

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

April 8, 2021
6:30 p.m.

Bellevue City Hall
City Council Conference Room 1E-113

COMMISSIONERS PRESENT: Chair Marciante, Commissioners Beason, Klutznick, Stash, Teh, Ting

COMMISSIONERS ABSENT: None

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

OTHERS PRESENT: Chris Breiland, Fehr & Peers

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

Councilmember Robertson reported that the Council has had a lot of transportation issues on its plate lately. The I-405 access study was on the agenda on April 5 and the Council chose as the preferred alternative the Lake Hills Connector southbound on-ramp. That recommendation will be forwarded to the Washington State Department of Transportation. The Council also acted to reappoint Chair Marciante to the Transportation Commission for another four years. Commissioner Teh chose not to seek reappointment so his seat will become vacant after the end of May. The city's usual cycle for accepting applications for all open boards and commission seats is underway and appointments will be made in May.

Councilmember Robertson said the Council also took up the city initiated Comprehensive Plan amendment for multimodal level of service. The Council thanked the Commission for its work on the topic and elected to move it forward.

The Council intends to have a follow-up mini retreat to continue addressing the vision and priorities.

There is a lot going on in Olympia. Councilmember Robertson said she testified on April 6 before the Senate transportation committee in regard to and in favor of their package of transportation projects. It is hoped that a transportation package will ultimately be passed. The current package includes the 124th Avenue NE/SR-520 interchange, money for Eastrail through the city, and funding for the Mountains to Sound Greenway. Bellevue is very interested in making sure the improvements to the north end of I-405 remain on track given how critical they are to Sound Transit's bus rapid transit along I-405. The project is potentially at risk for being delayed because there is a bill to stop the state from bonding the toll revenues from I-405.

Councilmember Robertson noted that earlier in the day she attended the meeting of the Transportation Policy Board as well as the meeting of the Puget Sound Regional Council Transportation Prioritization Working Group where the focus was on setting grant standards for the 2024-2025 cycle. Vision 2050 is being incorporated into the regional transportation plan, and Bellevue is advocating in favor of putting Vision Zero into the regional plan as well.

5. STAFF REPORTS

Principal Transportation Planner Kevin McDonald offered to provide to the Commissioners the presentation materials for the I-405 staff report given to the Council on April 5.

6. PUBLIC HEARING

A. 2022-2027 Transportation Improvement Program (TIP)

Without objection, the public hearing was opened.

Kristi Oosterveen noted that a public hearing is mandated by the state before the Commission takes action to approve the Transportation Improvement Program. She indicated that subsequent to mailing out the packet information, staff identified and recommended the inclusion of three additional projects: TIP-4A to Section I under M-19, the Major Maintenance Program, 148th Avenue SE/SE 8th Street to Main Street flood mitigation; and two congestion relief projects to Section III which are newly proposed candidate projects for the 2022-2033 TFP, namely Lakemont Boulevard/Newport Way SE and Lake Washington Boulevard/SE 60th Street.

Mr. McDonald noted that he had earlier forwarded to the Commissioners three email messages received in regard to the TIP and the TFP.

Mr. Bruce Whittaker, 1924 160th Avenue NE, commented that several of the MMAs are predicted to fail in the 2019-2030 TFP, including Bridle Trails, NE Bellevue and East Bellevue. He said he has reviewed the most recent traffic concurrency study and found that as of December 2019 concurrency passes in all MMAs in the city, but the study does not include several large developments that will have cumulative impacts that citywide effects. The report states that close coordination with the city of Redmond will be essential to ensuring mobility given the rapidly redeveloping areas of Overlake Village and Microsoft. There is a traffic impact storm coming to Bellevue as predicted in the original 2019-2030 TFP. The TIP and the TFP need to address the cumulative impacts of the thousands of housing units being constructed in Bellevue and Redmond. The Commission should include a joint study with the city of Redmond. The TIP and TFP projects should be prioritized to provide capacity and adequate infrastructure to keep up with the massive development occurring now and planned

for the future.

