

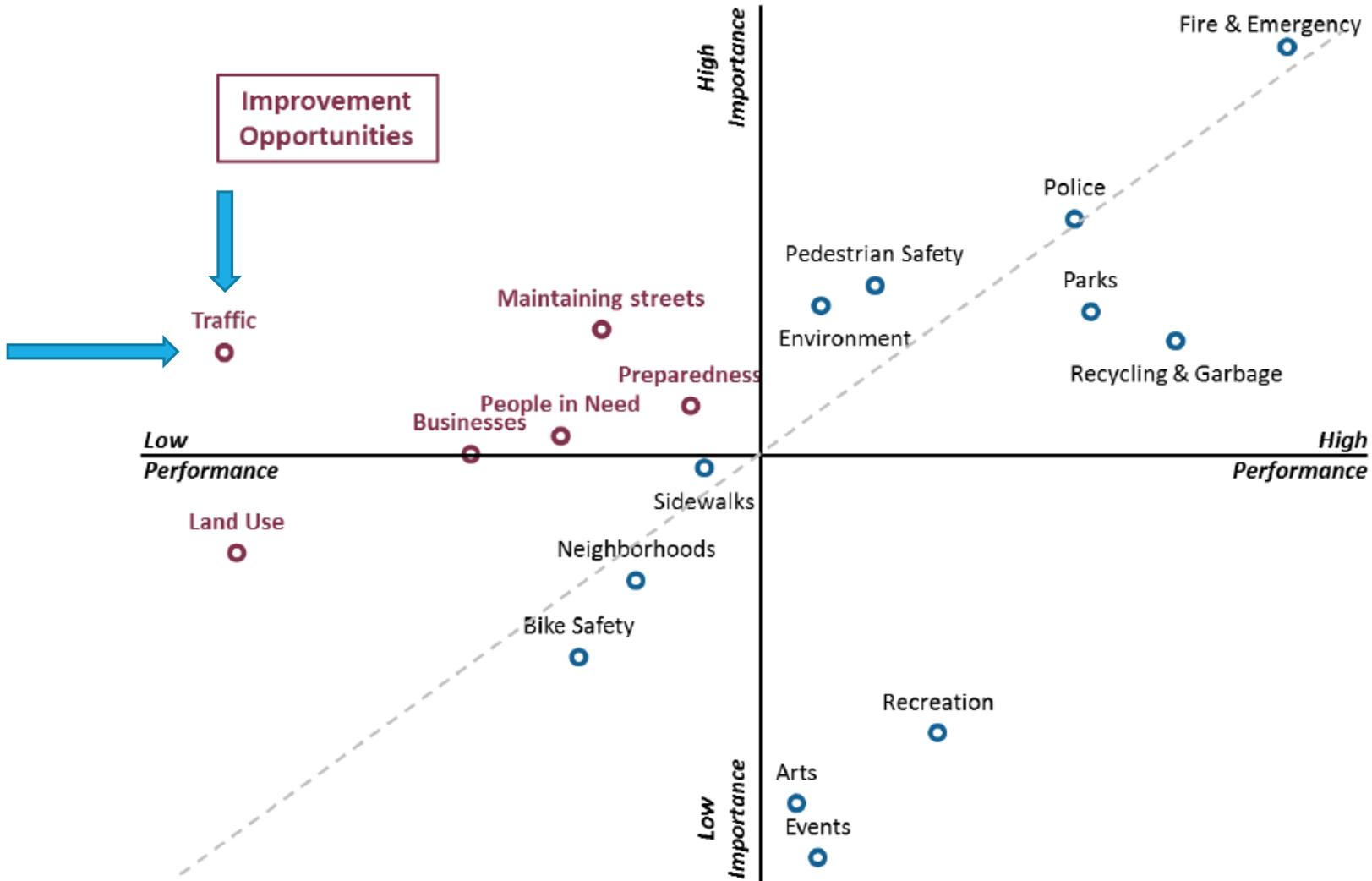
Sound Transit 3 Keeping Kirkland Moving

1-11-2016

Outline

1. Background
2. CKC history and regional significance
3. The Candidate Projects
4. What we've heard and how concerns can be addressed
5. Must haves in a System Plan

2014 Citizen Survey Results

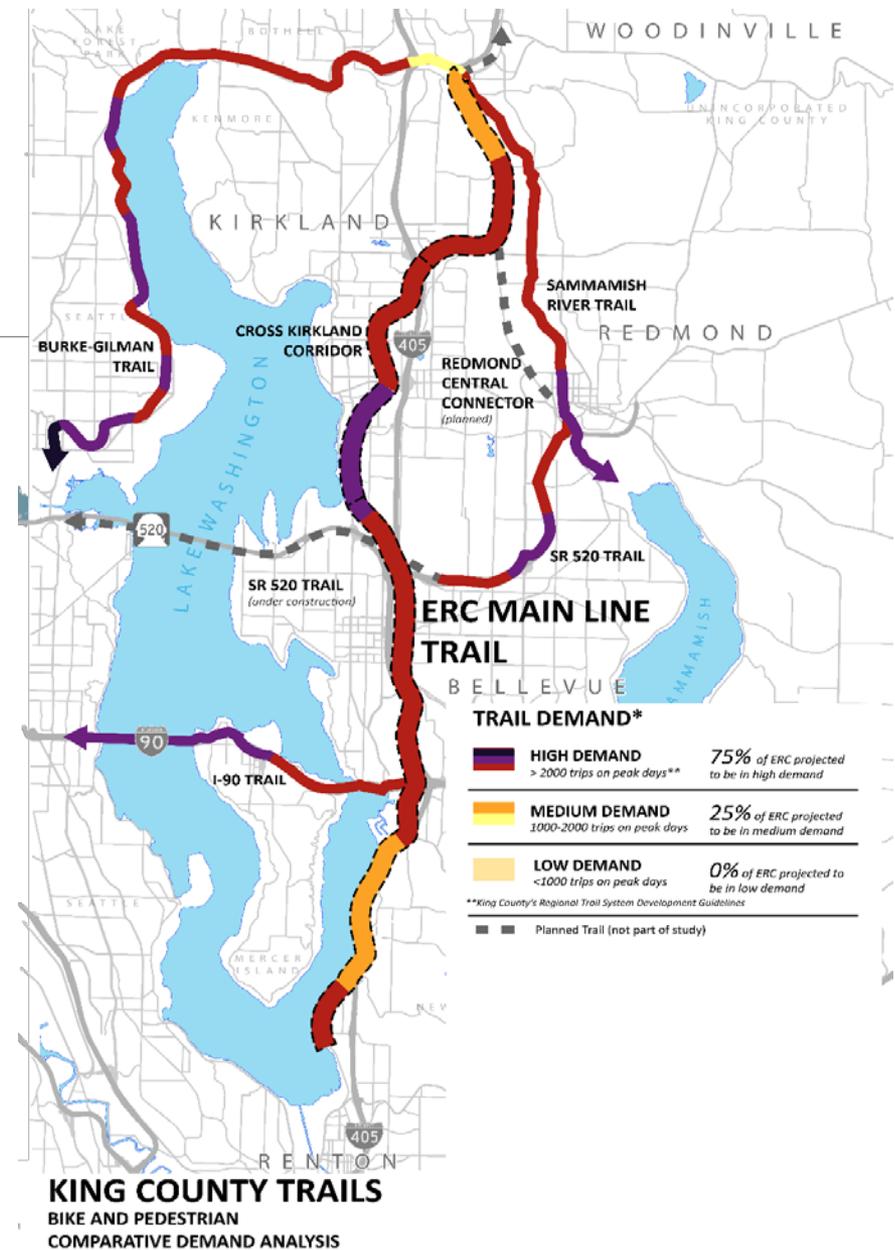


CKC History and Regional Significance



The CKC:

- A Segment of the 42-Mile Eastside Rail Corridor (ERC)
- Part of a Regional Transportation Corridor
- Regional policy: HCT on the ERC.



Kirkland's ERC Interest Statement



“Ultimately, the City’s interests would be met by implementing a welcoming, transportation-oriented facility for pedestrians and bicyclists, coupled with a high capacity transit system that connects Kirkland to the region.”

- Kirkland ERC
Interest Statement –
Approved April 19, 2011

Sound Transit easement

“This (HCT) Easement is intended to be perpetual and Sound Transit shall have the right to determine the precise location of the Easement Areas...”

“The (HCT) Easement granted hereby shall have priority over any and all...encumbrances...or other interests in the Property granted after (the easement recording date)...”

Purchase of the CKC:

Price significantly discounted due to ST Easement

Funding Source	Budget Amount
Repurposing Park Projects	\$1,540,000
Repurposing Transportation project (REET 2)	\$1,000,000
REET Reserves (Transportation projects) <i>with \$500K being reimbursed from Wash. Wildlife & Rec Program</i>	\$1,500,000
Surface Water Utility	\$1,000,000
King County park levy	\$210,000
TOTAL COST	\$5,250,000

Final Purchase Price: \$5,241,234

Interim Trail Funding

Funding Source	Amount
Federal Grant	\$1,071,000
State Grant (Legislature)	\$1,969,900
Local (Levy, REET, Surface Water)	\$ 559,000
TOTAL	\$3,599,900

Both grants assumed future high capacity transit.

