



Sound Transit 3 Keeping Kirkland Moving

KIRKLAND CITY COUNCIL BRIEFING 11-4-2015

Presentation Outline

- Why Does Kirkland Needs High Capacity Transit?
- Why on the CKC?
- Background on Sound Transit
- ST3 Projects Under Consideration
- Next Steps

Change will Continue

Regional Growth from 2010–2040

 **35% population increase**

 **57% job increase**

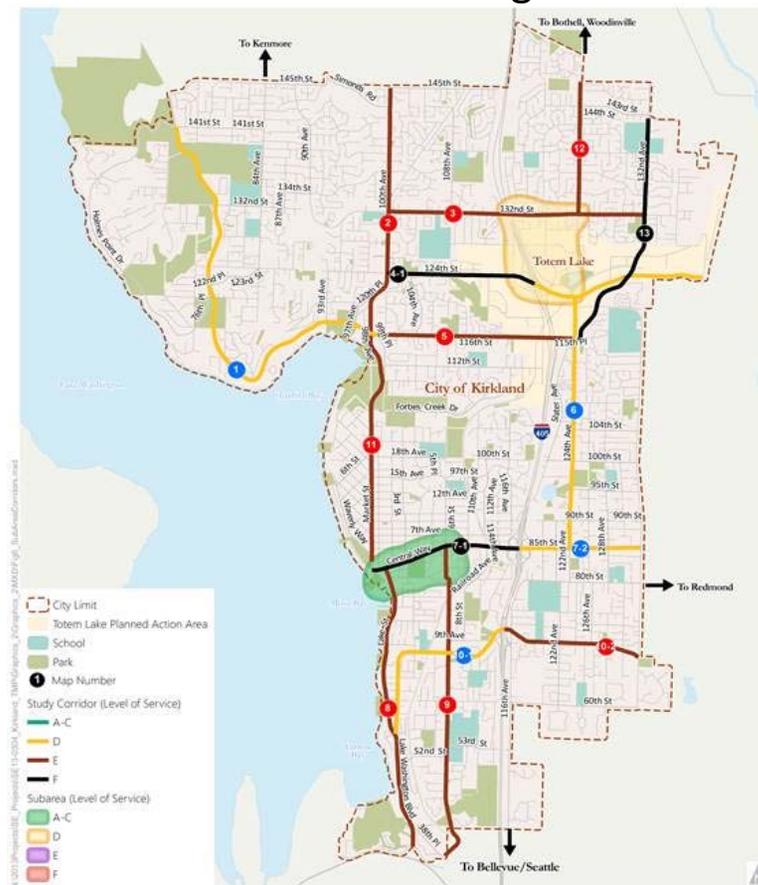
Why Does Kirkland Need HCT?

Transit is key to reducing congestion!

“The Kirkland Crawl”



Current traffic congestion



Strategies to Mitigate Gridlock

Transportation Master Plan – Multimodal Approach

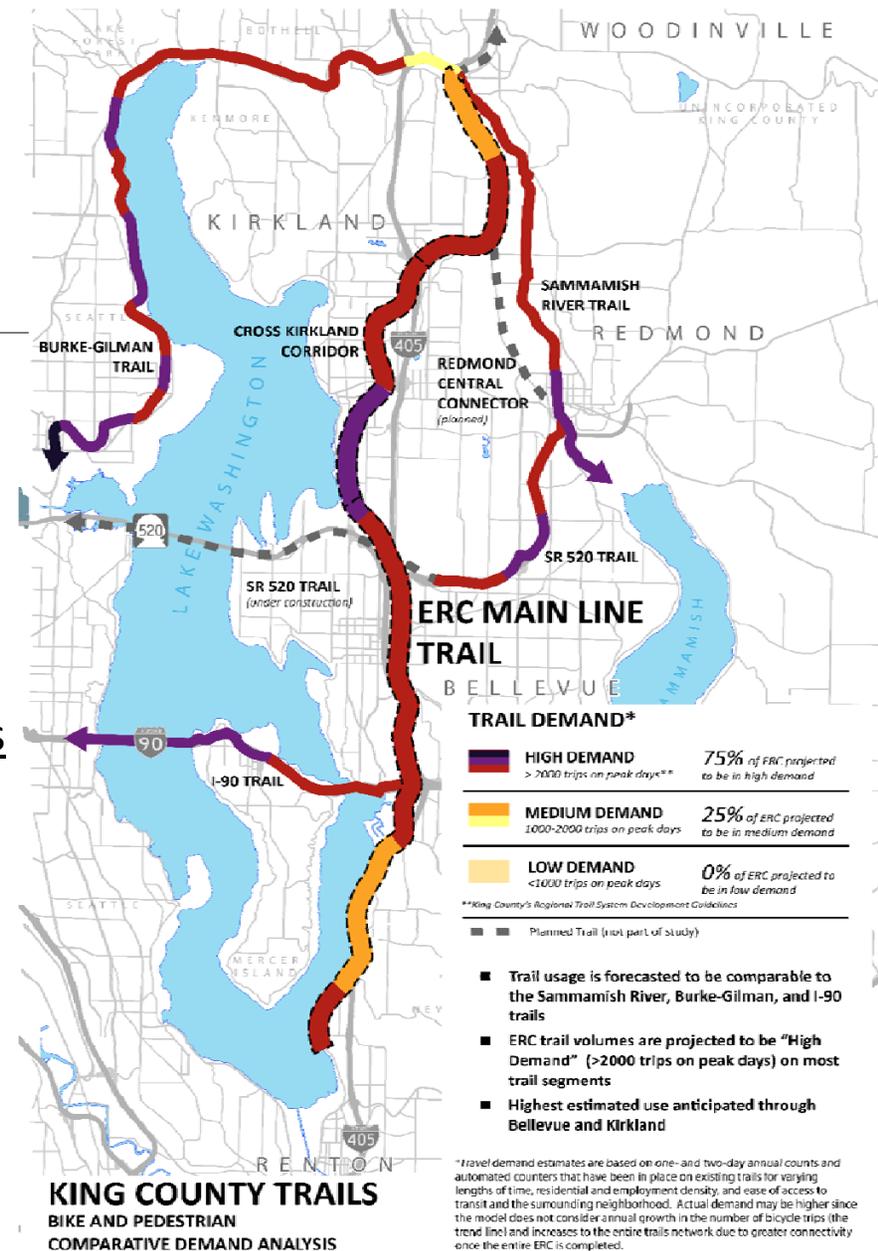
- Pedestrian Connectivity
- Bicycle Networks
- Motor Vehicle Traffic Management: Intelligent Transportation System
- Transit
 - High Capacity Transit on the CKC is Key to Transit Success

Comparison of Modes



Why Put HCT on the CKC?

- The CKC is a small segment of a 42 mile regional transportation corridor, the ERC.
 - Regional partners are aligned in policy that envisions HCT on the ERC.
- Sound Transit has easement rights for HCT on the ERC that precede Kirkland's ownership.
- Kirkland purchased the CKC with the commitment to use the corridor for transportation, including HCT.
- The CKC Master Plan devised an approach that allows HCT to exist in harmony – and enhance – use of the trail.



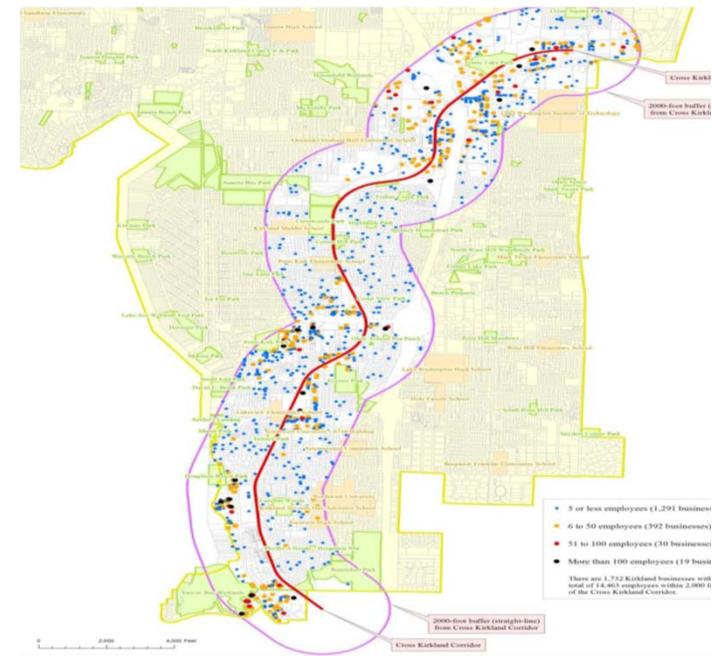
Current Jobs and Housing near the CKC

Currently within 2,000 feet of the CKC:

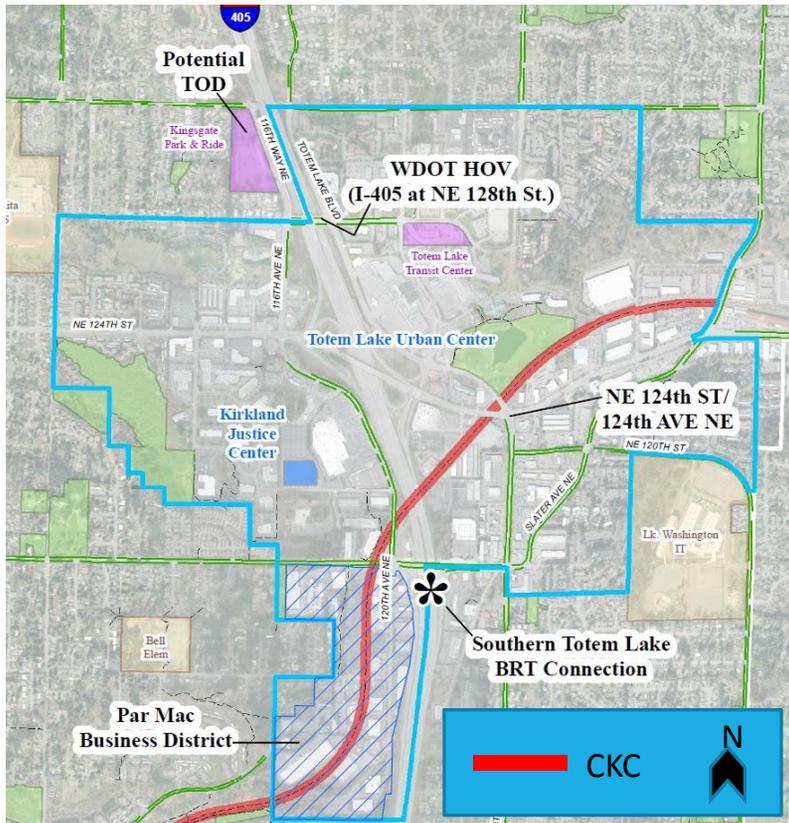
- more than 1,800 businesses
- over 18,000 employees

The CKC connects 13 neighborhoods

- Over 25,000 residents live within a ½ mile of the corridor.



Growth in Totem Lake



Existing

Employees: 16,735
Housing Units: 3,024

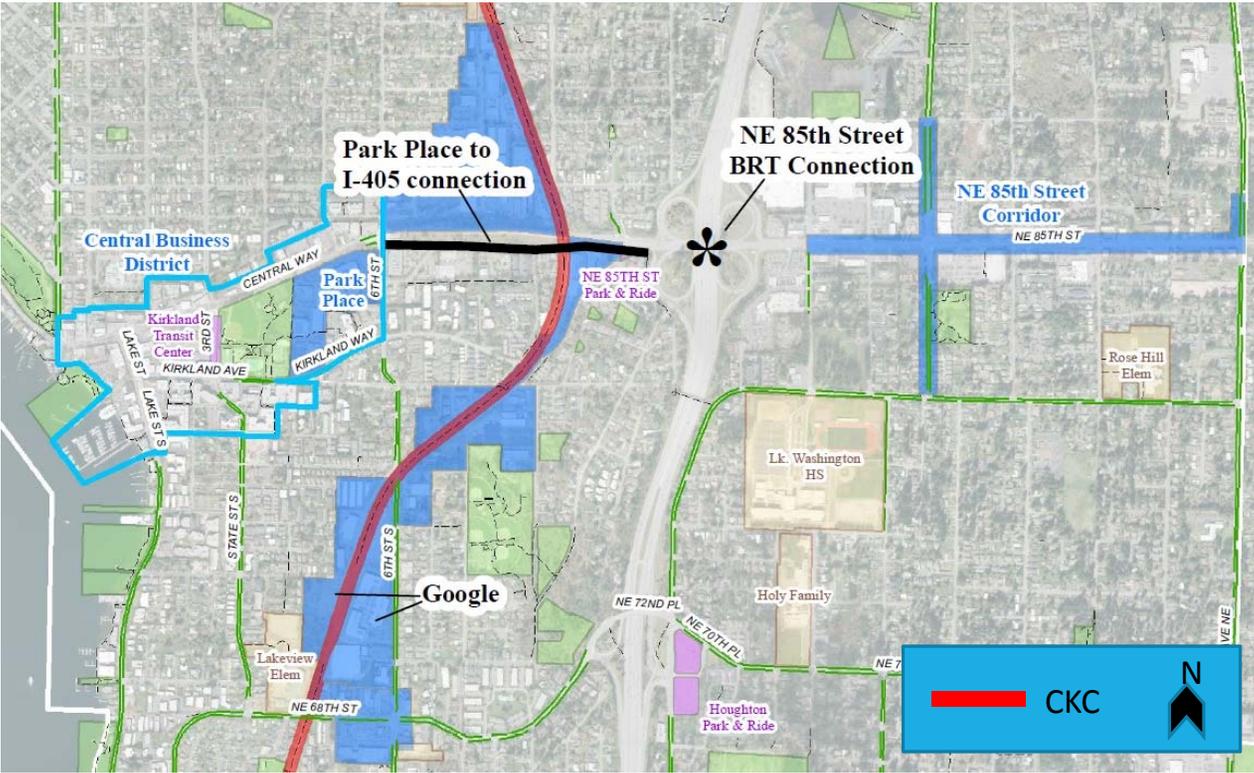
Projected

Employees: 37,531
Housing Units: 9,227

2035 Growth Totals

Employees: 54,266
Housing Units: 12,241

Growth in Downtown/ 6th Street



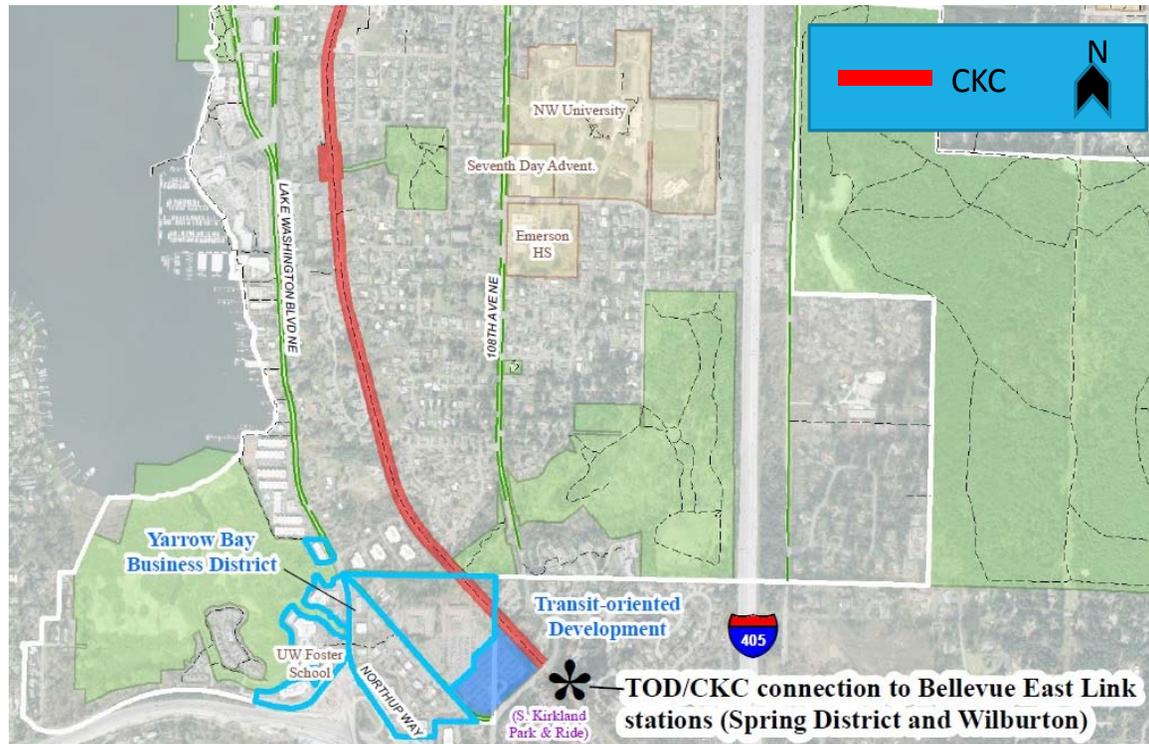
Park Place

- 1.1 Million Sq/ft complex
- >3,000 new employees
- 250-300 new housing units

Google Campus

- 6th Street Connector
- 180,000 sq/ft complex
- > 2,000 new employees
- Zoned for +3,000 jobs

