

Kirkland Transportation Commission Meeting Notes Wednesday May 28, 2014

Audio recordings of meetings are available at [the Commission website](#)

Call to Order

Chair Singhal called the meeting to order. Members Present: Tom Neir, Lisa McConnell, John Perlic, Carl Wilson, Tom Pendergrass, Mike Snow. Kirkland Staff Present: Ray Steiger, Public Works Department;

Approval of meeting notes from February 26, 2013 meeting.

Approved unanimously.

Public Comment

Georgine Foster recommended that the cover of the Cross Kirkland Corridor Master Plan not include transit. She also recommended that an update on Sound Transit's evaluation of the CKC.

Transportation Master Plan

Don Samdahl presented information on Level of Service for the Transportation Master Plan. The following notes summarize the discussion.

Multimodal LOS is still the focus.

Auto LOS

- Corridor LOS approach, along with possibly the subarea networks in downtown and Totem Lake
- Average intersection delay OK to report along the corridors, but travel time would be preferred- most understandable
- Only using signalized intersections makes it difficult to monitor performance on a corridor like Market St or 132nd Ave (not shown as corridor) that have very few signals
- Look at both AM and PM if possible
- Use ITS to help modulate throughput and speeds throughout the day
- Several specific comments on the corridors shown

Pedestrian LOS

- Work in 10 minute neighborhoods into LOS standard
- Not enough just to complete sidewalks- need to know why we are doing that.

Bike LOS

- Refine LOS standards for Kirkland.
- Build off of 10 min neighborhood and create a 20 minute bike neighborhood that connects the walksheds with the auto network. Bikes become the bridge between walk and drive.

Transit LOS

- Better describe the 3 LOS categories:
 - Transit readiness= transit stop amenities; pedestrian access (these are things the city controls)
 - Transit service= Frequency of service (city doesn't control now, but could in the future)
 - Transit stops- expand description to possibly include new technology applications such as Uber/Lyft, driverless cars, Microsoft connector- not just regular bus stops

Concurrency

- Stay on track with the approach
- Prefer person trips over vehicle trips
- Bring examples of calculations
- Need example of how to define person trips for a particular non-auto project
- Sandeep Noted that Council had 2 concerns:
 - How to balance multimodal investments vs. roads (i.e. give more weight to non-road projects)
 - Making sure the system doesn't stop development or trigger issues with small developments
- Concern that nonmotorized projects may be inappropriately discounted, since people may not currently walk if no sidewalks or crossings, but build it and they will come. Different from roads, where people are already driving on the roads.

- Staff to come back likely early fall after we have the land use numbers and run the model. We will also work out the details of how to assign trip values to different modal projects.

Cross Kirkland Corridor Master Plan

Staff reviewed results of the May 20 Council meeting and the final draft of the Master Plan. Commissioners had comments included support of dedicated parking and the need to make connections to the south.

Updates from Commissioners and Staff

Staff reported on Metro's service cuts and flashing yellow arrow operation. Pendergrass commented on the 100th Avenue Study and requested more information on what is being planned. He also commented on the quality of pavement markings. McConnell reported that 1) KAN was not supportive of a presentation on right sized parking 2) Sound Transit is not recommending high capacity transit on the CKC 3) the Houghton Everest Lakeview neighborhood Plan meeting was an interesting discussion on land use and transportation and that staff could improve the way that the connections between future land use and transportation are portrayed.

Meeting adjourned unanimously approved to adjourn 7:50 p.m.