

Agenda:

1. Kurt Triplett (City Manager) discussing ST3 and ERC
2. Save Our Trails presentation on ST3 and ERC
3. Update on Rose Point Pump Station

Kurt Triplett (City Manager)

- ST3 overview + presentation
- 11/6 Ballot measure: King, Pierce, and Snohomish counties
- Final plan in March from Sound Transit, June decision to bring to ballot or not
- Referring to 2014 citizen survey that traffic is perceived as a low performance issue from citizens
- ST has a “floating easement” and can take as much space as they need to provide the service
- Kirkland is one of the more lopsided cities: most people who work here don’t live here, and most people who live here don’t work here. Thus, traffic
- City is advocating for transit on 405, but doesn’t see that as serving Kirkland
- ST3’s low cost option doesn’t stop in Kirkland except for Kingsgate P&R
- E-02b (higher cost) might stop at 85th, and will add one new stop at Par Marc (112th)
- City is advocating for a stop on 85th
- \$800M-\$1.5B to put transit on the corridor
- With I-405 transit alone, Kirkland would be paying \$24M additional per year for negligible service increase
- City wants to get something meaningful from this package, so we aren’t “exporting” taxes
- Resident commented that Kirkland would benefit from I-405 transit by re-routing people who normally use City streets (e.g. Market, etc..) and will use 405 instead.
- Audience question if 255 route will be eliminated? How will people get to the ST transit stops? Kurt T commented that ST doesn’t consider Metro when they do their planning. Metro will evaluate adjusting to work with any ST new routes.
- Light rail is designed to have fewer stops and travel at higher speeds. Won’t go to downtown Kirkland or Seattle. Does connect to Issaquah
- City thinks we need both 405 and ERC service
- ST E-06 is BRT on the CKC. Six stops in Kirkland. Connects do downtown Kirkland and Seattle. Highest ridership from Kirkland
- Sound Transit has committed publicly to rebuild the trail. As they build transit, they will also build a trail with it.
- City owns the corridor and is the permitting agency. This is our “stick”.
- City asking ST to fully fund light rail, but with the ability for Kirkland to choose BRT.
- City is committed to realizing the CKC master plan, which they estimate will cost \$70-90M.

Save Our Trail Presentation

- David G. presenting for Save our Trail.
- Uses the trail all the time. Lives near ICS.
- Thanked Kurt and the City for engaging on this topic and sharing data relating to the work
- Views the trees as a beautiful natural area and this is the “magic” of the trail
- 1,700 people (mostly from Kirkland) have signed the petition to keep transit off the corridor
- Views removing the trees as too destructive to the natural environment. Has been referred to as a “concrete canyon”
- Stated the line would cost \$74.7M per mile, the 2nd most expensive BRT in the USA, after Boston’s Silver Line (source: BRT Planning International)

Additional ST3/ERC commentary

- Kurt – a decade before anyone breaks ground on the project, and a decade more before it’s built
- Audience question if ST3 rejected the Kirkland “must haves”, then Council would consider recommending that voters not approve the ST3 proposal

Rose Point Lift Station

- Replacement of existing sewer lift station, that is about 60 years old, and has reached the end of its useful life
- 52 houses have their fluids drain to the pump location, plus an extra area of homes that have a safety valve that feeds if needed. A pressurized main pumps the fluid up near the firestation, then over to another pump station, then is routed to eventually end up in Renton for treatment
- The current system has no backup generator, with only about 30 minutes before it starts backing up
- New system will be a wet well / dry well system. Sewage is ground up and processed before being pumped up. New system will include a generator.
- Station will carry 600 gallons per hour (same as existing station)
- Audience member asking for nearby residents to be involved in design work. City responded that this work has taken place and plans further engagement.
- Generators are usually tested about an hour a week, after 9 AM
- December is the earliest the City would likely be starting on the work
- Audience question: Heavy construction equipment? Impact on neighborhood? Kid safety? City saying yes there will be significant work, but the haul route has not been defined. Current thinking is that the haul route will be 18th, then out another way so the trucks don’t have to go back up the hill.

<end of notes>