Dr. Russ Paravecchio, 2495 158th Place NE, said it is obvious exponential growth is being experienced in the area. Redmond is rapidly developing the Overlake urban growth center, which is placing extreme demands on Bellevue's infrastructure. Bellevue continues to approve traffic impacting projects in the area without prioritizing the infrastructure to ensure its success, and is currently considering a major redevelopment of the BelRed medical building on NE 24th Street. The BRMB project is on the main artery of northeast Bellevue's critical limited three access routes and within a few hundred feet of the endangered 156th Avenue NE/NE24th Street intersection. The current potential of that area must be recognized for sporadic traffic backlash coincident on pick up/drop off school traffic, bus stops on both sides of the street, and the resumption of on-campus Microsoft traffic, even without the BRMB project. Bellevue's infrastructure investment is clearly not keeping pace. The TFP has some projects identified for the area, but there is no clear timeline for completion. Meanwhile light rail is expected to have only a minimal impact on commuter traffic through the northeast Bellevue neighborhood. The 2030 concurrency update suggests accommodation of increased travel demand for projects approved through 2019 but not beyond. He said in 2020 he made a presentation to the Transportation Commission highlighting the incongruity between hospital recredentialing being judged on the time in minutes from patients admissions to diagnostic testing and definitive treatment versus the city's failure to protect the critical Bel-Red Road route to Overlake Hospital in the face of growth under way on both sides of the street. A perfect storm is being created and if the city does not respond appropriately it is imminent. A BelRed/Redmond traffic study is needed, and collaboration is needed between the two jurisdictions on an extensive relevant traffic study that goes beyond the current BKR model. Only then can a collaborative plan be formulated and prioritized based on accurate and relative research.

Without objection, the public hearing was closed.

7. STUDY SESSION

A. 2022-2027 Transportation Improvement Program (TIP)

Ms. Oosterveen briefly reviewed with the Commissioners how projects make their way into the TIP from the Comprehensive Plan, the long-range facilities plans, functional plans, the TFP and the CIP. She noted that because the TIP is not financially constrained, it can include any project the city may want to do in the next six years should the revenue and staff capacity be available. Once the TIP project list is compiled and approved by the Commission, it is forwarded to the Council for approval and then it is submitted to the Regional Transportation Improvement Program, which is managed by the Puget Sound Regional Council, and the State Transportation Improvement Program, which is managed by WSDOT.

Ms. Oosterveen noted that for the 2022-2027 TIP, Section I has 32 projects that are in the adopted 2021-2027 Capital Investment Program (CIP). Section II has 30 projects that are included in the adopted 2019-2030 TFP. Section II has 43 other unfunded projects identified through the Comprehensive Transportation Project List or scoped by completed alternative analyses and planning or pre-design studies. Section IV has five regional or outside agency led project in which the city may choose to participate financially.

In addition to the three projects highlighted previously, there are 14 new projects in Section I alone with one revised project description; six projects are proposed to be removed. In Section

If there is one revised project description and one project proposed for removal. There are nine new projects in Section III, and there are no recommended changes to Section IV.

Ms. Oosterveen said the TIP list is slated to be forwarded to the Council on May 10, after which it will be submitted to the PSRC and WSDOT ahead of the mandated deadline date of June 30.

Commissioner Ting asked what the Commission can do to help increase collaboration with the city of Redmond on project TFP-250, 148th Avenue NE Master Plan. Ms. Oosterveen explained that the cities of Bellevue and Redmond are in fact collaborating in regard to projects in the overlap area. Most important is identifying a funding mechanism and reaching a conclusion as to which entity has what share. The BROTS study many years back included a funding agreement.

Implementation Planning Manager Eric Miller said there was a recommendation included in the last TFP to conduct a traffic study in the northeast Bellevue neighborhoods. Absent the necessary resources, the proposal was deferred by the Council. It could be brought to the front again, however, as part of the TFP.

Commissioner Stash asked what the current data is showing for the northeast Bellevue area. Ms. Oosterveen said there was a previous planning initiative focused on studying that area. No dollars have yet been put forward for the study, however, though it continues to be on the radar.

