

**Kirkland Transportation Commission  
Meeting Notes**

*Wednesday September 24, 2008*

**Members Present:** Jon Pascal, Joel Pfundt, Norm Storme, Donald Samdahl

**Kirkland Staff Present:** Daryl Grigsby, Thang Nguyen

Meeting opened at 6:07 without quorum, discussion only.

**King County Ferry District**

Listening tour September 3. Jon Pascal and Ken Dueker (chair of the Parking Advisory Board) were there. Moss Bay neighborhood association and Google were there. Chris Lund gave background. Vashon-Seattle, West Seattle-Seattle. Kirkland, Kenmore, Renton, Des Moines & Ballard are among the potential pilots. Tourist based has most interest, City of Kirkland to south Lake Union.

1. Kirkland should be the site of a trail
2. Carillion point might be a potential docking site in Kirkland
3. Set it up to be successful, include transit shuttles, identify market niche
4. Provide for non-motorized alternatives, bikes, share-a-bike, allow bikes on ferry; make sure boats have room for bikes
5. No provision for added parking downtown
6. Dubious success of park and ride if there are long waits or too many transfers
7. Link service at transit center

**Traffic Impact Analysis Guidelines (TIAG)**

Thang Nguyen gave overview of TIAG issues and challenge. SEPA threshold too high. With TIAG a part of SEPA, provides less flexibility. Samdahl thinks you should throw out TIAG and just evaluate issues 4 and 5 on page 15. Pfundt agrees because the H.E. ruled against Redmond for finding a project concurrent but finding more commitments under TIA. Samdahl also suggests to add to analysis neighborhood and non-motorized. Would greatly simplify SEPA – simplify intersection-based traffic analysis of SEPA. (Planning process identifies needs and sets up input fees to fund those needs.) Jon Pascal concerned about losing disclosure elements of SEPA. Jon also suggest having a trip thresholds that corresponds to the scope of analysis so that large projects like Park Place would still be required to provide an in depth traffic study. Can SEPA be used to fund the non-Impact fee projects? Jon Pascal suggests simplify transportation part of SEPA and maybe roll into conveyance and just do analysis noted above – safety, NM, access. Some members think that concurrency should be part of TIAG. There is also an element of intersection impacts due to proximity and there are intersections that are not concurrency or impact fee guided- how do we assess the needs for those improvements. The concurrency system is a long range estimate of where land use will occur, a new system would need to be develop or a better guess at land use development. TC members would like to see a history of development projects-the type and size of development and how much mitigation have we gotten from the development to see the effectiveness of the TIAG.

**Updates from Staff/Comments from Commissioners**

- Green bike program
- Discussion on street conditions, pavement inventory and congestion
- Pro-Bike Pro-Walk Conference

**Meeting closed at 7:34 pm.**