



**CITY OF KIRKLAND**

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**To:** Dave Ramsay, City Manager

**From:** Daryl Grigsby, Public Works Director  
David Godfrey P.E., Transportation Engineering Manager

**Date:** May 25, 2006

**Subject:** Sound Transit project scopes

RECOMMENDATION:

It is recommended that the Council authorize the Mayor to sign the attached letter to Sound Transit transmitting Kirkland's comments on proposed scopes of ST2 projects in Kirkland.

BACKGROUND:

Sound Transit is developing a second phase of transit investments called ST2. In order to select a group of projects for the second phase, the Sound Transit board first developed a revised long range plan, then selected a potential set of ST2 projects based on cost and performance. The Board plans to further narrow this set of projects to a group that it plans to put before voters (along with a joint RTID measure) in November of 2007.

As the board puts together the ST2 package, it's important that the component project scopes are clear. This allows realistic cost estimates and helps reduce problems as projects come to construction. In the Sound Transit's first package, some projects did not have clear scopes and this led to difficulties as jurisdictions and Sound Transit debated what the project was intended to accomplish.

In order to make sure that jurisdictions agree with the scopes early on, the Sound Transit Board has asked each jurisdiction to review the scopes of projects still under consideration for ST2 and raise issues or offer concurrence.

The Kirkland projects still under Board consideration for ST2 are noted in text on the right side of Figure 1 which shows all the Sound Transit projects on the eastside. Project scopes are included as attachments to this memo.

The draft letter for Council consideration generally sites issues that have long been of concern to Kirkland including planning for high capacity transit with the SR520 project, direct access to the South Kirkland Park & Ride, Transit oriented development at both the South Kirkland and Kingsgate Park & Rides, aesthetic treatments and non-motorized facilities. Issues were prepared by Public Works Transportation and Capital Projects staff. The Transportation Commission reviewed and edited the proposed letter at its May 24 meeting.

Figure 1. Projects under consideration for ST2



The map at left shows all projects in the east subarea including those that are already constructed and those in the long range plan.

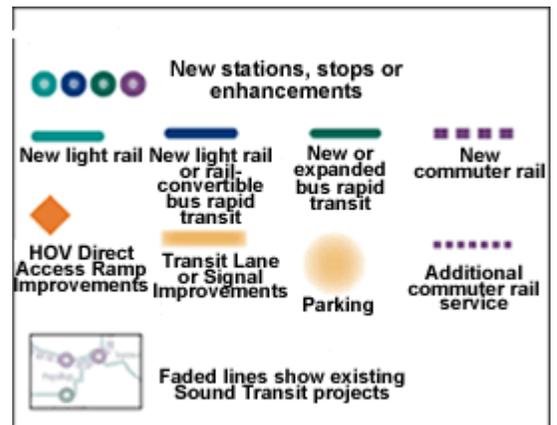
**Kirkland projects under consideration:**

**E-9** HCT: Planning Study on SR-520.

**E-13** Express Bus: Direct Access Ramps on SR-520 at 108th Avenue NE.

**E-23** Express Bus: Expansion of Kingsgate Park & Ride.

**E-24** Express Bus: Parking Garage at South Kirkland Park & Ride.



# HCT Planning Study on SR 520 (E. King County)

Project Number	E9
Subarea	East King
Primary Mode Impacted	TBD
Facility Type	TBD
Version Number	2.0
Date Last Modified	3/27/2006

Project Locator Map



## Short Project Description

Conduct a planning study to evaluate HCT modes and routes in the SR 520 corridor for the purpose of updating the Long-Range Plan.

**Project Purpose:** Evaluate HCT modes and routes along SR 520 to facilitate an update to the Long-Range Plan.

## Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin		
Environmental Clearance and PE		
Final Design, Specs, Permitting		
ROW Acquisition		
Construction		
Vehicles		
Contingency		
<b>Total</b>	<b>\$5.0</b>	<b>\$5.0</b>

Proposed Schedule Not Yet Developed

Design Basis Conceptual

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project

## Project Partners

WSDOT
Cities of Seattle, Bellevue, Kirkland and Redmond
King County Metro
University of Washington

# HCT Planning Study on SR 520 (E. King County)

## Long Description

**Description:** This project would conduct a planning study to evaluate HCT modes and routes for the purpose of updating the Long-Range Plan. HCT modes such as light rail and rail convertible bus rapid transit, as well as others, would be evaluated. The route will include the area between the University District/Montlake and Redmond

