

WEBVTT

1

00:00:00.000 --> 00:00:00.630

Kurt Ahernsfeld: Welcome

2

00:00:03.149 --> 00:00:04.560

Kurt Ahernsfeld: Welcome everybody i'd like.

3

00:00:04.830 --> 00:00:07.649

Kurt Ahernsfeld: to welcome you to the February 23.

4

00:00:07.950 --> 00:00:11.670

Kurt Ahernsfeld: Meeting to meeting the other transportation commission to order.

5

00:00:12.719 --> 00:00:17.250

Kurt Ahernsfeld: First, will be calling role, since for meeting virtually all call roll that way.

6

00:00:18.480 --> 00:00:19.350

Kurt Ahernsfeld: Lisa mcconnell.

7

00:00:24.000 --> 00:00:24.540

Kurt Ahernsfeld: me.

8

00:00:27.720 --> 00:00:28.290

Kurt Ahernsfeld: AJ.

9

00:00:32.940 --> 00:00:33.690

Kurt Ahernsfeld: Fernandez.

10

00:00:37.980 --> 00:00:42.330

Kurt Ahernsfeld: Yet Michelle Clinton President, thank you.

11

00:00:43.410 --> 00:00:43.830

Michelle Quinton: and

12

00:00:44.070 --> 00:00:45.240

Kurt Ahernsfeld: Vice chair festival.

13

00:00:48.780 --> 00:00:53.010

Kurt Ahernsfeld: is not here either and principled chair i'm here.

14

00:00:54.420 --> 00:01:05.730

Kurt Ahernsfeld: let's start with the approval of the Minutes from the January 26 and 22 meeting is anybody online you have any comments or questions for me minutes.

15

00:01:11.040 --> 00:01:13.920

Kurt Ahernsfeld: Green none do we have an emotion for approval.

16

00:01:16.710 --> 00:01:17.400

Kurt Ahernsfeld: Thanks Brian.

17

00:01:19.590 --> 00:01:20.190

Kurt Ahernsfeld: Second.

18

00:01:21.900 --> 00:01:23.400

Kurt Ahernsfeld: Second, thank you.

19

00:01:25.920 --> 00:01:27.270

Kurt Ahernsfeld: Okay, all my favor say Aye.

20

00:01:29.460 --> 00:01:29.700

Brian Magee (he/him): Aye.

21

00:01:30.360 --> 00:01:31.140

Faith DeBolt: Aye Aye.

22

00:01:31.980 --> 00:01:33.390

Kurt Ahernsfeld: Thank you, that you face.

23

00:01:34.110 --> 00:01:37.650

Faith DeBolt: Yes, sorry I was having issues finding the link to join.

24

00:01:38.070 --> 00:01:38.700

Okay.

25

00:01:40.710 --> 00:01:43.110

Kurt Ahernsfeld: All right, yes i've been approved.

26

00:01:44.820 --> 00:01:49.020

Kurt Ahernsfeld: i'm France, you know if there's any attendees.

27

00:01:58.080 --> 00:01:59.490

Zoom Webinar100: they're not currently there.

28

00:02:01.080 --> 00:02:03.750

Zoom Webinar100: So there are no other comments on tonight.

29

00:02:04.470 --> 00:02:15.000

Kurt Ahernsfeld: Okay, no Okay, thank you okay um so move on to the agenda i'd like to let everybody know that we kind of pre packed agenda tonight and.

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00:02:16.290 --> 00:02:23.250

Kurt Ahernsfeld: So we're going to take a five minute break after the first chunk of the agenda, the first topic.

31

00:02:24.270 --> 00:02:30.540

Kurt Ahernsfeld: And i'll give us a little bit time just stretching you are things that we need to do at five minutes.

32

00:02:32.640 --> 00:02:33.630

Kurt Ahernsfeld: Okay, so.

33

00:02:35.010 --> 00:02:36.840

Kurt Ahernsfeld: The first thing first.

34

00:02:38.640 --> 00:02:39.240

Kurt Ahernsfeld: First.

35

00:02:40.590 --> 00:02:46.590

Kurt Ahernsfeld: topic is actually the Cross come from Korea or East link crossing at 130 second avenue northeast Slater avenue.

36

00:02:48.210 --> 00:02:56.760

Kurt Ahernsfeld: So with us today, we have, I know I see Daniel rawlings for this thing and trisha console senior planner.

37

00:02:59.400 --> 00:03:01.860

Kurt Ahernsfeld: And are you with her metrics.

38

00:03:04.260 --> 00:03:05.730

Tresia Gonzalez: Money yes what prayer metrics.

39

00:03:06.210 --> 00:03:09.960

Kurt Ahernsfeld: Okay, great great thanks everybody for attending.

40

00:03:11.820 --> 00:03:20.610

Kurt Ahernsfeld: This this particular thing topic is going to be by understand we're looking for input from a transportation Commission on.

41

00:03:21.630 --> 00:03:28.560

Kurt Ahernsfeld: The criteria for the study mainly and also, so the policy level and because it's at the very.

42

00:03:30.630 --> 00:03:39.180

Kurt Ahernsfeld: start of the projects and alternatives have believed up yet so that's the focus of our input for this evening.

43

00:03:40.710 --> 00:03:44.580

Kurt Ahernsfeld: So I guess i'll ask you folks to take it away.

44

00:03:48.000 --> 00:03:48.960

Danny Rawlings: All right, thank you.

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00:03:50.190 --> 00:03:58.830

Danny Rawlings: Everyone knows darlings transportation engineer with the city, I thank you all for having a song tonight really excited to present to you all on the.

46

00:03:59.190 --> 00:04:09.360

Danny Rawlings: cic Israel crossing study joined by few other members of the project team includes kerber with King county parks.

47

00:04:11.280 --> 00:04:20.460

Danny Rawlings: Sean volcanoes with the B plus n structural design he's helping out with the analysis, the bridge and tunnel options for the study and also.

48

00:04:20.850 --> 00:04:32.130

Danny Rawlings: trisha Gonzales but our metrics, who is the branch manager for this study so start with a quick introduction of this project and then i'll hand things off to trisha.

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00:04:33.300 --> 00:04:45.720

Danny Rawlings: So, as you all may be aware, King county is going to complete a section of the East trail later this year that will connect kirkland with woodinville.

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00:04:46.560 --> 00:04:54.450

Danny Rawlings: The section will run from where the sea Casey currently ends at Slater avenue flash 130 second avenue.

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00:04:55.290 --> 00:05:05.970

Danny Rawlings: run to the willis road connector and then on to northeast 140 fifth street in woodinville and when this section of trail is completed.

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00:05:06.480 --> 00:05:23.520

Danny Rawlings: They will unfortunately be one missing link the crossing of 130 second avenue trail users will have to detour to the Northeast when 24th street and Slater avenue intersection south, which is not a very convenient path.

53

00:05:24.900 --> 00:05:41.430

Danny Rawlings: And a quick side, where this crossing it is located Slater avenue transitions into 130 second avenue so you'll hear us refer to this road by both these names, I think we mostly stick to 130 second avenue so start that causes any confusion.

54

00:05:42.690 --> 00:05:43.110

Danny Rawlings: anyways.

55

00:05:44.550 --> 00:06:02.130

Danny Rawlings: The goal of this study is to identify a preferred crossing concept for eventual implementation, we will be evaluating accurate options, like a civilized crossing and also great separated options, like a tunnel.

56

00:06:03.630 --> 00:06:10.470

Danny Rawlings: A lot of factors that we're going to need to weigh prioritize during the study so high volume five lane road and.

57

00:06:10.920 --> 00:06:20.130

Danny Rawlings: Only a few the crossing is only a few hundred feet from one of the busiest intersections in the city, so we want to provide a crossing, that is.

58

00:06:20.790 --> 00:06:28.770

Danny Rawlings: safe and accessible for trail users but also ideally has minimal impacts on traffic so by the end of the study.

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00:06:29.460 --> 00:06:42.990

Danny Rawlings: We will have a recommendation on a preferred crossing concept and which will likely take the form of a short term and long term solution so with all That said, I will hand things off to trisha thanks.

60

00:06:47.520 --> 00:06:50.640

Tresia Gonzalez: thanks for that Danny i'm gonna see if I can share my screen.

61

00:06:58.860 --> 00:07:00.990

Tresia Gonzalez: whoops did it stop sharing.

62

00:07:04.920 --> 00:07:05.310

We go.

63

00:07:07.500 --> 00:07:07.860

Okay.

64

00:07:10.080 --> 00:07:16.380

Tresia Gonzalez: here's a pretty detailed flow chart really kind of maps out how the projects can go and.

65

00:07:17.640 --> 00:07:18.060

Joel Pfundt: trisha.

66

00:07:18.420 --> 00:07:19.620

Joel Pfundt: it's still not sharing.

67

00:07:20.010 --> 00:07:20.880

Tresia Gonzalez: it's not sharing.

68

00:07:23.550 --> 00:07:23.820

Joel Pfundt: Ah.

69

00:07:25.110 --> 00:07:25.620

Joel Pfundt: There we go.

70

00:07:29.670 --> 00:07:33.600

Tresia Gonzalez: Second, while I get my view back so I can see you guys i'm talking.

71

00:07:35.670 --> 00:07:37.470

Tresia Gonzalez: it's going to be as good as it gets right.

72

00:07:38.700 --> 00:07:46.860

Tresia Gonzalez: So i'm sharing here the flow of the project, and I could spend a lot of time on all the other lines on here, but what I wanted to show you is what work we've done.

73

00:07:47.310 --> 00:07:59.430

Tresia Gonzalez: And what we'll do before we update you guys again back in April so kick the project off in January and collected some data traffic data.

74

00:08:00.000 --> 00:08:10.650

Tresia Gonzalez: To where the wetlands that RAD utilities and major conflicts and pull together some high level screening criteria that we then reviewed with the city and the county in a workshop yesterday.

75

00:08:11.490 --> 00:08:19.320

Tresia Gonzalez: And the point of this first piece of work is really to identify who the key issues are going to have to work around and figure out how to balance.

76

00:08:19.890 --> 00:08:35.490

Tresia Gonzalez: A solution as Danny noted and we're trying to balance, improving the Austrian by flow across the corridor and ideally not have significant impacts to traffic or the environment surrounding.

77

00:08:36.900 --> 00:08:41.250

Tresia Gonzalez: So we're here, the first mission, update and then after we're done here today.

78

00:08:42.090 --> 00:08:57.960

Tresia Gonzalez: we're going to go back and start laying out different options to look at to this to ag means that grade to grade separated options, so we look at a couple different approaches to moving people across at grade and then we'll look at a tunnel and a bridge likely.

79

00:09:00.330 --> 00:09:14.490

Tresia Gonzalez: Where we have regular check ins with the city as we work through this because, again we're really bouncing several different

criteria and we'll work with them to come up with a recommendation that then we'll bring back to you in April and then update the city council.

80

00:09:18.210 --> 00:09:20.280

Tresia Gonzalez: So some things to think about.

81

00:09:21.570 --> 00:09:29.550

Tresia Gonzalez: we're in the time of coven and so we've collected traffic counts and we fortunately, because the city has a really robust.

82

00:09:30.300 --> 00:09:47.010

Tresia Gonzalez: Data collection system we have historic accounts to look back at at the at 120 fourth and Slater 130 second and we can look at how traffic winds have changed since coven, and that makes the coven thing makes it hard to forecast in the future right so.

83

00:09:48.090 --> 00:09:54.180

Tresia Gonzalez: We usually traffic live just increases you go through time they've dropped and generally in the puget sound region.

84

00:09:55.200 --> 00:09:59.100

Tresia Gonzalez: Daily volumes might be lower than pre coated times but peak hour.

85

00:10:00.120 --> 00:10:02.910

Tresia Gonzalez: have generally returned to pre code level.

86

00:10:04.380 --> 00:10:10.680

Tresia Gonzalez: The peak periods might be shorter, but when you look at the peak during the evening commute the volumes tend to be about the same.

87

00:10:11.280 --> 00:10:26.670

Tresia Gonzalez: And in a lot of locations in the puget sound that's not the case here, so at our critical intersection of 130 second and when, and when 24th we're still showing volumes about our accounting volumes about 20 or 30% lower than 2019.

88

00:10:28.080 --> 00:10:42.840

Tresia Gonzalez: And the difficulty with that is that we are not certain if that's a permanent change due to work from home and in other changes since coven or will those volumes return in the future, as we get back to normal.

89

00:10:43.950 --> 00:10:52.470

Tresia Gonzalez: So with that because everywhere else does seem to settle out in this location is still low we're going to start with the assumption that.

90

00:10:53.310 --> 00:11:02.400

Tresia Gonzalez: 2022 is our new norm and grow from there, but as we work through this analysis we're going to there's there is a lot of uncertainty with David.

91

00:11:02.910 --> 00:11:10.050

Tresia Gonzalez: And we're just going to be direct about that, so what we'll do is when we start testing different scenarios, specifically at grade crossings.

92

00:11:10.620 --> 00:11:20.730

Tresia Gonzalez: Instead of focusing specifically on forecast years we'll forecast or focus on what amount of growth would quote break the system.

93

00:11:21.510 --> 00:11:36.810

Tresia Gonzalez: And then loosely assign that to a year, and so that way we'll just know you know if we identify a solution is it going to be feasible once again to operate well for five years 20 years or or a year, you know we'll build a gauge that.

94

00:11:39.750 --> 00:11:43.260

Tresia Gonzalez: And questions or do we want to take questions at the end, I think.

95

00:11:44.130 --> 00:11:44.640

um.

96

00:11:45.870 --> 00:11:46.350

Kurt Ahernsfeld: I think.

97

00:11:47.700 --> 00:11:53.040

Kurt Ahernsfeld: If there's a survey once the ass question, we can take that but, in general, we probably want to see.

98

00:11:54.180 --> 00:11:55.560

Kurt Ahernsfeld: Different most of the end.

99

00:11:56.670 --> 00:11:56.940

Kurt Ahernsfeld: yeah.

100

00:12:01.980 --> 00:12:19.380

Tresia Gonzalez: we've also gone and looked at some data on wetlands and utilities and the supplies lot to sean's work so Sean is our structural rich guy and so Sean can you give a brief description of some of the key issues and a quarter.

101

00:12:20.760 --> 00:12:21.330

Schaun Valdovinos: sure.

102

00:12:22.590 --> 00:12:34.650

Schaun Valdovinos: So yeah we're looking at here at the intersection so the trail corridors running more east, west a couple key things to note is the property right away.

103

00:12:35.220 --> 00:12:46.560

Schaun Valdovinos: If you look at the kind of purple lines on the on the West side they don't line up with the East side and there's a bit of a shift there between the two right away lines and.

104

00:12:47.190 --> 00:12:58.530

Schaun Valdovinos: Danny actually did a lot of research and figured out that there was some land exchanges and sell offs that have caused that so what that means is there's a little bit less room.

105

00:12:59.070 --> 00:13:19.770

Schaun Valdovinos: To put in a great separated structure on the West side and i'll talk about some of the utilities we've got a York force main running through this quarter along the south edge of the trail that's a twin force main pretty large fights it's I believe a 40 236 inch pipe.

106

00:13:21.060 --> 00:13:32.220

Schaun Valdovinos: And there's a 25 foot easement associated with that so any great separated work, we tend to need to be at the existing trail or north of that trail.

107

00:13:33.300 --> 00:13:50.310

Schaun Valdovinos: I another constraint is just the sensitive areas there are wetlands there's a pretty large ditch running along the North side conveying a lot of flow they Toyota dealer north of the site actually puts a lot of its drainage into that ditch.

108

00:13:51.390 --> 00:13:57.840

Schaun Valdovinos: So, adding the great separated would tend to mean to relocate that ditch just something to flag.

109

00:13:59.760 --> 00:14:16.590

Schaun Valdovinos: The other thing and now we're looking at it, this is a PSC proposed utility lines will read power that'll run through the quarter, and you can see, to 17 to 16 to 2214 those four Poles would tend to get affected by.

110

00:14:18.240 --> 00:14:21.510

Schaun Valdovinos: A great separated crossing probably need to relocate those.

111

00:14:22.710 --> 00:14:36.510

Schaun Valdovinos: At that time, there's also an existing psu line that runs along the East side of 130 second so a bridge would need to have those lines raised to get under it, but it looks feasible.

112

00:14:37.890 --> 00:14:41.220

Schaun Valdovinos: And then within the road core of 130 second there is.

113

00:14:42.960 --> 00:14:44.370

Schaun Valdovinos: A calm duck think.

114

00:14:44.730 --> 00:15:01.050

Schaun Valdovinos: that's pretty deep, there is a North shore sewer line it's an eight inch line it's also pretty deep so those two tend to get affected with any sort of tunnel crossing they need to be relocated and then there's water and gas, but those are at a higher level.

115

00:15:02.550 --> 00:15:07.380

Schaun Valdovinos: And the final one is the fiber optics that run along the south edge of the quarter as well.

116

00:15:09.030 --> 00:15:17.820

Schaun Valdovinos: And then one last thing i'd point out is just the billboard we're talking about this here's an existing billboard on the South West corner.

117

00:15:20.700 --> 00:15:22.380

Schaun Valdovinos: Of the site and.

118

00:15:23.640 --> 00:15:25.620

Schaun Valdovinos: Not just something to note, I guess, as far as.

119

00:15:26.760 --> 00:15:29.070

Schaun Valdovinos: Visibility a bridge would tend to block that a little bit.

120

00:15:32.160 --> 00:15:33.030

Schaun Valdovinos: Oh sorry.

121

00:15:35.130 --> 00:15:36.000

Schaun Valdovinos: guys too technical.

122

00:15:37.800 --> 00:15:42.720

Schaun Valdovinos: yeah my my fault I wasn't sure, is there a particular question.

123

00:15:43.260 --> 00:15:49.410

Faith DeBolt: Well, I would, I think probably on the order of half of the transportation Commission our transportation professionals.

124

00:15:49.650 --> 00:15:50.580

myself included.

125

00:15:51.660 --> 00:15:59.790

Faith DeBolt: So, especially I think it's more some of the not necessarily transportation, but the underground utilities and some of those terms you're using and is like.

126

00:16:01.140 --> 00:16:02.940

Schaun Valdovinos: Oh yeah I.

127

00:16:03.870 --> 00:16:05.670

Schaun Valdovinos: guess maybe i'll just summarize it really quickly.

128

00:16:05.790 --> 00:16:12.750

Schaun Valdovinos: The York main it's the York is just the name of the sewer line really large sanitary sewer line so it's just conveying.

129

00:16:14.190 --> 00:16:24.090

Schaun Valdovinos: flows regionally and something you don't really want to have to relocate it's a pressurized sewer so it's it's under a lot of load.

130

00:16:24.780 --> 00:16:31.950

Schaun Valdovinos: The overhead power that's just like telephone Poles, you know, like but it's carrying power and they're putting these down a corridor.

131

00:16:32.610 --> 00:16:46.680

Schaun Valdovinos: And there's overhead power lines that run a long 130 second you know just just along the edge of the shoulder communications that's like your fiber optic telephone lines, those are buried and those run along the East side of 130 seconds.

132

00:16:49.230 --> 00:16:55.140

Schaun Valdovinos: yeah and then other items, just like I was mentioning gas and water Those are just my Apps that run in the ground.

133

00:16:57.210 --> 00:17:02.340

Schaun Valdovinos: That, if you put a tunnel you just need to protect them or relocate those.

134

00:17:04.590 --> 00:17:07.440

Schaun Valdovinos: Hopefully that helps with some of the language.

135

00:17:10.500 --> 00:17:12.300

Kurt Ahernsfeld: Thank you um is there.

136

00:17:13.530 --> 00:17:20.100

Kurt Ahernsfeld: Any proposed transmission line realignments in this area may where I mentioned that, but you know they.

137

00:17:20.970 --> 00:17:38.370

Schaun Valdovinos: So they the yellow line that we're looking at on this page is a proposed new lines, this is a new original line that puget sound energy is planning to put in Okay, and it runs all the way from four or five and jogs down here continues towards redmond so it's a.

138

00:17:39.840 --> 00:17:49.440

Schaun Valdovinos: it's been something in the works for a while I don't know if they're bracing are affecting the lines long 130 second to this that that's another question.

139

00:17:50.400 --> 00:17:54.270

Schaun Valdovinos: um I think it might just kind of weave through i'm not sure which ones higher than the other.

140

00:17:56.550 --> 00:17:57.420

Kurt Ahernsfeld: Okay, thanks.

141

00:17:58.110 --> 00:17:58.440

yeah.

142

00:18:00.870 --> 00:18:06.810

Tresia Gonzalez: hey let's let's say a quick clip of some of the stuff we've collected coursers.

143

00:18:08.340 --> 00:18:11.610

Tresia Gonzalez: Lisa has a quick yep I see i'm sorry Lisa.

144

00:18:12.420 --> 00:18:31.800

Lisa McConnell: And Sean do you know the timeframe for the PSC substation line that's going in and can we coordinate with their build and our build a sense, you know they're going to be wrapping up trail, at the same time, it may be who've us to do, coordinate these together.

145

00:18:33.120 --> 00:18:38.970

Schaun Valdovinos: yeah yeah that psu line has been in the works for quite some time so.

146

00:18:40.020 --> 00:18:50.520

Schaun Valdovinos: I was working on the total late connector design and they were thinking it was going to go in and a couple of years that's that's back like 2019 so it's been delayed several times.

147

00:18:51.150 --> 00:19:02.400

Schaun Valdovinos: And I think they had it right away issue at one end and now they're really trying to get it done i've i've heard, they want to start in a year, but I would you know I would definitely flag it, you know, like it's an important.

148

00:19:04.200 --> 00:19:13.680

Schaun Valdovinos: Coordination item, I think, to be able to allow for great separated crossing at some future date without you know, having major impacts that I think.

149

00:19:14.730 --> 00:19:17.550

Schaun Valdovinos: It would be you know it'd be useful to try to.

150

00:19:19.410 --> 00:19:21.120

Schaun Valdovinos: coordinate a little bit of their alignment.

151

00:19:23.070 --> 00:19:28.320

Lisa McConnell: But I would also like, because it goes by that line continues down.

152

00:19:29.370 --> 00:19:31.740

Lisa McConnell: The corridor and then kind of jogs up.

153

00:19:32.820 --> 00:19:44.490

Lisa McConnell: Is it one at by Fred Meyer yeah and I would like to also coordinate with them to put like bike if they're going to be disrupting.

