

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

October 14, 2021
6:30 p.m.

Bellevue City Hall
Virtual Meeting

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

COMMISSIONERS ABSENT: Commissioners Beason, Stash

STAFF PRESENT: Kevin McDonald, Paula Stevens, Andrew Singelakis, Michael Ingram, Kristi Oosterveen, 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 with the exception of Commissioner Stash and Commissioner Beason who were excused.

2. APPROVAL OF AGENDA

There was agreement to reverse the order of items 7a and 7b.

The agenda was approved by consensus.

3. ORAL AND WRITTEN COMMUNICATIONS

Mr. Craig Spiezle, president of the Lochleven Community Association, informed the Commissioners that Lochleven was established in 1907 as the first neighborhood in Bellevue. It is bounded by Lake Washington on the south, NE 8th Street on the north, 100th Avenue NE on the east and 92nd Avenue NE on the west. There are some 500 households and between 1200 and 1300 residents. He asked the Commission to engage with Sound Transit, King County Metro and the East Link Connection Mobility Board regarding light rail plan changes to bus routes that support northwest Bellevue. The proposed route changes will have significant impacts on travel times to the University District and Downtown Seattle while in effect eliminating transit access for others. The change will create access and mobility issues, requiring many to walk more than a mile to reach bus stops. In some cases riders will have to transfer two or three times to reach the University of Washington or Downtown. There will be cascading traffic and parking issues. In fact, 92nd Avenue NE at NE 8th Street has effectively become a park and ride. Sound Transit has proposed rerouting Route 271 to Bellevue Way. The residents who currently have access to the bus route on NE 8th Street will have to find alternative routes and drive to and park at transit stations, creating more traffic. Others may have to drive all the way to the South Bellevue park and ride. There are some potential

solutions. One is to engage King County Metro to fund a loop or circular bus route within West Bellevue and the transit station, possibly from Northtowne to Bellevue Way, down NE 8th Street to 100th Avenue NE to Main Street and up to 110th Avenue NE back to the transit station. Another route could run on NE 8th Street toward Vuecrest and Medina and back to the transit station. The circulator would fill gaps and make it easier for commuters to make the move to light rail while reducing traffic congestion and improving walkability.

Mr. Vic Bishop said he formerly served as a member of the Transportation Commission and participated in developing the guidelines for the multimodal level of service standards and guidelines. He suggested that a major element is missing from the Mobility Implementation Plan, namely a recognition of how people really travel in Bellevue. The BKR travel forecast model does an excellent job of showing how people travel in Bellevue, and it shows that more than three-quarters of all person trips in the city are by car. About 1.3 percent of the trips are by bicycle, about 12 percent are by pedestrians, and six or seven percent are by transit. Yet the Mobility Implementation Plan and the Transportation Facilities Plan evaluation system does not seem to bring that proportionality to bear in thinking about priorities and allocating resources to various projects. The city budget survey has for decades identified traffic congestion as the top issue for Bellevue residents. Bicycle facilities do not even show up on the list of priorities in the survey. As the Commission thinks about prioritizing projects, it should be obvious that some proportionality to the use of the modes should be given consideration. He said doing away with the current 14 MMAs and establishing seven Performance Management Areas makes sense, but the general direction the Commission is taking is making congestion worse.

Mr. Mark Walters, also a member of the Lochleven Community Association, said as an attorney he represents a number of businesses in the Bellevue area. One of the challenges business owners have in the community is that their employees have to commute from outside the area into the city. Whatever can be done to make it convenient for commuters to get to their places of work will greatly benefit the Bellevue business community.

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

5. STAFF REPORTS

Principal Transportation Planner Kevin McDonald reminded the Commissioners about the upcoming mandatory training session on the Open Public Meetings Act, slated for Wednesday, October 20 from 5:30 p.m. to 6:30 p.m.

