



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager
From: David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director
Date: December 17, 2015
Subject: Sound Transit 3

RECOMMENDATION:

It is recommended that the City Council review material concerning ST 3 and direct staff concerning next steps for preparing a letter to the Sound Transit Board by January 21, 2016 and for community outreach in 2016.

BACKGROUND DISCUSSION:

Sound Transit Schedule and request for comments from Kirkland

On December 4, 2015, the Sound Transit (ST) Board released draft "project templates" for candidate projects from around the region that could be included in the proposed ST 3 package. The project templates are standard evaluation forms that are used to rate candidate projects against Sound Transit criteria, such as ridership and cost. In March, the Sound Transit Board will propose a draft service plan that will be a subset of the current candidate project list. The content of the draft plan will then be refined by input from local jurisdictions, and by a public involvement process that will be conducted by Sound Transit in April. In June, the ST Board will decide on a final package that will be presented to the voters on the November 2016 ballot.

Dow Constantine, King County Executive and Sound Transit Board Chair, has asked that each jurisdiction prepare correspondence to indicate its receipt of the draft ST 3 templates and to comment on them (see Attachment 1). Specifically, Chair Constantine's letter

Some abbreviations used in this memo

BRT - Bus Rapid Transit. In this memo, a high capacity transit mode utilizing special vehicles, limited high quality stations, off-vehicle fare payment and operating primarily on a separate guideway with some operation in mixed traffic.

CKC - Cross Kirkland Corridor. The 5.75 mile long segment of the Eastside Rail Corridor owned by the City of Kirkland.

ERC - Eastside Rail Corridor. The 42 mile long former BNSF rail line between Renton and Woodinville, including the Redmond spur.

HCT - High Capacity Transit. Here usually meaning either BRT or LRT.

LRT - Light Rail Transit. In this memo, a high capacity transit mode, matching the characteristics of the existing Sound Transit Link system. Electrically powered by overhead catenaries and operating on exclusive tracks.

ST 3 - Sound Transit Three. A set of projects that will go before voters in November 2016.

states in part: "With this letter I am asking for your acknowledgement and feedback on the scope of the candidate project(s) in which your jurisdiction is interested" and "...we would like to have your acknowledgement on the scope of candidate projects of interest to you along with any other feedback, by Thursday, January 21, 2016."

City of Kirkland staff intends to have a final draft letter prepared for Council consideration at Council's January 19 meeting. The working outline of the letter is as follows:

1. Introduction/acknowledgement of project templates
2. Kirkland's Policy Basis for supporting ST 3 elements
3. Comments and questions on the ST 3 Candidate Projects and templates
4. A summary of what we have heard from our community
5. Elements the City of Kirkland would require in ST 3 projects
6. Kirkland's initial preference for projects
7. Closing

Staff is looking for direction from the Council on any changes to the outline.

The following sections of this memo describe content that could be drawn upon for completing the letter to the Sound Transit Board. Council comments on the draft material will help guide staff in continuing discussions with the community and in crafting a final letter that will be brought to Council at its January 19 meeting for review, edits, and final approval.

The amount of funding for an ST 3 ballot measure and the implementation schedule for approved projects has not been decided. Sound Transit Board members are considering a longer implementation schedule and therefore a higher funding level than was associated with either of the preceding Sound Transit phases. Recently Sound Transit has begun to float the idea of "ST 3 Complete," an idea that ST 3 would be the last Sound Transit measure for 20 to 30 years. By extending the time frame of the taxes and implementation, more projects throughout the 3 county region could be completed. The funding and implementation of an ST 3 Complete plan has implications for Kirkland in that it may allow for more projects, although potentially over a longer time period and later in the funding process.

Kirkland's position on the CKC transit mode continues to evolve as the ST3 measure evolves. If a larger/longer ballot measure is proposed, Kirkland staff are recommending that the ST3 measure includes full funding for light rail from Totem Lake to Bellevue, but that there be sufficient flexibility in the language to allow for BRT on that segment if the Kirkland community concludes BRT is a better fit.

