

CITY OF BELLEVUE  
BELLEVUE TRANSPORTATION COMMISSION  
MINUTES

June 10, 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, Andrew Singelakis, Mike Ingram, Kristi Oosterveen, Eric Miller, Department of Transportation; Councilmember Robertson

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.

New Commissioners Kurz and Rebhuhn introduced themselves as did the other Commissioners, staff and Councilmember Robertson.

2. APPROVAL OF AGENDA

The agenda was approved by consensus.

3. ORAL AND WRITTEN COMMUNICATIONS

Mr. Christopher Randels, 2501 148th Avenue SE, spoke on behalf of Complete Streets Bellevue, an organization centered around the people who walk, bike and take transit in Bellevue. He said there is so much growth coming to the city, but because of sound planning there are opportunities to work toward a transportation system that will meet the needs of every resident, regardless of how they get around. Bellevue's residents have numerous values. There are concerns about mobility, but public outreach has consistently shown the residents care about equity, sustainability and safety. The MMLOS process is new and exciting and it is good to see so many city policies combined into a single planning framework with targets to make sure the city is on the right track to meet its goals and objectives. Complete Streets Bellevue members have discussed the importance of having safe, walkable communities that support accessing day-to-day needs without a car, which is a vision shared by many Councilmembers. While the vision sounds monumental to many for whom the car has historically been given the focus, the goals are attainable with the right policy decisions. From its early days the city has made planning choices that prioritized automobile traffic at the expense of equity and environmental outcomes. Driving continues to be the quickest and easiest way to get around the city, a fact that is shown by the data. To be able to live up to the multifaceted values of the city's vision, it is the organization's

view that resources should be devoted to making sure that other modes can match the experience, quality, comfort and safety of driving a car. The staff-suggested V/C targets represent a common sense approach that will prevent the city from being tethered to expanding automobile infrastructure, and will provide flexibility for developers to help fund the multimodal investments that are desperately needed to achieve the priorities expressed by the diverse community. The organization also supports the metrics outlined in the equity index and is excited to see the work moving forward.

Mr. David Allen, 201 2nd Street South, Kirkland, said he was happy to see Bellevue looking beyond the car-only mentality that he experienced when a resident of Bellevue from 1999 and 2018. He said where he lives now he is able to walk everywhere, but when he lived in Woodridge that was not possible. He voiced support for the Commission's efforts to include active transportation and transit in looking at the traffic flow caused by future development projects. He said his job is focused on working with big tech companies and encouraging their employees to bike to work. It is a given that government policies have the greatest impact on whether people are willing to try non-car commutes. People who do not feel safe either walking or biking to work will simply not do it. For many years cities have been promoting cars, and unsurprisingly cars are how most people get to work. It is known, however, that promoting other modes of transportation will encourage people to try them. In Bellevue where tens of thousands of new employees are set to come to work for several different companies, the city needs to maximize the efficiency of every mode of transportation. A policy change like the one before the Commission is very important. When considering a mandate to include all forms of transportation when looking at systemic issues is the point where the kind of government support is needed in finding ways for people to get around town in other than single-occupant vehicles.

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

Councilmember Robertson welcomed the two new Commissioners and noted that they were joining the Commission at a busy time when very important work is being done. She noted that recruitment was under way to fill the vacant Commission seat and said she hoped to have a new Commissioner seated before the August break.

Councilmember Robertson said the project selection task force she is part of is working to bring equity into the project selection process. The issue is high on everyone's minds at the Regional Transit Committee and is being woven into new policy documents.

Every eight years the county updates its Comprehensive Plan, which is used to determine how the cities within the county will grow. Called the Countywide Planning Policies, the deadline for submitting revisions to the current policies was June 9 and Bellevue offered a couple of suggestions. The county sets growth targets for the cities and the unincorporated areas and the current work is focused on the target year 2044. The growth targets originally set for Bellevue were for 54,000 jobs and 27,000 housing units. Because of all the job growth currently being experienced, Bellevue has been talking to the county about raising its growth targets to 70,000 jobs and 35,000 housing units. The Commission's work on multimodal concurrency and the Mobility Implementation Plan will be part of the work that will need to be done in order to meet those growth targets.

