

**Kirkland Transportation Commission  
Meeting Notes  
Wednesday July 22, 2009**

**Call to Order**

Jon Pascal called the meeting to order at 6:07. Members Present: Joel Pfundt, Jennifer Spall, Don Samdahl, Tom Neir. Kirkland Staff present: Dave Godfrey, Daryl Grigsby, Ray Steiger, Andrea Mast, Public Works Department Others present: None

**Comments from the Public**

None.

**State of the Streets Report**

Daryl Grigsby offered background on the issue and a timeline for future steps. Ray Steiger described background and the interaction of interest rates and unit prices. Based on earlier Commission recommendations to focus more on arterials and less on other streets. Two scenarios were presented. One had an 11% interest rate and the other had a 3% interest rate.

The Commission asked for the sum of the costs for each scenario and how various funding considerations might "solve" the problem. They also suggested that pavement maintenance should be packaged with other items such as sidewalk construction and the effect of various interest rates should be shown across the range of projects. The Commission supported being proactive with utilities to protect new pavement. They also asked about the use of concrete pavement and truck routes.

**Report on Metro Transit**

David Hull of King County Metro joined the Commission for a discussion of Metro Funding options. The Commission discussed a number of points that could be included in a letter for the Council to approve and send to the County. These included:

Increase the fraction of expenses covered by the fare box. Look at creative ways of doing this including reducing the costs of vehicles and labor.

Focus on providing good service on core routes. This service will cover most people who have low incomes. Spreading service thinly to cover more area will not result in an acceptable level of service for those who live off the core network anyway. Lifeline service could be provided by other means. Serve regional corridors that are destinations in themselves i.e. that contain many destinations. Based on the ridership estimates, it makes sense to postpone ferry deployment and put that funding into bus service. Use the 7.5 ¢ council option tax to leverage urban partnership funds. For Transit Now, Support BRT and partnerships that will have productive service.

**Ferry District**

Based on the ridership forecasts and the costs as described in the report recently released by the King County Ferry District, the Commission agreed that it would not be wise to pursue ferry service for Kirkland at this time. It was suggested that this thought be inserted into the Transit letter described above.

**Transportation Conversation**

The Commission reviewed the document outline provided by staff and commented on it. Their comments included:

Possibly construct a matrix of current programs vs. principles as a part of IIIA

III C should indicate that the vision report can be a tool to develop recommendations on issues similar to the Parkplace development

III D could include spending priorities

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IV B 3 should be climate change

IV in this section lead with the strongest issues perhaps using a structure such as Issue, Background, Recommendation. This section might be rearranged to include all the issues and evaluating them relative to the principles as opposed to grouping them by principle.

IV B 5 should be air and water

IV B 6 should be Public health

IV C 5 Ferry funding should be out

### **Updates**

Neir: Following up on his comment from last meeting, in Tokyo, bikes are segregated from cars and this may help to bring out a wide range of bicycle users.

Samdahl: Attended the TRB meeting in Seattle. One item of interest was a 100 person mile per gallon challenge.

Pascal: After discussions with several Councilmembers, he feels that the Commission should continue to be proactive in the issues they choose to undertake and then float ideas past the Council.

Spall, Singhal, Pfundt, none

**Motion to Adjourn made at 8:41 Approved unanimously.**