Commissioner Ting asked if there are other congestion relief projects that could be included in the TIP to address some of the concerns voiced by the public. Ms. Oosterveen said there is a CIP program project that deals with congestion reduction. The list of specific congestion relief projects is quite long and has a unsecured funding column with a dollar amount shown, a secured funding column, and a total column. There are not, however, specific projects for the northeast Bellevue area to include in the plan. Mr. Miller added that the congestion reduction program is funded by the transportation levy and supplemented with additional CIP dollars. The traffic operations folks that oversee the program have the iron triangle area as their next focus area.

A motion to recommend to the City Council the adoption of the staff-recommended city of Bellevue 2022-2027 Transportation Improvement Program was made by Commissioner Stash. The motion was seconded by Commissioner Klutznick and the motion carried unanimously.

B. Transportation Facilities Plan 2022-2033 Update

Senior Transportation Planner Michael Ingram reminded the Commissioners that the city conducts a survey on the budget every other year and the most recent survey was -discussed with the Commission in November 2020. The survey covers issues such as various city services but also includes a focus on transportation issues. In terms how the city address the challenge of traffic congestion, the strategy that garnered the highest level of support, 80 percent, was working with regional transit agencies to improve transit service. Almost as high at 78 percent was encouraging people to choose alternative transportation modes, which addresses the transportation demand management side of things. Working with the state to widen highways received 66 percent favorable support, and widening major city roads also gained significant support at 59 percent.

The city's Comprehensive Plan includes policy guidance relative to transportation issues, including in the transportation element vision statement. The words and concepts that stand out are reliable, predictable, safe and options. Policy TR-22 calls for implementing and prioritizing transportation system improvements to meet the multimodal level of service standards, Complete Streets goals, and other mobility targets for all transportation modes. For the vehicular mode, the metric is based on level of service relative to the ratio of traffic volume to capacity at key intersections. Higher levels of congestion are accepted in the more urbanized areas of the city, and far lower levels of congestion in the residential areas.

The pedestrian metric is focused on the concept of having safe places to walk along arterial roadways. The target to construct 25 miles of sidewalks where they are missing along arterial roadways in ten years was set in 2009. The city by 2020, however, had constructed only 16.2 miles, which is short of the admittedly aggressive target. The bicycle targets also came from the Pedestrian/Bicycle Plan and were subsequently incorporated into the Comprehensive Plan. Those targets were focused on the concept of being able to move comfortably and safely across the city. There are five or six north-south and five or six east-west bicycle corridors identified and the target is to have two complete and connected north-south and east-west corridors by 2019. There is, however, only one north-south corridor and one east-west corridor, which is short of the target level.

On the transit side, the proposal is to identify a \$2 million pot of money to collaborate with King County Metro to implement corridor improvements that would facilitate the speed and reliability of frequent transit service. That ties into the Metro Connects plan that explicitly calls for making investments in key transit corridors around the county. There is policy in place that supports the approach.

Mr. Ingram said the Council's vision priorities for transportation and mobility are currently being updated. As they currently stand, they speak to the levy to improve safety, transportation and quality of life in neighborhoods; advocating with WSDOT and regional agencies to accelerate the I-405 corridor program and the completion of SR-520, including the Bellevue projects; continuing to fund, design and build projects within the city's growth areas; and continuing to focus on the construction of light rail.

Answering a question asked by Chair Marciante about bicycle projects, Mr. Ingram said what was thought to be good enough five to ten years ago is now seen as not fully sufficient. There are projects that have been completed but there continue to be improvements and enhancements made.

Commissioner Ting asked if the city has a good understanding of what needs to be done for the priority bike corridors in order to realize their full usage. Mr. Ingram said actual usage is being calculated via counters embedded in the pavement along bicycle facilities. Additionally, the Bicycle Rapid Implementation Program work looks back at the Pedestrian/Bicycle Plan and relies on a newer and better understanding about levels of traffic stress in determining how to best address what the public wants.

