

CITY OF BELLEVUE
BELLEVUE TRANSPORTATION COMMISSION
MINUTES

February 10, 2022
6:30 p.m.

Bellevue City Hall
Virtual Meeting

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

COMMISSIONERS ABSENT:

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

OTHERS PRESENT: Councilmember Zahn, Councilmember Robertson; 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

Ms. Michelle Wannamaker, 4045 149th Avenue SE, complimented staff and the consultant on the work to create the final draft of the Mobility Implementation Plan. It was worth the wait in that the new version is much better thought out and more clearly conveys the information. She noted, however, that there are lots of pedestrians and bicyclists from June to mid-September. Once the cold and rainy season sets in, there is a dramatic decrease in those numbers. The MIP does not seem to take that into consideration in the supply and demand units. She asked if the expected number of pedestrians and bicyclists will be taken into consideration when selecting projects given that the city has the data. She said it was her recollection that at the Commission meeting at which the MIP vehicular V/C values were discussed, every Commissioner agreed they did not want to increase any of the V/C ratio performance targets at system intersections. Increasing a V/C ratio allows traffic to worsen. It was rather surprising to see on Page 28 of Volume I the Type 3 residential PMA listed as a 0.85, while three of the seven existing MMAs are at a 0.80, including MMA 11 which covers a very large area of Southeast Bellevue and in which cut-through traffic uses 148th Avenue SE and 150th Avenue SE as an alternative to I-405. Increasing the V/C ratio to 0.85 will allow traffic to significantly worsen from SE 38th Street in Eastgate to the city's southern border before concurrency requires improvement projects. Traffic on Newport Way would also be allowed to significantly worsen. Additionally, the final MIP document still lists SE 146th Avenue SE between SE 36th Street and Newport Way as a priority bicycle corridor, a designation that is

not listed anywhere else. The priority designation should be removed.

Mr. Matt Jack spoke on behalf of the Bellevue Downtown Association. He said the BDA has advocated support for the multimodal concurrency update of the Transportation Element. He also noted that the BDA has been tracking the MIP work since the very beginning. He reported that the BDA's transportation committee supports the MIP and its goal to organize all of the city's transportation plans into a comprehensive, data-driven framework that will inform all decision making. The work is important and comes at a critical time when Bellevue is experiencing and planning for a lot of growth, especially in the MIP-designated Type 1 PMAs of Downtown, BelRed and Wilburton. The transportation committee found alignment between the MIP and the BDA's Downtown access strategy. He asked the Commission to factor in transportation demand management in the future. The committee supports the city's future work to define TDM policies to help reduce single-occupant vehicle trips during peak periods, and when the work is completed the city should incorporate TDM into the MIP as a measurable component for tracking success in informing improvements. Strong TDM programs will be very important for managing Bellevue's projected growth. He also asked the Commission to advance the effort to establish a performance-monitoring tool. The committee wants to see more clarity on the tool mentioned on Page 5, and desires to see a publicly accessible user-friendly interface that showcases regularly updated performance data from the MIP to improve stakeholder engagement and guide community attention toward relevant transportation network improvements. The Commission should also strive to be very clear about level of service standards. The MIP increase in the LOS standard in the Type 1 PMA from 0.95 to 1.0 sparked concern for some members of committee who worried the change will yield more vehicular congestion; other members voiced that a successful multimodal system is designed to reduce the number of car trips, not congestion, because vehicular growth will outpace road capacity in a growing city with a vibrant economy. The city should be very clear about how the standards are adjusted to help strengthen the confidence of the community. With regard to impact fees, the committee understands that vehicular and non-vehicular impact fees are not part of the MIP scope, nor are they influenced by the MIP. However, the topic is important to many BDA members who are interested to understand if, how and when impact fees will be programmed into the city's work, and how they will relate to the MIP.