**Project Elements Included:**

- Conduct public and agency outreach
- Conduct alignment assessment
- Develop preliminary ridership forecasts
- Identify environmental issues
- Develop prototypical alignment with potential station locations, park and rides and maintenance facilities
- Develop conceptual operating plan(s)
- Develop conceptual capital and operating costs

**Utilities:**

N/A

**Right-of-Way and Property Acquisition:**

N/A

**Mitigation:**

N/A

**Exclusions:**

- Preliminary engineering
- NEPA/SEPA environmental documentation
- Identification of a preferred alternative

**Permits Required:**

N/A

**Agreements Required:**

N/A

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

## Evaluation Measures

<b>Measure</b>	<b>Measurement/ Rating</b>	<b>Notes</b>
Average Weekday Ridership	N/A	
Capital Cost	\$5.0 - \$5.0	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	Medium	
Land Use & Development	High	
Customer Experience	N/A	
Risk Avoidance	High	

# HCT Planning Study on SR 520 (E. King County)

## Key Issues and Benefits

### Issues:

- Although this study could be conducted at any time, most elements would be subsequently re-done during a formal engineering/environmental process, preceding the selection of a preferred alternative.

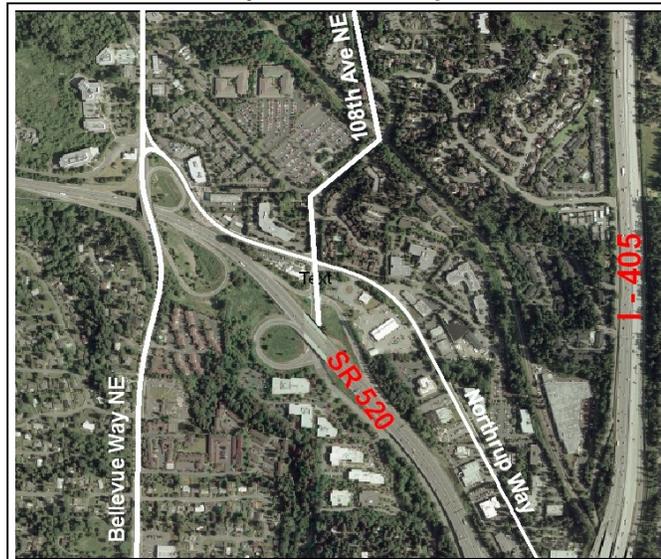
### Benefits:

- Evaluation of potential HCT improvements for a congested Highway of Statewide Significance.

## Express Bus: Direct Access Ramps on SR 520 at 108th Avenue NE (E. King County)

Project Number	E13
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	Direct Access
Version Number	1.0
Date Last Modified	12/8/2005

Project Locator Map



### Short Project Description

Construct HOV access ramps to 108th Avenue NE from SR 520 to/from the west.

**Project Purpose:** Improve transit speed and reliability to/from the west on SR 520 to/from the South Kirkland park-and-ride.

### Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin		
Enviro Clearance & PE		
Final Design, Specs, Permitting		
Construction		
Vehicles		
Contingency		
<b>Total</b>	<b>\$46.0</b>	<b>\$57.0</b>

Proposed Schedule Not Yet Developed

Design Basis Conceptual

### Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

### Relationships to Other Projects

Relationship	Project
Dependent on	Funding and implementation of the SR 520 Bridge Replacement and HOV Project (moving the HOV lanes from the outside to the inside of SR 520)
Impacted by	Outcome of the SR 520 Bridge Replacement and HOV Project EIS findings

### Project Partners

WSDOT
KC Metro
Cities of Bellevue, Kirkland and Redmond

## Express Bus: Direct Access Ramps on SR 520 at 108th Avenue NE (E. King County)

### Long Description

#### Description

Construct HOV access ramps (from future center HOV lanes that are assumed to be in-place) from SR 520 to/from the west connecting to 108th Avenue NE. Project would include roadway and channelization modification on 108th Avenue NE.

#### Project Elements Included:

HOV access ramps from SR 520 center HOV lanes to/from 108th Avenue NE as determined by the SR 520 Bridge Replacement and HOV Project EIS.