Mr. Miller stated that at the time the finance department representatives attended the Commission meeting in January the Council had just adopted the 2021-2022 operating budget and the 2021-2027 CIP budget. At that meeting they reviewed the budget numbers and gave particular focus to transportation. He explained that the first thing the city does with its transportation revenues is to pay its debts, followed by funding the ongoing maintenance programs and projects in the adopted CIP. What is left is the amount of funding available for

new projects. The overall capital budget for the city is approximately \$660 million. The transportation CIP portion totals \$234 million, and of that only seven percent, or a little over \$16 million, is available for new projects, though the money generated from the transportation levy also funds some new projects.

While the CIP covers seven years, the TFP covers a 12-year period. The projected transportation capital funding for the TFP calculates out to \$536.7 million. From that total is drawn the \$76.1 million committed to adopted CIP non-TFP projects and ongoing programs, and \$108 million in constrained revenues tied to continuing ongoing CIP programs and safety and connectivity levy projects. That leaves \$352.5 million for allocation to TFP projects, of which \$226.8 million is committed to CIP TFP projects, leaving \$125.7 million for the TFP update process.

Commissioner Ting asked how the city rates against other cities in terms of impact fees from development. Mr. Miller said impact fees are carefully tracked given the Council's high interest in knowing how Bellevue stacks up against other jurisdictions. He noted that Bellevue falls pretty much in the middle of the range. Bellevue is eligible to charge much more than it does by about 50 percent.

Mr. Ingram the TFP includes a number of projects that are intended to support the continued development of the city's growth areas, which corresponds with the Council's established priorities. The TFP projects also aim to mitigate the impacts to residents resulting from growth and congestion; facilitate projects led by other agencies that advance the city's interests; support transit mobility; advance the build-out of the pedestrian facility network; and advance the build-out of the bicycle facility network.

Turning to the project list, Mr. Ingram called attention to the West Lake Sammamish Parkway project. He said there was a process that determined the desired future condition of the corridor and the city has been incrementally implementing improvements. The proposed allocation of \$10 million is sufficient to construct an additional increment from SE 34th Street to SE 26th Street.

The 120th Avenue NE Stage 4 project is the remaining piece of 120th Avenue NE between NE 4th Street and Northup Way. The project has a big price tag at \$33 million. There are some dollars for the project in the CIP and the remaining balance to fully fund the project is \$28.6 million. The working assumption is for a five-lane profile, though the analysis will determine if fewer lanes would suffice, which would lower the overall cost. Another way of potentially reducing the cost is to assume some level of developer contribution in the form of frontage improvements. The project must be fully funded in order to qualify for the impact fee project list.

Mr. Miller allowed that staff has had a couple of conversations about the 120th Avenue NE project and expects to soon have more information about the analysis being done by the project design staff and consultants.

Mr. Ingram said the other big-ticket project on the list is the Bellevue Way HOV lane, specifically the portion from the Winters House south to the park and ride. That is the segment that was identified as having the most benefit and the least impact. At \$23.2 million, the project cost is significant. The project enjoys substantial support from parts of the community and from the Council. Staff proposes including it with full funding, qualifying it as an impact fee project.

With regard to 143rd Avenue NE between NE 20th Street and Bel-Red Road, the stub road by Highland Community Center and the YMCA, Mr. Ingram said the proposal is to have developers build out the north piece as development occurs. The city would then connect the two and construct the intersection improvements at the south end. The staff proposal is to fund the project for design.

Mr. Ingram said the recommendation of the staff, as also endorsed by the Council, is that the southbound ramp from the Lake Hills Connector to southbound I-405 best addresses the need for added access to the freeway from the south part of the Downtown. The Council also expressed a desire to enhance bicycle conditions along SE 8th Street. The staff suggestion is to adjust the Lake to Lake Trail corridor project, which is priority bicycle corridor EW-3, which has as one of its components the segment of SE 8th Street, by moving the project from the placeholder section into the green section, and to increase the funding from \$300,000 to \$500,000. The additional funding will allow for implementing the first phase of improvements under the freeway from 114th Avenue SE to the northbound ramps, and to conduct additional analysis for the remainder of the corridor.