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

Councilmember Robertson took a moment to say goodbye as the Commission's liaison for the last two years. She honored the Commissioners for the work done in developing the Mobility Implementation Plan and the multimodal concurrency standard, and for the work to be done on the Comprehensive Plan update and the Transportation Element. She reported that earlier in the day the Puget Sound Regional Council put the Bellevue Main Offstreet Multipurpose Pathway, 108th Avenue to 112th Avenue, project on to one of the grant funding lists for slightly more than \$1 million. The city competed well for the money and the funds will help move the project along.

Chair Marciante thanked Councilmember Robertson for her work with the Commission.

Vice Chair Stash said it had been a pleasure having Councilmember Robertson onboard and she wished her luck going forward.

Commissioner Ting thanked Councilmember Robertson for her dedication, insightful

comments and critical thinking.

Councilmember Zahn noted that she had been appointed to take on the role as liaison to the Commission. She said she was delighted to once again be working with the Transportation Commission. She thanked Councilmember Robertson for her work with the Commission and for bringing to the table her perspective as a member of the Puget Sound Regional Council transportation board and the Regional Transit Committee. She expressed a desire to learn more about the Commission's interests in terms of transportation. She noted that she is a member of the National League of Cities Transportation Infrastructure Committee which earlier in the day held a subcommittee meeting on the topic of safety. It will be important going forward to position Bellevue to be awarded funds related to Vision Zero and safety from the federal level. The work the Commission is doing with the MIP and Vision Zero ties into that work. She reported that a transportation package was floated in the state legislature earlier in the week, and that there had been a public hearing earlier in the day, which included funding for the I-405/SR-167 bus rapid transit project in the amount of \$380 million, along with funding for Eastrail segments, including the steel bridge over I-90, a segment in Woodinville and another down south, as well as a segment of the Mountains to Sound Greenway project.

5. STAFF REPORTS

Principal Planner Kevin McDonald reported that the project manager for the curb management plan project, Chris Iverson, will bring the topic before the City Council on February 14. Mr. Iverson will seek from the Council direction on two topics: initiating a Comprehensive Plan amendment to recommend policy amendments needed to further the curb management issue; and direction from the Council for the Commission to work on the development of the curb management plan and associated policies.

6. PUBLIC HEARING – None

7. STUDY SESSION

A. Transportation Improvement Program – Introduction

Program Manager Kristi Oosterveen stated that the Transportation Improvement Program is required by law to be updated annually. The update will address the 2023-2028 time period. The TIP is not revenue constrained thus any project for which the city might want to see done if resources were available within a six-year timeframe can be added to the list.

Ms. Oosterveen shared with the Commission a map from the Comprehensive Plan showing where the Comprehensive Transportation Project List projects were located, noting that when that list was repealed the 89 projects ended up in the TIP. The Comprehensive Transportation Project List was originally developed in 2015 and contained all of the projects yet to be completed from the vetted long-range plans and studies. The TIP plan is similar to the Comprehensive Transportation Project List except it is much more responsive to change given that it is updated annually. The Comprehensive Transportation Project List could only be modified in conjunction with updates to the Comprehensive Plan. The Planning Commission held a public hearing and following staff's recommendation recommended the repeal of the Comprehensive Transportation Project List to the City Council, and on December 13, 2021 the Council acted to repeal the list via Ordinance No. 6632. Earlier in the month a courtesy public hearing was held with the East Bellevue Community Council which acted to concur with the Council action via Resolution No. 601.

The Commissioners were shown a color-coded map of the 89 projects. It was pointed out that 12 of the projects have been completed and will be dropped from all lists. Additionally, four projects are partially complete, including West Lake Sammamish Parkway. There are 43 projects that will be retained in the TIP and the description for each will be updated with the latest modifications. Fourteen of the projects on the original list have been superseded by other projects or by other known project descriptions. A total of 16 projects will be repealed, including projects left over from the Factoria Area Transportation Study related to the future Factoria Mall redevelopment, and projects that are more suited to operating tasks, such as signal warrants.