6. PUBLIC HEARING – None

7. STUDY SESSION

B. 2022-2033 Transportation Facilities Plan

Senior Transportation Planner Michael Ingram reminded the Commissioners that the initial process of updating the TFP started in September 2020, but it was paused in May 2021 in order to better synch with the MMLOS work and development of the targets. The TFP is a specified in the city code and the Commission is the body tasked with overseeing its periodic updates. One key feature of the TFP is that it is fiscally constrained, which means the plan only includes

those projects it is reasonable to expect there will be sufficient resources to pursue over the 12-year timeframe.

Mr. Ingram said Comprehensive Plan sets the vision and policies for the city. It contains the project needs identified in the long-range facility plans and the functional plans. The TFP is the first cut of taking the long list of hundreds of projects and prioritizing them in terms of importance and what can be afforded. The TFP project list feeds into the city's seven-year Capital Investment Program, which is updated every other year.

With each update of the Transportation Facilities Plan there is an environmental analysis that looks at the 12-year horizon and considers the anticipated levels of growth in terms of land use and activities. The proposed set of projects identified in the TFP is analyzed to determine how well it will perform in light of the additional land uses. The analysis also considers noise levels at residential areas around the city, air quality, and the impacts to the natural and built environments. The environmental analysis is required by the state and takes a number of months to complete.

The TFP also forms the basis for the city's impact fee program. A portion of the cost for the roadway capacity projects needed to serve the new development can be charged to new development. Various analyses are done to determine the amount of benefit new development will receive from the projects, which forms the basis for the impact fees. The impact fee framework is expected to be updated in the next year or two.

Mr. Ingram said when the TFP update process was paused in May, a preliminary proposed project list had already been developed. It included 71 projects which were evaluated, scored and prioritized. The Commission was at the time in the process of developing new performance metrics. The pause was deemed to be necessary to allow for applying the new metrics to the projects.

The current TFP is transitional and accordingly the current update process will not use the new framework that is still under consideration. The traditional process was used to look at the projects identified in the adopted plans as well as new or emerging needs identified by the staff or the public. That work yielded the initial set of candidate projects, the bulk of which were roadway and intersection projects. The projects were then evaluated and scored based on five criteria, using weights as directed by the Commission.

The next phase was prioritization, which involved bringing together a large body of staff from various functional areas of the transportation department, as well as staff from the Department of Community Development, the Department of Development Services, the Department of Utilities and the Department of Parks and Community Services. The staff were tasked with identifying their five most favorite projects and their five least favorite projects along with specific comments. The input was used in making adjustments to the rankings in the project list.

The factors that play into prioritization are public input, Council priorities, project investments to date, project ripeness, partnering opportunities, and cost. Discussion by and input from the Commission occurred both in March and April.

Sixteen of the 71 projects on the list are already in adopted and funded plans. The remaining 55 projects are suggested to be moved forward. For purposes of the evaluation, however, all 71 projects are to be considered in terms of the new MMLOS performance metrics endorsed by

the Commission.

Commissioner Ting asked what elements of the old process should be added to the new process. Mr. Ingram said he has been following the new process very carefully and voiced his support for it. While the old process resulted in good project lists, it was difficult to explain.

Commissioner Helland asked how the five criteria came to be weighted as they are. Mr. Ingram said the weights were determined by the Commission. Each criterion has a matrix behind it that focuses first on need then on whether or not the need is addressed by a project. Rated on a scale of zero to one hundred, projects that fully address a high need are given a full one hundred. For the current cycle, the Commission elected to increase the weighting for safety and reducing the weighting for vehicular level of service as compared to past TFP cycles.

Mr. Ingram turned to the pedestrian system status and shared with the Commission a color-coded map. He noted that the Commission had previously been presented with the map though at that time it did not have the proposed TFP projects added. With the projects added, the main areas of improvement appear in the BelRed area and on 112th Avenue NE to the north of the Downtown. He noted that West Lake Sammamish Parkway is incrementally being built out and improved, though there is still a gap in the middle, about half of which will be filled by the proposed TFP project list. Additionally, SE 34th Street, which is a longstanding need and continued interest of the community, is addressed. Mr. Ingram pointed out that the map did not capture the improvements that will be secured through the ongoing Neighborhood Sidewalk Program, or any improvements that will come as a result of private development.

