two arterials located along a primary vehicle corridor. The new map looks much like the system intersections map in the Traffic Standards Code. There are more system intersections in some locations, and there are some that have been removed, specifically private driveway intersections and ramp terminal intersections that are owned and managed by the Washington State Department of Transportation. The city can work with WSDOT about those intersections, but the city does not have specific control over them. The system intersections need to be those over which the city has control.

Commissioner Stash asked what the definition is for primary vehicle corridor. Mr. Breiland said the new concept does not yet have a formalized definition. A primary vehicle corridor is the link between system intersections along which both vehicle volumes and speeds are calculated.

Mr. Breiland explained that the Performance Management Areas will be used to define the performance targets, which have yet to be determined. The performance metrics that will be used to determine if the targets are met will be evaluated at the system intersections using the V/C ratio method the city has used for more than 30 years. The corridor travel speeds will be calculated using the MMLOS travel speed method. The performance target is expected to be evaluated individually at each system intersection and along each primary vehicle corridor segment. The proposal is not to average the results to avoid averaging away problems and to be more transparent. The performance targets can be used to identify gaps, such as corridor speeds that are below the targets, and where intersection V/C ratios are below the target. By not averaging, every intersection and every corridor will be individually highlighted. Once gaps are identified, attention can be given to where investments might be focused to address those gaps in line with the Mobility Implementation Plan prioritization goals. Not all gaps can be or can be expected to be addressed in any given cycle given funding constraints, environmental constraints, equity considerations and other modal needs. The expectation is that there will be clear documentation for addressing or not addressing a gap in the TFP.

Mr. Breiland shared with the Commissioners a couple of hypothetical situations for identifying and addressing vehicle performance target gaps. He stressed that at each update of the TFP the process would begin anew, leaving no performance target gap simply written off.

Commissioner Ting referred to the first hypothetical in which a system intersection did not meet the V/C performance target for the PMA, and where right-of-way was not available due to adjacent properties and wetlands, and for which the solution given was to take the opportunity to improve the bicycle network and capacity on a parallel arterial. He suggested that would not necessarily solve the problem. If a corridor is overloaded and the load is able to be carried via a bike lane, that would be great. But unless it can be demonstrated that building the parallel bike lane will take a load off the corridor, there will still be a congested corridor and the bike lane may not get used. The actual usage outcomes of the facilities built should be the primary focus.

Chair Marciante pointed out that the way to demonstrate a facility will be used is through modeling. Mr. Breiland confirmed that modeling is used both to flag issues and to determine if a proposed solution will fix the issue. The overall intent is to provide modal options. Where there are not alternatives to driving, driving will necessarily be the mode of choice. Providing a bike lane where there is vehicle congestion could relieve the congestion by opening the door to an alternative way to get around.

Commissioner Ting said he was fine with the idea that building an alternative project may not improve the V/C ratio for an intersection, so long as the alternative project actually will get used. He pointed out that it was previously stated that until a complete bicycle network is built, usage of bicycle facilities will remain low.

Commissioner Ting raised the issue highlighted by Ms. Wanamaker of looking at system intersections that are hotspots. Even though the city does not control the freeway ramps, the information might be very interesting in the event that a freeway ramp is deemed to be a hotspot, particularly if the information is used to address the surrounding facilities that are

controlled by the city. Mr. Breiland said he would talk with staff about the freeway ramps issue and come back with an update.

Commissioner Ting suggested that if there is a hotspot intersection in the city that does not meet the definition, it should be measured anyway. Mr. Breiland said his hunch is that the odds of missing a hotspot is lower by virtue of having 124 system intersections that are at the busiest crossroads in the city. Criteria is needed to avoid having a flexible list of hotspot intersections that really do not otherwise have a definition for why they are there. In truth some intersections on the current system intersections list are probably in that category. Needed is a manageable set of definitions that is replicable and data driven. Mr. McDonald concurred with the need to have a set of strict criteria for looking at system intersections. He said that will not, however, preclude other locations that pop up as problems for safety, congestion or other reasons from being considered for some intervention. Commissioner Ting suggested that where there is data in hand, the city should generate a report for all intersections deemed to be hotspots, even if they are not system intersections.

Chair Marciante said if the city will at some point reevaluate everything, not just what it says it will evaluate on a regular basis. Mr. Breiland said the policies adopted indicate there are to be periodic updates, or updates as warranted. The work currently underway is both extensive and aggressive and could be viewed as the comprehensive citywide evaluation for transportation conditions. No city looks at every single road on a comprehensive basis given how daunting the task is. Instead, cities conducts triage with a focus on those areas that get the most use, but at the same time they use neighborhood feedback and other inputs to address those things that might otherwise fly under the radar.

A motion to extend the meeting by ten minutes was made by Commissioner Stash. The motion was seconded by Commissioner Beason and the motion carried unanimously.

Commissioner Beason agreed it would be a good idea to keep a list of the hotspot areas just as a baseline.

Commissioner Kurz asked how many of the 124 system intersections are anticipated to fail meeting their targets. Mr. Breiland said the first step in answering that question will be to first define the targets. The second step will be to evaluate against those targets. That information will be presented to the Commission at the next meeting.

## 8. APPROVAL OF MINUTES

- A. July 8, 2021
- B. July 22, 2021

Commissioner Ting indicated that he had submitted to staff a minor amendment to the minutes. Mr. McDonald said the amendment would be reflected in the final version of the minutes.

Both sets of minutes were approved by consensus.

## 9. UNFINISHED BUSINESS - None

## 10. NEW BUSINESS – None

## 11. ORAL AND WRITTEN COMMUNICATIONS

Ms. Michelle Wanamaker, 4045 149th Avenue SE, reiterated adding the Eastgate Way, Richards Road, westbound I-90 on-ramp system intersection back into the mix. She noted it is an existing system intersection. There are two large developments going in along Eastgate Way that will include more than 300 workforce housing units. The development process for the Eastgate TOD is also underway and it is unrealistic to assume that everyone will use transit to get around.

Mr. Breiland clarified that the intersection called out by Ms. Wanamaker is currently a system intersection and is intended to remain such. He said it was a mapping error that left the intersection off the list.

## 12. REVIEW OF COMMISSION CALENDAR

Mr. McDonald briefly reviewed with the Commissioners the calendar of upcoming meeting dates and agenda items.

## 13. ADJOURNMENT

Chair Marciante adjourned the meeting at 9:10 p.m.