#### Utilities:

To be determined as part of the SR 520 Bridge Replacement and HOV Project EIS

#### Right-of-Way and Property Acquisition:

To be determined as part of the SR 520 Bridge Replacement and HOV Project EIS

#### Mitigation:

To be determined as part of the SR 520 Bridge Replacement and HOV Project EIS

#### Exclusions:

To be determined as part of the SR 520 Bridge Replacement and HOV Project EIS

#### Permits Required:

To be determined as part of the SR 520 Bridge Replacement and HOV Project EIS

#### Agreements Required:

Partnership agreement with WSDOT/FHWA and cities of Kirkland and Bellevue  
Access Decision Report - FHWA

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

### Evaluation Measures

<b>Measure</b>	<b>Measurement/ Rating</b>	<b>Notes</b>
Average Weekday Ridership	N/A	
Capital Cost	\$46.0 - \$57.0	in Millions of 2005\$
Annual Operating Cost	N/A	
Travel Time & Reliability		
Connectivity & Integration	High	
Land Use & Development		
Customer Experience		
Consistency with Plans		
Public Support		
Risk Avoidance	Low	

## **Key Issues and Benefits**

### Issues:

This project is included in the SR 520 Bridge Replacement and HOV Project EIS. The cost of the HOV direct access ramp project has been estimated by WSDOT for the SR 520 Bridge Replacement and HOV Project. However, if this project were selected by Sound Transit to move forward, Sound Transit cannot rely or assume funding from the WSDOT is available or in-place within the ST2 timeframe. Additionally, implementation of the direct access ramp at 108th Avenue NE is only feasible with an inside HOV lane facility and without further funding for the SR 520 project, it is unlikely that the inside HOV lanes to 108th Avenue NE could be completed as part of a first phase implementation project.

### Other technical issues include:

- Traffic impacts on 108th Avenue NE and vicinity
- Wetlands and stream in vicinity

### Benefits:

- Provides improved ST Express and King County Metro transit operations via the HOV access ramps
- Provides improved travel times and reliability to ST and Metro riders via the HOV access ramps

# Express Bus: Expansion of Kingsgate Park-&-Ride (Kirkland)

Project Number	E23
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	2.0
Date Last Modified	3/27/2006

Project Locator Map



## Short Project Description

Reconstruct and reconfigure the entire Kingsgate park-and-ride lot (502 existing stalls) to add up to 140 parking stalls for transit riders, for a total of 640 parking stalls.

**Project Purpose:** Provide additional park-and-ride capacity in the I-405 corridor and improve rider access to transit service on I-405.

## Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$1.5	\$1.7
Environmental Clearance and PE	\$2.0	\$2.2
Final Design, Specs, Permitting	\$2.0	\$2.2
ROW Acquisition	\$2.2	\$2.4
Construction	\$17.0	\$18.4
Vehicles	\$0.0	\$0.0
Contingency	\$2.3	\$2.5
<b>Total</b>	<b>\$27.1</b>	<b>\$29.3</b>

Proposed Schedule Not Yet Developed

Design Basis      Conceptual

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project
Dependent on	Approval by WSDOT and King County Metro to expand the lot

## Project Partners

WSDOT
City of Kirkland
King County Metro

# Express Bus: Expansion of Kingsgate Park-&-Ride (Kirkland)

## Long Description

*This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.*

### **Description:**

This project will reconstruct and reconfigure the existing Kingsgate park-and-ride lot, adding up to 140 new parking stalls to the existing 502 stalls. This reconfiguration will require the complete resurfacing of the park-and-ride and full drainage system modifications.

### **Project Elements Included:**

- Resurfacing of the entire park-and-ride lot
- Illumination
- 8.5' parking stalls
- 1 percent for art per ST policy
- Parking mitigation program during construction as necessary
- Maintain access from 116th Way NE

### **Utilities:**

- Drainage system modifications

### **Right-of-Way and Property Acquisition:**

- Miscellaneous easements (ROW owned by WSDOT)

### **Mitigation:**

- The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

### **Exclusions**

- Non-structural architectural and aesthetic elements in excess of the ST art program
- New pedestrian shelters
- New pedestrian amenities
- Public restrooms
- Bus layover amenities
- Additional signage
- Mitigation for traffic associated with additional stalls

### **Permits Required:**

Building, electrical, mechanical, utility, and construction-related

### **Agreements Required:**

King County Metro, WSDOT, City of Kirkland

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

# Express Bus: Expansion of Kingsgate Park-&-Ride (Kirkland)

## Evaluation Measures

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership	N/A	
Capital Cost	\$27.1 - \$29.3	in Millions of 2005\$
Annual Operating Cost	<b>\$0.1</b>	in Millions of 2005\$
Travel Time & Reliability	<b>N/A</b>	
Connectivity & Integration	Medium	# transit routes: 3 ST, 9 KCM
Land Use & Development	<b>High</b>	
Customer Experience	<b>Medium</b>	
Risk Avoidance	High	