Mr. Ingram shared with the Commission a matrix showing the existing pedestrian network performance levels alongside the projected 2033 pedestrian network performance levels. He noted that currently there are 76 miles of arterial roadways with sidewalks on both sides; that will improve to 81 miles with the TFP projects. There are currently gaps totaling 17 miles where there are no sidewalks at all, and that will be reduced to 12 miles with the TFP projects.

Commissioner Ting asked about the priority given to having a sidewalk on both sides of a roadway as compared to only one side. He noted from the matrix that the change relative to sidewalks on both sides would improve by five miles with the TFP projects, while roadways with a sidewalk on only one side would improve by only one mile. Mr. Ingram said the matrix reflects in part the instances in which entire roads are to be rebuilt, including 120th Avenue NE and 130th Avenue NE in BelRed.

Moving on to the bicycle system, Mr. Ingram first showed the Commissioners a map of existing conditions and followed that up with a map showing the proposed TFP projects added in. He explained that additional improvements to the BelRed area are included along with improvements along the Eastrail corridor and West Lake Sammamish Parkway. There are also ongoing programs that will provide improvements to the Growth Corridor Bicycle Network, the East Bellevue Bicycle Network and the South Bellevue Bicycle Network. He presented the Commission with a matrix comparing existing conditions with 2033 conditions and noted that the needle will be moved from 72 miles of facilities that meet the LTS standard to 87 miles, an addition of 15 miles. Additionally, the facility gaps will be reduced from 33 miles to 25 miles.

With regard to transit performance, an existing conditions map was presented along with a future conditions map. Mr. Ingram noted that the main changes were in the Downtown to Overlake corridor, which he attributed to East Link light rail rather than to any specific TFP project. An additional improvement was shown in the Eastgate area which in part is

attributable to the Bellevue College connector project. The improvement to the Downtown to Crossroads corridor is attributable to the extension of NE 6th Street across I-405 to 120th Avenue NE. He stated, however, that the city is reconsidering the NE 6th Street extension project in terms of its scope with a view on terminating the extension at 116th Avenue NE instead, which would make the transit benefits significantly less.

Commissioner Kurz asked if East Link would help with the Eastgate to Downtown connection. Mr. Ingram said there could be some benefit. Consideration is currently being given to how to adjust the transit routes in concert with the implementation of East Link. There is a working assumption built into the traffic model for what the routes will look like after the activation of light rail, but what actually comes out of the current planning process may differ from those assumptions.

Commissioner Helland asked if the performance targets are variable across segments or uniform. Mr. Ingram said the goal is for transit to operate at a speed that is 1.5 times less than vehicle travel times. Specifically, a route that takes 10 minutes by car should not take more than 15 minutes by bus.

Chair Marciante referred to the comments made earlier in the meeting by a member of the public concerning working with the transit providers and pointed out that the Commission has very limited engagement and coordination with them. The Commission's responsibility is focused on facilities the city can provide. She asked if transit services like loops and last-mile service could be added to the TFP planning process as actual projects. Mr. Ingram said the city is not, and by state law is not allowed to be, a transit provider. What the city can do and in fact does is coordinate closely with the King County Metro and Sound Transit to help guide their services toward conforming with the city's vision as outlined in the Transit Master Plan. The city can also facilitate the speed and reliability of transit services through capital improvements. King County Metro is currently asking the public for input, but the tradeoffs of setting and changing routes are made by the transit agencies.

Chair Marciante asked if the city has any plan to subsidize or otherwise support the Eastgate last mile and Crossroads Connect services. Mr. Ingram said both of those are pilot projects and it is too early to say what success they will meet with. Such projects are funded by the providers, not the city. Nothing would need to be added to the city's TFP to see projects like those come about, other than to mention them in places like the Transit Master Plan. The city could choose to pay for services as other cities in the area have done.