Ms. Oosterveen reminded the Commissioners that there are some long-range and functional plans in the Comprehensive Plan. Projects from those plans filter into the Transportation Facilities Plan as candidate projects, or make their way into the plan itself. From the TFP projects flow as candidates to the Capital Investment Program from which they are funded and implemented. Because the TIP is not financially constrained, all of the projects from the various plans can be included in it. There are other program initiatives and projects, such as TFP candidate projects that do not make it into the plan, as well as other regional projects in which the city may wish to participate whose projects can flow into the TIP. The approved TIP is submitted to the Washington State Department of Transportation for inclusion in the State Transportation Improvement Program, and to the Puget Sound Regional Council for inclusion in the Regional Transportation Improvement Program.

The compiled plan will be shared with the Commission in March. At that time the differences between the existing 2022-2027 plan and the proposed 2023-2028 plan will be outlined. The proposed project list will be delineated into four sections: Section I, projects included in the approved 2021-2027 CIP; Section II, projects included in the preliminary 2022-2033 TFP; Section III, other unfunded projects identified through the Comprehensive Transportation Project List or scoped by completed alternative analyses and planning or pre-design studies; and Section IV, regional or outside agency led projects in which the city may choose to participate financially.

Ms. Oosterveen briefly reviewed with the Commissioners the timeline for updating the TIP, noting that the required public hearing is tentatively set for April 14, after which the proposed TIP list will be finalized and recommended its adoption by the City Council. The Council must adopt the TIP and submit it to the state and the PSRC no later than June 30.

Commissioner Ting asked how the Commission could best process and provide staff with feedback on the list. Ms. Oosterveen stressed the need for the Commission to remember that there are no bounds on the TIP project list given the absence of financial constraints. Each project will, however, need to have a fully vetted description.

Commissioner Helland asked if there is a public involvement strategy attached to the process, other than the public hearing. Ms. Oosterveen said public involvement is a big part of the process. Information will be sent out via Facebook, NextDoor, Twitter and publications calling for people to provide feedback on the list. The TIP is typically noncontroversial given it has no financial constraints. The timeline, however, is constrained thus the public involvement process is not as robust as the process is for something like the Transportation Facilities Plan.

Commissioner Rebhuhn referred to the Factoria area projects and asked if removal of those

projects means there is no plan to do anything about the traffic in that area. Ms. Oosterveen clarified that the projects that were in the Comprehensive Transportation Project List that are to be removed were not necessarily about traffic remediation. Those project recommendations from the Factoria Area Transportation Study were completed long ago. The projects recommended for removal have to do with things like curb appeal and crossings that will be left to development to accomplish. All of the projects having to do with any kind of traffic or capacity will be retained on the list.

B. Mobility Implementation Plan – Final MIP Document

Mr. McDonald pointed out that the MIP goals established early on are safety, which along with Vision Zero seeks to eliminate serious injuries and fatalities related to transportation system crashes; equity in the design and prioritization of projects to address equitable access; growth accommodation in support of multimodal transportation; and access and mobility to improve connections to destinations. The layered network was developed by the Commission as a way of ensuring that the various mobility plans will be interrelated with each other and with the land uses the projects support via an integrated multimodal system. The layered network also helps highlight potential compatibilities and conflicts between the different modes, aiding the decision-making process.

One of the MIP chapters contains the performance metrics that describe how each mode of the transportation system is measured. There are both physical metrics relating to the dimensions of different types of facilities, and functional metrics. For the pedestrian system there are metrics pertaining to sidewalk width and arterial crossing spacing at intersections and midblock crossing locations. The bicycle metrics are expressed in terms of level of traffic stress for a bicyclist riding along corridors and through intersections. The transit metrics are the travel time ratio between riding in a bus and riding in a car between activity centers, and the passenger amenities at bus stops. The vehicle metrics involve travel speed along the primary vehicle corridors, and the V/C ratio at system intersections.

