

WEBVTT

1

00:00:00.000 --> 00:00:01.020

Everybody to be.

2

00:00:02.490 --> 00:00:10.920

Kurt Ahrensfeld: like to welcome everybody for the January 26 2022 meeting of the transportation commission to order for the city of kirkland.

3

00:00:11.940 --> 00:00:15.870

Kurt Ahrensfeld: Since we're meeting virtually of the current role Lisa mcconnell.

4

00:00:17.730 --> 00:00:18.090

Lisa McConnell: Air.

5

00:00:18.930 --> 00:00:21.300

Kurt Ahrensfeld: Thank you, Brian mcgee here.

6

00:00:22.740 --> 00:00:27.780

Kurt Ahrensfeld: And AJ and trim I understand, she may not be with us tonight.

7

00:00:29.370 --> 00:00:31.410

Kurt Ahrensfeld: retro feel Fernandez.

8

00:00:32.490 --> 00:00:32.970

Rafael Fernandez: Thank you.

9

00:00:33.120 --> 00:00:33.990

Kurt Ahrensfeld: Michelle can.

10

00:00:38.820 --> 00:00:39.330

Kurt Ahrensfeld: us know.

11

00:00:40.650 --> 00:00:44.850

Kurt Ahrensfeld: you're here, thank you and vice chair Facebook both.

12

00:00:45.480 --> 00:00:49.710

Kurt Ahrensfeld: Here, thank you and your credentials i'm here.

13

00:00:50.820 --> 00:01:00.930

Kurt Ahrensfeld: Okay, the first time in our agenda is approval of the meetings minutes for the super 15 meeting, are there any corrections or comments from those meeting notes.

14

00:01:07.650 --> 00:01:12.180

Kurt Ahrensfeld: During nine, I was asked for a motion for approval.

15

00:01:13.020 --> 00:01:13.800

Brian Magee (he/him): On motion to approve.

16

00:01:14.760 --> 00:01:17.160

Kurt Ahrensfeld: Thanks Brian we have a second.

17

00:01:17.340 --> 00:01:19.050

Kurt Ahrensfeld: Second, thank you.

18

00:01:20.670 --> 00:01:21.540

Kurt Ahrensfeld: favor say Aye.

19

00:01:22.440 --> 00:01:23.310

Kurt Ahrensfeld: Aye Aye.

20

00:01:24.840 --> 00:01:25.590

Kurt Ahrensfeld: opposed.

21

00:01:27.390 --> 00:01:31.230

Kurt Ahrensfeld: Meetings have been it's been approved for December 15 20,021.

22

00:01:33.630 --> 00:01:34.380

Kurt Ahrensfeld: Are there any.

23

00:01:35.520 --> 00:01:37.800

Kurt Ahrensfeld: comments from the public or.

24

00:01:38.880 --> 00:01:40.020

Kurt Ahrensfeld: They would like to comment.

25

00:01:42.330 --> 00:01:46.140

Zoom Webinar100: i'm looking at the attendees right now and there there's actually nine.

26

00:01:46.800 --> 00:01:50.130

Kurt Ahrensfeld: Okay okay appreciate that, thank you very much.

27

00:01:51.780 --> 00:01:54.480

Kurt Ahrensfeld: Okay, for renewal, so the first.

28

00:01:55.860 --> 00:01:58.800

Kurt Ahrensfeld: item on our agenda is.

29

00:02:00.540 --> 00:02:05.130

Kurt Ahrensfeld: Actually it's going to be election for 2022 chair and vice chair.

30

00:02:07.020 --> 00:02:08.880

Kurt Ahrensfeld: tools is something that you Farah with.

31

00:02:11.160 --> 00:02:11.850

Joel Pfundt: i'm happy to.

32

00:02:12.960 --> 00:02:13.620

Joel Pfundt: start out.

33

00:02:15.060 --> 00:02:21.030

Joel Pfundt: With a few kind of basic ground rules for For those of you.

34

00:02:22.050 --> 00:02:25.830

Joel Pfundt: who have been on the Commission a while probably already aware that.

35

00:02:27.000 --> 00:02:27.510

Joel Pfundt: We.

36

00:02:28.650 --> 00:02:35.550

Joel Pfundt: Allow it set up that we can have chairs serve for two back to back.

37

00:02:36.780 --> 00:02:45.240

Joel Pfundt: sessions or years and and then their term limited out of being the Chair.

38

00:02:46.530 --> 00:02:50.220

Joel Pfundt: And then last year was.

39

00:02:52.410 --> 00:02:55.230

Joel Pfundt: chair aaron's felts first year just as kind of.

40

00:02:56.340 --> 00:03:03.870

Joel Pfundt: background and and so yeah I think that that's pretty much it what we will do is take.

41

00:03:05.130 --> 00:03:11.970

Joel Pfundt: Nominations and and then we'll go ahead and hold the election.

42

00:03:13.230 --> 00:03:15.660

Joel Pfundt: and see what the results are.

43

00:03:18.360 --> 00:03:18.780

Kurt Ahrensfeld: Okay.

44

00:03:20.100 --> 00:03:22.290

Kurt Ahrensfeld: Open up for nominations for here.

45

00:03:27.510 --> 00:03:31.470

Faith DeBolt: i'll just nominate that kurt's doing fine in P remain chair.

46

00:03:34.590 --> 00:03:36.780

Kurt Ahrensfeld: In the other nominations for sure.

47

00:03:41.040 --> 00:03:44.010

Lisa McConnell: Okay i'm an eight but faith for vice chair.

48

00:03:44.550 --> 00:03:45.630

Kurt Ahrensfeld: Thank you Lisa.

49

00:03:49.200 --> 00:03:52.050

Kurt Ahrensfeld: Any other nominations for vice chair.

50

00:03:54.540 --> 00:03:57.270

Kurt Ahrensfeld: me none Joel, how do we do this.

51

00:04:00.030 --> 00:04:08.850

Joel Pfundt: Why not why don't you just do a voice vote for each of the positions and supportive that single candidate.

52

00:04:09.450 --> 00:04:09.840

Okay.

53

00:04:11.280 --> 00:04:12.450

Kurt Ahrensfeld: All in favor of.

54

00:04:14.550 --> 00:04:16.800

Kurt Ahrensfeld: beatable as vice chair say I.

55

00:04:17.790 --> 00:04:18.480

Brian Magee (he/him): I I.

56

00:04:18.960 --> 00:04:25.530

Kurt Ahrensfeld: I thank you all in favor of Kurt myself for Chair say I.

57

00:04:26.460 --> 00:04:27.000

I.

58

00:04:29.340 --> 00:04:31.650

Kurt Ahrensfeld: Thank you, great well that was.

59

00:04:32.760 --> 00:04:33.660

Kurt Ahrensfeld: Nice and simple.

60

00:04:35.190 --> 00:04:44.040

Kurt Ahrensfeld: All right, well i'm looking forward to our meeting tonight, and the first item up is the homes point streets standard design standards and corner study.

61

00:04:44.700 --> 00:05:00.120

Kurt Ahrensfeld: With us tonight are mandy Roberts Vice President and principal with attack and amy l clock capital projects coordinator, which I don't think i've ever met you amy, thank you for being on the agenda tonight.

62

00:05:02.880 --> 00:05:03.960

Joel Pfundt: And then here.

63

00:05:04.470 --> 00:05:07.860

Aimee Allcock: yeah I can I can briefly introduce mandy.

64

00:05:08.880 --> 00:05:19.080

Aimee Allcock: we're all part of the homes point Dr studies so that is, including Joel myself rosalie and mandy so we're here to answer any questions you might have as.

65

00:05:19.080 --> 00:05:19.620

well.

66

00:05:21.360 --> 00:05:23.880

Aimee Allcock: Like you said i'm a project coordinator in the VIP.

67

00:05:23.910 --> 00:05:26.280

Aimee Allcock: group so i've been helping out a little bit on this.

68

00:05:27.510 --> 00:05:43.020

Aimee Allcock: study and mandy is the consultant for this study so she'll have a overview of what we've done thus far and then kind of go into some recommendations we have and then welcome any feedback from the transportation Commission afterwards.

69

00:05:48.510 --> 00:06:06.030

Joel Pfundt: And then real quick I I just like to I was remiss on the agenda of also including rosalie wessels, who is here as part of that team as well and she's been leading up the Community engagement effort in coordination with amy and mandy.

70

00:06:07.740 --> 00:06:10.230

Kurt Ahrensfeld: great to have you with us again, obviously.

71

00:06:11.280 --> 00:06:12.300

Kurt Ahrensfeld: you're wearing a different hat.

72

00:06:16.320 --> 00:06:23.880

Mandi Roberts I Otak, Inc.: Okay, well, would you guys like me to go ahead and start and share my screen it's great to be with you this evening and.

73

00:06:25.440 --> 00:06:32.730

Mandi Roberts I Otak, Inc.: I think many of you were in our last update to the transportation Commission which was sometime last year.

74

00:06:33.360 --> 00:06:42.840

Mandi Roberts I Otak, Inc.: But I cannot recall exactly when you know how that they say that about pandemic time it's sort of get lost in it so anyway, I know we updated y'all.

75

00:06:43.440 --> 00:06:57.720

Mandi Roberts I Otak, Inc.: And now we're, to the point of as Joel mentioned and amy mentioned having some recommendations some draft recommendations that we want to finalize in the coming months so we'll go through that with you.

76

00:06:58.890 --> 00:07:06.510

Mandi Roberts I Otak, Inc.: Tonight, and we hope to spend about half hour on this presentation and then have some time for questions and discussion.

77

00:07:07.080 --> 00:07:14.340

Mandi Roberts I Otak, Inc.: So we'll cover what we've heard, to date, the process to date, our draft recommendations for homes point drive.

78

00:07:15.120 --> 00:07:26.370

Mandi Roberts I Otak, Inc.: And that includes the frontage along oh Danny park and then we also have recommended options for the neighborhood streets the smaller streets throughout the homes point area.

79

00:07:27.240 --> 00:07:38.790

Mandi Roberts I Otak, Inc.: And then we presented the same presentation to the public and that included a lot of neighbors and residents in homes point on December 15 and then the city posted.

80

00:07:39.330 --> 00:07:54.300

Mandi Roberts I Otak, Inc.: The information and some questions on the website and we continue to get some comments, so I will also be summarizing the comments that we've received on these draft recommendations tonight and then we'll talk about next steps so just.

81

00:07:55.620 --> 00:07:59.700

Mandi Roberts I Otak, Inc.: to remind everybody, where we are in the process we started this.

82

00:08:00.720 --> 00:08:12.120

Mandi Roberts I Otak, Inc.: project in November of 2020 and spent time over the course of the winter and spring gathering existing conditions doing some fieldwork inventory work.

83

00:08:12.660 --> 00:08:23.310

Mandi Roberts I Otak, Inc.: And then moving into development of draft concepts and we've met with the neighborhood folks on the public everybody was invited basically to these to the meeting.

84

00:08:24.210 --> 00:08:37.350

Mandi Roberts I Otak, Inc.: And that occurred three different times in the process, those are those green arrows so in December of 20 2020 the kickoff the study process and let people know are doing and then in May of 2021 we.

85

00:08:38.850 --> 00:08:46.050

Mandi Roberts I Otak, Inc.: Oh good here's where where the transportation Commission meeting was that's good um but anyway in May 2021 we.

86

00:08:46.590 --> 00:09:01.380

Mandi Roberts I Otak, Inc.: Presented preliminary draft concepts and options and got input on those and then we further refine those and and part of our presentation was to present it to the transportation Commission last year in May.

87

00:09:02.400 --> 00:09:09.150

Mandi Roberts I Otak, Inc.: And then, over the course of the fall and winter, we spent time really.

88

00:09:10.200 --> 00:09:19.260

Mandi Roberts I Otak, Inc.: Narrowing up our options and concepts to kind of a more succinct set of ideas that seem to respond to what we were hearing.

89

00:09:19.740 --> 00:09:29.460

Mandi Roberts I Otak, Inc.: From the public and from the transportation Commission and so, then we went out in December 2021 and presented those to the public, so just a few.

90

00:09:30.300 --> 00:09:39.270

Mandi Roberts I Otak, Inc.: This may be a little bit redundant to what we presented to you last time so i'll go through it quickly, but just a few reminders of some of the things that we heard from the neighbors and the public.

91

00:09:40.260 --> 00:09:52.680

Mandi Roberts I Otak, Inc.: They really want to retain the character of of the homes point drive and neighborhood area, and so there really wasn't a lot of interest in widening the roads.

92

00:09:54.330 --> 00:10:07.770

Mandi Roberts I Otak, Inc.: Or at ease adding improvements that look really urban are really different so we heard a lot about that we also heard concerns about adding impervious surfaces because of drainage issues and.

93

00:10:08.820 --> 00:10:18.000

Mandi Roberts I Otak, Inc.: wonder, you know, there was a lot of interest in what are the different types of pedestrian pass or shared pedestrian bicycle facilities that could be introduced.

94

00:10:18.660 --> 00:10:20.190

Mandi Roberts I Otak, Inc.: Retaining trees.

95

00:10:20.370 --> 00:10:29.760

Mandi Roberts I Otak, Inc.: It was really a high priority, a lot of people mentioned that that that forest or character is part of the neighborhood and so tree removal needs to be really.

96

00:10:31.050 --> 00:10:42.090

Mandi Roberts I Otak, Inc.: limited to that that's absolutely needed and again that kind of speaks to keeping the level of improvements to an you know to as narrow as possible to avoid tree removal.

97

00:10:43.320 --> 00:10:47.340

Mandi Roberts I Otak, Inc.: bike lanes there was definitely some interest in having.

98

00:10:48.630 --> 00:10:51.870

Mandi Roberts I Otak, Inc.: Mixed use bike and pad pathways.

99

00:10:52.890 --> 00:10:59.940

Mandi Roberts I Otak, Inc.: Concerns about homeless point drive in particular, and the need to provide facilities for cyclists on.

100

00:11:01.320 --> 00:11:05.940

Mandi Roberts I Otak, Inc.: On the you know downhill and uphill sections of of homes point drive.

101

00:11:07.560 --> 00:11:18.540

Mandi Roberts I Otak, Inc.: The idea of having an uphill climbing section on Holmes pipe drive at either end where it meets up with wanting to drive was something that was discussed and strong interest in that.

102

00:11:19.470 --> 00:11:32.460

Mandi Roberts I Otak, Inc.: parking there, there are parking facilities along homes point drive, but there was really a mixed opinion about whether or not we should have more parking or not.

103

00:11:33.330 --> 00:11:44.460

Mandi Roberts I Otak, Inc.: Some people feel that the parking that's there's helpful to some of the residents others don't want to see homeless pipe drive just become parking all along it in too much parking so.

104

00:11:45.540 --> 00:11:57.990

Mandi Roberts I Otak, Inc.: Having additional parking facilities, for example, are not really a priority in the park oh Danny Park area because of that and mixed use neighborhood streets are regularly used for temporary parking.

105

00:11:59.280 --> 00:12:06.450

Mandi Roberts I Otak, Inc.: Speed is something we heard a lot about that people are are attending to speed on homes point drive.

106

00:12:07.650 --> 00:12:20.700

Mandi Roberts I Otak, Inc.: Some of the spot speed studies that were done didn't seem to indicate that that was as much of a problem as people were mentioning but you know, everybody is always concerned when.

107

00:12:20.760 --> 00:12:22.410

Mandi Roberts I Otak, Inc.: Cars drive fast in your neighborhood.

108

00:12:22.800 --> 00:12:23.550

So.

109

00:12:25.110 --> 00:12:35.430

Mandi Roberts I Otak, Inc.: people felt like people that vehicles or drivers are not following the Posted speeds, but they I think this might be an error here but posted speeds.

110

00:12:36.810 --> 00:12:44.460

Mandi Roberts I Otak, Inc.: You know, some people also felt that it really wouldn't do any good to reduce the speed limit, because people drive fast anyway so.

111

00:12:46.230 --> 00:12:58.320

Mandi Roberts I Otak, Inc.: The traffic calming ideas was something that was brought up and the idea of having raised crosswalks, especially in the park area as a way to calm traffic in that flatter area of homes point Dr as mentioned.

112

00:12:59.190 --> 00:13:00.840

Mandi Roberts I Otak, Inc.: And then additional comments.

113

00:13:00.900 --> 00:13:08.280

Mandi Roberts I Otak, Inc.: There really needs to be more of a flexible approach to how improvements are made, not a one size fits all type of solution.

114

00:13:08.610 --> 00:13:16.530

Mandi Roberts I Otak, Inc.: And stormwater management will need to be a consideration, as we all know, with street improvements stormwater management is a requirement.

115

00:13:16.950 --> 00:13:27.360

Mandi Roberts I Otak, Inc.: So that would be part of future projects one thing we really wanted we've been really trying to emphasize all along, is that there is not a specific project or.

116

00:13:28.590 --> 00:13:35.610

Mandi Roberts I Otak, Inc.: identified projects as part of this effort we're just trying to come up with some design standards that future projects would comply with.

117

00:13:36.060 --> 00:13:52.650

Mandi Roberts I Otak, Inc.: So there's not capital funding to improve homes point drive or any of the streets it's really meant to be a set of standards that future development would comply with, or if the city we're doing some improvements in the future, they would comply with these standards.

118

00:13:53.730 --> 00:14:08.700

Mandi Roberts I Otak, Inc.: So here are our final draft recommendations for the street design standards and for the homes point drive corridor, we have entry segments, which are shown in in the red areas.

119

00:14:09.270 --> 00:14:23.580

Mandi Roberts I Otak, Inc.: On this map and then we have what we're calling the residential segment, which basically is the yellow area and we have some additional recommended improvements in the old Danny Park Area, which I will show you.

120

00:14:24.780 --> 00:14:34.590

Mandi Roberts I Otak, Inc.: But basically we've got a set of recommendations for the entry area, and then a set for the residential area and the yellow area, and then the the.

121

00:14:35.400 --> 00:14:47.280

Mandi Roberts I Otak, Inc.: Oh Danny Park Area so for the entry area what we're proposing, and you know again these areas have sloping conditions deeper grades trees.

122

00:14:47.970 --> 00:15:01.260

Mandi Roberts I Otak, Inc.: Along either side of the corridor and so again to kind of keep that prism of improvement to the narrow as possible, but while still providing you know, a safe facility.

123

00:15:01.980 --> 00:15:19.830

Mandi Roberts I Otak, Inc.: we're recommending buffered shoulder for both bicycle and pedestrian use on the appeal climbing sides of the roadway and so that would be very similar to what what has been improved on wanting to drive we wouldn't have the.

124

00:15:21.270 --> 00:15:38.400

Mandi Roberts I Otak, Inc.: candlestick posts, but it would basically be a shared Pen, you can see the pedestrian symbol here and the bike symbol and a place for people to ride and walk on the appeal side of the roadway.

125

00:15:40.020 --> 00:15:48.660

Mandi Roberts I Otak, Inc.: We would also have a shoulder on the other side of the roadway as well that could serve as some extra space for bicycling.

126

00:15:49.440 --> 00:15:59.370

Mandi Roberts I Otak, Inc.: So here's here are the dimensions of how that looks and one of the things that we coordinate with the city on is could we go, can we reduce the lane width down.

127

00:16:00.030 --> 00:16:06.360

Mandi Roberts I Otak, Inc.: To 10 feet and gain some space, because we all know, it's very narrow and sloping.

128

00:16:06.930 --> 00:16:18.360

Mandi Roberts I Otak, Inc.: edges on both sides of the corridor and so by going down to 10 foot wide lanes that helps us bit more within that area, reduce impacts on trees and and whatnot.

129

00:16:18.810 --> 00:16:32.700

Mandi Roberts I Otak, Inc.: And so, then we would be able to have the six to eight foot protected mixed you shoulder, as well as that thermal plastic buffer that's really important and kind of delineating the protected shoulder area.

130

00:16:34.800 --> 00:16:40.920

Mandi Roberts I Otak, Inc.: And this is so, this is basically the north side, so the climbing is happening.