Councilmember Robertson reported that the City Council received a budget update on June 7 and learned that things are looking strong. The expectation is that the city will be back to pre-Covid

numbers by the middle of 2022. The grant funding from the American Rescue Plan Act totaling more than \$20 million will come in very handy in keeping up with the provision of services, including transportation maintenance.

Councilmember Robertson stressed the importance of the Commission approving the policy recommendations relative to multimodal concurrency and sending them on to the Planning Commission. The details will be the focus of the work on the Mobility Implementation Plan, which will require the Commission to have two meetings per month through the end of the year.

## 5. STAFF REPORTS

Mr. McDonald reminded the Commissioners that the Commission's bylaws call for the election of officers in June of every year. He noted that the current Chair and Vice Chair have indicated an interest in continuing in their positions. He said nominations were open and would remain open until the June 24 meeting at which new officers will be chosen. If there are no nominations beyond the incumbents, they will retain their positions.

## 6. PUBLIC HEARING – None

## 7. STUDY SESSION

### A. Multimodal Concurrency Policy

Chair Marciante said the study session would serve as the last opportunity for the Commission to provide input on the policies before sending them on to the Planning Commission. She said she was proud of the complex and tireless work done by the Commission to date.

Principal Transportation Planner Kevin McDonald referred to the goal statement introduced by Commissioner Ting and noted that while staff had considered reframing it as a policy, the feedback from the Commission was to retain it as a goal reading "To improve all mobility options so that everyone in Bellevue has a safe, comfortable and efficient experience on their preferred mode, while encouraging and transitioning to more environmentally sustainable and higher capacity modes." He said with that goal statement in mind, staff recommended retaining Policy TR-2 reading "Improve the multimodal transportation system and the quality of the travel experience for all users." With regard to Policy TR-20, he noted the Commission's recommendation made on May 27 had been modified based on Commission input to articulate the performance metrics, targets and management areas to be established in the Mobility Implementation Plan. Policy TR-20 read "Scope, plan, design, implement, operate and maintain a complete and multimodal transportation system in accordance with the Performance Metrics, Performance Targets and Performance Management Areas established in the Mobility Implementation Plan."

Mr. McDonald noted that Policy TR-22 had been similarly amended subsequent to May 27 and the discussion of how the performance targets would be addressed or met in evaluating the performance of each mode. The consensus of the Commission was around the word "meet" and as amended Policy TR-22 read "Engage the community to prioritize projects, programs and resources to meet Complete Streets goals and the Performance Targets established in the Mobility Implementation Plan." At the suggestion of the Commission, the components of the Mobility Implementation Plan performance targets and performance management areas were added back into Policy TR-30, with two separate policies to read "TR-30.1. Monitor and document transportation system performance in accordance with the Performance Targets and

Performance Management Areas established in the Mobility Implementation Plan; TR-30.2. Engage the community to evaluate and modify the Mobility Implementation Plan as needed, in concert with each update of the Comprehensive Plan, or as warranted by changed circumstances.” Also at the direction of the Commission, Policy TR-34 was revised to read “Evaluate the performance of all modes and engage the community to identify projects, priorities, programs and resources to meet the Performance Targets through updates to the Transportation Facilities Plan.” It was noted that the language of Policy TR-73 was unchanged save for the use of capitalization where needed.

With regard to Policy TR-132, Mr. McDonald noted that input was received late into the afternoon. The result was “Provide and prioritize transportation funding to meet Performance Targets for people walking, biking, riding transit and traveling in a car.” Similarly, last-minute changes were made to Policy New A to have it read “Employ a citywide approach by implementing a multimodal level of service concurrency standard that provides adequate transportation facilities to meet the demand for new development.” The Commission provided no new direction for Policy New B following May 27, but in looking at the suite of policies staff determined the policy is not needed given that other policies say the same thing. For Policy New C, the revised version read “Plan for transportation system projects to accommodate the forecast demand and to meet Performance Targets in each update of the Transportation Facilities Plan.”

Chair Marciante opened the floor to the Commissioners to provide feedback and said she would then call for a vote to forward the policies to the Planning Commission.