Multi City Letter to the Sound Transit Board

In July the City Council approved an interest statement (Attachment 2) to the Sound Transit Board that was authored jointly by the Cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Sammamish. Its purpose was to convey the joint interests of Eastside cities as the Sound Transit Board assembled candidate projects for ST 3 at its August 27, 2015 meeting. The July letter discusses BRT on the CKC as an alternative *if* there is not financial capacity for light rail. This needs to be revised if there is a larger ST3 ballot measure. The Cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell are currently preparing a follow up joint comment letter that looks at the current candidate projects based on the July letter and expresses to the Sound Transit Board high level interests shared by the six cities. A draft of the letter will be available for Council review at the January 5 Council meeting.

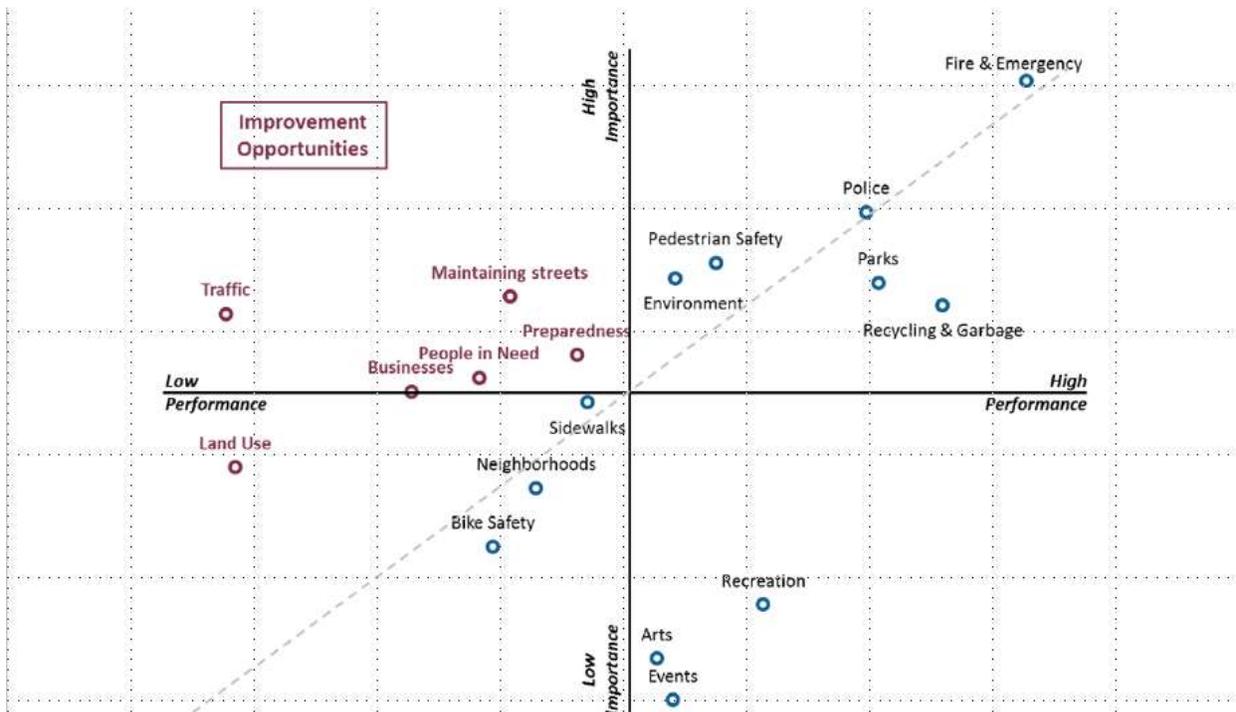
Policy basis for transit on the CKC

Following more than three years of public involvement, the City Council recently adopted a number of documents that define Kirkland’s future course, including the Comprehensive Plan and the Transportation Master Plan. In 2014, the Cross Kirkland Corridor Master Plan was adopted after a vigorous public outreach program. All of these plans identify High Capacity Transit on the Cross Kirkland Corridor as a goal toward which the City should be striving.

The Comprehensive Plan’s 2035 vision of a livable, walkable, green community can only be met with a high quality transit system that connects with the regional system. Developing transit as a realistic alternative for many trip types is one of the foundations of the Transportation Master Plan and will best be accomplished when transit can travel on a guideway that is separate from mixed traffic. A separate transit way on the CKC is one way of accomplishing this. The transportation element of the Comprehensive Plan was developed in coordination with the Plan’s land use element and its recognition of Kirkland’s future growth including at the Totem Lake Urban Center.