131

00:16:42.810 --> 00:16:49.230

Mandi Roberts I Otak, Inc.: You know the uphill climb is happening on the right side of the roadway and then on the South side the climbing is happening.

132

00:16:50.850 --> 00:16:58.410

Mandi Roberts I Otak, Inc.: You know that's just you can see from the sorry, you can see from the map that direction that these cross sections are showing you.

133

00:17:00.300 --> 00:17:01.860

Rosalie Wessels: And he Brian has a question.

134

00:17:02.250 --> 00:17:03.510

Mandi Roberts I Otak, Inc.: Oh yeah Thank you.

135

00:17:04.410 --> 00:17:13.800

Brian Magee (he/him): yeah it's just kind of one quick clarification item on the sections, you are showing with the the signage there do those dimensions for the six to eight foot.

136

00:17:14.730 --> 00:17:27.780

Brian Magee (he/him): Mixed use with does, that is, that continuous or they're kind of a pertinence with appurtenances and they're like Poles or signs or other features that may constrain that with through this area.

137

00:17:28.200 --> 00:17:35.880

Mandi Roberts I Otak, Inc.: No thanks thanks for asking Brian the intent would be for it to be continuous, no, no barriers are polls in that area.

138

00:17:36.510 --> 00:17:37.890

Brian Magee (he/him): Excellent Thank you yeah.

139

00:17:39.750 --> 00:17:40.110

Mandi Roberts I Otak, Inc.: Okay.

140

00:17:42.450 --> 00:17:42.930

Mandi Roberts I Otak, Inc.: Oh yeah.

141

00:17:44.790 --> 00:17:47.190

Faith DeBolt: And you mentioned to the.

142

00:17:48.840 --> 00:18:03.960

Faith DeBolt: comparison to the one needed Dr treatment and said no candlesticks and i'm wondering, and you know so here the candlesticks are because it's a tight corner, where cars would typically.

143

00:18:04.530 --> 00:18:13.290

Faith DeBolt: and go into the bike lane there, and if if you looked as they're just not this type of situation on the uphill side on either side point.

144

00:18:14.460 --> 00:18:17.880

Mandi Roberts I Otak, Inc.: I think that's a good question mostly.

145

00:18:18.930 --> 00:18:28.920

Mandi Roberts I Otak, Inc.: it's fairly fairly good site distance, but there are a couple of curves, so I think that would need to be looked at in design, whether or not you would put put in the candlesticks in those areas.

146

00:18:30.750 --> 00:18:39.450

Mandi Roberts I Otak, Inc.: So, so I will make note of that faith and in the design reported study we can mention that that would need to be looked at more closely.

147

00:18:42.300 --> 00:18:44.790

Mandi Roberts I Otak, Inc.: Michelle I see you have your hand up now yeah.

148

00:18:45.690 --> 00:18:48.390

Michelle Quinton: yeah i'm curious what's the current lane with.

149

00:18:50.070 --> 00:18:56.580

Mandi Roberts I Otak, Inc.: I think it varies um but I from 10 to 1111 plus B.

150

00:18:57.960 --> 00:19:00.630

Mandi Roberts I Otak, Inc.: kind of varies along the distance of homes point drive.

151

00:19:02.070 --> 00:19:15.840

Michelle Quinton: I mean, I guess, I am i'm looking at like Google maps, so the current one minute, I mean the basic thing like it mean you would maybe add some signage but the it has a wide shoulder already.

152

00:19:16.260 --> 00:19:21.600

Michelle Quinton: yeah yes there's not really any changes any significant changes that we're suggesting here.

153

00:19:22.950 --> 00:19:31.500

Mandi Roberts I Otak, Inc.: uh well we I think we would recommend that continuous 10 foot lane and then that actually goes down to 9.5 feet in the.

154

00:19:32.340 --> 00:19:48.270

Mandi Roberts I Otak, Inc.: In the air i'm going to show you next the residential area, so, so we are trying to reduce the lane and give more space to the shoulder because there's just not enough space there today to fit in the the facility that we're recommending.

155

00:19:49.110 --> 00:19:56.100

Faith DeBolt: In the shoulder is not wide enough on the uphill part for portions of it as well.

156

00:19:56.400 --> 00:19:57.330

yeah yeah.

157

00:19:58.650 --> 00:19:59.250

Faith DeBolt: For bikes.

158

00:20:00.000 --> 00:20:01.770

Mandi Roberts I Otak, Inc.: yeah Kurt another question.

159

00:20:03.570 --> 00:20:04.290

Mandi Roberts I Otak, Inc.: Hope you're on mute.

160

00:20:06.870 --> 00:20:07.260

yeah.

161

00:20:08.340 --> 00:20:09.780

Kurt Ahrensfeld: So there's a question about.

162

00:20:11.640 --> 00:20:17.040

Kurt Ahrensfeld: garbage pickup and mail delivery and what have you found on that are those.

163

00:20:18.120 --> 00:20:24.030

Kurt Ahrensfeld: Situations off off the roadway or are they going to be competing with the pet.

164

00:20:24.930 --> 00:20:29.970

Mandi Roberts I Otak, Inc.: Cat every going to be shared space for the most part, because a lot of people.

165

00:20:30.960 --> 00:20:40.410

Mandi Roberts I Otak, Inc.: You know, have their mailboxes directly adjacent to the space and some and some of them might need to be moved out all of the improvements that we're talking about, by the way, are within the right of way.

166

00:20:40.710 --> 00:20:54.870

Mandi Roberts I Otak, Inc.: So we're not talking about any acquisition of private property, however, as you all know, there are private elements in in the right of way today, and so you would meet you know.

167

00:20:55.500 --> 00:21:04.110

Mandi Roberts I Otak, Inc.: With these if this project were to move forward at some point in the future, you would need to kind of coordinate with property owners on on their facilities that are in the right of way.

168

00:21:05.310 --> 00:21:20.910

Mandi Roberts I Otak, Inc.: And, in some cases that includes buildings, so you know again that's why we're trying to keep this improvement to the narrowest possible to minimize the amount of impact to trees and existing buildings and things like that that are in the right away.

169

00:21:23.310 --> 00:21:32.610

Mandi Roberts I Otak, Inc.: Okay i'm going to keep going, because I know Joel what doesn't want to spend too much you know we've we've budgeted about 15 minutes for this so we'll keep going here.

170

00:21:33.780 --> 00:21:41.460

Mandi Roberts I Otak, Inc.: let's just talk about the yellow area of the quarter, which is what we're calling the residential area of homes point drive.

171

00:21:42.030 --> 00:21:56.040

Mandi Roberts I Otak, Inc.: And in this story, we would have a curb protected mixed use shoulder on the east side of the road we studied this very carefully and we felt that the East side would have the least amount of impacts to.

172

00:21:56.640 --> 00:22:06.660

Mandi Roberts I Otak, Inc.: A lot of different elements, including utility Poles and drainage and retaining walls and things like that, so the East side, then would.

173

00:22:07.980 --> 00:22:09.300

Mandi Roberts I Otak, Inc.: be a standard.

174

00:22:11.040 --> 00:22:18.840

Mandi Roberts I Otak, Inc.: shoulder kind of a mixture shoulder and i'll show you the picture of it a minute and we'll have a curve and that will then help deter people from parking.

175

00:22:19.140 --> 00:22:25.020

Mandi Roberts I Otak, Inc.: over the top of that shoulder area for pet bike use, and then we would have a four foot shoulder on the West side of the road.

176

00:22:25.590 --> 00:22:39.000

Mandi Roberts I Otak, Inc.: And we could provide parking in some locations, similar to what is there today so here's an example of where that's done in kirkland on 84th avenue northeast and what it looks like.

177

00:22:40.080 --> 00:22:44.970

Mandi Roberts I Otak, Inc.: Except for were suggested, perhaps a little bit wider for that.

178

00:22:47.520 --> 00:22:53.040

Mandi Roberts I Otak, Inc.: Mixed use, because it is a shared space for pedestrians and bicyclists we're suggesting a six to eight foot.

179

00:22:54.600 --> 00:23:04.110

Mandi Roberts I Otak, Inc.: With would be optimal and then we would have the forefoot paved shoulder on the other side, and when we have parking.

180

00:23:05.970 --> 00:23:13.980

Mandi Roberts I Otak, Inc.: What we would do is delineate that parking space on the outside of the protected mixed use shoulder with the curb.

181

00:23:15.180 --> 00:23:20.490

Mandi Roberts I Otak, Inc.: So that's kind of what this would look like, and it could go on either side of.

182

00:23:21.210 --> 00:23:28.680

Mandi Roberts I Otak, Inc.: The street parking because that's how it is today kind of depends on where the tables are available to fit parking in.

183

00:23:29.220 --> 00:23:44.520

Mandi Roberts I Otak, Inc.: And if we did put parking on the West side of the street, as shown here, then we would introduce the curb on that side as well because, again we don't want people parking over the top of the shoulder space because that's intended to be used by.

184

00:23:44.550 --> 00:23:45.870

Mandi Roberts I Otak, Inc.: Pedestrians and bicyclists.

185

00:23:46.620 --> 00:23:52.650

Mandi Roberts I Otak, Inc.: As a continuous facility so I'm going to stop right there and see if anybody has any questions about that.

186

00:23:56.040 --> 00:23:56.580

Mandi Roberts I Otak, Inc.: Very good.

187

00:23:57.870 --> 00:23:59.610

Mandi Roberts I Otak, Inc.: keep going all right.

188

00:24:00.720 --> 00:24:15.600

Mandi Roberts I Otak, Inc.: And then, for the park frontage you know, there was a lot of input about that area being a destination, to the neighborhood and a lot of pedestrian activity in that area and really the need for.

189

00:24:17.130 --> 00:24:38.520

Mandi Roberts I Otak, Inc.: Improving crossing locations and making parking more clear, and so we did study and determine grammatically where Park, excuse me where pedestrian crossing locations needed to occur in the corridor and we identified two locations on either side of the park.

190

00:24:40.260 --> 00:24:40.920

Mandi Roberts I Otak, Inc.: So.

191

00:24:42.570 --> 00:24:50.940

Mandi Roberts I Otak, Inc.: i'll show you what these could look like, and then we have another location down in this vicinity, because what what we need to do is facilitate.

192

00:24:51.360 --> 00:25:01.320

Mandi Roberts I Otak, Inc.: If we have this protected shoulder on the east side of the corner, we need to facilitate a crossing over to the West side, where that appeal.

193

00:25:01.830 --> 00:25:19.080

Mandi Roberts I Otak, Inc.: climbing lane buffer starts buffered path starts on that side, and so we did study this location seemed like it had good site distance that would have to be further confirmed in design, but approximately that location seems like it'll work work well.

194

00:25:20.340 --> 00:25:29.670

Mandi Roberts I Otak, Inc.: And so what we did is kind of I think we'd shown these graphics before but we updated these to represent that idea of that path.

195

00:25:30.270 --> 00:25:47.340

Mandi Roberts I Otak, Inc.: Along the East side and then arrays crossing area at the park and we we didn't have the time to draw this or illustrated as a race crescent area, but we will do that for the final report and the idea is.

196

00:25:49.320 --> 00:25:55.170

Mandi Roberts I Otak, Inc.: That you know, raising it has a lot of benefits in terms of elevating the.

197

00:25:57.420 --> 00:26:15.180

Mandi Roberts I Otak, Inc.: The visibility of crossing pedestrians, as well as you know, creating traffic calming in this area near the park and you could include also include rapid rectangular flashing beacons

something's you know those could be solar powered as they are in other places in the city.

198

00:26:16.470 --> 00:26:24.090

Mandi Roberts I Otak, Inc.: here's another kind of bird's eye view of what that would look like, we would have a wider path on the park side.

199

00:26:25.290 --> 00:26:28.920

Mandi Roberts I Otak, Inc.: And then here's just another bird's eye view.

200

00:26:30.120 --> 00:26:34.620

Mandi Roberts I Otak, Inc.: it's all the same, drawing we just took some different views of it, so people could see how this looks.

201

00:26:35.880 --> 00:26:45.180

Mandi Roberts I Otak, Inc.: And here's some examples of raised crossings, so we will update those illustrations to show this in the final report.

202

00:26:47.100 --> 00:26:53.580

Mandi Roberts I Otak, Inc.: And then the other crossing at the north end of the park, we would also envision that that would be raised.

203

00:26:53.910 --> 00:27:04.140

Mandi Roberts I Otak, Inc.: And will update this illustration, to show that but here's here's kind of generally where that's located and what that would look like and I like this view too, because it shows you, it shows this continuous path.

204

00:27:04.860 --> 00:27:15.270

Mandi Roberts I Otak, Inc.: On the West side and then also the path on the on the water side or the park side and then this eventually leads into that wider kind of more.

205

00:27:16.440 --> 00:27:28.500

Mandi Roberts I Otak, Inc.: I don't know the paving material could be paver previous pavers that could be concrete, it could be, you know other material, but a lighter colored material is shown here in the illustration.

206

00:27:30.660 --> 00:27:37.710

Mandi Roberts I Otak, Inc.: Okay, so those are the park us and before we go to neighborhood streets, let me just see if anybody has any oh Kurt has his hand up yeah.

207

00:27:40.500 --> 00:27:41.940

Mandi Roberts I Otak, Inc.: Hope you're on mute again sorry.

208

00:27:44.130 --> 00:27:56.580

Kurt Ahrensfeld: quick question i'm I knows we've been out there in the summer, and you know the parallel parking is kind of in representative work in the area of the pedestrian crossing there.

209

00:27:57.510 --> 00:28:09.990

Kurt Ahrensfeld: And I noticed, I think it was mentioned that they didn't really want to increase parking out there too much, and that was a concern, but I know as you get further to the north there's a tendency for people to do angle parking.

210

00:28:11.280 --> 00:28:23.700

Kurt Ahrensfeld: And so i'm just curious whether that's in there was quite a bit wondering if that's great if you're going to maintain that or if you're going to go to the parallel parking does that reduce the parking capacity.

211

00:28:25.800 --> 00:28:37.080

Mandi Roberts I Otak, Inc.: Well, I think we were suggesting that we make that more clear that it is intended to be parallel parking for the entire length and provide a continuous dimension that.

212

00:28:37.590 --> 00:28:45.240

Mandi Roberts I Otak, Inc.: That you know fits that because I think right now it's a little bit loose and how its dimensions and so that's why people are parking.

213

00:28:45.480 --> 00:28:47.400

Mandi Roberts I Otak, Inc.: You know I mean in gold.

214

00:28:49.260 --> 00:28:59.370

Mandi Roberts I Otak, Inc.: So it would you know, theoretically, it would reduce the parking capacity, but we also heard a lot of concerns about overflow parking and too much parking in the neighborhoods so.

215

00:29:01.290 --> 00:29:07.620

Mandi Roberts I Otak, Inc.: You know I think we're just trying to formalize what what's the safest pattern for parking in this area.

216

00:29:08.310 --> 00:29:10.050

Kurt Ahrensfeld: yeah Okay, thank you.

217

00:29:10.620 --> 00:29:11.190
You bet.

218

00:29:12.450 --> 00:29:12.750
Rosalie Wessels: me.

219

00:29:13.590 --> 00:29:15.270
Rosalie Wessels: That final slide is the part.

220

00:29:15.870 --> 00:29:17.850
Rosalie Wessels: That one there, I just wanted to be.

221

00:29:20.970 --> 00:29:22.080
Rosalie Wessels: Northern processing.

222

00:29:22.500 --> 00:29:23.550
Mandi Roberts I Otak, Inc.: yeah okay.

223

00:29:23.760 --> 00:29:38.280
Rosalie Wessels: I just want to be clear that, on the right of that image which is lakeside it looks like there's a curve there, but that I think should be from the graphic because that is currently are being enrolled for me for being on that side of the street, but be.

224

00:29:39.540 --> 00:29:48.450
Rosalie Wessels: On the East side, so the left of this image, there is a curve that kind of runs the ball with to prevent people from parking kind of what is currently kind of a.

225

00:29:49.140 --> 00:29:58.830
Rosalie Wessels: drainage ditch and outside so we're preventing on the appeal side and we're we're not intending to prevent people from working on the lakeside have.

226

00:30:01.410 --> 00:30:04.020
Mandi Roberts I Otak, Inc.: yeah i'm making another that rosalie Thank you.

227

00:30:05.460 --> 00:30:06.150
Mandi Roberts I Otak, Inc.: For.

228

00:30:07.380 --> 00:30:18.330

Mandi Roberts I Otak, Inc.: drawing my attention to that and I think, then, to That means that can you guys see my cursor there need, we need to actually show a more formal pedestrian path on the side, all the way.

229

00:30:19.470 --> 00:30:22.140

Mandi Roberts I Otak, Inc.: Along the park to I think that was the intent so.

230

00:30:23.400 --> 00:30:23.700

yeah.

231

00:30:24.750 --> 00:30:28.500

Kurt Ahrensfeld: people tend to cross the front of the park cars there when your ankle.

232

00:30:30.330 --> 00:30:34.710

Mandi Roberts I Otak, Inc.: yeah Okay, yes we'll make we'll make those updates.

233

00:30:37.740 --> 00:30:46.410

Mandi Roberts I Otak, Inc.: All right, alright, so now let's talk about neighborhood streets and we did a pretty thorough inventory of all the existing.

234

00:30:46.620 --> 00:30:54.180

Mandi Roberts I Otak, Inc.: Public neighborhood streets, there are some that are private those are represented by kind of these dashed Gray lines that you see here.

235

00:30:54.990 --> 00:31:08.370

Mandi Roberts I Otak, Inc.: And then we identified really three different categories of neighborhood streets, and we have a different design recommended design standard for each of the three so the pink streets are those that.

236

00:31:09.630 --> 00:31:17.700

Mandi Roberts I Otak, Inc.: You know, makes sense to have sidewalk curb and gutter connection some of those already have sidewalk carbon gutters i'm a plan to have sidewalk carbon gutter.

237

00:31:18.270 --> 00:31:28.590

Mandi Roberts I Otak, Inc.: And so, basically just continuing with that same standard for those streets, and that would help you know tie that pedestrian network to the trails network that's.

238

00:31:29.130 --> 00:31:41.730

Mandi Roberts I Otak, Inc.: You know, actively used in this area and then for the Turquoise streets, those are 24 to 28 foot wide streets and we're recommending.

239

00:31:42.660 --> 00:31:52.140

Mandi Roberts I Otak, Inc.: A couple of different options that will show you for those love to get your input on those and then for the purple streets, those are the narrower streets were basically recommending.

240

00:31:52.740 --> 00:32:02.550

Mandi Roberts I Otak, Inc.: That those a couple of different options for those as well that i'll show you but they could also be just shared streets without pedestrian and bicycle facilities, because.

241

00:32:03.060 --> 00:32:17.130

Mandi Roberts I Otak, Inc.: they're fairly narrow and they're very low low volume use there's are few fewer homes that are located along those streets segments and there aren't very many of those, as you can see from this map, only a few locations.

242

00:32:17.910 --> 00:32:33.240

Mandi Roberts I Otak, Inc.: So for the pink streets will have a standard that would continue with segments of curb gutter sidewalk, at least on one side of the street and if their space to provide it on both sides.

243

00:32:33.690 --> 00:32:42.210

Mandi Roberts I Otak, Inc.: or activity levels that would warrant the need for having on both sides that could that could also occur and.

244

00:32:43.500 --> 00:33:05.850

Mandi Roberts I Otak, Inc.: here's an example, you know just schematically of how that would look similar to conditions that are out there today, in some cases, the sidewalks maybe more tighter to the curb but in other cases, having a planter where space allows would be preferred so we're showing that schematically.

245

00:33:07.650 --> 00:33:13.620

Mandi Roberts I Otak, Inc.: So we just had the one option there, I think one thing to mention is rather than having this be.

246

00:33:15.750 --> 00:33:16.290

Mandi Roberts I Otak, Inc.: You know.

247

00:33:17.490 --> 00:33:28.290

Mandi Roberts I Otak, Inc.: kind of a raised curve get her sidewalk having a planting area kind of helps it blend in with the neighborhood a little bit better and it could also meander a little bit back and forth from the curb so.