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CROSS KIRKLAND CORRIDOR

HOME ABOUT BUSINESS CONNECTIONS NEIGHBORHOOD CONNECTIONS GET INVOLVED LIBRARY

> Home Page > Community > Cross Kirkland Corridor

Connectivity to schools, parks, businesses and neighborhoods. Multi-modal transportation opportunities. A recreation and business corridor that reflects Kirkland's commitment to balanced transportation, economic development, and parks, open spaces and recreational services. The City's vision for the [Cross Kirkland Corridor](#) is fast becoming a reality.

Kirkland is one of the region's most livable communities with its desirable blend of work and leisure. A commitment to a healthy environment and healthy lifestyle with opportunities to work close to home, school, and services, makes Kirkland attractive to those who create businesses here, those who live here, and those who are visiting.

The [Cross Kirkland Corridor](#) is a 5.75 mile segment of the Eastside Rail Corridor and is owned by the City of Kirkland. The other portions of the entire 44-mile corridor are owned by the [Port of Seattle](#). The Port of Seattle purchased the entire corridor from [Burlington Northern Santa Fe Railway](#).

Corridor Master Plan

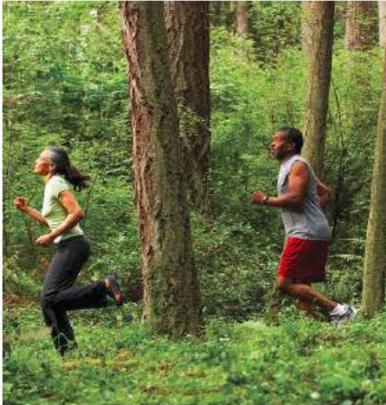
Interim Trail

Extensive stakeholder input and outreach shaped the CKC Master plan:

- Kirkland Residents
- Kirkland Businesses

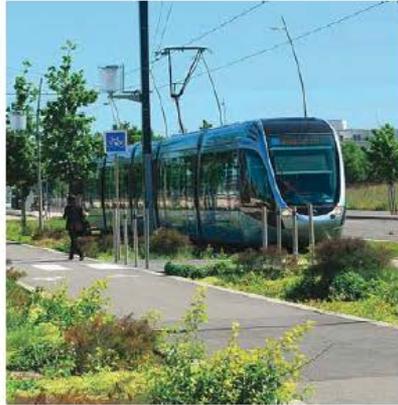
The CKC: Many things to many stakeholders

1.4 GOALS



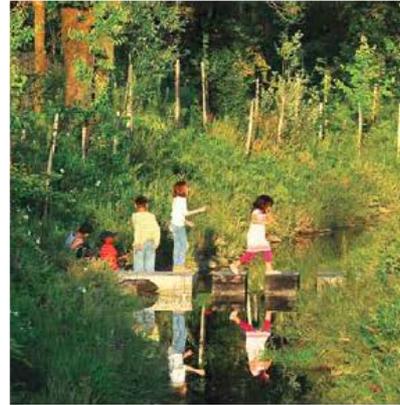
01: CONNECT KIRKLAND

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

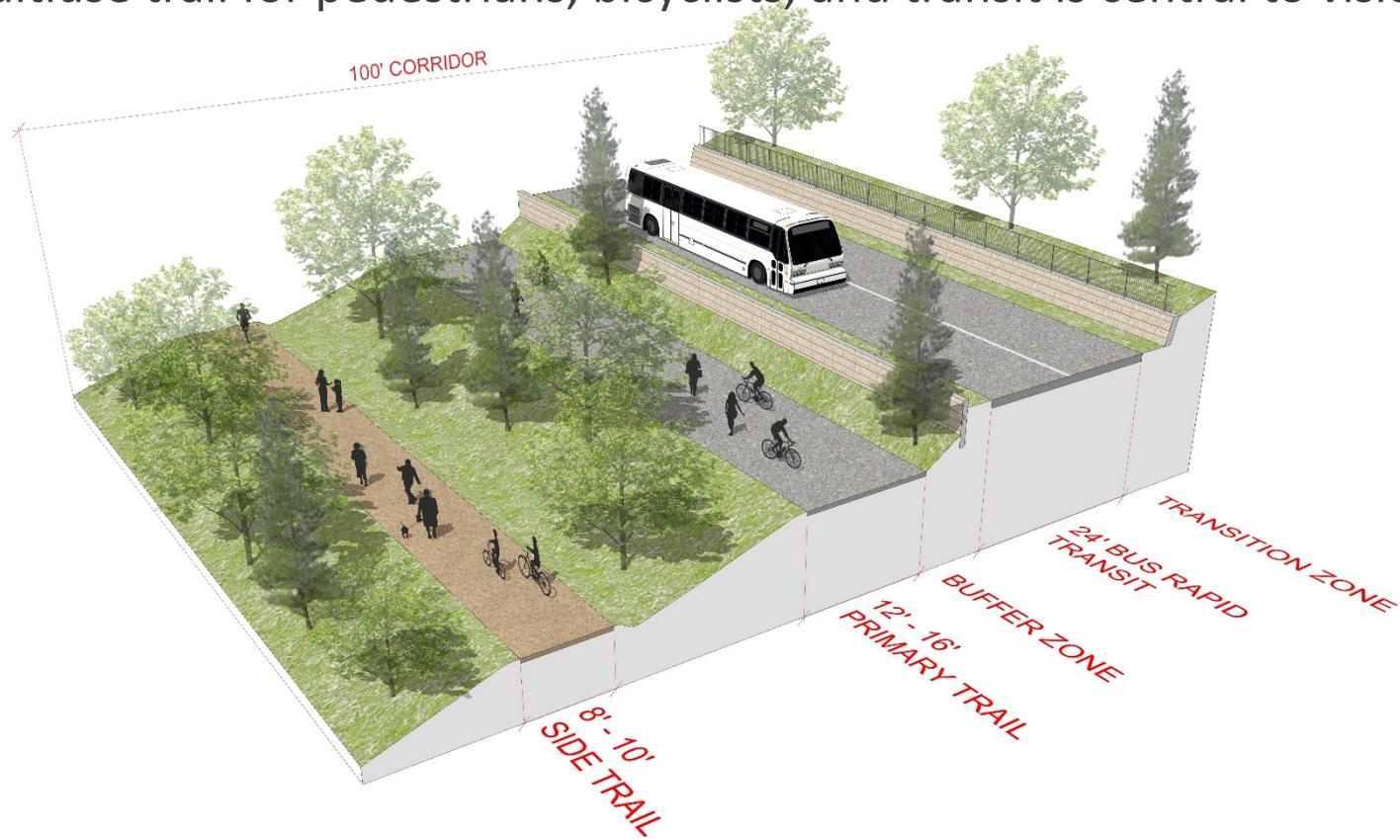
The corridor can lead the whole city forward to achieve existing and new goals. It is designed to adapt and evolve over time to meet the needs of a growing city. The corridor offers balanced transportation solutions that today might include improved connections to transit, and also future possibilities 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.

CROSS KIRKLAND CORRIDOR MASTER PLAN



Trail and Transit

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



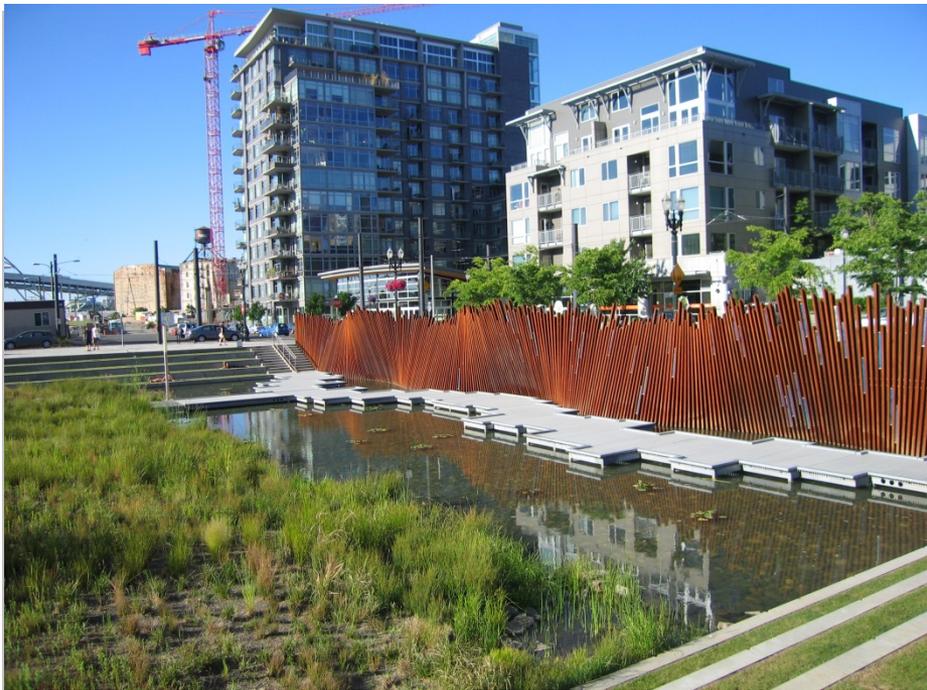
ECOLOGY

- *Enhance ecology while enhancing the human experience.*



EVENTS

- *Major gathering spaces along the corridor*
- *Opportunities for art and performance*
- *Iconic, signature moments*



EDDIES



- *Secondary elements and events*
- *Places for pause and escape*
- *Subtle discoveries that enrich the space*

ACTIVITIES

- *Add interest and create buzz to compliment permanent corridor elements*



ART

- *Enriches the whole corridor*



Consultant Evaluation

Transpo Group, with BRTPlan and Perteet:

- Assess Sound Transit I-405 BRT from the perspective of Kirkland.
- Assess the feasibility of BRT on the CKC and further refine the project based on public input.
- Evaluate and recommend engineering concepts to address the concerns raised by the community.
- Evaluate the ST3 Candidate Project Templates.