Results from the past three community surveys have shown traffic congestion as an item that is important to the community but which needs improved performance. Adding better transit options is one several strategies that can be used to improve traffic congestion.

Figure 1. 2014 Kirkland Quad, based on the 2014 Citizens Survey



Along with local policy support for transit on the CKC, there is regional policy basis for HCT on the Eastside Rail Corridor (ERC). The ERC Regional Advisory Council¹ has adopted a policy

¹ King County, the cities of Kirkland and Redmond, Sound Transit, and Puget Sound Energy own segments of the Eastside Rail Corridor or easements on the Corridor. These owners work together through the Regional Advisory Council (RAC) to maintain a collaborative, regional planning process for the ERC. The owners’ goal is to achieve connectivity and multiple uses, maximizing public benefit and enjoyment throughout the corridor both directly and indirectly.

statement in support of HCT along the entire corridor along with facilities for walking and biking. Sound Transit has an easement on the corridor for high capacity transit.

Comments and questions on the Sound Transit Projects and templates

There are 55 candidate projects currently being reviewed by Sound Transit. Of the six East Subarea projects, three are of particular interest to Kirkland, and are described in the table on the following page.

A great deal of additional detailed information is available in the [ST 3 project library](#) on the Sound Transit website including background materials on [Core priorities](#), [Candidate project evaluation methodologies](#), [common project elements](#) and [East subarea candidate projects templates](#).

Staff and the consultant team are still reviewing the templates and will have more information available at the January 5 Council meeting. There are, however, several areas that have already been identified as areas of concern. A series of questions has been sent to Sound Transit around these concerns; Sound Transit staff is preparing answers and has agreed to meet with Kirkland staff on January 4. Current questions address the following general areas:

- Ridership forecasting is one area where questions have been raised. For example, ridership does not increase with access to service. Even after discounting for additional travel time associated with more stops, it is not intuitive that adding stops will not increase ridership. This concern is shared by other Eastside cities.
- How the proposed projects work with proposed or existing Metro service is not clear and could significantly affect measures of effectiveness by which the candidate projects are measured.
- The routing of BRT through Totem Lake may not be an aerial routing (as requested by Kirkland) and this would make a substantial difference in travel time when compared to a surface routing. Similar concerns surround the particulars of routing in downtown Kirkland.
- Operating characteristics of BRT, such as travel speed between stations, time spent at stations, and frequency of service have not been described in the templates and, depending on how they are modeled, could alter overall service performance.
- There are certainly differences in the ease of bicycle and pedestrian access depending on the project yet these differences may not have been modeled.
- A Transit Oriented Development at the Kingsgate Park and Ride is also a priority for the City, and was not included in the original set of project templates. City staff is asking whether or not such a project could be included in the proposed projects.

Table 1 Candidate ST 3 Projects in Kirkland

Base Project		Option		Elements in Kirkland			Cost (Millions of 2014 \$)	Ridership (Thousands of 2040 daily boardings)
ST No.	Description	ST No.	Description	ST No.	Description	New facilities		
E-02	Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac.	E-02a	Lower Capital Option	E-02a-SegA	Lynnwood Transit Center to Bellevue Transit Center	Parking garage at Kingsgate park and ride (800 new stalls) BRT vehicles and service	118-127	8-10
		E-02b	Intensive Capital Option	E-02b-SegA	Lynnwood Transit Center to Bellevue Transit Center	Parking garage at Kingsgate park and ride (800 new stalls) In line station at NE 112th BRT vehicles and service.	627-671	8-10
				E-02c1	NE 85th Street BRT Inline Station	Inline station with bridges and elevators to bus stops on NE 85th	243-260	<1
				E-02c2	NE 85th Street Bus-Only Lanes	Two-way outside bus-only lanes on NE 85th Street between 132nd Avenue and 6th Street	98-105	N/A
E-03	Totem Lake to Issaquah Light Rail	Not applicable	Overall project				3,157 -3,379	12 -15
			E-03-SegA	Totem Lake to Wilburton Station LRT on CKC	Stations at Totem Lake, NE 112 St, 6 th St. S and S. Kirkland P&R Parking garage at Kingsgate park and ride (800 new stalls) LRT vehicles and service Accommodation of CKC/ERC trail per ST's High Capacity Transit Easement generally on the west side of the corridor	1,353-1,448	4-5	
E-06	BRT on Eastside Rail Corridor from Kirkland to Bellevue	Not applicable	E-06	Same as overall project	Stations at Totem Lake Transit Center, Kingsgate Park and Ride/Totem Lake Freeway station, NE 112 th St.,6 th Street/NE 85 th Street, Kirkland Transit Center, S. Kirkland Park and Ride (plus 3 stations in Bellevue) BRT vehicles and service Accommodation of CKC/ERC trail per ST's High Capacity Transit Easement generally on the west side of the corridor	698 -747	2.5 -3.5	