Commissioner Beason said the revised policies were much cleaner and easier to read. With regard to the goal statement, she said she was not fully onboard with the reference to higher capacity modes, suggesting it does not flow with the rest of the policy. Engaging the community is talked about in both TR-30 and TR-34 and could be considered to be redundant. She voiced support for New A as revised.

Commissioner Ting said the reason he added a reference to higher capacity modes in the goal statement was to note that as there are more transportation demands on the system, the city will need to think about how to transfer people to higher capacity modes so that more people can get around. The city has limited real estate and a limited budget, and the more people can be transitioned to modes that get more bang for the buck the better. He said the issue of transitioning from a vehicle system to a multimodal system is important given that it will take time to build out the system. The notion of environmental sustainability is also very important. Equity is an important element and it should possibly also be part of the goal.

Commissioner Stash offered no comments on the policies as revised. With regard to the goal statement, she said the reference to higher capacity modes also caught her attention, primarily because walking and biking are not higher capacity modes. She stressed, however, that she understood the point Commissioner Ting was trying to make and suggested the issue could be solved by simply referring to more environmentally sustainable modes, which includes higher capacity modes.

Commissioner Kurz said it was clear that the Commission and staff had worked hard on the policies. He said they are clean and understandable. He voiced support for the suggestion made by Commissioner Stash relative to the reference to higher capacity modes in the goal statement.

Commissioner Rebhuhn also agreed with the policies as revised. With regard to the goal statement, he noted his support for referencing a safe, comfortable and efficient experience.

Chair Marciante said she believed the policies as revised were a good attempt at simplifying and making clear a very complex topic. She said she was proud of the work of the Commission and the staff. The policies specifically express the multimodal standards. New A is very important and explicitly states the standard. She suggested including the word “reliable” as a metric in the goal. She agreed the reference to higher capacity modes could be eliminated since the reference to efficiency covers it. In addition to environmental sustainability, reference should be made to being financially sustainable. She also agreed with the notion of adding an equity component to the goal. She questioned why there were two parts to Policy TR-30 and suggested simplifying the language somewhat.

Commissioner Ting said he could agree to remove the reference to higher capacity modes from the goal for the reasons stated. He said his preference would be to retain the reference to environmentally sustainable but agreed a reference to financial sustainability could be added. He also agreed it would be good to add a reference to reliable and predictable.

Commissioner Beason agreed with the suggestion to retain the reference to environmental sustainability. She said she would like to see added the phrase “Bellevue has a safe, reliable and efficient experience.”

A motion to approve the revised policies was made by Commissioner Beason. The motion was seconded by Commissioner Stash.

A motion to amend the motion by adding a new policy reading “Provide targeted congestion relief along with mobility improvements for all during the transition to a fully operational MMLOS system” was made by Commissioner Ting. The motion was seconded by Commissioner Rebhuhn.

Commissioner Ting said he supports MMLOS as the way forward toward a better transportation system. He stressed, however, the need to be careful during the transition to the new system. There have been concerns voiced by the public about how to do the transition. He said his amendment was aimed at addressing those concerns about moving from a vehicular system to a multimodal system. It has been stated by staff that striving to reduce congestion relief is inconsistent with the multimodal approach but said he did not believe that. Targeted and balanced congestion relief can be done while transitioning to the a fully multimodal system. The proposed amendment recognizes the fact that it will take time to build out a layered network. Once a fully multimodal system is in place, additional congestion relief will not be needed, but until arriving at that point, the proposed policy makes sense.

With respect to the original wording of Policy TR-2 and the reference to striving to reduce congestion, Mr. McDonald said the effort will not be abandoned given that there are performance metrics and targets for all modes yet to be defined in the Mobility Implementation Plan. The purpose of the Mobility Implementation Plan is to articulate the community’s values and to assign a priority to the projects that match those values. Relieving congestion in certain places along certain corridors is a community value that will not be abandoned in the Mobility Implementation Plan. The statement as outlined in the proposed amendment does not need to be a policy in the Comprehensive Plan.

Commissioner Beason suggested the goal statement addresses the issue raised by the proposed amendment. It talks about safe, efficient and sustainable and that incorporates the issue of congestion. Improving efficiency will result in reduced congestion. She sought confirmation that

the main motion included revising the goal to remove the reference to higher capacity modes, and she said she still wanted to revisit policies TR-30 and TR-22 regarding consolidation of the references to engagement of the community.