Chair Marciante said she would like to see the city do some analysis of where loop routes would be the most logical to locate, and to insert such projects into the TFP just to see how they rank. Mr. Ingram said the proposed TFP does include a modest amount of money in acknowledgement of the importance of such projects and the likelihood of need over the 12-year TFP.

Maps of current conditions and future conditions relative to vehicular performance at intersections were shared with the Commission. Mr. Ingram stressed that the land use numbers for the future year horizon are for 2044; the 2033 numbers are not yet available. He pointed out that on the future conditions map there were several orange intersections at the north end of the Downtown where there are corresponding TFP projects. On NE 8th Street at 140th Avenue NE and 148th Avenue NE there are funded projects in the TFP and the CIP. Even with those investments, the intersections do not turn green. A signal project at the entrance of the Lake Hills Shopping Center is intended to help relieve pressure on the intersection of Main Street

and 148th Avenue NE. The intersection of 150th Avenue SE and Eastgate Way is orange under current conditions, but with projects identified in the TFP it will turn to green and stay green.

Commissioner Helland asked what the vehicular performance metrics are. Mr. Ingram said there are two. The first is focused on intersections and is a measure of the volume of vehicles entering the intersection compared to the capacity of the intersection during the two-hour evening peak period.

Commissioner Kurz asked if light rail has an impact on the modeling of vehicular performance. Mr. Ingram said it does by reducing the demand for vehicles.

Commissioner Ting asked if the model assumes a constant number of trips or if it takes into account that the addition of a mode may increase or reduce the number of actual trips. Mr. Ingram allowed that traditionally models have not been good at understanding induced demand. Demand is a function of activity; an office building generates a certain number of trips.

Mr. Ingram shared with the Commissioners maps of existing conditions and future conditions relative to vehicular performance along corridors. He pointed out that the standard is 40 percent of the posted speed limit during the peak hours. While there are some yellow corridors under current conditions, most corridors are green. The yellow corridors primarily are for southbound movements. The future conditions map indicated additional yellow corridors. There are TFP projects that will address some of the yellow corridors, including the HOV project on Bellevue Way, projects along 150th Avenue SE to the south of I-90, and various projects in Downtown and BelRed.

Commissioner Ting asked how the 2033 conditions will be determined given that the land use data is for 2044. Mr. Ingram said there is a lot of projected growth over the 23 years leading up to 2044. He said by 2033 more than half of the total projected growth will have occurred. Commissioner Ting said the issue is how to give useful feedback on the TFP project list given the complexity of the data and the fact that the vehicular data is not calibrated to the same horizon year as the other modes. Mr. Ingram clarified that a 2033 land use forecast will be developed, it just has not been done yet, and it will be subject to the SEPA analysis.

Chair Marciante asked if a scan of the remaining projects not selected for the TFP project list has been done to determine if there is something that may have been overlooked. She noted that the chosen projects are aimed at the worst places, but the issue is there are a lot of worst places. Mr. Ingram responded by saying focus is always being given to areas of need and opportunity beyond what is in the plans. For example, the intersection of 114th Avenue SE and SE 8th Street is an area that came to the attention of staff two or three years ago as performance degradation in the area was being observed, which negatively affected the areawide performance for the Southwest Bellevue area. Opportunities were sought and the result was a congestion reduction project involving a dual left turn configuration, resulting in a higher ability to move vehicles onto southbound I-405. The Neighborhood Congestion Reduction Program is included in the TFP and it is the most process-oriented means to look at and address emerging congestion issues. Some projects in the TFP are associated with that program. The fact that the TFP is updated on a regular basis also allows for picking up emerging needs.