Commissioner Stash asked if an analysis is ever done in regard to having a roundabout rather than a signalized intersection. Mr. Ingram said such analyses are in fact done. The project at Lake Washington Boulevard and SE 60th Street, a neighborhood congestion levy project, is an example. In many ways a roundabout there would be a good solution, but in that case and in many other cases, the issue is having enough room to fit one in. In operating terms roundabouts work very well.

Commissioner Stash asked if the city is seeing much interest in having electric bicycle charging stations. Mr. Ingram said he was not aware of any requests having been made. E-bikes are allowed to use the bicycle facilities in the city, and most riders charge them at home.

Commissioner Ting referred to TFP-260, 120th Avenue NE Stage 4 between NE 16th Street and Northup Way, and asked how the project is being sold to the public and if there is an immediate impact the project will have for the average Bellevue resident. Mr. Ingram agreed that the benefits will be largely in the future and the question is whether it should be built sooner rather than later. To the extent right-of-way is needed, waiting until later is often not the best choice. Mr. Miller allowed that question of whether the project should be built sooner rather than later is a fair question and can be expected where there is a high price tag. He pointed out that the project is a BelRed subarea plan priority project. All of the other major BelRed priority projects not yet in construction or completed are funded and well into design. TFP-260 is next in line. Spring Boulevard Zone 3 is on the list but for a much smaller amount to further analyze the right facility for the connection between 124th Avenue NE and 130th Avenue NE. The 120th Avenue NE corridor connections with Northup Way which in turn connects to the SR-520 trail, and it runs parallel with the Eastrail alignment, much of which has already been improved at some level. A grant was received for final design of TFP-260, and the expectation is that the project will continue to be a complete grant candidate for the right-of-way and construction phases.

Chair Marciante asked if there is a way to estimate what percentage of growth will occur in the BelRed area. Mr. Miller said that work has been done in past TFPs and will be done as part of the subsequent phase of the current process. Specific growth projections are needed to get down to the fine grain of the traffic analysis zones. The project being done in conjunction with Sound Transit on the transit-oriented development that is part of the maintenance facility is

looking to be mostly residential, which does not have as great a trip generation as office. That is one reason for taking a hard look at the cross section of the 120th Avenue NE Stage 4 facility to determine if five lanes or is optimal or if fewer lanes are warranted.

Mr. Ingram added that if implementation of the project is deferred for too long, the city would at some point need to pay back the grant funds received for the design work.

Commissioner Ting said he was not proposing the project should be scaled back in order to make it an easier sell. If the larger project is the right project for various reasons, the city should bite the bullet and move forward. It will be very important to be able to articulate to the public why the project is important, why it is needed, the timing issues, and what the impacts will be. If a clear message cannot be articulated, the city should think hard about whether the project should go forward.

Commissioner Ting noted that there are projects included on the TFP spreadsheet that are categorized as supporting growth. He also noted that development is supposed to pay for growth, though he allowed not in its entirety. He asked how the TFP projects related to growth due to development relate to the amount of money collected from developers via impact fees, and if the ratio is where the city wants it to be. Mr. Ingram stated that impact fees cover only a fraction of the cost of the projects needed to support the overall growth and development of the city. He said he did not know just what the ratio is. Mr. Miller added that the city's impact fee is based on new trips. Based on the Institute of Traffic Engineers growth trip generation manual, a single single family house generates one trip in the evening peak period. Additionally, office generates a set number of trips per thousand square feet, and multifamily generates a set number of trips per unit that is less than one. The per trip fee the city currently charges is about \$6800. Accordingly, the developments that bring with them thousands of trips are paying millions of dollars. The maximum amount allowed to be charged is actually a little over \$17,000. In setting the fee, the Council carefully considers what it will take to keep Bellevue a competitive place for development to occur. The \$42 million the city collects from impact fees could almost double, but that could result in less development.

