

Kirkland Transportation Commission
Meeting Notes
Wednesday, May 23, 2018

An audio recording of the meeting is available on the [Transportation Commission Page](#) of the City website.

Call to Order

Chair Perlic called the meeting to order at approximately 6:03 PM.

Members Present:

<input checked="" type="checkbox"/> Kurt Ahrensfeld	<input checked="" type="checkbox"/> Brayden Brackett	<input checked="" type="checkbox"/> Ken Dueker	<input checked="" type="checkbox"/> Faith DeBolt
<input checked="" type="checkbox"/> Xander Fiss	<input checked="" type="checkbox"/> Terry Marpert	<input checked="" type="checkbox"/> Lisa McConnell	<input checked="" type="checkbox"/> John Perlic

Kirkland Staff Present: Kathy Brown, Joel Pfundt, Stephen Padua, Blair Daly – Public Works Department.

Others Present: Wendy Taylor, Diana Giraldo, Evelyn Pao, Anne Broache, Karl Westby - WSDOT.

Review of past meeting notes

Notes from the April 25, 2018 meeting were unanimously approved.

Items from the Audience

None.

I-405 Project (NE 132nd St Interchange)

Wendy Taylor, Deputy Program Manager, and Diana Giraldo, Design Project Engineer, from WSDOT provided a recap of the I-405/NE 132nd St Interchange project progress to date. They also presented updated design options, which responded to the feedback and concerns from Commissioners. In particular, the design options responded to Commissioner's concerns regarding the lack of pedestrian and bicycle facilities on both sides of NE 132nd St in the initial design concepts. WSDOT staff then requested comments from the Commission and wrapped up with a summary of the project timeline and near-term community outreach.

Commissioners preferred Nonmotorized Design Concept: Option #1. This option provides a continuous sidewalk and separated bike facility, instead of the more traditional on-street bike lane. The Commission supported this concept because it provided one continuous and predictable facility type for all users and would be more comfortable for bicyclists who are comfortable riding in the street. The Commission asked that signage and pavement markings encourage proper behavior by drivers, such as not "blocking the box". Commissioners also requested that the refuge islands in the middle of the crosswalks be made bigger in order to accommodate a person waiting with a stroller or bike. They also were very supportive of the use of RRFBs and streetlights at the crosswalks to help ensure that drivers stop for people who are crossing in the crosswalk. There was also support for reducing the southbound leg at the NE 132nd St and Totem Lake Blvd intersection from two to one lane in order to discourage neighborhood cut-through as long as performance was not significantly degraded.

There was also questions about the performance of the roundabouts for traffic. WSDOT explained that they have tried to minimize the number of lanes at the roundabouts and that current modeling shows the roundabouts perform better than the current signalized intersections; but that the westbound right turn lane at 108th Ave NE and NE 132nd St, which is outside the scope of this project, is an important part of getting this performance benefit.

The Commission also strongly encouraged WSDOT to engage the community. They thought that a good way to do this might be through an online open house instead of a more traditional evening open house.

Bike Share Update

Blair Daly, Transportation Planning Intern, and Stephen Padua, Transportation Planner, from City of Kirkland began their presentation with a definition of free-floating bike share. These systems are privately operated and made up of the app, the bike and the integrated locking mechanism. This means they can be parked anywhere, which greatly increases convenience for the user at the expense of the control of a more traditional dock-based bike share system. They then provided an overview of Kirkland's proposed 12-month pilot permit, which includes a 6-month evaluation period. The permit requirements address safety, parking, operations, data sharing, as well as fixed and variable administrative fees. Currently staff is proposing an annual per bike charge of \$15/year in addition to a based permit

fee. Anticipated issues that the permit attempted to address include clutter, bad parking and people not using helmets. An implementation timeline was also presented.

Commissioners expressed concern about all of the anticipated issues raised by staff and encouraged staff to continue to look for more ways throughout the pilot to make sure to address these issues. The Commission asked staff to continue to coordinate with adjacent Cities to maximize the convenience for bike share users and minimize the impact on staff time to administer varying programs.

Capital Improvement Program (CIP) Update / Transportation Concurrency

Kathy Brown, Public Works Director, presented to the Commission on three subjects that are administered separately, but effect each other as they are implemented. First the Commission was provided a reminder of how transportation impact fees are calculated in Kirkland and the resulting rate schedule. Rates for neighbor cities were also presented. The City is performing an analysis of impact fees to address a series of issues that are related to the high rate of growth that the region and Kirkland are currently experiencing.

The next item that was outline is how the City administers Transportation Concurrency, which the City is required to do by state law. The City of Kirkland's level of service (LOS) is based on ensuring that multi-modal capacity projects included in the City's adopted 20-year plan are being implemented at a rate that is faster than, or as fast as, the plan growth in person trips included in the adopted 20-year plan. This number of person trips is calculated based on the planned 20-year growth target set in the long-range plan. The status of the concurrency ledger was also presented for the beginning of the last three years, as well as mid-March 2018. If concurrency cannot be maintained a City has the following options: modify LOS, increase the amount of capacity available or restrict/reduce development. An analysis of transportation concurrency is also underway as the City begins to see fewer trips available for development.

The final part of the presentation was regarding the CIP. The 6-year CIP is struggling to keep pace with the bow-wave of development for reasons outlined in the presentation. Staff is currently working on developing a proposed CIP that would fund key multi-modal capacity projects.

Commissioners expressed concern about staff assumptions that growth would be linear. They indicated that based on our comparison with neighboring cities and ongoing funding needs related to growth that the transportation impact fees seem low. There was also concern about how increased density in single family neighborhoods is difficult to serve with our increased emphasis on a multi-modal transportation system. New connections between neighborhoods was also discussed, as well as the opportunity cost of waiting to build projects.

Updates from Commissioners/Staff

Staff reported on the following:

- Totem Lake Transportation and Enhancement Plan – Adopted by City Council on May 1, 2018.
- SR 520 Transit Route Restructure – New name is North Eastside Mobility Project, recruiting citizens to participate, changes at Montlake Flyer Stop & Convention Center Station could affect service in 3/19 or 9/19
- Kirkland Transit Implementation Plan Online Open House – Please check it out and take the survey. Commissioner Dueker mentioned trouble filling it out on his iPad in Safari.
- I-405/NE 85th St Interchange and Inline Station Letter of Support being developed for City Council
- Request background bio from Commissioner Marpert and photos from all adult Commissioners for Website

Commissioners reported on the following:

- McConnell – Will be attending Eastside Rail Corridor Open House tomorrow night
- Ahrensfield – APWA Management and Public Admiration Committee event and presentation on the Eastside Rail Corridor was well attended. Kirkland staff did a great job.
- Dueker – Shared latest journey to work data.
- DeBolt – Help staff the Bike Everywhere day station at Evergreen Pt. Counted over 500 riders during morning commute time on new 520 trail.
- Perlic – Thanks for your memo and comments on the Totem Lake Transportation and Enhancement Plan.

Meeting adjourned unanimously approved to adjourn at approximately 8:45 PM.