South Kirkland P&R

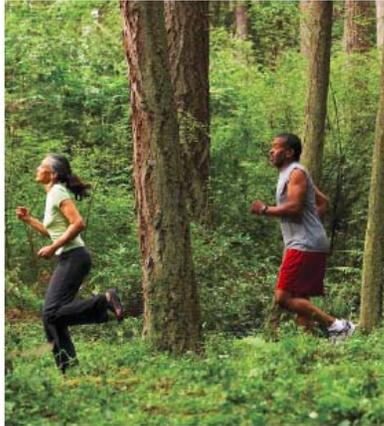


TOD

- 7,000 sq/ft retail
- > 242 housing units
- 532-stall parking garage
- 2.1 miles to Wilburton Station

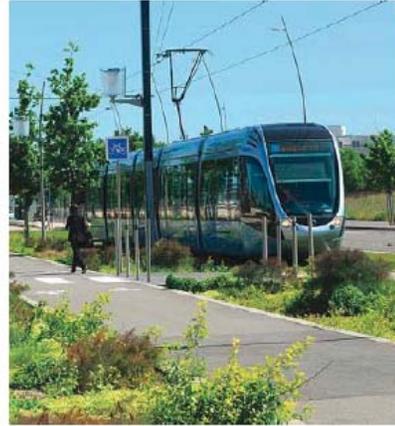
CROSS KIRKLAND CORRIDOR MASTER PLAN





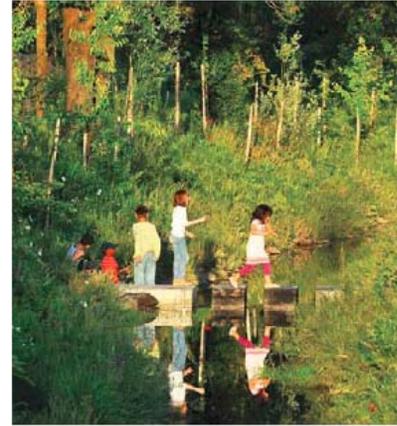
01: CONNECT KIRKLAND

The Cross Kirkland Corridor is fundamentally about making connections: connecting to the city via the corridor but also connecting the city back to the corridor. The corridor can connect to existing transit, future transit and potentially become home to high capacity transit. Innovative alternative transit between the corridor and downtown Kirkland is another example of a potential connection. The corridor connects people—neighbors, kids and schools, businesses and their employees and customers—in a new model for contemporary communities.



02: SHAPE A PLACE UNIQUE TO KIRKLAND

More than a corridor that connects, the Cross Kirkland Corridor is a place, a destination, and an attraction. Kirkland is a city of diverse citizens, and the corridor will welcome and serve all citizens and visitors of all ages and abilities. The corridor will also capture the unique qualities that make Kirkland special—both in its design and in the programs and events it supports.



03: FOSTER A GREENER KIRKLAND

The Cross Kirkland Corridor master plan will shape the development of an ecologically and environmentally enhanced corridor even as it becomes an intensively used and integral part of city life. The corridor's greatest contribution to sustainability extends beyond its own project limits to offer the opportunity for all of Kirkland to become more sustainable. By providing sustainable, regional amenities, the corridor makes Kirkland 'greener.'



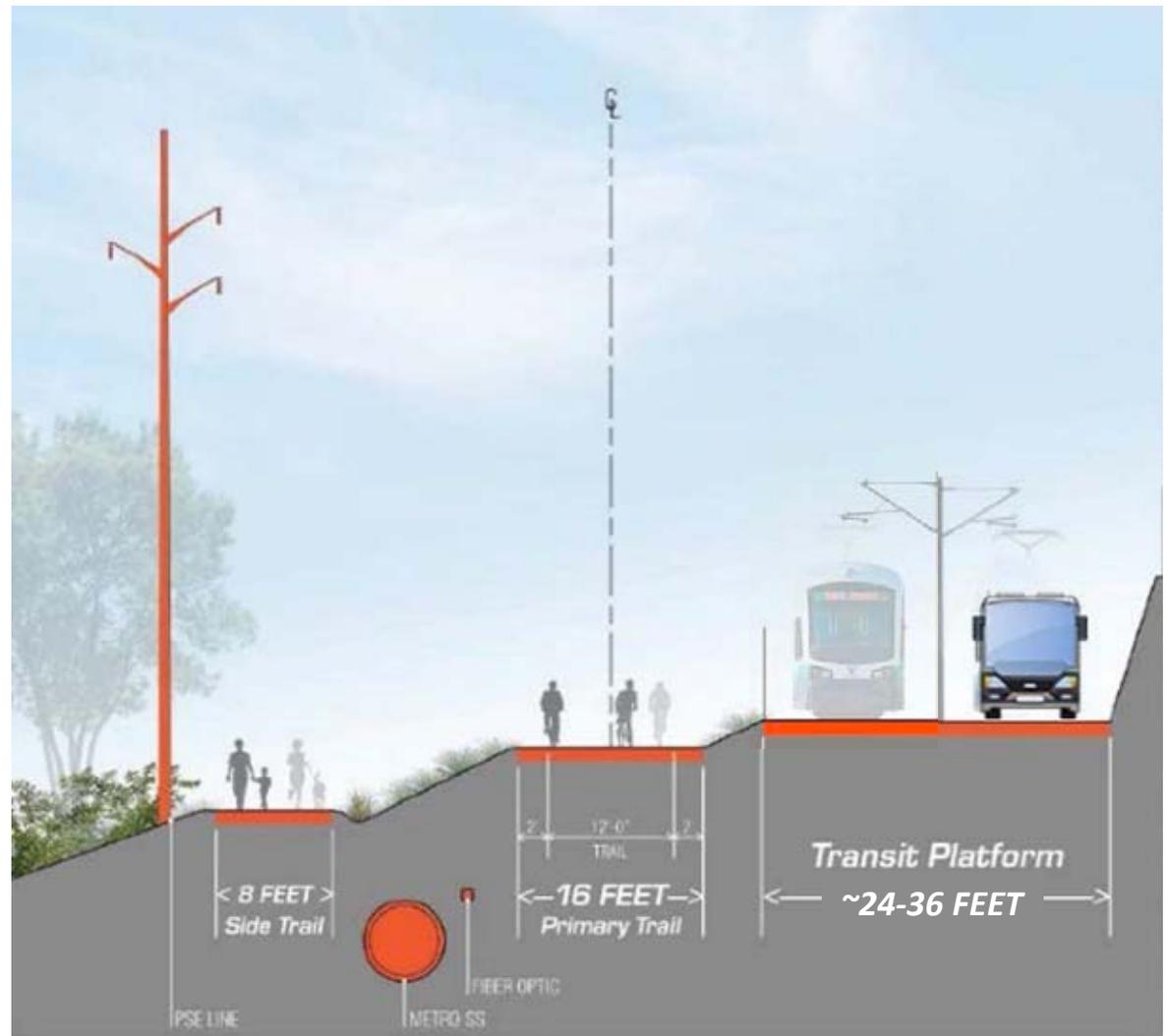
04: ACTIVATE KIRKLAND AND EVOLVE WITH TIME

The corridor can lead the whole city forward to achieve existing and new goals. It is designed to adapt and evolve over time to meet the needs of a growing city. The corridor offers balanced transportation solutions that today might include improved connections to transit, and also future possibilities which may one day include high capacity transit. The corridor is envisioned as a catalyst for change and growth as under-utilized areas of the city increasingly become home to new businesses and residents.

Background on ERC/CKC :

Trail and Transit

- A multiuse trail for pedestrians, bicyclists, and transit is central to vision



Total CKC Corridor Distance = 100

What is Transit?

