



REGIONAL TRANSPORTATION SUMMIT

WRITTEN AUDIENCE COMMENTS · NOV. 22, 2016

**PETE
OBERLE**

Issaquah should revisit the Front Street-Issaquah-Hobart bypass, along with County funded improvements to Issaquah-Hobart Road.

SR900 should be improved to the level of Coalcreek Parkway from Issaquah City limits to Renton City limits.

**LINDA
SHEPHERD**

Short term: Bring together a group of major employers to brainstorm and sponsor more regional solutions - such as organizing carpools (employees need more regular hours for that), contribute some funding, or taxes?

Parking - consider leveraging church parking lots for P&Rs during the week.

**DENICE
CARNAHAN**

Remove the choke points.

Traffic moved much better when the carpool lane was on the right hand side of the road-now traffic weave is a big problem on the freeway.

Concern that 405 from I-90 to Renton is not on the plan for light rail-we pay and get very little benefit. Help us!

Why do 405 drivers have to pay tolls when I-5 drivers don't pay tolls?

**JOE K.
VERNER**

If the I-90 / SR18 Interchange traffic congestion is such a high-charged issue, why is the start and conclude project dates 8 and 12 years away?

What is "the" roadblock(s) to hurdle?

Who is going to "ramrod" the project?

And lastly, I hope the project is designed to 2040+ expectations rather than 2024 expectations of traffic volume.



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**DAVID
HABLEWITZ**

Peter Rogoff refers to “leaving money on the table.” NO. He said he doesn’t need to worry about being politically popular. That is also a problem. He should have to answer to taxpayers. The money people are paying for tolls is like paying their heating bill. We do it even when we can’t. And using the ETL doesn’t mean we agree with it. We don’t have a choice. Paying with time or paying with money. Either way we pay. ETL steals time from people in the GPL and auctions it off to people in the ETL. Voters did not approve this tax. For all the talk about BRT, we are not getting true BRT. In particular, no direct access ramps at 160th or SR527 on I-405. There are people who think the carpool lane on I-405 was failing because we have too many carpools, yet it never got above 1300 vph. We should be addressing the cause, not eliminate 2-person carpools.

A major cause is buses driving too slow, even when not held up by traffic. Buses create compression wave congestion as they enter the carpool lanes or go up hills.

- 1) Use buses with more horsepower.
- 2) Replace articulated buses with doubledecker buses.
- 3) Provide direct access ramps for transit.
- 4) Train bus drivers to keep pace with traffic in their lane rather than staying within 20 mph of adjacent lanes as they are trained today.
- 5) Give more space between carpool lane and the GPL (this does not require double-white lines).

These steps will improve the efficiency of the carpool lane so it can reach 1800+ vph without requiring tolls and ejecting 2-person carpools.

**JIM
BENNETT**

Truck traffic on May Valley Road is unsafe and noisy. What are King County plans to mitigate. Also, please let me know what is May Valley Road official use designation?

**TINA
CONFORTI**

Transportation is the most important think for most of the city and surrounding. Yes, we need much work to do and to go about project can alleviate traffic.



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**DICK
CAMPBELL**

The Issaquah-Hobart Road needs IMMEDIATE ATTENTION. It is unsafe and a deadly accident waiting to happen. Too much general traffic and expanding uses that do NOT mix. Bikes, hikers, parking for parks.

I have property for sale that is greatly impacted by County zoning, but also the situation of total gridlock of SR18 and Hobart Road and downtown Issaquah.

Unincorporated King County needs to be heard by all players at the table. These roads are our only means of getting to and from. Our health and safety (school kids waiting for their bus) (picking up our mail) and the (occasional walk to a neighbors house) are in danger each and every day.

**CAROLYN
KRAMER**

1) Can we extend RTA to whole county?

2) We continue to build out within our urban growth boundaries - however we do not have the transitor road capacityto carry these folks on our roads, i.e. Maple Valley, Black Diamond to Bellevue. We must build the costs of developing our transportation infrastructure into builders taxes, expand RTA, etc.

3) I want Issaquah Hobart to stop being a major route - develop SR900 and get folks off our rural road! (Which feeds to 5 schools on smallll roads).

4) I would like to see more transport options - for example - why can't we have a park & ride at Hwy 18 and Issaquah-Hobart Road with direct buses to Seattle-Bellevue or just to get folks to other transit hubs?

5) There are many folks who want to bike, however, our small overloaded roads are dangerous to bike on. Can we make sure to add bike lanes when we expand our rural roads - i.e. modified "complete streets" in unincorporated King County to provide bike lanes and bike routes?