Commissioner Ting noted that during the public testimony it was stated that some MMAs are slated to fail. He asked if the MMAs would fail if all the projects in the TFP were all to be built. Mr. Ingram said the challenges relative to failures are primarily in the residential MMAs where the standards are quite strict. He said the MMAs are not in fact slated to fail, rather that TFP analysis throws up yellow flags indicating where there might be problems. In the case of Northeast Bellevue, because there are no projects proposed for the area, there could be LOS issues. There is work on the horizon to analyze the iron triangle, which is not in the Northeast Bellevue MMA, but to the extent that problems there are addressed, spillover traffic to 164th Avenue NE will be reduced. The list of other challenging locations includes East Bellevue where 148th Avenue runs north and south through what is to a large extent a residential area and where congestion often bumps up against the limit. The Neighborhood Congestion Reduction Program has identified several projects in that area.

Commissioner Ting asked why no projects have been identified for the Northeast Bellevue and the East Bellevue MMAs, particularly in light of those two areas are projected hotspots. Mr. Ingram said there have been conversations about doing that work but it has not yet been initiated. He stressed that the necessary work goes beyond just a traffic analysis and will have to include community engagement.

Mr. Ingram noted that the staff recommended list leaves on the table a little over a million

dollars unallocated. Finding a way to fully fund TFP-260 but at a lesser cost would also free up additional resources.

Commissioner Beason asked how the Commissioners could go about gaining a deeper understanding about some of the projects. Mr. Ingram noted that he had provided some additional information in Attachment 2 . He said he was willing to meet offline to answer specific questions as well.

Mr. Miller reiterated that there continue to be some loose ends for staff to tie up and some additional analysis to work into the staff-recommended funding allocation proposal. Mr. Ingram said the issue will be back before the Commission in May where staff will seek an endorsement of the project list. Staff and a Commissioner will subsequently share the list with the Council on May 24. The Council will be asked to endorse the project list as the basis for continuing into the SEPA work where overall system performance will be evaluated, the results of which will be available for the Commission to review in the fall.

C. Multimodal Concurrency

Mr. McDonald noted that staff had made a couple of modifications to the language of the Commission's preliminarily approved multimodal concurrency fundamental principles. He noted that the changes included extracting some of the more prescriptive implementation components and deferring them to additional discussion either on April 22 or in the context of the larger Mobility Implementation Plan.

Commissioner Stash called attention to the staff-recommended edit to the seventh principle and said she believed it fully captured the issue as raised previously by the Commission. Mr. McDonald said the principle as edited will not allow a deficiency go without some action, either to increase the supply or to decrease the demand. Commissioner Stash asked what the timeline is for the implementing the principle. Mr. McDonald said the TFP process yields the 12-year forecast. The next time the TFP is updated, the focus will be on the demand for transportation mobility and matching it or exceeding that demand with a supply of mobility for the 12-year forecast in the TFP. On a more frequent basis, the performance of the system and the thresholds being achieved will be reviewed as land use is permitted, which is the demand, and as the city builds projects, which is the supply. If there is an excess of demand relative to the supply, principle seven would kick in. Concurrency occurs in the incremental addition of demand versus additions to supply. When a development application is submitted, it may include a traffic impact analysis. That analysis spells out the transportation demand the project will generate, and that demand will be matched against the available supply. A building permit may not be issued if there is not an adequate supply.

Commissioner Ting noted that a recent staff email referenced concurrency service areas. He asked if the mobility unit demand to supply calculation will be done by concurrency service area. Mr. McDonald said that is the intent is to have one citywide area for concurrency. There are a number of geographic areas the Commission could establish for performance monitoring. One option for performance would be to aggregate some MMAs to monitor vehicle performance. Another option would be to take a corridor approach to vehicle performance, such as was done for the Eastgate Transportation Study.

Commissioner Ting pointed out that Bellevue is not homogenous and suggested it might be appropriate to create concurrency service areas as a way of creating the appropriate standard for each geography. Mr. McDonald said the point was well made. He said he preferred the term

aggregate of mobility management areas to concurrency service areas, though he allowed that they are roughly the same and refer to a geographic unit to establish the thresholds of performance for each mode. For vehicle performance, it may make sense to have a larger concurrency service area or more aggregated Mobility Management Areas because vehicles travel farther.