248

00:33:29.220 --> 00:33:36.960

Mandi Roberts I Otak, Inc.: We I think we did here from the neighbors about concerns about just how urban per gutter inside what can look so trying to avoid that.

249

00:33:38.760 --> 00:33:39.420

Mandi Roberts I Otak, Inc.: And then.

250

00:33:40.530 --> 00:33:58.230

Mandi Roberts I Otak, Inc.: The 24 to 28 foot segments, we have three different options, so one would be a mixed use concrete shoulder that set the same grade as the street, and this is a design that's being implemented in this area today on certain streets.

251

00:33:59.400 --> 00:34:07.710

Mandi Roberts I Otak, Inc.: The second idea would be to have that pathway separated a little bit from the roadway with the planting area.

252

00:34:08.490 --> 00:34:19.800

Mandi Roberts I Otak, Inc.: And then the third option would be to just have it be a shared roadway surface with mixed pedestrian and bicycle vehicle use on on that, on the streets.

253

00:34:20.700 --> 00:34:33.930

Mandi Roberts I Otak, Inc.: For the 20 to 24 foot wide again, those are only a few locations that are very low volume, so we are showing a shared roadway for those locations.

254

00:34:34.650 --> 00:34:44.790

Mandi Roberts I Otak, Inc.: I thought we had a path, at one time too, so I apologize we're we just are recommending now that we just have a shared street with no separation on those because they're so so low volume.

255

00:34:46.350 --> 00:34:53.190

Mandi Roberts I Otak, Inc.: All right, and so now we'll go checking for hands want to get to the point where we can have some discussion.

256

00:34:53.490 --> 00:35:01.680

Mandi Roberts I Otak, Inc.: Just a few slides of what we heard about these solutions are these recommendations, when we presented these in December, just last month.

257

00:35:02.130 --> 00:35:21.390

Mandi Roberts I Otak, Inc.: So we did here for homes point Dr support for the buffered shoulder for bicyclists and pedestrians, there were still a few comments two or three people comment to that they were surprised that there was not a continuous sidewalk proposed on homes point drive.

258

00:35:22.530 --> 00:35:27.000

Mandi Roberts I Otak, Inc.: But, conversely, we still heard that strong interest in keeping.

259

00:35:27.570 --> 00:35:38.010

Mandi Roberts I Otak, Inc.: The width of improvements really narrow, including that protected shoulder making it as narrow as possible, because people are concerned about removal of trees and impacts to.

260

00:35:38.280 --> 00:35:53.880

Mandi Roberts I Otak, Inc.: private property, so the idea of having a continuous sidewalk really kind of competes or conflicts with having a narrow improvement, and you know we just are going to continue to hear those different perspectives out there, but I think more.

261

00:35:54.960 --> 00:36:00.660

Mandi Roberts I Otak, Inc.: Common is the perspective of keeping it narrow keeping the impacts as minimal as possible.

262

00:36:02.460 --> 00:36:14.190

Mandi Roberts I Otak, Inc.: For the residential area there was support for the continuous protected pedestrian path, and with that again trying to make sure that we protect.

263

00:36:15.750 --> 00:36:27.270

Mandi Roberts I Otak, Inc.: preserve the trees and reduce impacts to private property, there were still some mention of why not have sidewalks continuously all along the quarter and that just.

264

00:36:27.630 --> 00:36:45.630

Mandi Roberts I Otak, Inc.: Actually, creates a wider cross section so it's problematic and there were there was also support for what we had proposed, which was are those incremental sections of parking where the width allows rather than having continuous on street parking and again people.

265

00:36:47.070 --> 00:37:02.100

Mandi Roberts I Otak, Inc.: were really interested in traffic calming and speed reduction solutions, there was a discussion of whether or not we should have even more raised crossings along the corridor, not just limited to the Park Area and the one area that I showed you so that was a comment.

266

00:37:03.510 --> 00:37:10.710

Mandi Roberts I Otak, Inc.: People liked the solutions that were presented for the Park area they liked the raise the idea of making those raise crossings.

267

00:37:11.730 --> 00:37:21.960

Mandi Roberts I Otak, Inc.: Keeping a curb on the east side of host point Dr was important to prevent illegal parking on that side and.

268

00:37:22.980 --> 00:37:29.430

Mandi Roberts I Otak, Inc.: There was, you know some folks said well let's have more of those rays crossings, because they have traffic calming.

269

00:37:30.780 --> 00:37:47.730

Mandi Roberts I Otak, Inc.: You know benefits, but then we also heard, I think it was one comment about will won't those create noise when people are going over them I think they were thinking of them more like speed bumps which you know do create noise, these would be parabolic you know curves.

270

00:37:49.050 --> 00:37:57.300

Mandi Roberts I Otak, Inc.: With a wide crossing area, so people theoretically should be going slow enough that there's not going to be created extra noise with that type of solution.

271

00:37:58.500 --> 00:38:00.090

Mandi Roberts I Otak, Inc.: And then, with the neighborhood streets.

272

00:38:02.040 --> 00:38:14.700

Mandi Roberts I Otak, Inc.: folks really liked the solutions that we presented for for the different types of streets and they liked the idea of having sidewalks on those pink streets that I showed you because they thought it would encourage pedestrian connectivity.

273

00:38:15.510 --> 00:38:24.780

Mandi Roberts I Otak, Inc.: Throughout the neighborhood and there were questions about when when these improvements would be implemented, and I think that's going to be an ongoing.

274

00:38:25.500 --> 00:38:36.930

Mandi Roberts I Otak, Inc.: question that the city will need to address and we'll make sure that it's clear in our final report that the intent would be to have these standards there for projects to refer to in the future, but there's no.

275

00:38:38.700 --> 00:38:50.550

Mandi Roberts I Otak, Inc.: Immediate proposal for making improvements in it on these neighborhood streets there was still concerned about making sure that trees were preserved and impacts to private property were minimized.

276

00:38:53.640 --> 00:39:01.800

Mandi Roberts I Otak, Inc.: Similar concerns for the 24 to 28 foot wide streets, we did a little poll in the meeting and.

277

00:39:01.830 --> 00:39:03.330

Mandi Roberts I Otak, Inc.: People tended to prefer.

278

00:39:03.630 --> 00:39:15.330

Mandi Roberts I Otak, Inc.: The buffered mixed youth path over the concrete mixed your shoulder, and I think that's probably because there was that little bit of green in there, you know, and so that helps blended into the neighborhood a little bit more.

279

00:39:15.870 --> 00:39:18.960

Mandi Roberts I Otak, Inc.: i'm going to stop right now, because I see faith has her hand up yeah.

280

00:39:21.060 --> 00:39:33.600

Faith DeBolt: And I was wondering on I guess the end, maybe both of these, but that that portion of the homes, the study area that is north of the old any park.

281

00:39:34.110 --> 00:39:51.810

Faith DeBolt: And there are some a couple of connections there to look like they go out to one need to drive, and that is close, that is, makes it accessible to the schools that are over on 184 and there's in middle school and elementary school.

282

00:39:52.440 --> 00:39:56.880

Faith DeBolt: And and just in general i'm just wondering is was there any interest in having crossings.

283

00:39:56.910 --> 00:40:02.730

Faith DeBolt: Or does it, I mean it looks like the streets hit when he may drive is they're interested in having pedestrian crossing.

284

00:40:04.890 --> 00:40:08.370

Mandi Roberts I Otak, Inc.: So, are you are you thinking of in these areas or.

285

00:40:09.270 --> 00:40:11.220

Faith DeBolt: i'm Sorry, I think I said North I.

286

00:40:11.430 --> 00:40:16.830

Faith DeBolt: mean the south portion and if you go to the one with the pink streets.

287

00:40:17.100 --> 00:40:17.550

Mandi Roberts I Otak, Inc.: There we go.

288

00:40:18.030 --> 00:40:21.000

Faith DeBolt: Okay, yes and you're there okay yeah.

289

00:40:22.710 --> 00:40:26.940

Mandi Roberts I Otak, Inc.: You know, we didn't actually meet your human crossings of wanting to drive.

290

00:40:27.240 --> 00:40:35.640

Mandi Roberts I Otak, Inc.: Yes, okay so like if you wanted to continue on with that 120 fourth there, it looks like we didn't really talk about that.

291

00:40:37.950 --> 00:40:46.830

Mandi Roberts I Otak, Inc.: I don't know if the city Joel or amy at the city's considered adding crossings pedestrian crosses on, we need to drive.

292

00:40:48.900 --> 00:40:49.230

Joel Pfundt: I.

293

00:40:49.320 --> 00:41:04.020

Aimee Allcock: don't know about that yeah history, but in terms of the study here, it was just for the homes point drag corridor, so all the questions and comments we got from residence weren't related to one ED drive and that's why we haven't got any comments on that.

294

00:41:05.400 --> 00:41:06.240

Mandi Roberts I Otak, Inc.: yeah okay.

295

00:41:07.290 --> 00:41:11.370

Joel Pfundt: And then I would we do have a wanting to drive.

296

00:41:13.440 --> 00:41:17.490

Joel Pfundt: multimodal improvement project that is in design now.

297

00:41:18.660 --> 00:41:20.490

Joel Pfundt: It has contemplated.

298

00:41:21.600 --> 00:41:33.780

Joel Pfundt: A significant amount of sidewalk improvement, and then I think there is some discussion around crossings, but i'll um i'll certainly will certainly follow up with you on that question.

299

00:41:34.710 --> 00:41:44.880

Mandi Roberts I Otak, Inc.: yeah i'm looking up here in the northeast 138 place to that looks like a prime opportunity, just because it connects to all these trails as well, so.

300

00:41:46.020 --> 00:41:46.590

Joel Pfundt: There is.

301

00:41:46.890 --> 00:41:48.090

Faith DeBolt: there's interesting.

302

00:41:48.570 --> 00:41:50.430

Mandi Roberts I Otak, Inc.: Okay, there is already okay good.

303

00:41:51.090 --> 00:41:51.990

Joel Pfundt: In that vicinity.

304

00:41:52.500 --> 00:41:53.910

Mandi Roberts I Otak, Inc.: yay okay.

305

00:41:54.690 --> 00:42:01.770

Rosalie Wessels: I mean those projects, Joe mentioned, for we need to try it looks like here's the proposed passing at northeast 120 fourth street isn't.

306

00:42:03.150 --> 00:42:03.720

Mandi Roberts I Otak, Inc.: Great.

307

00:42:08.130 --> 00:42:18.900

Mandi Roberts I Otak, Inc.: Okay, so I think in general, there was support for having patreon facilities on the 24 to 28 foot roadways as well.

308

00:42:20.040 --> 00:42:27.150

Mandi Roberts I Otak, Inc.: And people preferred kind of that buffered pathway if space, would allow for that to to be built.

309

00:42:28.350 --> 00:42:30.360

Mandi Roberts I Otak, Inc.: And then, for the.

310

00:42:31.710 --> 00:42:38.610

Mandi Roberts I Otak, Inc.: For the very for the very narrow those purple ones that are only in a few locations people felt comfortable with.

311

00:42:39.270 --> 00:42:51.930

Mandi Roberts I Otak, Inc.: Keeping those as they are, but using a share the road sign to kind of help encourage people to to remember that there could be pedestrians and bicyclists on the pavement that they would need to share with.

312

00:42:53.070 --> 00:43:03.000

Mandi Roberts I Otak, Inc.: So that was good that kind of concurred with with what we had recommended for there that was good to hear that and i'm going to just check with rosalie and amy if.

313

00:43:04.380 --> 00:43:07.950

Mandi Roberts I Otak, Inc.: There were any other important points that that.

314

00:43:08.970 --> 00:43:12.600

Mandi Roberts I Otak, Inc.: came to mind that you guys heard from the meetings they want to make sure we say.

315

00:43:17.850 --> 00:43:18.480

Mandi Roberts I Otak, Inc.: We got it.

316

00:43:18.810 --> 00:43:28.290

Aimee Allcock: If you can read yeah I thought it was, I think the beginning review of what we heard from the residents is important and we went through that to kind of frame.

317

00:43:29.340 --> 00:43:38.880

Aimee Allcock: The responses from these but yeah I think some speed reduction comments were quite common for the Park Area.

318

00:43:40.740 --> 00:43:46.800

Aimee Allcock: And so that's one of the reasons we decided to suggest the race across block and things like that.

319

00:43:48.120 --> 00:43:51.900

Aimee Allcock: But yeah nothing after that that I can think of right now.

320

00:43:54.330 --> 00:43:58.260

Mandi Roberts I Otak, Inc.: Okay, well, that is, brings us to the next steps and.

321

00:44:00.150 --> 00:44:10.590

Mandi Roberts I Otak, Inc.: No my little panel of people is in the wrong place to move it over here, so we are here with you tonight in January and.

322

00:44:12.060 --> 00:44:18.330

Mandi Roberts I Otak, Inc.: Our next step will be to finalize the study that we've been working on for a while and eventually I think we'll be taking.

323

00:44:18.810 --> 00:44:26.820

Mandi Roberts I Otak, Inc.: A version of it before we before it's absolutely final to city council, but that dates yet to be determined I don't know do we have any more information on that date, you guys.

324

00:44:28.230 --> 00:44:29.580

Mandi Roberts I Otak, Inc.: City Council date okay.

325

00:44:31.650 --> 00:44:36.000

Mandi Roberts I Otak, Inc.: So we'll be wrapping it up, hopefully, within the next couple months we'll be done and.

326

00:44:37.890 --> 00:44:48.180

Mandi Roberts I Otak, Inc.: And will reflect what we what we'd heard from the public and make those revisions that I mentioned tonight we saw figure out your hand.

327

00:44:48.660 --> 00:44:50.820

Lisa McConnell: yeah just a thought.

328

00:44:52.320 --> 00:45:03.390

Lisa McConnell: of you mentioned the pathway near oh Danny park being of different material possibly previous papers, I think that might be a great opportunity to generate a park donation.

329

00:45:04.410 --> 00:45:12.420

Lisa McConnell: If you could have like fish stamps or you know some kind of stamp on that and and people could donate to put a paper in.

330

00:45:13.950 --> 00:45:25.320

Lisa McConnell: That might have their name on it, and I know people like to do park donations and there i'm sure there's projects that oh Daddy that could use some funding that might be an interesting project well.

331

00:45:25.380 --> 00:45:26.220

Mandi Roberts I Otak, Inc.: that's a great idea.

332

00:45:32.670 --> 00:45:34.230

Mandi Roberts I Otak, Inc.: All right, well.

333

00:45:35.490 --> 00:45:42.690

Mandi Roberts I Otak, Inc.: I think that's it i'm happy to answer any other questions or have any further discussion I don't know Joel if you want to add anything.

334

00:45:46.350 --> 00:45:47.820

Joel Pfundt: No, not at this point i'm.

335

00:45:49.020 --> 00:46:04.200

Joel Pfundt: just want to make sure we give Commissioners opportunity to provide any other comments, we will certainly reflect some of your comments and questions in the final document and yeah Thank you.

336

00:46:15.180 --> 00:46:15.930

Joel Pfundt: I saw you see.

337

00:46:17.460 --> 00:46:19.050

Kurt Ahrensfield: Do you have any comments or.

338

00:46:19.500 --> 00:46:25.800

Rafael Fernandez: yeah it's just it's just a comment more of an acknowledgement, I think I think you've pulled off a pretty nice optimization.

339

00:46:27.360 --> 00:46:34.860

Rafael Fernandez: With many constraints throughout the quarter, I mean it's it's kind of hard, because not any single variable is maxed out.

340

00:46:36.030 --> 00:46:46.140

Rafael Fernandez: But nobody loses right, we have, we have a viable path we have reasonable protections there's plenty of bike so I just wanted to you know acknowledge that.

341

00:46:47.790 --> 00:46:48.630

Mandi Roberts I Otak, Inc.: Thank you.

342

00:46:48.960 --> 00:46:50.520

Rafael Fernandez: minus a typo here on there enough.

343

00:46:52.440 --> 00:46:55.560

Mandi Roberts I Otak, Inc.: Okay yeah yeah no that's good to hear, thank you.

344

00:46:58.920 --> 00:47:02.790

Kurt Ahrensfield: Michelle did you have anything to add Okay, thank you.

345

00:47:07.800 --> 00:47:08.610

Kurt Ahrensfield: yeah everything.

346

00:47:09.690 --> 00:47:10.560

Kurt Ahrensfield: Okay, thanks.

347

00:47:12.060 --> 00:47:14.430

Kurt Ahrensfield: Alright, so thank you very much.

348

00:47:15.960 --> 00:47:21.600

Kurt Ahrensfeld: For your presentation it's been great very enlightening a good follow up your previous one.

349

00:47:22.860 --> 00:47:27.780

Kurt Ahrensfeld: So we'll be anxious to hear what the Council has to say about your report.

350

00:47:29.790 --> 00:47:33.780

Kurt Ahrensfeld: You know, go on to the next agenda item we're.

351

00:47:34.080 --> 00:47:36.090

Mandi Roberts I Otak, Inc.: gonna sign off Thank you so much for.

352

00:47:36.630 --> 00:47:37.830

Mandi Roberts I Otak, Inc.: coming here, thank.

353

00:47:37.950 --> 00:47:38.940

Kurt Ahrensfeld: You Thank you.

354

00:47:40.320 --> 00:47:45.570

Kurt Ahrensfeld: Thank you, I totally okay OK, the next thing is.

355

00:47:47.250 --> 00:47:55.050

Kurt Ahrensfeld: Our active transportation plan, update and Miss Kim with us say he or she is all right, I can.

356

00:47:55.320 --> 00:48:00.900

Kurt Ahrensfeld: hey yeah Kim with the city of kirkland as well as Victoria.

357

00:48:02.190 --> 00:48:04.440

Kurt Ahrensfeld: You pronounce your last name Kovacs.

358

00:48:05.880 --> 00:48:06.960

Kurt Ahrensfeld: Transportation planner.

359

00:48:09.600 --> 00:48:22.770

Kurt Ahrensfeld: Great thanks for both of you being with us tonight I went through your report it's very it's been expanded quite a bit so be interested to hear what you say, what do you have to say about your updates to your way.

360

00:48:23.460 --> 00:48:23.970
All right.

361

00:48:25.320 --> 00:48:30.210
Kimberly Scrivner: Hello everyone nice to talk with you all again um I.

362

00:48:32.850 --> 00:48:42.630
Kimberly Scrivner: This will be our seventh check in with the transportation Commission on the active transportation plan, I know it's a really big topic of interest.

363

00:48:43.500 --> 00:48:55.140
Kimberly Scrivner: with you all, and with the city, you know and just kind of to you know backtrack a little bit to you know we part of the reason there are so many chickens is because we started in 2019.

364

00:48:55.950 --> 00:49:06.840
Kimberly Scrivner: You know, when we first started this process, you know we were really looking at, you know how do we what's our proposed vision we're also looking at.

365

00:49:08.970 --> 00:49:12.210
Kimberly Scrivner: You know, trying to get some initial guidance.

366

00:49:13.410 --> 00:49:24.210
Kimberly Scrivner: When the next time we talked with you, we had done quite a lot of work to update our data sets and and are really working our engagement plan.

367

00:49:24.870 --> 00:49:41.640
Kimberly Scrivner: We had talked about are we kicked off a survey in 2019 and then covered head, but we did do complete our public survey and initial level of stress analysis on our bicycle network.

368

00:49:42.960 --> 00:49:47.490
Kimberly Scrivner: You know and kind of moving along we've been talking about our implementation strategy.

369

00:49:48.960 --> 00:49:51.360
Kimberly Scrivner: The you know i'm.

370

00:49:52.980 --> 00:50:09.540
Kimberly Scrivner: kind of various results of kind of our different stages of Community engagement and so and then we've gone through our

prioritization process, and also the goals and objectives of the plan, and so a lot of these things i'll touch on a little bit today.

371

00:50:10.590 --> 00:50:22.980

Kimberly Scrivner: we've reviewed, a lot of those things already, but just really exciting to get to this point in this process, where we have a draft plan online and i'm going to go ahead and share my screen and.