154

00:19:44.970 --> 00:19:56.700

Lisa McConnell: Along the four or five to be able to get a bike lane in there if they're going to be, you know installing or clearing you know it'd be nice at that point to put a bike lane, and so I would like to.

155

00:19:58.950 --> 00:20:05.280

Lisa McConnell: coordinate with this, you know the PSC project for this end of the the quarter and the other end of the corridor.

156

00:20:06.570 --> 00:20:14.400

Lisa McConnell: To you know, maybe coordinate some efforts so that we don't have to rip up a road and then rip it up again and.

157

00:20:16.050 --> 00:20:16.500

Lisa McConnell: So.

158

00:20:17.310 --> 00:20:21.780

Lisa McConnell: I would, I would really like to get together on that one.

159

00:20:24.210 --> 00:20:26.850

Danny Rawlings: I cannot jump in for a SEC on this too.

160

00:20:27.930 --> 00:20:36.270

Danny Rawlings: So my understanding and Joel or came if you're also on this to feel free to correct me but I don't think they have submitted a permit yet.

161

00:20:36.690 --> 00:20:49.080

Danny Rawlings: For this, so you know, during that review process will have hopefully the ability to comment on some of the locations of the polls, I don't think it's very likely that PSC will.

162

00:20:50.220 --> 00:20:55.170

Danny Rawlings: move the line from the north side of the sea Casey to the south side they had.

163

00:20:56.790 --> 00:21:07.830

Danny Rawlings: several reasons for for running it along that and and it seems unlikely they move from that path so, but we, I believe we still have the ability to comment during the pervert review.

164

00:21:10.770 --> 00:21:11.940

Joel Pfundt: yeah and um.

165

00:21:13.110 --> 00:21:30.360

Joel Pfundt: that's a good point Lisa and we will definitely follow up and make sure that you're the Commission knows kind of where that prod project is at um we do have an easement when we when we, the city purchased this.

166

00:21:31.740 --> 00:21:33.930

Joel Pfundt: Part of that purchase was.

167

00:21:36.270 --> 00:21:50.610

Joel Pfundt: Part of the funding was provided by PSE and they purchased an easement over the the ck see as well, so we have, we need to work with them to make sure that they.

168

00:21:52.050 --> 00:21:59.880

Joel Pfundt: They have access to put their put their this new line in so that's part of kind of what we're trying to balance to is is.

169

00:22:01.470 --> 00:22:07.170

Joel Pfundt: is their right to do that, but certainly something we were interested in coordinating with them on.

170

00:22:15.210 --> 00:22:18.150

Kurt Ahernsfeld: Good I think Brian did you have a question.

171

00:22:19.830 --> 00:22:20.070

Kurt Ahernsfeld: or.

172

00:22:21.120 --> 00:22:22.860

Brian Magee (he/him): partially answered i'll hold off for now.

173

00:22:23.430 --> 00:22:24.720

Kurt Ahernsfeld: Okay, thank you.

174

00:22:28.440 --> 00:22:34.800

Tresia Gonzalez: Alright, so we use that information to help define for us what are our.

175

00:22:36.060 --> 00:22:43.500

Tresia Gonzalez: Our goals and as measured by so knowing, so what some of the conflicts are the things we're going to hit as we work through this that helped us kind of frame this up.

176

00:22:44.280 --> 00:22:55.380

Tresia Gonzalez: And the next couple of pages, I think, were provided to you guys and advance and what what this does is list out the goals and then the in terms of the things we want to do, and the positive and then.

177

00:22:55.890 --> 00:23:09.180

Tresia Gonzalez: How we want to minimize the impact or the offsets so this first lump this first section here is related to improving the non motorized connections and then the next section is.

178

00:23:09.990 --> 00:23:17.940

Tresia Gonzalez: In a way, that fits in the environment, and then the next section is looking at the offsets are the impacts to traffic environment and everything else around it.

179

00:23:19.440 --> 00:23:34.620

Tresia Gonzalez: So we provided this to again to the curriculum team is working on this project, and in order to occur to yesterday and went through this this in pretty good detail with the goals were and then how we measure them and then identified if there's any thresholds.

180

00:23:35.730 --> 00:23:37.500

Tresia Gonzalez: So there's.

181

00:23:38.700 --> 00:23:46.710

Tresia Gonzalez: visibly infinite options, you could do many, many iterations you start looking at these things like how are we going to balance all these different pieces.

182

00:23:47.670 --> 00:23:56.640

Tresia Gonzalez: So we're looking at this, the lens of how do we make the best Mon Mon or his connection and then, what do we do to minimize those those offsets and.

183

00:23:57.660 --> 00:24:10.890

Tresia Gonzalez: I want you guys to think about these goals and if there's anything that we missed, we can talk about the stand and we'd love to get your input on this, so the main goals are to improve the safety of crossings and connection connections.

184

00:24:11.910 --> 00:24:19.500

Tresia Gonzalez: Have intuitive crossings and look at the user comfort and we'll measure that or.

185

00:24:20.760 --> 00:24:28.620

Tresia Gonzalez: In terms of design standards will look at cues in the corridor and make sure that they're sightlines to the crossing are clear.

186

00:24:29.220 --> 00:24:43.140

Tresia Gonzalez: So, in particular there's a South down queue for traffic on 130 seconds later approaching 120 fourth the queue through where the crossing is that today that'll be something we need to work through in terms of safety of the crossing and connections.

187

00:24:45.420 --> 00:24:47.310

Tresia Gonzalez: also look at the lay.

188

00:24:48.690 --> 00:24:52.530

Tresia Gonzalez: minimizing delay and make sure it's a direct route, so that people aren't.

189

00:24:54.000 --> 00:24:56.190

Tresia Gonzalez: inclined to start a process.

190

00:24:58.200 --> 00:25:05.610

Kurt Ahernsfeld: Is has there been any discussion about the Posted speed on North lake there your session.

191

00:25:07.140 --> 00:25:18.030

Tresia Gonzalez: Those are things that we can consider so at this point like we're just defining basically the parameters that we're working within so we got to give engineers bumpers.

192

00:25:19.170 --> 00:25:24.810

Tresia Gonzalez: really do is all like here, this is a wild how wild you can go in and or the other but stay within these bumpers.

193

00:25:25.260 --> 00:25:30.150

Tresia Gonzalez: And then, like that what you suggested, would be a solution that could fit maybe within that that set.

194

00:25:33.450 --> 00:25:43.080

Tresia Gonzalez: yep so, then the next goal was to identify something that fits within the context of the environment so look at aesthetics and scale.

195

00:25:44.340 --> 00:25:47.520

Tresia Gonzalez: To can relate it to the Jason land uses.

196

00:25:49.230 --> 00:25:52.050

Tresia Gonzalez: If you're on the trailer you can easily access them.

197

00:25:55.290 --> 00:26:03.450

Tresia Gonzalez: Except was more about the offset so do those things but minimize impacts, to the others, and the others are.

198

00:26:04.290 --> 00:26:19.110

Tresia Gonzalez: Traffic so get a couple of different criteria here for traffic looking a vehicle delays at the two key intersections the person being northeast 120 fourth and Slater to signal and then to the north, the next intersection is a to a stop control at.

199

00:26:20.670 --> 00:26:25.560

Tresia Gonzalez: Slater 130 second with 126 missing the label there.

200

00:26:26.790 --> 00:26:30.270

Tresia Gonzalez: And then thing we want to think about is if we are to do some kind of like.

201

00:26:31.740 --> 00:26:46.980

Tresia Gonzalez: Signals history and crossing, how would that work with that downstream intersection and that intersection is actually part of a whole coordinated system along with 24th so you know we don't want to start monkeying with the whole flow 120 fourth and how do we make those two fit together.

202

00:26:48.570 --> 00:26:50.640

Tresia Gonzalez: we're also going to go ahead and look at the cues.

203

00:26:51.720 --> 00:27:03.960

Tresia Gonzalez: On 130 second insulator between 124 straight just the signal and 126 place so if we were to put a crossing like a signal is pedestrian crossing.

204

00:27:05.010 --> 00:27:05.940

Tresia Gonzalez: you'd want to consider.

205

00:27:07.020 --> 00:27:19.860

Tresia Gonzalez: A couple different queues one would be if you stop people midway with that Q spill back and impact the signal that at 120 fourth or with a cell phone Q coming down the road, would it go back to that to a stock control.

206

00:27:21.120 --> 00:27:22.020

Tresia Gonzalez: And what would that look like.

207

00:27:24.240 --> 00:27:32.220

Tresia Gonzalez: So wanted to consider in facts to traffic safety, so earlier on in the criteria we talked about history and safety, and this is from the vehicle perspective.

208

00:27:34.470 --> 00:27:52.530

Tresia Gonzalez: Look at the impacts to right away critical areas drainage groundwater impacts utilities and last one so sound transit has easement in the quarter, and as I understand, like week there was potentially use for running.

209

00:27:53.820 --> 00:27:59.940

Tresia Gonzalez: Some Danny out this the transit on the quarter, but that is likely not to be but there's still.

210

00:28:01.380 --> 00:28:05.220

Tresia Gonzalez: The issue that sound transit has easement rights in this area.

211

00:28:08.130 --> 00:28:08.280

yeah.

212

00:28:09.660 --> 00:28:11.310

Danny Rawlings: yeah I think I might defer to Joel on this one.

213

00:28:11.430 --> 00:28:11.790
yeah.

214
00:28:14.430 --> 00:28:15.720
Joel Pfundt: yeah so i'm.

215
00:28:17.100 --> 00:28:31.590
Joel Pfundt: Similar to PCs easement and right to be in the corridor,
there is also a similar agreement with sound transit and there they have
a.

216
00:28:32.340 --> 00:28:51.030
Joel Pfundt: easement to place high capacity transit within the ck see
East rail quarter, because they were part of the group of agencies that
purchase the the project mean purchase the corridor and purchase that
right to put.

217
00:28:52.320 --> 00:29:11.580
Joel Pfundt: High capacity transit in the corridor, the one nuance,
though, is that once you once one moves beyond the totem lake area and
out towards this area that is headed into the Spanish river Valley.

218
00:29:12.660 --> 00:29:24.120
Joel Pfundt: Sound sound transit parts of sound transit one talks to says
that it's you know increasingly less likely that there would be high
capacity transit.

219
00:29:24.660 --> 00:29:42.390
Joel Pfundt: out in this part of the corner, because they would likely do
something like head North in the four or five quarter or something like
that it's all very theoretical, but um what we do have to consider is
that sound transit continues to have a legal right to put.

220
00:29:43.980 --> 00:29:46.200
Joel Pfundt: I capacity transit here in the future.

221
00:29:48.960 --> 00:29:49.410
Kurt Ahernsfeld: Lisa.

222
00:29:51.090 --> 00:29:57.450
Lisa McConnell: So what did the city do in their discussions when they
were putting the bridge over 120 fourth what kind of.

223
00:29:58.770 --> 00:30:04.770

Lisa McConnell: Agreement or understanding do they have with sound transit with the big bridge they're putting over 120 fourth and.

224

00:30:06.630 --> 00:30:07.710

Lisa McConnell: In the time like area.

225

00:30:08.700 --> 00:30:13.800

Schaun Valdovinos: I could speak to that the idea, there was that the transit would be on the.

226

00:30:15.030 --> 00:30:21.480

Schaun Valdovinos: East side of the quarter, so the bridge is shifted to the West side of the quarter and it allows how transit to come in.

227

00:30:23.790 --> 00:30:31.500

Schaun Valdovinos: and be able to put in tracks, because I think the idea that we understood at the time was to tie in to watch 24 hours and transit might go.

228

00:30:32.520 --> 00:30:39.840

Schaun Valdovinos: might be rubber tired or something different than their other rail system, so there was room it's 100 foot quarter.

229

00:30:40.980 --> 00:30:51.750

Schaun Valdovinos: And here it's at foot, we have that funny shift which kind of reduces the effectiveness of the quarter as well, so gets a little tighter here.

230

00:30:52.590 --> 00:30:52.890

Okay.

231

00:30:59.970 --> 00:31:00.420

Kurt Ahernsfeld: Thanks.

232

00:31:01.260 --> 00:31:10.200

Tresia Gonzalez: And then the last category is just the feasibility of the solution so looking at cost scheduled to construct it considering.

233

00:31:10.920 --> 00:31:23.280

Tresia Gonzalez: Potentially closer to the trail, as you construct long term maintenance lifecycle costs, this really gets to if we had a tunnel and he had to pump and the cost of maintaining that.

234

00:31:25.080 --> 00:31:33.960

Tresia Gonzalez: And then the last is again groundwater place to the tunnel options really identify require pump Tang keeping the tunnel dry.

235

00:31:36.180 --> 00:31:43.140

Kurt Ahernsfeld: um what other thing was you probably only illumination improvements in one of these categories.

236

00:31:47.640 --> 00:31:49.650

Tresia Gonzalez: Where would you put that or what would that.

237

00:31:49.710 --> 00:31:53.610

Kurt Ahernsfeld: yeah where would that be would that be in detail leads or would that be in their.

238

00:31:54.840 --> 00:32:04.590

Kurt Ahernsfeld: structure or no, it seems like you would want to have a beef to illumination system at the crossing one way or the other.

239

00:32:05.160 --> 00:32:07.740

Tresia Gonzalez: If it's yeah yeah for an upgrade.

240

00:32:08.790 --> 00:32:20.280

Kurt Ahernsfeld: yeah sorry even you know, maybe some of the others to just approaches if you're going on overhead or underground you probably want to have well if the underground tunnel, the safety issues with the tunnel.

241

00:32:21.330 --> 00:32:38.520

Tresia Gonzalez: yeah so at this point, we want to make sure that I captured if it's a significantly costs or maintenance issue or if it if one option or the other would require more elimination, I think, even if we have we have for thinking of a bridge are still thinking of some kind of.

242

00:32:39.570 --> 00:32:41.670

Tresia Gonzalez: Essentially upgrade crossing right or.

243

00:32:43.260 --> 00:32:45.960

Tresia Gonzalez: It isn't i'm getting two solutions already so.

244

00:32:47.130 --> 00:32:50.460

Kurt Ahernsfeld: yeah yeah just the factor I guess.

245

00:32:50.490 --> 00:32:51.630

Tresia Gonzalez: yeah yeah.

246

00:32:53.940 --> 00:32:54.900

Kurt Ahernsfeld: Okay, thank you.

247

00:32:55.440 --> 00:32:55.710

Okay.

248

00:32:58.980 --> 00:33:12.030

Tresia Gonzalez: We always kind of define these things in the beginning, and then, if you go through it and we find that there's the way that we define the criteria we find that there's a big deal differentiator that's not captured here correctly, you know we can call that out again.

249

00:33:13.380 --> 00:33:21.540

Tresia Gonzalez: This is the The goal is how we're going to screen things, but sometimes you know you find like again something big that needs to get called out separately.

250

00:33:23.460 --> 00:33:23.730

Tresia Gonzalez: let's.

251

00:33:25.620 --> 00:33:28.620

Tresia Gonzalez: redefine the goal, so that point refine them but add.

252

00:33:29.640 --> 00:33:30.210

Tresia Gonzalez: To this.

253

00:33:31.890 --> 00:33:32.310

Kurt Ahernsfeld: Okay.

254

00:33:34.320 --> 00:33:34.650

Tresia Gonzalez: All right.

255

00:33:35.850 --> 00:33:41.160

Tresia Gonzalez: that's all I have so what the next steps, then open up to more questions.

256

00:33:41.430 --> 00:33:41.730

yeah.

257

00:33:42.780 --> 00:33:43.440

Tresia Gonzalez: So.

258

00:33:44.580 --> 00:33:51.840

Tresia Gonzalez: We are going to go back and do some analysis starting for our grade word is traffic lead and we'll look at.

259

00:33:54.600 --> 00:34:03.450

Tresia Gonzalez: Look at whether we could do signal is crossing and then, what does that do to traffic and if it has traffic impacts then we'll start looking at.

260

00:34:04.140 --> 00:34:16.320

Tresia Gonzalez: Do we need to change signal timing or channel ization are there ways to optimize the system, and while i'm doing that sean's going to be off working on the bridge and the tunnel options so taking what he knows now.

261

00:34:19.380 --> 00:34:21.870

Tresia Gonzalez: Continuing to lay that out and.

262

00:34:23.040 --> 00:34:36.870

Tresia Gonzalez: Work with city county stuff through this and we'll make a recommendation on what we think the short and long term strategy are from those to upgrade and upgrade separated and come back and update you guys at the end of April and then me with city council on me.

263

00:34:38.940 --> 00:34:45.510

Kurt Ahernsfeld: Okay, great um you mentioned that you're going after some funding.

264

00:34:46.920 --> 00:34:50.820

Kurt Ahernsfeld: um what's the loan schedule kind of thoughts.

265

00:34:55.320 --> 00:34:56.280

Kurt Ahernsfeld: In terms of like what.

266

00:34:58.650 --> 00:35:03.390

Joel Pfundt: I can, I can take her initial crack at that um.

267

00:35:04.890 --> 00:35:13.860

Joel Pfundt: It does kind of depend on well not kind of it does depend on the conclusion of the study.

268

00:35:15.270 --> 00:35:25.770

Joel Pfundt: A grade separated alternative well that's based on the assumption that and I think it's probably fairly safe, one that A grade separated me.

269

00:35:26.340 --> 00:35:35.550

Joel Pfundt: An ad grade alternative is going to cost significantly would cost significantly less than me sort of grades grades separated alternative.

270

00:35:36.270 --> 00:35:52.080

Joel Pfundt: So um what we are looking at is right now there is a grant cycle that is open, through the puget sound regional council for federal grant funding for.

271

00:35:53.610 --> 00:36:03.870

Joel Pfundt: I think it's it's a couple years out they program their money on their grant funding multiple years out, and so our plan is to.

272

00:36:04.890 --> 00:36:09.090

Joel Pfundt: submit for a for construction for that.

273

00:36:10.500 --> 00:36:25.530

Joel Pfundt: If a if a at grade alternative is found to be feasible, so that would mean that we would be you know designing and constructing something in a three four year timeframe.

274

00:36:27.120 --> 00:36:45.330

Joel Pfundt: If we don't identify a at grade solution that is workable, you know either in some form or fashion, then this location will probably it will become a you know, a much larger project that we will have to work on.

275

00:36:46.950 --> 00:36:51.810

Joel Pfundt: You know cobbling the funding together for over a longer period of time.

276

00:36:52.830 --> 00:36:53.220

Kurt Ahernsfeld: sure.

277

00:36:57.870 --> 00:36:58.230

Tresia Gonzalez: Right.

278

00:37:00.720 --> 00:37:10.530

Brian Magee (he/him): yeah so kind of thinking about this, as we are drafting the alternatives just a couple of thoughts I had, starting with the grade separated options.

279

00:37:12.000 --> 00:37:19.200

Brian Magee (he/him): Being able to depict some of those and what they might actually look at for people's understanding and knowing that connections to the sea Casey are really important.

280

00:37:20.040 --> 00:37:28.890

Brian Magee (he/him): Both for the Community and just for people that immediately live and work in this area, making sure that we don't get kind of tunnel visioned but perhaps on.

281

00:37:29.700 --> 00:37:43.980

Brian Magee (he/him): The through user experience of the CAC but anyone coming from Slater 130 seconds that want to access the ck see once we grade separate those trail connections will move further and further away from 130 seconds later being able to understand.

282

00:37:44.580 --> 00:37:53.400

Brian Magee (he/him): How those connections still work and how they would actually be shown, whether from the sidewalks are the street bike lanes would be really good to have that included.

283

00:37:55.470 --> 00:38:02.880

Brian Magee (he/him): And then, for the at grade, I know, one of the kind of the default, is what is the absolute cheapest option to get it done.

284

00:38:04.110 --> 00:38:10.380

Brian Magee (he/him): I definitely want to make sure that we don't sell ourselves short on ways to maximize.

285

00:38:11.520 --> 00:38:16.440

Brian Magee (he/him): trail user safety since people using the trailer the ones that are the most vulnerable.

286

00:38:17.460 --> 00:38:23.070

Brian Magee (he/him): Especially with the 35 mile per hour speed with cars that may be coming down at a higher speed off the hill there.

287

00:38:24.240 --> 00:38:40.650

Brian Magee (he/him): And so, making sure that we're doing more for safety than just some striping and some signals thinking about adding some rays curb and there, even if it has access management implications being able to present those as part of the array of the alternatives would be really good to see.

288

00:38:43.860 --> 00:38:45.090

Kurt Ahernsfeld: Good point yeah.

289

00:38:48.390 --> 00:39:01.050

Faith DeBolt: And I first want to echo by I was just saying I wholeheartedly agree and and the other thing I was just kind of wondering with Kurt from King county being on.

290

00:39:02.700 --> 00:39:07.650

Faith DeBolt: This like what is king counties involvement and is king county looking at.

291

00:39:09.120 --> 00:39:17.190

Faith DeBolt: helping out with funding of this whatever it ends up being and just kind of wanted to hear a little bit about counties involvement.

292

00:39:18.450 --> 00:39:26.940

Curt Warber: yeah well, we are the owners and developers of the trail heading off to the east and connecting back up to woodinville and the and.

293

00:39:27.570 --> 00:39:39.690

Curt Warber: We don't know on a State right now it's we anticipate that that solving this problem is going to be a partnership as we, as we match up with Griffin section at the corridor and that.

294

00:39:40.890 --> 00:39:49.860

Curt Warber: When we better understand what the project is, we can start figuring out what the best what how the roles for the play out in terms of getting this thing developed.

295

00:39:51.450 --> 00:40:02.340

Curt Warber: Our I think our schedule is similar in terms of funding to what the federal grants might look like our current levy cycle.

296

00:40:02.970 --> 00:40:16.650

Curt Warber: runs through 2025 so we would be looking at having potentially some funding available to partner if that turned out to be a role, we would play starting in about 26 something like that and.

297

00:40:17.730 --> 00:40:31.770

Curt Warber: So those those discussions about which projects, make it into the lobby start about 2425 so having an understanding of what this crossing looks like will really help us to figure out how to get it done.

298

00:40:33.150 --> 00:40:48.210

Curt Warber: In, you know as quickly as we can for the for the public, once we get this trail open expect we're going to have a lot of demand to to improve this crossing starting summer when we open up the extension, all the way up to set checks and Michelle.