What is BRT?



BRTPlan



Fully dedicated lanes



Off-board fare collection



Level boarding

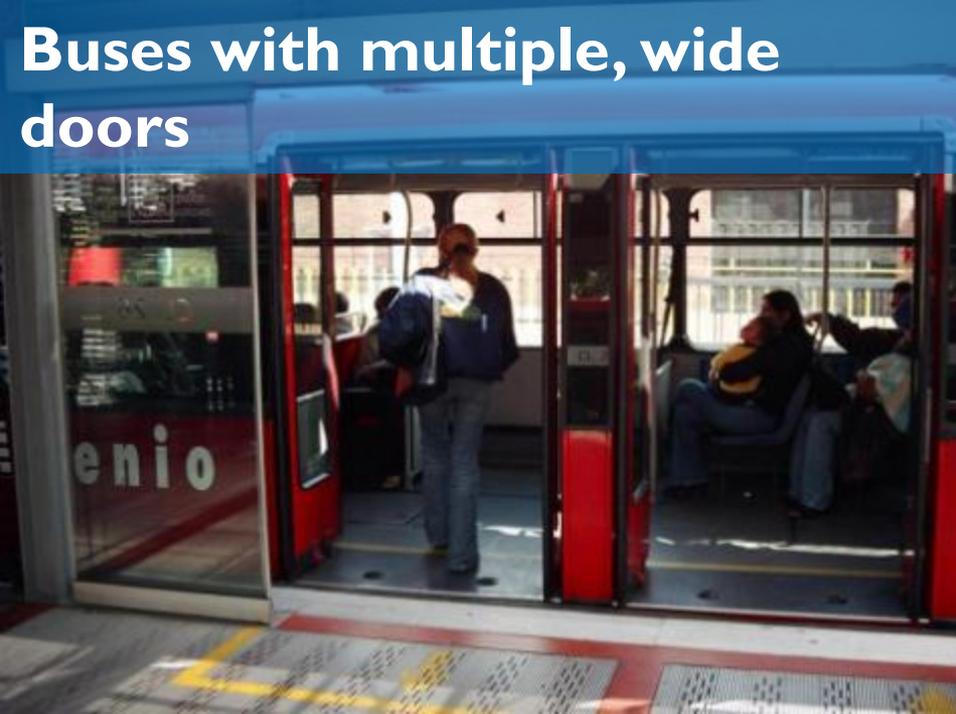


Restricted turns for cars

Some Elements of Gold Standard BRT



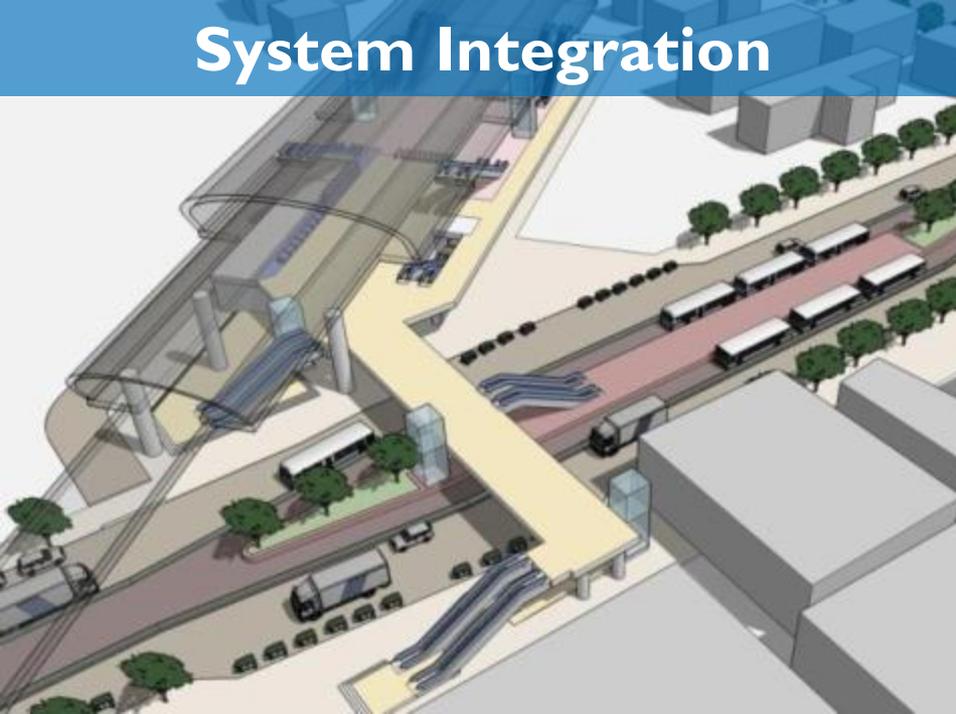
BRTPlan



Buses with multiple, wide doors



Full-featured, weather-protected stations



System Integration

Center stations shared by both directions



Safe pedestrian access



Bicycle parking at stations



Bicycle lanes in the corridor



Bike share integration



Cambridgeshire, UK



What should HCT look like in Kirkland?

A quicker connection to Seattle

A quicker transit and bike connection between points within Kirkland so people don't need to drive for short trips

A quicker connection between Kirkland and nearby towns

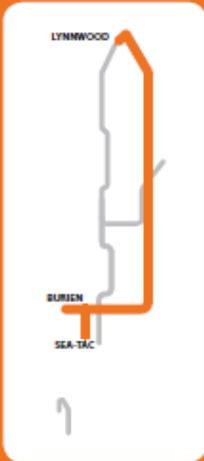
Improvement rather than degradation of the multi use CKC trail

ST3 CANDIDATE PROJECT:

I-405 BUS RAPID TRANSIT

Corridor Options

- Bus operates in I-405 Express Toll Lanes



MAP KEY

- LOWER CAPITAL OPTION
- INTENSIVE CAPITAL OPTION
- BRT STATION
- EXISTING FACILITY

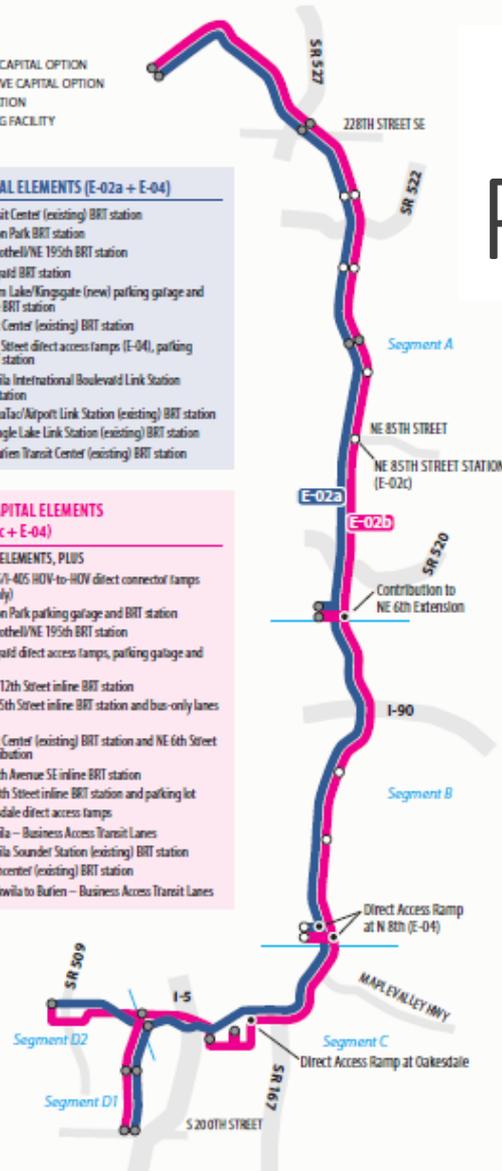
LOWER CAPITAL ELEMENTS (E-02a + E-04)

- » Lynnwood Transit Center (existing) BRT station
- » Bothell – Canyon Park BRT station
- » Bothell – UW Bothell/NE 195th BRT station
- » Bothell – Brickyard BRT station
- » Kirkland – Totem Lake/Kingsgate (new) parking garage and (existing) inline BRT station
- » Bellevue Transit Center (existing) BRT station
- » Renton – N 8th Street direct access ramps (E-04), parking garage and BRT station
- » Tukwila – Tukwila International Boulevard Link Station (existing) BRT station
- » Segment D1: SeaTac/Airport Link Station (existing) BRT station
- » Segment D1: Angle Lake Link Station (existing) BRT station
- » Segment D2: Burien Transit Center (existing) BRT station

INTENSIVE CAPITAL ELEMENTS (E-02b + E-02c + E-04)

LOWER CAPITAL ELEMENTS, PLUS

- » Lynnwood – I-5/I-405 HOV-to-HOV direct connector ramps (SE quadrant only)
- » Bothell – Canyon Park parking garage and BRT station
- » Bothell – UW Bothell/NE 195th BRT station
- » Bothell – Brickyard direct access ramps, parking garage and BRT station
- » Kirkland – NE 112th Street inline BRT station
- » Kirkland – NE 85th Street inline BRT station and bus-only lanes (E-02c)
- » Bellevue Transit Center (existing) BRT station and NE 6th Street Extension contribution
- » Bellevue – 112th Avenue SE inline BRT station
- » Renton – NE 44th Street inline BRT station and parking lot
- » Renton – Oakesdale direct access ramps
- » Renton to Tukwila – Business Access Transit Lanes
- » Tukwila – Tukwila Sounder Station (existing) BRT station
- » Tukwila – Southcenter (existing) BRT station
- » Segment D2: Tukwila to Burien – Business Access Transit Lanes



Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.

