

**Members**

**Present:** Larry Schoen, Chair  
Ted Cochran, Vice Chair  
David Drasin  
Shahriar Etemadi  
Alice Giles  
Monica Simon

**Staff:** Bruce Gartner, Executive Secretary  
Allison Calkins, Office of Transportation  
David Cookson, Office of Transportation  
Chris Eatough, Office of Transportation

**Members Excused:** Phillip Dodge  
Marlene Hendler  
David Zinner

**Members of the Public:** Terri Hansen

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**1. Approval of Agenda for Meeting**

The draft agenda for the meeting was presented for approval and adopted.

**2. Review of Minutes from November 23, 2021**

The draft minutes for the November meeting were presented for approval. Ted Cochran motioned to approve the minutes and Monica Simon seconded the motion. Minutes passed unanimously.

**3. Public Comment**

There was no request for comment from members of the public.

**4. New Business/Ongoing Business**

- i. Complete Streets Design Manual Update – Chris Eatough and Bruce Gartner
  - a. Same information presented tonight was presented to the Public Works Board on December 14<sup>th</sup>. The Public Works Board approved the Design Manual Update and recommended that it move to the County Council for legislative action.
  - b. Four changes in the last month since we last went to the Public Works Board:
    - i. Chapter 1: A placeholder was replaced with text detailing the public input process
    - ii. Chapter 5: The distance to public schools that requires a developer study of multimodal connections was changed from 0.5 miles to 1 mile for elementary schools and 1.5 miles for high schools.
    - iii. Chapters 4 and 5: Assumed background growth rate for motor vehicle traffic was changed from 3% to 2% to align more closely with data from the 2011-2019 period.

- iv. Volume IV Details: Notes were added regarding stabilization of medians where they are used on Town Center Connector and Neighborhood Connector Streets for compliance with fire code (mountable median).
- c. Fiscal Impact to Developers:
  - i. In the five-year period from 2016 to 2020, the vast majority of roads built by developers (over 90%) are within neighborhoods; this is likely to continue. In the new design manual, they're called Neighborhood Yield Streets.
  - ii. The standard sidewalk width has been increased from four feet to five feet. The cost to developers will increase approximately \$9 per linear foot.
  - iii. Many street types will likely cost less under the new design standards because the roadways are narrower and the need for center turns lanes is less frequent.
  - iv. Rural Development Streets will be standardized to 24 feet.
- d. Fiscal Impact to County:
  - i. When all the effects of Complete Streets are taken into account, it is likely that there will be a net positive economic impact for the county due to long term savings involving public health, air quality and public safety as well as potentially avoiding road capacity expansions where we have a multimodal network.
  - ii. Improvements are likely incremental as we identify opportunities as they arise such as road resurfacing and other road projects.
  - iii. Cost to county could come if land acquisition is required.
- e. Presented Motion: *The Multimodal Transportation Board endorses the Complete Streets Design Manual that has been drafted by the Complete Streets Implementation Team and recommends its submission to the County Council for legislative review and adoption, where it will receive positive testimony from the Multimodal Transportation Board. We further recommend that it be reviewed and revised by a committee of balanced interests similar to the CSIT after revisions to APFO or Subdivision and Land Development Regulations, and every five years thereafter.*
  - i. Ted Cochran motioned to approve the minutes and Alice Giles seconded the motion. Motion approved unanimously.

## **5. Office of Transportation Updates**

- i. General Updates – Bruce Gartner
  - a. New Administrative Aide, Jasmine Martin, is starting Monday, December 20<sup>th</sup>.
  - b. Press event yesterday to address the RTA driver shortage went well. RTA is raising salaries, offering retention and recruitment bonuses as well as paid CDL training. We need 31 drivers out of 85 so we will also begin a planned service reduction on February 6<sup>th</sup>. Once the driver shortage is addressed, service will resume 2019 levels. Ridership is up to 75% of pre-pandemic levels.
  - c. Transportation components of General Plan revision likely to be discussed this summer.

## **6. Future Meeting Items**

- i. Complete Streets Implementation Updates-Ongoing
- ii. Update from DPZ on DTC
- iii. FY 2023 budget outlook for Transportation projects
- iv. Update MTA Service (Express Bus, MARC)
- v. Coordination with State agencies
- vi. Priority Letter process advancement

**7. Adjournment**

The meeting was adjourned with no objections at 8:02 p.m.

**8. Next Meeting**

The next MTB meeting is scheduled for January 25, 2022 at 7pm.



Bruce Gartner

Executive Secretary

January 25, 2022

Date