372

00:50:24.060 --> 00:50:38.100

Kimberly Scrivner: I believe you all met Victoria at the last transportation Commission meeting, but again we're really excited to have her on board she's been really huge help to me, since she's caught on board so.

373

00:50:39.540 --> 00:50:45.360

Kimberly Scrivner: Anyway, i'll keep going and Victoria chime in as you see fit so i'm.

374

00:50:46.770 --> 00:50:47.040

Kimberly Scrivner: going.

375

00:50:49.200 --> 00:50:50.700

Kimberly Scrivner: to share my screen before I.

376

00:50:51.480 --> 00:50:53.550

Kurt Ahrensfeld: Full screen my apartment hold on.

377

00:51:03.510 --> 00:51:04.080

Kimberly Scrivner: All right.

378

00:51:05.280 --> 00:51:10.230

Kimberly Scrivner: And can you all see the the full slide and not the notes slide Is that true.

379

00:51:14.040 --> 00:51:35.640

Kimberly Scrivner: Okay um so that our draft plan is now available on the website for your review we will be coming back to the transportation Commission meeting next month to continue to review the draft plan once you've had a really nice opportunity to sit down and put your feet up and.

380

00:51:36.720 --> 00:51:46.080

Kimberly Scrivner: review that the document recognizes the only been a couple of days, and this has been online, but the the plan document I includes.

381

00:51:47.190 --> 00:51:57.240

Kimberly Scrivner: The so we do start off the gate with talking about the purpose which essentially is reaffirming kirkland's commitment to safety and um.

382

00:51:58.500 --> 00:52:07.740

Kimberly Scrivner: You know, in terms of building out safer networks for people of all ages and abilities to walk in role um.

383

00:52:08.580 --> 00:52:24.300

Kimberly Scrivner: The other thing I felt was really important to talk about right out of the gate is that this plan is does focus on our public right of way, so this is kind of our public works element of all of the work that kirkland is doing.

384

00:52:24.330 --> 00:52:26.130

Kimberly Scrivner: To promote walking and biking.

385

00:52:27.090 --> 00:52:37.560

Kimberly Scrivner: In our city and so we've as part of their public comments we did receive a lot of them about trails and.

386

00:52:39.840 --> 00:52:43.860

Kimberly Scrivner: You know kind of access through parks and so.

387

00:52:45.120 --> 00:52:47.400

Kimberly Scrivner: And also, schools, and so we wanted to.

388

00:52:48.540 --> 00:52:57.540

Kimberly Scrivner: really be able to talk about right out of the gate all of the things that kirkland is already doing to address walking and bicycling in brooklyn.

389

00:52:57.870 --> 00:53:08.070

Kimberly Scrivner: Access to schools being with her safe routes to school action plans, access to and through parks in our green spaces as part of our pro plan.

390

00:53:09.030 --> 00:53:18.810

Kimberly Scrivner: We have our neighborhood safety program and our whole of host of things, and so one of our challenges moving forward is kind of bringing back with that umbrella looks like.

391

00:53:19.950 --> 00:53:26.310

Kimberly Scrivner: As we when we first started this process, and when we released our survey.

392

00:53:27.570 --> 00:53:28.350

Kimberly Scrivner: We.

393

00:53:30.090 --> 00:53:39.720

Kimberly Scrivner: came up with this kind of umbrella term of safe and active transportation that kind of became this umbrella for active transportation safe routes to school vision Sarah.

394

00:53:40.080 --> 00:53:51.150

Kimberly Scrivner: And so that might be a term that will you'll start hearing a little bit more about as we started to talk about implementation of all of these things because we don't want to keep kind of talking about these things in silos.

395

00:53:52.050 --> 00:54:01.920

Kimberly Scrivner: Because we're working on the whole of all of these projects and so moving forward that's one of the things we'll be doing is really to really trying to mash.

396

00:54:04.230 --> 00:54:07.020

Kimberly Scrivner: You know our project priorities that have been.

397

00:54:08.760 --> 00:54:17.940

Kimberly Scrivner: reviewed by all of these plans and other one is our cross parking corridor master plan and we also didn't want to duplicate the work in this plan and so.

398

00:54:19.080 --> 00:54:26.670

Kimberly Scrivner: that'll be enough, our role as we look forward to the next year or so, in terms of funding opportunities but also.

399

00:54:27.300 --> 00:54:38.730

Kimberly Scrivner: are coming up transportation master plan, update and so this is where we kind of start to to weave all of these things together, but the purpose of this plan is really looking at our public rights of way.

400

00:54:40.020 --> 00:54:45.510

Kimberly Scrivner: We did update are the goals and objectives of the plan and we'll review that, as I mentioned it.

401

00:54:47.730 --> 00:54:59.430

Kimberly Scrivner: With those our last trip, I think it was one of our last transportation Commission meetings so and then we have her full public engagement report we talked about existing conditions.

402

00:55:01.410 --> 00:55:11.520

Kimberly Scrivner: i'll get into most of these in our presentations i'm just going to move right along so as I mentioned holidays i've talked about this already.

403

00:55:14.220 --> 00:55:20.790

Kimberly Scrivner: i'm again addressing the goal for balanced transportation and the role of this planet or public right of way.

404

00:55:22.590 --> 00:55:25.770

Kimberly Scrivner: We have three goals to this plan.

405

00:55:27.360 --> 00:55:30.360

Kimberly Scrivner: I will read them out loud, they are.

406

00:55:31.980 --> 00:55:34.800

Kimberly Scrivner: Mostly pretty close to the.

407

00:55:36.300 --> 00:55:46.260

Kimberly Scrivner: matching the goals of our current transportation master plan and they were revised a little bit just to add a little bit more specificity.

408

00:55:47.010 --> 00:55:54.960

Kimberly Scrivner: Both in terms of kind of priorities in terms of access and being a little bit more inclusive of couple some of the things we want to make sure we're including.

409

00:55:58.020 --> 00:56:19.080

Kimberly Scrivner: So we do have a full or full public engagement report as part of the draft plan you'll see a summary of our engagement activities, and you know just one of the takeaways in terms of the engagement activities we our survey had.

410

00:56:20.100 --> 00:56:23.280

Kimberly Scrivner: Was from 2019 and ended in January and.

411

00:56:25.230 --> 00:56:33.780

Kimberly Scrivner: Had over 1200 responses and it was a really high response rate in terms of the surveys that kirkland's.

412

00:56:34.890 --> 00:56:46.170

Kimberly Scrivner: You know, had with this type of survey with the public before these online types of surveys and once we started with our basically kind of.

413

00:56:47.370 --> 00:56:54.690

Kimberly Scrivner: Engagement we had over 2020 meetings on throughout the Community, whether that be with.

414

00:56:56.130 --> 00:57:10.110

Kimberly Scrivner: You know, several touch points with the neighborhood associations with the with interest groups with kind of general city meetings such as City Hall for all, we had a couple online engagement activities.

415

00:57:11.340 --> 00:57:20.640

Kimberly Scrivner: So there was a So this report includes that information, including our key takeaways and then we do have every single.

416

00:57:22.140 --> 00:57:35.700

Kimberly Scrivner: question and a response of the survey included, one thing I wanted to note the survey was prepared to inform both the active transportation plan.

417

00:57:36.090 --> 00:57:48.870

Kimberly Scrivner: And the safe routes to school plans, so action plans, and so there are a lot of questions about school age kids and kids getting to school.

418

00:57:49.800 --> 00:57:57.510

Kimberly Scrivner: So felt that was really valid for for this plan, we didn't want to leave out a bunch of questions and so that.

419

00:57:58.380 --> 00:58:09.870

Kimberly Scrivner: full engagement report does include all of those questions so just wanted to clarify that and then towards the end of this report and what we did is we did some cross tapping of.

420

00:58:11.400 --> 00:58:29.610

Kimberly Scrivner: Essentially kind of cross referencing questions, and so there were kind of two flavors of that one was for people that indicated that they were interested kind of medium to high or high level of interest in walking more.

421

00:58:32.040 --> 00:58:44.610

Kimberly Scrivner: or people with medium to high or higher interest in basically more we cross reference that with a couple of the other questions that we've used some kind of interesting responses.

422

00:58:45.300 --> 00:58:52.110

Kimberly Scrivner: For a lot of the questions there is kind of a combination of if you're into are you interested in walking or biking more.

423

00:58:53.250 --> 00:59:00.300

Kimberly Scrivner: answer the questions and certain way, and so what we did is we parse out like I said from walking.

424

00:59:00.870 --> 00:59:14.220

Kimberly Scrivner: From bicycling and that level of interest to really see and to really target people that want to walk them by more, but what they're kind of specific interests are and so that's towards the end of that report.

425

00:59:15.090 --> 00:59:19.230

Kimberly Scrivner: And we can take a closer look at that if you have any questions, we can pull that up.

426

00:59:21.300 --> 00:59:23.910

Kimberly Scrivner: um The next thing I want to talk yeah.

427

00:59:23.940 --> 00:59:27.840

Faith DeBolt: Sorry, this is faith is that this report you're talking about is it available yet.

428

00:59:28.110 --> 00:59:35.250

Kimberly Scrivner: Yes, that is on the line so on our after transportation plan it is appendix a.

429

00:59:37.800 --> 00:59:39.030

Faith DeBolt: When was it published.

430
00:59:39.840 --> 00:59:40.290
Monday

431
00:59:42.870 --> 00:59:45.360
Faith DeBolt: Oh okay I don't see it posted.

432
00:59:52.710 --> 00:59:54.690
Faith DeBolt: The page memo.

433
01:00:11.310 --> 01:00:21.900
Kimberly Scrivner: yeah so on our active transportation plan web page we have posted the draft plan documents and you'll see the draft plan, and then the various appendices.

434
01:00:22.560 --> 01:00:32.610
Kimberly Scrivner: You might if the pitch doesn't refresh you might try a different browser or maybe like clear out your cache sometimes when pages don't always.

435
01:00:33.240 --> 01:00:37.200
Faith DeBolt: Know it's it's fine I was looking on the transportation Commission page.

436
01:00:37.860 --> 01:00:41.100
Kimberly Scrivner: Oh yes, i'm sorry yeah should have specified that okay.

437
01:00:44.010 --> 01:00:44.490
Kimberly Scrivner: yeah.

438
01:00:45.600 --> 01:00:46.740
Kimberly Scrivner: um okay.

439
01:00:47.190 --> 01:00:49.500
Kimberly Scrivner: So next up, I wanted to since we've.

440
01:00:49.530 --> 01:00:59.730
Kimberly Scrivner: we've talked about this like I mentioned earlier we've we've talked about her goals and objectives, and so I want to kind of dive in i'm.

441

01:01:00.360 --> 01:01:17.730

Kimberly Scrivner: straight into of our connectivity analysis and so i'm starting off with our pedestrian connectivity analysis on what we did was review essentially every single sidewalk gap in the city.

442

01:01:19.170 --> 01:01:21.570

Kimberly Scrivner: This map will show the.

443

01:01:23.250 --> 01:01:26.640

Kimberly Scrivner: The the red lines indicate those.

444

01:01:27.720 --> 01:01:29.520

Kimberly Scrivner: sidewalks that were.

445

01:01:30.750 --> 01:01:33.480

Kimberly Scrivner: That were prioritized the.

446

01:01:37.710 --> 01:01:50.160

Kimberly Scrivner: The blue lines represent our existing network, there were some sidewalks that were taken out based on kind of not quite being close enough to.

447

01:01:51.630 --> 01:02:13.350

Kimberly Scrivner: The are you know our locations, that the city is prioritizing such as transit activity centers parks in the cross kirkland corridor but also local neighborhood streets that often don't have any connection, such as well called us relax or dead in the streets.

448

01:02:14.460 --> 01:02:28.830

Kimberly Scrivner: Not necessarily the the places where the city really wants to prioritize are in a city sidewalk network do want to mention, though, that as development occurs, regardless of where.

449

01:02:29.550 --> 01:02:44.070

Kimberly Scrivner: sidewalks are on this map or were how they are prioritized sidewalks are always required with new with new development, and so, and that will still be the case, regardless of the kind of the gaps in the prioritize network.

450

01:02:45.090 --> 01:02:45.810

Kimberly Scrivner: um.

451

01:02:47.250 --> 01:02:58.200

Kimberly Scrivner: And we'll get into a little bit more about the results of that in a second in terms of the bike bike network analysis and we looked at a level of traffic stress.

452

01:02:59.520 --> 01:03:00.420

Kimberly Scrivner: In terms of.

453

01:03:01.560 --> 01:03:23.160

Kimberly Scrivner: Speeding volume and then our existing bicycle network, and then we also looked at a network analysis which looks at low stress connections that complete how, how do we actually complete our network through most trusts to access destinations.

454

01:03:25.980 --> 01:03:38.610

Kimberly Scrivner: And so, and then layering on the pedestrian and bicycle network analysis we layered upon our project prioritization so this looks at.

455

01:03:39.300 --> 01:03:59.940

Kimberly Scrivner: You know, we we use the the factors that were already used for the network analysis, such as access to destinations, as I mentioned before the key destinations include transit access to activity centers parks and across brooklyn corridor for transit.

456

01:04:03.390 --> 01:04:16.920

Kimberly Scrivner: Access to higher frequency transit was scored a little bit higher than than others to more local transit and then for schools schools for also included in the prioritization process.

457

01:04:17.910 --> 01:04:27.210

Kimberly Scrivner: For bike projects, but then for pedestrian projects, they got an extra you know, an extra boost boost in the score.

458

01:04:27.780 --> 01:04:38.760

Kimberly Scrivner: or they overlapped projects that are already recommended in the safer us to school action plans, so we didn't want to duplicate that work, but we still wanted to identify projects that have.

459

01:04:40.830 --> 01:05:03.840

Kimberly Scrivner: Multiple benefit terms of access to schools, and then we added additional factors such as equity and safety, again, we do have the the prioritization process as a separate appendix, so you can see maps of kind of the equity high of equity areas and how those were evaluated.

460

01:05:05.040 --> 01:05:07.800

Kimberly Scrivner: And maps of the activity centers and.

461

01:05:12.780 --> 01:05:16.320

Kimberly Scrivner: So getting into the pedestrian.

462

01:05:18.000 --> 01:05:27.660

Kimberly Scrivner: Project recommendations so um you know, the first, the first thing that we are looking at and really want to make sure that we're looking at is.

463

01:05:28.530 --> 01:05:45.330

Kimberly Scrivner: You know how we're maintaining our existing network, and so this is one change that was added in terms of the objectives to the plan we added an objective to more formally address our sidewalk repair so as we're continuing to.

464

01:05:45.840 --> 01:05:54.570

Kimberly Scrivner: add more sidewalks to our system, we want to make sure that we're maintaining what we have we had there was a survey conducted in 2015.

465

01:05:55.800 --> 01:05:59.730

Kimberly Scrivner: To do that looked at a condition inventory.

466

01:06:01.050 --> 01:06:07.200

Kimberly Scrivner: And um this map shows how those.

467

01:06:08.490 --> 01:06:11.370

Kimberly Scrivner: priorities are you know how how the city is.

468

01:06:12.540 --> 01:06:20.010

Kimberly Scrivner: addressing those those maintenance concerns in terms of priority in terms of you know, the places where people are walking in bicycling more.

469

01:06:20.730 --> 01:06:37.380

Kimberly Scrivner: It can be a challenge to track so, for instance, we might have a whole street segment that might need a little more repair but we're looking maybe the repair happened at a.

470

01:06:38.820 --> 01:06:43.410

Kimberly Scrivner: For the repair needed to happen at an ED ramp and so that.

471

01:06:44.850 --> 01:06:54.450

Kimberly Scrivner: tracking of the you know we may have repaired or replaced in Ada ramp on a corner and then repaired, the sidewalk panel and either side of that.

472

01:06:55.410 --> 01:07:05.880

Kimberly Scrivner: But perhaps not the whole sidewalk and so being able to track those repair kind of panel by panel can be really challenging we've been talking about that a lot lately.

473

01:07:06.300 --> 01:07:16.020

Kimberly Scrivner: And so just being able to better track our progress and continuing to inventory might be something the city will look at as part of this plan.

474

01:07:17.130 --> 01:07:23.730

Kimberly Scrivner: In terms of moving forward and building out our sidewalk networks with our gaps, so this map shows.

475

01:07:24.900 --> 01:07:34.440

Kimberly Scrivner: All of our prioritized cross improved across box for improvement and sidewalks.

476

01:07:36.180 --> 01:07:39.330

Kimberly Scrivner: that have been identified so i'm.

477

01:07:40.350 --> 01:07:43.890

Kimberly Scrivner: The in terms of the crossings.

478

01:07:45.270 --> 01:07:52.590

Kimberly Scrivner: Those the the crossings that are listed here are the result of the.

479

01:07:54.450 --> 01:07:59.190

Kimberly Scrivner: access and network analysis that I described already.

480

01:08:00.270 --> 01:08:15.450

Kimberly Scrivner: and also the city have previously identified top crossings, that the city have already looked at, and so we combine those there were a lot of overlaps, but we just that kind of process added a few.

481

01:08:16.410 --> 01:08:32.580

Kimberly Scrivner: And then, those were all prioritized so that the city can kind of better identify the crossings, that we need to focus on in terms of high medium and low, but still having a relative term it's not a short list.

482

01:08:33.660 --> 01:08:50.130

Kimberly Scrivner: But it's not every crossing in the city, but this really helps us as we look at additional crossings, as we move forward with our capital prevent program and applying for grant money um we do have a number of them.

483

01:08:51.660 --> 01:08:53.730

Kimberly Scrivner: Have the identified crossings.

484

01:08:54.990 --> 01:09:09.810

Kimberly Scrivner: There are three of them a list that are that are actually already funded on that will be working on it was kinda nice it was nice to see that those were in our top 10 three of those on our top 10 list and so were.

485

01:09:11.370 --> 01:09:20.490

Kimberly Scrivner: Those were chosen and advance of this prioritization process so we're we're already kind of on the ball of choosing the right projects for our grant funds.

486

01:09:21.570 --> 01:09:27.120

Kimberly Scrivner: And then there are a couple of them that we are looking at for.

487

01:09:28.320 --> 01:09:41.580

Kimberly Scrivner: city will be applying for another local road safety grant through the state, this was the same grant program funded a couple of these crossings, two years ago and.

488

01:09:42.720 --> 01:09:49.020

Kimberly Scrivner: And there are a couple of these that are that are on the list as well, in terms of specific areas where we're seeing.

489

01:09:49.410 --> 01:10:03.270

Kimberly Scrivner: crash rates and kind of focus areas that we want to wait that we've identified that we want to focus on, and so there's some overlap so we're already moving forward with really thinking about the next stage of funding couple more of these so.

490

01:10:04.620 --> 01:10:06.960
Kimberly Scrivner: In terms of the sidewalks.

491
01:10:08.430 --> 01:10:09.450
Kimberly Scrivner: As I mentioned.

492
01:10:09.990 --> 01:10:10.410
Kurt Ahrensfield: to you.

493
01:10:11.160 --> 01:10:13.350
Kimberly Scrivner: Oh sure so Sarah comment.

494
01:10:13.440 --> 01:10:20.010
Lisa McConnell: yeah some did did you want to go through roll through the whole presentation, or do you want us to.

495
01:10:21.960 --> 01:10:25.710
Lisa McConnell: Bring stuff up as you're going through slides howdy.

496
01:10:25.830 --> 01:10:26.460
Kimberly Scrivner: howdy my.

497
01:10:27.000 --> 01:10:30.210
Kimberly Scrivner: presentation is going to be, as I am.

498
01:10:31.590 --> 01:10:34.020
Kimberly Scrivner: Is it is kind of at this scale.

499
01:10:35.490 --> 01:10:43.920
Kimberly Scrivner: In terms of the level of detail, and so I had planned on either going through it, and then we can kind of.

500
01:10:45.030 --> 01:10:52.320
Kimberly Scrivner: tuck it into some maps and specific questions, or we can check into some specific questions as they move along so i'm happy to.