Commissioner Ting said the statement offered by staff was in relation to Policy TR-2 and the quote was “to strive to reduce vehicle congestion is inconsistent with a multimodal approach and is not achievable without significant adverse consequences.” He agreed that only doing congestion control would not be compatible, but he suggested that it would be reasonable to do some targeted congestion control. The issue should live as a standalone policy in order to address concerns voiced by the public. Most would say that some balanced congestion control is a good thing. The question is whether or not the public should be told that in the form of a policy. Mr. McDonald said the quote was from a Transportation Commission memo. He said in the absence of other considerations, striving to achieve congestion reduction is incompatible. The point of the Mobility Implementation Plan is to broaden the conversation about transportation and to consider all of the community’s values, including those that are expressed so well in the goal statement, when the Commission is asked to prioritize projects to recommend to the Council.

With regard to the notion of transitioning, Mr. McDonald said Bellevue is certainly evolving in terms of policy and vision toward a more multimodal approach to mobility. That has been going on for a decade or more. The intent is to continue on that trajectory and to provide a little more transparency to the community about how decisions about investing in those modes are made through the Mobility Implementation Plan.

Commissioner Kurz voiced concern about the concept of the transition. He said he did not recall reading about it before and suggested that it undermines the idea of MMLOS to say something will not be done right away and instead there will be a transition to it. That opens up the question of how long the transition will take and how it will be known that the transition is complete. He allowed, however, that congestion is an issue the Commission will have to address going forward as the public weighs in.

Commissioner Stash agreed with Commissioner Kurz in regard to a transition period. She suggested the work may never be done and there always will be improvements going on. It would be confusing to add in the notion of a transition period. She stated, however, that mentioning managed congestion somewhere in the policies would be a good idea.

Commissioner Ting said he would be okay with removing the reference to a transition period through an amendment to his amendment. He said he would feel comfortable sending the policies forward to the Planning Commission with his amendment included. Leaving out the amendment would be to ignore a large segment of the population. Being up front about the approach will go a long way toward keeping the public informed.

Commissioner Beason suggested that in fact Policy New A addresses the issue of congestion in that it says transportation concurrency provides an adequate supply of mobility to meet the demand for new development. The policies as revised cover the full range.

Commissioner Ting said it was his understanding that the 2017 MMLOS report had V/C as a concurrency standards component, the currently proposed MMLOS approach does not include that. Given the new approach based on mobility units, vehicular congestion could be completely ignored and still meet the concurrency standard. Mr. McDonald said there are two things happening simultaneously. First, a new concurrency standard is being proposed that involves a multimodal approach that matches the supply of mobility with the demand for mobility. It is a

single standard, supply greater than demand, that has multiple components. He said vehicle level of service is expressed in two ways: the volume to capacity ratio at system intersections, and the travel speeds along the major arterial corridors. Those are the metrics recommended in the MMLOS document. The staff recommendation is to embed those same metrics into the Mobility Implementation Plan, with perhaps modifications to the speed metric and adjustments to the MMAs.

Commissioner Ting asked if those are part of the concurrency standard. Mr. Breiland explained that performance targets are identified for all modes, including vehicles, transit, bicycles and pedestrians. It is clearly stated in the policies that the Transportation Facilities Plan is to meet those targets. It does not make sense to call out vehicles without calling out the other modes. Congestion targets are to be met as part of MMLOS. When those targets are met, congestion will be addressed. Congestion is built into the system, but it is no longer the sole concurrency standard.

Commissioner Ting said the V/C calculation for congestion as proposed in the 2017 MMLOS document was recommended as a concurrency standard. The new approach does not include a concurrency standard for V/C or congestion. Mr. Breiland said that is correct. He suggested that “recommended” was a bit of a mischaracterization. Changing concurrency is a complicated and time-consuming process and in 2017 the bandwidth to address it was not available. The 2017 report specifically called for adopting a multimodal concurrency framework for the city, which is the piece currently being worked on.

Chair Marciante commented that V/C congestion is in fact part of the standard given that it is one of the metrics in MMLOS. There are metrics for each mode, including V/C ratio, corridor speeds, and stress level of bicycle facilities. All of those metrics will become part of what is being called MMLOS. It is not accurate to say V/C congestion is not part of it, but it is accurate to say it is not an independent standard.