Project ST E-02

E-02a Lower Capital Cost Option

- No new stops in Kirkland
- Expansion of Kingsgate Park and Ride by 800 spaces
- Ridership benefits to Kirkland are negligible, with increased congestion in Kingsgate
- Projected new ridership mostly passing through Kirkland
- Does not improve service to-from Seattle for Kirkland riders.
- Does not provide Transit Oriented Development in Kingsgate.

E-02b Higher Capital Cost Option

- Same as Lower Capital Cost Option with one new stop at Par Mac (112th)
- Does not include a stop/station at NE 85th Street
- Does not include bus only lanes on NE 85th

Summary of E-02

With “Buses on I-405” alone

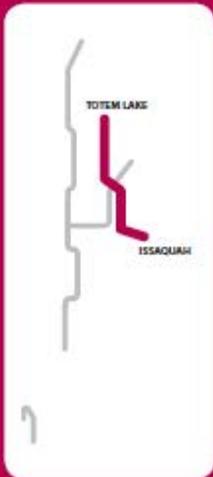
- Possibly no new stops from status quo.
- Sound Transit models only a small increase in Kirkland ridership, even at highest cost.
- Service doesn’t seamlessly take Kirkland riders to and from highest demand locations.

With I-405 BRT alone, Kirkland would be paying **an additional \$24 million** per year for negligible service increase.

ST3 CANDIDATE
PROJECT:

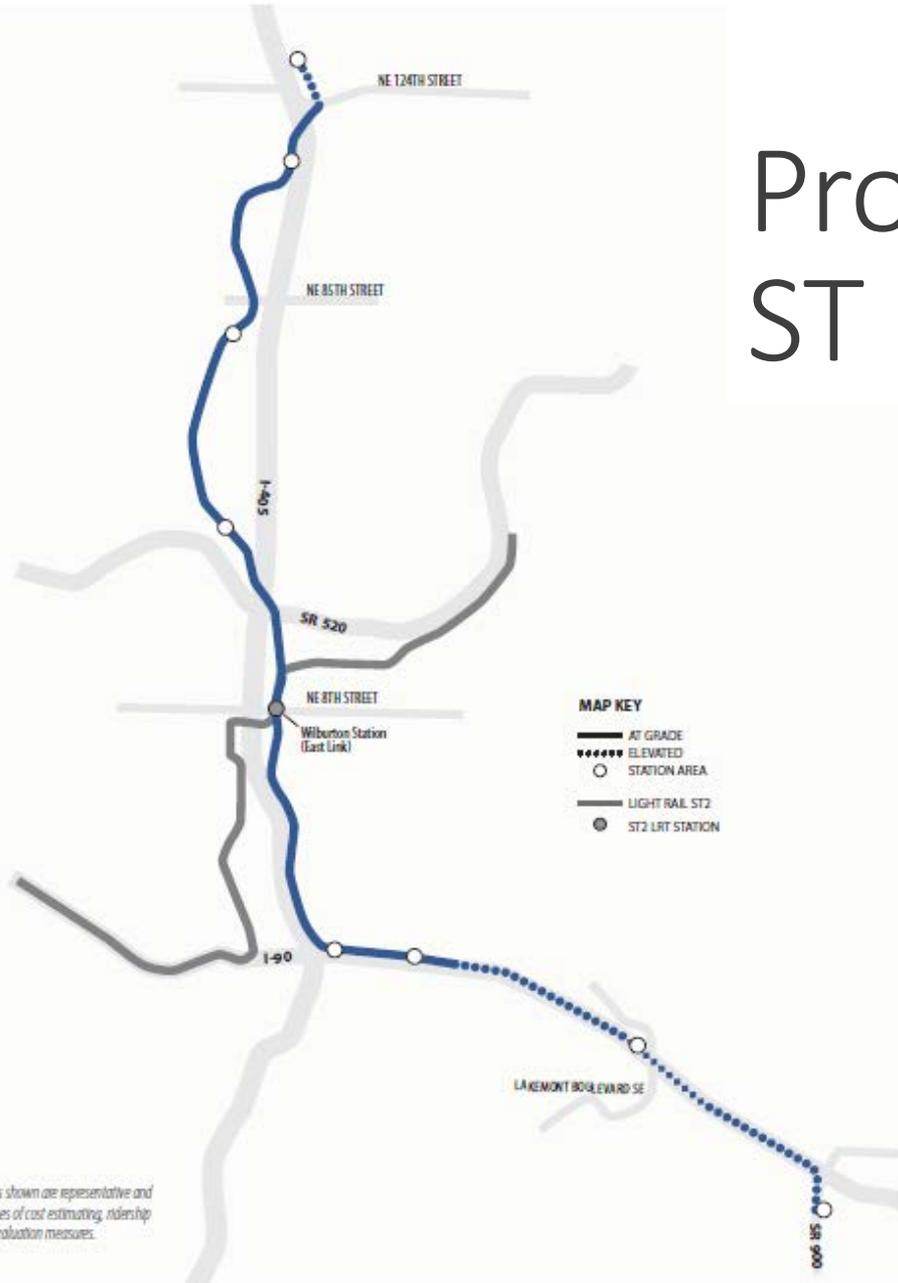
TOTEM
LAKE TO
ISSAQUAH
LIGHT RAIL

Corridor Summary



Date Last Modified: 11-25-2015

Release Date: 12-04-2015



Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.

Project ST E-03

Summary of E-03 (segment a)

- Electric light rail, alignment on CKC
- Kirkland stops at Totem Lake (2), 6th Street S., SKP&R
- Does not connect directly to downtown Kirkland or Seattle
- Connects to East Link at Wilburton
- Connects to Issaquah segment

Summary of E-03

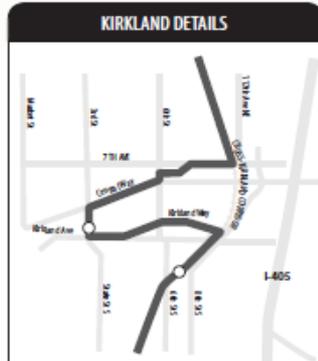
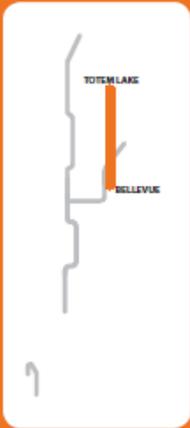
Better service than BRT on I-405 alone

- Provides 4 new stops along CKC
- Service doesn't seamlessly take riders to and from highest demand locations.

Some service increase, although not directly to Seattle.

ST3 CANDIDATE PROJECT:
KIRKLAND-TOTEM LAKE TO BELLEVUE BUS RAPID TRANSIT

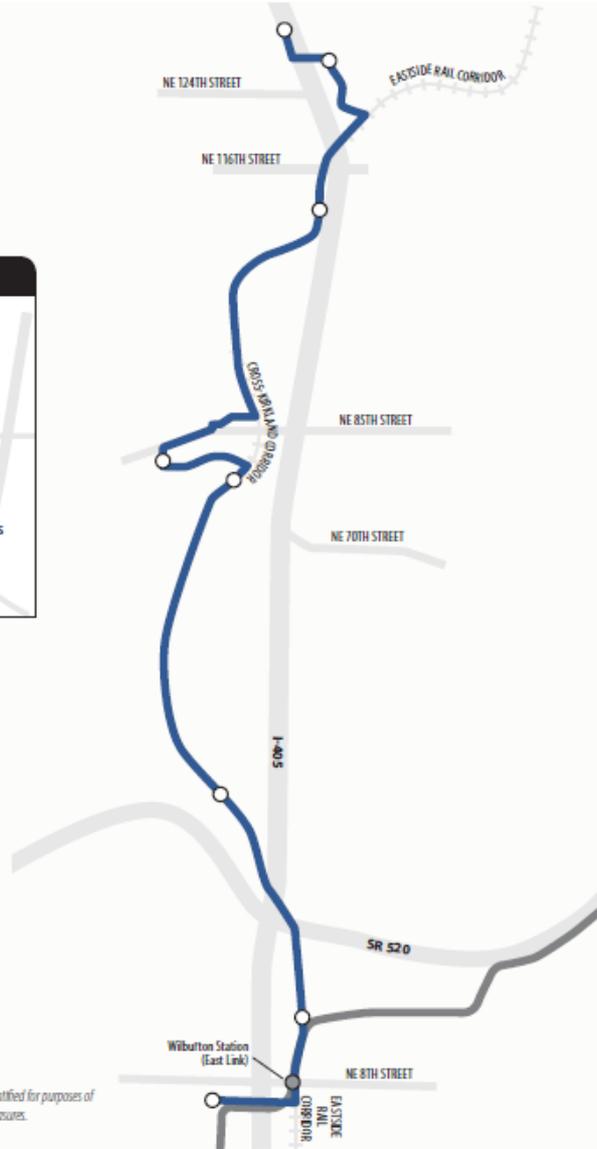
Corridor Summary



MAP KEY

- LIGHT RAIL ST2
- ST2 LRT STATION
- BRIT STATION

Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.