299

00:40:51.180 --> 00:40:51.510

Joel Pfundt: and

300

00:40:52.980 --> 00:40:58.620

Joel Pfundt: I would like to also add, because i'm not sure, maybe I missed at the beginning, but you know recognize that.

301

00:40:59.670 --> 00:41:14.040

Joel Pfundt: This work that that the city is leading up it's actually funded, the study is funded by King county through the previous levy and so so that is also part of the ongoing partnership as well.

302

00:41:16.140 --> 00:41:20.940

Faith DeBolt: So if I can a quick follow up question if we're looking at this.

303

00:41:22.260 --> 00:41:33.180

Faith DeBolt: You know kind of what the ultimate solution is decided on potentially not being funded until you know, three, four or five years from now being built and.

304

00:41:34.080 --> 00:41:46.410

Faith DeBolt: It is there some consideration of a interim solution, because as you're saying you know there's going to be people using this trail and it's going to be unsafe to cross and it's I mean that.

305

00:41:46.860 --> 00:41:58.200

Faith DeBolt: 120 fourth is awful so you don't want to take people down there and it's a big nasty intersection to it It just seems like something needs to happen sooner than four years from now.

306

00:42:02.160 --> 00:42:21.000

Joel Pfundt: And at this point i'm because of how all these pieces fall into place the the the interim solution will be directing people to cross at 120 fourth street and Slater avenue.

307

00:42:22.380 --> 00:42:27.780

Joel Pfundt: Because that is the only safe crossing in the area, and I think to.

308

00:42:29.460 --> 00:42:30.750

Joel Pfundt: Commissioner mcgee's point.

309

00:42:32.070 --> 00:42:36.600

Joel Pfundt: We don't whatever we do here, we want to make sure that it is safe.

310

00:42:37.830 --> 00:42:40.200

Joel Pfundt: And we don't do something that is.

311

00:42:41.670 --> 00:42:55.980

Joel Pfundt: um I don't what what I don't think we're anticipating is you know just putting in a an R in a solar powered our fb and a bit of paint and a little minion island is gonna.

312

00:42:57.900 --> 00:43:01.980

Joel Pfundt: is not going to be an appropriate solution here it's going to have to be something.

313

00:43:03.000 --> 00:43:12.960

Joel Pfundt: more robust, given the volumes and the speed so um you know I completely agree that that is not ideal i'm.

314

00:43:13.980 --> 00:43:27.150

Joel Pfundt: And and that's why we're getting on this as soon as we can, but then we have to develop a project and funded and design it and and hopefully get it get it built.

315

00:43:28.170 --> 00:43:29.280

Joel Pfundt: As soon as possible.

316

00:43:30.510 --> 00:43:30.720

It.

317

00:43:31.770 --> 00:43:49.200

Faith DeBolt: Would if we're going to send people down to 120 fourth, and we would need to beef up the safety at that intersection because it's got that flowing off of 120 fourth westbound and turn right turn lane on dispatch slips later.

318

00:43:50.250 --> 00:43:58.290

Faith DeBolt: And that's kind of scary for thinking of like a parent pushing a kid in a stroller it's just such a big intersection.

319

00:44:01.470 --> 00:44:03.930

Faith DeBolt: And that design for getting cars through really quickly.

320

00:44:04.530 --> 00:44:06.840

Joel Pfundt: yeah and that's a good point is that is something that.

321

00:44:09.810 --> 00:44:10.650

Joel Pfundt: We can.

322

00:44:11.700 --> 00:44:21.270

Joel Pfundt: Take a look at as part of maybe some more minor interim type solutions that we could we could do at that intersection so yeah.

323

00:44:24.120 --> 00:44:24.630

Kurt Ahernsfeld: Lisa.

324

00:44:26.640 --> 00:44:38.130

Lisa McConnell: One of the other concerns I have is that, especially on the southbound coming down off that hill having an act grade signal lies, even if it's synchronized with.

325

00:44:40.950 --> 00:44:56.910

Lisa McConnell: just watching when chick fil a came in the backup that when a right turn off of of you know southbound off of 130 second on to.

326

00:44:58.380 --> 00:45:09.630

Lisa McConnell: Especially if there's a whole lot of traffic getting you know it backs up you know the back flow of traffic, since that block is so short I would add at an accurate.

327

00:45:10.830 --> 00:45:11.460

Lisa McConnell: I would.

328

00:45:12.810 --> 00:45:19.800

Lisa McConnell: be concerned about traffic sitting on that and having some way to.

329

00:45:21.870 --> 00:45:30.210

Lisa McConnell: Ensure that there's not somebody just parked on top of the cross there because.

330

00:45:32.070 --> 00:45:47.970

Lisa McConnell: You know the this southbound northbound will be flowing and then it might backup on to the the crossing an act grade and i've you know, seeing people they ignore crosswalks and rapid flashing beacons on.

331

00:45:48.900 --> 00:45:54.570

Lisa McConnell: You know, even with the island and they'll just they stop when they stop you know when there's traffic, they just stopped.

332

00:45:55.980 --> 00:45:57.900

Lisa McConnell: And so i'm just.

333

00:45:58.980 --> 00:46:08.400

Lisa McConnell: Like some attention place to somebody back in being on the crossing and due to traffic if there's some solution for that.

334

00:46:09.840 --> 00:46:11.400

Faith DeBolt: Bring the rail arms back.

335

00:46:13.140 --> 00:46:14.550

Lisa McConnell: That was an idea.

336

00:46:16.890 --> 00:46:21.660

Curt Warber: On the county's perspective we'd be very happy with that, but i'm not sure that city would agree so.

337

00:46:23.940 --> 00:46:25.770

Kurt Ahernsfeld: Maybe it's like a Hawk sing or something.

338

00:46:26.670 --> 00:46:34.680

Tresia Gonzalez: yeah I was thinking that it's a Hawk and if it's tied to the signal downstream, you could you can face it, so that you release the southbound Q before you let the pets go.

339

00:46:35.880 --> 00:46:46.020

Tresia Gonzalez: And then that way you wouldn't have a conflict either necessarily what that southbound left there might be, but then, if you do that there's more delayed to have to wait till it, you know they're waiting to get there, your signal.

340

00:46:47.760 --> 00:46:51.570

Brian Magee (he/him): That would actually be good to have an understanding of what the trail user delay might be.

341

00:46:52.020 --> 00:46:53.160

Brian Magee (he/him): As part of the option.

342

00:46:53.910 --> 00:46:57.990

Tresia Gonzalez: yep that's in the criteria to walk on quantitative.

343

00:46:58.890 --> 00:47:09.540

Lisa McConnell: I think brian's idea of a raised crosswalk there might might be a helpful solution to keep you know, because people don't want to be.

344

00:47:09.870 --> 00:47:23.550

Lisa McConnell: You know park on you know it's it's more apparent that the crosswalk is there if it's raised and I think that might be part of the solution to keep them off of you know, traffic that's stalled and waiting off of the the trail part.

345

00:47:24.870 --> 00:47:28.800

Brian Magee (he/him): What least I do think a race crosswalk would be amazing here.

346

00:47:30.150 --> 00:47:37.440

Brian Magee (he/him): I don't think the city, will allow us it's not policy, given that it's a emergency route and it's a honest, this is a minor arterial.

347

00:47:37.890 --> 00:47:50.670

Brian Magee (he/him): Through here just due to the street classification, but having as many elements that kind of helped construct the roadway and more raised elements to the surrounding street itself was more of the the intent there.

348

00:47:52.170 --> 00:47:53.610

Brian Magee (he/him): The next best thing we can do really.

349

00:48:04.230 --> 00:48:06.000

Kurt Ahernsfeld: or AJ do you have any comments.

350

00:48:16.650 --> 00:48:17.730

AJ Antrim: Nothing at the moment.

351

00:48:18.540 --> 00:48:20.010

Kurt Ahernsfeld: Okay, how about you, Michelle.

352

00:48:21.450 --> 00:48:22.470

Michelle Quinton: And nothing right now.

353

00:48:23.040 --> 00:48:24.630

Okay, thanks.

354

00:48:27.780 --> 00:48:28.440

Kurt Ahernsfeld: Well, great.

355

00:48:29.700 --> 00:48:33.540

Kurt Ahernsfeld: yeah this has been really eye opening stuff going on.

356

00:48:38.430 --> 00:48:42.480

Tresia Gonzalez: And that's, that is what we have for the update Danny or Joel they have more.

357

00:48:47.430 --> 00:48:50.700

Joel Pfundt: I don't think we have any Danny do you have anything else to add.

358

00:48:51.750 --> 00:48:54.480

Danny Rawlings: No, not at this point, thank you all.

359

00:48:54.780 --> 00:48:57.390

Kurt Ahernsfeld: great to see the see what he can come up with.

360

00:48:59.250 --> 00:49:00.690

Tresia Gonzalez: yeah we're excited.

361

00:49:01.260 --> 00:49:03.180

Joel Pfundt: we're looking forward to seeing what we come up with to.

362

00:49:06.840 --> 00:49:07.230
Danny Rawlings: um.

363
00:49:07.260 --> 00:49:25.500
Joel Pfundt: But yeah Thank you, Commissioners, for your feedback and definitely helpful some really good thoughts that we can use as we move into the more alternatives and the design phase and i'm looking forward to coming back looking forward to that team coming back in a couple months.

364
00:49:26.160 --> 00:49:26.580
Great.

365
00:49:27.840 --> 00:49:36.540
Kurt Ahernsfeld: Okay, so like I think I mentioned the beginning of the meeting will take a five minute break so say about 655.

366
00:49:37.920 --> 00:49:40.920
Kurt Ahernsfeld: And then we'll launch into the next topic.

367
00:54:11.700 --> 00:54:14.160
Kurt Ahernsfeld: Alright, welcome back everybody.

368
00:54:16.860 --> 00:54:17.520
Kurt Ahernsfeld: Thank you.

369
00:54:21.540 --> 00:54:21.990
Kimberly Scrivner: hey.

370
00:54:24.090 --> 00:54:26.640
Kurt Ahernsfeld: You know next.

371
00:54:29.130 --> 00:54:30.810
Kurt Ahernsfeld: Our next agenda eventually is.

372
00:54:33.030 --> 00:54:48.960
Kurt Ahernsfeld: The draft day another couple together topic so the actor transportation plan, update and the draft Vision Zero Action Plan and they we have kimberly's scribner of kirkland.

373
00:54:50.040 --> 00:54:50.730
Kurt Ahernsfeld: Glenn.

374

00:54:52.260 --> 00:54:52.860

Kurt Ahernsfeld: Come on.

375

00:54:55.110 --> 00:54:55.980

Kurt Ahernsfeld: And or.

376

00:55:01.290 --> 00:55:01.620

alright.

377

00:55:03.030 --> 00:55:07.140

Kimberly Scrivner: Thank you, everybody i'll go ahead and jump right in sharing.

378

00:55:08.370 --> 00:55:09.210

Kimberly Scrivner: here.

379

00:55:15.630 --> 00:55:17.220

Kimberly Scrivner: All right, um.

380

00:55:20.430 --> 00:55:20.940

Kimberly Scrivner: Okay.

381

00:55:21.480 --> 00:55:31.530

Kimberly Scrivner: So Vision Zero start off without first i'm really exciting to get to this point on both of these topics were getting real close to the finish line.

382

00:55:32.910 --> 00:55:36.390

Kimberly Scrivner: For the vision Sarah plan we.

383

00:55:37.740 --> 00:55:50.460

Kimberly Scrivner: The last time we talked about it was about a year ago, we do have a couple new Commissioners, I do want to make sure I do a little bit of review and kind of talk about what's changed since the last time we talked.

384

00:55:51.810 --> 00:56:04.530

Kimberly Scrivner: And so, just as a reminder brooklyn has already visions or a city are frequent adopted the visions or a policy and 2015 is part of the transportation master plan um it does include.

385

00:56:05.490 --> 00:56:18.660

Kimberly Scrivner: A systems approach, which you know as the name implies we look at it on our whole systems, as opposed to looking at individual crashes or faulting human solely faulting human behavior.

386

00:56:21.600 --> 00:56:41.040

Kimberly Scrivner: In terms of the purpose of this plan, we haven't talked about this that much but, really, the purpose of the action plan, it provides a mechanism for us to re evaluate our crash data over time on a semi regular basis and identify specific objectives and strategies all city will take.

387

00:56:42.120 --> 00:56:55.590

Kimberly Scrivner: So this is more of a more of a policy level document and does provide actions, but it is not a document that we will be identifying.

388

00:56:56.100 --> 00:57:06.570

Kimberly Scrivner: Specific safety projects and that's more of an outcome of that the action plan, but it does have certain activities so just kind of wanted to talk a little bit about the difference.

389

00:57:09.480 --> 00:57:25.530

Kimberly Scrivner: In the purpose and also you know where we are now i'm kirkland has been doing, you know ongoing safety improvements through the capital program capital perfect program and neighborhood safety program and through for a long time.

390

00:57:26.250 --> 00:57:43.560

Kimberly Scrivner: We have a vision zero service team, we also purchase additional software to help us better tracker GIs or excuse me, or a crash data we adopted our safe routes to school plan or police departments already active in the King county targets arrow Task Force.

391

00:57:44.670 --> 00:58:03.240

Kimberly Scrivner: For those of you that are less aware Vision Zero and target Sarah pretty much have the same goal target zero is really the more the State level and state coordination, but the focus still is the same focusing on zero traffic fatalities and serious injuries.

392

00:58:04.410 --> 00:58:17.490

Kimberly Scrivner: We also do ongoing engagement and then so you know where we are, as we have a draft Venice or action plan and we'll be reviewing that with counsel off the march 15 study session.

393

00:58:18.420 --> 00:58:26.160

Kimberly Scrivner: um and also just as a reminder, the list I just mentioned, is not exhaustive, we do a lot of work on curriculum so long.

394

00:58:27.270 --> 00:58:29.850

Kimberly Scrivner: legacy of really focusing on safety.

395

00:58:32.220 --> 00:58:38.190

Kimberly Scrivner: I won't get into all of these, but you know just as a reminder moving into particularly with a complete streets policy, for instance.

396

00:58:40.170 --> 00:58:41.670

Kimberly Scrivner: And it has worked.

397

00:58:43.380 --> 00:58:53.580

Kimberly Scrivner: To some extent kirkland does fare better than some of our neighbors this chart looks at crash rates compared to some of our neighbors.

398

00:58:55.050 --> 00:59:12.510

Kimberly Scrivner: And some other cities in Washington state with similar populations, you know so, for instance bellevue almost has doubled the population so it's not all population base, but they are a neighbor so just trying to give some context both of our neighbors similar population cities and statewide.

399

00:59:14.490 --> 00:59:21.900

Kimberly Scrivner: um However, we do have, so we are looking right now, at the 2015 to 2019 data.

400

00:59:23.640 --> 00:59:29.970

Kimberly Scrivner: We will be showing some tidbits and providing a little bit of information about.

401

00:59:31.920 --> 00:59:41.640

Kimberly Scrivner: 2020 and 2021 because there will be some interest in that, but it's not part of our analysis for this kind of horizon of the the Vision Zero Action Plan.

402

00:59:42.420 --> 00:59:57.030

Kimberly Scrivner: But during 2015 and 2019 we did have eight fatalities through those who are pedestrians for action or vehicles hitting a fixed object and then one was a motorcyclist and then we had 55.

403

00:59:58.110 --> 01:00:16.770

Kimberly Scrivner: serious injuries so but 62% of our total fit all and serious crashes involves people walking and biking and so because of that this will be a focus of this also a focus of this plan, in addition to looking at all fetal and serious crashes.

404

01:00:18.000 --> 01:00:20.730

Kimberly Scrivner: Just a little bit of a i'm.

405

01:00:23.100 --> 01:00:34.320

Kimberly Scrivner: taking a look at this if you're if you're a number cruncher you know this particular these numbers pull out bikes from pedestrians and these looking.

406

01:00:35.820 --> 01:00:42.870

Kimberly Scrivner: At like individual people sometimes there is more than one person involved in in in one crash.

407

01:00:44.370 --> 01:01:00.750

Kimberly Scrivner: And so that it looks at kind of the party type this information looks at when we see bicycle and pedestrian involved that looks at the total crash type and so sometimes those numbers don't exactly match and that's why it's just a little bit of a different way of dicing the data.

408

01:01:01.890 --> 01:01:09.300

Kimberly Scrivner: But just kind of kind of reiterating that um you know we still see a lot of bicycle and pedestrian and fault crashes.

409

01:01:10.650 --> 01:01:15.840

Kimberly Scrivner: And we have had some years where you've had kind of pretty low injury rates.

410

01:01:16.980 --> 01:01:29.100

Kimberly Scrivner: and have had some years where the trends have gotten a little higher and then dip unfortunately we don't see that trend with bicycle and pedestrian related crashes.

411

01:01:31.440 --> 01:01:35.760

Kimberly Scrivner: So that's another reason why we are focusing on that as well.

412

01:01:36.990 --> 01:01:42.270

Kimberly Scrivner: um Another reason is that you tend to see higher rates of injury, with people.

413

01:01:43.410 --> 01:01:58.890

Kimberly Scrivner: That are walking and biking than you do, that are inside the motor vehicle I won't spend too much time on these sites, because i've talked about them before, but I always think it's really important to review them and remind people when we talk about.

414

01:02:01.860 --> 01:02:20.820

Kimberly Scrivner: About vulnerable i've often times people that are walking and biking we use the term vulnerable populations, and that is used in a number of ways, one is that you're more vulnerable in terms of you're not encased inside a motor vehicle to protect you and then also in another way.

415

01:02:22.380 --> 01:02:26.460

Kimberly Scrivner: that some people don't have a choice whether to walk or bike and so.

416

01:02:27.630 --> 01:02:30.750

Kimberly Scrivner: that's uncover a lot of one way that.

417

01:02:31.980 --> 01:02:43.350

Kimberly Scrivner: we're looking at and other cities have looked at of addressing equity in our Vision Zero plans is really focusing on our invulnerable most vulnerable users of our system so just kind of wanted to.

418

01:02:44.070 --> 01:03:00.450

Kimberly Scrivner: outline that a little bit um one thing that we don't you don't often hear about a lot is that you know we see a pretty high rate of bicycle and pedestrian crashes, but we don't always Compare that to both chair so.

419

01:03:01.800 --> 01:03:04.740

Kimberly Scrivner: For instance, you know for.

420

01:03:06.300 --> 01:03:23.070

Kimberly Scrivner: Motor vehicles, I should have kept my notes here but it's very low percentage of motor vehicle crashes are result in a serious or fatal injury, but they take up more than 80% of the TRIPS on the street, whereas by Ted.

421

01:03:24.090 --> 01:03:39.060

Kimberly Scrivner: We people walking and biking may only take up to 15 somewhere between 12 and 15 to 18 depending on what source you're looking

out of the TRIPS on the road, but a higher majority of those results and fatal and serious so.

422

01:03:40.830 --> 01:03:48.930

Kimberly Scrivner: Again, are vulnerable populations, so one of the things we look at our risk and contributing factors, one of them is the human element.

423

01:03:50.220 --> 01:03:53.940

Kimberly Scrivner: What we are seeing in kirkland is that.

424

01:03:55.560 --> 01:03:59.280

Kimberly Scrivner: When it comes to motor vehicle crashes speed is a factor.

425

01:04:00.600 --> 01:04:01.860

Kimberly Scrivner: As well as.

426

01:04:03.870 --> 01:04:13.320

Kimberly Scrivner: Essentially, the kind of bigger factors for us that we're seeing is our speed people driving under the influence and essentially an attention.

427

01:04:17.100 --> 01:04:23.160

Kimberly Scrivner: And then, when we look at cyclists and pedestrians it's usually.

428

01:04:25.740 --> 01:04:29.970

Kimberly Scrivner: People not granting the right of way and that's a particular.

429

01:04:31.140 --> 01:04:43.890

Kimberly Scrivner: case for a lot of our pedestrian crashes, as well as an attention um one thing I will know we noticed this did that grant right of way to vehicle under the cyclist.

430

01:04:45.000 --> 01:04:56.880

Kimberly Scrivner: Our police department actually looked at most a lot of these records and I went through all of them and didn't really think that that was that was really tagged correctly so that's something that we.

431

01:04:59.010 --> 01:05:10.350

Kimberly Scrivner: One thing that we can talk about an address in the future about you know how these reports get filled out because that really wasn't the cause of a lot of those but you know yielding.

432

01:05:11.520 --> 01:05:15.270

Kimberly Scrivner: In attention is pretty big theme in terms of human behavior.

433

01:05:16.620 --> 01:05:18.990

Kimberly Scrivner: In terms of roadway characteristics.

434

01:05:20.100 --> 01:05:27.510

Kimberly Scrivner: The pretty much the biggest thing that we see is really areas that we don't have traffic control devices.

435

01:05:29.670 --> 01:05:45.540

Kimberly Scrivner: You know, we do see some crashes and signals to i'm, for you know, basically, where we have intersections but i'm really where there aren't any traffic control devices is really the more we're seeing or highest numbers and again this is for serious and fatal crashes.

436

01:05:48.090 --> 01:05:49.200

Kimberly Scrivner: Do we do see.

437

01:05:51.090 --> 01:06:01.500

Kimberly Scrivner: You know, some increase in what weather but i'm not super significant compared to dry weather and then.

438

01:06:02.910 --> 01:06:07.260

Kimberly Scrivner: In terms of the roadway characteristics straight and level.

439

01:06:08.490 --> 01:06:20.220

Kimberly Scrivner: This this would indicate that kind of the speeding and attention, but we do see other crashes happening, where we have a have a great or we will we have have curves.

440

01:06:22.830 --> 01:06:26.040

Kimberly Scrivner: And so I do want to talk a little bit show you.

441

01:06:27.630 --> 01:06:39.420

Kimberly Scrivner: Our we do have an online web map that is available for you to review and look at this crash data actually have it.

442

01:06:40.740 --> 01:06:41.370

Kimberly Scrivner: um.

443

01:06:43.920 --> 01:06:47.700

Kimberly Scrivner: And just kind of wanted to review a little bit about what you're looking at here.

444

01:06:50.070 --> 01:06:51.030

Kimberly Scrivner: You can.

445

01:06:52.260 --> 01:07:02.880

Kimberly Scrivner: Essentially, look at the the yellow color are pedestrians the blue color are people bicycling.