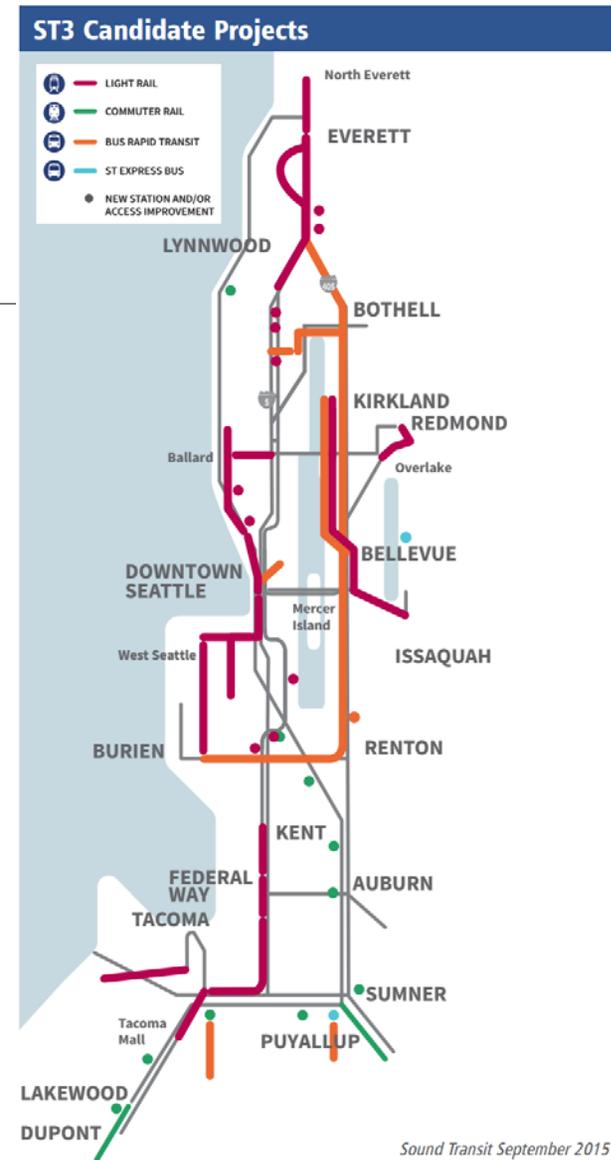
- Sound Transit:
 - Regional Transit Authority
 - Operates express bus, commuter rail and light rail service
 - Focused on serving regional housing and employment centers
- King County Metro has a broad mission and provides bus service throughout King County
- Planning for Sound Transit 3 and King County Long Range Plan currently underway



Sound Transit Background:

What is Sound Transit 3?

- Third round of regional transit investments, i.e. “ST3”
- ST3 is guided by the Sound Transit Long Range Plan
- Will help region address growth and growing congestion
- Three major projects under consideration in Kirkland
- Targeting November 2016 election
- Size and funding source(s) TBD
- Integrated with King County Metro Long-Range Plan updated



How can ST3 help Kirkland?

Transit is key to reducing congestion!

Current traffic congestion →



What are the ST3 Priorities?

COMPLETING THE SPINE



RIDERSHIP



CONNECTING THE REGION'S DESIGNATED CENTERS WITH HCT



SOCIO-ECONOMIC EQUITY



INTEGRATION WITH OTHER TRANSIT OPERATORS/TRANSPORTATION SYSTEMS



MULTI-MODAL ACCESS



PROMOTING TRANSIT SUPPORTIVE LAND USE AND TOD



ADVANCING "LOGICAL NEXT STEPS" PROJECTS BEYOND THE SPINE; WITHIN FINANCIAL CAPACITY



How are Metro and ST Integrating?

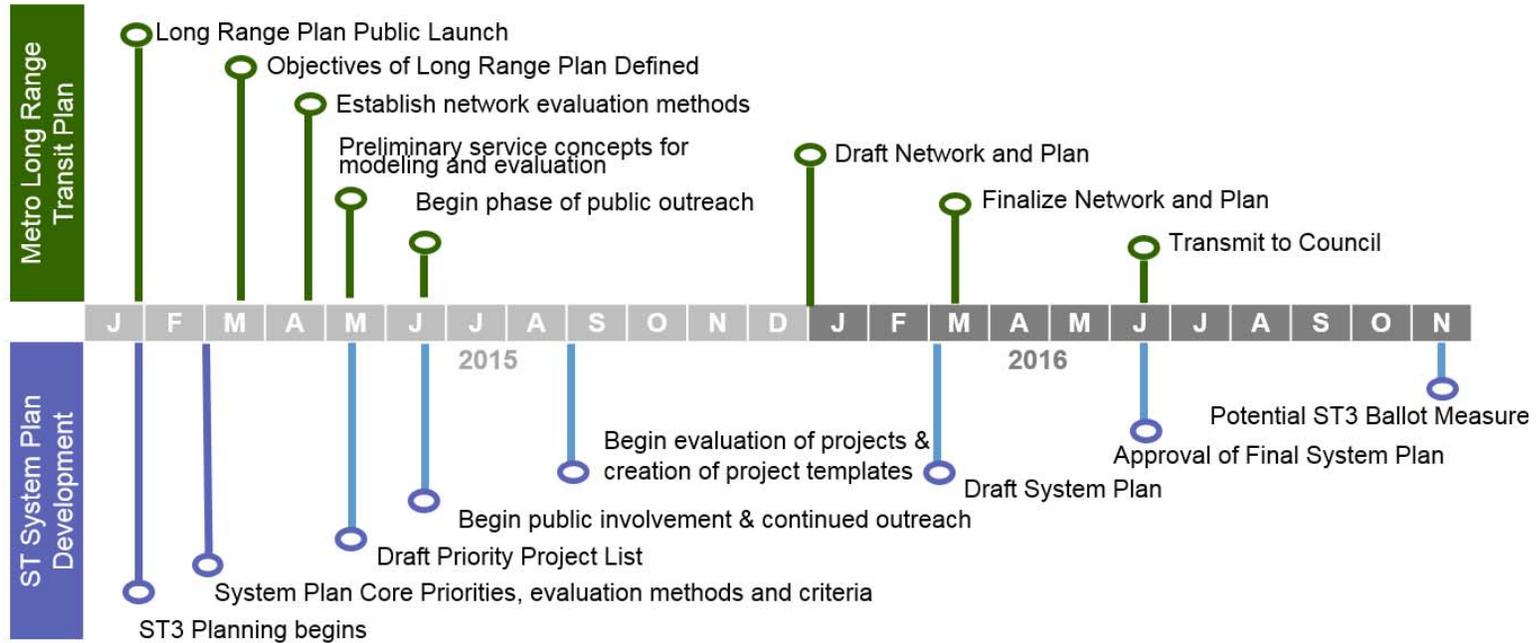


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Sound Transit Background:

What is the ST3 Timeline?



What are Kirkland's ST3 Priorities?

- Identify the Financial Capacity of the Eastside
- Advance ST2 Investments (Kirkland Transit Center, Totem Lake)
- Connect Downtown Kirkland, Google, and the 6th Street corridor to regional transit service on I-405
- Consider Bus Rapid Transit (BRT) as well as LRT along the Eastside Rail Corridor between Totem Lake, Bellevue and Issaquah
- Support TOD in the Totem Lake Urban Center
- Provide service connections to BRT on I-405
- Invest in an integrated transit network
- Any Investment is consistent with the CKC Master Plan
 - At a size and scale that fits Kirkland

Projects Under Consideration:

What are the Major ST3 Candidate Projects for Kirkland?

- E-02: I-405 Bus Rapid Transit
- E-03: Light Rail from Totem Lake to Issaquah via Bellevue
- E-06: Bus Rapid Transit (BRT) from Totem Lake to Bellevue Via Downtown Kirkland along the CKC

Projects Under Consideration:

What is Bus Rapid Transit?