501
01:10:53.400 --> 01:10:55.170
Kimberly Scrivner: happy to answer questions now I might as well.

502
01:10:58.710 --> 01:10:59.100
Lisa McConnell: Okay.

503

01:11:00.870 --> 01:11:06.660

Lisa McConnell: I was a little surprised when I saw the equity and the disability.

504

01:11:07.770 --> 01:11:27.360

Lisa McConnell: Slow slides mapped over where all the projects are and there is an abundance of downtown Seattle or downtown Kirkland like along market and none up in the Kings Gate area or there's two small crossing projects.

505

01:11:28.680 --> 01:11:33.240

Lisa McConnell: And there's not very much up in you know the Fin Hill area at it.

506

01:11:34.920 --> 01:11:38.040

Lisa McConnell: And I was surprised also.

507

01:11:39.450 --> 01:11:43.020

Lisa McConnell: For our urban area and Totem Lake how few.

508

01:11:45.000 --> 01:11:51.690

Lisa McConnell: Crossings and sidewalk projects, there seemed to be in that area it, it was just.

509

01:11:53.850 --> 01:11:58.050

Lisa McConnell: I was a little concerned about the distribution of the pedestrian projects.

510

01:11:59.460 --> 01:12:07.950

Lisa McConnell: It seems hyper concentrated in the downtown and not so much in our urban area or or the areas that have been designated.

511

01:12:09.780 --> 01:12:12.210

Lisa McConnell: hi disability like around Evergreen.

512

01:12:13.530 --> 01:12:16.410

Lisa McConnell: hospital or up in Kings Gate.

513

01:12:17.640 --> 01:12:20.850

Lisa McConnell: Where there's non white and equity issues that.

514

01:12:22.380 --> 01:12:38.700

Lisa McConnell: They it just doesn't that doesn't seem to be as higher priority, so I was wondering how because you had a whole slide on on mapping that out how that correlated to prior to prioritizing.

515

01:12:40.350 --> 01:12:44.820

Lisa McConnell: I know there's multitude of things you've got to consider I just.

516

01:12:46.710 --> 01:12:54.300

Lisa McConnell: It it following the maps of the equity and disability issues this looks blaring.

517

01:12:57.450 --> 01:13:04.410

Kimberly Scrivner: We can certainly follow up with our consultant on that in terms of kind of exactly how the.

518

01:13:07.020 --> 01:13:30.060

Kimberly Scrivner: The priorities shook out um one thing I did mention is that we added a couple crossings, in terms of those that the city had already identified so that might be why you see a couple you know more of a higher concentration downtown as opposed to distributed around the city.

519

01:13:31.200 --> 01:13:36.720

Kimberly Scrivner: The other you know, one of the things that they the consultant looked at was how.

520

01:13:38.130 --> 01:13:38.940

Kimberly Scrivner: If you're.

521

01:13:40.770 --> 01:13:43.620

Kimberly Scrivner: you're trying to get to a destination.

522

01:13:46.530 --> 01:13:47.430

Kimberly Scrivner: and

523

01:13:48.660 --> 01:13:52.050

Kimberly Scrivner: In terms of transit activity centers.

524

01:13:53.910 --> 01:13:56.100

Kimberly Scrivner: The cross chrome quarter or parks.

525

01:13:57.240 --> 01:14:07.140

Kimberly Scrivner: You know how well does the year sidewalk and crossing network, they were kind of intertwine, you will get you to where you need to go.

526

01:14:08.700 --> 01:14:20.820

Kimberly Scrivner: And so, in the northeast part of the city, we actually have a pretty decent sidewalk network compared to other areas that might have been a contributing factor, but we can.

527

01:14:22.560 --> 01:14:27.180

Kimberly Scrivner: I can check in with our consultant, a little bit more in detail about how those are prioritized.

528

01:14:28.740 --> 01:14:33.990

Kimberly Scrivner: The fin hell is is challenging in terms of how things shake out.

529

01:14:35.970 --> 01:14:36.750

Kimberly Scrivner: You know, we.

530

01:14:37.890 --> 01:14:44.670

Kimberly Scrivner: You know, we did include access to activity centers the Cross took one corner to parks.

531

01:14:45.690 --> 01:14:57.780

Kimberly Scrivner: And you know you'll you'll almost kind of see more of a concentration almost kind of parallel to the you know the Cross kirkland corridor and kind of that.

532

01:15:00.990 --> 01:15:04.170

Kimberly Scrivner: You know just between essentially between totem Lincoln downtown.

533

01:15:05.430 --> 01:15:11.310

Kimberly Scrivner: And you know, this is really where we're seeing a lot of hiding higher concentration of our transit system.

534

01:15:12.480 --> 01:15:20.790

Kimberly Scrivner: You know our two main act kind of our activity centers with at kfc station area was a little bit bigger and so that could.

535

01:15:21.810 --> 01:15:25.890

Kimberly Scrivner: Have you know, played a pretty big role and in terms of.

536

01:15:27.210 --> 01:15:32.940

Kimberly Scrivner: The the biggest benefit, but we can we can definitely ask about the.

537

01:15:36.480 --> 01:15:57.960

Kimberly Scrivner: The specific projects, I do have the specific scores, and we can follow up with on that Lisa I don't necessarily want to pull up a detailed spreadsheet right now in the meeting, but we can follow up a little bit on kind of how certain areas or certain projects for scored on kind of individual.

538

01:15:59.460 --> 01:16:00.990

Kimberly Scrivner: on an individual basis.

539

01:16:02.370 --> 01:16:07.470

Joel Pfundt: So Kim if I, if I may, I think, part of what.

540

01:16:08.850 --> 01:16:12.330

Joel Pfundt: Lisa is raising his maybe that i'm.

541

01:16:14.280 --> 01:16:14.790

Joel Pfundt: I think.

542

01:16:15.810 --> 01:16:25.170

Joel Pfundt: We feel that the criteria we used was a you know, like like you mentioned Lisa balancing of kind of the different you know.

543

01:16:26.010 --> 01:16:40.050

Joel Pfundt: Things that we're trying to address and, and this is, this is the results of that one thing we'll go back and look at and make sure that we're you know we're getting that balance right, but also make sure that we're.

544

01:16:41.730 --> 01:16:46.050

Joel Pfundt: being transparent about how we arrived at that so that we're explaining.

545

01:16:47.280 --> 01:16:50.700

Joel Pfundt: explaining that process, clearly, because I think.

546

01:16:52.590 --> 01:16:54.360

Joel Pfundt: You know, like one thing he mentioned.

547

01:16:55.800 --> 01:17:09.630

Joel Pfundt: Is you know, in the the kings gate neighborhood, for example, is that it is fortunately a very well sidewalk neighborhood it's almost has a complete sidewalk system on both sides already.

548

01:17:10.080 --> 01:17:23.490

Joel Pfundt: um so that that neighbor it's very fortunate to have that um so there isn't that neat identified there but that's just one kind of piece of a very complicated puzzle but i'm.

549

01:17:24.450 --> 01:17:38.190

Joel Pfundt: making sure that we explain that and how we've weighed those different things, and how that's resulted in this map and also looking at if we need to make some changes to make sure we're we've got the balance right.

550

01:17:44.490 --> 01:17:46.500

Kurt Ahrensfeld: Lisa does that answer your question.

551

01:17:48.750 --> 01:17:49.950

Lisa McConnell: Yes, okay.

552

01:17:50.340 --> 01:18:00.600

Kurt Ahrensfeld: I just had one kind of maybe add on to that you mentioned some funding some some of these projects are are already prioritized in different ways.

553

01:18:01.020 --> 01:18:17.340

Kurt Ahrensfeld: From a planning standpoint one thing i'd be i'd be good to see is, you have a whole bunch of segments and crossings listed in your report and know some of the neighborhood associations vote on what they see is important.

554

01:18:18.360 --> 01:18:34.680

Kurt Ahrensfeld: Safety or connectivity if you send their neighborhood friends on and so maybe i'll be good to know if payments are already either being considered, or are going forward and being funded that simply.

555

01:18:37.350 --> 01:18:38.520

Kimberly Scrivner: chart yeah.

556

01:18:39.780 --> 01:18:50.220

Kimberly Scrivner: that the report does kind of show the three crossings that are in the top list that are funded, but we can definitely kind of be a little more specific about that.

557

01:18:50.580 --> 01:19:02.040

Kurt Ahrensfeld: yeah I think why, just like I live in Highlands, for example in I know we have a list of things, every year, so that come up that to vote on, or we express a.

558

01:19:03.240 --> 01:19:14.220

Kurt Ahrensfeld: preference for, and that would be, because we have a certain amount of funds, we can spend on that so just kind of knowing that might be one of those in the top whatever list on that list might be helpful to know.

559

01:19:14.910 --> 01:19:16.140

Kurt Ahrensfeld: Sure yeah.

560

01:19:16.980 --> 01:19:18.150

Kurt Ahrensfeld: Great Thank you.

561

01:19:20.580 --> 01:19:22.380

Kimberly Scrivner: anybody else before I move on.

562

01:19:24.840 --> 01:19:25.050

Okay.

563

01:19:26.970 --> 01:19:27.690

Kimberly Scrivner: um.

564

01:19:29.340 --> 01:19:33.720

Kimberly Scrivner: So i'm the third consideration are.

565

01:19:35.190 --> 01:19:40.410

Kimberly Scrivner: You know, we We definitely want to focus and we have prioritized projects.

566

01:19:41.730 --> 01:19:45.300

Kimberly Scrivner: based on criteria that gives us the most benefits.

567

01:19:46.890 --> 01:19:49.530

Kimberly Scrivner: However, in the 2009.

568

01:19:50.640 --> 01:19:58.560

Kimberly Scrivner: Active transportation plan, there was a an objective to complete sidewalks on one side of all our cereals.

569

01:20:00.750 --> 01:20:09.660

Kimberly Scrivner: There we didn't conduct some analysis we're about 86% complete and that does include the next area, whereas.

570

01:20:10.020 --> 01:20:11.070

Joel Pfundt: The 2009 actor.

571

01:20:11.070 --> 01:20:17.070

Kimberly Scrivner: Transportation plan did not include the next area, and so you know if you look at where we were.

572

01:20:18.780 --> 01:20:30.960

Kimberly Scrivner: In 2009 the city has actually made really great progress towards that goal, and also, if you kind of look between these two maps, there are quite a number of overlaps.

573

01:20:31.770 --> 01:20:44.310

Kimberly Scrivner: In a number of places 98 120 1400 and 31st way where she's me we're seeing a lot of a lot of the same projects.

574

01:20:45.150 --> 01:20:56.760

Kimberly Scrivner: However, we did want to address this goal as Joel mentioned when you were all talking about the homes point study, there is a number project we're looking at it on when he did drive.

575

01:20:58.920 --> 01:21:02.370

Kimberly Scrivner: But, so this gives us gives the city.

576

01:21:03.870 --> 01:21:10.050

Kimberly Scrivner: You know, ensures that the city still hasn't in our plan to look at some of these other.

577

01:21:11.100 --> 01:21:28.770

Kimberly Scrivner: segments and granted they you know they're not going to be prioritized as high, but they are other considerations, but essentially we kind of gives us a little bit of our progress report on where we are, without initial goal and then kind of where we are in terms of providing.

578

01:21:30.390 --> 01:21:44.760

Kimberly Scrivner: Essentially, access on both sides of the street on transit routes and then at least one side of remaining or tutorials and so just kind of wanted to cover that these are like I said, these are additional considerations.

579

01:21:46.110 --> 01:21:52.560

Kimberly Scrivner: Which is you know the city does want to have a you know, a nice list to draw from.

580

01:21:54.090 --> 01:22:04.710

Kimberly Scrivner: And again, like I said we'll still be focusing on these prioritized areas that give us the most benefit for the greater criteria.

581

01:22:05.250 --> 01:22:20.340

Kimberly Scrivner: But this is still an opportunity, and this kind of does get into a little bit to lisa's comment about some other areas of the city that are not necessarily prioritize well, but we still are not necessarily forgetting about them.

582

01:22:25.230 --> 01:22:31.620

Kimberly Scrivner: Okay, so moving on to our bicycle prioritization process so.

583

01:22:32.190 --> 01:22:33.090

Lisa McConnell: I have one more.

584

01:22:33.960 --> 01:22:34.500

Lisa McConnell: about that.

585

01:22:35.040 --> 01:22:38.880

Lisa McConnell: yeah the pedestrian before we move on to the bicycle.

586

01:22:39.540 --> 01:22:40.860

Lisa McConnell: In the in the.

587

01:22:41.790 --> 01:22:49.590

Lisa McConnell: material that we got for our meeting today they listed What was it 44 high priority crossings.

588

01:22:51.420 --> 01:23:02.610

Lisa McConnell: It I think everybody knows what a sidewalk is i'm not sure I wish sure what crossing men, is it just a crosswalk is it rapid slashing beacons is it lighting.

589

01:23:03.720 --> 01:23:18.600

Lisa McConnell: It and lighting for pedestrians is rarely looked at as an improvement, but you know just try and cross the street corner at 5pm on December something or other and it's.

590

01:23:19.290 --> 01:23:23.670

Lisa McConnell: lighting has always been a pet peeve of mine, as far as pedestrian.

591

01:23:24.390 --> 01:23:41.550

Lisa McConnell: Projects go so there's a lot of other things we can do, besides sidewalks and I would like to see a little more definition or even putting our rfp next to the ones that are going to be rfp or crosswalk only in that list so that people understand.

592

01:23:42.240 --> 01:23:46.860

Lisa McConnell: What that means, when you say we're going to do these high priority crossings.

593

01:23:48.300 --> 01:23:52.920

Lisa McConnell: So that would be something I would add to the to the list.

594

01:23:54.120 --> 01:23:55.860

Kimberly Scrivner: yeah some Thank you Lisa I.

595

01:23:56.520 --> 01:24:01.650

Kimberly Scrivner: Definitely should have specified that i'm more more clearly.

596

01:24:02.730 --> 01:24:13.170

Kimberly Scrivner: And it's a great comment and, yes, some of these are places where crosswalks are needed and some of these crazy places are identified as.

597

01:24:13.530 --> 01:24:28.080

Kimberly Scrivner: Where we might have an existing crossing but it's slated for additional improvement, such as lighting or a higher level of treatment so that's fantastic comment, we can definitely add that specificity.

598

01:24:29.910 --> 01:24:38.250

Lisa McConnell: I just like people to think outside of just sidewalks, for you know, the solution for all the pedestrian stuff that there's other things we can do to.

599

01:24:39.270 --> 01:24:41.370

Lisa McConnell: increase pedestrian use and safety.

600

01:24:41.640 --> 01:24:42.930

Lisa McConnell: Sure absolutely.

601

01:24:43.020 --> 01:24:55.950

Kimberly Scrivner: yeah and I want you to have a definite very valid point about kind of how these are described in the prioritized list.

602

01:24:56.970 --> 01:25:02.520

Kimberly Scrivner: I feel like we do have that in the the goals and objectives are we do outline of.

603

01:25:04.170 --> 01:25:04.890

Kimberly Scrivner: You know.

604

01:25:06.150 --> 01:25:23.520

Kimberly Scrivner: Improvements to crossings and those things are specifically done identified, but will surely bring on information down as we talk about these specific recommendations so little bit different parts of the plan that need to be kind of better synched together very good, very good point.

605

01:25:29.970 --> 01:25:45.510

Kimberly Scrivner: Okay, moving on so for our bicycle network prioritization we prioritize both gaps in the system and our existing facilities so that we can better.

606

01:25:47.490 --> 01:25:49.830

Kimberly Scrivner: communicate and evaluate.

607

01:25:51.360 --> 01:25:54.540

Kimberly Scrivner: When we want to improve what we already have on the ground.

608

01:25:55.860 --> 01:25:57.150

Kimberly Scrivner: This has.

609

01:25:59.190 --> 01:26:10.410

Kimberly Scrivner: This map shows how that part decision process kind of shakes out in terms of our our network, and so I mentioned access to activity centers transit.

610

01:26:12.000 --> 01:26:14.760

Kimberly Scrivner: Cross Supreme Court or in parks.

611

01:26:16.290 --> 01:26:24.960

Kimberly Scrivner: And then schools were also used as a prioritization factor, along with equity and safety um this is are actually already come in handy.

612

01:26:25.680 --> 01:26:42.480

Kimberly Scrivner: We do have a couple places in the city, particularly on in the north end and the annexed area where we have bike lanes, but they don't have bike symbols on the bike lanes, for instance, and we're able to.

613

01:26:44.430 --> 01:26:51.210

Kimberly Scrivner: You know just go to our list look at our prioritization process already identified as those places where we need.

614

01:26:52.140 --> 01:27:03.900

Kimberly Scrivner: Those symbols, so when our ci P comes to our transportation group and says hey we have a stripping program coming up, we can kind of look at our top priorities and say and add.

615

01:27:05.460 --> 01:27:15.780

Kimberly Scrivner: Those segments incrementally over time and they are prioritized and it makes it really easy for us to communicate, as these opportunities come along.

616

01:27:16.890 --> 01:27:19.470

Kimberly Scrivner: The kind of same kind of strategy.

617

01:27:21.240 --> 01:27:28.080

Kimberly Scrivner: You know, with with quite a lot of other things, and so to keep moving on but i'm having our entire network prioritize to.

618

01:27:29.280 --> 01:27:33.090

Kimberly Scrivner: That was really important and it's already come in handy so far so.

619

01:27:35.640 --> 01:27:49.320

Kimberly Scrivner: i'm definitely want to talk about really interested in what you all have to say about the strategy for kind of the near term and long term for the bicycle network so.

620

01:27:50.880 --> 01:27:51.480

Kimberly Scrivner: The.

621

01:27:55.590 --> 01:28:10.080

Kimberly Scrivner: The idea for this plan and what we've done is look at every single segment under microscope a bit about what what we what the city, what we really can do within our existing city of kirkland right away.

622

01:28:11.400 --> 01:28:12.660

Kimberly Scrivner: And that is.

623

01:28:14.190 --> 01:28:29.610

Kimberly Scrivner: You know whether it's adding protecting or buffering by facility, whether that is adding in green way, whether that's adding conflict conflict, the green conflict zone and markings which are the is the striping.

624

01:28:31.980 --> 01:28:40.260

Kimberly Scrivner: At intersections or at crossings adding pavement you know bike symbol pavement markings have a variety of things.

625

01:28:42.270 --> 01:28:56.910

Kimberly Scrivner: And then, and of course our all of our projects are prioritized and those become our primary candidates for CFP projects, we do have a number of projects that I think are going to be really good candidates and.

626

01:28:57.930 --> 01:29:02.370

Kimberly Scrivner: You know, for our next round of CP we can get into those a little bit more.

627

01:29:03.900 --> 01:29:13.740

Kimberly Scrivner: The this map shows the ones that are prioritized through or the process for product prioritization process.

628

01:29:15.000 --> 01:29:18.810

Kimberly Scrivner: And then, as the city moves forward.

629

01:29:20.580 --> 01:29:33.690

Kimberly Scrivner: We wanted to make sure that we're being very, very clear on a segment by segment basis what our long term vision is for the corridor for our corridors.

630

01:29:34.710 --> 01:29:37.800

Kimberly Scrivner: So as development occurs.

631

01:29:39.270 --> 01:29:52.440

Kimberly Scrivner: We can require the additional right have we needed to meet our future vision so um this plan is includes quite a.

632

01:29:55.530 --> 01:30:01.890

Kimberly Scrivner: It was a lot of detail about every segment that you see on this map.

633

01:30:03.180 --> 01:30:06.690

Kimberly Scrivner: And the the benefit of that is that.

634

01:30:07.950 --> 01:30:18.960

Kimberly Scrivner: We this becomes a tool on particularly, I think the the primary tool is for our planners, and our development group.

635

01:30:20.250 --> 01:30:25.410

Kimberly Scrivner: To be able to better communicate when development occurs what our requirements are.

636

01:30:26.640 --> 01:30:32.250

Kimberly Scrivner: So Joel and I were just talking about this earlier today on.

637

01:30:33.570 --> 01:30:36.270

Kimberly Scrivner: 120 fourth street.