446

01:07:03.930 --> 01:07:10.110

Kimberly Scrivner: The in the black are auto related crashes, and then the diamonds are.

447

01:07:11.370 --> 01:07:14.310

Kimberly Scrivner: serious injuries and the squares are fatalities.

448

01:07:15.510 --> 01:07:25.140

Kimberly Scrivner: We did not map every so Essentially, we have all of our bicycle and pedestrian crashes in this web map.

449

01:07:26.520 --> 01:07:42.360

Kimberly Scrivner: And we have all of our serious and fatal crashes for all modes, the reason why we didn't map every single crash part is two reasons, one, it does if we're kind of looking at.

450

01:07:43.530 --> 01:07:53.700

Kimberly Scrivner: A relatively low motor vehicle injury crashes and property damage crashes it really looks at the map quite a lot and it's hard to kind of see.

451

01:07:54.420 --> 01:08:08.190

Kimberly Scrivner: To for the reasons that I, why would I for all the reasons that I talked about with our vulnerable users for Vision Zero we're focused on serious injuries and fatalities, because that is what you know visions are a really looks at.

452

01:08:08.940 --> 01:08:14.640

Kimberly Scrivner: But we're also looking at addressing our most vulnerable users, which are people walking and biking.

453

01:08:15.900 --> 01:08:29.610

Kimberly Scrivner: And then the The third reason is that i'm not all of the property damage crashes are matt don't have like coordinates and so, for us to really be accurate on with that data side, it would be kind of a little bit more of a heavy lift.

454

01:08:31.710 --> 01:08:32.670

Kimberly Scrivner: I see a hand up.

455

01:08:34.800 --> 01:08:51.060

Faith DeBolt: hey it's okay it's me right, and so I was just wondering, I was kind of playing around looking at this map and one thing that was coming up for me that I wish that I had the ability to do was to turn years on an office see if there was any trend.

456

01:08:51.060 --> 01:08:52.980

Faith DeBolt: Around sure and.

457

01:08:54.180 --> 01:09:05.700

Faith DeBolt: You know, certain areas, having increasing or decreasing crashes that may be something that you're looking at and and that's fine I don't have to look at it, but that was just something I was curious about.

458

01:09:06.570 --> 01:09:10.920

Kimberly Scrivner: I do have a data broken down and some of my my spreadsheets um.

459

01:09:11.190 --> 01:09:12.150

Kimberly Scrivner: But yeah we can.

460

01:09:12.180 --> 01:09:19.950

Kimberly Scrivner: We can definitely parse out on the math might be a little bit of books have the the legend a little bit um.

461

01:09:21.510 --> 01:09:25.470

Kimberly Scrivner: You know, right now, you can kind of turn on and off i'm.

462

01:09:26.490 --> 01:09:30.300

Kimberly Scrivner: Certain layers but yeah let's take a look at that see we could do.

463

01:09:30.900 --> 01:09:41.460

Faith DeBolt: yeah and it may not be necessary for like general public but just as is that something that you're considering is like our DC and a trends of increasing and color.

464

01:09:42.900 --> 01:09:44.610

Faith DeBolt: in different parts of the city.

465

01:09:45.720 --> 01:09:51.750

Kimberly Scrivner: By year, yes, and one thing and we're not.

466

01:09:51.990 --> 01:09:53.130

Faith DeBolt: And I can talk about this a.

467

01:09:53.130 --> 01:09:53.670

Kimberly Scrivner: little bit.

468

01:09:54.030 --> 01:09:54.990

Kimberly Scrivner: In a minute when we.

469

01:09:55.050 --> 01:09:59.100

Kimberly Scrivner: Talk about our high priority quarters, but what I will say is that.

470

01:10:00.120 --> 01:10:20.970

Kimberly Scrivner: So one follow up from this plan is to evaluate the specific crashes on on our high priority corridors and i'm one of those things is to look at okay well did we put in a project to safety project and did we see any improvement before after roll after.

471

01:10:22.140 --> 01:10:39.480

Kimberly Scrivner: project was implemented or are we seeing particular patterns on a particular court or and so, as I mentioned we're not identifying specific projects for this action plan, but that is a kind of one of the outcomes of you know that gives us our next step.

472

01:10:40.470 --> 01:10:52.110

Faith DeBolt: yeah and that was kind of the other thing I was like Oh, if I could only put that other map with from active transportation plan layer that on this, then I can see like where the projects, and how are they impacting the.

473

01:10:52.590 --> 01:10:53.460

Faith DeBolt: yeah safety issue.

474

01:10:54.360 --> 01:10:55.320

Kimberly Scrivner: Although I did.

475

01:10:55.530 --> 01:11:04.650

Kimberly Scrivner: i'm probably getting a little head of myself but did have some have had some really interesting conversations internally about how we start to kind of overlay a lot of that stuff and how we might.

476

01:11:05.160 --> 01:11:12.750

Kimberly Scrivner: Better visualize that to both internally and for for you all, so there will definitely be more thought to come.

477

01:11:15.030 --> 01:11:21.660

Kimberly Scrivner: So just kind of wanted to share that and just, you know as you saw i've been kind of clicking around you can see, you can check the date, whether it's.

478

01:11:22.470 --> 01:11:35.070

Kimberly Scrivner: You know in kind of an injury level, you can see that, on the through the symbols, but probably the date is probably the most interesting on you so and then you'll probably notice to on certain places you'll.

479

01:11:35.700 --> 01:11:40.530

Kimberly Scrivner: You might see more than one crash at a particular location, and so you can click but.

480

01:11:43.200 --> 01:11:44.340

Brian Magee (he/him): yeah so anyway.

481

01:11:45.750 --> 01:12:02.280

Brian Magee (he/him): And Kevin one thing with the ability, when some points actually have more than one crash data point, it would be great if there is a visual designator to kind of indicate that, because if someone just takes a quick glance they might not understand the at some points are effectively waited.

482

01:12:03.960 --> 01:12:16.890

Brian Magee (he/him): I even just hand over to 120 fourth and 130 seconds later that we were just talking about earlier, and that was another one

of those cases where there's only one little diamond there, but it was a multiple incident location.

483

01:12:17.940 --> 01:12:25.530

Kimberly Scrivner: yeah okay sure, maybe there's some kind of a heat map or some kind of designator flag on the.

484

01:12:26.310 --> 01:12:26.820

Kimberly Scrivner: box or.

485

01:12:26.910 --> 01:12:27.600

Kimberly Scrivner: Something yeah.

486

01:12:27.810 --> 01:12:28.680

Kimberly Scrivner: I know it's tough because.

487

01:12:28.860 --> 01:12:39.480

Brian Magee (he/him): You know, like you can have one that's auto one that's bike but it's in the same spot and really it's just the data point you've got to where it's located on the map, but I don't think he just like.

488

01:12:40.560 --> 01:12:41.130

Brian Magee (he/him): hey I don't know.

489

01:12:42.270 --> 01:12:44.130

Kimberly Scrivner: Sure yeah we can look at that so.

490

01:12:44.280 --> 01:12:45.930

Kurt Ahernsfeld: The heat map would be really great.

491

01:12:46.980 --> 01:12:47.610

Kurt Ahernsfeld: stare down.

492

01:12:53.310 --> 01:12:56.850

Kimberly Scrivner: Okay, so i'm going to keep calling unless or any other comments about the.

493

01:12:57.270 --> 01:12:58.320

Kimberly Scrivner: crash man.

494

01:13:00.900 --> 01:13:02.970

Kimberly Scrivner: um let's see.

495

01:13:06.930 --> 01:13:15.450

Kimberly Scrivner: So I do want to talk a bit about the high priority corridors for a minute um the last time we spoke, we had.

496

01:13:17.460 --> 01:13:18.960

Kimberly Scrivner: Essentially designated.

497

01:13:20.100 --> 01:13:34.860

Kimberly Scrivner: Two different crash maps kind of like what you're looking at now, one that looks at fatal and serious injuries and one that looks at fiddle unserious plus other bicycle and pedestrian crashes um what was.

498

01:13:36.240 --> 01:13:38.310

Kimberly Scrivner: i'm from the advice of our.

499

01:13:39.840 --> 01:13:47.220

Kimberly Scrivner: For a virus or engineer um it was just looking at numbers doesn't necessarily.

500

01:13:48.300 --> 01:13:53.430

Kimberly Scrivner: get us the answer that we want to see in terms of a high priority corridor.

501

01:13:55.320 --> 01:14:06.900

Kimberly Scrivner: The so what i'm Danny and iris put a lot of work into this, and so, and also um it was a little arbitrary because, and I might.

502

01:14:08.280 --> 01:14:10.920

Kimberly Scrivner: Go back to this crush map real fast.

503

01:14:12.660 --> 01:14:19.530

Kimberly Scrivner: You know I would kind of I was one selecting the corridors and then kind of looking at looking at crashes and.

504

01:14:21.030 --> 01:14:39.060

Kimberly Scrivner: and selecting segments that look like we had a cluster um, but that is a little, it was a little too arbitrary and so what we did was, and I want to thank sorry I keep losing my spot here sorry to make you dizzy um.

505

01:14:41.640 --> 01:14:45.540

Kimberly Scrivner: So what Danny iris did was pull out um.

506

01:14:47.460 --> 01:14:59.100

Kimberly Scrivner: Core doors that are that are similar so similar number of links similar number of crossings and it's similar in kind of looking at the the volume.

507

01:14:59.760 --> 01:15:11.640

Kimberly Scrivner: Two so to make sure that when we're looking at a corridor, they are you know we're we're kind of looking at segments that were the entire segment looks you know, has the same characteristics.

508

01:15:12.420 --> 01:15:32.400

Kimberly Scrivner: or similar characteristics um and then we ran a what's called a crash rate formula so essentially it takes into account the length of the corridor, the volume of the corridor and the total number of crashes, and so these two maps show.

509

01:15:33.840 --> 01:15:34.500

Kimberly Scrivner: The.

510

01:15:36.240 --> 01:15:40.200

Kimberly Scrivner: You know the first one shows they don't serious and then the second one shows.

511

01:15:42.180 --> 01:15:56.340

Kimberly Scrivner: fit on series plus other bicycle pedestrian crashes i'm, as you can see the link does still influence that a little bit, so we do plan to do a little bit more massaging of this and before bringing it to counsel on, which is why.

512

01:15:57.390 --> 01:16:03.780

Kimberly Scrivner: You didn't see a lot of information in the you know and that's why I called the and i'm sorry about this, the.

513

01:16:04.500 --> 01:16:17.490

Kimberly Scrivner: The draft plan for the for the transportation Council we call a preliminary i'm just kind of needed a little bit more massaging another question that I had for irs was that some of the the corridors.

514

01:16:18.030 --> 01:16:24.810

Kimberly Scrivner: That are showing up as high priority, are actually the lower volume and she said that that actually is how it works.

515

01:16:25.860 --> 01:16:32.160

Kimberly Scrivner: Where you know if you're seeing crashes on a lower volume street it's actually a little bit more alarming and we want to pay attention to that.

516

01:16:32.640 --> 01:16:40.500

Kimberly Scrivner: And so it's just something that we need to we're going to massage a little bit more before we bring this to counsel, because these are the.

517

01:16:40.980 --> 01:16:45.330

Kimberly Scrivner: quarters that we're going to be looking at very closely and we just want to make sure we get it right we've.

518

01:16:45.870 --> 01:16:56.640

Kimberly Scrivner: turned this around a couple times to just make sure we're getting these quarters right, I really appreciate the approach that I risk adjusted and that I recent Danny and Sierra all helped with.

519

01:16:58.110 --> 01:17:13.530

Kimberly Scrivner: In terms of making the quarter is kind of similar and so that will help us update this map going forward because we're not kind of arbitrarily selecting kind of clusters, we can have to use the same quarters, you know, over time, but.

520

01:17:14.790 --> 01:17:22.440

Kimberly Scrivner: yeah so we're just going to kind of keep looking at this iris is out of the country so it's been she's still been working a little bit, but.

521

01:17:23.880 --> 01:17:24.210

yeah.

522

01:17:30.030 --> 01:17:32.040

Kimberly Scrivner: i'm going to pause right there, I see a couple hands up.

523

01:17:33.780 --> 01:17:35.640

Kurt Ahernsfeld: If you were the first.

524

01:17:36.750 --> 01:17:37.860

Faith DeBolt: Kurt you had your hand up.

525

01:17:38.730 --> 01:17:41.730

Kurt Ahernsfeld: Oh i'm, the only thing I wanted to add was um.

526

01:17:42.750 --> 01:17:47.640

Kurt Ahernsfeld: It might be really like the one on the map on the left there with the priorities 123.

527

01:17:48.810 --> 01:17:52.440

Kurt Ahernsfeld: But will it help to have school locations.

528

01:17:55.980 --> 01:18:01.290

Kurt Ahernsfeld: Just because I think that there might be more scrutiny and also maybe more likely practice.

529

01:18:02.430 --> 01:18:04.950

Kimberly Scrivner: Is i'm sorry I didn't hear what you said.

530

01:18:05.280 --> 01:18:11.280

Kurt Ahernsfeld: Oh i'm sorry um it might be good to show locations of schools with with symbol, or something.

531

01:18:11.880 --> 01:18:13.080

Kurt Ahernsfeld: charm yeah.

532

01:18:16.920 --> 01:18:27.840

Faith DeBolt: I was wondering when you say volume is that motorized vehicle volume or date be also have data on pedestrian in by volume.

533

01:18:28.740 --> 01:18:44.970

Kimberly Scrivner: It is motor vehicle volume we don't have data for all of these corridors for pedestrian and bicycle volume, that is, an action that is recommended in this plan to you know up our game in terms of.

534

01:18:45.420 --> 01:18:50.430

Kimberly Scrivner: Collecting better bicycle and pedestrian data so that we can look at that more closely.

535

01:18:51.510 --> 01:18:52.770

Kimberly Scrivner: I will note though that.

536

01:18:54.360 --> 01:18:54.930

Kimberly Scrivner: All of.

537

01:18:56.100 --> 01:19:09.150

Kimberly Scrivner: The crashes that we see the least those that result in injury this particular series and fatal ones that are in that involve a pedestrian or cyclist also involve a motor vehicle.

538

01:19:18.780 --> 01:19:28.560

Michelle Quinton: This came up last time on a similar map which is I just I feel like this one 16th that runs along bridal trails.

539

01:19:29.130 --> 01:19:37.890

Michelle Quinton: In the south, I don't know why it stops at that corner, because one 16th goes, all the way down and it feels like every other route kind of highlights the whole.

540

01:19:38.850 --> 01:19:45.870

Michelle Quinton: street so I don't know if that's just a miss or there's something specific there but it feels like it should just continue all the way down to the.

541

01:19:45.870 --> 01:19:49.560

Kimberly Scrivner: floor yeah I can check it on that I think i'll have to.

542

01:19:49.560 --> 01:19:51.330

Kimberly Scrivner: Ask Paris and.

543

01:19:51.480 --> 01:19:57.780

Kimberly Scrivner: or check our I I suspect that we don't have volume data here, but maybe that's worth a note.

544

01:20:00.300 --> 01:20:04.470

Michelle Quinton: Okay, because that's the transition at bellevue where it turns into a really nice protected bike lane.

545

01:20:04.860 --> 01:20:17.850

Kimberly Scrivner: yeah check the the the volume data to see and then maybe we can maybe we can use the volume that's right north of there um since there's not a lot of turn offs are pretty low volume turn offs.

546

01:20:19.320 --> 01:20:20.280

Kimberly Scrivner: To figure that.

547

01:20:20.490 --> 01:20:23.340

Michelle Quinton: Out of traffic there.

548

01:20:24.330 --> 01:20:25.620

Michelle Quinton: Are bypassing four or five.

549

01:20:25.800 --> 01:20:29.130

Michelle Quinton: So i'm surprised that we don't have volume there.

550

01:20:30.720 --> 01:20:35.940

Michelle Quinton: Is a lot of people bypass four or five from bellevue North yourself yeah.

551

01:20:36.420 --> 01:20:42.420

Kimberly Scrivner: yeah luckily we're not seeing and for high crash right there either, but yeah i'll definitely take a look at that um.

552

01:20:43.200 --> 01:20:44.580

Kimberly Scrivner: Okay sure yeah.

553

01:20:48.450 --> 01:20:49.500

Kimberly Scrivner: anybody else.

554

01:20:51.120 --> 01:20:54.390

Kimberly Scrivner: Okay i'm gonna keep plugging along um.

555

01:20:55.740 --> 01:21:00.240

Kimberly Scrivner: So the other change from the last time we talked.

556

01:21:01.560 --> 01:21:02.460

Kimberly Scrivner: Was.

557

01:21:03.990 --> 01:21:14.910

Kimberly Scrivner: The last time we came to the transportation Commission the plan objectives were really focused around kind of the ease education and forsmen encouragement.

558

01:21:15.990 --> 01:21:26.370

Kimberly Scrivner: And there's still a little bit of an overlap, this is kind of how we're we've decided to frame the objectives, and so I will read them all to X i'm going to go through them one by one.

559

01:21:27.690 --> 01:21:39.690

Kimberly Scrivner: So prioritizing safe street design and so that's looking at so as I mentioned, as we talked about our high priority corners and outcome is to evaluate those places where we see.

560

01:21:40.950 --> 01:21:55.500

Kimberly Scrivner: High priority quarters and intersections and then this is, I think that suggestion for heat map is will be really useful for that, I do have a couple intersections that I didn't map here, but we have they have been identified.

561

01:21:56.730 --> 01:22:04.170

Kimberly Scrivner: into identify potential engineering improvements i'm growing our system of separated facilities.

562

01:22:05.070 --> 01:22:26.340

Kimberly Scrivner: i'm seeing innovations and design of intersections, and so this is kind of gets into the you know more of our kind of our policy level best practices, which is best practices already part of our complete streets ordinance, but it does reiterate that and then i'm looking at kind of.

563

01:22:27.420 --> 01:22:30.510

Kimberly Scrivner: You know, land use and transportation analysis.

564

01:22:31.980 --> 01:22:40.800

Kimberly Scrivner: I think the last time we spoke, there is a little confusion about this term so i'll have to have might have to re evaluate that another rereading it, but an example was.

565

01:22:41.490 --> 01:22:54.720

Kimberly Scrivner: Is the Northeast hundred and 28 street multi world court or city that we're doing and so that kind of gives us support to do more, of those and other areas if we see the need to study a particular quarter further.

566

01:22:57.660 --> 01:23:03.240

Kimberly Scrivner: and the next one is about state street about operations of safe streets so i'm.

567

01:23:04.260 --> 01:23:07.650

Kimberly Scrivner: Looking at evaluating our speed limit policy.

568

01:23:08.820 --> 01:23:15.360

Kimberly Scrivner: So how do we, how do we set policy first pedal we what is our policy for setting speed limits.

569

01:23:17.160 --> 01:23:23.160

Kimberly Scrivner: And that is something that we've is something that has been brought up before.

570

01:23:24.450 --> 01:23:29.430

Kimberly Scrivner: By a particular Council member, and it is something that we can improve on.

571

01:23:30.990 --> 01:23:41.220

Kimberly Scrivner: The you know, giving reference to it or signal timing and it is so such as weeding pestering intervals, as an example.

572

01:23:44.550 --> 01:23:53.010

Kimberly Scrivner: And again sorry I as i'm reading this I should maybe not just highlight pedestrian but in to improve safety.

573

01:23:55.710 --> 01:24:03.750

Kimberly Scrivner: So we are growing our school safety grammar program, and so this provides that support for that.

574

01:24:04.920 --> 01:24:17.370

Kimberly Scrivner: The the these two boards, the safety cameras and then also preventing blocking of crosswalks and bike facilities are kind of more of an enforcement so um and then.

575

01:24:18.510 --> 01:24:22.440

Kimberly Scrivner: One thing i've from doing research on visions or a plans is.

576

01:24:23.940 --> 01:24:38.160

Kimberly Scrivner: Some cities have done a have had a response team, if there is a fatality so to really look at know T was wow there's a fatality what what can we do is It is this something that can be.

577

01:24:38.760 --> 01:24:48.780

Kimberly Scrivner: Is it wasn't enforcement is there an engineering solution, or is it really poor public engagement and it kind of gives us an opportunity to respond.

578

01:24:49.920 --> 01:25:03.150

Kimberly Scrivner: If there's a fatality on our streets and then the last one, is that are kind of a robust and transparent data framework and so um you know seeking opportunities to improve or crush data.

579

01:25:04.170 --> 01:25:10.080

Kimberly Scrivner: We can look at new sources also looking at data anomalies, so one of the things i've mentioned earlier, was about.

580

01:25:11.850 --> 01:25:23.550

Kimberly Scrivner: How some of our bike crashes were noted that the was the was the bike failure to yield and the PD noted that that was most likely not the case, so that is one opportunity.

581

01:25:26.010 --> 01:25:39.900

Kimberly Scrivner: To, I think, also in terms of our web interface in terms of being more transparent, and so the Web APP is one example, but putting more of the kind of the dashboard and the trend data that I shared with you, making the more dynamic.

582

01:25:42.330 --> 01:25:44.520

Kimberly Scrivner: Seeking innovations in technology.

583

01:25:46.260 --> 01:25:57.390

Kimberly Scrivner: So you know, there are some examples around the region about you know how technology is helping cities better evaluate contributing factors, for instance.

584

01:25:58.710 --> 01:26:03.570

Kimberly Scrivner: And then you know, looking at before and after data, and so this gets into a conversation we just had about.

585

01:26:04.680 --> 01:26:16.620

Kimberly Scrivner: You know, did we do, what did we do, who did we do a safety project does, are we looking at the crashes before and after that's a project or racing and improvement, and we can also look at other factors.

586

01:26:18.540 --> 01:26:34.470

Kimberly Scrivner: You know, and in terms of counts are there are there, more people walking and biking in that area if it's a bicycle and pedestrian related project if people feel more safe and you're using that facility for doing a before and after counts for first greenway projects, for instance.

587

01:26:36.150 --> 01:26:43.230

Kimberly Scrivner: And then you know and then also we talked about kind of increasing our monitoring program and so looking both at how we better collect.

588

01:26:44.370 --> 01:26:57.450

Kimberly Scrivner: Particularly pedestrian bicycle data and then also looking at the exposure So those are remain draft objectives and strategies so i'll pause there there any comments.

589

01:27:03.150 --> 01:27:05.700

Kimberly Scrivner: keep on going keep going um.