Commissioner Ting said he favored taking a look at the projects that come out of the old scoring process versus the projects that come out of the new scoring process to determine if

any changes are good or bad. With regard to sidewalk projects, he emphasized the need to focus on those that are used by children such as those close to schools or parks that need some safety improvements. With regard to bicycle lanes, he voiced support for focusing on the high-priority corridors where there is enough of a completed segment that getting from one major hub to another can be done on a mostly contiguous facility. He said he also hoped some analysis had been done on which projects yield the biggest bang for the incremental gain in actual usage. With regard to the latter, Mr. Ingram noted that the city is investing a lot of money in BelRed in recognition of the growth planned for the area. One of the remaining projects there is the north segment of 120th Avenue NE that was originally scoped for five lanes but which as a result of various conversations and analysis was cut back in recognition of various alternatives, resulting in substantial cost savings. The focus there was on trying to fit the project to the actual need.

Chair Marciante commented that the Commission has often talked about the need to focus on sidewalk safety projects associated with schools and the likes. Mr. McDonald said many of the school routes are on neighborhood streets, whereas the Mobility Implementation Plan is focused on arterials. The Commission did previously direct staff to give priority to those gaps located along arterials that are located near schools, as well as gaps that help to serve transit and higher-density growth areas. There are other programs that work on filling gaps in the neighborhood network to provide access to schools and transit.

Chair Marciante said she would like to have staff offer the Commission a presentation on the school and transit route sidewalk projects. Mr. McDonald said it is possible to plot the location of schools on the map. That would at least give the Commission a geographic proximity of the access points and the gaps near those pedestrian attractors.

Capital Facilities Planning and Programming Administrator Kristi Oosterveen said she manages the Neighborhood Sidewalk Program and one of the things she focuses on are locations that have a close proximity to schools, parks, libraries and community centers within a quarter mile. Some of the projects on the TFP project list are in fact in close proximity to schools.

Commissioner Ting asked why the Mobility Implementation Plan only looks at arterial sidewalks. Mr. McDonald said the Mobility Implementation Plan is intended to provide a framework for the network for all modes. Early on it was concluded that trying to address all of the city's roadways would be a phenomenally monumental task, and the decision was made to focus on the arterials for all modes of travel. Clearly the arterials are only a subset of all the roads in the city, but they carry the highest volumes.

Mr. Ingram said the conclusions reached in regard to the project list viewed in light of the Mobility Implementation Plan metrics were that there is an improvement in the pedestrian system with a reduction of five miles of gaps; an improvement in the bicycle system with a reduction of eight miles of gaps; an improvement in transit performance for several origin-destination pairs; and an improvement on the vehicular side by directing TFP projects at locations where vehicle performance lags.

Mr. Ingram said staff would return to the Commission on October 28 with a recommendation for the allocation of the \$5.4 million currently not allocated. At that time staff will request the Commission's full endorsement of the proposed project list, allowing for advancement to the SEPA stage. The Council will be briefed on the proposed project list to ensure their comfort with it. The SEPA analysis typically takes the form of an environmental impact statement, and

the results of that work will be shared with the Commission, following which the Commission will be asked to recommend the TFP to the Council for adoption.

Commissioner Kurz said the upshot for him was that the model indicates congestion is going to get worse, and that a strong case could be made for more funding to relieve congestion in general. That is something that should be communicated to the Council. Mr. Ingram said the Council is aware of the forward trend, adding that that is in part of why a different concurrency metric is under consideration.

Chair Marciante stated that there is a limit to what can be done. Identifying all the issues and fully funding everything that can be improved based on the limitations and constraints of intersections will not fully relieve congestion at all intersections. The model predicts mode shift and conditions, but it does not take into account the compounding effect of alternative modes in future years. Congestion projects alone will not yield the kind of city Bellevue wants to be.

A. Mobility Implementation Plan

Consultant Chris Breiland with Fehr & Peers said while the transportation needs in the city are many, there are finite resources the city can devote to them at any given time. There is a project development pipeline that is important to recognize. It starts with identifying needs, which is followed by an effort to translate the needs into investment decisions, an approach that is typically called project concept development or project design. The last step is getting project concepts funded and built. The steps happen in sequence for any one project, but they happen simultaneously across the entire process. The Mobility Implementation Plan will document the process. The issue is how to address the process in a uniform fashion such that when staff comes to the Commission with the TFP it will have a similar pipeline process.