6) Let's see the 2025 plan for park and rides, how are we getting our folks to transit?



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**MEGAN
SHERIDAN**

Don't just have meetings. Come up with solutions and execute for our constituents. I am happy to help!

**BOB
LIEBLING**

- 1) What are the alternatives, if road capacity can't be increased? Convenient bus alternatives to cars, don't seem to exist East and South of Issaquah to reduce traffic on Issaquah/Hobart Road.
- 2) Are you, the County/City, looking at the old R/R right of way, as a bypass to downtown Issaquah?
- 3) The two intersections on I-90 in Issaquah and the intersection @ I-90 and SR18 need improvement. Wait times at these intersections are 10-20 minutes during peak times, NOT 7 minutes presented during the meeting.
- 4) Time stop lights better on arterials to keep traffic moving.

Transit Now

(See Us on Facebook)

Transit Now is a Bus-Only-Roadway System (BORing System).

This is a system that separates buses from all other traffic or a bus-only-lane.

Transit Now would serve up to 1,250,000 commuters during the two Rush-Hours each day!

This is accomplished by converting Hwy 99 between Everett and Seattle, Tacoma and Seattle. Along with the I-405, I-90 and Hwy 520 HOV lanes to the Bus-Only-Roadway system (BORing System).

The BORing System at full capacity of 350 buses per hour and 58 passengers per bus:

Tacoma/Seattle Hwy 99	- 4 lanes	- 81,200 commuters
Everett/Seattle Hwy 99	- 4 lanes	- 81,200
I-5 South	- 1 lane	- 20,300 (100,000 from South)
I-5 North	- 1 lane	- 20,300 (100,000 from North)
I-405 South	- 2 lanes	- 40,600
I-405 North	- 2 lanes	- 40,600
I-90 West	- 1 lane	- 20,300
Hwy 520 West	- 1 lane	- 20,300
Hwy 520 East	- 1 lane	- 20,300 (100,000 total Bellevue)
Total		- 345,100 commuters

2 hours per Rush-Hour = 690,200

2 Rush-Hours per day = 1,380,200 downtown Rush-Hour commuters coming/going each day!

Now that we have fixed the central Salish Sea traffic mess let us repurpose the Sound Transit monies to something that helps all the people not just the few.

I propose we reuse the TBM Bertha to tunnel from the tidewaters south of Tacoma north to Marysville under Hwy 99 (twin rail lines) and turn the old RR right-of-way into a waterfront trail. Then we merge not just Seattle and Tacoma Ports but all the Ports of the lower Salish Sea, including Vancouver BC into one Super Port at Cherry Point (After Asking the Lummi). Further, the TBM Bertha would be used to tunnel under Steven & Snoqualmie Passes.

Now what do we have for our money (ST3 54 billion+) and twenty-five years of construction?

Transit Now's BORing System moving a million commuters a day in the central Salish Sea area.

A new Super Port ½ day closer to Asia (quays by the Longshoreman, equipment by the Ports).

A separation of the Super Port from the high-congestion central Salish Sea area.

The lower Salish Sea without large ocean-going ship pollution.

Relief for housing and traffic in the central Salish Sea area (new super city EvSeaTac).

A world class 70 mile waterfront trail.

Newly rebuilt fresh/salt water marshes at Puyallup River/Commencement Bay, Duwamish River/Elliott Bay and the Fraser/Pitt River delta.

High water quality for our orca, salmon and herring. With much more on-water recreational opportunities.

And with an expansion of the BORing lines to Spokane, Bellingham and Vancouver WA a true public bus system and that could have private Bolt style long distance service.

Now include a bike freeway system going both north and south we have a complete system for all the people.