590

01:27:06.990 --> 01:27:10.140

Kimberly Scrivner: And then, a culture of safety Sorry, I guess, I did have one more.

591

01:27:11.400 --> 01:27:14.610

Kimberly Scrivner: So this is really about public education and that could be about.

592

01:27:15.600 --> 01:27:23.370

Kimberly Scrivner: You know I think there's a lot of opportunity about with whether you know hey Halloween is coming up look out for like you know you can be kind of fun.

593

01:27:24.150 --> 01:27:34.020

Kimberly Scrivner: look out for kids on the earth, you know seasonal with snow, we can talk about on specific traffic was on talk about human behavior the.

594

01:27:34.560 --> 01:27:51.150

Kimberly Scrivner: Our communications team has been really great and has already put together a kind of a communications plan a preliminary one for us to look at and so that we can that will for further develop when the draft plan as a dotted.

595

01:27:52.620 --> 01:27:54.240

Kimberly Scrivner: You know, working through can have.

596

01:27:55.380 --> 01:28:09.840

Kimberly Scrivner: You know just coordination in terms of construction zones, working with the school districts we've already had a lot of conversations with the police department and resource officers about enhancing traffic safety education in schools.

597

01:28:11.280 --> 01:28:23.880

Kimberly Scrivner: So it's a really good opportunity and a good partnership between kind of this is where it takes a village and there's a lot of opportunities there and then you know, essentially, you know coordinating with all of our departments.

598

01:28:25.080 --> 01:28:28.950

Kimberly Scrivner: In terms of data sharing and really kind of keeping that message alive about safety.

599

01:28:32.550 --> 01:28:49.860

Kimberly Scrivner: So um we, as I mentioned we're going to it there's a there are a couple things particular with the quarters we're going to continue to massage through the draft plan that is on the web site gives you a little bit of flavor of kind of the the more.

600

01:28:52.350 --> 01:28:57.570

Kimberly Scrivner: In design shiny looking document will we will be putting it into a nicer looking format.

601

01:28:58.890 --> 01:29:03.750

Kimberly Scrivner: and getting that ready for Council review and that'll go to the study session on march 15.

602

01:29:05.100 --> 01:29:11.700

Kimberly Scrivner: And then kind of the getting into the adoption of a plan will be based on Council comments.

603

01:29:16.710 --> 01:29:17.130

Kurt Ahernsfeld: hey.

604

01:29:17.850 --> 01:29:26.340

Faith DeBolt: Kim and I don't know if you have anything else on this but, at the beginning, you said that you are looking at 2020 and 2021 data.

605

01:29:26.790 --> 01:29:38.160

Faith DeBolt: And because I am curious like we know that a lot more people were biking and walking during that time, so it just be interesting to see and did we see any changes in.

606

01:29:39.660 --> 01:29:42.450

Faith DeBolt: collisions crash rates with bikes and pets.

607

01:29:43.740 --> 01:29:50.070

Kimberly Scrivner: Yes, I we don't have a data for you today, but we will be, we will be pulling that out.

608

01:29:51.480 --> 01:30:06.960

Kimberly Scrivner: I did communicate with our it Department on little hiccup I had getting out today and so um so yeah we're we're working on that and recognize that that's kind of be an interest of interest to a lot of people as well.

609

01:30:09.300 --> 01:30:09.660

Kurt Ahernsfeld: Okay.

610

01:30:10.830 --> 01:30:11.340

Kurt Ahernsfeld: Brian.

611

01:30:13.890 --> 01:30:16.230

Brian Magee (he/him): yeah just a couple of quick notes.

612

01:30:17.490 --> 01:30:21.810

Brian Magee (he/him): One was on, I think the previous slide right before this just kind of a small language thing.

613

01:30:24.030 --> 01:30:32.580

Brian Magee (he/him): yeah the second bullet to work with developers and contractors to provide safe routes, I would go stronger and just say require.

614

01:30:34.650 --> 01:30:37.470

Brian Magee (he/him): Because it's not really an option it shouldn't be an option anyway.

615

01:30:39.090 --> 01:30:46.500

Brian Magee (he/him): But I do like a lot of the content in here, I think, things are coming together really well seeing the speed limit policy kind of being looked at.

616

01:30:47.100 --> 01:31:03.270

Brian Magee (he/him): is a really good one speed is always one of those the biggest factor really in a lot of these these cases, I think the only other thing might not have been in there, at least in these bullets was looking at access management, which really takes a stronger political bill.

617

01:31:05.070 --> 01:31:15.300

Brian Magee (he/him): But I really think is important because sometimes there can be properties that have three driveways when city code really would only allow one.

618

01:31:15.960 --> 01:31:26.880

Brian Magee (he/him): And the the kind of the decision to maybe modify a property owners access as part of a project that goes through, as part of redevelopment to say you only get one driveway.

619

01:31:28.470 --> 01:31:44.160

Brian Magee (he/him): is difficult to do, but it is one of the most effective ways to remove conflict points both vehicles turning onto a roadway so your pending vehicular conflict points, but also for pedestrians and potentially cyclists users, that may have facilities along those areas to.

620

01:31:47.640 --> 01:31:49.170

Kurt Ahernsfeld: me Lisa.

621

01:31:51.900 --> 01:31:52.800

Lisa McConnell: I have a.

622

01:31:53.970 --> 01:31:57.420

Lisa McConnell: statement and a question I would.

623

01:31:59.370 --> 01:32:07.440

Lisa McConnell: really like to emphasize the the data collection being from the point of view of the bicyclist and pedestrian I think it's key.

624

01:32:08.760 --> 01:32:21.480

Lisa McConnell: To have that data if, since they are the most vulnerable user and the most likely one to be killed or seriously injured, I think the data has to be.

625

01:32:22.050 --> 01:32:26.820

Lisa McConnell: Looked at from their point of view, rather than from the vehicle point of view.

626

01:32:27.510 --> 01:32:40.770

Lisa McConnell: An example i've been in the neighborhood safety program since 2014 and we've had many projects that we've wanted to get crosswalks across certain residential neighborhoods and.

627

01:32:41.310 --> 01:32:53.370

Lisa McConnell: When we can get data to support us it's usually vehicle data, even though we know there's a lot of people crossing, and we want to make it safe for them.

628

01:32:54.180 --> 01:33:01.950

Lisa McConnell: The the vehicle data says that we can't put in whatever you know that it does it doesn't trigger.

629

01:33:02.790 --> 01:33:13.920

Lisa McConnell: If the vehicle thing is low, but if I know there's a lot of kids going to a certain park or a lot of families or a lot of people crossing over a certain intersection.

630

01:33:14.490 --> 01:33:24.150

Lisa McConnell: If there's low vehicle data, then it doesn't trigger value for the city to put something that might be like a stop sign.

631

01:33:24.570 --> 01:33:44.190

Lisa McConnell: or a crosswalk or you know the attendant sightline issues that have to go with it, etc, etc, so it's very frustrating that you want to put something that you know people are using people who are walking are using but the vehicle data doesn't support, so I think it's imperative.

632

01:33:45.480 --> 01:34:05.760

Lisa McConnell: Since they're the most vulnerable users to get the data on their from their point of view about the value of some of these these projects and priorities, the other, the question I have is somewhat related in do we have data about how many.

633

01:34:06.870 --> 01:34:17.280

Lisa McConnell: times the vulnerable users law has been used in our crash situations and can, as part of this Vision Zero.

634

01:34:18.780 --> 01:34:19.620

Lisa McConnell: plan.

635

01:34:20.970 --> 01:34:22.590

Lisa McConnell: Have the city commit to.

636

01:34:24.390 --> 01:34:32.640

Lisa McConnell: actively pursuing that the use and the prosecution of the vulnerable users law.

637

01:34:33.660 --> 01:34:43.260

Lisa McConnell: Wherever it is apparent, because a lot of these you know the in attention, as you showed on that one chart is really high.

638

01:34:44.280 --> 01:35:00.150

Lisa McConnell: You know it's a high reason for why people get hurt, and that is part of the vulnerable users law if you choose to pursue it and i'm wondering if we have numbers about how many times that's been used to prosecute people.

639

01:35:01.740 --> 01:35:03.720

Kimberly Scrivner: I don't have numbers for that, but we can reach.

640

01:35:03.720 --> 01:35:04.470

Lisa McConnell: out to PD.

641

01:35:09.120 --> 01:35:09.810

Shell.

642

01:35:12.450 --> 01:35:24.210

Michelle Quinton: Yes, I just kind of have more about a statement, I guess, and I get it, maybe apologize, a bit up front, because this makes me a little like emotional.

643

01:35:25.410 --> 01:35:27.300

Michelle Quinton: You know I think this is all really good work.

644

01:35:29.880 --> 01:35:40.980

Michelle Quinton: But I think you know if you look at other cities that have actually made progress on Vision Zero right it's the commitment has to really be about.

645

01:35:42.570 --> 01:35:53.310

Michelle Quinton: Encouraging or having areas where that are pedestrian only and keeping pedestrians and bicyclists separate from cars right that that's what.

646

01:35:54.330 --> 01:36:05.520

Michelle Quinton: Other data, you know as much data as we're going to collect the other data shows that this is the most meaningful way of reducing or eliminating collisions is by not having these cars and.

647

01:36:06.750 --> 01:36:13.740

Michelle Quinton: investments and bikes in the same place at the same time, you know, when I look at that map that shows the accidents like.

648

01:36:14.760 --> 01:36:18.480

Michelle Quinton: I could have I could have drawn that map like I don't like I don't like.

649

01:36:19.020 --> 01:36:29.850

Michelle Quinton: If you ask me where with the accidents be that's where the accidents would be because that's where we have people were driving quickly, and you know minimal protection for pedestrians and bicyclists.

650

01:36:30.540 --> 01:36:38.040

Michelle Quinton: You know and and again this is just a statement like I feel like if curriculum a serious about this downtown Berkeley would be pedestrian only.

651

01:36:38.730 --> 01:36:45.990

Michelle Quinton: right we go out of our way to let cars drive through you know the little streets, and you know along the lake and stuff.

652

01:36:46.470 --> 01:37:00.270

Michelle Quinton: And it's not needed right, we can provide you know access for emergency and things like that, but make it a true pedestrian friendly area, you know and really encourage people to be pedestrians and bicyclists and get out of their cars.

653

01:37:01.860 --> 01:37:11.130

Michelle Quinton: And then in places like we were seeing you know a lot of collisions like along at fifth and things like that which is yes, of course, right because cars, want to.

654

01:37:12.090 --> 01:37:21.540

Michelle Quinton: Say have to drive fast there, there has to be meaningful separation, you know my clients aren't really going to solve the problem, so again.

655

01:37:22.530 --> 01:37:36.180

Michelle Quinton: This is it i'm not trying to take away from the work that's been done here, you know, and I know we sort of live in a framework that we have, but I just wanted to get that out there, that that I worry that all this work, which is good might not go as far as we want it to.

656

01:37:47.280 --> 01:37:48.450

Kimberly Scrivner: anybody else.

657

01:37:51.270 --> 01:38:05.640

Kimberly Scrivner: All right, well, thank you for that i'm really looking forward to taking this with County Council it really sets the stage for our active transportation plan which i'm going to move right on to unless there's anything else for Vision Zero.

658

01:38:09.210 --> 01:38:30.360

Kimberly Scrivner: um, so I will be the primary presenter tonight I do want to recognize victoria's work on contribution to this body of work so Victoria feel free to chime in anytime and then i'm Glenn akram office i'm going to present on some maintenance.

659

01:38:32.850 --> 01:38:52.620

Kimberly Scrivner: issue in cost looking at maintenance and the costs associated with that and so really appreciate the work that he's done we've done a lot of research and so looking forward to talking about that too so i'm going to dive right in um for the most part i'm not going to duplicate.

660

01:38:54.120 --> 01:38:55.860

Kimberly Scrivner: The the slides.

661

01:38:56.970 --> 01:38:58.890

Kimberly Scrivner: or or my message.

662

01:38:59.940 --> 01:39:10.680

Kimberly Scrivner: You know if we've talked about the active transportation, you know quite a number of times and you've you've probably seen most of my introductory slides before and my most recent ones were just last month.

663

01:39:11.340 --> 01:39:22.410

Kimberly Scrivner: So my focus today is to really try to address what was brought up last month and how we've kind of addressed those comments and planted have improved.

664

01:39:23.460 --> 01:39:30.600

Kimberly Scrivner: But I do kind of as just as just a reminder, the actual plan elements and do include background and existing conditions.

665

01:39:31.050 --> 01:39:37.140

Kimberly Scrivner: A bit of goals and actions which I don't plan to i'm getting into today, but we did review those that our last meeting but.

666

01:39:37.950 --> 01:39:48.420

Kimberly Scrivner: Again, since you've had that more of an opportunity to review the document i'm happy to take comments on anything today, even if I don't specifically address it in the presentation.

667

01:39:49.830 --> 01:39:52.320

Kimberly Scrivner: We did conduct an analysis and have.

668

01:39:53.340 --> 01:39:56.010

Kimberly Scrivner: A pedestrian have identified.

669

01:39:57.420 --> 01:40:00.300

Kimberly Scrivner: pedestrian and bicycle on project priorities.

670

01:40:02.130 --> 01:40:04.830

Kimberly Scrivner: The plan will include an implementation plan.

671

01:40:06.000 --> 01:40:12.840

Kimberly Scrivner: And then we have we are working on a design guidance, the design guidance document is not going to be um.

672

01:40:13.980 --> 01:40:16.860

Kimberly Scrivner: approved as part of the draft plan.

673

01:40:17.880 --> 01:40:24.540

Kimberly Scrivner: This was talked about when we brought this to the Council, because they don't want us to.

674

01:40:25.170 --> 01:40:34.920

Kimberly Scrivner: have to go back to counsel and do a plan updated to modify any design guidance should best practice change, but it does give us a little bit more guidance and consistency and so.

675

01:40:35.370 --> 01:40:38.970

Kimberly Scrivner: That will be that is kind of part of our body of work with us.

676

01:40:39.900 --> 01:40:56.760

Kimberly Scrivner: And then, just a quick reminder, as we look at our policy direction in terms of what has informed our the prioritization process it's been access to transit access to activity centers to parks

to the cross kirkland corridor we've also taken into account equity safety.

677

01:40:59.400 --> 01:41:00.270

Kimberly Scrivner: yeah equity intake.

678

01:41:03.450 --> 01:41:06.840

Kimberly Scrivner: And then, so a couple of things.

679

01:41:08.730 --> 01:41:27.240

Kimberly Scrivner: that one of the items that has been mentioned a couple times that we was not included in the draft plan that went out was about addressing addressing mode shift, and so my apologies, about that that's been brought up a couple times at the transportation Commission.

680

01:41:28.530 --> 01:41:47.820

Kimberly Scrivner: Our proposal, for that is to come right out of the gate and talk about that is part of the plan purpose, that is the purpose of this plan is to shift modes of two more people walking and biking I know that the the suggestion is to really tie the bowl to a specific.

681

01:41:49.020 --> 01:41:58.860

Kimberly Scrivner: You know number, but as we just talked about with Vision Zero plan a we just don't have the data to really be able to.

682

01:41:59.910 --> 01:42:08.400

Kimberly Scrivner: To you know we to get there, and then the second piece is that we have mode shift goals and our in our transportation master plan.

683

01:42:09.930 --> 01:42:15.690

Kimberly Scrivner: And so kind of including them here are changing them in advance is a little bit of a.

684

01:42:18.600 --> 01:42:29.130

Kimberly Scrivner: Not not necessarily the right plan for it, we are going to be updating the transportation master plan and that'll be a really great opportunity for us to look at kind of.

685

01:42:29.490 --> 01:42:44.820

Kimberly Scrivner: Essentially kind of our goal numbers for mode shift, but it is important, you do have a really good point that we need to address this right and the purpose of the plan and so that'll be one change we make to the documents so i'll stop there, right there might be a comment or two.

686

01:42:46.500 --> 01:42:58.680

Faith DeBolt: For me, as usual, a couple of thoughts there, and so you know the Vision Zero plan it's actually built into the name right zero we're getting to zero, and that.

687

01:42:59.280 --> 01:43:07.170

Faith DeBolt: It should be the same concept, with the active transportation plan in both shift goals is it doesn't really matter if we have data, we should.

688

01:43:07.680 --> 01:43:32.370

Faith DeBolt: have a sense of we want X percent of trips to be taken by and bikes and pets right it doesn't it's not a baseline thing it's where whatever at whatever point you take a snapshot, what is your percentage your allocation your distribution of of modes and and then the other.

689

01:43:33.720 --> 01:43:39.900

Faith DeBolt: I actually I just want to make sure I was understanding what you're saying so, the transportation master plan does have.

690

01:43:42.210 --> 01:43:45.450

Faith DeBolt: goals around modes, but it.

691

01:43:46.590 --> 01:43:59.460

Faith DeBolt: And it doesn't seem like it has it in the sense of like we're aiming for this percentage of TRIPS being bike impaired, but were you saying that the next updated the transportation master plan will have that.

692

01:44:00.960 --> 01:44:10.830

Kimberly Scrivner: That was something that we can surely talk about and in terms of improving improving that it's been a while, since i've looked at the the actual mode shift.

693

01:44:12.090 --> 01:44:17.070

Kimberly Scrivner: language and the tmp, but it is something that we look at in terms of kind of.

694

01:44:19.800 --> 01:44:35.550

Kimberly Scrivner: level service and addressing helps inform kind of the you know the balance of projects that go into our CFP and um but you know it is something that we can definitely talk about as part of the next plan update um.

695

01:44:36.150 --> 01:44:43.440

Joel Pfundt: So I i'll jump in just a little bit here um the current the current transportation master plan includes.

696

01:44:44.460 --> 01:44:49.770

Joel Pfundt: mode shift mode shift goals, like a goal which is pretty aggressive.

697

01:44:50.880 --> 01:45:06.990

Joel Pfundt: For the totem lake as needed urban Center and then the city's comprehensive plan also includes mode shift goals for the downtown area downtown kirkland area and.

698

01:45:07.920 --> 01:45:22.650

Joel Pfundt: As part of this update to the transportation master plan, one of the things that we do want to do is make that into a more of a city wide goal that would also focus on the centers so.

699

01:45:24.030 --> 01:45:27.300

Joel Pfundt: One of the reasons we would like to do that more.

700

01:45:29.220 --> 01:45:34.500

Joel Pfundt: holistically is because of the role that walking and biking play.

701

01:45:35.760 --> 01:45:45.660

Joel Pfundt: In relation to also transit as a critical mode that we that we want to look at as we balance all of the you know the various.

702

01:45:46.680 --> 01:45:54.450

Joel Pfundt: Travel modes together and so feels like the most appropriate place to do that is in the in the transportation masterplan.

703

01:45:56.580 --> 01:45:56.970

Faith DeBolt: and

704

01:45:58.050 --> 01:46:10.260

Faith DeBolt: So, I guess, maybe there's just a it's a semantics thing, but when I was reviewing the transportation master plan, and I see the goals that are in there it's talking about.

705

01:46:11.610 --> 01:46:21.600

Faith DeBolt: Your facilities your goals to increase the number of facilities to support these mode ships and is what i'm looking for is like what is the.

706

01:46:22.710 --> 01:46:37.800

Faith DeBolt: sort of outcome of you when you say we're going to put in an interconnect bicycle facilities that are safe, what it, what do you think that that is going to help you achieve as far as changing car trips to bike trips.

707

01:46:39.360 --> 01:46:42.630

Faith DeBolt: that's my that's like yeah that's what i'm trying to think of when I.

708

01:46:42.690 --> 01:46:43.530

Faith DeBolt: Had a goal but.

709

01:46:44.040 --> 01:47:04.380

Joel Pfundt: yeah and I think we're on the same page the the current mode shift goal is, you know frankly kind of buried within the tmp it is I can't even remember honestly what chapter it's in, but it is it's specifically related to I think transportation demand management and.

710

01:47:05.670 --> 01:47:10.140

Joel Pfundt: And the totem lake area and we would like to make that more of a.

711

01:47:12.000 --> 01:47:13.170

Joel Pfundt: I think that.

712

01:47:14.430 --> 01:47:27.990

Joel Pfundt: You know, faith you've had a really good point and other Commissioners to that this that that is kind of like what are we up to here together like we're that's that's kind of what we're headed towards is we're trying we do all this stuff to make that happen in that.

713

01:47:29.220 --> 01:47:37.230

Joel Pfundt: In that it's important that we have that aspirational goal, and it is more than just focused on the.

714

01:47:38.610 --> 01:47:41.190

Joel Pfundt: You know the Center that it's more of a city wide.

715

01:47:42.480 --> 01:47:43.770

Joel Pfundt: thing that thinks about.

716

01:47:45.450 --> 01:47:55.710

Joel Pfundt: All types of TRIPS and it and in in in many cases in the past they've been many of these mode shift goals are focused on just.

717

01:47:56.820 --> 01:48:03.090

Joel Pfundt: commute trips and that, of course, is a very small percentage of the overall daily trips.

718

01:48:04.620 --> 01:48:13.560

Joel Pfundt: And when you look at other trips many times the mode shift there's more chairs different when you're talking about.

719

01:48:15.240 --> 01:48:34.260

Joel Pfundt: From a perspective that isn't entirely focused on congestion during the PM peak hour and is more focused on you know, reducing greenhouse gases and health in equity, because many of those trips are you know much of that is beyond just the.

720

01:48:35.460 --> 01:48:38.730

Joel Pfundt: 10% of trips that are taken during the peak hour.

721

01:48:50.580 --> 01:48:51.570

Kimberly Scrivner: All right, oh.

722

01:48:53.550 --> 01:48:54.360

Kimberly Scrivner: I see another hand.

723

01:48:54.960 --> 01:48:55.440

Lisa.

724

01:48:57.450 --> 01:49:00.990

Lisa McConnell: um yeah you know you knew this was coming.

725

01:49:02.220 --> 01:49:13.890

Lisa McConnell: But I have a long list of Thank you, is when I went through the act of transportation plan, there was there's a lot in there, that I really, really liked, and I think i'll go through that first.

726

01:49:14.490 --> 01:49:32.790

Lisa McConnell: And then maybe one or two of the comments that i'd like to see tweak first I appreciate the mentioning of continuing maintenance

of already, and soon to be installed by competitive stuff because one I think it's important to consider.