Commissioner Ting said regardless of what it is called, the key point is that the mobility unit supply and demand must be met within a geographic region defined by its nature and its characteristics. Chris Breiland with Fehr & Peers said he was working with the staff to come up with a couple of different options for geographic boundaries. He pointed out that having an extremely small geography leads to having potential issues around having a specific amount of growth that is difficult to forecast and difficult to match projects to. The city of Bellingham is looking to consolidate its concurrency service areas for that very reason. The city's current 14 MMAs may still serve as a valid way to look at intersection operations.

Chair Marciante asked how things are done currently when a traffic impact analysis is submitted for a particular property. Mr. Breiland explained that the traffic impact analysis done as part of development review looks at the project-specific impacts to the transportation system. The review is done by staff in the Transportation Department and they look at impacts close to the project site, all through the lens of SEPA. Concurrency and SEPA are not the same, however. The concurrency evaluation is done at the MMA level. Currently, all transportation impact fees that are generated go to fund TFP projects that add vehicle capacity. The proposal is to shift away from the MMA and vehicle-only approach to a multimodal concurrency that takes in a larger geography than the specific MMAs.

Chair Marciante asked if the potential impacts for pedestrians would be measured against a smaller geography, and if bicycles would be measured against a different geography, and if the supply would be matched up to the geographic areas for each of the different nodes. Mr. Breiland said to evaluate every single building permit against every single mode, taking into account every single trip, would be impractical. The proposal moves in the direction of what is called a plan-based concurrency system in which each mode and each travel shed is looked at on the TFP level. From a multimodal standpoint, the TFP will be designed to look at how to accommodate the expected growth in line with the expected performance levels. If growth is consistent with the plan, then the plan can be implemented concurrent with growth.

A motion to amend the multimodal concurrency fundamental principles by appending Principle 2 with "within a Concurrency Service Area, and when each mode meets mode-specific performance standards;" updating Principle 5 to read "For each mode, gather data and establish experience and utilization performance thresholds to identify deficiencies and to describe the magnitude of any deficiency. Set minimum and maximum utilization performance thresholds;" and appending Principle 8 with "Periodically recalibrate the MU supply calculation based on observed facility performance;" was made by Commissioner Ting. The motion was seconded by Commissioner Stash.

Commissioner Ting said his proposal relative to Principle 2 was aimed at specifying a concurrency service area, and mode-specific standards. He said the MMLOS standards should be per area. With regard to meeting mode-specific performance standards, he said the MMLOS recommendation made by the Commission in 2017 specifies that there should be a reasonable user experience regardless of the mode that is chosen. Specific standards are necessary as something that can be pointed to as expectations Bellevue residents can have in choosing a particular mode. They should be standards and not guidelines in order to provide for

transparency and accountability. With regard to his proposal for Principle 5, he stressed the need to gather data for type of facilities that gets built, and the need to reference experience as well as utilization, and there should be minimum and maximum utilization performance thresholds, also to allow for additional transparency. With regard to Principle 8, he said his proposal was based on the need to periodically recalibrate the supply formula based on observed facility performance. The new facility types generate mobility units and as they are built out they should be reviewed to be sure they are generating the amount of supply expected.

Mr. Singelakis suggested it would be good for staff to look at the proposed amendments, consider them carefully, and come to the next meeting prepared with responses.

Chair Marciante agreed with the need to establish concurrency service areas but said she was on the fence about mode-specific performance standards. She said she agreed with the proposal relative to Principle 5 but said she would add the word “targets” before “minimum.” With regard to the proposal for Principle 8, she said she had some concerns because the process by which the supply and demand sides will be recalculated will rely on a combination of observed data. Observed facility performance is too narrow.

There was consensus to postpone the motion to the next meeting.

8. APPROVAL OF MINUTES

A. March 11, 2021

The minutes were approved by consensus.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

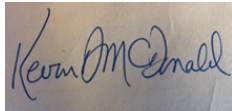
11. ORAL AND WRITTEN COMMUNICATIONS – None

12. REVIEW OF COMMISSION CALENDAR

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

13. ADJOURNMENT

Chair Marciante adjourned the meeting at 8:51 p.m.



4/22/21

Secretary to the Transportation Commission

Date