The framework involves identifying the gaps in the performance targets and overlaying these with the Mobility Implementation Plan goals of equity, safety, accommodating growth and the need for access. That is the first step. Screening those gaps by mode based on the goals and advancing the concepts toward an investment decision is the second step. Funding is the third step and it is addressed through the TFP. The next update of the TFP will fully embrace the Mobility Implementation Plan framework.

In an ideal world, the city would have the resources necessary to consistently address all gaps and advance them into project development. Where a sidewalk is missing or where a V/C ratio does not meet the Performance Target, the process would move directly into determining what project investments are needed to address the gaps. The reality, however, is that staff time and financial resources are limited and there are other priorities that need to be addressed. What has been identified is a set of criteria by which the staff can look at network gaps and assess them, first to determine if they are reasonable or feasible to be addressed, and if yes to engage the public and ultimately advance the project concepts that are deemed to be of highest priority. The outcome will be a clear list of documented gaps in the system.

The gaps themselves do not speak to the individual goals of safety, equity, growth or access and mobility, thus the screening process needs to take those goals into account. Once the initial filtering work is done by the staff, the public will be engaged to fully understand the degree to which the community is concerned about specific gaps, and to determine if the Mobility Implementation Plan goals overlap with community expectations. The feedback loop will prevent a project from being moved forward that may be correct from a technical and data

perspective but is misaligned with community perceptions.

The final screening process will be to consider all of the pieces together. A specific Performance Target gap may or may not be advanced because of some other city priority that might be impeding the ability to implement a project, or because another city project or priority will be able to advance a project soon after.

Mr. Breiland shared a couple of examples with the Commission, beginning with 98th Avenue SE in the Enatai neighborhood. He said there is a sidewalk gap. The roadway is somewhat windy and there is a substantial amount of traffic, thus there is a clear need. However, in terms of the Mobility Implementation Plan goals, because the roadway is not on a high-injury network, it is not in an area of disproportionate need in terms of any of the equity metrics, it is in a stable part of the city that is not seeing a lot of growth, and the access needs are low given that there are few key destinations or multimodal accessibility demands in the area. The gap, while clear, may not be aligned strongly enough with the goals and the city may elect not to move to conceptual design to address the gap.

The second example involved an intersection V/C Performance Target gap at NE 4th Street and 108th Avenue NE identified in the 2044 forecast. Mr. Breiland noted that there is a lot of growth in the Downtown and not surprisingly there is more traffic there. While the intersection is identified as not meeting the Mobility Implementation Plan goals, from a safety perspective it is on a high-injury network, there is more traffic and impatient drivers could trigger additional safety concerns. The intersection is located where there are high concentrations of equity populations, including people with disabilities, limited English proficiency and low-wage jobs. Growth in the area is high and more is forecast. In terms of access, the intersection scores high on multimodal accessibility and nearby key destinations. It could be concluded that there is a lot of Mobility Implementation Plan alignment associated with the gap and as such a project concept may be considered for advancement.

Mr. Breiland said the approach would be a new, transparent process for Bellevue. The city already looks at how different mobility needs rise to the level of importance to get through all the processes, but the current approach is not as explicit from a data perspective focused on the gaps and why they are or are not advanced. The process is important in that it transparently talks about the gaps that will be identified through the Mobility Implementation Plan and is clear about which project concepts will be moved forward. The third and fourth steps are already city processes, but they can be informed by the Mobility Implementation Plan. What goes into the modal plans, the subarea plans, the corridor plans and the neighborhood connectivity plans all have a project development concept phase associated with them. The focus is on how to align the project concepts with the Performance Targets gaps and goals in the Mobility Implementation Plan. The ultimate outcome is project concepts that connect all the dots.