- Is toolbox to make buses better, faster and more reliable including:
 - Special vehicles (high-quality, improved circulation, electric)
 - Exclusive lanes/bus
 - Full-featured stations
 - Frequent service with fewer stops
- Used in cities across the US and world, each unique to local context
- Can integrate well with multi-modal corridor
- Provides flexibility for future needs, routing and technologies
- City look at “Gold Standard BRT” based on Institute for Transportation & Development Policy Standards

Eugene EmX



By Wolfram Burner (<https://flic.kr/p/9AQulp>)

Cambridge Busway



By Ed Webster (<https://flic.kr/p/c3dPeN>)

Las Vegas ACE Gold Line



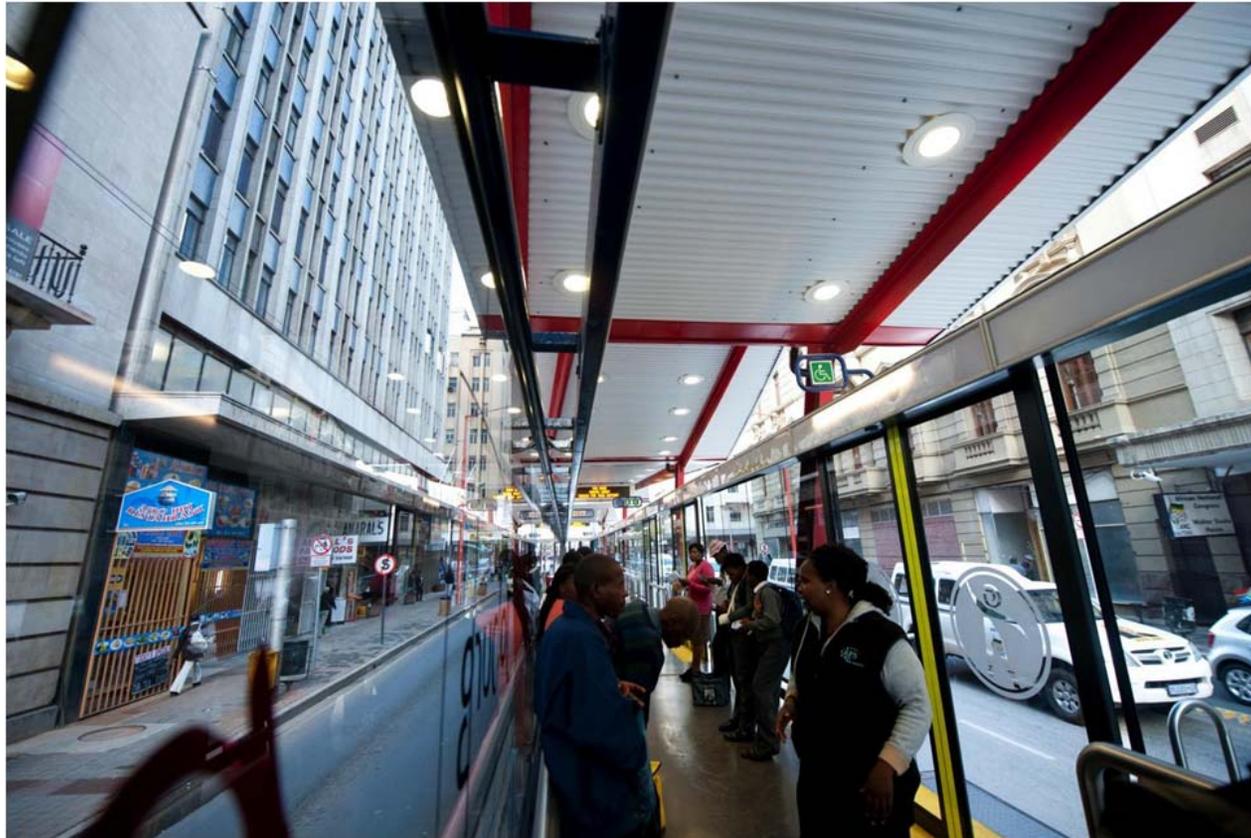
By Las Vegas CVA (<http://bit.ly/1SpJX8H>)

Parma Electric BRT



By Las Vega CVA (<http://bit.ly/1SpJX8H>)

Jakarta BRT Station



Van Hool BRT Interior



Van Hool Website

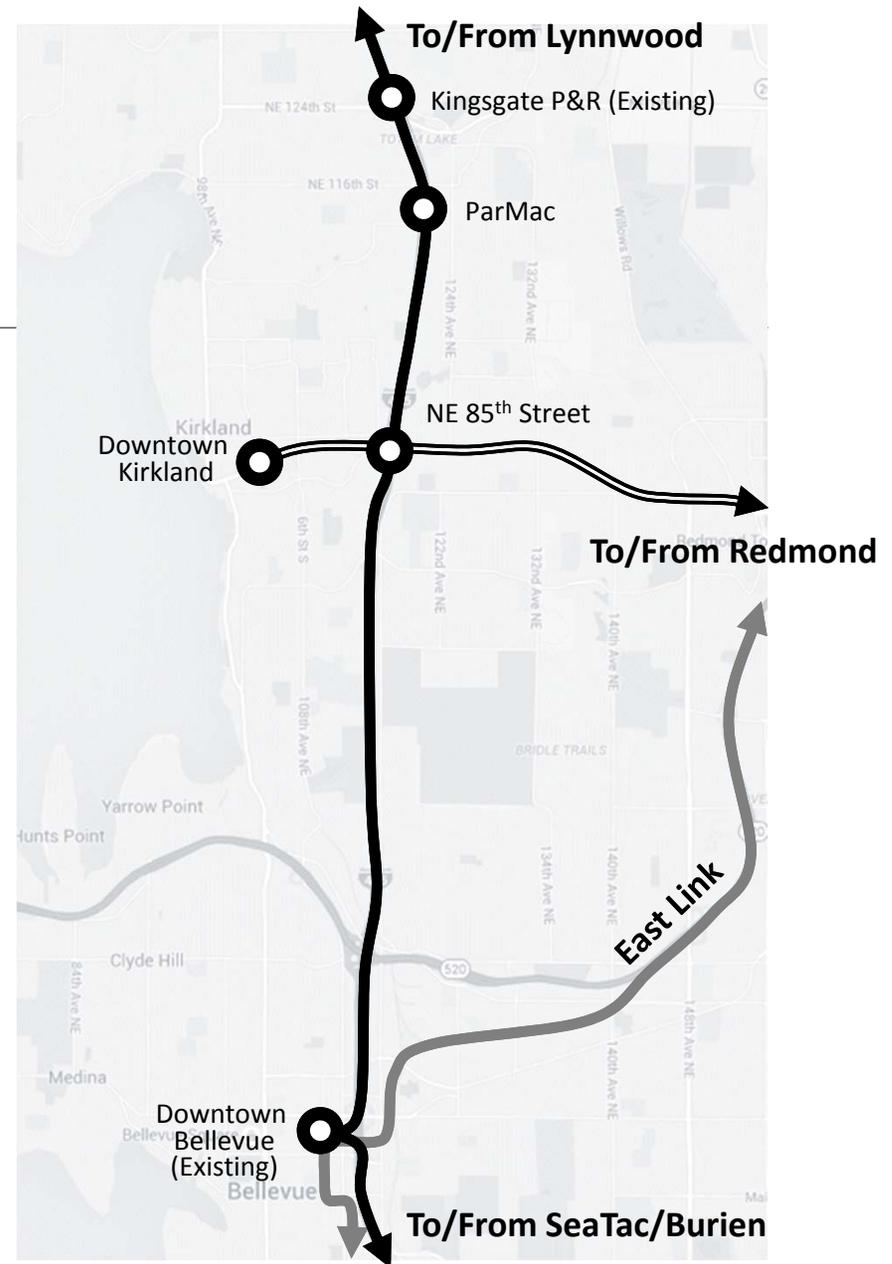
Brussels Route 71



Projects Under Consideration:

E-02: I-405 Bus Rapid Transit

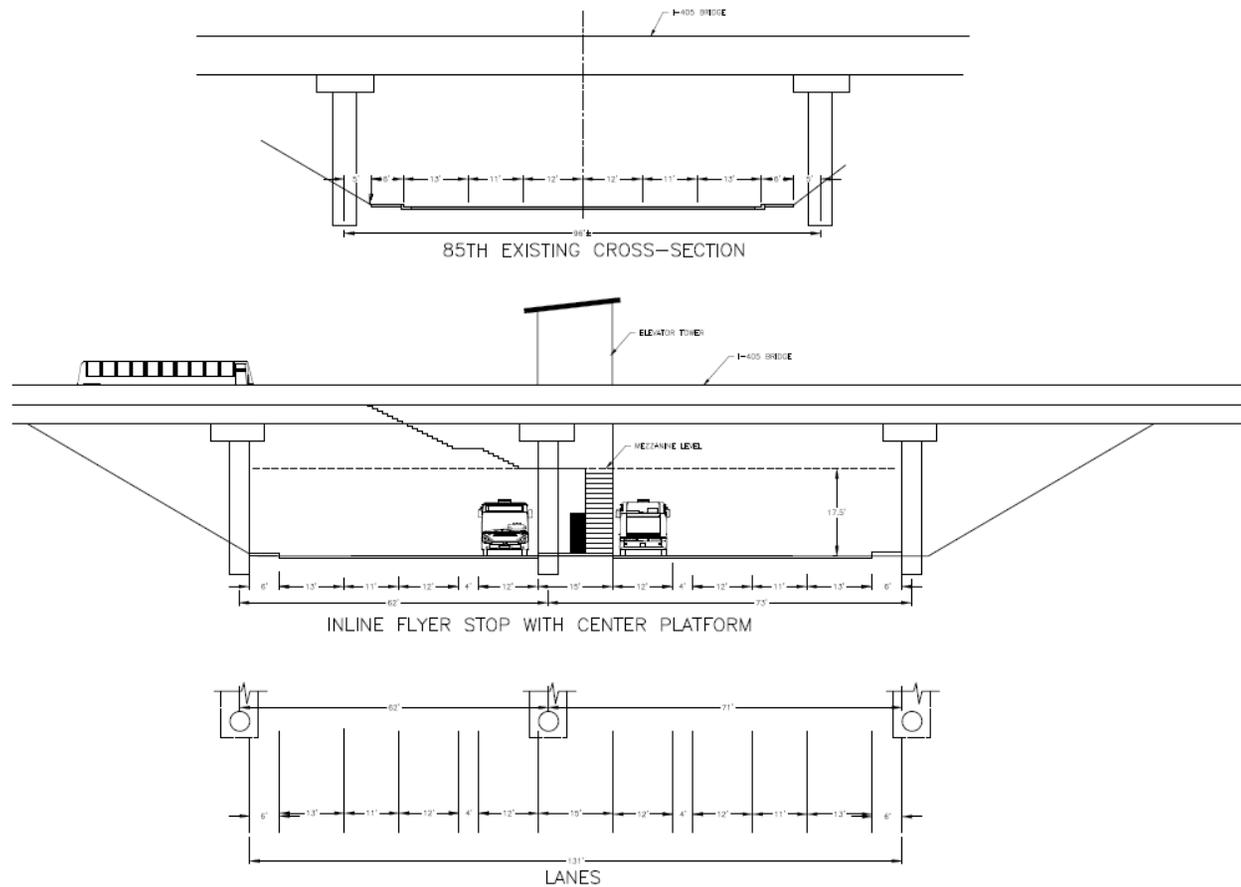
- Lynnwood to SeaTac/Burien via:
 - I-405 (primarily in HOV/HOT lanes)
 - Downtown Bellevue
 - SR 518, International Boulevard, I-5
- Includes provisions for improved connections to cities along route
- Could include “in-line” stations at:
- Could include transit improvements between I-405 and Downtown Kirkland such as bus lanes
- Example Trip: Downtown Kirkland to Downtown Bellevue
- Travel times under development



