



KIRKLAND PARK BOARD REGULAR MEETING

Date: February 10, 2016

Time: 7:00 p.m.

Place: Peter Kirk Room, City Hall

The mission of the Park Board shall be to provide policy advice and assistance to the Department of Parks and Community Services and City Council in order to ensure the effective provision of Parks and Community Services programs and facilities to the residents of the City of Kirkland.

AGENDA

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVAL OF MINUTES**
January Park Board Meeting Minutes *5 minutes*
4. **ITEMS FROM THE AUDIENCE** *5 minutes*
5. **REVIEW OF ACTION ITEMS**
6. **PRESENTATIONS**
7. **COMMUNICATIONS** *15 minutes*
 - a. Correspondence
 - b. Staff Reports – February update
 - c. Committee Reports
 - d. Comments from the Chair
8. **UNFINISHED BUSINESS**
 - a. **Juanita Beach Bathhouse Replacement Project** *45 minutes*
Topic: Receive update on project
Action: Discussion only

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- b. Cross Kirkland Corridor/Sound Transit 3 *15 minutes*
Topic: Receive update on City Council actions related to ST3 proposals
Action: Discussion only

9. **NEW BUSINESS**

- a. Lake Washington School District Capital
Bond Measure *15 minutes*
Topic: Receive briefing on LWSD's proposed bond measure
Action: Discussion only

10. **GOOD OF THE ORDER** *5 minutes*

11. **ADJOURNMENT** *Estimated meeting completion: 8:30 p.m.*

Next meetings:
March 9, 2016
April 13, 2016

KIRKLAND PARK BOARD

Minutes of Special Meeting

January 14, 2016

1. CALL TO ORDER

The January 14, 2016, Park Board Special Meeting was called to order at 7:30 p.m. by Chair Kevin Quille.

2. ROLL CALL

Members present: Chair Kevin Quille, Vice Chair Rosalie Wessels, Richard Chung, Sue Contreras, Kelli Curtis, Jim Popolow and Adam White

Jason Chinchilla was excused

Staff present: Michael Cogle and Linda Murphy

Recording Secretary: Cheryl Harmon

3. PRESENTATIONS

No items.

4. APPROVAL OF MINUTES

The minutes of the December 9th meeting were reviewed and a correction was noted. Ms. Curtis moved to approve the minutes as amended. Mr. White seconded. Motion carried (7-0).

5. ITEMS FROM THE AUDIENCE

It was noted that Karen Story spoke during the preceding joint meeting regarding proposed transit on the Cross Kirkland Corridor.

6. REVIEW OF ACTION ITEMS

No items

7. COMMUNICATIONS

a. Correspondence

No items

b. Staff Reports

Mr. Cogle reported on the upcoming retirement celebration for Jennifer Schroder and on the Seahawks Rally at Marina Park.

c. Committee Reports

Mr. Chung reported on the 12ks of Christmas.

d. Comments from the Chair

Mr. Quille reported on a meeting he and Ms. Wessels had with Mayor Walen regarding the Aquatics, Recreation and Community Center. There was additional discussion at that meeting about dog parks.

8. UNFINISHED BUSINESS

a. Juanita Beach Bathhouse Replacement Project

Mr. Cogle provided an update on the progress of the Juanita Beach Bathhouse Replacement Project and shared the next steps for community feedback, design adoption and the potential construction timeline.

b. 2015-2016 Work Plan

Mr. Cogle presented a status update on progress made to-date on the Board's 2015-2016 Work Plan and walked through a tentative schedule for the 2016 items.

c. Cross Kirkland Corridor/Sound Transit 3

Mr. Quille requested the Board have additional discussion regarding the Cross Kirkland Corridor/Sound Transit 3 bus rapid transit proposal.

Ms. Curtis moved to advise City Council that the current Park Board would like to preserve the Cross Kirkland Corridor as an open trail and recommends mass transit be put on I-405. Ms. Contreras seconded. Additional discussion was held.

Ms. Curtis made an amended motion to advise that the current Park Board would like to preserve the Cross Kirkland Corridor as an open trail and recommends that City Council remove the E-06 Sound Transit 3 proposal in favor of E-02B. Mr. White seconded the amendment. The vote to amend the original motion passed (5-0; Yes: Ms. Contreras, Ms. Curtis, Mr. Chung, Mr. Quille, Mr. White; Abstained: Ms. Wessels; Absent: Mr. Popolow). The amended motion carried (3-1; Yes: Ms. Contreras, Ms. Curtis, Mr. Quille; No: Mr. White; Abstained: Mr. Chung, Ms. Wessels; Absent: Mr. Popolow).

9. NEW BUSINESS

No items

10. GOOD OF THE ORDER

Ms. Contreras asked about property near Yarrow Bay Wetlands and about a house.

Ms. Wessels inquired about the selection process for the new Director of Parks & Community Services.

An announcement was made regarding upcoming Park Board appointments.

11. ADJOURNMENT

Mr. White moved to adjourn the meeting. Ms. Curtis seconded. Motion carried (6-0).