Under the pedestrian performance metrics, the width of the sidewalk varies depending on the land use context. In places where there is a greater intensity and mix of land uses, the sidewalk width is greater; the opposite is true for areas of lower intensity land use. In keeping with the access and mobility goal, pedestrian destinations and neighborhood shopping centers are very important in terms of the sidewalk width and crossing frequency.

Level of Traffic Stress (LTS) is the metric for the bicycle system. LTS was defined by the Commission in 2017 as a function of the speed and volume of traffic on the adjacent street relative to the type of bicycle facility provided. LTS 1 is the most comfortable bicycle facility but it always requires the greatest separation from traffic. The higher the traffic speed and the greater the volume of vehicles, the greater the separation that is required. Intersections must also be addressed given that they are sometimes the missing link in an otherwise complete bicycle corridor.

The transit metrics are the travel time ratio relative to auto travel time between activity centers on Frequent Transit Network routes as well as the passenger amenities at bus stops. The travel time ratio should be less than twice as long as it takes to drive. Not every bus stop type is created equal and thus different amenities are needed for each type.

The vehicle performance metrics are the corridor travel speed on primary vehicle corridors and the V/C ratio at system intersections.

Mr. McDonald noted that the Commission spent some time looking at the Performance Management Areas (PMA) and consolidating the 14 Mobility Management Areas into more manageable areas that are related to the land use context. The Type 1 PMA covers Downtown, BelRed and Wilburton/East Main and is home to the highest density mixed use neighborhoods, and has the most robust mobility options. The Type 2 PMAs covering Crossroads, Eastgate and Factoria are less dense and have less robust mobility options. The Type 3 PMAs are largely residential, although there are supportive land uses related to retail and services within those areas.

The performance targets relate to how users experience the various modes of the transportation system. The performance targets are on a toggle rather than on a scale – the target is either met or it isn't. If the performance of a mode does not meet the target, the location could be a candidate for project investment. Not meeting a target does not prescribe any particular type of project or performance outcome. The project identification and prioritization process will look at the hotspots and develop project candidates to inform the future TIP and TFP.

Mr. McDonald allowed that the vehicle performance target related to V/C ratio is proposed to change from the prior concurrency standards. In the MIP, V/C is a target and not a standard. Some small changes have been made to the V/C ratio at system intersections, and those small changes at the hundredth decimal place, consolidate all of the intersections within each PMA to a single V/C ratio. One way that works is that the vehicle metric is combined with the urban travel speed metric so that the vehicle network performance is evaluated both in a V/C ratio function and in a travel speed function, and the latter is how people experience their drive along corridors.

The displaying of the performance targets for all of the modes is done in several different ways in the MIP. Using the pedestrian mode as an example, Mr. McDonald noted there is a color-coded map showing where the sidewalks are present on both sides of an arterial and thus meet the performance target, where sidewalks are present on only one side of the arterial, and where sidewalks are missing. The data is rolled into a citywide table showing the total sidewalk miles in each category of performance along with the proportion of the total system for each category; and a table separating the performance targets by the three PMAs.

The program was tested into the future to determine the degree to which it is forward compatible. The assumptions used for the analysis were the land use growth projections for the city from the PSRC for 2019-2044 showing an increase of 80,000 jobs and 35,000 dwellings. The initial land use distribution may change as the Wilburton Commercial Area may see its zoning capacity changed, and the Comprehensive Plan may also affect how land use is distributed around the city. The baseline for the transportation analysis was the projects in the preliminary 2033 TFP. The analysis projections were mapped to show the results both citywide and for each PMA.

Mr. McDonald said the first step in the process of making project decision is to identify the performance target gaps for each mode. The first level of screening will focus on whether or a project concept that addresses each gap would meet the MIP goals; if it does, the concept can be moved on to the next stage which involves public engagement and which is focused on refining and prioritizing the project concepts for further development. As a final offering of the MIP, projects can be prioritized to become candidates for the financially constrained TFP.