By way of example, Mr. Breiland focused again on the intersection of NE 4th Street and 108th Avenue NE in the Downtown where a V/C Performance Target gap has been identified. One project concept could be to add vehicle capacity such as turn lanes, though there are potential implications for the surrounding buildings. Adding more capacity to the intersection may or may not be a viable approach to addressing the identified gap. However, the approach does not ignore the fact that there is a V/C gap at the intersection and opens the discussion to other methods that could be used, such as reducing vehicle demand by improving capacity for other modes. Another conclusion could be that funding is inadequate and the available tools are not adequate to address the gap.

Mr. Breiland also used as an example all the transit routes that do not meet the travel time ratio target identified in the Mobility Implementation Plan. He said there are multiple routes that could benefit from advancing the design of the Bellevue College connection project to provide for more direct routing.

The last stage is screening for implementation, which is really the role of the TFP. The step develops a financially constrained list of projects that address the Performance Target gaps and support growth. The TFP links to transportation concurrency and it is where all the pieces come together. The approach has metrics for measuring the system, targets to ensure advancement toward a desirable outcome for the different modes, and a way to move to implementation. Concurrency is the element aligning growth with implementation.

Commissioner Ting suggested the Mobility Implementation Plan is missing a goal category for “user experience” to address things like performance, stress, predictability and ability to use a preferred mode. At the end of the day, the transportation experience needs to focus on the customers. It should also include the experience of the people who live in a neighborhood. He added that while it is true that roads cannot be built everywhere, congestion is such a hot button issue for Bellevue residents that it is necessary to consider what can be done both on the supply side and the demand side in order to realize improvements to the transportation experience people have. Another missing goal is output bang for the buck. The current TFP process includes leveraging and working with developers and other partners and that is an efficiency that should be looked at. Once facilities are built, there should be a review to determine if it resulted in the intended effect. An additional lens that should be employed is environmental sustainability.

A motion to extend the meeting by 15 minutes was made by Commissioner Helland. The motion was seconded by Commissioner Ting and the motion carried unanimously.

Commissioner Helland said he does not drive down Main Street because it is always congested, rather he goes a couple of blocks away, parks and walks. He said he did not know if the model captures behavior of that sort. Mr. Breiland said the model does to a degree take into account alternative routes that might be less congested. He allowed, however, that the situation described is not captured well by the model and that is why it is important to also gain input from the Commission and the public.

Commissioner Ting asked if the model and the data demonstrate that being near a high-injury network is tantamount to being in an accident or sustaining an injury. Mr. Breiland explained that the high-injury network has the highest incidence of crashes. The risk to a person being near a high-injury network would vary by context. He said all the paths a pedestrian might travel cannot be fully known and modeled. If a pedestrian is near a high-injury network, the odds of injury may be higher than for those pedestrians who are further away from it, and that is why the relative distance for a school or a park is relevant to safety.

Commissioner Ting asked what the equity categories are. Mr. Breiland said the staff team has identified a number of layers in the equity category. The information is for consideration purposes only in terms of weighing how to address equity without saying one group is more important than another.

Chair Marciante clarified that the specific layers are not intended to serve as algorithms. Commissioner Ting suggested the text should be revisited because it read as if the layers will

be algorithms.

With regard to growth, Commissioner Ting stressed the importance of looking at hot spots but cautioned against saying areas of growth should automatically be areas of investment. A growing area that has great facilities and meets Performance Targets should not receive a lot of focus. Dollars should not necessarily be put into areas projected to grow so much as dollars should be put into areas where there are Performance Target gaps. Mr. Breiland said the approach involves identifying issues first in the form of gaps. The next step is to consider if the gap will worsen as a result of growth given the tie between growth forecasts and the project list. The growth map is tuned more toward addressing pedestrian and bicycle projects, but the projected growth of traffic is not overlooked. Each project must be viewed within their specific context. Gaps in areas that are growing should be prioritized given that by law, growth and impact fees must be linked; impact fees cannot be used to address existing deficiencies.