## Key Issues and Benefits

### Issues:

- Project had originally been envisioned as a low-cost reconfiguration but will require the complete resurfacing of the park-and-ride and full drainage system modifications due to the age of the existing surface and drainage system
- New parking stalls will be narrower than current, but will meet Kirkland and Metro guidelines
- Temporary parking during construction or staging construction so that additional spaces are provided along the I-405 corridor for interim use
- Additional traffic generated by new park-and-ride capacity in vicinity of the park-and-ride lot (traffic study has not been undertaken to determine if traffic mitigation will be required)

### Benefits:

- Helps meet forecasted long-term park-and-ride demand along the I-405 corridor
- Provides improved rider access to transit service on I-405

# Express Bus: Parking Garage at South Kirkland Park-&-Ride (Kirkland)

Project Number	E24
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	2.0
Date Last Modified	3/27/2006

Project Locator Map



## Short Project Description

Construct up to 500 structured parking stalls, displacing 250 existing surface stalls, for a net additional 250 parking stalls (850 total stalls).

**Project Purpose:** Improve transit rider access to transit service along the SR 520 corridor.

## Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$2.8	\$3.0
Environmental Clearance and PE	\$3.8	\$4.1
Final Design, Specs, Permitting	\$3.8	\$4.1
ROW Acquisition	\$4.0	\$4.3
Construction	\$31.3	\$33.8
Vehicles	\$0.0	\$0.0
Contingency	\$4.3	\$4.6
<b>Total</b>	<b>\$49.8</b>	<b>\$53.8</b>

Proposed Schedule Not Yet Developed

Design Basis Conceptual

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project
Impacted by	E13 - Express Bus: Direct Access Ramps on SR 520 at 108th Avenue NE (E. King County)

## Project Partners

WSDOT
KC Metro
City of Kirkland
City of Bellevue

# Express Bus: Parking Garage at South Kirkland Park-&-Ride (Kirkland)

## Long Description

*This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.*

### **Description:**

Construct 500 structured parking stalls, displacing 250 of the existing 600 surface stalls, for a net additional 250 parking stalls (total of 850 stalls).

### **Project Elements to be Included:**

- Construction of a new 500 stall parking garage with transit loop/boarding area in the northeast corner of the existing park-and-ride lot
- Signage, lighting, CCTV, customer emergency stations, elevators, stairs, and fire suppression within the garage structure
- Sidewalk, curb and gutter along frontage of the structure
- Access modifications to the park-and-ride facility from NE 38th Place are included
- A new traffic signal, including any needed illumination and intelligent transportation system integration/connection
- Signal modifications at 4 intersections between SR 520 and the park-and-ride site
- 1 percent for art per ST policy
- Parking mitigation program during construction as necessary

### **Utilities:**

- Detention and water quality system for the new garage and park-and-ride facility

### **Right-of-Way and Property Acquisitions:**

- Temporary and/or off-site parking during construction

### **Mitigation:**

The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents

### **Exclusions:**

- Public restrooms
- Additional bike storage, lockers, racks
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Traffic mitigation (beyond what is shown above in Project Elements to Be Included) associated with the increase in parking capacity

### **Permits Required:**

Building, electrical, mechanical, utility, and construction related

### **Agreements Required:**

WSDOT, King County Metro, City of Bellevue, City of Kirkland

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

# Express Bus: Parking Garage at South Kirkland Park-&-Ride (Kirkland)

## Evaluation Measures

<b>Measure</b>	<b>Measurement/ Rating</b>	<b>Notes</b>
Average Weekday Ridership	N/A	
Capital Cost	\$49.8 - \$53.8	in Millions of 2005\$
Annual Operating Cost	<b>\$0.4</b>	in Millions of 2005\$
Travel Time & Reliability	<b>N/A</b>	
Connectivity & Integration	Medium	# transit routes: 1 ST, 6 KCM
Land Use & Development	<b>Low</b>	
Customer Experience	<b>Medium</b>	
Risk Avoidance	High	

## Key Issues and Benefits

### Issues:

- Siting a temporary park-and-ride in the immediate vicinity during construction of the new parking structure will be difficult. Houghton park-and-ride may be a feasible alternative site during construction.
- A traffic study has not been undertaken at this time, the mitigation for the traffic associated with the increase in parking stalls has not yet been assessed.
- The existing park-and-ride site is bisected by the Kirkland/Bellevue city line, meaning that two permit processes will need to be followed to expand parking capacity. Previous alternatives to expand the site were not workable either due to excessive cost, inability to obtain signal modification permits or the need for an additional lane on 108th Avenue NE.