638

01:30:37.680 --> 01:30:43.620

Kimberly Scrivner: In the totem lake area we are getting there's a new development.

639

01:30:44.670 --> 01:30:57.720

Kimberly Scrivner: That where the city and they're going to be installing buffered bike lanes and and one of the big benefits to that is that and and Nice wide sidewalks.

640

01:30:58.830 --> 01:31:04.470

Kimberly Scrivner: And we were able to achieve that, because right across the border and redmond they had in their plan.

641

01:31:05.460 --> 01:31:15.180

Kimberly Scrivner: Nice wide sidewalks, and so we were able to negotiate with the developer, to make sure that we have that seamless connection i'm having these now in our plan.

642

01:31:15.660 --> 01:31:32.100

Kimberly Scrivner: to identify that we want protected bicycle facilities here and there, for instance, or we need additional right of way for a street frontage frontage to accommodate or bike facilities, we can make sure that we're not missing out on any opportunities as our city grows and changes.

643

01:31:33.570 --> 01:31:34.950

Kimberly Scrivner: So that's kind of our.

644

01:31:36.960 --> 01:31:43.800

Kimberly Scrivner: You know one strategy there's a so for all of these segments, and if you look at the the bicycle network.

645

01:31:45.390 --> 01:31:52.170

Kimberly Scrivner: appendix you'll see kind of at a segment by segment level and what we really feel like we can do.

646

01:31:53.550 --> 01:32:04.950

Kimberly Scrivner: Now, and what we can do as development occurs with additional right of way, so I imagine there's going to be a lot of comments with this all stop here not sure who was first.

647

01:32:05.730 --> 01:32:06.510

Kurt Ahrensfeld: I think your first.

648

01:32:10.140 --> 01:32:28.170

Brian Magee (he/him): I got two quick questions here one is probably a more of a quick clarification, so you mentioned near term and long term, I think I may be remembering the number wrong so just kind of a understanding here is the near term was it roughly six years out or so.

649

01:32:29.220 --> 01:32:31.530

Kimberly Scrivner: I should have mentioned that um.

650

01:32:32.940 --> 01:32:42.330

Kimberly Scrivner: So near term is um you know we'll go down the list of are prioritized project lists for inclusion in our capital improvement Program.

651

01:32:43.560 --> 01:32:45.210

Kimberly Scrivner: and also for.

652

01:32:47.400 --> 01:32:58.380

Kimberly Scrivner: As we apply for for grants that come up every single year we're always looking for good projects to fund through grant cycles, in which projects are.

653

01:32:59.880 --> 01:33:03.780

Kimberly Scrivner: You know, really good candidates, based on on a specific grant Program.

654

01:33:05.610 --> 01:33:10.560

Kimberly Scrivner: To based on that specific grant program criteria.

655

01:33:12.450 --> 01:33:25.260

Kimberly Scrivner: And then incrementally through our let's say a painting program or a stripping program to kind of identify what we can do for those, for instance, the the.

656

01:33:25.770 --> 01:33:35.910

Kimberly Scrivner: paving program we don't get to prioritize projects based on that if you know our ci P comes to transportation group and say hey we're repaving these.

657

01:33:36.930 --> 01:33:47.340

Kimberly Scrivner: These particular segments of the road, then we can respond and say hey when you repay this row, this is what we'd like to see when you redo when you when you restrict.

658

01:33:48.270 --> 01:34:02.730

Kimberly Scrivner: um So there are a lot of opportunities and perhaps near term and long term on the right terms of longer term of doesn't necessary isn't necessarily tied to a specific year or timeframe.

659

01:34:03.750 --> 01:34:09.000

Kimberly Scrivner: it's really tied more to activity, so I think a really good example is.

660

01:34:10.410 --> 01:34:10.650

Kimberly Scrivner: On.

661

01:34:11.970 --> 01:34:20.550

Kimberly Scrivner: The just north of totem lake we are completing 120 quarter study home that you've heard about.

662

01:34:21.840 --> 01:34:24.600

Kimberly Scrivner: The we're looking at.

663

01:34:25.740 --> 01:34:28.980

Kimberly Scrivner: applying for funding for the.

664

01:34:30.660 --> 01:34:35.160

Kimberly Scrivner: The hundred and 28th corridor for funding.

665

01:34:37.380 --> 01:34:46.500

Kimberly Scrivner: And I apologize, this should probably be dark green line on this segment, as opposed to blue is the kind of near term strategy since we're applying for money for that.

666

01:34:48.030 --> 01:34:51.270

Kimberly Scrivner: But the additional roadway segments.

667

01:34:52.470 --> 01:35:00.060

Kimberly Scrivner: These are most likely to happen as development occurs, the city code decide.

668

01:35:01.230 --> 01:35:13.080

Kimberly Scrivner: To there's a couple of these that don't necessarily require full redevelopment of the quarter, but that's probably most likely so as these trade extensions happen.

669

01:35:13.920 --> 01:35:20.430

Kimberly Scrivner: that's when we're going to be getting these more protective facilities, because some of these are dependent on new street extensions.

670

01:35:22.440 --> 01:35:31.800

Kimberly Scrivner: Whether that development happens in the next couple years and the next five years, or even the next 15 years is still to be determined.

671

01:35:33.060 --> 01:35:37.950

Kimberly Scrivner: You know, some areas and, in particular, this specific area might actually happen.

672

01:35:38.820 --> 01:35:54.330

Kimberly Scrivner: Might not take that much longer to happen in our conversations with evergreen hospital they've already talked about some properties that they're looking to redevelop sooner than later that they own and so medium and long term aren't necessarily really tied to.

673

01:35:55.710 --> 01:36:01.200

Kimberly Scrivner: specific dates they're really trying to it's really trying to identify.

674

01:36:02.340 --> 01:36:11.520

Kimberly Scrivner: What we could like what we can do now within our current programs, and what we're going to need additional right of way for.

675

01:36:13.440 --> 01:36:15.630

Kimberly Scrivner: It doesn't necessarily mean that we don't.

676

01:36:19.050 --> 01:36:27.990

Kimberly Scrivner: You know that we're not going to be more aggressive in terms of going after certain projects, I think there are some areas where I think we can.

677

01:36:28.380 --> 01:36:34.380

Kimberly Scrivner: do some really great things I think again that current 28th example is a really good one.

678

01:36:35.100 --> 01:36:50.580

Kimberly Scrivner: That will rebuild we're not we're not proposing to change the number of lanes and that rebuild of that project is pretty much to add protected bike facilities along the corner enhance bus stops and that type of thing and we're going after that now.

679

01:36:53.040 --> 01:37:03.660

Kimberly Scrivner: So you know that'll depend depend on whether we get grant money for that still put that project in our CP because it scoring really high that type of thing so.

680

01:37:05.250 --> 01:37:14.220

Brian Magee (he/him): Okay, the difference between these two then if there's no time schedule attached to the near term to really kind of provide some context for it.

681

01:37:14.940 --> 01:37:31.440

Brian Magee (he/him): It probably won't have a whole lot of utility to it, especially when it shows the whole network effectively, but you can't really define this is going to happen within a certain timeframe in a near term, so I think a lot of people just default to the longer term.

682

01:37:32.550 --> 01:37:34.740

Brian Magee (he/him): It may not be fully understood what the purposes.

683

01:37:36.000 --> 01:37:45.720

Brian Magee (he/him): The other thing I had a question on is if I would show this map to someone and be really excited about showing them a piece of the network and.

684

01:37:46.530 --> 01:38:06.060

Brian Magee (he/him): I would say to them look at this line, right here and I tell them, you know they look at the legend like Okay, this is a buffered or protected bike lane or a shared us path which one will it be do we have that like, how do we control that.

685

01:38:07.110 --> 01:38:15.060

Kimberly Scrivner: Yes, so this map the the mapping became a little challenging.

686

01:38:16.530 --> 01:38:28.740

Kimberly Scrivner: To try to communicate what would be our more of an old, for instance, like quote unquote all ages and abilities network um there was a.

687

01:38:29.490 --> 01:38:40.080

Kimberly Scrivner: we've tried, a lot of different ways of looking at will do we show the existing facilities and then the future facilities and which ones are and it started to get really messy really fast.

688

01:38:41.220 --> 01:39:04.200

Kimberly Scrivner: And so the idea here is that the protected or shared these path is really more of the basically anywhere green would be more of the all ages and abilities network, but as you look at the so we have our bicycle network appendix see summary and recommendations and what we can do is look.

689

01:39:05.550 --> 01:39:13.140

Kimberly Scrivner: A lot more closely at the specific recommendations on a segment by segment level, so we have the.

690

01:39:14.610 --> 01:39:16.740

Kimberly Scrivner: You know the specific segment.

691

01:39:17.880 --> 01:39:24.810

Kimberly Scrivner: The you know what is on the ground, now I think this has been a good time for like a couple examples so.

692

01:39:27.840 --> 01:39:29.520

Kimberly Scrivner: So, for instance totem like boulevard.

693

01:39:30.660 --> 01:39:44.610

Kimberly Scrivner: We have the widest sidewalk on the side of the street, a couple of things that we can do to improve that right now, or is to add we finding signs and shared use science for people and direction to use that existing sidewalk.

694

01:39:45.210 --> 01:39:51.960

Kimberly Scrivner: But as development occurs there's a really good opportunity to make a protected bike lane going southbound.

695

01:39:53.070 --> 01:39:59.550

Kimberly Scrivner: As that think that's think this is the secret worth of where the drugstore is that so sure that property redevelop.

696

01:40:00.390 --> 01:40:06.030

Kimberly Scrivner: We would require the additional right of way, we can South on protected by playing.

697

01:40:06.780 --> 01:40:24.660

Kimberly Scrivner: This kind of shared to us path on the northbound side could still be used for northbound it would require the additional right of way, so the interim strategy, for that would be you know we can we can do, we can now we can improve what we have adding way finding.

698

01:40:25.740 --> 01:40:33.990

Kimberly Scrivner: And that would be through our CIA key and then the long term, would be development driven as that property redeveloped who would require that southbound protected lane.

699

01:40:34.950 --> 01:40:49.620

Kimberly Scrivner: So that's kind of how you can go through this list, and you know we have specific notes, we kind of show different neighborhoods and then also how the projects are prioritized so as you go through this and you see kind of.

700

01:40:50.820 --> 01:40:51.840

Kimberly Scrivner: CP.

701

01:40:53.550 --> 01:40:59.370

Kimberly Scrivner: Another one just kind of picking a couple of examples we've been talking about how.

702

01:41:01.620 --> 01:41:06.660

Kimberly Scrivner: For instance, you know when you're coming into downtown i'm.

703

01:41:07.770 --> 01:41:18.000

Kimberly Scrivner: In and you know interacting with the waterfront and trying to get through downtown I think there's a really good opportunity to rob people through the the lakeshore law.

704

01:41:19.950 --> 01:41:31.800

Kimberly Scrivner: You know, we talked to we have a potential to put as a maybe a SCI fi project but assured us path on the east side of the street adjacent to the exemplary law that avoids some potential for the.

705

01:41:33.360 --> 01:41:35.100

Kimberly Scrivner: Some conflicts with the.

706

01:41:37.200 --> 01:41:45.210

Kimberly Scrivner: With the boat queuing and the boat launch, particularly on the summer we do recognize, though, that southbound.

707

01:41:48.900 --> 01:42:04.500

Kimberly Scrivner: You know people kind of move pretty fast and probably won't you know necessary cyclists probably wouldn't stop cross and use a shared use past, we would still kind of add cheryl's kind of through that area to indicate for people with their boats.

708

01:42:06.060 --> 01:42:18.210

Kimberly Scrivner: Anyway, so Those are just a couple of examples of how you can use this list to kind of identify what's more of a CFP project and what's more kind of development driven.

709

01:42:18.870 --> 01:42:26.760

Brian Magee (he/him): Okay, I think my my my kind of feedback would be that that's great for city staff to have that as a resource.

710

01:42:28.050 --> 01:42:40.290

Brian Magee (he/him): If we want these to be consumable by the public truly understand what our network is I would at least pick out some key like spine connections.

711

01:42:40.830 --> 01:42:54.000

Brian Magee (he/him): So that people understand what the facility is kind of some considerations of especially buffered bike lane, which is what one, you need to drive has versus a protected bike lane will feel very different.

712

01:42:55.080 --> 01:43:12.180

Brian Magee (he/him): And that kind of sets the standard for what people are expecting out of the network, and I know it's very easy to have something categorized on a map as buffered or protected and it kind of slides back towards a buffered just because it's cheaper and easier than maybe what was intended.

713

01:43:13.290 --> 01:43:17.610

Brian Magee (he/him): So I think having that visually kind of documented is helpful.

714

01:43:21.000 --> 01:43:22.020

Brian Magee (he/him): I know it's more colors, though.

715

01:43:23.040 --> 01:43:23.370

Kimberly Scrivner: yeah.

716

01:43:31.980 --> 01:43:36.480

Faith DeBolt: And as his faith, I just wanted to mostly I think.

717

01:43:37.620 --> 01:43:51.240

Faith DeBolt: brian's comments covered mine and but I had similar concerns and kind of confusion with trying to interpret these maps and.

718

01:43:52.950 --> 01:44:07.650

Faith DeBolt: Most of them, I would say I was struggling with, and in part of it is you know try understand and like juanita they're showing bike lanes in blue as.

719

01:44:09.090 --> 01:44:12.270

Faith DeBolt: A shared shoulder and then Green is buffered and.

720

01:44:13.860 --> 01:44:23.910

Faith DeBolt: Just like what that transition is and what is really meant there and compared to what's existing now when it just says bike lanes and it's not called buffer.

721

01:44:24.420 --> 01:44:33.090

Faith DeBolt: But they are buffered right now, so it was that kind of thing was just causing me to have issues with interpreting the intention of.

722

01:44:33.810 --> 01:44:49.050

Faith DeBolt: The map, and so I don't know if there's anything to explain about like why segments of wanting to drive or showing up as blue right now that's just a mistake and or if there's something else going on there.

723

01:44:52.080 --> 01:44:52.680

Kimberly Scrivner: yeah I.

724

01:44:53.370 --> 01:45:06.150

Kimberly Scrivner: hear that loud and clear, I think i'm trying to simplify the map was probably made it a little too, not enough not didn't it sounds like the map needs, along with more of the detail and.

725

01:45:08.400 --> 01:45:13.860

Kimberly Scrivner: We went a little bit too simple was trying to simplify it so we can definitely update that for sure.

726

01:45:20.220 --> 01:45:23.310

Kimberly Scrivner: I say our hands up some just kind of wait for questions.

727

01:45:24.090 --> 01:45:25.440

Kurt Ahrensfeld: Now Lisa what you got.

728

01:45:26.280 --> 01:45:37.710

Lisa McConnell: Okay um my first question would be, are we going to go through the list that we had in our packet that was presented, or is, are we just going to discuss the map.

729

01:45:40.440 --> 01:45:45.210

Lisa McConnell: specific comments on some of the projects or do you want just more general comments right now.

730

01:45:46.020 --> 01:45:59.760

Kimberly Scrivner: I anticipated that the Commission might have specific comments and instead of trying to predict which segments, that you would have questions about I figured we could probably talk about specific projects, as you have questions about them.

731

01:46:00.300 --> 01:46:00.720

Okay.

732

01:46:01.740 --> 01:46:02.640

Lisa McConnell: It just to.

733

01:46:03.750 --> 01:46:06.990

Lisa McConnell: beat the shared us path horse to death.

734

01:46:09.000 --> 01:46:11.610

Lisa McConnell: As a cyclist i'm i'm really.

735

01:46:13.770 --> 01:46:24.240

Lisa McConnell: concerned about the lumping them together, and I think it particularly in areas i've seen it already like the total like mall.

736

01:46:26.220 --> 01:46:31.260

Lisa McConnell: i'm afraid that developments are going to cheap out and put just a.

737

01:46:32.400 --> 01:46:42.300

Lisa McConnell: A big sidewalk call it shared use then they're done with bike and pad and they just you know we're done, in particular on 85th when we went through the.

738

01:46:43.650 --> 01:46:53.790

Lisa McConnell: stationary a plan you know their idea is that you know bicyclists can get off their bike and walk on the sidewalk here.

739

01:46:54.150 --> 01:47:06.660

Lisa McConnell: And then you know continue their path so they're fine and it's like well that's not how people do things and I think, in particular, in total, make a long tail them like boulevard there was a project.

740

01:47:08.580 --> 01:47:09.600

Lisa McConnell: That you mentioned.

741

01:47:10.830 --> 01:47:21.360

Lisa McConnell: That a shared youth path along there I think was a big mistake, especially once we get that bridge in we're going to have a lot of foot traffic and.

742

01:47:21.930 --> 01:47:28.080

Lisa McConnell: bikes and people are not going to be compatible, I really think we underestimated are.

743

01:47:28.560 --> 01:47:44.790

Lisa McConnell: The popularity of total lake park I think we're going to underestimate the popularity of that bridge I think we're going to underestimate the traffic that goes back and forth from film like village to that area, and I think a shared us path is not going to work there.

744

01:47:46.920 --> 01:47:48.780

Lisa McConnell: Likewise there's a lot of.

745

01:47:49.830 --> 01:47:54.540

Lisa McConnell: shared use path in the stationary a plan I don't think it's going to work either.

746

01:47:55.770 --> 01:48:14.850

Lisa McConnell: Especially in particularly urban or high I mean, would you do a shared use path bike path through park lane in the middle of summer, you know when you have that it just it's not going to be compatible and I think we need to prioritize or at least.

747

01:48:16.320 --> 01:48:24.870

Lisa McConnell: I think we, I would like to see is a list of where we're headed as far as our buffered and protected lanes.

748

01:48:26.280 --> 01:48:43.860

Lisa McConnell: And, and especially for protected lanes on our materials, I think that's important to say that in our active transportation plan that's where we're heading we want to make it safe for you to get around our town and that's going to mean protected on our materials.

749

01:48:45.090 --> 01:48:46.320

Lisa McConnell: And that's where we're headed.

750

01:48:48.330 --> 01:48:51.750

Lisa McConnell: Also, it just a general statement there's.

751

01:48:54.120 --> 01:48:55.110

Lisa McConnell: see an example.

752

01:48:56.370 --> 01:49:02.040

Lisa McConnell: Six street improvement should be all the way through central and connect up to the seventh avenue improvements.

753

01:49:02.490 --> 01:49:20.220

Lisa McConnell: there's a lack of a one of the frustrating things for me especially like biking in my neighborhood and hotan is the lane that's there and then all of a sudden it isn't, especially at intersections where they just disappear and that's the place, I need them the most.

754

01:49:21.750 --> 01:49:29.520

Lisa McConnell: You know, like 68 and six all along the sixth street corridor, it was in the sixth street plan you know I.

755

01:49:30.630 --> 01:49:36.870

Lisa McConnell: I just don't see that the completion there the and it doesn't have to be.

756

01:49:38.760 --> 01:49:54.660

Lisa McConnell: You know it doesn't have to be protected and and high cost, it does need to be all the way through, so that people know there are cyclists here and they're going through the intersection they didn't just disappear, just because the bike lane disappeared so.

757

01:49:57.000 --> 01:50:13.410

Lisa McConnell: I also think one 16th is pretty low priority I think that's going to be a major access between the spring district, especially as the light rail comes online and if we have development on along at fifth that's the most direct route.

758

01:50:15.120 --> 01:50:17.400

Lisa McConnell: I think that's too low priority.

759

01:50:18.450 --> 01:50:25.140

Lisa McConnell: And it's the only access, they have to the spring district for all of the East of four or five kirkland.

760

01:50:26.940 --> 01:50:27.750

Lisa McConnell: You know.

761

01:50:28.950 --> 01:50:32.280

Kimberly Scrivner: Although the Cross per quarter does connect directly into the.

762

01:50:33.150 --> 01:50:38.400

Lisa McConnell: True, but not not, for you know you have to cross over four or five if you're.

763

01:50:38.430 --> 01:50:39.900

Lisa McConnell: East of full five.