The concurrency program has changed from a vehicle-only concurrency standard to a

multimodal concurrency standard. The primary change lies in having no specific performance standards for any mode, and the final calculation predicated on having a supply of transportation projects that is equal to or greater than the land use demand. The list of planned projects will be informed by the TFP, and supply will be created when projects are fully funded through the CIP.

Mr. McDonald said on March 10 the Commission will be asked to approve the MIP and a transmittal memo to be forwarded to the Council. The Council on April 4 will take up the MIP and direct the next steps in the process, which will be to develop the multimodal concurrency code, and develop an MIP/concurrency implementation guide. The Commission will be asked to work on the concurrency code and provide a recommendation to the Council, and the Commission will work on the implementation guide and recommend it to the director of the Transportation Department.

Commissioner Helland asked how the LTS color chart came about. Mr. McDonald said it was developed by the Commission in 2017. The chart is a very basic summary of the best practices. Level of traffic stress is a function of many elements. The Commission wanted to focus on the fundamental things that relate to the comfort and safety of a bicycle rider. In practice there are things such as pavement quality, the quantity of trucks and the slope of hills, but the Commission elected not to create an overly complicated and unmanageable program, thus the decision was made to focus on the two primary factors that affect bicycle rider levels of comfort: traffic speed and volume. The Commission correlated the type of bicycle facility with the speed and volume of traffic to develop the chart that shows what the resulting level of traffic stress would be. There is a lot of peer-reviewed literature extant and hundreds of factors that could go into the level of traffic stress calculations. The Commission at the time was apprised of about a dozen such factors and chose to focus on traffic speed and volume.

Consultant Chris Breiland said the Mineta Transportation Institute at San Jose State University is a national transportation research body. Mineta was the first to crack the basic idea of level of traffic stress. The Commission looked at their work along with parallel work done by the Washington State Department of Transportation was doing at the same time. The format developed by the Commission was adapted to conditions in Bellevue.

Commissioner Ting asked what the definition of lower density is in talking about the residential areas. Mr. McDonald explained that within the Type 3 PMA are residential densities with zoning that ranges from R-1, such as in Bridle Trails, to R-30, such as the condominiums along Bellevue Way and NE 8th Street. Commissioner Ting asked if the PSRC projections relative to growth take into account conditions under the current Land Use Code, and if a substantial increase in density in those areas impact the MIP. He noted that there are movements afoot at the state level that could result in new ty[es] of housing in residential areas that could affect the residential density. Mr. McDonald pointed out that the 2044 forecast numbers are independent of state or local zoning preferences. The 80,000 jobs and 35,000 housing units are Bellevue's assigned share and it is up to Bellevue to determine where those increases will be accommodated.

Commissioner Ting suggested the issues at the state level could be outside the control of the city. Councilmember Zahn commented that on Monday the Council was presented with the Countywide Planning Policies for ratification. In the mix are the 80,000 new jobs and 35,000 additional housing units. A table was published in the Council's packet that showed the city's current zoning only has capacity for an additional 26,859 new units. The current zoning will not accommodate the 35,000 new housing units the city has accepted as part of the growth

targets for 2044. The table also showed the city has capacity to accommodate 117,241 new jobs. If the city continues to see an imbalance between the number of jobs and the number of housing units, commuters will either need to take advantage of multimodal transportation options or try to drive alone, which will significantly impact the transportation system. The focus needs to be on the commitment the city has already made as part of the growth management discussions at the county level and less on anything related to a state imposition of zoning. In order to meet the targets, the city will have to take a close look at its zoning.

Commissioner Ting said his desire was to make sure the MIP captures the issue so the city can plan for any changes coming down the pike. Mr. McDonald suggested the MIP will be able to make accommodations given that under the plan there will be monitoring of all modes, which will reflect any changes that occur in land use.

