

**CITY OF ISSAQUAH**  
**Transportation Advisory Board**

6:00 PM  
 March 17, 2022

Virtual Meeting

**MINUTES**

**COMMISSION AND ADMINISTRATIVE PERSONNEL PRESENT**

Alternate Meeting Format: On March 6, 2020 the Mayor declared a civil emergency due to the outbreak of novel coronavirus (COVID-19). On March 24, 2020 the Governor issued Proclamation 20-28 relating to the COVID-19 emergency and open public meetings. The proclamation has been extended. Due to these factors, the meeting was held using a remote meeting platform.

*Board members:*

Cynthia Krass, Chair  
 Joseph Zhang, Vice Chair\*  
 Micah Zeitz-Chua  
 Dave Waggoner  
 Janie Walzer  
 Erika Boyd  
 Tom McDonald

*Administration/Staff:*

John Mortenson, Senior Transportation  
 Manager  
 Isabel Diaz, Senior Transportation Engineer  
 John Larson-Friend, Transportation Program  
 Coordinator

*Excused Absence:*

Kristi Tripple

Jeri Bernstein, Alternate  
 Julian Mydlil, Alternate

\*Youth/young adult seat.

Due to the Governor's Proclamation 20-28 related to the COVID-19 emergency and open public meetings, this meeting is being held remotely.

**Join by Computer**

- Webex Events [attendee meeting link](#)
- If needed, meeting password is 98027
- Access [Webex Guidelines](#)

**Join by Phone**

- Call 1-206-207-1700, enter meeting number (access code) 2489 698 0264#. [Mute your device.]

If planning to make verbal comments, please email [isabeld@issaquahwa.gov](mailto:isabeld@issaquahwa.gov).  
 Submit written comments to [tab@issaquahwa.gov](mailto:tab@issaquahwa.gov).

A recording of the meeting will be posted to the City's YouTube channel:  
[issaquahwa.gov/youtube](https://www.issaquahwa.gov/youtube).

**CALL TO ORDER**

**APPROVAL OF MINUTES**

- a) Minutes of February 17, 2022 were approved with no edits.

**PUBLIC COMMENTS**

No public comments provided.

**REGULAR BUSINESS****a) Citywide Performance Measurement Plan & Pilots (D)***Presented by:**Dale Markey-Crimp, Management Analyst – Performance & Budget*

Dale shared an overview of citywide performance measurement plan, current measures used within mobility strategic plan goal, and a current pilot initiative for Community Court and Homeless Outreach. Dale encouraged the TAB to provide feedback on programs within mobility or transportation that would be ideal for conducting another pilot. The Board shared the following feedback on proposed mobility initiatives:

- Measuring the impacts of signalization on intersections to the number of bicyclist and pedestrian incidents
- Bicyclist mode shares as a result of incentives for bicyclists or bike facilities offered by businesses or major employers
- Tracking drive-through traffic across the City over the years
- Percentage of people using multiple modes of transportation instead of vehicles
- Measuring change in traffic patterns and sidewalk gaps
- Effect of the number of housing units near transit on mobility and growth
- To measure increase in transit use since beginning of the pandemic
- Noise (caused by horn honking) as an indicator of traffic incidents
- Neighborhood Safety Program – to measure pass through traffic as indication of safety
- Evaluate how performance measures could be used to incorporate equity in transportation programs (getting target population involved)
- Research on reasons for transportation users to rely on drive-alone options instead of using other modes of transportation

**b) Equity in Transportation Improvement Project (TIP) (D)***Presented by:**Isabel Diaz, Traffic Signal Operations Engineer*

Isabel provided an overview of the project criteria included in the Mobility Master Plan (MMP), ways in which equity may be applied to transportation improvements, and equity criteria from PSRC Regional Project Evaluation for federal funded projects. Isabel summarized recommendations from the American Planning Association (APA) and opened a discussion with the TAB on how equity can be applied in the implementation of Transportation Improvement Program (TIP). The Board shared the following feedback:

- To assign project scores in a per mile basis instead of per individual impacts
- To distribute resources equally between population incomes, modes of transportation, and geographic areas
- To evaluate incomes or other demographic areas related to sidewalk gaps or bike infrastructures
- To be cautious when looking at demographic data; needs might be different between communities
- To define first what City values are with regard to equity and transportation and then assess how we are doing against those values.
- Agreed with separating benefits from impacts in the criteria
- To make sure non-drive alone modes are integrated as much as possible
- Agreed equity is indirectly incorporated within other criteria but should be assigned its own, with scoring weights higher than the typical 10 % or less
- To define equity groups pertaining to race, as well as seniors, youth, income levels, transit-dependent, etc. as we consider alternatives in equity criteria

**REPORTS**a) **Board Work Plan**

Isabel provided update on the work plan for the next two months to include the Title 18: Circulation and Parking, TIP, Neighborhood Safety Program, NW Sammamish Road Non-Motorized, Transit Study, and ADA Transition Plan.

b) **Staff Report**

John and Isabel shared that staff is applying for a grant for construction of Phase 1 for Newport Way project and for planning funds for I-90 crossing, and the ITS Plan will kick-off soon.

c) **Chair Report**

Cynthia reported that the Finance Community Task Force presented a final recommendation to Council on how to fund infrastructure projects with Transportation being the high priority. And proposed new revenue funding sources, including an increment in sales tax.

d) **Youth Report**

No Youth report was provided.

**OTHER BUSINESS / ANNOUNCEMENTS**

- a) The next meeting is scheduled for 6:00 p.m. on April 21, 2022.

**ADJOURNMENT**