What we have heard from our community

Staff has been actively briefing the community on ST 3. Meetings have taken place with neighborhood associations, business groups, Boards and Commissions, as well as with the Houghton Community Council. A community wide meeting was held on November 19 and drew over 300 attendees. A brief list of the events is shown below, with a more detailed description of the meetings (dates, primary staff presenter, etc) is included as Attachment 3:

- Neighborhoods
 - Moss Bay
 - Highlands
 - Norkirk
 - KAN
 - South Rose Hill-Bridle Trails (January)
- Boards and Commissions
 - Transportation Commission (October & December)
 - Park Board
- Houghton Community Council
- General Public Meetings
 - ST 3 Open House at Kirkland Performance Center
 - CKC Brown Bag
- Business Groups
 - Kirkland Business Roundtable
 - Kirkland Chamber of Commerce: Public Policy Committee
 - Keller Williams
- Other Cities and agencies
 - Bellevue
 - Issaquah
 - Redmond
 - King County
 - King County Metro
 - ERC RAC
- Media/Social Media
 - Kirkland Reporter
 - Kirkland Views
 - KIRO TV News

While there is interest in the BRT on I-405 project, most of the discussion at community events has been around high capacity transit on the Cross Kirkland Corridor. A variety of opinions have been offered by the community, ranging from those who strongly oppose any transit on the existing corridor to those who strongly support transit on the corridor if done appropriately along with a high quality trail for bicycles and pedestrians.

A list of the most frequent concerns heard at public meetings are listed below in no particular order.

1. *Safety for trail users.* The proximity of trail users and transit vehicles and safety concerns about crossing HCT to access the corridor.
2. *Accessing the corridor.* There is a perception that HCT will form a barrier in the community and prohibit crossings in many places where they now exist.
3. *Impacts to natural environment.* Concerns have been raised about environmental impacts to wetlands, trees, and views. These concerns have raised questions about where (laterally) on the corridor HCT and the trail will be located.
4. *Need for a trail to remain.* There is a fear in the community that if HCT is built on the CKC, there will not be a trail or the trail will be inadequate to meet community needs.
5. *Other places for transit.* Because of its perceived negative impacts on the trail, some community members are suggesting that transit should be located somewhere else (such as on I-405) and believe that other locations could be equally effective for transit.
6. *Negative impacts of transit vehicles.* Visual, odor and noise impacts of transit vehicles.
7. *Frequency of buses.* Concern that bus frequencies will exacerbate concerns 1, 5 and 6.
8. *Ability to fit on the corridor.* There is a perception that the corridor is not wide enough to support proper development of a trail and HCT together, or that there are parts of the corridor where width is not adequate. (see item 3)
9. *Commitment from Sound Transit.* There is an overarching concern from community members, even those with different viewpoints about HCT on the CKC that Sound Transit may not construct the corridor in a way that takes Kirkland's interests into account. Some of those who have said they oppose HCT on the CKC have said that they would support it if there were a "legally binding" way to obtain assurance that the CKC would be built out according to the Master Plan vision.
10. *Parking impacts.* Community members have expressed the need for added parking areas for corridor access, assuming that HCT would draw transit riders to station areas and failure to adequately plan for this will cause impacts from parking in neighborhoods.
11. *Property values.* Some people who live along the corridor are of the opinion that adding HCT will decrease property values.
12. *CKC transit will be for "others."* The concern here is that BRT on the CKC may serve routes that carry people who are passing through Kirkland, impacting the corridor without direct benefits to residents of Kirkland.
13. *Construction impacts.* Concern that during construction, the entire trail or portions of the trail will be closed for long periods of time.

Some of these concerns are discussed below in the *Elements the City of Kirkland would require in ST 3 projects* section of the memo.