764

01:50:40.050 --> 01:50:41.400

Lisa McConnell: One 16th is your most.

765

01:50:41.400 --> 01:50:48.150

Lisa McConnell: direct route, and so I think that's a major spine that we're missing and.

766

01:50:49.350 --> 01:50:53.220

Lisa McConnell: I really think that should be bumped up a little bit and priority.

767

01:50:55.950 --> 01:50:57.180

Lisa McConnell: Another.

768

01:50:59.160 --> 01:51:20.580

Lisa McConnell: 120 fourth there was a project for that that should be extended, not just up to 85th it should be, all the way through 85th this some of these projects and at a certain street, no, no, they need to go all the way through in order to be safe and and having stuff stop.

769

01:51:21.990 --> 01:51:27.090

Lisa McConnell: is unsafe and people aren't going to be using it and there's a big lack of.

770

01:51:28.740 --> 01:51:29.760

Lisa McConnell: pedestrian and.

771

01:51:32.160 --> 01:51:43.770

Lisa McConnell: bicycle projects in the 85th station area for as much time as we've put into that I would have liked to have seen more are, or at least referenced.

772

01:51:45.120 --> 01:51:52.530

Lisa McConnell: And there's a lot of studies that we've done the six you know lake Washington boulevard when 20 863.

773

01:51:53.670 --> 01:52:04.740

Lisa McConnell: stationary a plan there's a lot of hundreds there's a lot of studies that we've done that have prioritized projects, and I would like to see.

774

01:52:06.030 --> 01:52:07.530

Lisa McConnell: Maybe at least referenced.

775

01:52:09.030 --> 01:52:14.790

Lisa McConnell: That you know here's here's where our thinking is in these specific areas so.

776

01:52:15.840 --> 01:52:17.550

Lisa McConnell: that's my comments.

777

01:52:21.090 --> 01:52:24.570

Kurt Ahrensfeld: Thanks Lisa um i'll skip over me for now.

778

01:52:25.590 --> 01:52:27.570

Kurt Ahrensfeld: Raphael, what do you have for us today.

779

01:52:28.650 --> 01:52:37.290

Rafael Fernandez: hi I have a question on the planet itself on page 10 if you have a discussion coming up on intelligent transportation systems like can wait.

780

01:52:38.640 --> 01:52:39.930

Rafael Fernandez: Once we can ask my question.

781

01:52:40.890 --> 01:52:43.470

Kimberly Scrivner: I didn't have a slide for than happy to hear comments.

782

01:52:43.920 --> 01:52:49.920

Rafael Fernandez: yeah well mostly I want to know a little bit more detail there's a i'm glad that it's mentioned, obviously.

783

01:52:50.760 --> 01:53:00.510

Rafael Fernandez: That implies It makes me imagine many things from data collection, to the archive to you know, making that are available different those early blah blah.

784

01:53:01.080 --> 01:53:10.470

Rafael Fernandez: But I don't I don't quite know from the text, what exactly are we trying to do, you took a lot of dashboard which could just be as natural of latest data.

785

01:53:11.040 --> 01:53:18.840

Rafael Fernandez: Right, you talk about trends and things that's why i'm trying to understand, as you move towards a plan, what type.

786

01:53:19.620 --> 01:53:32.250

Rafael Fernandez: of data archiving are you envisioning what type of tools, what type of data access, where is it that data coming from a repeat evoking from existing systems or we think you know deploying your once failure.

787

01:53:36.660 --> 01:53:39.180

Kimberly Scrivner: We can surely add more specificity to that.

788

01:53:40.320 --> 01:53:47.700

Kimberly Scrivner: It was a kind of intended to capture number of things i'm in terms of the.

789

01:53:49.830 --> 01:53:53.070

Kimberly Scrivner: You know, both with opportunities with our signals.

790

01:53:53.910 --> 01:54:08.280

Kimberly Scrivner: You know, leading and pestering him for intervals bicycle signals and that type of thing, but also with our data collection, there is a little bit of overlap with our Vision Zero plan and so perhaps there wasn't enough detail and the ATP.

791

01:54:09.390 --> 01:54:17.430

Kimberly Scrivner: Because there's more detail in our Vision Zero plan, but we can kind of we can make sure to address that and being a little bit more specific.

792

01:54:18.450 --> 01:54:21.210

Rafael Fernandez: or yeah or or simply refer to the other plan.

793

01:54:21.300 --> 01:54:27.180

Rafael Fernandez: I just I just think it would be important for people to understand that this is data that's already flowing.

794

01:54:28.470 --> 01:54:43.020

Rafael Fernandez: That it's part of your deployed network that, as you deploy automating automation you know additional automation signals etc it's yet another window into how the roads are being used, mostly because.

795

01:54:44.490 --> 01:54:52.200

Rafael Fernandez: i'm a casual reader and I start imagining things that are not there right like like PA or things like that, so I think if.

796

01:54:52.620 --> 01:55:02.430

Rafael Fernandez: If there is additional detail just linking to other planets would would help and explaining to folks you know hey, this is about understanding the performance of the network with data we already have.

797

01:55:03.780 --> 01:55:04.440

Rafael Fernandez: A long way.

798

01:55:06.030 --> 01:55:07.410

Rafael Fernandez: Look everything else looks great.

799

01:55:08.760 --> 01:55:09.300

Rafael Fernandez: Thanks.

800

01:55:09.360 --> 01:55:09.840

baby.

801

01:55:15.540 --> 01:55:16.590

Faith DeBolt: Did you call on me, Kurt.

802

01:55:16.860 --> 01:55:20.760

Faith DeBolt: yeah yeah I don't have a whole lot more to say other than I forgot to.

803

01:55:20.790 --> 01:55:43.530

Faith DeBolt: say earlier, and that I would love to schedule some kind of scouting walks or rides and to really think about these different areas

in the experience of the person using the facility, I was thinking about that, as I was reading or looking at the maps and before the meeting.

804

01:55:46.080 --> 01:55:46.560

Kimberly Scrivner: Where.

805

01:55:50.160 --> 01:55:50.820

Kurt Ahrensfeld: Michelle.

806

01:55:52.470 --> 01:56:00.570

Michelle Quinton: i'm just a couple quick things I was also thinking what Lisa said about 116 south to bellevue.

807

01:56:01.710 --> 01:56:10.920

Michelle Quinton: Like you know if you're going on there, you know that, as you enter bellevue, then you get this nice separated lane by claim and today you know in kirkland it's.

808

01:56:11.400 --> 01:56:25.980

Michelle Quinton: it's scary that section right, so I just any given this a long term vision and we've got the green above and imagine the green below that they'll view it seems like that's just it's really a like a commute quarter right, this is like where people will commute back and forth.

809

01:56:27.540 --> 01:56:37.800

Michelle Quinton: And then the other one I think I mentioned before it's just again in South and South proclaimed how hard it is to cross glorified those those pedestrian bridges are pedestrian bridges they're not by bridges.

810

01:56:38.250 --> 01:56:47.160

Michelle Quinton: Right, and you know if this is a long term plan I don't know how long those bridges last word, but if they were ever to be revisited right they're just not super bike friendly.

811

01:56:47.640 --> 01:56:59.490

Michelle Quinton: And so you're stuck you know kind of hauling your bike you know around these type things or again going someplace that's more dangerous like 85th or something so just want to like put those two things out.

812

01:57:02.370 --> 01:57:11.340

Kurt Ahrensfeld: um let's see I had a couple questions anybody else on the line here um one is a I tend to.

813

01:57:13.200 --> 01:57:19.860

Kurt Ahrensfeld: Suddenly, your master really, really, easy to understand something like this one, the bike network long term implementation one.

814

01:57:20.460 --> 01:57:34.170

Kurt Ahrensfeld: So it really be helpful if there's like a couple of collapse or like four or five he went for because, even as familiar, as I am with kirkland a little challenging just trying to get my bearings on that so.

815

01:57:35.610 --> 01:57:39.210

Kurt Ahrensfeld: I think you could add a few more tags on that Hillary really be helpful.

816

01:57:41.070 --> 01:57:52.560

Kurt Ahrensfeld: yeah and then maybe a suggestion on following up on brian's comment about what people's perception are is for a buffer versus non buffer or something maybe have.

817

01:57:53.850 --> 01:58:10.740

Kurt Ahrensfeld: Some examples, particularly in kirkland if you have photos of like Okay, this is, this is an example of a buffer facility, and this is, you know this is this is straight shoulder treatment or something that might give some good context for people that are reading this.

818

01:58:12.360 --> 01:58:16.950

Kurt Ahrensfeld: And I know this is you probably haven't in the appendix or something, but when I read through that list of.

819

01:58:17.760 --> 01:58:26.700

Kurt Ahrensfeld: Projects I was trying to like mentally picture, where is, that is, you know you can go back to like the map and I picked it out somewhere, but.

820

01:58:27.420 --> 01:58:44.070

Kurt Ahrensfeld: I can it's way too cumbersome to have like numbers with those and then create those with the map, or something like that, but the even having the tags on maps, like this one would be really helpful because it is on the left on severely maps are just flying so good job on that so.

821

01:58:45.150 --> 01:58:46.860

Kurt Ahrensfeld: that's it for me great.

822

01:58:52.890 --> 01:58:53.370

Kurt Ahrensfeld: Okay.

823

01:58:53.940 --> 01:59:03.270

Kimberly Scrivner: Anything else yeah and I hear you loud and clear about the maps and better communicating your kind of went back and forth between.

824

01:59:03.270 --> 01:59:04.290

Kimberly Scrivner: Having kind of really.

825

01:59:05.610 --> 01:59:15.600

Kimberly Scrivner: hard to read, but very, very detailed versus kind of really simple so like I mentioned, I won't repeat myself, but we've sounds like there's more to improve on.

826

01:59:19.020 --> 01:59:21.720

Kurt Ahrensfeld: yeah it was good, though, good good feedback.

827

01:59:22.620 --> 01:59:27.690

Faith DeBolt: I think, just because there has been so much feedback on the maps themselves and.

828

01:59:27.750 --> 01:59:28.710

Faith DeBolt: i'm wondering.

829

01:59:29.370 --> 01:59:37.110

Faith DeBolt: If I mean, is it possible to have kind of a live interactive map where people can control the layers that they're looking at, and there can be like.

830

01:59:37.650 --> 01:59:46.110

Kimberly Scrivner: Absolutely, yes, and we can we can work on that and that's probably the way to go in terms of trying to kind of.

831

01:59:48.060 --> 01:59:49.440

Kimberly Scrivner: turn on and turn off.

832

01:59:50.820 --> 01:59:54.360

Kimberly Scrivner: High medium and low projects or you know.

833

01:59:55.980 --> 02:00:02.430

Kimberly Scrivner: Finding certain project numbers that type of thing so yeah we can definitely make that happen.

834

02:00:03.660 --> 02:00:14.070

Lisa McConnell: As somebody who's addicted to zillow you know if you had little dots where the projects were and then you could pull up the whole project, you know, like you do with a zillow home sale.

835

02:00:16.200 --> 02:00:25.860

Lisa McConnell: that's a familiar concept for a lot of people who use things like redfin or zillow or whatever to you know as an interactive map kind of thing.

836

02:00:27.840 --> 02:00:28.350

Faith DeBolt: That on.

837

02:00:28.620 --> 02:00:29.970

Faith DeBolt: And there was a.

838

02:00:31.320 --> 02:00:32.550

Faith DeBolt: i'm trying to remember, which.

839

02:00:33.600 --> 02:00:35.310

Faith DeBolt: Engagement it was.

840

02:00:35.370 --> 02:00:39.570

Joel Pfundt: Jolie reputation transportation connections was done that way.

841

02:00:40.020 --> 02:00:44.010

Joel Pfundt: Okay um and we also have, so I think that's a.

842

02:00:46.080 --> 02:00:48.210

Joel Pfundt: I think that's a great suggestion.

843

02:00:50.220 --> 02:01:03.210

Joel Pfundt: To to look at something like that, because that is certainly something that the city is done on other projects and you create almost done the electronic version of part of the plan that that's how many people are going to access it anyway.

844

02:01:04.620 --> 02:01:06.510

Joel Pfundt: So yeah that's a great idea.

845

02:01:07.290 --> 02:01:16.770

Lisa McConnell: And people like to check what's going to happen in their neighborhood so you know they like to click around, and if you could follow you know what got clicks you know.

846

02:01:17.790 --> 02:01:24.030

Lisa McConnell: You know which which home was the one that everybody looked at, you know that kind of thing.

847

02:01:25.680 --> 02:01:27.360

Lisa McConnell: That might be useful information.

848

02:01:28.080 --> 02:01:29.790

Kimberly Scrivner: And it does give back to your.

849

02:01:31.350 --> 02:01:33.390

Kimberly Scrivner: Your comment Lisa about.

850

02:01:33.810 --> 02:01:36.360

Kimberly Scrivner: showing the deforestation area recommendations.

851

02:01:36.390 --> 02:01:42.120

Kimberly Scrivner: Homes point recommendations hundred and 20 street corner steady recommendations so yeah.

852

02:01:45.690 --> 02:01:48.420

Kimberly Scrivner: All right, how am I doing on time.

853

02:01:59.100 --> 02:01:59.700

Kimberly Scrivner: I have.

854

02:02:00.780 --> 02:02:02.160

Kimberly Scrivner: I have one more slide and it is.

855

02:02:04.680 --> 02:02:06.060

Kimberly Scrivner: Eight o'clock I am.

856

02:02:07.410 --> 02:02:23.250

Kimberly Scrivner: Just kind of finish this last last slide and then we'll so I want to talk a little bit about the implementation strategy I

have talked about that a little bit already you know will be taking their prayer ties project list and kind of start from the top and really kind of.

857

02:02:24.540 --> 02:02:29.970

Kimberly Scrivner: You know, going down that list for inclusion into our capital improvement Program.

858

02:02:31.500 --> 02:02:51.150

Kimberly Scrivner: That i'm and also, we will be looking at every year we're really kind of roll up our sleeves and try to find the best projects that both our priorities for the city, but also meet various grant Program.

859

02:02:52.290 --> 02:02:59.970

Kimberly Scrivner: Criteria most of those I think, based on what we've prioritized will will line up, but not always.

860

02:03:00.690 --> 02:03:16.470

Kimberly Scrivner: Most of our grants do require some level of match and a project to be adopted and a plan having them adopted in the active transportation plan will generally suffice, but if we need much money will want to take our kind of highest.

861

02:03:18.750 --> 02:03:23.610

Kimberly Scrivner: projects that were want to apply for grants for and at least put them in this gap.

862

02:03:24.720 --> 02:03:28.200

Kimberly Scrivner: For at least to make sure that we have enough match money as well.

863

02:03:29.580 --> 02:03:40.200

Kimberly Scrivner: So that's kind of another consideration as we look at our implementation strategy, as I mentioned already um You know, as we have our paving and striping programs.

864

02:03:41.730 --> 02:04:00.390

Kimberly Scrivner: As we move forward and we'll be talking with you more about this next month and indefinitely with Council about the impacts to maintaining our our facilities over time so as we continue to add more paints and as we continue to.

865

02:04:02.760 --> 02:04:10.050

Kimberly Scrivner: Protect and add more protection to our facilities and that does have an impact on our paving Program.

866

02:04:11.610 --> 02:04:19.050

Kimberly Scrivner: And so we'll be talking about kind of incremental costs to that over time and making sure that the city can sustain what we what we add.

867

02:04:20.550 --> 02:04:21.360

Kimberly Scrivner: Those.

868

02:04:22.740 --> 02:04:37.440

Kimberly Scrivner: Some of those projects if the recommendation is kind of to add some paint or striping we might not necessarily need to add it as a capital improvement project if we think that that can kind of incrementally be handled by the paving and tripping Program.

869

02:04:38.730 --> 02:04:42.720

Kimberly Scrivner: But again, as I mentioned earlier, the paving program we don't really.

870

02:04:43.770 --> 02:05:00.990

Kimberly Scrivner: can't really prioritize exactly which projects, but as as the you know our capital folks come to us and say hey we're we're repaving these treats we can turn around and slowly kind of take away at some of our some of our recommendations in this plan.

871

02:05:02.190 --> 02:05:13.860

Kimberly Scrivner: We do have the school safety cameras is another program that's an additional source of funds, those will primarily be projects that will.

872

02:05:15.180 --> 02:05:28.440

Kimberly Scrivner: or those funds are specifically for school related projects and so that will be more of an implementation strategy for our safe routes to school Action Plan projects, there are some overlaps.

873

02:05:29.010 --> 02:05:37.980

Kimberly Scrivner: But still thought it was worth mentioning we've talked a lot about how development plays a role, we also have our Interagency coordination so.

874

02:05:39.090 --> 02:05:42.570

Kimberly Scrivner: The 85th stationary is a really good example.

875

02:05:43.710 --> 02:05:58.350

Kimberly Scrivner: of you know projects that get built in the city that do and we'll have some benefit to our walking and biking infrastructure we are coordinating with our King county metro on the upcoming key line.

876

02:05:59.640 --> 02:06:00.210

Kimberly Scrivner: there.

877

02:06:01.980 --> 02:06:07.080

Kimberly Scrivner: reese trends are restructure and their speed and reliability folks and access folks.

878

02:06:08.490 --> 02:06:20.370

Kimberly Scrivner: To talk about the potential coordination and specific projects and access projects access to transit projects and so we've already had a couple conversations about.

879

02:06:21.570 --> 02:06:25.770

Kimberly Scrivner: You know, a couple act some access projects in the city related to.

880

02:06:26.790 --> 02:06:35.940

Kimberly Scrivner: You know metros interest and so that's another way that we can move the bar forward and then something that you'll be hearing more about as.

881

02:06:36.960 --> 02:06:43.620

Kimberly Scrivner: Our transports proposed transportation benefit district that Council will be talking about more in the next coming months.

882

02:06:45.000 --> 02:06:48.330

Kimberly Scrivner: You know, just as you know, we've been talking quite a lot about.

883

02:06:50.970 --> 02:06:55.500

Kimberly Scrivner: Our safe routes to school projects and other.

884

02:06:56.550 --> 02:07:00.780

Kimberly Scrivner: bicycle and pedestrian projects in the city and in our current funding.

885

02:07:02.010 --> 02:07:14.070

Kimberly Scrivner: It may take many, many, many, many, many years to to really complete those projects, I think there's an estimate of like 40 years if we want to get down all the way through our list and.

886

02:07:15.300 --> 02:07:29.460

Kimberly Scrivner: Development of course aside, and so the city is looking at other mechanisms to make sure that we can really address what this what the city wants to do to make our city safer for people walking and biking and do that.

887

02:07:30.090 --> 02:07:39.360

Kimberly Scrivner: sooner than later, and so that's another have tool and the tool funding toolbox that you'll be hearing a little bit more about over the next couple months so.

888

02:07:41.130 --> 02:07:50.970

Kimberly Scrivner: just wanted to touch on that implementation strategy, a bit so that's my last slide like I said we're going to be coming back to you in.

889

02:07:59.040 --> 02:08:09.930

Kimberly Scrivner: will be coming back to your next transportation Commission meeting in February to talk about this more so another bite at the apple before we go back to the.

890

02:08:11.400 --> 02:08:16.620

Kimberly Scrivner: The City Council we are scheduled for a study session with them on march 15.

891

02:08:21.810 --> 02:08:29.670

Lisa McConnell: And one thing I wanted to mention on 100 and 20th avenue northeast between.

892

02:08:31.380 --> 02:08:36.930

Lisa McConnell: Up until you know right where the Fred Meyer is PSC is going to be doing a transmission line there.

893

02:08:38.220 --> 02:08:45.660

Lisa McConnell: That might be nice to tag whatever project we have slated for their when they close that road to put the transmission line in.

894

02:08:46.590 --> 02:09:04.320

Lisa McConnell: Instead of having to close the road again later it might be nice to tag on to that project I don't know how soon that's going to be going in but I, as I understand it's supposed to be within the next

year or two was the start date, at least on their website that they gave so.

895

02:09:07.350 --> 02:09:07.530

Thanks.