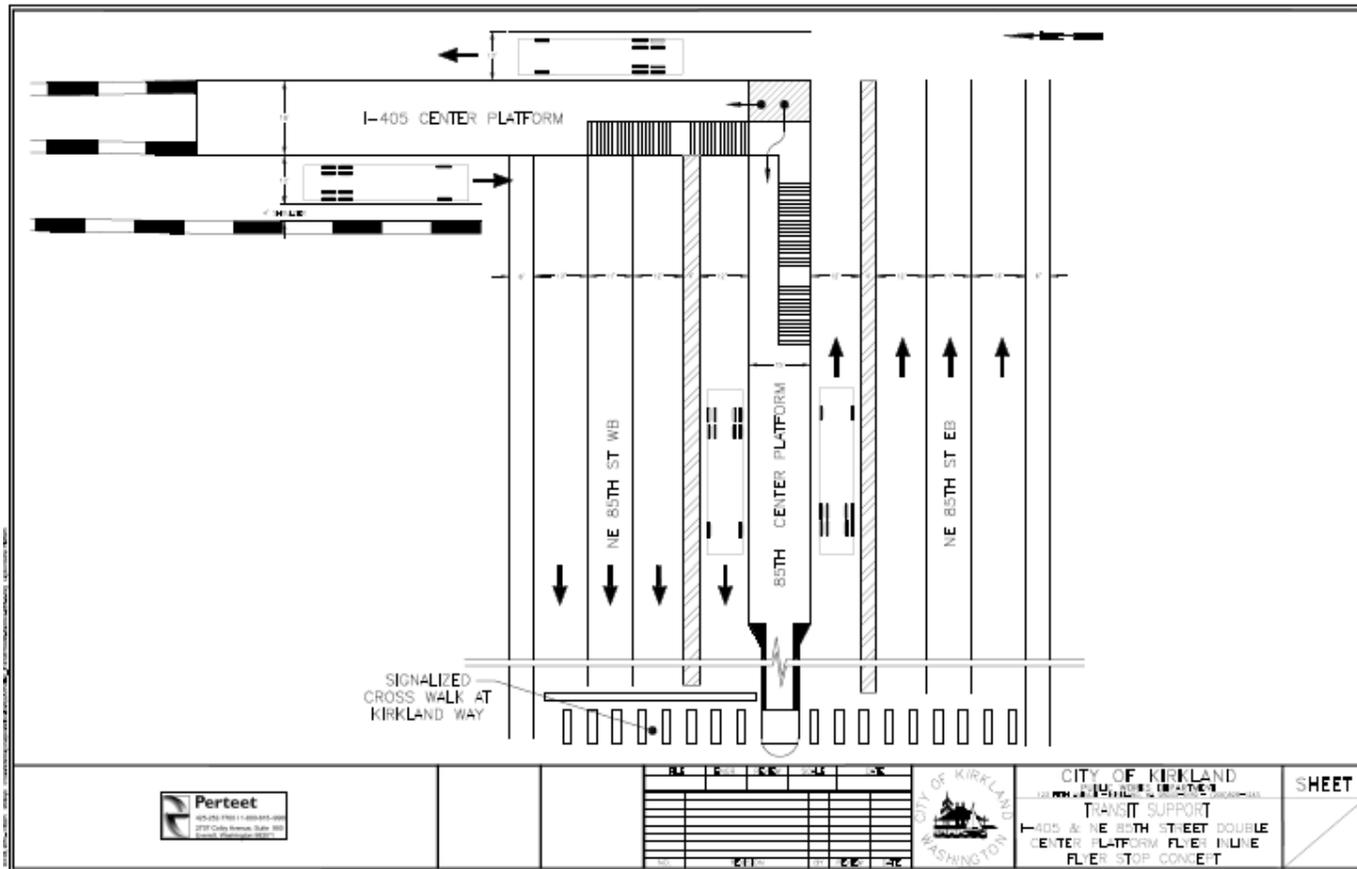
Example: In-Line Station



Lower cost example: BRT on highway flyover above NE 85th Street -cross-section



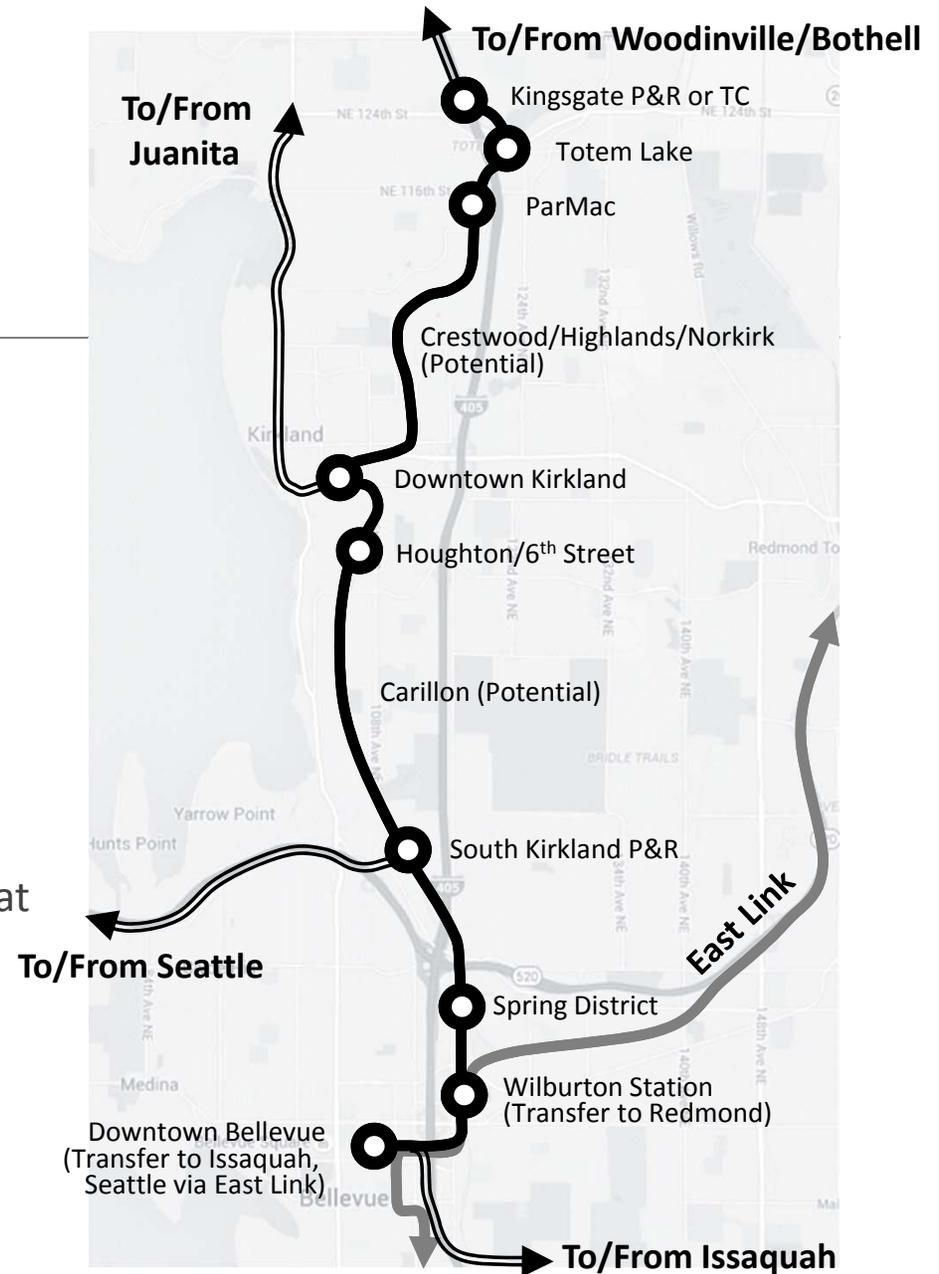
Lower cost example: BRT on highway flyover above NE 85th Street -cross-section



Projects Under Consideration

E-06: Bus Rapid Transit from Totem Lake to Downtown Bellevue

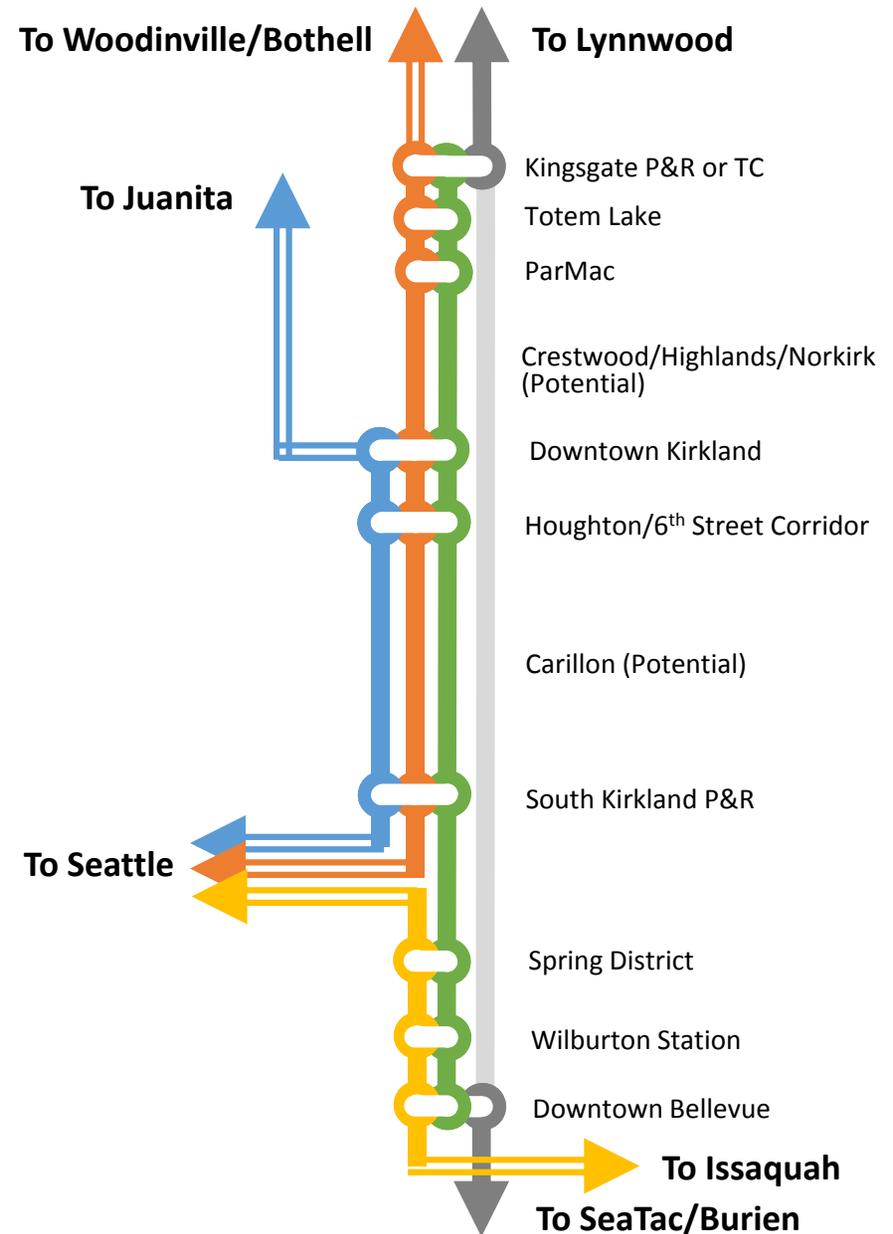
- Totem Lake to Downtown Bellevue generally via:
 - Eastside Rail Corridor (CKC)
 - Surface streets with transit priority
- Primarily exclusive running way
- 6 to 8 stations in Kirkland
- Could also include Metro service to/from Seattle, complements I-405 BRT
- ~24-36 foot right of way need (wider at stations)
- Example Trip: Downtown Kirkland to Downtown Bellevue
- Travel times under development



Projects Under Consideration

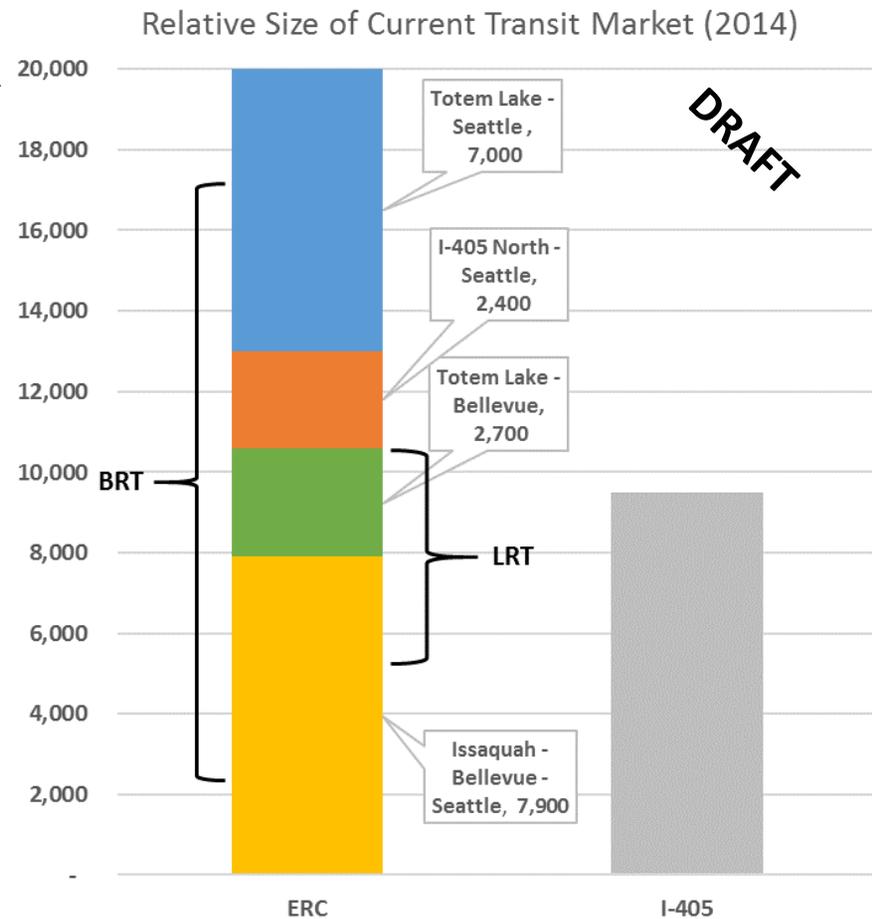
Concept for ERC BRT

- High-quality multi-use trail and other CKC Master Plan elements
- Kirkland scale system
- Service to/from:
 - Totem Lake to Downtown Bellevue
 - Juanita to Seattle
 - I-405 Woodinville/Bothell to Seattle
 - Issaquah/Bellevue to Seattle
 - I-405 BRT
- Potential innovative solutions could include Greenroads[®], electric buses, buses with door on both side, fully enclosed stations, etc.



