

Kirkland Transportation Commission
Meeting Notes
Wednesday, October 23, 2019

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

Call to Order

Chair McConnell called the meeting to order at approximately 6:00 PM.

Members Present:

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

Kirkland Staff Present: Kathy Brown and Kimberly Scrivner, Public Works Department

Review of past meeting notes

Notes from the September 25, 2019 meetings were unanimously approved subject to some minor amendments/ clarifications attributed to Commissioner Terry Marpert.

Items from the Audience

There were no items from the audience.

Rapid Ride K-Line Update

Vic Stover, METRO's RapidRide K-Line lead, and Grace Carlson, METRO's Transit Service Planner, gave the Commission a briefing on the new RapidRide K-Line that will be coming to Kirkland in 2025 providing service from Totem Lake to Bellevue College. METRO staff reviewed the goals and elements of RapidRide; more frequent and reliable service that includes passenger facilities, branded vehicles and increased speed and reliability. METRO staff then reviewed the two route options that METRO is considering between Totem Lake and the South Kirkland Park & Ride. The options north of downtown Kirkland are: A1 which routes from Totem Lake along NE 124th St through Juanita and along Market to the Downtown Kirkland Transit Center or A2 which routes from Totem Lake south along 124th Ave NE to NE 85th St to the Kirkland Transit Center. Options south of downtown are: B1 which leaves the Kirkland Transit Center south to State St and Lake Washington Boulevard to the South Kirkland Park and Ride or B2 which routes along 6th St South/ 108th Ave NE to the South Kirkland Park and Ride. Metro also reviewed the criteria they are looking at for their analysis which includes travel times, equity and social justice, destinations and activity centers served, network considerations, projected future ridership and what they hear from the community. Preliminary analysis results show that the A2 option serves more destinations and has better travel times while the B2 option also serves more destinations but with a very slightly higher travel time. All options have impacts to other routes. METRO staff then reviewed their overall schedule and timeline for public engagement.

The Commission did pose many questions to METRO staff including questions about accessibility, stop changes and distances as well as about how the off-board payment works. Another topic of discussion was the level of impact the K-Line would have on existing routes, primarily the 255. The Transportation Commission expressed concern about impacts to the 255 and communicated that their preference is that the K-line not replace this route. Grace Carlson did note that impacts could mean moving or completely replacing local routes on the alignment that the K-line might take. The Commission asked METRO staff to be clear about what those impacts will be. There was also a request for METRO to provide travel times from Totem Lake to downtown Bellevue and what other trip scenarios might look like for Seattle-bound passengers. Another comment from the Commission was regarding the Totem Lake Transit Center as a terminus noting that it is a difficult area to walk and bike and that METRO should take a look at potential bike parking or other amenities. The Commission offered suggestions for METRO's outreach and METRO noted they will be coming out with a survey starting in early November.

The Commission unanimously agreed that the A2 alignment was preferred and generally agreed that the B2 alignment was also preferred as long as it did not mean losing 255 service and that keeping service to the UW is of high value.

Active Transportation Plan Update

Kim Scrivner, Transportation Planner, updated the Commission on the progress of updating the Active Transportation Plan. She noted the data renovation work that has occurred since the last time the Commission heard about this and discussed the coordinated outreach effort with the Safer Routes to School Program and Vision Zero outreach. She walked the Commission through the scope of work that consultants will be working on as well as additional work that Kirkland staff will be doing to make this plan update successful.

The Commission suggested making sure that recommendations are tied to current and future density and land use and also suggested that the City consider equity when evaluating recommendations. They noted that the safety element of traffic speed is important to this work and that making streets safer for people walking and bicycling also makes them safer for everyone. They encouraged strong policy related to protected bike lanes and emphasized the importance of considering construction zones, mailboxes and garbage bins when reviewing potential policy changes. They also suggested that a demonstration project and graphic publications will help the public understand the benefits of active transportation. Another suggestion was to include bike parking in the plan.

2020-2021 Transportation Commission Work Plan

Feedback for the work plan received at this meeting are included in track-changes to the attached work plan.

Updates from Commissioners/Staff

There were no additional updates from Commissioners or Staff