The meeting was adjourned at 9:25 p.m.

Michael Cogle, Deputy Director
Parks and Community Services

Kevin Quille, Chair
Park Board



CITY OF KIRKLAND
 Department of Parks & Community Services
 505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

To: Park Board
From: Michael Cogle, Interim Director
Date: February 5, 2016
Subject: February Staff Update

- Parks staff were very happy to be a part of Jennifer Schroder's retirement celebration. The event was attended by current and former City Council members, Park Board members and staff; a great time was had by Jenny and all that shared in the celebration.

Michael Cogle will serve as Interim Director of Parks and Community Services until a new department director is hired.



Jenny and Mayor Walen



Jenny shares her thoughts. Michael Cogle stands in the background.



Jenny mingles with city staff.

PARK PLANNING & DEVELOPMENT

- Waverly Beach
 Construction activities continue at the park. Work accomplished to-date include partial demolition of the bulkhead rockery, removal of the old playground, removal of pier decking, and construction

of the retaining wall for the picnic shelter. Construction is expected to conclude by early June. A "hard-hat" tour of the project will be arranged for Park Board members in March.

- **Edith Moulton Park**

Preparation of construction documents have reached the 60% completion milestone. Permitting documents are now being prepared for submittal before the end of February. Construction is anticipated to commence in the fall.

RECREATION DIVISION

- 2016 Spring and Summer Recreation Guide is in full production process. The final product will be mailed to over 40,000 homes around March 11th. Registration will begin on March 16th with program opportunities for all ages.

North Kirkland Community Center

- What better time to start a new program than the New Year! Many participants were thinking alike when over 1,088 signed up before the end of January to participate in a variety of classes at the North Kirkland Community Center. Maximum enrollment has been reached in dance, art, music, cooking, movement, tumbling and gymnastics programs to name a few.
- Although it is still technically winter, staff is busy finalizing the details of the Junior Summer Day Camp line-up of guest visitors and local field trips. Special guests will include: local cartoonist and author Dana Sullivan, local artist April Richardson, a visit by the Sarvey Wildlife Care Center Birds of Prey, and trips to the Summer Concert Series and the Wednesday Farmers Market.
- The success of the many dance programs offered at NKCC is a direct reflection on the instructors themselves. This quarter the staff is happy to welcome our newest dance instructor, Elbert Lubas. Elbert will be teaching youth, and expanding the repertoire of adult dance offerings. He has many years of experience in Hip Hop, modern, contemporary, lyrical, jazz and tap dance. Elbert has taught and choreographed children's programs, multiple musical programs, polished dance teams, and assisted with dance concepts for theater shows. He fosters a supportive, challenging, and encouraging forum to learn and express an art through movement and dance.

Youth Basketball and Aquatics

- The Youth Basketball season is coming to a close with only four weeks of practice and games remaining in the 2016 season. The 49 teams will continue to practice twice a week and participate in a recreational youth basketball game on Saturdays through March 5th.
- The winter season of PeeWee Basketball began on January 23rd. Over 100 2-½ to 6 year olds meet for six Saturdays learning and practicing basketball skills for 40 minutes, followed by a 20 minute coach-assisted basketball game. This program is a great first step into learning the basic skills of basketball including dribbling, passing, shooting and teamwork.
- Aquatics positions have been posted for summer 2016. This summer 75 summer seasonal aquatics positions are available including pool and beach lifeguards, senior guards and aquatics program supervisors, head and assistant swim coaches, cashiers, water safety and swim lesson instructors. Applicants will participate in pre-candidate testing on March 19th or May 21st to demonstrate their skills as part of the interview process. Applications will be accepted until May 5th.

Sports and Fitness

- Preparation has started for the spring and summer sports offerings. Offered again are the popular beach volleyball and softball leagues, pee wee soccer, a variety of spring and summer camps. This year's lineup will be similar to 2015 but staff has increased the number of skateboard and stand up paddleboard camp opportunities due to their popularity last year.
- The popular pee wee soccer league opened for registration and has garnered a lot of attention. Thus far, over 200 kids are registered despite only registration only being open for a less than a day. Staff expect a full league with 400 kids participating and over 60 volunteers donating their time to coach a team. The league starts on April 23rd.

- The Move It! fitness program is holding steady with 130 participants registered. This season's lineup includes standards like Strength and Stretch and Total Body Conditioning along with new classes like our Cardio Kickbox and PiYo classes.