Chair Marciante added that changes in land use occur only through open processes, starting with the Planning Commission and then moving on to the City Council. Any mandate handed down from the state will be addressed at the city level in a public process.

Commissioner Ting said he would like to see the MIP focus on how to increase non-vehicular facility usage. Even if great facilities are built, if they are not used they will not provide any benefit. It is unsustainable to continue a focus on single-occupant vehicles, but what is missing is how to prioritize projects to ensure that facilities that will get used will be built. There needs to be some calculation to that end in the mix.

In terms of equity, Commissioner Ting suggested looking at how to tailor the categories to Bellevue specifically. If they do not, the spending of equity dollars will be shortchanged. Households with no vehicles could be a lifestyle choice. While admirable, it is not necessarily an equity issue. The focus should instead be on low income, disabilities or single parents rather than on people who chose not to have a vehicle. The equity table should have another column added to it describing how the equity categories are relevant specifically to Bellevue.

Commissioner Ting referenced the public tool mentioned by the representative of the BDA and said it struck him as a very good idea. Having open data will allow people to see the state of projects, see all the metrics involved, and make sure that everything is up to date. It would be helpful in figuring out if things like high-priority bicycle paths are being put in the right places. He also suggested that the concurrency plan in the MIP is somewhat vague.

Commissioner Ting said he also would like to see exactly how supply is calculated. Demand is clear, but there is no spreadsheet indicating how the supply of mobility units is created.

Commissioner Helland asked if consideration has been given to improving the public involvement process. Having a single hearing that brings forward a few people who are attuned to a particular subject is good but does not go far enough. More outreach is needed. He said he would also submit some comments in writing to staff.

Mr. McDonald said one of the most significant parts of the public involvement process for the MIP, in addition to all the study sessions conducted by the Commission, was the community questionnaire put out in the summer of 2021. There were over 500 respondents and their feedback was considered and incorporated into the MIP. In addition, presentations were given by invitation to the BDA, the Bellevue Chamber of Commerce, the Eastside Transportation Association and other groups. People have submitted written comments and have responded in person at almost every Commission meeting. One thing the BDA mentioned earlier was the

need for reporting and monitoring to make sure the community is aware of the current state of mobility for each of the modes. He said there will be a performance dashboard created for each of the modes. It will serve as a mechanism for gathering data and reporting out in a transparent way to the community.

Commissioner Beason stressed the need to keep in mind the Commission is charged with representing the community as a whole. The community is made up of persons from all kinds of backgrounds and needs and they should be kept in mind. She agreed with Commissioner Ting on the need for a performance dashboard and measurements; it will be critical to getting buy-in from the community and to modify things as the community changes. She voiced a concern about how the supply is calculated and about the need to clearly define the levels of service.

Commissioner Kurz said overall he liked how the document turned out. He said he especially liked the improvements made to the intro. It is likely that many will only read the executive summary and it now does a good job of explaining why the document was created in the first place. He agreed with the need to clarify how supply is calculated. Travel demand management, while not an issue for the MIP, is an issue that needs to be kept in the mix when seeking to solve future problems.

Vice Chair Stash thanked the staff and consultant for their hard work. She said it was good to see all the good work come together in a single document. The Commission is set up to address transportation in general in the city. The city is posed for a lot of growth and no one wants to see pain points or too much traffic stress. There is a need to be honest and to have the fortitude to address issues as the data points them out. All the hard work has culminated in the point of showing how the city is doing, and there will need to be transparency in addressing the issues as they come up.

Commissioner Rebhuhn concurred with the concerns voiced by Commissioner Ting. He voiced concern over having a “build it and they will come” mentality, specifically in regard to bike lanes. He fully agreed that having a complete bike route system would be ideal, but when talking about building out larger bike lanes in different areas it will need to be kept in mind that the tradeoff will be roadway capacity. He also voiced concern about the fact that more than half of the sidewalk gaps are in the Eastgate area.