Mr. Singelakis made the point that after multimodal concurrency occurs, system intersections and other factors will continue to be monitored. The congestion levy will not be going away, and consideration will be given to system intersections that may need to be widened in the future.

Chair Marciante read the motion to amend the main motion and called for a roll call vote. The motion to amend the main motion failed 2-4, with Commissioners Ting and Rebhuhn voting for, and Chair Marciante and Commissioners Beason, Stash and Kurz voting against.

The main motion to recommend the policies as revised to the Planning Commission carried 5-1, with Chair Marciante and Commissioners Beason, Kurz, Rebhuhn and Stash voting for, and Commissioner Ting voting against.

## B. Mobility Implementation Plan

Mr. McDonald introduced consultant Ian Macek with Nelson Nygaard to join Mr. Breiland in discussing the incorporation of equity best practices into decisions made about identifying and prioritizing projects to advance multimodal mobility in the city.

Mr. Breiland stressed that equity and project prioritization will be linked as part of the Mobility Implementation Plan. He noted that many communities across the country are emphasizing how to bring equity into the folds of city planning, implementation and operations. Equity and inequality are two different things and the focus is not on trying to provide equal transportation to

everyone. Equity means that for folks with less opportunity to engage in the benefits that mobility offers, additional investments are needed to make sure they can achieve the same outcomes as the rest of the community. The city's Diversity Advantage Initiative directs the city to enact and uphold equitable policies and practices and create a fair and just community where equality is the outcome by recognizing and correcting historic and systemic inequity. Policy TR-21 calls for ensuring that the transportation system infrastructure in Bellevue provides mobility options for all modes and accommodates the mobility needs of everyone, including underserved populations. The Council has been clear about making equity a clear element of the Mobility Implementation Plan.

Mr. Breiland shared that Mr. Macek and the Nelson Nygaard team performed a scan of best practices regionally and nationally. One that stood out was an example from Tacoma which involved the development of an equity index. The focus of the index was on identifying areas of lower and higher opportunity to help focus city investments and resources. The Tacoma index looked at 29 factors related to equity ranging from income to ability to speak English, access to a vehicle and exposure to air pollutants. The outcome was the development of a composite score that looked at equity overall and the identification of areas of higher and lower opportunity.

Mr. Macek said the scan of communities across the country uncovered the fact that the majority of them had essentially the same process, with the first step focused on identifying indicators, the goal of which is to provide a balance between the different considerations of data availability, completeness in terms of a diverse set of variables, and adjustment to local conditions specific to context and need. The second step involves mapping each individual indicator, which helps in understanding the relevance of each in the city. The third step is to combine and weight each and develop a composite score, and the fourth is to create the final equity index.

Continuing, Mr. Macek shared with the Commissioners a list of nine typical equity indicators: people of color; low-income households; people with disabilities; female heads of households; limited English proficiency households; housing cost burden; vulnerable age groups; zero-vehicle households; and low-income jobs. He also shared with the Commissioners maps of the city showing the percentages by area for each indicator.

Mr. Macek commented that in general the recommended indicators are suitable to include in the Mobility Implementation Plan equity index. He noted that ways to better capture specific indicators are being explored, including vulnerable populations and households that are housing cost burdened.

Commissioner Ting asked how the equity indicators are rated or ranked. Mr. Macek said one of the next steps will be to revise and combine the indicators and apply weighting to develop an index for Bellevue. He said most jurisdictions weight low-income households and people of color the highest. Because Bellevue enjoys a great deal of diversity, it makes sense to consider which indicators should be weighted the highest. Sometimes it makes sense to start with an equal weighting to see what the composite score looks like before playing with the weights to dial in the overall finalized equity index.

Commissioner Kurz asked for clarity regarding the definition of people of color, and how accurate the data is in light of how historically difficult it has been to measure some populations. Mr. Macek said the people of color indicator is tied to the percent of people who do not identify as both white and non-Hispanic/Latino, which is in line with the American Community Survey data. For the work done to date, the 2019 American Community Survey data has been used; much of the 2020 census data is still being processed and is not readily available. The dataset is



fairly robust, accurate and available.