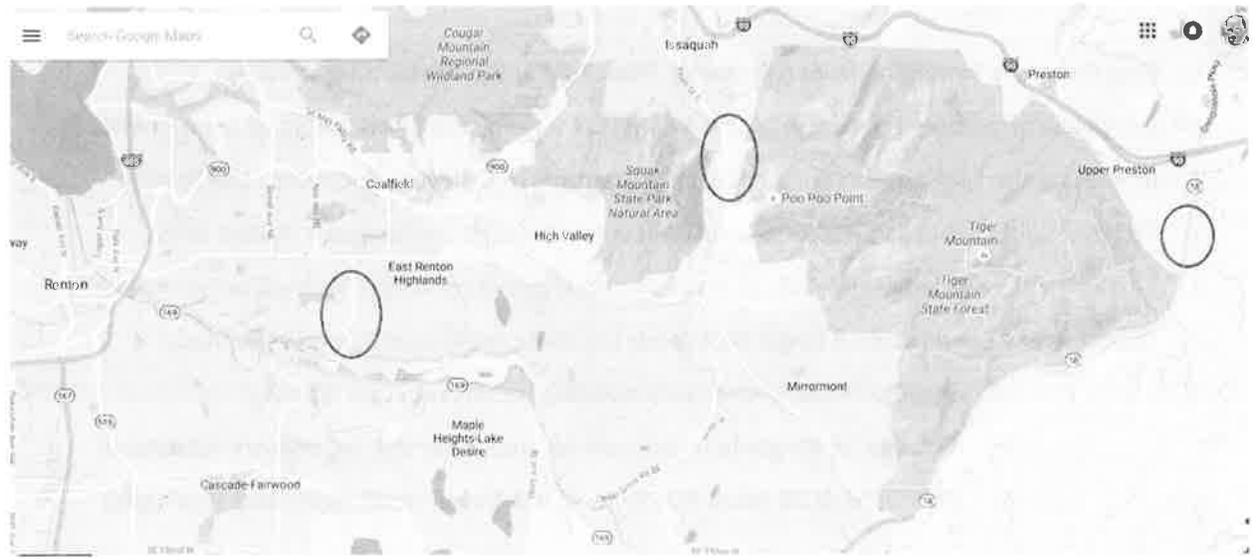
South King Counties Traffic Issue

1. King County is benefiting from companies fleeing an unaffordable Silicon Valley
2. Growth in affordable housing in Maple Valley, Covington, and Black Diamond is exponentially increasing the commuters trying to reach job centers in Bellevue, Redmond, and Seattle.
3. The most direct route to Redmond and Bellevue is through the Issaquah Hobart road
4. East of an already jammed I-405, all North/South traffic from Maple Valley/Covington/Black Diamond narrow down to 3 single lane roads (all three over capacity now) see map.
 - i. Issaquah Hobart road (local, winding, small, multiple lights)
 - ii. Highway 18 (single lane, and will be even after the major work scheduled)
 - iii. 154th PL SE & SE Jones RD, Renton, WA (local, small, lights and stop signs)
5. With 90% of the Tax base in incorporated cities (where the money stays) there is no funding mechanism currently to improve the unincorporated roads that Maple Valley/Covington/Black Diamond citizens use to get to the high paying job centers.
6. Job Growth in King County, and property values in Maple Valley/Covington/Black Diamond will slow significantly as workers can't find affordable housing within commuting distance of job centers.
7. Construction on 18, plus significant growth will only make traffic on the remaining two roads significantly worse

Solution

1. Acknowledge that the health of King County is tied to the ability of it's workers to get to work in a reasonable amount of time
2. Create a funding mechanism tied to the growth in Maple Valley/Covington/Black Diamond to provide the infrastructure they will need to get to work.
3. A realistic Impact Fee of 5k per dwelling for new building permits in Maple Valley/Covington/Black Diamond would have a minimal impact when factored into the monthly cost of mortgages, and provide the needed resources to positively impact the quality of life, commute times, and property value of the citizens in these areas. (it pays for itself with increased property values)
4. Use the money to increase the north/south access.

Thanks, Matt Kramer, Issaquah AgoodQAm@gmail.com





Comment Letter

REGIONAL TRANSPORTATION SUMMIT November 22, 2016

Thank you very much for convening the Regional Transportation Summit meeting. It was well planned, well attended, and definitely needed.

Our comments focus on the need to move towards developing and implementing a “Regional Concurrency” system, whereby jurisdictional seams are eliminated. This would represent a “holistic” view of our transportation infrastructure and help us work towards “regional” solutions.

The Growth Management Act (GMA) relies on each city to determine its growth targets, but does not require it evaluate growth impacts on neighboring cities or unincorporated areas. This can and, often, does cause a “silo effect” where cities work against each other and leave impacted unincorporated areas (UAs) without recourse. According to the 2010 census King County’s UA population (325,000) is about one-sixth of the County’s (1,931,000), yet unincorporated areas have little voice regarding impacts suffered due to traffic congestion on County roads caused, in large part, by Urban Area residents.

The State’s Growth Management Act (GMA), Revised Code of Washington (RCWs), and PSRC’s VISION 2040 and TRANSPORTATION 2040 all contain the elements necessary to help achieve our vision for “Regional Concurrency,” but Concurrency Testing is vested with each local jurisdiction, thus promoting “jurisdictional silos” and effectively precluding any “regional” perspective.”