727

01:49:34.020 --> 01:49:41.520

Lisa McConnell: You know it's part of the total cost of the project, but to and, more importantly, is, I think it brings home that.

728

01:49:43.110 --> 01:49:56.460

Lisa McConnell: The considerable difference between the cost of building and maintaining a bike impaired investment over single occupancy vehicles and I.

729

01:49:57.240 --> 01:50:02.820

Lisa McConnell: think we need to highlight that more that you know the the built in the maintenance on that.

730

01:50:03.810 --> 01:50:14.340

Lisa McConnell: is significantly less than sob and I think our return on investment is going to be so much higher with active transportation projects that we're doing.

731

01:50:15.330 --> 01:50:36.660

Lisa McConnell: And a lot of times and you get these transit packages like it at fifth and and other projects like development projects that kind of short terrific the bike and pen component, you know they put all their money into their project and then.

732

01:50:37.770 --> 01:50:51.480

Lisa McConnell: By compared tends to get you know, like oh we're going to make a five foot sidewalk rather than the 10 foot sidewalk we're going to earn we're going to my my worst peeve is that you they combine.

733

01:50:52.590 --> 01:50:59.760

Lisa McConnell: bike and pedal on a single sidewalk it's like you know it's a combined access i'm thinking totem lake.

734

01:51:01.500 --> 01:51:15.270

Lisa McConnell: And you know, two is short changes the investment and I don't I think when we continue to focus on maintenance and the costs on that.

735

01:51:16.620 --> 01:51:18.750

Lisa McConnell: By compared investments come way ahead.

736

01:51:20.700 --> 01:51:34.470

Lisa McConnell: Thank you for on page seven you're going through let's see it's like goal to you use the statement a bike lane to and through intersections yay.

737

01:51:35.790 --> 01:51:42.180

Lisa McConnell: awesome I you know I really enjoyed seeing that I, because I think that's that's vital.

738

01:51:43.710 --> 01:51:44.910

Lisa McConnell: Good any on that one.

739

01:51:48.510 --> 01:52:03.360

Lisa McConnell: Thank you for including data collection for Goal Three utilizing TAC to you know, monitor, you know the intersections and that sort of thing I don't think this is a supportive goal, but the main goal i'd like to see it.

740

01:52:04.920 --> 01:52:07.320

Lisa McConnell: moved up and in priority.

741

01:52:09.480 --> 01:52:18.180

Lisa McConnell: It just because the documents are investment and also documents are progress, so this, I think, is a main goal for not not a supportive goal.

742

01:52:21.540 --> 01:52:23.220

Lisa McConnell: Now for the bad parts.

743

01:52:26.640 --> 01:52:30.090

Lisa McConnell: Objective intersections strategy to.

744

01:52:31.440 --> 01:52:32.910

Lisa McConnell: It just to kind of.

745

01:52:35.370 --> 01:52:45.690

Lisa McConnell: agree with and reiterate all that we went over and Vision Zero about safe design, not just relying on technology, but actually safe design.

746

01:52:47.370 --> 01:52:48.660

Lisa McConnell: At intersections.

747

01:52:49.980 --> 01:53:05.490

Lisa McConnell: I help, I think it helps us meet our Vision Zero goals in this strategy to not just technology like pet advanced signal advance and that sort of thing but actual design on streets will help us meet our Vision Zero goals.

748

01:53:07.500 --> 01:53:18.420

Lisa McConnell: And people page 18 please include the 85th stationary a plan in the low bna score it needs to be on that list.

749

01:53:19.590 --> 01:53:27.420

Lisa McConnell: And it's got super poor head connectivity safety and crossings in that whole area and that really.

750

01:53:28.020 --> 01:53:40.350

Lisa McConnell: This is the time to start thinking about it, this is a time to put the design in before it happens, and for that area, and I think that needs to be a priority area it's going to be a priority growth area for us.

751

01:53:40.860 --> 01:53:51.090

Lisa McConnell: And I think that needs to be in this plan, right now, so that we start the design now, before any ground is broken in anything like that so.

752

01:53:52.200 --> 01:54:06.150

Lisa McConnell: And the language from page 21 on, I would like to see stronger language, rather than a recommendation I am leaning more towards the thou shalt kind of language to thou shalt do this.

753

01:54:06.840 --> 01:54:14.610

Lisa McConnell: As far as our active transportation plan, so I would like to see a lot law a lot stronger language and that last section.

754

01:54:15.720 --> 01:54:20.760

Lisa McConnell: But like I said there's a lot lot of good stuff here, thank you.

755

01:54:24.630 --> 01:54:25.260

Kurt Ahernsfeld: Thanks Lisa.

756

01:54:28.380 --> 01:54:29.850

Kurt Ahernsfeld: Any comments.

757

01:54:36.510 --> 01:54:39.090

Kimberly Scrivner: We can always pause the into for kind of general.

758

01:54:39.300 --> 01:54:40.650

Kurt Ahernsfeld: Comments okay.

759

01:54:40.830 --> 01:54:57.660

AJ Antrim: yeah I just to echo what these Lisa was saying there the having physical design for bike and pedestrian safety is absolutely critical.

760

01:54:59.490 --> 01:55:02.010

AJ Antrim: That protected bike lanes.

761

01:55:03.210 --> 01:55:03.720

AJ Antrim: and

762

01:55:04.830 --> 01:55:05.160

yeah.

763

01:55:08.520 --> 01:55:09.810

Kurt Ahernsfeld: Okay, thanks AJ.

764

01:55:11.520 --> 01:55:12.060

Kurt Ahernsfeld: Good comment.

765

01:55:14.220 --> 01:55:15.240

Kurt Ahernsfeld: yeah there's.

766

01:55:16.290 --> 01:55:17.670

Kurt Ahernsfeld: jumping right now we're all.

767

01:55:19.350 --> 01:55:19.980

Kurt Ahernsfeld: In there.

768

01:55:20.640 --> 01:55:27.480

Kimberly Scrivner: Right well keep plugging away so the next thing we heard pretty loud and clear, and I totally get it that.

769

01:55:27.750 --> 01:55:28.860

Kurt Ahernsfeld: The bike network map was.

770

01:55:29.040 --> 01:55:30.120

Pretty confusing.

771

01:55:31.410 --> 01:55:39.750

Kimberly Scrivner: So i'm going to talk about a couple things i'm the first one and i'm actually going to go outside of the presentation and.

772

01:55:41.310 --> 01:55:44.730

Kimberly Scrivner: just go over a couple things so we did create a.

773

01:55:46.170 --> 01:55:56.880

Kimberly Scrivner: Planned bike network map and i'll just kind of go through, you can see the resume way in or not all the way, but um.

774

01:55:57.900 --> 01:56:08.100

Kimberly Scrivner: So, as you look at the layers you can click them on and off um you know I think it's easier to click off of the the recommended.

775

01:56:09.930 --> 01:56:13.710

Kimberly Scrivner: Network, so that you can see what our existing facilities are.

776

01:56:16.050 --> 01:56:24.030

Kimberly Scrivner: The once you turn on kind of the recommended network, there are two ways to see the priorities.

777

01:56:24.870 --> 01:56:45.090

Kimberly Scrivner: This was a little bit challenging to kind of show, and so this is what we did first if you're navigating around the colors on the map, or more about the facility type So if you click on a particular segment, you can see the prioritization score um, and these are go these go from.

778

01:56:46.110 --> 01:56:49.710

Kimberly Scrivner: You know, low low medium to medium medium high the high.

779

01:56:52.140 --> 01:56:58.860

Kimberly Scrivner: And for every one of these, you can see, pretty much the same color box, whether you're looking at.

780

01:57:00.300 --> 01:57:00.990

Kimberly Scrivner: The.

781

01:57:02.850 --> 01:57:12.660

Kimberly Scrivner: Somewhat work another thing that we heard was you know what is near term or long term really mean and and we kind of came out of the gate that that's not really what we mean.

782

01:57:13.620 --> 01:57:27.360

Kimberly Scrivner: But, and so we decided to call them quick wins or or a full build out, and so the full build out is really kind of the you know, this is where we want to see you know or greatest protection.

783

01:57:28.980 --> 01:57:39.000

Kimberly Scrivner: You know a lot of the full build out does require additional right away, but we're putting our kind of the the goal, for you know the endgame long term plan.

784

01:57:39.960 --> 01:57:48.330

Kimberly Scrivner: And so, as you click around you can see both what that kind of near term I shouldn't use the term near term but quick when.

785

01:57:48.780 --> 01:57:55.980

Kimberly Scrivner: Then quick when I would identify things that we can do within our existing right of way, this is really convenient.

786

01:57:56.550 --> 01:58:15.570

Kimberly Scrivner: So this is a really nice tool for a number of reasons, one as we go through that, so we have a paving program or a striping program every year, and you know we can start with the you know the top of the list and go down, and you know make some incremental.

787

01:58:16.710 --> 01:58:17.490

Kimberly Scrivner: Quick win.

788

01:58:18.750 --> 01:58:20.070

Kimberly Scrivner: treatments over time.

789

01:58:21.360 --> 01:58:32.730

Kimberly Scrivner: If there's an opportunity with a project where we're maybe not we're doing a slurry seal but we're not necessarily acquiring right away, you know this, the kind of a quick win.

790

01:58:34.500 --> 01:58:45.660

Kimberly Scrivner: And then you know you see kind of the long term vision and some of that may require development we may choose to put a project into a CA P project to acquire additional right of way.

791

01:58:46.410 --> 01:58:54.240

Kimberly Scrivner: So that's one way, you can see, the priority and also kind of more of that quick win and full build out of the plan.

792

01:58:55.350 --> 01:59:10.080

Kimberly Scrivner: Another thing that I heard was that you have wanted more information based on certain projects and so for the stationary a plan, there is a link and it'll take you straight to the stationary of plan information.

793

01:59:11.250 --> 01:59:29.490

Kimberly Scrivner: This is there for homes point we have that there for the 120 eighth be on all those segments, the 128 court our study we have that 430 first and 98th avenue project.

794

01:59:31.110 --> 01:59:37.440

Kimberly Scrivner: We will update this to once we get our web page up for the stores to shores greenway.

795

01:59:38.430 --> 01:59:55.770

Kimberly Scrivner: And I probably should have put one for our current green ways which I don't have, but I can update up so that is you know kind of more information, we heard you know wanting to link to want to kind of search around the map and see what's what's recommended, and you know, in your neighborhood.

796

01:59:56.820 --> 02:00:15.120

Kimberly Scrivner: There was some confusion about kind of the near term long term and the other thing that you know another way to see the priority, other than clicking around is turning on the prioritized bike ways layer and so that kind of shows the score So you can see at a glance.

797

02:00:16.290 --> 02:00:26.280

Kimberly Scrivner: Which which projects and part of the network are scoring high or lower and so that is another way that you can view the the priorities and so.

798

02:00:27.450 --> 02:00:34.020

Kimberly Scrivner: that's just kind of how this matt can be navigated and you know and again, as I mentioned.

799

02:00:35.040 --> 02:00:43.410

Kimberly Scrivner: It doesn't matter whether you have the kind of the full build out or the quick when layers selected on the.

800

02:00:44.730 --> 02:00:47.070

Kimberly Scrivner: You know the pop up box will give you kind of both.

801

02:00:48.600 --> 02:01:00.840

Kimberly Scrivner: Regardless of layer um but the other thing I heard and i've been hearing this I heard this from the transportation Commission and I get a lot of questions internally to and it's been really confusing about.

802

02:01:01.410 --> 02:01:08.790

Kimberly Scrivner: Well, what are, how do we really see what our what our projects are and what goes into.

803

02:01:10.080 --> 02:01:15.600

Kimberly Scrivner: Putting together the our kind of our next tip projects and so.

804

02:01:17.190 --> 02:01:31.860

Kimberly Scrivner: This was a little bit more of a challenge in this public facing web map, and so I put this into kind of a series of kind of PDF maps to kind of scroll through so one thing is, I wanted to be a little bit more clear about what our.

805

02:01:32.880 --> 02:01:34.770

Kimberly Scrivner: Our funded projects are.

806

02:01:36.630 --> 02:01:44.940

Kimberly Scrivner: The this map does not include we do have a couple suggestions for this year's striping program and you know.

807

02:01:45.840 --> 02:01:52.590

Kimberly Scrivner: there's there's a couple slurry seal opportunities, but those are still being vetted I didn't map those there's also.

808

02:01:53.550 --> 02:02:04.170

Kimberly Scrivner: You know, a couple projects that are being added by development so, for instance, when 28th and one 20th there's a new development there's a new protected bike lane going in I just didn't want to get into.

809

02:02:04.710 --> 02:02:12.480

Kimberly Scrivner: Having to try to track down all the development that's happening, but these are major projects that are funded or for these two greenway is under construction.

810

02:02:14.190 --> 02:02:22.080

Kimberly Scrivner: A little caveat here, you know the the bike lanes, these are northbound biplanes that are partially funded this part of the Q jump project.

811

02:02:22.680 --> 02:02:36.150

Kimberly Scrivner: And this funded sidewalk on we need is kind of an Honorable mention, although we're not, this is not pulling out sidewalk projects in general, but as we move along um.

812

02:02:37.380 --> 02:02:47.070

Kimberly Scrivner: You know so trying to think about how to visualize what this plan says about our network, and you know what are.

813

02:02:47.940 --> 02:02:58.710

Kimberly Scrivner: High priority projects that specifically help inform projects that go into our CP, and so it was I talked about a lot our implementation strategy is you know.

814

02:02:59.370 --> 02:03:09.690

Kimberly Scrivner: We have a lot of different opportunities to kind of make incremental improvements to the system, a lot of us through private development and through our annual programs.

815

02:03:10.410 --> 02:03:19.860

Kimberly Scrivner: But kind of really big big question I get asked us, you know which projects are going to are going to be prioritized first tip so starting with our existing network.

816

02:03:21.090 --> 02:03:31.410

Kimberly Scrivner: Then we add on our the funded projects that we just talked about, and so, then you can kind of start to see a network start to form a little bit more um.

817

02:03:33.360 --> 02:03:41.640

Kimberly Scrivner: You know, then we're gonna look at, oh no boy news hold on everybody was on a roll off.

818

02:04:15.360 --> 02:04:17.520

Kimberly Scrivner: One second says acrobat is not responding.

819

02:04:19.920 --> 02:04:20.610

Kimberly Scrivner: i'm.

820

02:04:23.850 --> 02:04:25.110

Kimberly Scrivner: Sick terror.

821

02:04:30.180 --> 02:04:36.480

Kimberly Scrivner: While that is working itself out, though, I do have something else I can show you i'm.

822

02:04:39.600 --> 02:04:40.050

Kurt Ahernsfeld: sure.

823

02:04:50.070 --> 02:05:07.860

Kimberly Scrivner: um another piece of information, I do want to share as we talk about our completed projects or projects that are in the in the works, and this is a slide I created a body year ago, as we were talking with Council about the Cross kirkland corridor.

824

02:05:09.510 --> 02:05:17.550

Kimberly Scrivner: I just think it's really important to kind of talk about all of the investments that you know how we're how we're really thinking through and connecting.

825

02:05:17.880 --> 02:05:22.080

Kimberly Scrivner: connecting the dots and so in the twin i'm like area I think this slide is really powerful.

826

02:05:22.590 --> 02:05:35.190

Kimberly Scrivner: As I mentioned this slide was made about a year ago, and so we are you know updates to this would be adding a protected bike lanes in within the village and then and then, of course, as we talked about.

827

02:05:36.420 --> 02:05:44.970

Kimberly Scrivner: Last month of the there are recommendations up here in the 120 eighth corridor and just north of 120 eighth.

828

02:05:45.900 --> 02:06:00.840

Kimberly Scrivner: But this just really kind of brings it home a little bit in terms of you know how we're connecting networks and what projects

are in the works on just so just thought that's a nice piece of information, I think this particular slide my.

829

02:06:02.160 --> 02:06:05.040

Kimberly Scrivner: be useful as a little call out box in the plan.

830

02:06:06.840 --> 02:06:11.280

Kimberly Scrivner: So let me try to open up that i'm adobe document again.

831

02:06:13.980 --> 02:06:16.410

Kimberly Scrivner: And you know it's going to have to occur, but.

832

02:06:18.480 --> 02:06:22.380

Kimberly Scrivner: it's a little cranky and says it doesn't have enough memory.

833

02:06:28.530 --> 02:06:28.860

Kimberly Scrivner: Okay.

834

02:06:30.750 --> 02:06:33.210

Kimberly Scrivner: One more time wish me luck.

835

02:06:35.040 --> 02:06:35.430

Kimberly Scrivner: Okay.

836

02:06:39.150 --> 02:06:40.020

Kimberly Scrivner: goo.

837

02:06:45.480 --> 02:06:51.000

Kimberly Scrivner: Sorry, I can you dizzy here okay so we're looking at our existing projects, and then we look at our.

838

02:06:51.510 --> 02:06:53.760

Faith DeBolt: Projects i'm looking at dogs.

839

02:06:54.570 --> 02:06:55.560

Kimberly Scrivner: Oh, you are, oh no.

840

02:06:56.550 --> 02:06:58.740

Brian Magee (he/him): shoes it's actually okay with us for right now.

841

02:07:03.930 --> 02:07:05.280

Kimberly Scrivner: i'll get this right, what I need state.

842

02:07:06.600 --> 02:07:08.940

Kimberly Scrivner: tinker a little bit of extra time okay.

843

02:07:10.110 --> 02:07:14.400

Kimberly Scrivner: You can see them no dogs, this time you're looking at a map.

844

02:07:15.030 --> 02:07:16.110

Kimberly Scrivner: yeah okay.

845

02:07:17.220 --> 02:07:36.150

Kimberly Scrivner: So this is our existing network, and then we layer on our funded projects and then on what I did is I turned on our highest priority projects, and so, as you can see there they're not a ton that that really.

846

02:07:37.590 --> 02:07:47.400

Kimberly Scrivner: shine to the to the very top um, but they do show as i'd mentioned earlier, and just kind of reminding folks again.

847

02:07:47.880 --> 02:08:01.410

Kimberly Scrivner: Access to transit access to centers access to the ctc into parks, as well as safety and equity the areas around downtown around the station area and around totem lake are the ones that are really prioritizing high.

848

02:08:02.670 --> 02:08:20.340

Kimberly Scrivner: It still doesn't give us a ton of ton of a new projects to add a couple of these are industry extensions that might be dependent on development, but this starts to kind of show our high priority projects so then we take a look at more of our medium.

849

02:08:21.420 --> 02:08:33.180

Kimberly Scrivner: medium to medium high scoring projects, and so this is kind of showing what we're looking at as on potential catalyst projects So these are projects that.

850

02:08:34.560 --> 02:08:48.210

Kimberly Scrivner: You know that fall into that kind of medium to medium high scoring range that are candidates, this is a proposal for projects that we.

851

02:08:49.650 --> 02:09:03.000

Kimberly Scrivner: Would may include in this tip is kind of the like more of a bigger ticket project so more than just the quick wins, you know some of these a city may choose to.

852

02:09:03.840 --> 02:09:15.330

Kimberly Scrivner: Take a bigger role and in acquiring right away, for instance, as opposed to waiting for development to happen, for instance, a couple of these are already in the works, so I mentioned the.

853

02:09:16.590 --> 02:09:22.380

Kimberly Scrivner: is a big project we're working on also seeking money for the hundred and 28th corridor.

854

02:09:23.430 --> 02:09:29.640

Kimberly Scrivner: The city could choose that kind of depending on when how confident we are with future development that.

855

02:09:30.690 --> 02:09:36.330

Kimberly Scrivner: You know, maybe assessing how quickly that would happen, do we want to spend additional right of way.

856

02:09:36.840 --> 02:09:49.260

Kimberly Scrivner: To make sure that we're looking at this kind of connection between the kings hate neighborhood into the into the village and same with you know, this is really critical to get people from infantile into activity centers.

857

02:09:50.040 --> 02:10:09.540

Kimberly Scrivner: we've committed to bike lanes on 100 in a couple places and on the market cornered or so kind of filling in those gaps and essentially kind of the connections to and from the station and into downtown Seventh, this is the 85th fret branch and then.

858

02:10:10.830 --> 02:10:18.480

Kimberly Scrivner: You know this is this is kind of one thing that i've been thinking about a lot is that i'm in a really getting into downtown.

859

02:10:19.260 --> 02:10:24.840

Kimberly Scrivner: brooklyn i've in kirkland way i'm really seems like a great corridor for.

860

02:10:25.530 --> 02:10:37.080

Kimberly Scrivner: Getting from the station into downtown all the way into downtown this would be a very high ticket item, it would require widening of the cross for the quarter branch.

861

02:10:37.980 --> 02:10:47.130

Kimberly Scrivner: So you know really interested to see what you have to say one Council has to say, this is one of our highest priority greenway projects of her past them.

862

02:10:47.850 --> 02:11:08.070

Kimberly Scrivner: Every Park, but it does provide a little bit of a bypass to kind of a busy section of them hundred hundred eighth so this kind of some categories of whatever we're calling catalyst projects and it pulls out a few of those kind of you know medium to medium high that really think are.

863

02:11:09.510 --> 02:11:11.280

Kimberly Scrivner: You know, important and then.

864

02:11:13.260 --> 02:11:19.260

Kimberly Scrivner: And then, this map shows kind of the kind of the remaining if we start to kind of continue to look down the priority list.

865

02:11:19.830 --> 02:11:29.970

Kimberly Scrivner: This pulls up the rest of the kind of the medium and medium high scoring projects, and so, as you can see it starts to pull in more of the more of the green ways.

866

02:11:30.630 --> 02:11:38.550

Kimberly Scrivner: I think most of the other ones are kind of included, and then the last thing i'll mention before I know you'll probably have a lot of comments on this one.

867

02:11:39.120 --> 02:11:56.220

Kimberly Scrivner: um a couple of improvements that we do plan to add on to this we've kind of we did with for the stationary to plant stationary a plan to get developed, but it sounds like their recommendations for protected bike lanes on 85th, and so we plan it out those.

868

02:11:57.390 --> 02:12:11.550

Kimberly Scrivner: The other thing we noticed that the consultant didn't actually add the utilize the the bus stops on four or five and the stride future bus stops as part of the prioritization process.

869

02:12:12.060 --> 02:12:22.590

Kimberly Scrivner: And so, this connection down into the station and maybe 90th you might have to rerun this segment, to see if those prioritize a little higher once we add.