Community Outreach Plan

Staff has been working with the Council's Ad-hoc ST 3 Workgroup to plan for community engagement around ST 3 between January and June. As was described above, the first milestone is the January 21st comment letter due to Sound Transit including the City's comments on the candidate projects. Staff is proposing the following outreach and communication activities prior to the January 19 Council meeting:

- Community Meeting January 11 – The purpose of this meeting is recap what we've heard from the public, describe the candidate projects and describe how the comments received to date are shaping the City's response comments on the candidate projects.
- Full-page ad in the Kirkland Reporter acknowledging input to date and advertising January 11 community meeting.
- Op-Ed (Editorial) written on behalf of the City Council.
- Dedicated web page with regular updates

At the January 5 City Council meeting, staff will be presenting key messages and an outline of the January 11 meeting format so that the Council can provide final direction.

Following the January 21st letter, staff will re-engage the public to understand more about their interests. Possible activities may include focus groups and on-line open houses and surveys.

Once Sound Transit produces the next project proposal in March, the City will assure that the information is available to the community through our website. Depending on the updated Sound Transit proposal, additional community meetings may be considered. At a minimum, the City can make sure the community is advised of how to participate in Sound Transit's public involvement effort this spring.

Elements the City of Kirkland would require in ST 3 projects.

The response letter to Sound Transit should include a set of initial points that Kirkland would need included in an ST 3 project set. At this early stage in the review process a full or final list cannot be included, but it would be helpful to future negotiations if we could begin to lay out our key requests.

These requests are built around two themes: one is thorough, accurate planning based on adopted policy that will lead to an effective transit system; the other is addressing concerns we have heard from the public. There is of course overlap between these two areas and they should be blended to reach the most effective conclusion. The following list draws from both areas:

1. Projects serving Kirkland must deliver capital and service components that significantly advance the structure of transit service in Kirkland. This will likely require both BRT on I-405 and either LRT or BRT on the CKC/ERC.

2. Any transit on the CKC must address the community concerns about noise, safety, visual impacts, and environmental impacts.
3. Any Sound Transit project constructing HCT on the CKC must include design and construction of a trail. This would include full design of the vision in the CKC Master Plan, but construct only a basic main trail. Kirkland or others would be responsible for a side trail and other features to complete the CKC Master Plan vision.
4. Within the bounds of any existing easements, HCT on the CKC must generally be to the east of the centerline of the corridor unless a different alignment is needed to preserve the natural features of the corridor that enhance the trail experience. The need for HCT to be on the edges of the CKC is to ensure the remaining width is sufficient to fulfill the CKC Master Plan vision.
5. Accessibility across the corridor must be preserved. Numerous safe crossings, in addition to those at intersections, must be provided in keeping with the CKC Master Plan vision.
6. Only vehicles that are quiet and have zero emissions, such as electric vehicles, can operate on the CKC.
7. Any project for BRT on I-405 must include stops at NE 85th and at NE 112th Streets. It must also include an exclusive guideway transit solution to connect downtown Kirkland and the I-405/NE 85th Street interchange.
8. Sound Transit must work with the City of Kirkland to consider parking impacts from station locations.

Kirkland's initial preference for projects

The following table takes the interests from the preceding section and examines them across each of the proposed projects in an attempt to give Council a tool to evaluate which projects might best meet those interests.