With regard to mobility and access, Commissioner Ting asked what the approach is trying to solve. Mr. Breiland said mobility and access where the land use density and mix the highest, suggests there are more opportunities for more multimodal connections. Where the land use density is lower, it is more likely to see vehicle connections being made. The mobility and access category is aimed identifying the areas where it is likely there will more of a focus on vehicles versus other modes.

Chair Marciante suggested the process of identifying network gaps is where a focus should be given to the user experience. The new tool is exciting in that it will prioritize the need even before doing any project design work. The need of the users will be weighed against the criteria. Mr. Breiland clarified that the Performance Target gaps are user experience deficiencies by mode. The needs are defined by the goals, and the approach seeks the confluence of the two in order to focus transportation investments. There are user experiences for very different people traveling for very different purposes, and every attempt to amalgamate them struggles in that they average out the true experience for any one person. What the new approach does is identify what is going on for the people using different modes and recognize that every road cannot be made to work for every mode, which is where the concept of the layering comes in.

Commissioner Kurz agreed that measuring the user experience in terms of transportation is difficult to do given that everyone by definition has a different user experience by virtue of going to different places at different times. The Performance Target gaps therefore are typical average experiences. Engaging the public in more depth could be the only real way to learn the true user experience.

Commissioner Ting suggested adding two things to the user experience, starting with the number of users. Currently a lot of people are commuting by car and a poor experience for many people needs to be weighed against a poor experience for a smaller number of people. Part of the user experience equation should be how many users are in the experience. Second is the choice of preferred mode. It is good to have choices, but someone going to Costco with their kids will not want to walk or take the bus, even if that person's predilection at other times is to walk or bike. Having another mode available that is not the right mode can make for a bad experience.

Chair Marciante voiced concern with that, noting the difficulty of evaluating the experience of having to wait two minutes in congestion versus the safety of a child crossing the street. Commissioner Ting agreed the city should not trade more accidents for faster vehicle speeds.

Safer roads should be a top goal. Careful consideration should be given to the kinds of tradeoffs that should be made.

Mr. Breiland said he welcomed the feedback. He added that the framework works well in that it does not prescribe how to look at the different user experiences for the different modes. A discussion about tradeoffs could be the determining factor for why the design of a project gets moved in a certain direction versus another direction. The approach offers transparency.

Mr. Breiland said his team is working on writing up a draft report on the Mobility Implementation Plan. The goal is to have the draft report ready for the next Commission meeting.

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

8. APPROVAL OF MINUTES

A. September 9, 2021

Commissioner Ting noted that he had forwarded to staff a non-substantive revision to the minutes.

The 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, pointed out that in the meeting materials regarding the bicycle network gap showed 146th Avenue SE as being a gap, yet during the meeting it was clearly stated that the Mobility Implementation Plan focuses on arterials. The fact is 146th Avenue SE between SE 36th Street and Newport Way is not an arterial, nor is it on the proposed bicycle network. A change was made because bicycle lanes cannot be added to 150th Avenue SE. She also asked why the dense mixed land use map differentiates one part of Eastgate from the other for multimodal access. The meeting materials showed one part as being purple and the other part light blue, but the presentation materials showed the area in varying shades of purple. The reason for the difference is unclear. She stressed the importance of engaging the public and recognizing that not all members of the public are engaged online. Snail mail notice remains very important, especially for homes that will be affected by a project.

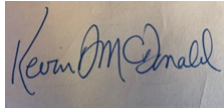
12. REVIEW OF COMMISSION CALENDAR

A. Upcoming Agenda Items

Mr. McDonald took a moment to review the calendar of upcoming meeting dates and agenda items.

13. ADJOURNMENT

Chair Marciante adjourned the meeting at 9:22 p.m.

A handwritten signature in blue ink that reads "Kevin McDonald". The signature is written in a cursive style with a large "K" and "M".

Secretary to the Transportation Commission

12/9/2021

Date