### Benefits:

- Improves transit rider access to transit service along the SR 520 corridor
- Provides additional parking capacity at the South Kirkland park-and-ride

**DRAFT**

June 7, 2006

Mr. John W. Ladenburg  
Chair, Sound Transit Board  
Central Puget Sound Regional Transit Authority  
Union Station  
401 S. Jackson Street  
Seattle, WA 98104-2826

RE: SOUND TRANSIT 2 PROJECTS

Dear Mr. Ladenburg:

This letter is in response to your request for a written acknowledgement of the scope of potential Sound Transit 2 projects that directly affect the City of Kirkland. The proposed projects are those identified in Sound Transit's, December 15, 2005, Board Briefing publication as modified by Board action. Specifically, Kirkland is affected by East Corridor projects: E9, E13, E23, E24 that are outlined in the publication. We note that project E-17 the direct access and park & ride project at I-405/NE 85th Street was set aside from further ST2 consideration by the Board. The following summarizes our input on the proposed scope elements for each of the identified projects.

E9. HCT Planning Study on SR-520 (E. King County)

Kirkland continues to support coordination between Sound Transit and WSDOT planning.

Issue:

- Early completion of the study will help inform decisions that are underway on the SR 520 Bridge Replacement and HOV project. Also, the decision to proceed or not to proceed with the acquisition of the BNSF RR should not be overlooked as it has a bearing on possible station locations.
- The scope of the study should include a choice of HCT technology.

E13. Direct Access on SR 520 2 108<sup>th</sup> Ave NE

Kirkland continues to support bringing HOV capacity to the east side and SR 520 is an opportunity to significantly enhance that service. Our key interest is rapid movement of busses between SR 520 and the South Kirkland Park & Ride.

Issues:

- Context sensitive design should be used for wall treatments

Mr. John Ladenburg

June 7, 2006

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- Include the enhancements to the Transit/HOV system that would be necessary with the inclusion of surface street enhancements and or queue by-pass at signals between the South Kirkland park and ride lot and the 520 DA, as described in the SR 520
- Must include appropriate non-motorized access from South Kirkland park and ride to 520 DA especially for benefit of ST Express using SR 520.
- Besides looking at “traffic impacts on 108<sup>th</sup> Ave NE and vicinity” design must look at impacts to ped/bike facilities in the vicinity.
- Recent action of the State Legislature has expanded the scope of the SR 520 project to include improvements east to I-405. If the expanded scope results in changes at the SR 520./I-405 interchange, this project should include an examination of a flyer stop for eastbound and westbound transit along with a direct access and pedestrian connections between the Park & Ride and the flyer stop.
- This project is predicated upon inside HOV lanes on SR 520 which means reconstruction of the floating bridge. If the bridge is not rebuilt, than a smaller project which reduces travel time for transit between SR 520 and the South Kirkland Park & Ride by making improvements to the ramp between SR 520 and Lake Washington Boulevard should be considered. Such a project was scoped by the SR 520 Bridge Replacement and HOV project.

#### E23. Express Bus: Expansion of Kingsgate Park and Ride (Kirkland)

Issue:

- Project elements need to consider zoning code requirements for landscape buffers.
- Scope should include evaluation of transit oriented development.
- Scope should include an evaluation of demand before a determination of the number of stalls that are necessary.

#### E24. Express Bus: Parking Garage at S. Kirkland Park and Ride

Issues:

- Landscaping needs to be incorporated into structure design.
- Consider location adjacencies with the BNSF RR corridor.
- Location of “new traffic signal” .
- Scope should include evaluation of transit oriented development.
- Scope should include an evaluation of demand before a determination of the number of stalls that are necessary.
- Scope should include a study of how to phase construction in order for future expansion beyond ST2 to take place logically.

Mr. John Ladenburg

June 7, 2006

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Thank you for the opportunity to comment on the proposed projects that directly impact our community and Sound Transit's continued support for the Eastside. We look forward to further scope refinements and to eventual construction of the next phase of Sound Transit's program.

Sincerely,  
Kirkland City Council

James L. Lauinger  
Mayor