Table 2: Relationship between Kirkland’s interests and ST 3 Projects

Kirkland Interest	Light Rail Transit on CKC	Bus Rapid Transit on CKC	Bus Rapid Transit on I-405
Advance transit in Kirkland. Include BRT on I-405 an HCT mode on the CKC and Transit Oriented Development at Kingsgate Park and Ride. Service must be frequent and reliable.	Less susceptible to changes in service level.	Could potentially support more destination options due to various routes operating on a busway.	Include stops at NE 85th and at NE 112th Streets. Include an exclusive guideway transit solution to connect downtown Kirkland and the I-405/NE 85th Street interchange.
With HCT on CKC, include design and construction of a trail, funded by Sound Transit. Sound Transit must secure any additional property necessary to complete the project.	Not dependent on mode, but BRT design may be easier due to less restrictive design constraints.		Not applicable
HCT on the CKC must generally be to the east of the centerline of the corridor; retain natural feel of corridor.	May be more difficult with LRT due to design constraints such as clear areas around tracks and power supply catenaries, as well as regional sewer line locations in the CKC.	Allows more flexibility for design in constrained spaces.	
Accessibility to the trail on the CKC must be preserved.	Due to higher vehicle speeds, and need to protect power supply, LRT likely to have a stronger need for fencing to prohibit crossing.	Busway should be similar to a narrow road and will not need barriers.	
Only vehicles that are quiet and have zero emissions, such as electric vehicles can operate on the CKC.	LRT is electric.	May limit number of routes that can use the corridor. Fleets may have been upgraded by the time a busway is constructed.	
Safety	LRT operates at higher speeds, with longer stopping distances than BRT. Frequencies may be similar between the modes. Possibly higher with BRT if used by multiple routes.		
Parking impacts. Sound Transit must work with the City of Kirkland to consider from station locations.	Fewer stations but potentially higher ridership and more parking than BRT	More stations and more likely to have stations in parking sensitive areas.	Parking impacts would be near I-405 and likely require Park and Ride capacity.
Connectivity – connect to metro transit and major centers.	More difficult to connect to downtown Kirkland. Fewer stations than BRT	Allows for one-seat ride connections across SR 520.	Requires multiple access points to create connectivity. More difficult to access freeway than CKC.

Questions Council may wish to consider

Council may wish to consider the following questions in preparation for the January 19th Council meeting where a draft letter to Sound Transit will be presented.

- Is the basic outline proposed for the letter to Sound Transit correct?
- Does the Council agree with the staff recommendation for funding light rail but with flexibility in an "ST Complete" concept?
- Are there any changes that should be made to the outreach plan?
- Should the letter to Sound Transit include a preliminary preferred mode on the CKC?
- What other technical information is needed to inform a letter to Sound Transit?
- Are there changes that should be made to the list of required elements in an ST 3 package?
- Does Council have edits to the draft multi-city letter to ST 3?
- Is there any other feedback the Council wishes to provide prior to the January 19th Council meeting?



RECEIVED
DEC 10 2015
CITY OF KIRKLAND
CITY MANAGER'S OFFICE

December 7, 2015

The Honorable Amy Walen
Mayor of Kirkland
123 5th Avenue
Kirkland, WA 98033

Dear Mayor Walen,

On behalf of the Sound Transit Board, I want to thank you for your input and continued engagement on the development of Sound Transit 3 (ST3), the next set of regional high-capacity transit investments that we plan to present to voters next November. To reach that goal, we expect to have a draft system plan out for public comment and review next spring, with final adoption by the Board at our meeting in June. Input from jurisdictions, the citizens we serve, our partners, and stakeholders across the region will continue to inform and shape our work in the months ahead.

The purpose of my letter is to ask for feedback as we begin to evaluate the ST3 candidate projects and start to identify projects and services for the next system plan. At the December 4 Board workshop, staff presented technical reports for each candidate project, along with corridor summary information, for the list of candidate projects approved by the Board last August. The candidate project reports can be found at www.SoundTransit3.org. With this letter, I am asking for your acknowledgement and feedback on the scope of the candidate project(s) in which your jurisdiction is interested.

Through the implementation of Sound Move and Sound Transit 2 capital programs, the agency has come to value the need for common understanding and clarity about the scope and initial assumptions of proposed voter-approved projects. At this stage in the planning process, the scope of these candidate projects inform the cost estimates, which in turn inform the financial plan needed to support the system plan. To ground the system plan in solid analysis and to ensure success over the long run, it is paramount that we continue to advance our planning work with accuracy and transparency. Sound Transit asks you to acknowledge the scope elements included in candidate project reports of interest to you and note if there are scope elements that have been overlooked or included unnecessarily. To keep our work on schedule, we would like to have your acknowledgement on the scope of candidate projects of interest to you, along with any other feedback, by Thursday, January 21, 2016.

Over the next several months, the Board intends to develop a system of capital projects and services that, in combination with state and local transportation services and infrastructure, keep our regional economy and people moving. Using the technical work presented at the December 4 workshop and on-going feedback from citizens, cities, and partners, the Board will utilize our regular meetings to discuss priorities, leading to the adoption of a draft plan in the spring.