Project ST E-06

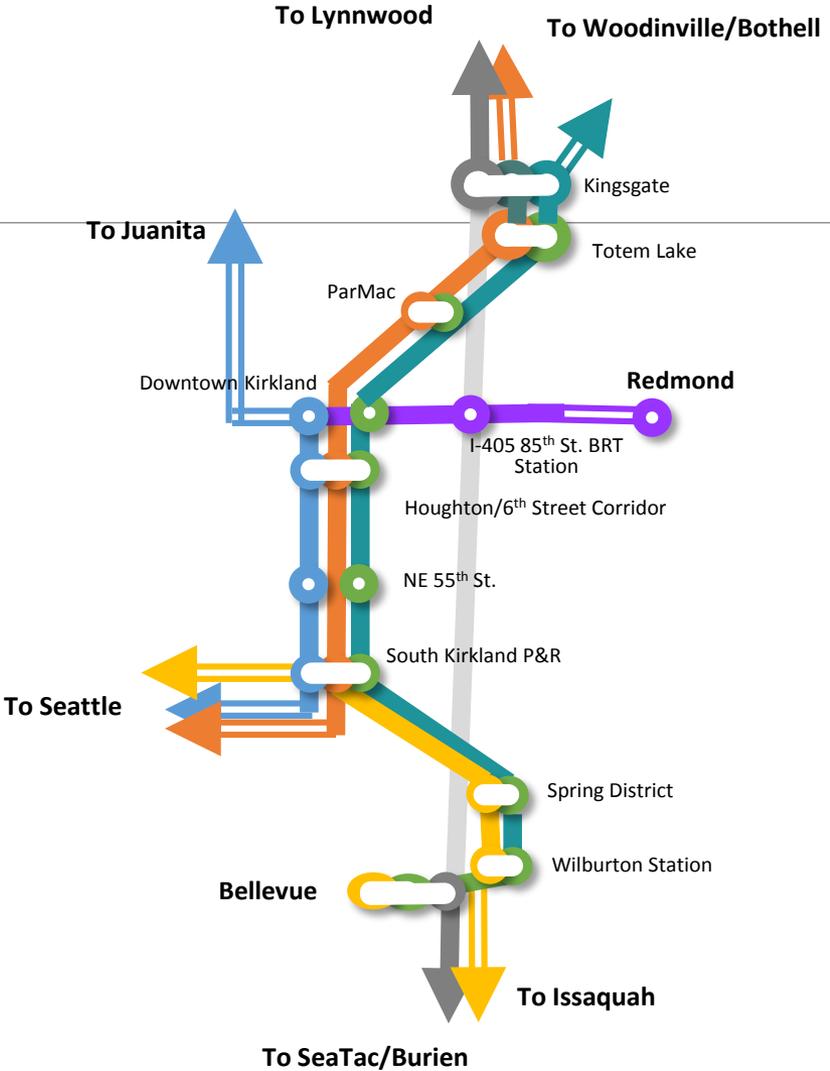
Date Last Modified: 11-25-2015

| Release Date: 12-04-2015

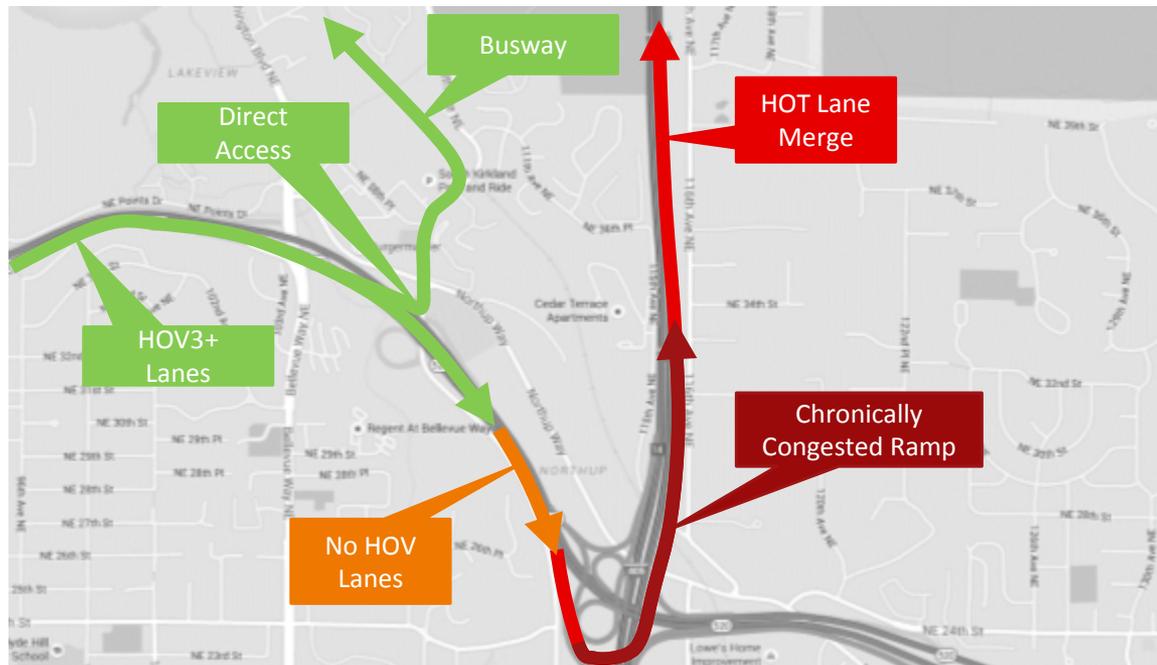
Initial BRT Service concept

CKC Services

- Totem Lake to Downtown Bellevue
- Juanita to Seattle
- I-405 Woodinville/Bothell to Seattle
- Issaquah/Bellevue to Seattle
- I-405 BRT
- 85th St. BRT connector



CKC SR 520 HOV Connection



Seattle-bound I-405 bus traffic caught in congestion at SR 520 interchange. CKC creates a bypass route.

I-405 and SR 520 Interchange



Summary of E-06

- Bus Rapid Transit, alignment on CKC
- Six stops in Kirkland
- Connects directly to downtown Kirkland
- Connects directly to Seattle
- Avoids 520-405 Interchange
- Connects to East Link at Wilburton
- Could connect to Issaquah segment of E-03
- Highest ridership, when considering integration

Summary of E-06

Better service than BRT on I-405 alone

- Provides 6 new stops along CKC
- Service does seamlessly take riders to and from Seattle.

Best service increase of all options.

ST3 Projects Compared to Kirkland Destinations

	E-02a: I-405 BRT w/out 85th	E-02b: I-405 BRT w/ 85th	E-03: CKC/ERC LRT	E-06: CKC/ERC BRT
Quicker Services from Downtown Kirkland to:				
Within Kirkland	No	No	Limited Stops	Yes
Seattle	No	No	Transfer	Yes
Bellevue	No	Yes	Transfer	Yes
Redmond	No	Yes	Transfer	Transfer
Woodinville	No	No	No	Yes
Lynnwood	No	Yes	No	No
Canyon Park	No	Yes	No	No
Bothell	No	Yes	No	Yes
Issaquah	No	No	Yes	Yes
Upgraded bike/multi-use trail	No	No	Barriers	Yes
Implementation closer to 2020 than 2040	Yes	Yes	No	Yes

Comments We Have Heard

We need transit on the corridor

Preserve OUR trail

Waste of money

Some areas along the trail that are ecologically sensitive wetlands

Both bus and light rail should be considered

Loud & Smelly Busses don't belong on the CKC

What we've heard

Keep the trail

Why not just go with buses on I-405?

Safety and access across the corridor

Does it fit?

Impacts to natural environment

Noise

Parking

Accountability

Keep the Trail

Sound Transit will restore any trail that is displaced.

Creating an inviting pedestrian and bike environment is in ST's best interest, as well as Kirkland's.

Could require construction of improved trail.