870

02:12:23.160 --> 02:12:39.540

Kimberly Scrivner: That additional transit attractor there, then there are a couple other little segments, you know this little connection up here will know and there's a couple little sections that don't fully connect there's another one I.

871

02:12:40.650 --> 02:12:53.670

Kimberly Scrivner: think this one was fixed on the in the Web map I forgot to fix it in this map of you know connecting this line, all the way to the CCC and then kind of making sure that some of the connections and the Syria connect all the way to the.

872

02:12:54.810 --> 02:13:01.050

Kimberly Scrivner: So that's kind of the idea of it starts to gel out and again, these are only the high and.

873

02:13:01.830 --> 02:13:22.110

Kimberly Scrivner: medium to high scoring projects and i'm hoping that provides a little bit more context with how we plan to kind of visualize and look at and choose and if our bigger bigger ticket projects that are candidates for getting into this gap.

874

02:13:23.820 --> 02:13:25.890

Kimberly Scrivner: And again, this could be you know.

875

02:13:26.910 --> 02:13:30.330

Kimberly Scrivner: Some of them could be really great candidates for grant money.

876

02:13:31.980 --> 02:13:37.350

Kimberly Scrivner: Then, but yeah so i'll i'll stop there and see what you have to say about that.

877

02:13:40.110 --> 02:13:42.360

Kurt Ahernsfeld: place had a couple questions Kimberly.

878

02:13:43.620 --> 02:13:50.340

Kurt Ahernsfeld: there's a kind of a stair step purple line yeah That was what is that.

879

02:13:50.880 --> 02:14:04.890

Kimberly Scrivner: This is the and we should come actually we should come and talk with you about this sometime soon, this is the the newly funded on this is our next greenway project, this is the stores to shores greenway.

880

02:14:05.940 --> 02:14:16.650

Kimberly Scrivner: So this is funded through piece or C will be kicking that off this year in terms of doing the design in House on this connects the top end of the the current.

881

02:14:17.940 --> 02:14:23.730

Kimberly Scrivner: 128th greenway and then also the protected bike lanes on the hundred and 24th.

882

02:14:24.750 --> 02:14:26.490

Kimberly Scrivner: So this utilizes the.

883

02:14:27.780 --> 02:14:41.580

Kimberly Scrivner: The 100 street bridge part of this project is to modify the gate on the east side, so that people can actually use the bridge without having to use the switch background so i've gotten a lot of comments about people having to go around.

884

02:14:43.350 --> 02:14:52.320

Kimberly Scrivner: And, and then kind of switching you know through Highlands to cross the sea Casey and then this is, I think I believe it's nine.

885

02:14:53.550 --> 02:15:01.620

Kimberly Scrivner: And you know the segments chosen because there's a existing crossing of the market, there has been some.

886

02:15:02.400 --> 02:15:14.370

Kimberly Scrivner: Preliminary Community engagement with the North Kirk neighborhood in terms of the routing through here and some suggestions from that Community and will continue that Community engagement with all of the neighborhoods but that's what that guy it's.

887

02:15:15.090 --> 02:15:26.490

Kurt Ahernsfeld: Okay um one thing I keep coming back to you and looking at these maps, as I get kind of orient because the freeway, although I really hate.

888

02:15:27.510 --> 02:15:28.620

Kurt Ahernsfeld: emphasizes it.

889

02:15:28.890 --> 02:15:35.130

Kurt Ahernsfeld: is like it if there's a way of showing that that symbolizes because it's really an easy reference point.

890

02:15:36.270 --> 02:15:45.810

Kurt Ahernsfeld: By the way, i'm thinking well it's that East or West to the freeway you know and then where's the CONNECT two minutes early, so I mean the ctc stands out really nice.

891

02:15:46.530 --> 02:15:55.560

Kurt Ahernsfeld: And I don't necessarily want to highlight, so much the freeway but it's it's really hard, sometimes for me to just kind of really that that could pop out a little bit.

892

02:15:55.680 --> 02:16:00.750

Kimberly Scrivner: yeah that's a really good point I think he made that comment, the last time to I should have made up darker.

893

02:16:02.280 --> 02:16:05.340

Faith DeBolt: Black line that division.

894

02:16:06.900 --> 02:16:15.840

Kimberly Scrivner: i'm hoping these tools help between kind of navigating the full plan and then you know this story this madness series of matches put.

895

02:16:15.840 --> 02:16:26.490

Kimberly Scrivner: Together for you all um you know we'll try to clean these up a little bit terms, of the kind of general communication about what those how that communicates projects.

896

02:16:27.840 --> 02:16:29.880

Kurt Ahernsfeld: like this feeling like this yeah these.

897

02:16:31.200 --> 02:16:35.220

Faith DeBolt: Are these on posted yet I did I don't remember seeing them.

898

02:16:36.240 --> 02:16:36.900

Kimberly Scrivner: know.

899

02:16:36.930 --> 02:16:38.250

Faith DeBolt: they're not Okay, for you.

900

02:16:38.250 --> 02:16:51.960

Kimberly Scrivner: kind of has been really trying to figure out how to put these together for you, but we can surely share them um you know, after this meeting on the public comment period in general for the.

901

02:16:53.100 --> 02:16:56.190

Kimberly Scrivner: The ATP is open until March 11.

902

02:16:58.110 --> 02:17:05.400

Kimberly Scrivner: And we can definitely share these with the transportation Commission I apologize, we didn't get these ready in time for your.

903

02:17:07.470 --> 02:17:07.920

Kimberly Scrivner: Your.

904

02:17:09.450 --> 02:17:13.440

Kimberly Scrivner: packet materials been really trying to wrap my head around how to communicate.

905

02:17:14.400 --> 02:17:26.160

Faith DeBolt: Well, I I just and I want to offer praise that I do you're getting to know us and anticipate our questions, I can tell, because the way you laid all of that out.

906

02:17:27.030 --> 02:17:41.370

Faith DeBolt: You really anticipated a lot of our questions, or at least my questions and as so I appreciate that and also just getting that the interactive map up so quickly was impressive and appreciate that.

907

02:17:42.000 --> 02:17:46.530

Michelle Quinton: Thank you, I just I wanted to say the same thing, and these are awesome.

908

02:17:47.040 --> 02:17:48.360

Michelle Quinton: Wonderful super.

909

02:17:48.990 --> 02:17:53.490

Kimberly Scrivner: Do that I do want to move on and leave enough time for Glenn to talk about the.

910

02:17:54.570 --> 02:17:58.350

Kimberly Scrivner: The the maintenance piece, and so the last thing i'll note is that.

911

02:17:59.400 --> 02:17:59.910

Kimberly Scrivner: The.

912

02:18:01.410 --> 02:18:18.420

Kimberly Scrivner: Transportation Commission wanted more information about the the the crossings and specifically whether they're new or upgraded, these are the high priority ones, we can also send that out happy to send those out after the meeting, and then the last thing.

913

02:18:19.980 --> 02:18:21.180

Kimberly Scrivner: not sure if I want to.

914

02:18:23.460 --> 02:18:25.860

Kimberly Scrivner: really get into that i'd like.

915

02:18:26.910 --> 02:18:32.610

Kimberly Scrivner: To leave time for Glenn, but we do have a series of maps.

916

02:18:33.630 --> 02:18:42.030

Kimberly Scrivner: That show well here i'll just short real quickly and I don't I still want to make sure plenty of time to talk um.

917

02:18:43.230 --> 02:18:51.240

Kimberly Scrivner: So just in terms of kind of communicating better the pedestrian analysis, so this is something I think you'll also enjoy.

918

02:18:52.140 --> 02:18:59.850

Kimberly Scrivner: We try to be a little bit more simple on the plan looks like you might want to be a little bit more detailed and so This just goes through this series of the.

919

02:19:00.600 --> 02:19:22.200

Kimberly Scrivner: The tool design of identifying the sidewalk Apps and the crossing so you know what was included with the final score was how that translated into projects and then what each sub score is and so i'm will be kind of updating the pedestrian analysis appendix with this information.

920

02:19:23.490 --> 02:19:29.850

Kimberly Scrivner: So I, given the interest of time, I want to hand it over to Glenn and then maybe we can come back to this if there's more time.

921

02:19:37.230 --> 02:19:37.740

Glenn Akramoff: Okay.

922

02:19:40.230 --> 02:19:40.950

Glenn Akramoff: Thank you.

923

02:19:42.510 --> 02:19:51.300

Glenn Akramoff: Kimberly um so i'm going to talk a little bit we got a couple of pictures here, this is actually up in the green lake area Seattle.

924

02:19:52.560 --> 02:19:53.100

Glenn Akramoff: So.

925

02:19:54.180 --> 02:19:58.650

Glenn Akramoff: You can see they've divided with delineated actors and paint.

926

02:20:00.060 --> 02:20:07.020

Glenn Akramoff: And so I want to highlight some of the challenges for us when we're cleaning those spots and.

927

02:20:08.970 --> 02:20:15.450

Glenn Akramoff: And then highlight a thought of a couple other thoughts about that so when we're We talked to a lot of people.

928

02:20:16.680 --> 02:20:35.700

Glenn Akramoff: A lot of different cities, five or six about how they handled when he enters in how they handle this situation, and this is a great example of of of actually an exception to the rule most most cities are using them in a small area.

929

02:20:36.840 --> 02:20:47.250

Glenn Akramoff: Short runs or SUP using it to protect a specific part of an infrastructure so such as a Pole, or you see him regularly used at the end.

930

02:20:48.390 --> 02:20:51.270

Glenn Akramoff: Of medians and we do that as well and kirkland.

931

02:20:52.350 --> 02:21:01.350

Glenn Akramoff: Just to let everyone know that they're there because people occasionally hit them but also it lets their snowplows know where they are, which is helpful um.

932

02:21:02.520 --> 02:21:13.650

Glenn Akramoff: But they have started to be used this way in many ways, so one of the things you can see in the picture is on the on the left.

933

02:21:14.490 --> 02:21:22.890

Glenn Akramoff: You see, basically two full lanes there's basically a full like lane and then there's still the walking facility next to it.

934

02:21:23.460 --> 02:21:33.090

Glenn Akramoff: That actually is a is a preferred application for maintenance, because we can actually take a street sweeper down, just like we would the regular lane.

935

02:21:33.810 --> 02:21:50.430

Glenn Akramoff: And you can see that their space wide enough that we can actually move the sweeper in and out between them and not have to do in work when you look at the the photo on the right, we can't finish sweeper in there, so in order to clean all that.

936

02:21:51.690 --> 02:22:05.160

Glenn Akramoff: And i'll say with a caveat that we do have a one small sweeper that could fit in there, but there's a lot of challenges with that it doesn't have the capacity and and items like that, but.

937

02:22:06.270 --> 02:22:14.700

Glenn Akramoff: That is more problematic and causes us to because they're so tight in there, it would it would cause us to.

938

02:22:15.510 --> 02:22:21.930

Glenn Akramoff: have to do most of the maintenance by hand and you can see in the in the photo there's a lot of trees there and treats cause.

939

02:22:22.380 --> 02:22:36.000

Glenn Akramoff: A lot of challenges for us in meetings, one of the things we want to make sure we can do is provide a regular easily a safe and clean driving writing surface for the cyclists and.

940

02:22:37.530 --> 02:22:42.060

Glenn Akramoff: Having done that in my past to work on many occasions that.

941

02:22:42.630 --> 02:22:57.960

Glenn Akramoff: That definitely is a concern when you're when you're writing you want to make sure you're not running into rocks and litter, and all the other degree, so we want to be able to guarantee that, for our for our users and the these will give us a challenge to do that.

942

02:22:59.100 --> 02:23:10.890

Glenn Akramoff: So one of things we looked at to was was was a couple of trying to get costs from other folks we're able to put some costs, what else which i'll share it a bit of of what we project.

943

02:23:11.520 --> 02:23:29.220

Glenn Akramoff: per mile but one of the things that we found out is that there isn't a pro programmatic approach to maintaining these and, in many ways and install it installing them they're done they're seen as a as a as a quick fix and, in many ways, they are.

944

02:23:30.420 --> 02:23:39.240

Glenn Akramoff: But when you when you do them in the in the maintenance world, they tend to to be something that that causes a lot of.

945

02:23:40.770 --> 02:23:43.710

Glenn Akramoff: Concern from the traveling public and we end up.

946

02:23:45.570 --> 02:24:03.480

Glenn Akramoff: chasing them quite a bit so you'll also see in the photo that all of these delineated years have reflectivity on them and and usually It only takes once or twice and then being bumped in the reflectivity goes away it crumbles off first it's not very long.

947

02:24:04.980 --> 02:24:11.160

Glenn Akramoff: As it doesn't sustain being hit So you can see many of these and I drove this.

948

02:24:12.180 --> 02:24:33.210

Glenn Akramoff: This area in the last 45 days and and they there are a number of them that have been hit by cars that had been either torn off or the reflectivity is messed up the other challenges is when we do get snow which we don't have a lot, thankfully, but we do have.

949

02:24:33.690 --> 02:24:36.720

Glenn Akramoff: Of course we had recently the snow plows.

950

02:24:37.830 --> 02:24:39.660

Glenn Akramoff: can always see these because they're white on white.

951

02:24:40.920 --> 02:24:47.550

Glenn Akramoff: When it's no drops, and so we ended up knocking a lot of them all, so we ended up having a pretty big repair one.

952

02:24:50.250 --> 02:24:59.130

Glenn Akramoff: So each delineate or post that you see their costs about \$50 and that's without installation, we can install quite a few.

953

02:25:00.330 --> 02:25:01.560

Glenn Akramoff: in a hurry so.

954

02:25:03.090 --> 02:25:09.000

Glenn Akramoff: You know the cost is is probably less than double that i'd say \$75 installed.

955

02:25:10.590 --> 02:25:22.260

Glenn Akramoff: The painting, you see, is is 10 cents 10 cents per linear foot when you see those hashed out areas in the picture those all have to be done by hand, especially if the millennials are up.

956

02:25:22.950 --> 02:25:34.110

Glenn Akramoff: So we could do them with a machine prior but, once we when we fix them with got to do them generally by hand there are some small machines that do that, but again they're small.

957

02:25:35.130 --> 02:25:39.930

Glenn Akramoff: walk walking machines that they take a lot of time.

958

02:25:42.210 --> 02:25:47.160

Glenn Akramoff: So wanted to talk a little bit about the kind of ongoing maintenance costs.

959

02:25:47.640 --> 02:25:54.870

Glenn Akramoff: We did some figures, based on traffic control, as if you're doing this work, as you can see, especially i've been photo on the right.

960

02:25:55.260 --> 02:26:08.010

Glenn Akramoff: We would have to flag those traffic around those because we couldn't move them over really in both cases can't move traffic around us, so we would have to block a lane to to make sure we.

961

02:26:08.550 --> 02:26:17.400

Glenn Akramoff: maintain them correctly, I also want to highlight it does in these both these applications, especially the one on the right, it does challenge us.

962

02:26:18.510 --> 02:26:34.680

Glenn Akramoff: With the with our safety i've been with the city of kirkland for months and we've had two sweepers hit in that fourth time, so it is a, it is a concern for us and something that we just have to be aware of, so the cost per.

963

02:26:37.020 --> 02:26:44.100

Glenn Akramoff: per mile to do maintenance, because over a mile it would take us a number of staff lots of traffic control.

964

02:26:44.850 --> 02:27:05.940

Glenn Akramoff: Because of the traffic control, it would take and being able to control just a small area, we would have to take us a number of days to complete, so the total cost that we came up with \$52,000 little over that almost 53 for just a little over elaine a mile that cost includes.

965

02:27:07.440 --> 02:27:10.050

Glenn Akramoff: All of our equipment that we use all of our staffing.

966

02:27:11.340 --> 02:27:25.170

Glenn Akramoff: and disposal of any any debris that would be sweeping related, and it also include some minor repairs to delineate hers so as we're as we're going through to repair those in this area.

967

02:27:25.920 --> 02:27:35.640

Glenn Akramoff: That would be each time that we clean it so because of our our current staffing level and adding some sort of facility like this.

968

02:27:37.710 --> 02:27:55.140

Glenn Akramoff: We would be challenged to be able to do it too many times a year, maybe quarterly would be the certainly the goal, I would that would be the record, but the highest we'd probably go, so, if you look at the maintenance costs that's roughly you know.

969

02:27:56.820 --> 02:28:16.800

Glenn Akramoff: Roughly \$210,000 a year to maintain this again the concern is, are we really maintaining it to the level that that the cyclist and the users need and that that is always our concern and meanings so to kind of wrap up a little bit on on on this piece.

970

02:28:19.860 --> 02:28:24.030

Glenn Akramoff: kind of some considerations for a program the spacing is critical.

971

02:28:26.730 --> 02:28:42.180

Glenn Akramoff: We want to make sure that we use these in areas that we can maintain quickly and have big access the snow removal is a concern and we're both tearing everything up and making sure we get the snow removed properly.

972

02:28:44.070 --> 02:28:50.910

Glenn Akramoff: sweeping the facilities and then the one that I mentioned about kind of the reflectivity one of the biggest.

973

02:28:51.900 --> 02:29:09.330

Glenn Akramoff: phone calls that you and and complaints that we get from the traveling public is the aesthetic of of these when they when they go bad because they can look pretty ugly pretty fast and so making sure that we have a level we know what our level of services and that.

974

02:29:11.040 --> 02:29:16.020

Glenn Akramoff: And, and we are clear about how it relates to our functioning budgets so.

975

02:29:18.000 --> 02:29:21.060

Glenn Akramoff: With that i'll be glad to answer any questions and.

976

02:29:23.280 --> 02:29:24.630

Kurt Ahernsfeld: They think you were up first.

977

02:29:26.520 --> 02:29:28.740

Faith DeBolt: i'd like AJ to go first because I copied what.

978

02:29:29.370 --> 02:29:29.760

Okay.

979

02:29:31.110 --> 02:29:31.620

Kurt Ahernsfeld: Go for that.

980

02:29:31.860 --> 02:29:34.470

AJ Antrim: I can do that and.

981

02:29:35.490 --> 02:29:40.680

AJ Antrim: This This may be a question that the answer is too long for a.

982

02:29:42.120 --> 02:29:49.740

AJ Antrim: quick answer here, but I am curious what putting.

983

02:29:51.660 --> 02:29:57.390

AJ Antrim: Concrete like short concrete barriers, like a sidewalk barrier or.

984

02:29:58.740 --> 02:30:01.710

AJ Antrim: armadillo barriers in place of.

985

02:30:04.410 --> 02:30:05.940

AJ Antrim: Those markers.

986

02:30:07.140 --> 02:30:11.400

AJ Antrim: I haven't i'm curious how that would affect maintenance costs.

987

02:30:12.300 --> 02:30:35.610

Glenn Akramoff: Sure, so this this the small the armadillos would would we would be able to likely runner sweepers over those so it would not, it would be just like a regular road sweeping so we would keep a high level of service there the the curb ones, it depends on how how you APP you apply that.

988

02:30:37.620 --> 02:30:54.420

Glenn Akramoff: there's a there's a number of new ones i've seen out there, where they actually rather than just the kind of like the curb stops, you see, in a parking lot they've actually made them higher so they've made them like 18 inches high and they actually put put it, you know it's it's.

989

02:30:55.470 --> 02:31:02.850

Glenn Akramoff: it's put inside the ground so that the road, the road goes right up to it so actually we can sweep right up to.

990

02:31:03.720 --> 02:31:23.670

Glenn Akramoff: The challenge is, on the other side, how to clean it but but because that 18 inches is there it's it we don't have to use traffic control, so we can do it with a lot less people, so it could depending on the application reduce In both cases, reduce both examples could reduce our mains.

991

02:31:28.290 --> 02:31:28.650

Kurt Ahernsfeld: faith.

992

02:31:31.530 --> 02:31:39.570

Faith DeBolt: And, and what I was thinking about as you were talking about this and the cost is, and you know that.

993

02:31:41.220 --> 02:31:52.410

Faith DeBolt: There has been a century of development of you know how to maintain roads for cars right and all the technology and trucks and training and everything.

994

02:31:52.830 --> 02:32:04.920

Faith DeBolt: And in do now that there's starting to be some serious effort in having safe infrastructure for people outside of cars and.

995

02:32:05.670 --> 02:32:25.890

Faith DeBolt: Are we seeing any trending toward and sort of these technologies for maintaining and like bike infrastructure and kind of coming to scale and being kind of more on par with the cost for maintaining the car travel lanes.

996

02:32:27.990 --> 02:32:35.160

Glenn Akramoff: It it is it it's happening it's just happening pretty slowly, but we do have a small sweeper that.

997

02:32:36.720 --> 02:32:39.420

Glenn Akramoff: I think I think it it sweeps.

998

02:32:41.580 --> 02:32:47.340

Glenn Akramoff: I think the minimum is like five and a half five feet five and a half feet.

999

02:32:48.960 --> 02:32:50.280

Glenn Akramoff: The challenge is that.

1000

02:32:50.460 --> 02:32:55.170

Glenn Akramoff: It it the vehicle is small, because as to fit in there and the challenges the.

1001

02:32:56.880 --> 02:33:03.810

Glenn Akramoff: The operating system of it is not they haven't done a good job and making comfortable for the right the drivers that that's one challenge.

1002

02:33:04.470 --> 02:33:17.280

Glenn Akramoff: It also doesn't have a storage capacity so if you're looking just on the right there that would take us on that sweeper that we currently have would take us for TRIPS back and.

1003

02:33:17.520 --> 02:33:18.450

Kurt Ahernsfeld: forth to the shop.

1004

02:33:19.050 --> 02:33:26.850

Glenn Akramoff: And so that those are some of the issues that we were trying to work with the vendors and I know they're working on trying to come up with ways to do it.

1005

02:33:27.240 --> 02:33:37.440

Glenn Akramoff: So is it a focus of the industry absolutely have we gotten there yet to where we can reduce the costs and make it more mechanical not yet, but but we're getting there.

1006

02:33:39.090 --> 02:33:43.920

Faith DeBolt: I guess it was just thinking like you know sort of the if you build it, they will come type.

1007

02:33:44.400 --> 02:33:55.620

Faith DeBolt: Of mindset of we don't want to restrict our and planning for the kind of infrastructure we want because of today's maintenance costs, you know if if.