We look towards PSRC in helping the region break through such realities. As the four-county Regional Transportation Planning Organization (RTPO), PSRC has certain duties. For example, RCW 47.80.023 Duty (8) states: “Review level of service methodologies used by cities and counties planning under chapter 36.70A RCW to promote a consistent regional evaluation of transportation facilities and corridors.” In addition, one of 37 “concepts” in VISION 2040 is: “Concurrency to Support Regional Growth Strategy.” It appears these words provide PSRC a valuable tool to help move towards our vision where Regional Concurrency is a reality in practice.

We see several problems with the application of Concurrency. To respond to development impacts, State law requires concurrency to ensure Level of Service (LOS) commitments are met within 6 years, thus introducing a lag for improvements to be in place. Often, local jurisdiction “financial commitments” are based on not-as-yet-secured Grant monies. Jurisdictions use various techniques to evaluate concurrency, creating jurisdictional “seams.” Jurisdictions sometimes exceed (to various extents) Growth Targets.

Finally, there is no concurrency enforcement mechanism. The GMA provided Concurrency to serve as a powerful tool to manage growth, but its application in practice is wanting.

Fortunately, these topics have been studied in the past and below we provide some examples.

Below are excerpts from: “*The Growth Management Act: Transportation and Concurrency*,” presentation

(http://wstc.wa.gov/Meetings/AgendasMinutes/agendas/2009/Dec15/20091215_BP05_GMA_MEH_121109.pdf) by University of Washington’s Mark Hallenbeck, Director of the WA State Transportation Center (TRAC: <http://depts.washington.edu/trac/>), December 2009. It would be wise to explore these, as they still apply.

“Constraints:

- *We have weak regional land use / transportation decision-making processes*
- *Regional transportation impacts of development are inadequately accounted for*
- *There are incentives to impose externalities on your neighbors*

Recommendations:

- *Regional concurrency*
 - *Measures the regional impacts of development*
 - *Intended to encourage development in those places where the regional movements it generates can be efficiently served*
 - *Reflects the public cost of regional externalities*
- *Requires an authorized regional entity – Can be an existing RTPO*
- *Definition of “regionally concurrent” or “regionally not concurrent” can be technical or political*
- *Result of regional concurrent/non-concurrent designation can be:*
 - *Financial (developers charged for size of regional impacts)*
 - *Non-financial (exemption from specific concurrency regulations)*
- *Regional authority must control/influence transportation funding*
 - *All regional modes must be eligible for funding*
 - *Roads*
 - *Transit*
 - *Can be existing funds or new funds*
- *Regional impact charge*
- *Oversight of a portion of existing funding (e.g., transit service funding)*
- *Current Growth and Transportation Efficiency centers (GTEC) process does some of this*
- *Benefits in land use/transportation coordination occur most often when...*
 - *Clarity provided on specifically desired outcomes – Incentives exist to encourage that behavior*
 - *Disincentives exist to discourage other behavior – But choice is left to individuals*
- *(Don’t decree – incentivize!)*

OR

- *You could just toll the regional transportation network...”*

In its October 6, 2016, “Taking Stock Workshop,” (<http://www.psrc.org/assets/14933/TakingStock2016Presentation-2016-10-06.pdf>) PSRC identified a regional view of Transportation Concurrency as a big challenge.

For Discussion: Policy Areas

Successes	Challenges
<ul style="list-style-type: none"> DEVELOPMENT PATTERNS: Support for regional growth strategy, centers 	<ul style="list-style-type: none"> Plans vs. actual growth: Fast growing and slow growing communities
<ul style="list-style-type: none"> TRANSPORTATION: Multimodal travel, integration with land use 	<ul style="list-style-type: none"> Long-range transportation funding, concurrency
<ul style="list-style-type: none"> HOUSING: Needs assessments, new tools for housing affordability 	<ul style="list-style-type: none"> Quantifying housing needs, implementation and funding
<ul style="list-style-type: none"> ECONOMY: Locally tailored strategies 	<ul style="list-style-type: none"> Uneven benefits of regional prosperity and growth
<ul style="list-style-type: none"> ENVIRONMENT: Climate change, open space, low-impact development 	<ul style="list-style-type: none"> Climate change, energy, water quality

* Preliminary staff observations

For Discussion: Plan Review and Certification Process

Successes	Challenges
<ul style="list-style-type: none"> VISION / Plan Review Manual widely used in plan updates 	<ul style="list-style-type: none"> GMA timelines
<ul style="list-style-type: none"> PSRC reviewed and certified 74 plans ahead of regional funding competition 	<ul style="list-style-type: none"> Compressed time frame for plan review
<ul style="list-style-type: none"> All plans were certified (some with conditions) 	<ul style="list-style-type: none"> Reaching agreement on conditional certifications
<ul style="list-style-type: none"> Recommendations for future work 	<ul style="list-style-type: none"> Clarity of expectations

* Preliminary staff observations

In its “The GMA Concurrency Goal and the State Transportation System,” Transportation Planning Office, WSDOT, December 2006, WSDOT identified a set of “gaps” (abridged excerpts below) in looking at Concurrency.