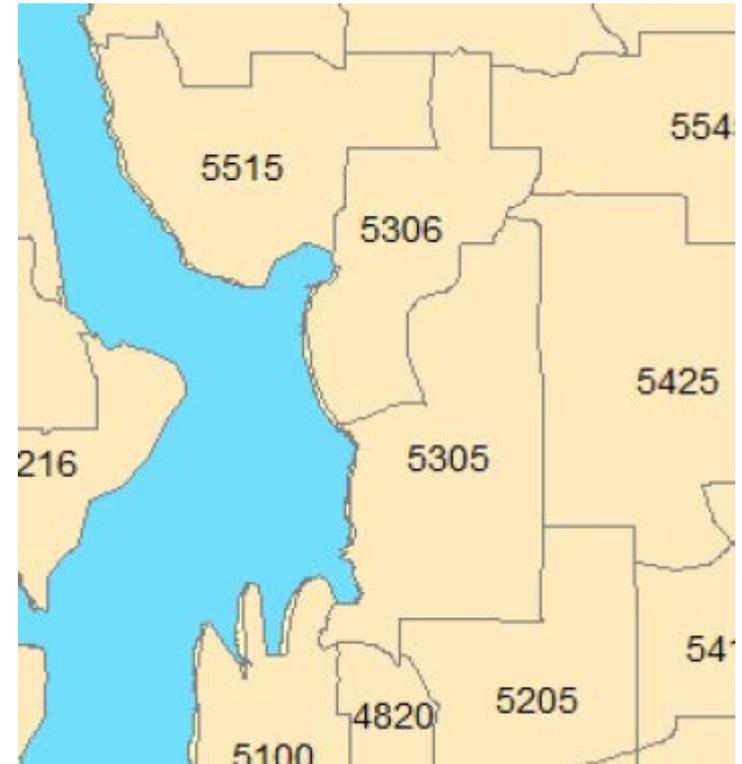
Kirkland City Council is committed to vision of the CKC Master Plan.

Kirkland will be the permitting agency for any HCT on the CKC, and can require mitigation.

Why not just put buses on I-405?



A closer look at ridership forecasts



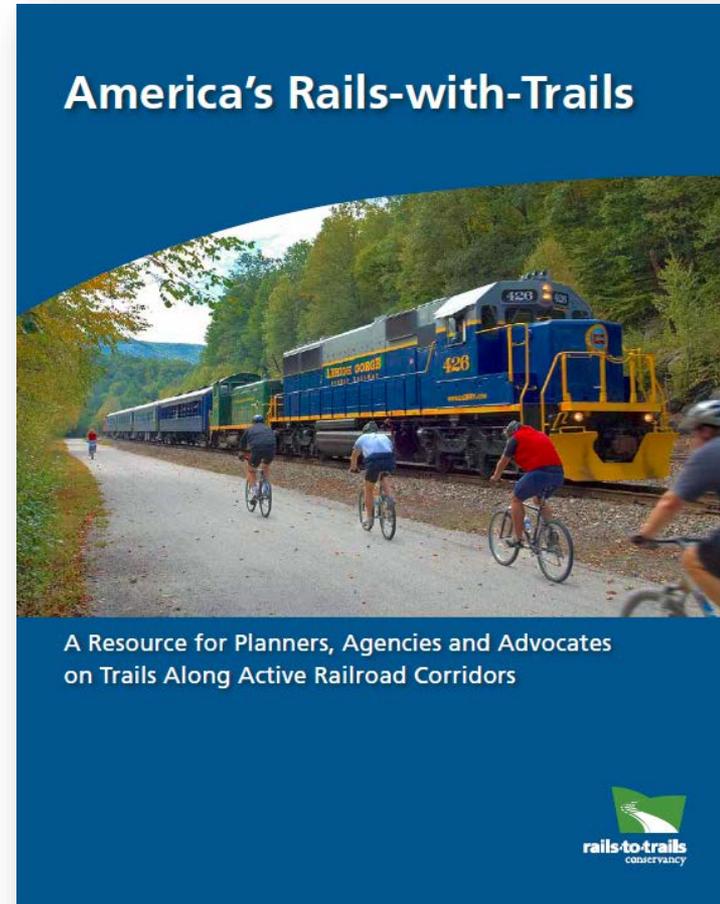
I-405 BRT Alone: Not enough service

- Using the regional ridership projections in the template model, it appears the cost per rider is less on I-405.
 - The model is at too large a scale to consider ridership within Kirkland.
- Even assuming the lower cost per rider, the service increase to Kirkland is negligible.
- I-405 BRT benefits other parts of the region; it makes sense to build it and have stops in Kirkland.
- **For \$24 million per year, Kirkland should get more service.**

Safety

Rails to Trails Conservancy found:

“... that rails-with-trails are safe, common, and increasing in number.”