1008

02:33:55.860 --> 02:34:08.130

Faith DeBolt: The industry is seeing the shift toward having faith infrastructure than the the business will be will say oh here's an opportunity, and hopefully the cost will come down yeah.

1009

02:34:08.430 --> 02:34:18.120

Glenn Akramoff: And I think it I think it's it's that that's a trend for sure I mean this is, I mean, as you all know, the walkable and baikal community.

1010

02:34:19.170 --> 02:34:21.570

Glenn Akramoff: movement is going throughout the country so.

1011

02:34:23.730 --> 02:34:43.470

Glenn Akramoff: You know that's one of the success ratings of a city and when there is a ranking a national ranking criteria so it's not going to go away and and nor should it, so I think that's the that's the challenge to is finding ways to maintain it with the tools we have today, while we're waiting.

1012

02:34:44.550 --> 02:34:50.130

Glenn Akramoff: I think that's the and I, and I do think that that the very technology we're looking at.

1013

02:34:51.180 --> 02:34:58.230

Glenn Akramoff: is also a problem it's obsolete, so we need to find ways to do this in a better way.

1014

02:34:59.490 --> 02:35:06.000

Glenn Akramoff: So we can make it easily maintainable but also the aesthetic remains and the safety is still mine.

1015

02:35:08.640 --> 02:35:08.850

Faith DeBolt: hey.

1016

02:35:10.080 --> 02:35:11.040

Kurt Ahernsfeld: Lisa Lisa.

1017

02:35:13.320 --> 02:35:26.190

Lisa McConnell: I thought it was interesting that sweepers have gotten hit and the bollards get hit a lot it just screams to me the need for the protected Lee more so than anything it's like well.

1018

02:35:26.850 --> 02:35:34.350

Lisa McConnell: Drivers can't even avoid a street sweeper it's like How are they going to avoid me as a bicyclist so.

1019

02:35:34.830 --> 02:35:45.480

Lisa McConnell: The fact that safety is such a big concern about in maintenance screams to me that we need these more than anything, and the other.

1020

02:35:46.290 --> 02:36:00.360

Lisa McConnell: possibility is using part park cars as your buffer lane basically having the park the parking on the outside and the bike lane on the inside, without the bollards so that the cars actually become.

1021

02:36:00.840 --> 02:36:15.270

Lisa McConnell: A bollards I think it is then you can put up you know no parking on this date and do your street sweeping without having to worry about bollards and that sort of thing, so there are other options other than than just these these.

1022

02:36:16.320 --> 02:36:22.770

Lisa McConnell: candlesticks that I think we can use all the tools in the toolbox, and obviously we need to.

1023

02:36:24.750 --> 02:36:25.200

Glenn Akramoff: agree.

1024

02:36:25.560 --> 02:36:29.010

Glenn Akramoff: And and there's a couple of examples of what you just described in Seattle.

1025

02:36:30.720 --> 02:36:41.100

Glenn Akramoff: We just didn't get the we didn't we haven't gotten the pictures from them of them, but they're definitely and I agree, this is a tool in the toolbox, but it's just one of them.

1026

02:36:42.870 --> 02:36:43.260

Kurt Ahernsfeld: cool.

1027

02:36:44.490 --> 02:36:45.690

Kurt Ahernsfeld: Thanks Brian.

1028

02:36:47.280 --> 02:36:49.410

Brian Magee (he/him): And i'll kind of second what Lisa said, like.

1029

02:36:51.330 --> 02:37:02.430

Brian Magee (he/him): Safety and you know if sweepers can get hit that's you know, a major concern for these facilities and one thing to note is that the pictures here aren't actually protected facilities they're just buffered.

1030

02:37:04.620 --> 02:37:15.330

Brian Magee (he/him): And one one kind of question that I have out of all these considerations being looked at and the implications of how we maintain them what's the long term cost and.

1031

02:37:15.810 --> 02:37:22.500

Brian Magee (he/him): kimberly's great walkthrough of all of our maps and you know what we're planning long term for types of facilities.

1032

02:37:23.100 --> 02:37:34.740

Brian Magee (he/him): Has maintenance, been a driving factor on any of the facility type considerations with our overall network, knowing that that is that may be a unique challenge in certain areas.

1033

02:37:36.630 --> 02:37:37.830

Glenn Akramoff: I would say.

1034

02:37:39.090 --> 02:37:56.730

Glenn Akramoff: I would say, generally, no, I think I think the the rate we're more in reacting to what comes in at least historic, so I do think that's that's that's one of the reasons that I wanted to engage and be here is that.

1035

02:37:57.780 --> 02:38:07.110

Glenn Akramoff: We have been invited to the table now and we want to make sure that we're we're a partner, not a hindrance, but I think that's that's the.

1036

02:38:08.310 --> 02:38:13.650

Glenn Akramoff: that's The challenge for us as what what do we have now what what equipment, do we have to get to actually.

1037

02:38:14.460 --> 02:38:26.190

Glenn Akramoff: As you start building these facilities, how can we make sure that the day they arrive, we can maintain them at the highest highest level for the users, so that that's that's our goal.

1038

02:38:28.110 --> 02:38:29.040

Glenn Akramoff: And so.

1039

02:38:30.300 --> 02:38:40.860

Glenn Akramoff: I would say no, but I would say we're we're we're being invited to the table, and we will have our say so and then we'll go start working with our vendors, to make sure we get what we need.

1040

02:38:41.940 --> 02:38:50.940

Kimberly Scrivner: and the last thing i'll add is that you know we have protected by facilities, we see protected we haven't identified yet exactly what.

1041

02:38:52.020 --> 02:38:58.680

Kimberly Scrivner: You know how to protect them and that's you know why we're bringing in maintenance trying to find out how much it's going to cost us.

1042

02:38:58.770 --> 02:38:59.520

Really.

1043

02:39:01.140 --> 02:39:11.190

Kimberly Scrivner: and bringing that to Council so that they can you know when they make recommendations they're really understanding the biggest the bigger picture and trying to see what opportunities we have.

1044

02:39:12.540 --> 02:39:14.070

Kimberly Scrivner: technologies are so.

1045

02:39:15.240 --> 02:39:21.840

Kimberly Scrivner: really appreciate plan and also Brian also from our side shot it's a lot of research for us to sounds really nice.

1046

02:39:24.120 --> 02:39:26.640

Kurt Ahernsfeld: awesome thanks great that's great great perspective.

1047

02:39:27.930 --> 02:39:28.320

Thank you.

1048

02:39:30.600 --> 02:39:41.580

Kurt Ahernsfeld: See we're at about 840 and know we're running a little bit over and we kind of anticipated that but i'm interested in this topic, but how you doing Kimberly on your.

1049

02:39:42.270 --> 02:39:44.460

Kimberly Scrivner: That was a That was the last of it.

1050

02:39:44.640 --> 02:39:57.330

Kimberly Scrivner: i'm apologize to climb very last um so basically the same message is that we're going to bring this to counsel on march 15 and then in terms of plan adoption i'll see you at Council citizen in terms of their timing.

1051

02:39:57.720 --> 02:40:00.870

Kimberly Scrivner: Whether they want us to come back for another session the session or if they're.

1052

02:40:01.950 --> 02:40:06.060

Kimberly Scrivner: satisfied enough to come back to a business item to propose plan adoption.

1053

02:40:07.350 --> 02:40:14.580

Kurt Ahernsfeld: Okay well i'm super super presentation can really and thanks to go in and Victoria, for your support.

1054

02:40:15.990 --> 02:40:18.420

Kurt Ahernsfeld: yeah that's really good presentation.

1055

02:40:20.250 --> 02:40:26.940

Kurt Ahernsfeld: With that I think we'll move on to a fairly brief update on the.

1056

02:40:29.190 --> 02:40:40.860

Kurt Ahernsfeld: Transportation Commission work plan I think it'll be like the first of another one will end up diving into a little bit more deeply don't you want to take it from there.

1057

02:40:41.880 --> 02:40:46.800

Joel Pfundt: yeah certainly um so we we are.

1058

02:40:48.150 --> 02:40:52.320

Joel Pfundt: met in January I believe staff met with.

1059

02:40:53.460 --> 02:40:55.950

Joel Pfundt: Kurt and faith to discuss the.

1060

02:40:57.210 --> 02:41:02.700

Joel Pfundt: The the work plan update um one thing I would say is that.

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02:41:03.840 --> 02:41:13.950

Joel Pfundt: related to the work plan that a number of our projects did get delayed somewhat by some of the activities that we were engaged in.

1062

02:41:15.300 --> 02:41:34.680

Joel Pfundt: In downtown related to covert response and some of those other things, and so you will see that a lot of our 2020 2020 2021 items kind of bled over into early 2022 and we're looking at wrapping up a number of items here during the first half of.

1063

02:41:35.850 --> 02:41:55.050

Joel Pfundt: 2022 and those are on our existing work plan, so I think that that's part of why it wasn't maybe quite as absolutely imperative that we have the work plan in place starting 2022 weeks we had plenty of work on the docket to wrap up.

1064

02:41:56.940 --> 02:42:11.040

Joel Pfundt: But I did want to get something out to you and so that's what's included in your packet there's really three elements to the information your packet there's the existing work plan, there is a.

1065

02:42:12.330 --> 02:42:22.620

Joel Pfundt: version of the work plan that describes the projects in the existing work plan and kind of the status of those projects, and then there is the proposed.

1066

02:42:26.070 --> 02:42:38.820

Joel Pfundt: work plan that is in there, I want to, I think that, given the the time and that we still have quite a few of these other items that we're wrapping up over the next few months.

1067

02:42:39.990 --> 02:42:50.370

Joel Pfundt: That we don't need to dwell on that a lot this evening, we can make it a more you know complete item in March and talk about the.

1068

02:42:50.820 --> 02:43:07.110

Joel Pfundt: proposed work plan and gather the commission's commission's comments, but i'm also happy to take any early reactions or thoughts based on your initial review or other things that you'd be interested in.

1069

02:43:10.350 --> 02:43:13.350

Kurt Ahernsfeld: Any questions radio ritual.

1070

02:43:14.940 --> 02:43:15.900

comments.

1071

02:43:18.600 --> 02:43:31.020

Kurt Ahernsfeld: yeah I think it was a good session we had in January appreciate well you take that as a separate sidebar conversation with us

that was quite valuable um but yeah I would agree with all your comments there that.

1072

02:43:32.310 --> 02:43:37.680

Kurt Ahernsfeld: So if i'm not seeing any comments or questions, we can roll into your CFP updates.

1073

02:43:38.790 --> 02:43:39.330

Joel Pfundt: Okay.

1074

02:43:40.410 --> 02:43:52.320

Joel Pfundt: Well i'm tip updates are again pretty short this month because, like I mentioned last month that the con concrete drivers strike continues, and so, unfortunately.

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02:43:52.740 --> 02:43:57.480

Joel Pfundt: A number of our projects continue to be on on hold.

1076

02:43:58.500 --> 02:44:09.120

Joel Pfundt: Both within the city and then also regionally, as you may have seen in the headlines it's affecting wash dot city of Seattle Seattle bridge project.

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02:44:09.480 --> 02:44:20.280

Joel Pfundt: And also sound transit some light rail projects also unfortunately you'll see some places around town where we have some sidewalk that's.

1078

02:44:20.790 --> 02:44:29.520

Joel Pfundt: that's i'm torn up for like nsp projects on neighborhood safety program projects where the timing just frankly couldn't have been worse.

1079

02:44:30.000 --> 02:44:43.860

Joel Pfundt: They started a small concrete job and tore up all the sidewalk and then the contract the concrete delivery workers went on strike for two and a half months so eventually hopefully that'll be worked out and we can get some things.

1080

02:44:45.300 --> 02:44:46.560

Joel Pfundt: back up and.

1081

02:44:47.940 --> 02:45:01.890

Joel Pfundt: Running um I also wanted to highlight the anti island campaign that the this The city is engaged in we have a.

1082

02:45:03.900 --> 02:45:05.790

Joel Pfundt: program assistant in.

1083

02:45:06.990 --> 02:45:13.590

Joel Pfundt: In public works, who is helping this with this project Sierra olson she.

1084

02:45:14.670 --> 02:45:25.170

Joel Pfundt: it's a priority for Council they had some volunteers come forward, who would be were interested in engaging with the Community on.

1085

02:45:25.860 --> 02:45:28.020

Joel Pfundt: Promoting encouraging people to.

1086

02:45:28.410 --> 02:45:46.710

Joel Pfundt: not idle idle their vehicles and so City Council provided a small amount of seed money and public works, has been working with these volunteers to provide materials so that they can go out into the Community and educate folks on.

1087

02:45:47.730 --> 02:45:52.620

Joel Pfundt: You know, encourage people to just turn off their cars instead of sitting there idling.

1088

02:45:53.670 --> 02:46:00.570

Joel Pfundt: and polluting the air, and you know, creating greenhouse gases and that kind of thing.

1089

02:46:02.040 --> 02:46:11.820

Joel Pfundt: And, and so, if anybody is interested, certainly in hearing more about that I can put you in touch with there we go yeah.

1090

02:46:13.680 --> 02:46:16.170

Joel Pfundt: Baby faith, thank you for showing that um.

1091

02:46:17.910 --> 02:46:18.510

Joel Pfundt: So.

1092

02:46:19.680 --> 02:46:31.740

Joel Pfundt: If anybody's interested in helping volunteer for that or just finding out more information or, if you have a group that you think might be interested in hearing from one of the volunteers who's involved in that.

1093

02:46:32.820 --> 02:46:46.140

Joel Pfundt: Please let me know, and I can connect you up with Sierra and and so it's a it's a it's a good program that we're working on, I thought the Commission would be interested in.

1094

02:46:48.210 --> 02:46:52.830

Joel Pfundt: Then I wanted to mention the.

1095

02:46:53.280 --> 02:46:55.200

Joel Pfundt: The northeast 85th street.

1096

02:46:55.830 --> 02:47:03.870

Joel Pfundt: stationary of plan we are looking at some walking tours related to the stationary a plan.

1097

02:47:05.280 --> 02:47:15.840

Joel Pfundt: The dates for those I don't believe have been set, yet, but that is something that is coming up you'll likely be hearing from.

1098

02:47:17.100 --> 02:47:25.650

Joel Pfundt: Victoria and or allison psych in planning or one of their representatives.

1099

02:47:26.790 --> 02:47:34.770

Joel Pfundt: To set those up, probably in the next hour i'm not sure Victoria like month or two something like that.

1100

02:47:36.720 --> 02:47:51.660

Joel Pfundt: But I know that that's something that Commission has expressed interest in we've seen a lot of utility in that in the past, and so, so I just wanted to make sure that you're aware of that, and you know more to come on that piece of.

1101

02:47:53.520 --> 02:47:54.270

Joel Pfundt: That item.

1102

02:47:56.310 --> 02:48:05.670

Joel Pfundt: And I also wanted to highlight just a reminder that, for some of the new Commissioners who might not be aware.

1103

02:48:06.600 --> 02:48:13.440

Joel Pfundt: With the with our 2022 meetings schedule, historically, the Commission has not met in August so.

1104

02:48:14.310 --> 02:48:21.600

Joel Pfundt: can take that fourth that fourth Wednesday and August and mark that as as free and then we have the.

1105

02:48:22.080 --> 02:48:30.180

Joel Pfundt: The you know the ongoing kind of struggle with the end of the year, our regular meeting times in November and December.

1106

02:48:31.080 --> 02:48:42.840

Joel Pfundt: conflicting with the holidays and so we've gone i've gone ahead, and this can certainly change, but instead of waiting until the end of the year, being more proactive.

1107

02:48:43.230 --> 02:48:58.590

Joel Pfundt: and proposing the December 14 Wednesday December 14 be the date for that combined November and December meeting if that doesn't work for anybody or a majority of folks we could certainly look at.

1108

02:48:59.610 --> 02:49:14.130

Joel Pfundt: An earlier meeting in December or or something you know even in in November as a as a different option, but that seemed to fit in there pretty well between the January meeting in the in the October meeting.

1109

02:49:15.660 --> 02:49:32.940

Joel Pfundt: And then, finally I one other item that I wanted to highlight tying back into a little bit into the Vision Zero conversation a couple items that that we that transportation took to City Council last Tuesday night.

1110

02:49:34.050 --> 02:49:39.300

Joel Pfundt: One was an expansion of the school zone safety camera Program.

1111

02:49:40.740 --> 02:49:42.060

Joel Pfundt: And Council.

1112

02:49:45.420 --> 02:50:05.670

Joel Pfundt: authorized really didn't they didn't take action, but directed Council mean Council directed staff to move forward with expanding the school's own safety camera location to to visit digital school zones, you know currently we have it at rose hill elementary and then the combined.

1113

02:50:07.980 --> 02:50:18.000

Joel Pfundt: Mere elementary and comic and middle school on 130 second avenue and kings gate and so we'll be looking at expanding the program to.

1114

02:50:18.690 --> 02:50:37.260

Joel Pfundt: A fourth avenue northeast on Finn Hill and then also on state street and northeast 68 street in the proximity of lakeview elementary and the goal with those two is to have those up and running by the beginning of the next school year.

1115

02:50:38.640 --> 02:50:44.310

Joel Pfundt: So that's in, that is, we have seen on some of the data collection that we've done.

1116

02:50:46.170 --> 02:50:51.810

Joel Pfundt: That that those schools own safety cameras have resulted in.

1117

02:50:52.830 --> 02:51:06.090

Joel Pfundt: Meaningful speed speed reduction and more people more drivers complying with the 20 mile per hour speed limit and we'll be continuing to monitor that going forward as we.

1118

02:51:06.990 --> 02:51:20.430

Joel Pfundt: As we you know the program continues to expand here over the next year or two and the other thing that was a pretty big deal was Council authorized the city manager to sign.

1119

02:51:21.510 --> 02:51:38.730

Joel Pfundt: Three agreements between wash dot and the city of kirkland related to the Northeast 85th street interchange and in line brt station project, and that was one of the many little pieces that needed to come together so that.

1120

02:51:39.840 --> 02:51:51.030

Joel Pfundt: The state that wash dot could start procurement of their design builder to actually build that project and they advertised, the first step of that actually yesterday so.

1121

02:51:52.080 --> 02:52:15.420

Joel Pfundt: That project is moving forward and once again thanks for Commissioners in the past, for all your feedback on that project, and you know, is a key part of of what we're you know about here with the stationery and plan so um that is that's all my updates for this evening.

1122

02:52:20.640 --> 02:52:28.290

Kurt Ahernsfeld: Thanks very much to all the great so yeah a lot of material tonight great presentations great discussions.

1123

02:52:29.130 --> 02:52:33.360

Kurt Ahernsfeld: Does anybody else the Commissioners have anything they would like to.

1124

02:52:34.830 --> 02:52:36.780

Kurt Ahernsfeld: bring forward to the group this point in time.

1125

02:52:40.620 --> 02:52:41.100

Kurt Ahernsfeld: Lisa.

1126

02:52:42.270 --> 02:52:52.230

Lisa McConnell: yeah I got actually from Claudia about duties Office about a virtual session for making comments about bus routes on the east side.

1127

02:52:53.250 --> 02:52:54.570

Lisa McConnell: I can, I can.

1128

02:52:55.920 --> 02:52:59.610

Lisa McConnell: attach I can send the link in the email.

1129

02:53:02.370 --> 02:53:03.300

Kurt Ahernsfeld: That would be awesome.

1130

02:53:06.870 --> 02:53:08.250

Kurt Ahernsfeld: So their hand up.

1131

02:53:10.170 --> 02:53:22.170

Faith DeBolt: This is me, and one thing just came up for me on the work plan, and there has not been any mentioned of the transportation benefit district.

1132

02:53:23.430 --> 02:53:41.460

Faith DeBolt: tbd and here at a transportation Commission meeting but i'm wondering if that's something that you know there's funds coming in there's other items on the work plan that are funding related, and so I just didn't know if that's if we would include.

1133

02:53:42.960 --> 02:53:47.850

Faith DeBolt: tbd funds and discussions in the work plan.

1134

02:53:49.170 --> 02:53:53.070

Faith DeBolt: So that was one comment, if you want to go ahead and talk about that.

1135

02:53:53.940 --> 02:53:55.980

Joel Pfundt: um yes, I.

1136

02:53:57.000 --> 02:54:10.620

Joel Pfundt: I cannot recall if I included that in some of the detail right up but that's a great catch and something we definitely want to include on on the on there is conditions involvement in that process.

1137

02:54:11.730 --> 02:54:13.410

Joel Pfundt: So thank you okay.

1138

02:54:13.620 --> 02:54:17.400

Faith DeBolt: And then the other thing I was wondering if there's any.

1139

02:54:18.750 --> 02:54:23.790

Faith DeBolt: New discussion around being able to meet in person again sometime soon.

1140

02:54:25.830 --> 02:54:41.760

Joel Pfundt: Yes, so um, so I think that I have not heard anything new about that um I have a good feeling about it, I have a positive feeling that it will happen, you know eventually.

1141

02:54:42.930 --> 02:54:57.090

Joel Pfundt: But I think how it will how it will transpire is that the come commission's will take the kind of the will respond to when City Council returns is that um.

1142

02:54:57.510 --> 02:55:08.670

Joel Pfundt: City Council will take the lead on that and once that happens, then it will be then we'll start to see the commission's going back to meeting person.

1143

02:55:09.930 --> 02:55:11.010

Joel Pfundt: The boards and commissions.

1144

02:55:13.560 --> 02:55:16.170

Kurt Ahernsfeld: Looking for that day becomes sooner than later.

1145

02:55:18.360 --> 02:55:18.750

Kurt Ahernsfeld: yeah.

1146

02:55:19.170 --> 02:55:19.560

Kurt Ahernsfeld: For sure.

1147

02:55:20.100 --> 02:55:22.230

Kurt Ahernsfeld: anybody else have a question or comment.

1148

02:55:25.260 --> 02:55:41.280

Kurt Ahernsfeld: All right, well, we finished just before nine that's right on schedule so appreciate everybody's involvement tonight great discussions and we'll be looking forward to next month's meeting on a stationary plan in the world.

1149

02:55:44.400 --> 02:55:46.260

Kurt Ahernsfeld: And everybody have a good rest of the week.

1150

02:55:49.020 --> 02:55:49.590

Faith DeBolt: night.

1151

02:55:50.310 --> 02:55:50.970

Joel Pfundt: Thanks everyone.

1152

02:55:51.720 --> 02:55:52.200

Thanks.