“Planning Gaps

- *The process often lacks the government-to-government communication, data-sharing, and transportation modeling coordination needed to make existing planning requirements meaningful.*
- *Smaller jurisdictions have insufficient resources for planning and analyzing the impacts of their land use plans on other jurisdictions' transportation facilities.*
- *Depending on the local political climate, some jurisdictions may choose not to minimize the impacts of their land use plans on other jurisdictions' transportation facilities.*

The laws and administrative rules for the preparation of regional transportation plans are clear and specific. However, significant gaps in the process for certifying local comprehensive plans and county-wide planning policies and in the structure of the Regional Transportation Planning Organizations (RTPOs) include:

- *The minimum requirements for the regional certification of local comprehensive plans are not sufficiently detailed to be meaningful.*
- *RTPOs are voluntarily formed by their member jurisdictions. Their ability to regulate or mandate local government transportation planning policies to achieve regional goals is limited by the political reality that member jurisdictions may react by withdrawing their participation and/ or funding from the RTPO.*

Funding Gaps

State law has numerous provisions for local governments to charge fees or assess mitigation to developers to fund improvements needed because of the impacts of new development. Gaps in local government's use of mitigation or impact fees to fund growth-related state transportation improvements include:

- *Local mitigation and impact fee practices vary widely and tend not to be used to the full extent allowed.*
- *Assessing mitigation on a case-by-case basis for every project is costly for local governments and unpredictable for developers.*
- *Local governments do not consistently submit relevant plans, regulations and project information for review under the State Environmental Policy Act (SEPA).*
- *The implementing rules of all mitigation tools except impact fees tend to focus resources towards short-term and small-impact projects. The need for larger projects with longer time horizons is more difficult to attribute to new development.*

Governance Gaps

The primary governance mechanism for ensuring that the GMA's goal for transportation concurrency is achieved is the requirement that local governments deny developments if they cause the levels of service on local arterials to decrease below the minimum standard, unless a financial commitment is in place to complete transportation improvements or strategies to accommodate the impacts of those developments within six years. This transportation concurrency requirement is subject to a number of gaps, including:

- *The transportation concurrency requirement does not guarantee a uniform minimum level of service and local governments can adopt failing levels of service as their standard.*
- *The transportation concurrency requirement applies only to new development which does not address existing transportation infrastructure deficiencies.*

- *Local governments cannot respond to concurrency failures by saying “no” to more people because the GMA requires them to accommodate projected population growth.*

The implementation of the planning requirements for state-owned transportation facilities is governed by the GMA, which favors local discretion over state control. This governance structure limits the ability of the state to influence local land use decisions that might adversely impact state highways and ferry routes. These limitations include:

- *The state’s influence over local land use plans and regulations that might adversely impact state facilities is limited because the presumption of validity means that local judgment prevails until appealed.*
- *Because the state’s role in reviewing and commenting on local comprehensive plans and development regulations is advisory, local governments may choose to disregard state comments.*
- *GMA appeals are costly to the state in addition to being adversarial and costly to local governments. Therefore, this enforcement mechanism is used infrequently for only the most egregious violations of state law.*

Planning, funding and governance gaps limit the effectiveness of current laws to address the potential impacts of local land use decisions. Some of these gaps are statutory and would require legislative action to address; others are administrative and might require additional resources as well as changes in state, regional and local practices.”

We believe the region’s jurisdictions should take a “*holistic*” view and with the help of PSRC, WSDOT, KCDOT, KC Metro, and Sound Transit develop and implement a “*Regional Concurrency*” system to work towards “*regional*” solutions to our major transportation issues.

We request to be placed on any mailing lists Mayor Butler develops for this ongoing exercise and future meetings. Thank you for your consideration.

Peter Rimbo
Chair, Growth Management Committee
Member, Transportation Committee
Greater Maple Valley Unincorporated Area Council (GMVUAC)

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