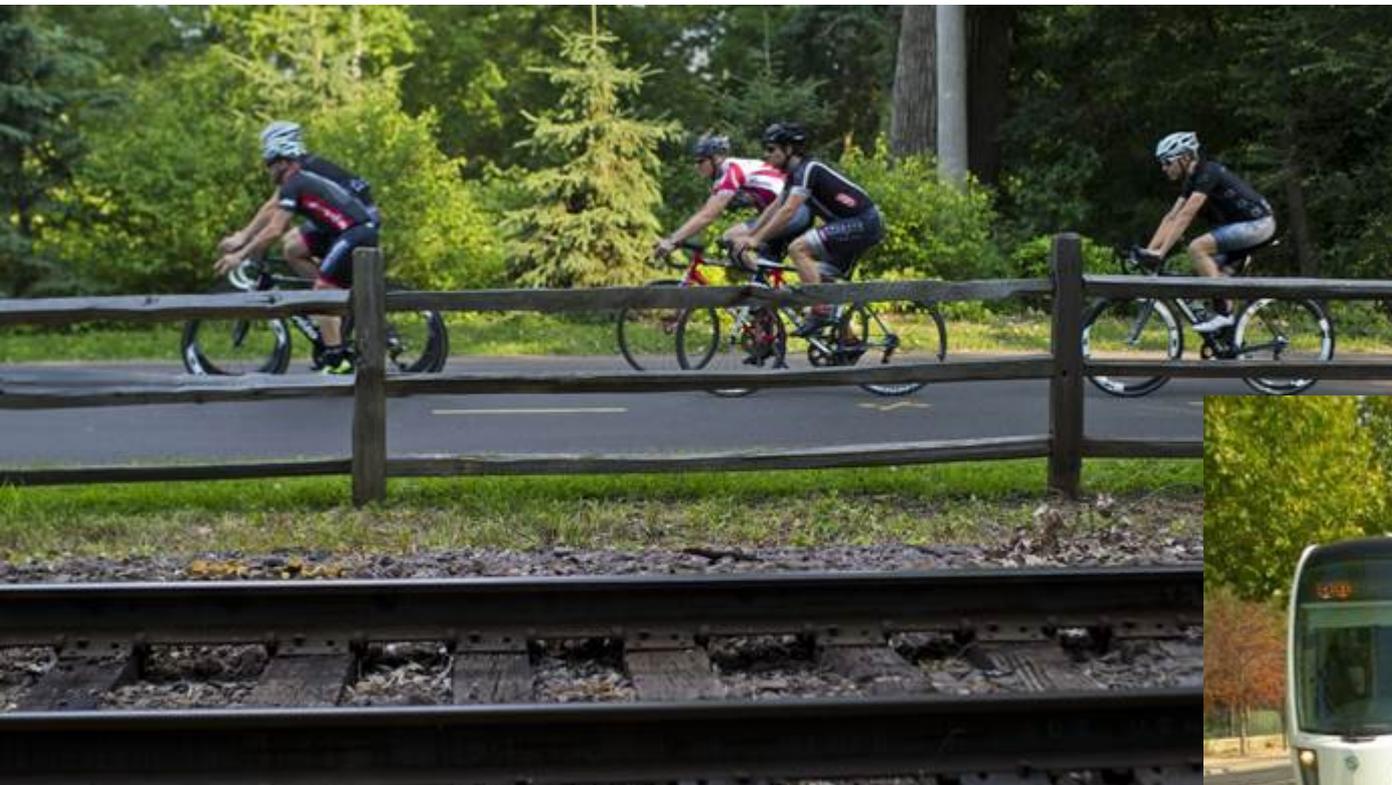


Safety & Trail Access



Source: Dave Reld, <https://flic.kr/p/3EWzgh>

Source: Dan Reed, <https://flic.kr/p/dkLGcp>



Source: Dave Reld, <https://flic.kr/p/3EWzgh>

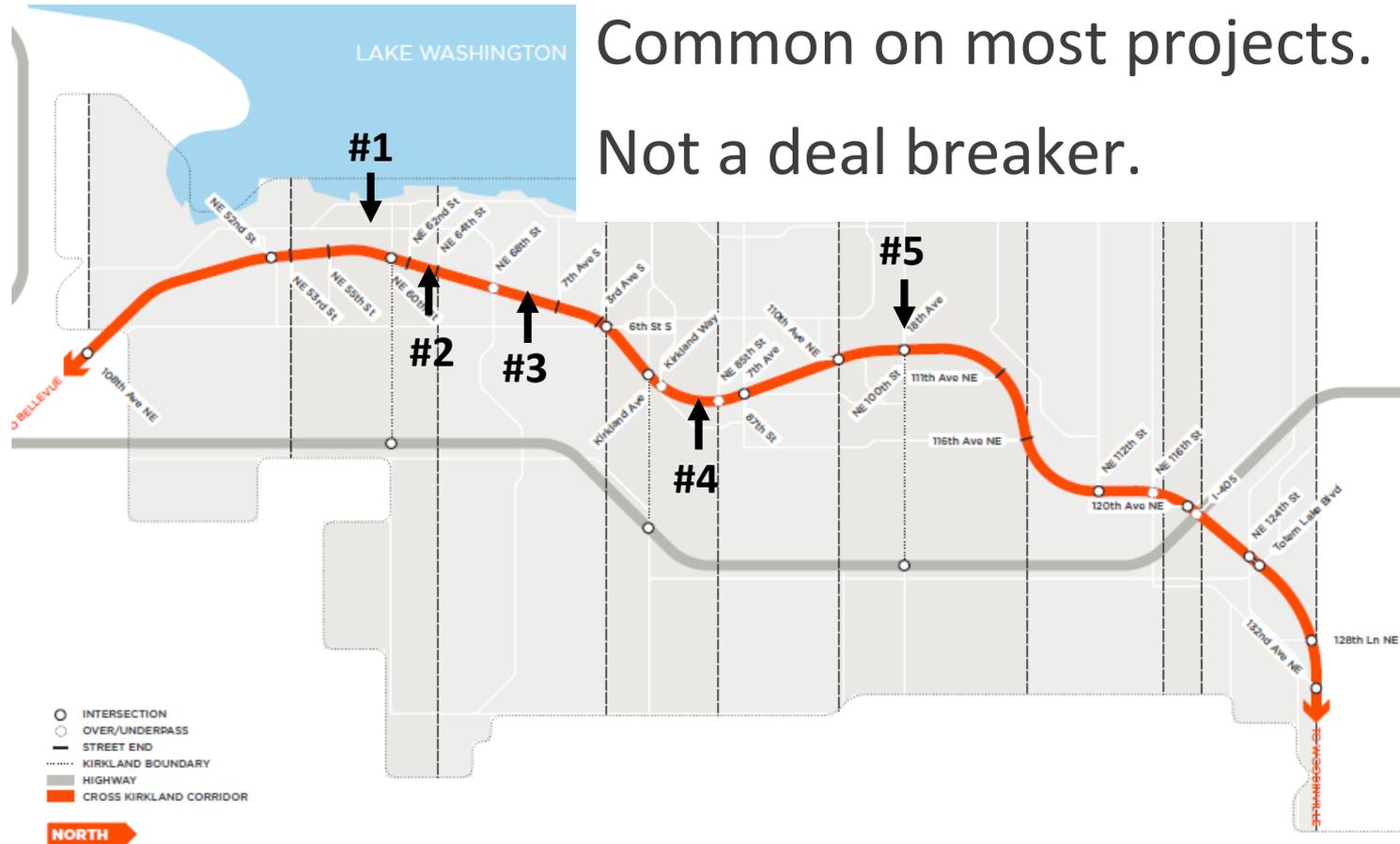
Source: Dan Reed, <https://flic.kr/p/dkLGcp>

Does it fit?

There are 5 locations where the corridor is less than 100' wide.

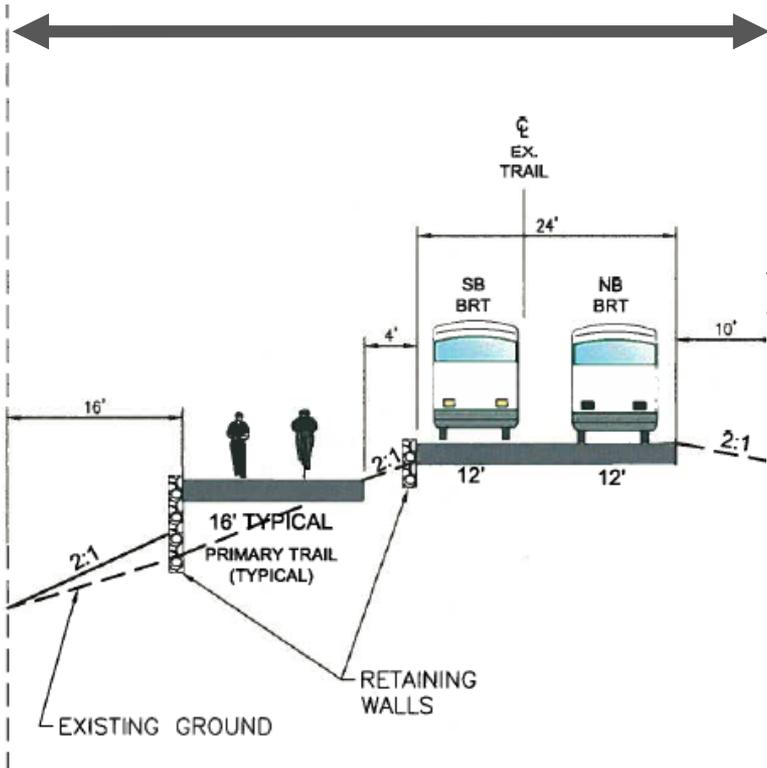
Common on most projects.

Not a deal breaker.

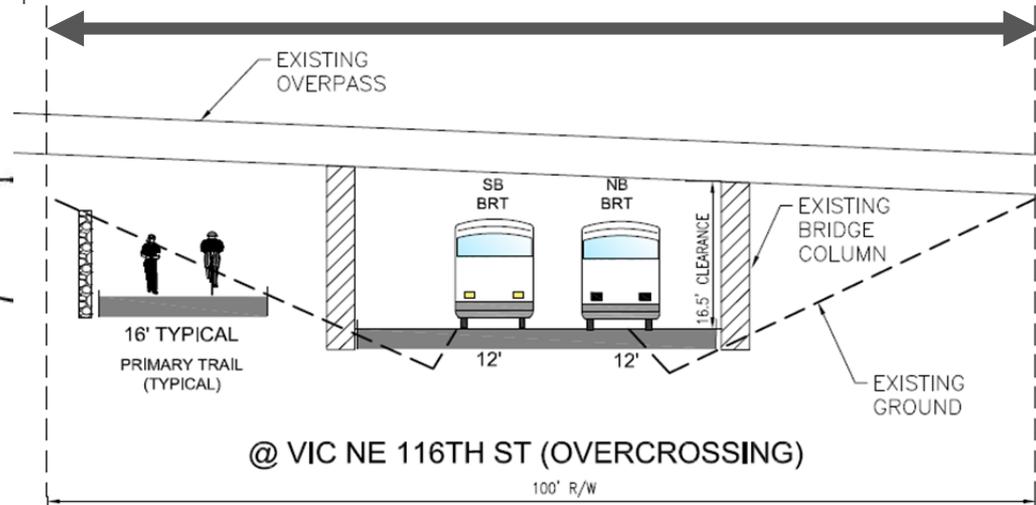


Does it fit?

Example of Trail and HCT in
70' ROW



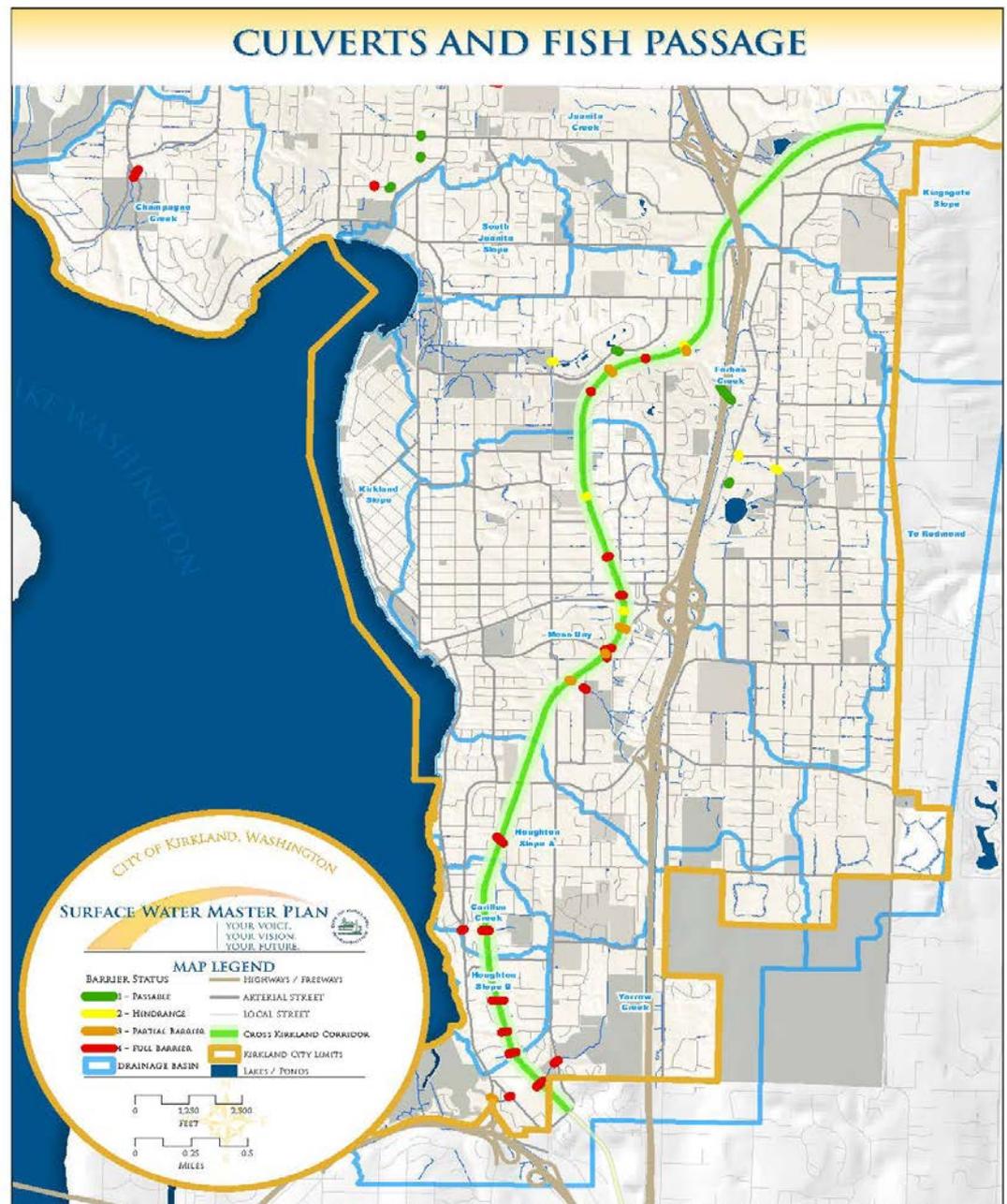
100' ROW, Move Trail to West Side
of Corridor, HCT to Middle