Councilmember Zahn said she was a member of the Commission at the time the level of traffic stress map was developed. She said at the time she noted that she was in the interested but concerned category. With all the city has been doing in terms of addressing neighborhood congestion and safety, along with the commitment to Vision Zero, the city is moving steadily in the direction of creating a connected network. The issue is not if you build it they will come, rather it is creating connected and protected pathways so that people will not be more at risk when walking or biking. Once that is achieved, people will be more likely to use the ped/bike facilities. In just the last couple of years there have been an increased number of pedestrians and bicyclists being hit by cars. She added that she would like to see a map showing where the existing system gaps are.

Mr. McDonald noted that the MIP includes a map of the bicycle network that highlights the priority bicycle corridors as a subset of the entire network. In the performance targets chapter, every link of the bicycle network and the priority network corridors is characterized as to whether or not it meets the performance target. The nice thing about the MIP is that it does not dictate what must be done to address a Performance Target gap, rather it highlights where to

look for the gaps. The performance target gaps are identified through monitoring and measuring. Through the process of screening and public engagement, the project concepts to address Performance Target gaps will be narrowed down to projects that can be added to the TFP. The transparent public process built into the MIP does not prescribe outcomes, rather it engages the community in focusing on where the performance targets are not being met, from which point decisions can be made about what to do about it. In some cases the answer might be to do nothing given environmental constraints, existing land uses and cost considerations.

Chair Marciante suggested it might be helpful to include that there might be disagreement during the prioritization process regarding the types of projects and which performance targets and projects to prioritize in advance, and that the resolution will come through public engagement and discussions before the Commission.

Commissioner Ting stressed the need to emphasize the number of users that benefit from a built facility. That should be part of the prioritization process. Additionally, environmental sustainability should also be made part of the process. With regard to the V/C ratio for Type 3 PMA going from 0.80 to 0.85, he pointed out that the focus was not on concurrency so there is no hard and fast action to be taken. The MIP offers guidance and metrics to use in making thoughtful decisions. Both 0.85 and 0.80 imply efficient traffic operations, but the 0.80 still evokes an acceptable level of driver comfort, although with some delays. A 0.85 involves some driver frustration. He recommended staying with 0.80. If the metrics on the dashboard allows for looking at the areas that are 0.80 and the areas that are 0.85, it might be efficient to let either the Commission or the public pick and choose which one they want to look at so they can then see which intersections are in good shape and which are in bad shape.

Commissioner Beason asked if there is an estimate for when the performance dashboard will be developed. She also asked if it will be made public. Mr. McDonald said he and Mr. Breiland introduced the concept of the dashboard early in the process. The Council will provide direction on April 4, part of which will be focused on developing a MIP/transportation concurrency guidance document. Within that process, the performance monitoring tools will be developed, including the dashboard. It should be in hand later in the year or early in 2023.

Chair Marciante said her recollection of the discussion regarding the V/C ratio was that it is a tool and guidance number. Knowing that there are so many intersections that are going to be degraded, the guide will give evidence of where to look in terms of which intersections are the most critical, and that will be the 0.85 intersections because of the level of frustrations. The Commission elected to choose the higher standard to help in understanding which locations are problematic.

Commissioner Ting said the answer might lie in scaling up and down in something like a heat map. Instead of being completely green or completely yellow, the viewer could know where something lies on the spectrum.

Mr. McDonald recalled from earlier Commission discussions the direction to avoid creating a system that is so complex as to be unmanageable. That is why the toggle approach was used: either the performance target is met or it is not. When focusing on those places that do not meet the target, it is possible to see what the level of performance is relative to the target. A heat map approach would be administratively complex to accomplish. Commissioner Ting clarified that his suggestion was aimed at giving guidance for the prioritization process. Mr. McDonald pointed out that the data already exists in Volume II of the materials. Every intersections has a V/C metric associated with it and that can be compared against the

performance target.