CHAIR

Dow Constantine
King County Executive

VICE CHAIRS

Paul Roberts
Everett Councilmember

Marilyn Strickland
Tacoma Mayor

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Bellevue Mayor

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Seattle Councilmember

Lynn Peterson
Washington State Secretary of Transportation

Larry Phillips
King County Council Chair

Dave Upthegrove
King County Councilmember

Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER

Joni Earl

Thank you for your continued engagement and feedback on the ST3 planning work. An integrated and robust transportation system is key to maintaining our economic competitiveness and the quality of life we enjoy in the Puget Sound region. My colleagues on the Board and I look forward to working with you in the weeks and months ahead on an ST3 plan that delivers on this vision.

Sincerely,



Dow Constantine
Chair, Sound Transit Board

c: Sound Transit Boardmembers
Mike Harbour, Acting Chief Executive Officer
Ric Ilgenfritz, Planning, Environment & Project Development
Ann Snell McNeil, Government & Community Relations



Sound Transit Phase 3 (ST3) System Plan Joint Interest Statement Cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Sammamish July 14, 2015

The cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Sammamish share the following interests in the Sound Transit Phase 3 (ST3) System Plan. These shared interests are in addition to city-specific interest statements or comment letters that may be provided to Sound Transit.

Fund Eastside needs – ST3 must fully fund investments necessary to meet Eastside transit needs throughout the duration of the ST3 System Plan. The regional transit system must provide viable alternative travel options within the Eastside and connect the Eastside with the region.

Connect regional growth centers within the Eastside – Eastside cities have many common interests and goals and are interconnected both economically and geographically. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers. Much of the Eastside transit demand is for travel among Eastside centers and ST3 must invest in service to meet that travel demand.

- Complete the East Link spine to Downtown Redmond; this should be a primary goal of any ST3 package.
- Build light rail from Totem Lake to Issaquah via Bellevue to connect these Eastside regional growth centers with fast, frequent and reliable transit service; delivering this connection within the ST3 timeline is imperative. If light rail is beyond the financial capacity of the Eastside in ST3, then other HCT connections such as Bus Rapid Transit (BRT) should be implemented instead.
- Invest in High Capacity Transit (HCT) and additional Regional Express Service (REX) to ensure that people can travel within the Eastside and beyond.

Connect the Eastside with the region – ST3 should continue the legacy of strengthened connections between the Eastside and Snohomish County, South King County and Seattle.

- Implement high-quality BRT along I-405, consistent with but not limited to capital and operational investments identified in the I-405 Master Plan; improved access to I-405 BRT, including “last mile” connections and transit connections to activity centers must also be provided.
- Invest in enhanced and expanded Regional Express Service between Eastside cities and the region, including adding service to overcrowded and high ridership routes and implementing capital investments that improve the quality of these services including BRT type investments.

Provide an integrated regional transit system with access enhancements – Sound Transit, King County Metro, and cities must work together to develop a fully integrated regional transit system with enhanced access that supports local and regional plans.

- Integrate all Sound Transit and King County Metro transit service into a regional network that seamlessly connects light rail, bus rapid transit, regional express and local bus service regardless of which agency is providing the service.
- Invest in Transit Oriented Development (TOD) to support High Capacity Transit by becoming an early and active partner in TOD and participate in subarea planning as part of ST3.
- Fund non-motorized station access improvements, such as pedestrian and bicycle facilities, in ST3 and identify them early in project planning and design.
- Advance performance-based initiatives in ST3 that maximize the utilization of existing Park-and-Ride lots and provide increased capacity where appropriate.

Support system expansion – Provide operational services, capital improvements and future planning to support the expanded regional transit system.

- Provide facilities and services necessary to operate and maintain the expanded regional transit system, with facility and service planning completed early in the process.
- Lay the foundation for the next phase of regional transit investments by funding studies of future system upgrades and extensions as part of the ST3 System Plan.