896

02:09:08.790 --> 02:09:09.210

Kurt Ahrensfeld: Brian.

897

02:09:10.800 --> 02:09:12.720

Brian Magee (he/him): yeah, I think, overall I.

898

02:09:13.110 --> 02:09:16.350

Brian Magee (he/him): i'm happy to see how this is coming together as a whole.

899

02:09:17.370 --> 02:09:29.130

Brian Magee (he/him): When I kind of zoom away from you know what's in this individual map or in this individual like project description, you know I look back at our goals that we have of having you know, a safe connected pestering network and.

900

02:09:29.640 --> 02:09:38.070

Brian Magee (he/him): kind of thinking at that high level, I think a lot of the right terminology in this plan is there the structure is there there's really good things about tactical urbanism.

901

02:09:38.340 --> 02:09:53.490

Brian Magee (he/him): and putting in permanent counters on the KC like things that are really cool and people will be excited about I want to see happen, I think, part of it is just making sure that we're doing a job of communicating what's in the plan and then having really good follow through.

902

02:09:54.540 --> 02:10:00.450

Brian Magee (he/him): I know there's kind of some opportunities to maybe have a little bit more explanation like putting some parameters in there on what.

903

02:10:00.780 --> 02:10:13.170

Brian Magee (he/him): The level of traffic stress actually means that kind of forms the foundation of some of this analysis, but I don't think I saw that in the appendix anywhere of you know what the parameters were that might be some helpful information for the public.

904

02:10:14.700 --> 02:10:20.040

Brian Magee (he/him): And I think that one other thing that I kind of caught my eye was protected intersections are mentioned as a.

905

02:10:21.210 --> 02:10:32.610

Brian Magee (he/him): I think one of the specific goal but it's only listed in one spot on one project which is at 98th avenue and one 16th street and.

906

02:10:33.570 --> 02:10:39.660

Brian Magee (he/him): The goal actually says it should be a priority with major capital improvements, but that one project that's listed under.

907

02:10:40.380 --> 02:10:48.660

Brian Magee (he/him): Is requiring development to happen because of right away concerns, so it related like maybe having a little more language in there to supplement matchup.

908

02:10:48.990 --> 02:11:01.020

Brian Magee (he/him): Because prediction our sections are really a huge part of active transportation really prioritizing non vascular modes, but I think as a overall view thanks for coming together well, so thank you.

909

02:11:02.280 --> 02:11:02.910

Thanks for.

910

02:11:04.230 --> 02:11:05.340

Kurt Ahrensfeld: your questions.

911

02:11:07.680 --> 02:11:13.620

Kurt Ahrensfeld: At this point in time, great presentation Kim really, really informative.

912

02:11:16.410 --> 02:11:19.260

Kurt Ahrensfeld: And everybody has helped you on this project so.

913

02:11:20.700 --> 02:11:21.450

Kurt Ahrensfeld: anybody else.

914

02:11:23.520 --> 02:11:25.260

Kurt Ahrensfeld: Is our questions for that.

915

02:11:26.700 --> 02:11:31.410

Kurt Ahrensfeld: yeah but look forward to the next segment of your reputation in the next month.

916

02:11:32.910 --> 02:11:33.420

Kurt Ahrensfeld: So I think.

917

02:11:33.690 --> 02:11:34.890

Kimberly Scrivner: we're on to Joel.

918

02:11:34.980 --> 02:11:37.680

Kurt Ahrensfeld: looks like as updates.

919

02:11:39.810 --> 02:11:48.810

Joel Pfundt: All right, good evening and, once again, yes, thank you for all the feedback on the active transportation plan and holds point drive but.

920

02:11:50.160 --> 02:12:11.280

Joel Pfundt: Kim and Victoria been working really hard on the ATP update in in particular and appreciate all of your thoughtful feedback I think that'll be super helpful as we move towards the finish line here, so thank you um as for CP updates.

921

02:12:12.750 --> 02:12:21.810

Joel Pfundt: it's pretty short this month, and it has the the highlight is as many of you may or may not have heard about.

922

02:12:22.950 --> 02:12:24.360

Joel Pfundt: The concrete.

923

02:12:25.470 --> 02:12:37.110

Joel Pfundt: Workers strike is really the highlight right now with CIV projects we have another number of projects, including the totem like connector bridge.

924

02:12:38.400 --> 02:12:48.780

Joel Pfundt: And a number number of other transportation projects that are pretty much waiting for concrete to finish up pieces of sidewalk or.

925

02:12:49.950 --> 02:13:00.690

Joel Pfundt: We unfortunately started the this year's nsp program on DEMO a bunch of stuff and then the concrete.

926

02:13:01.710 --> 02:13:18.510

Joel Pfundt: strike started and so we've been having to maintain a number of you know, construction zones for much longer than I mean than we anticipated but we're we're adapting and hopefully that will meet roots, which some kind of resolution soon.

927

02:13:20.610 --> 02:13:38.070

Joel Pfundt: The next thing I wanted to mention is, I wanted to share my screen and I, I will send out the link afterwards, but um we have the city has received a governor's.

928

02:13:39.360 --> 02:13:43.380

Joel Pfundt: Smart communities Award for the village at total link.

929

02:13:45.390 --> 02:14:00.510

Joel Pfundt: That really recognizes the work that the the city, including the transportation put into transforming what you know used to be a you know pretty desolate.

930

02:14:01.590 --> 02:14:08.490

Joel Pfundt: inactive place into what it is today, as we talked about this evening.

931

02:14:10.560 --> 02:14:23.790

Joel Pfundt: As the Commission talked about this evening, it, it may not be may not be perfect, but um it's better than it could have been based on the feedback that the Commission.

932

02:14:24.480 --> 02:14:36.660

Joel Pfundt: Provided back when that project was just getting off the ground and really pushed the the the developer, and the city to do what they did to make.

933

02:14:37.680 --> 02:14:38.880

Joel Pfundt: You know one 20th.

934

02:14:38.940 --> 02:14:50.760

Joel Pfundt: As as as friendly for all modes, as it is, even though I think we all acknowledge that it is it, it may not have turned out quite the way we wanted.

935

02:14:51.990 --> 02:15:11.520

Joel Pfundt: But in so many ways it is, it has really turned out to be a great project great real revitalization of an area and really

transformation of that area into something that looks like a designated urban Center of which don't like it so.

936

02:15:12.930 --> 02:15:26.520

Joel Pfundt: The the the the city received a number of record recognitions and one of those was for the transportation Commission, and so I just wanted to share that with the group, and thank you for you know.

937

02:15:27.330 --> 02:15:34.470

Joel Pfundt: Taking your time to volunteer on the Commission and provide all the the input that you do.

938

02:15:36.390 --> 02:15:38.970

Joel Pfundt: And so, with that.

939

02:15:40.230 --> 02:15:48.450

Joel Pfundt: Those were my two major updates for this month and i'll hand it back to you curt.

940

02:15:48.990 --> 02:15:57.450

Kurt Ahrensfeld: Thank you very much, Angela was really a nice nice award there and it's and it's turning out great like you say so well used.

941

02:15:59.010 --> 02:16:05.130

Kurt Ahrensfeld: It see anybody else have any updates on what they've been doing this past month.

942

02:16:06.960 --> 02:16:07.770

Kurt Ahrensfeld: you'd like to show.

943

02:16:09.750 --> 02:16:24.450

Faith DeBolt: hey I have a couple of things, whenever request of Joel i'm just curious, and I know you would Kurt nine that about the work plan I didn't know if you wanted to share an update on kind of what that is going to look like this year.

944

02:16:25.890 --> 02:16:29.640

Joel Pfundt: yeah, thank you for that um faith, yes, so.

945

02:16:31.020 --> 02:16:36.990

Joel Pfundt: Because of the some of the code related delays kind of still.

946

02:16:39.810 --> 02:16:45.990

Joel Pfundt: reverberating here into 2022 with our 2020 2021 work plan.

947

02:16:47.370 --> 02:16:55.320

Joel Pfundt: We have really some of the key items from the last work plan to wrap up so that I think.

948

02:16:56.430 --> 02:16:59.430

Joel Pfundt: took some of the pressure off to to develop the.

949

02:17:00.720 --> 02:17:05.550

Joel Pfundt: work plan because we've got plenty on our Commission has plenty on their plate over the next couple months.

950

02:17:06.570 --> 02:17:14.610

Joel Pfundt: We will i'm the chair and vice chair and I did did meet and and Julie met.

951

02:17:16.470 --> 02:17:20.400

Joel Pfundt: gosh was I guess earlier this month to talk about.

952

02:17:21.840 --> 02:17:38.910

Joel Pfundt: Some of the updates and kind of the status of the work plan and the goal is to bring something back in the next over the next month, if not instantly in March, where we can really talk about what's coming up here over the next couple of years.

953

02:17:40.140 --> 02:17:50.550

Joel Pfundt: And of course the probably the main event was we will be wrapping up the active transportation plan and Vision Zero and then diving right into the.

954

02:17:51.300 --> 02:18:06.630

Joel Pfundt: Transportation master plan update, which will be done in parallel with the comprehensive plan update so that will be the the largest item in a pretty exciting to be looking at updating that plan.

955

02:18:08.280 --> 02:18:13.260

Joel Pfundt: Because it's you know it's already been a number of years, since it was adopted so.

956

02:18:15.240 --> 02:18:15.480

So.

957

02:18:16.590 --> 02:18:17.850

Kurt Ahrensfield: Thanks, thank you.

958

02:18:18.750 --> 02:18:29.160

Faith DeBolt: The other thing I wanted to to say is actually kind of go back to my comment earlier about I really would like to get some.

959

02:18:29.910 --> 02:18:38.610

Faith DeBolt: scouting walks or rides on the calendar, and I know we have to be careful, like we can't have the whole Commission on the same one but and.

960

02:18:39.360 --> 02:18:44.880

Faith DeBolt: Because there's just nothing like the experience of being out there in person and.

961

02:18:45.720 --> 02:18:49.560

Faith DeBolt: And this is something I have a renewed appreciation for because.

962

02:18:49.830 --> 02:19:00.510

Faith DeBolt: used to it my I just had my bike commute that was pretty much all I rode in kirkland but ever since I don't really have that anymore I go I have excuses for bike rides and I just go ride.

963

02:19:00.930 --> 02:19:09.960

Faith DeBolt: In random places that I didn't ride before and so i'm kind of getting this new experience of what it's like to ride in other parts of the city that i'm not as familiar with.

964

02:19:10.500 --> 02:19:19.770

Faith DeBolt: And that's bringing to me like Oh, this is what it's like to someone who isn't used to writing, and these are the people that were wanting to convert if they are interested.

965

02:19:20.100 --> 02:19:21.960

Faith DeBolt: into writing, and what will it take.

966

02:19:22.380 --> 02:19:28.290

Faith DeBolt: To get someone comfortable with writing you know in this area and, and so I just.

967

02:19:29.580 --> 02:19:44.370

Faith DeBolt: I mean how quickly we can do as much of the city, as we can to inform the active transportation plan update, but I just really would like to see that happen i'm happy to help organize it and.

968

02:19:45.420 --> 02:19:50.670

Faith DeBolt: But whatever is needs to happen to try to get that scheduled.

969

02:19:52.140 --> 02:19:52.410

Joel Pfundt: that's.

970

02:19:52.500 --> 02:20:01.380

Joel Pfundt: You know that's a great suggestion and something that would be really, really fun to do in a number of years ago, we did want did something.

971

02:20:02.850 --> 02:20:10.050

Joel Pfundt: In the totem lake neighbor you know, a total like walk and that was really insightful and i'm.

972

02:20:11.310 --> 02:20:20.430

Joel Pfundt: done that, at other times and it's always a really great great way to see and experience and reflect on what's out there.

973

02:20:21.570 --> 02:20:28.080

Joel Pfundt: And I would and certainly something we can look at trying to make.

974

02:20:30.150 --> 02:20:34.140

Joel Pfundt: brainstorm more how we could do that on an ongoing basis.

975

02:20:35.160 --> 02:20:42.540

Joel Pfundt: You know, an annual event or a couple times a year or make it more of a something we do.

976

02:20:43.620 --> 02:20:47.430

Joel Pfundt: As part of some of these projects as part of our kickoff.

977

02:20:49.650 --> 02:20:58.110

Joel Pfundt: Was you know we can talk about that and i'll i'll talk to talk to Julie some more about that and see what what we can come up with.

978

02:20:59.460 --> 02:21:01.470

Joel Pfundt: And I think the first one of those just.

979

02:21:03.030 --> 02:21:10.350

Joel Pfundt: To mention is trying to arrange something for the transportation Commission and the Northeast 85th street station area plan.

980

02:21:10.830 --> 02:21:11.370

Kurt Ahrensfeld: mm hmm.

981

02:21:11.820 --> 02:21:14.190

Joel Pfundt: So that's something that will be coming up here.

982

02:21:15.630 --> 02:21:18.840

Joel Pfundt: Sometime early in 2022.

983

02:21:20.520 --> 02:21:21.660

Kurt Ahrensfeld: awesome that sounds great.

984

02:21:23.220 --> 02:21:28.500

Kurt Ahrensfeld: So faith, you have your top 10 rounds already listed for the 2023 year.

985

02:21:29.160 --> 02:21:30.180

Kurt Ahrensfeld: That your favorite rounds.

986

02:21:30.450 --> 02:21:33.480

Faith DeBolt: No it's totally random whatever I feel like.

987

02:21:33.510 --> 02:21:34.320

Faith DeBolt: doing in the moment.

988

02:21:38.490 --> 02:21:48.900

Kurt Ahrensfeld: Anyway, that sounds like a great idea, though you got go on there good good thing we can do okay anybody else have anything they want to share with the group Brian.

989

02:21:49.470 --> 02:22:05.400

Brian Magee (he/him): I got just more of a question and there may not be resolution to this one, yet, but I know the neighborhood safety program has been put on hold, while there's kind of some staffing shifting going

on as a new lead been identified as of yet to get the program launched again.

990

02:22:08.370 --> 02:22:09.810

Joel Pfundt: i'll defer to Julie on that one.

991

02:22:10.560 --> 02:22:15.270

Julie Underwood: um no I thanks for bringing that up, that is something that um.

992

02:22:16.440 --> 02:22:23.610

Julie Underwood: I don't know if you follow on so i'm David Robert was our senior neighborhood.

993

02:22:25.350 --> 02:22:34.380

Julie Underwood: And was recently promoted to our communications manager, so we have that they can see there and.

994

02:22:36.270 --> 02:22:45.090

Julie Underwood: It was just determine that obviously we said well who can take it all we did ask that question, who can who can take this on.

995

02:22:46.200 --> 02:23:03.420

Julie Underwood: Because you didn't want to see a gap there but um everyone is stretched really thin and so thinking and talking with courage and jam Lopez or company to the manager who oversees the neighborhoods coordinator Program.

996

02:23:04.440 --> 02:23:10.890

Julie Underwood: Making it was wise for them to say you should pause it once recruit in get.

997

02:23:12.480 --> 02:23:19.440

Julie Underwood: A new coordinator on board and then zoom again so um yeah there was.

998

02:23:20.610 --> 02:23:36.600

Julie Underwood: There was a lot of talk with public works, I mean just as you can imagine, to determine whether or not and Joel is basically like oh my God, please I can't take anymore, so I did not even consider I Joel but thankfully, I think.

999

02:23:38.100 --> 02:23:50.190

Julie Underwood: It just made sense to just pause that for the while we recruit Another thing I don't know how many of you are kind of hiring managers in your jobs, but I will say recruiting.

1000

02:23:51.990 --> 02:23:57.930

Julie Underwood: is becoming very, very difficult right now and and no.

1001

02:23:59.880 --> 02:24:15.720

Julie Underwood: So if you see that we're have some big cities, and it does usually take a while to recruit I was trying to explain to one Council member on so under Joel is our.

1002

02:24:17.520 --> 02:24:24.090

Julie Underwood: know we have seasonal support during the summer, they come in and they paint the red curves they you know.

1003

02:24:24.810 --> 02:24:38.100

Julie Underwood: Most skill work but it's great for someone who's college student coming in, and they want to get out early at six in the morning and be done by three kind of job well, we also this last summer.

1004

02:24:39.930 --> 02:24:44.490

Julie Underwood: raise that wage, because of course the pressures of.

1005

02:24:45.990 --> 02:24:54.750

Julie Underwood: Raising wages and we didn't get a single applicant, not one and yeah so.

1006

02:24:55.890 --> 02:25:05.820

Julie Underwood: You can end, you know so and we recruited multiple times multiple times so and that's a program that i'm fortunately we suspended in 21.

1007

02:25:06.840 --> 02:25:16.710

Julie Underwood: Actually 20 because it coded you know, and then in 21 we just didn't have bodies to do it so we've got some real.

1008

02:25:17.820 --> 02:25:20.010

Julie Underwood: Operational challenges we need to.

1009

02:25:21.180 --> 02:25:24.300

Julie Underwood: Really figure out um.

1010

02:25:25.590 --> 02:25:45.210

Julie Underwood: You know, obviously i'm color will help so raising wages will help a little bit, but everyone's we raising wages to i'm not sure, but if you have a silver bullet out there to help us recruit I don't know if you've seen we put banners or cross.

1011

02:25:47.100 --> 02:25:49.230

Julie Underwood: to recruit I put we put.

1012

02:25:50.250 --> 02:26:02.040

Julie Underwood: We put magnets on our our trucks to recruit so I mean if you have ideas I mean we are paying to post on, indeed, which is not cheap, you know and we're sensitive about.

1013

02:26:02.520 --> 02:26:17.700

Julie Underwood: Where we spend our tax dollars so it's a real challenge real real challenge out there and I just asked for your patience and you know our crew side of the House is getting hit hard engineering side of the House is getting hit hard.

1014

02:26:18.960 --> 02:26:19.860

Julie Underwood: And a real challenge.

1015

02:26:21.120 --> 02:26:29.040

Brian Magee (he/him): yeah I figured that was probably the case, but I was curious, and you know, in the meantime, maybe for one of our field walks we can paint some curves at the same time.

1016

02:26:32.610 --> 02:26:34.080

Julie Underwood: I love that idea.

1017

02:26:34.200 --> 02:26:37.050

Rafael Fernandez: Oh, maybe people aren't seeing the banners because they're working from home.

1018

02:26:39.450 --> 02:26:55.020

Julie Underwood: Oh you're right it's a real challenge so right, but if you have ideas, if you know of people who might be interested in public sector work it's very meaningful so.

1019

02:26:56.310 --> 02:26:57.210

Julie Underwood: send them our way.

1020

02:26:59.190 --> 02:27:02.190

Julie Underwood: I even recruited on someone who posted on cue alerts.

1021

02:27:04.320 --> 02:27:04.710

Kurt Ahrensfeld: For it.

1022

02:27:06.180 --> 02:27:06.540

Kurt Ahrensfeld: wow.

1023

02:27:07.260 --> 02:27:10.830

Julie Underwood: I know it's yeah it's a tough time right now.

1024

02:27:11.340 --> 02:27:14.220

Kurt Ahrensfeld: everybody's facing that right now just around.

1025

02:27:14.580 --> 02:27:29.250

Julie Underwood: I think, so I think so, I see the job postings out there and there's so many right now, and the what is it the gracie nami that's happening is is happening it's really happening, no.

1026

02:27:30.570 --> 02:27:31.020

Julie Underwood: So.

1027

02:27:33.840 --> 02:27:36.690

Kurt Ahrensfeld: hey what was great is the 28.

1028

02:27:37.830 --> 02:27:50.520

Kurt Ahrensfeld: One has thinking you're not an insurance and thanks to all the speakers and organizers of the topics here thanks mutual Kim and Julie.

1029

02:27:52.110 --> 02:27:52.470

Kurt Ahrensfeld: and

1030

02:27:53.730 --> 02:27:55.230

Kurt Ahrensfeld: We will see you next time.

1031

02:27:58.950 --> 02:27:59.520

Faith DeBolt: hey.

1032

02:28:00.450 --> 02:28:01.440

Joel Pfundt: Everyone good night.