Commissioner Helland said using the V/C ratio as a predictive tool is one thing, but using it as a performance target of where things stand is a different thing. Putting a GIS-based map together showing different cutoffs would not be terribly complex given that the data already exists. It could be useful information to have, at least at the Commission level.

Commissioner Beason asked how the supply and level of service calculations could be clarified. Mr. Breiland said there is quite a lot of complicated math associated with the calculations. The demand is the number of person trips generated by land use. The supply comes from the total forecast of transportation funding the city is expected to program over a 20-year span. That funding amount is partially generated by growth, which generates impact fees and other revenues. The level of growth helps to define the level of transportation investment, but the city has other funding tools and resources as well which when combined yields a transportation investment number. The number of person trips is equated to the level of investment that is expected, which is essentially an investment per person trip, so it can be determined if the city will be investing in mobility at a rate that is concurrent with growth. What transportation projects get built is not prescribed by the MIP. The deliberation regarding which projects warrant investment in a given TFP and CIP cycle is informed by but not decided by the MIP. The supply is the how much money is forecasted to be invested in transportation over a 20-year period. The land use growth target must be matched with the transportation investment forecast.

Chair Marciante said the funding allocation will build a set amount of supply. If more supply is needed, more funding will need to be allocated. Supply is determined by funding, which the Commission does not influence.

Commissioner Kurz asked if he was right in thinking the units of supply is actually dollars and the units of demand are person trips. Mr. Breiland said that is how they start before they are equated to be mobility units by blending the two. Commissioner Kurz asked if the conversion from supply dollars to mobility units is a fixed ratio, or if it depends on individual types of projects. Mr. Breiland said more expensive projects generate more mobility units, typically because they take up a lot more space.

Vice Chair Stash asked what percentage of the dollars that go into the supply bucket are dollars coming from new approved growth. Mr. Breiland said he did not know the percentage details.

Vice Chair Stash said the background to her question was whether or not the city could find itself in a phasing issue situation after the city approves a development which on paper looks like it will pay for its impacts, but once the building is constructed it is realized the money is not enough to offset all of the demand on the transportation system. Commissioner Ting suggested the answer would be that in the next programming for facilities it would be realized that there are metrics that are out of whack, necessitating a shifting of dollars. The metrics on the performance dashboard will be critical to figuring out where the dollars go.

Commissioner Ting said he understood the motivation behind a plan-based concurrency approach, which relies on the will on the Council. The MIP document should be as transparent as possible about how the plan-based concurrency achieves concurrency. The comparison of mobility units of supply to mobility units of demand is not actually apples to apples. One is based on actual demand and the other is based on how much money is spent. He said he was not seeking to see that approach changed, rather to be very clear and transparent in describing

how a plan-based approach works. Mr. Breiland said it is called plan-based because there is a plan for growth and a plan to build a transportation system. The plan for the latter is based on how much money can be invested. Plan-based concurrency relies on keeping growth and transportation in proportion with each other.

Chair Marciante said there is a clear responsibility to set impact fees and revenue levels sufficient to fund the planned transportation system appropriately. A future Council could elect to use all of the available transportation dollars to build sidewalks, an approach that will not actually balance the system or meet the needs of all the different modes. The system that has been set up is that so long as there is enough money allocated to transportation, and so long as the decisions are made to allocate those funds appropriately, to a certain degree the level of service will be met. In the end there will be a higher level of responsibility placed on the shoulders of the Commission and the Council to be aware of performance levels and to be very transparent, and the role of elected officials to fully fund transportation needs and responsibly move the needle in making improvements must be made clear.

Chair Marciante urged the Commissioners to come to the next meeting prepared to vote to move the MIP forward to the Council.

8. APPROVAL OF MINUTES

A. January 13, 2022

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 took a moment to review the Commission's calendar of upcoming meeting dates and agenda items.

13. ADJOURNMENT

Chair Marciante adjourned the meeting at 8:54 p.m.



Secretary to the Transportation Commission

3/10/2022

Date