Preserve the environment

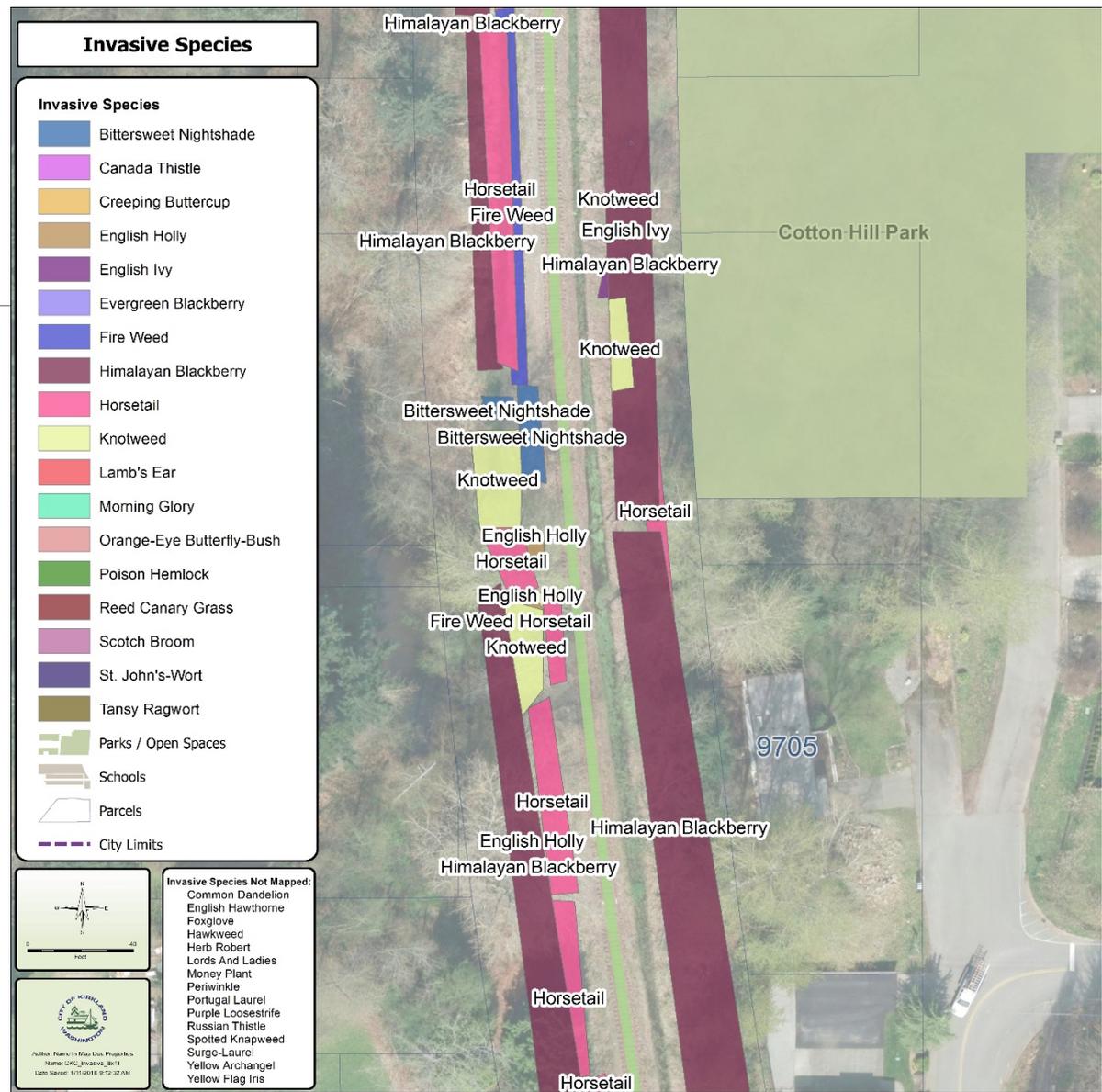


A closer look at current conditions



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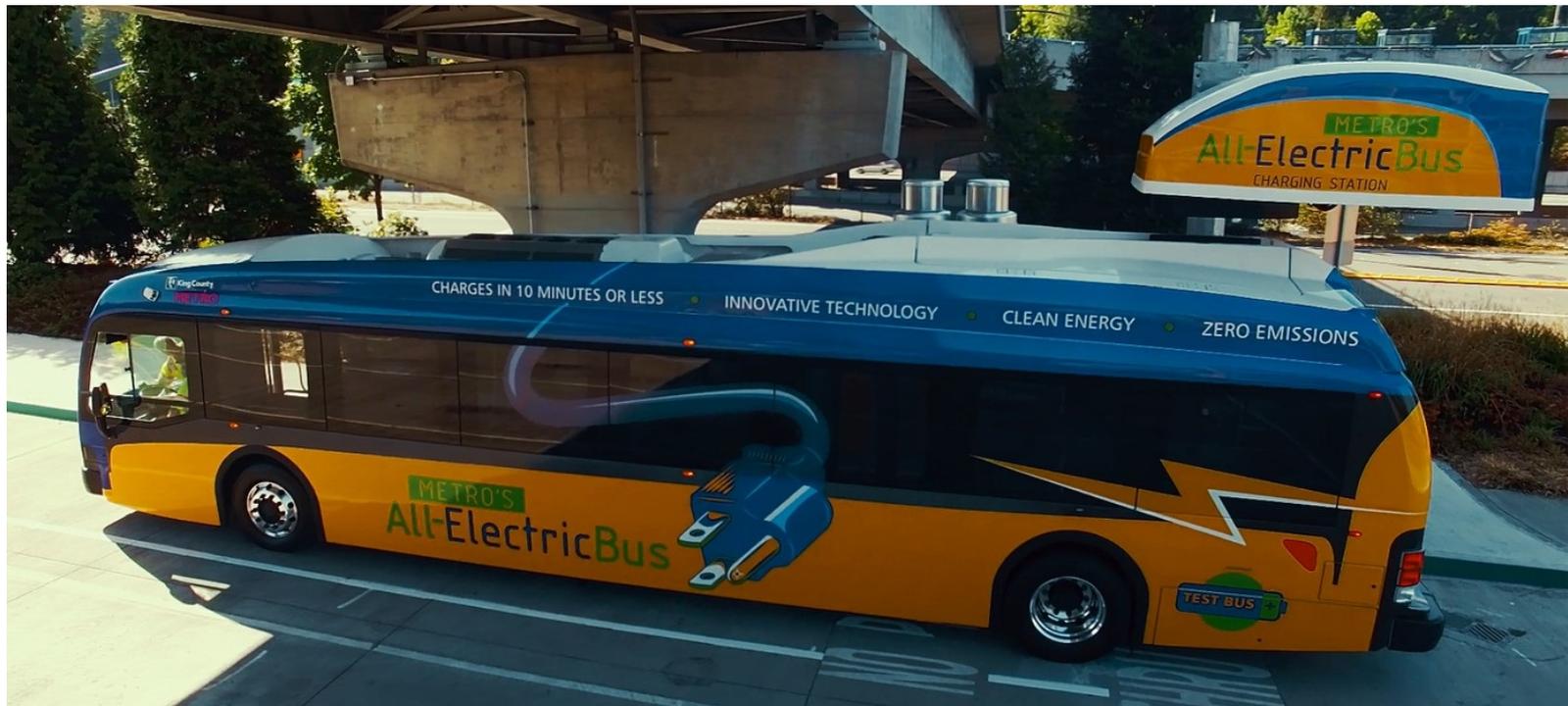
A closer look at current conditions



An opportunity to improve the environment



Minimize noise and emissions



Parking – Example Strategies

Expanding parking options

Improve/integrate bus access to corridor

Implement “Restricted Parking Zones”

Pedestrian and bike access improvements like greenways



Source: Wendi Dunlap, <https://flic.kr/p/6yyqKs>

Must haves

- Allow flexibility and funding for either LRT or BRT on CKC
- Allow flexibility for joint use by transit providers
- Accountability: Agreement upfront and permit conditions
- HCT on both I-405 and CKC
- Trail: CKC Master Plan vision
- HCT to the east of the corridor – CKC Master Plan vision
- Accessibility across the corridor – CKC Master Plan vision
- Quiet, ultra low emission vehicles
- I-405 must include stops at NE 85th, NE 112th, BRT connection to downtown