Key ST3 Meetings since September, 2015*

Community

Stakeholders

Meeting	Location	Date/time	Primary Presenter	
			Kurt	Kathy
ST3 conversation w/ TranspoGroup (Adam Parast)	City Hall	September 15, 9:30 am	X	X
Discuss transit oriented development on Eastside w/ Reps McBride/Hunter, Mayors Balducci/Marchione	McBride's home	October 7, noon	X	
Sound Transit Project Planning w/ Mike Harbour, Brian McCartan, and Ric Ilgenfritz	City Hall	October 12, 3:30 pm	X	
Kirkland Business Round Table	Kirkland	October 14, 7:30 am	X	X
Chamber of Commerce: Public Policy Committee	Kirkland	October 19, 12:45 pm	X	X
ST3 Candidate projects w/ Rachel Smith	City Hall	October 19, 3:00 pm	X	
ERC RAC	King Street Center	October 28, 2:00 pm	X	
Transportation Commission	City Hall	October 28, 6:00 pm		X
ST3 Candidate projects w/ Rep. McBride	City Hall	October 29, 2:00 pm	X	
ST3 Candidate projects w/ Mayor Butler	Issaquah	November 2, 10:00 am	X	
ST3 w/ Dow Constantine	Seattle (restaurant)	November 2, 4:00 pm	X	
BRT concepts on CKC w/ Darcy Nothnagle	Google	November 3, 4:15 pm	X	
City Council Meeting: Special Presentation "Transit options on the CKC Update"	City Hall	November 4, 7:30 pm		X
ST3 w/ Keller Williams	Keller Williams office	November 5, noon	X	X
ST3 follow up w/ Mayor Marchione	Phone	November 9, 4:00 pm	X	
ST3 Meeting with King County Metro	King Street Center	November 13, 10 am		X
ST3 w/ Kirkland Reporter (Matt Phelps, TJ Martinell)	City Hall	November 13, 11:00 am	X	
ST3 w/ Rob Butcher	City Hall	November 13, 1:00 pm	X	
Seattle Times Interview w/ Lynn Thompson	City Hall	November 16, 1:30 pm	X	
Moss Bay Neighborhood Meeting	Heritage Hall	November 16, 7:00 pm	X	
Highlands Neighborhood Meeting	Maintenance Center	November 18, 7:00 pm		X

Meeting	Location	Date/time	Presenter	
			Kurt	Kathy
Keeping Kirkland Moving Community Open House	Kirkland Performance Center	November 19, 6:30 pm	X	X
KAN	Heritage Hall	November 23, 7:00 pm	X	
CKC Brown Bag	Council Chambers	November 30, noon	X	
Fireside Chats w/ City employees	KJC/Council Chambers	December 1/2	X	
Norkirk Neighborhood Meeting	Heritage Hall	December 2, 7:00 pm	X	
ST3 w/ Elizabeth Kiker, Cascade Bicycle	City Hall	December 3, 1:00 pm	X	
Youth Council	City Hall	December 3, 4:00 pm	X	
Totem Lake Conversations	Café Veloce	December 7, noon	X	
Transportation Commission	City Hall	December 9, 6 pm		X
ST3 Presentation to Park Board	City Hall	December 9, 6 pm		X
ST3 Public Outreach w/ Penny Mabie	City Hall	December 14, 8:30 am	X	X
Chamber of Commerce Executive Board	Arete	December 14, noon	X	
ST3 w/ KIRO TV (Alison Grande)	City Hall	December 14, 3 pm		X
Houghton Community Council	City Hall	December 14, 6pm		X
Eastside Transportation Association	Master Builder's office	December 16, 8:00 am	X	
ST3 discussion w/ Scott Becker, Chamber of Commerce	City Hall	December 16, 10:00 a m	X	
ST3 discussion w/ TCC Shefali Ranganathan	City Hall	December 21, 10:00 am	X	
ST discussion w/ Forterra, Leda Chahim	City Hall	December 21, 1:00 pm	X	
ST discussion w/ Houghton Community Council (John Kappler, Rick Whitney)	Beach House Café	December 21, 4:00 pm	X	
ST discussion w/ Senator Mullet	Phone	To be rescheduled	X	
City Council Meeting	City Hall	January 5, 7:30 pm		X
Public Meeting	Lake Washington Institute of Technology	January 11, 6:00 pm	X	X
South Rose Hill- Bridle Trails Neighborhood Meeting	LW Methodist Church	January 12, 7:00 pm		X
Transportation Commission	City Hall	January 14, 7:00 pm		X

			Presenter	
Meeting	Location	Date/time	Kurt	Kathy
City Council Meeting	City Hall	January 19, 7:30 pm		X

**This list does not include every meeting relating to ST3, but does include most of the meetings where input from the community and stakeholders were solicited. Legislative breakfast/coffee meetings are not included on this list but the topic was discussed in several of them.*