Current Ridership Analysis

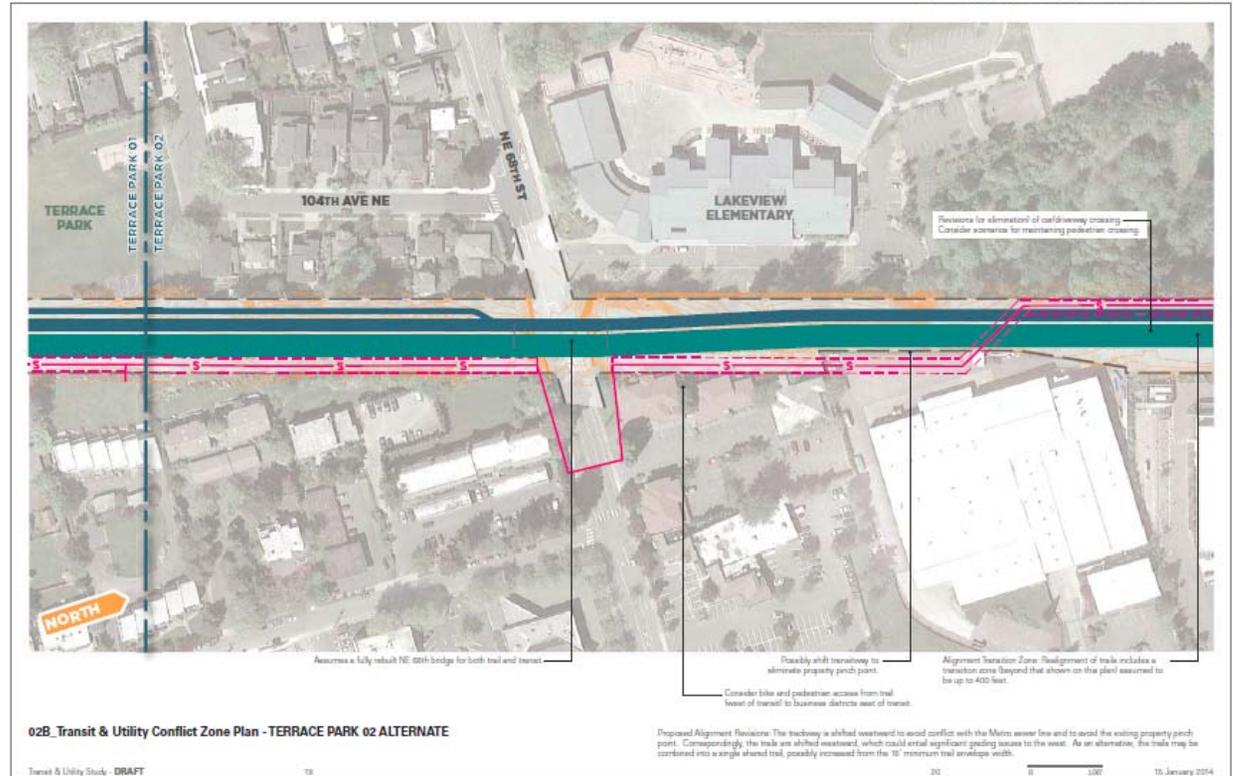
- Sound Transit studies indicates that BRT and LRT between Totem Lake and Issaquah would have similar ridership
- Integration with Metro's Seattle bound routes significantly increase ridership potential of BRT
- Combined, the four ERC routes have ridership demand similar to or higher than the I-405 corridor
- Kirkland will be working with Metro, Woodinville, and Bothell integration concepts



Background on ERC/CKC :

Trail and Transit

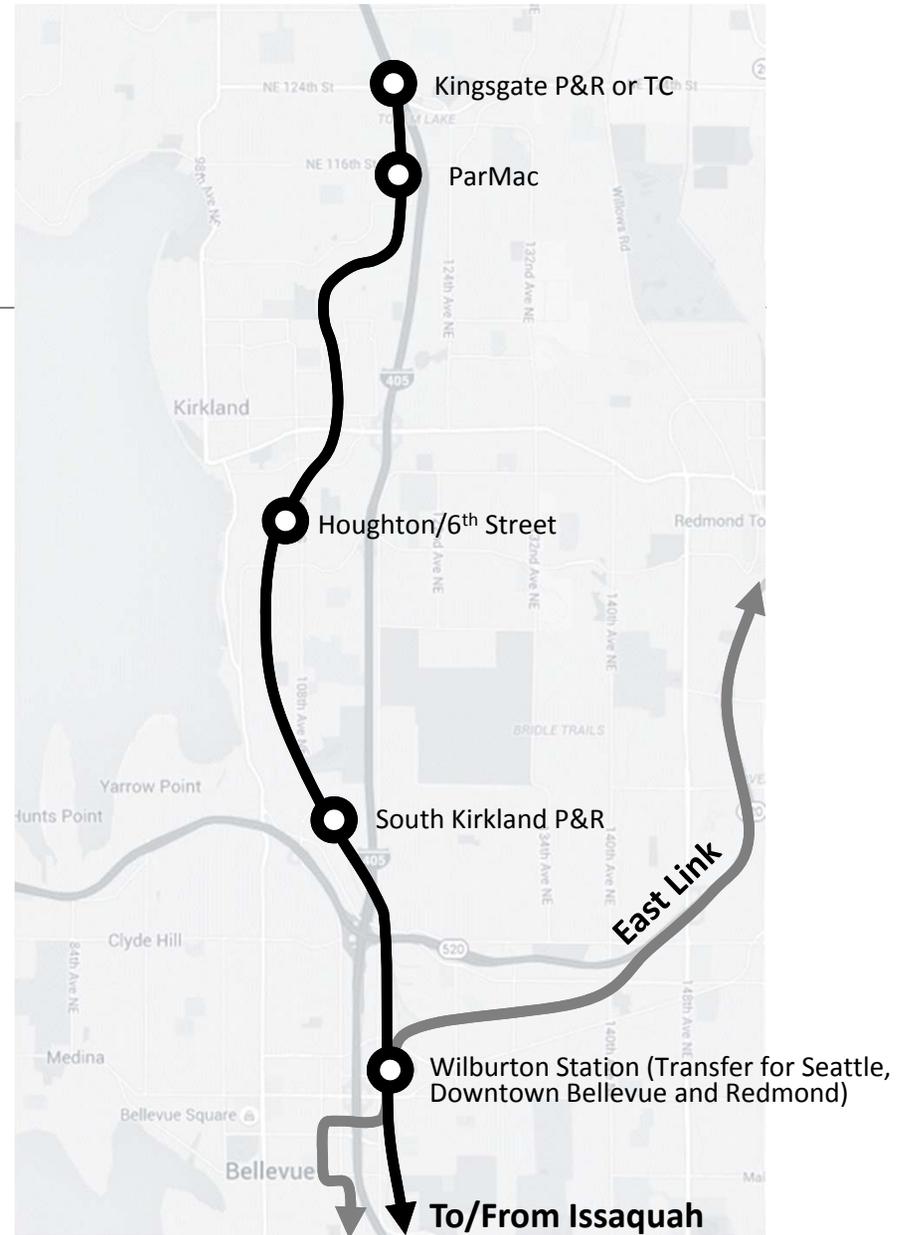
- A multiuse trail for pedestrians and bicyclists is central to vision
- City analyzed pinch points and trail and transit can fit



Projects Under Consideration

E-03: Light Rail from Totem Lake to Issaquah via Bellevue

- Issaquah to Totem Lake generally via:
 - I-90 corridor
 - Wilburton area of Bellevue
 - Eastside Rail Corridor (CKC)
- Exclusive running way
- 4 Stations in Kirkland
- ~30 foot right-of-way need (wider at stations) ST Template assumes the center.
- Example Trip: Downtown Kirkland to Downtown Bellevue
- Travel times under development



Questions?