Commissioner Rebhuhn asked about the housing cost burden indicator is calculated. Mr. Macek explained that the indicator is based on housing cost as a percent of area median income. It does highlight those who may be overstretching on their ability to afford housing. Ways to dial in on the indicator will need to be explored. Mr. Breiland clarified that the indicator seeks to pick up on where housing is so expensive that households have difficulty spending on things like transportation, thus limiting their options.

Commissioner Stash asked for clarification of low-income households and low-income jobs. Mr. Macek said the first is housing based and the second is job based. The low-income jobs metric does not use the American Community Survey data, rather it uses employment statistics data at the block group level. Mr. Breiland added that the metric is irrespective of where the workers live. It shows where those with low-income jobs have to get to from where they live.

Commissioner Ting referred to the housing cost burden metric and said it was his understanding that the area median income data does not have granularity within the city level, rather the average is calculated at the county level. He said if that is the case, the housing cost burden, which involves rent, utility and insurance, the map really is an indicator of which houses are expensive and may not in fact be relevant.

Chair Marciante asked why the focus was not on using income by block from the American Community Survey and relating that back to housing to determine the level of burden. Mr. Macek said questions like those speak to the need to revisit the data in more detail. He stressed that the data to date represents only a first pass.

Commissioner Ting said he would love to see future presentations focus on real-world examples of how certain areas have suffered from transportation inequity. Bellevue is a minority majority and thus looking at the racial component may not make as much sense.

Commissioner Stash asked if the metric for female head of household was an attempt to capture single female parents. Mr. Macek confirmed that and said it is a census term. Commissioner Stash said the term hit her as inaccurate and even outdated. Mr. Macek said the point was well taken and allowed that the metric could be given a different term.

Chair Marciante said it might be important to just track single-parent households rather than if they are female or not.

Commissioner Ting concurred but wondered if the data is all that is available. It would make sense to look at the reason that transportation is inequitable for a household.

Commissioner Kurz said he was intrigued by the low-income jobs data and suggested that a lot of the demand on the transportation network is from people who do not live in Bellevue but who work in Bellevue. There may also be a lot of jobs not captured by the data, such as people coming into Bellevue to do childcare or landscaping.

Chair Marciante commented that the data will be useful in a variety of ways. For one thing, it will speak to how each group needs to be reached out to. It will serve as a check to make sure the city is using the right methods, and it will serve to validate that the groups have been reached. At the end of the day, the data needed will depend on what gets proposed in terms of transportation solutions. When a transportation facility is installed, an analysis should be done to determine if a

particular community will be disadvantaged in any way.

Mr. Breiland said in upcoming meetings the Commission will see a lot of the MMLOS metrics and targets rolled out on the existing conditions and the forecast future conditions. Equity will be coming right along with that.

Mr. McDonald noted that vehicle mode performance metrics, performance targets and performance management areas would be on the agenda for the June 24 meeting.

8. APPROVAL OF MINUTES

A. May 13, 2021

The minutes as submitted were approved by consensus.

9. UNFINISHED BUSINESS – None

10. NEW BUSINESS – None

11. ORAL AND WRITTEN COMMUNICATIONS

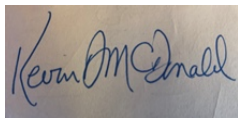
Ms. Michelle Wannamaker, 4045 149th Avenue SE, asked the Commission to consider how it would handle areas with wide socioeconomic differences. For example, Eastgate to the south of I-90 has traditionally been an area with very modestly priced homes, but now it is home to many multimillion-dollar McMansions. The more moderately priced homes tend to be rentals, and those tenants are often more likely to need transit as opposed to those living in the McMansions. It should also be noted that while there are excellent transit options at the park and ride, to the south of I-90 there is very limited transit within the neighborhoods, and in some areas no transit at all. Additionally, there are almost no sidewalks in Eastgate and in other moderately priced neighborhoods that were built in the 1950s. In looking at areas, consideration should be given to what percentage of the homes are rentals versus homeowner occupied.

12. REVIEW OF COMMISSION CALENDAR

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

13. ADJOURN

Chair Marciante adjourned the meeting at 8:52 p.m.



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Secretary to the Transportation Commission

7/22/21  
Date