Peter Kirk Community Center

- The PKCC staff is excited to welcome a new Program Facility Attendant, Sarah Rock. Sarah will be at the front desk 2-3 days a week greeting the public, answering questions, helping with phones and registration. She is a great addition to our recreation team.
- The Peter Kirk Advisory Board completed their 2016 work plan. Some items that are included are hosting a teen feed at the Kirkland Teen Union Building in the Fall of 2016, organizing a special event in May called Morning at the Museum, collecting canned goods throughout the year for Hopelink and to continue to increase the public's awareness of what activities and services are offered at the Peter Kirk Community Center.
- Summer Day Camp staff recruitment is underway; we will be hiring for both the Peter Kirk Day Camp and the North Kirkland Junior Camp. Interviews will be held in the middle of March we will be hiring two directors and eight counselors for the program

COMMUNITY SERVICES DIVISION

Special Events

- The Special Events Team continues to meet the first Thursday of each month. The 7 Hills of Kirkland, Mother's Day Half Marathon & 5K, and Giving To Fly permit applications will be reviewed at the February meeting. Due to construction at City Hall, the team be meeting at the Kirkland Justice Center for the next few months which will provide an opportunity for both staff and community members to visit the new facility.
- Upcoming Events
The 2016 Events Calendar is essentially set for the year. In addition to returning annual events, several new events will be held in Kirkland this summer. The Tango Magic Festival, Make It Happen, and Tolling of the Boats events will be held at Marina Park. Giving To Fly will be at Crestwoods Park. The NW Sculpture Fest will set up at Heritage Park. And finally, the GreyT Walkathon, Oral Cancer Walk, and Lake Washington Half will start and end at Juanita Beach Park.

CITY OF KIRKLAND 2016 EVENT CALENDAR		
JANUARY	FEBRUARY	MARCH
		12 - Kirkland Shamrock Run (MA) 25 - St. John's Good Friday Walk (MA)
APRIL	MAY	JUNE
2 - Walk & Roll for Autism (MA)	8 - Mother's Day Half & 5k (JP/CKC) 30 - 7 Hills of Kirkland (MA)	1, 8, 15, 22, 29 - Wed. Market (MA) 3, 10, 17, 24 - Friday Market (JP) 4 - NAMIWalks Washington (MA) 18 - Salsa Marina (MA)
JULY	AUGUST	SEPTEMBER
1, 8, 15, 22, 29 - Friday Market (JP) 4 - 4th of July! (MA/CBD) 6, 13, 20, 27 - Wednesday Market (MA) 7, 14, 21, 28 - Evening Concerts (MA) 10 - Tango Magic Festival (MA) 12, 19, 26 - Kids Concert Series (JP) 15, 16, 17 - Kirkland Uncorked (MA) 16 - GreyT Walkathon (JP) 23 - FroYo Run (JP) 30, 31 - Classic Car Show (MA/CBD) 31 - Jr. Softball World Series (EV)	1 - 6 - Jr. Softball World Series (EV) 2, 9, 16, 23 - Kids Concert Series (JP) 3, 10, 17, 24, 31 - Wed. Market (MA) 4, 11, 18 - Evening Concerts (MA) 5, 12, 19, 26 - Friday Market (JP) 6 - Make It Happen (MA) 12, 13, 14 - Summerfest (MA/CBD) 20 - Life Care Center Car Show (JN) 20 - Tolling of the Boats (MA) 21 - Giving to Fly (CW) 21 - Park to Park Swim (OO)	2, 9, 16, 23, 30 - Friday Market (JP) 7, 14, 21, 28 - Wed. Market (MA) 9, 10, 11 - NW Sculpture Fest (HP) 17 - Seattle 3-Day (MP, HP, JP, 132) 23, 24, 25 - Oktoberfest (MA/CBD)

OCTOBER	NOVEMBER	DECEMBER
1 - Oral Cancer Walk (JP)	5 - Lake Washington Half (JP/CKC) 20 - Turkey Trot (MA) 26 - Kirkland Winterfest (MA)	18 - 12Ks of Christmas (HP/CKC)
LEGEND		
CBD - Central Business District	FHN - Finn Hill Neighborhood	MP - Marsh Park
CKC - Cross Kirkland Corridor	HP - Heritage Park	OO - OO Denny
CW - Crestwoods Park	JN - Juanita Neighborhood	PK - Peter Kirk Park
EHN - Evergreen Hill Neighborhood	JP - Juanita Beach Park	RHN - Rose Hill Neighborhood
EM - Edith Moulton Park	MA - Marina Park	TLN - Totem Lake Neighborhood
EV - Everest Park	MN - Market Neighborhood	132 - 132nd Square Park

- **Juanita Friday Market**
Tina Lathia will continue to oversee market operations again this year. The market will be open from 3 p.m. to 7 p.m., June 3rd through September 30th. Applications are now being accepted for vendors, entertainers, community booth space and special events.
- The City is excited to welcome back Pacific Medical Centers (\$500/Signs) and Kirkland Kid's Dentistry (\$500/Kid's Booth) as sponsors for another season. Lake Washington Toddler Group (\$300/Friend of the Market – Gold) is also on board to help staff continue providing new and exciting activities for kids.
- **January Highlight**
Seahawks Rally, January 15th - The 12th Man showed up in force at Marina Park last month to cheer on the home team! Special guests included KIRO 7's Michelle Millman, Blitz, Sea Gals, Blue Thunder and Sidney Rice.



The 12th Man at Marina Park for the Seahawks Rally on January 15th.

PARK MAINTENANCE

Athletic Fields

- In preparation for the upcoming spring 2016 athletic field use, staff held its annual end-of-the-season Athletic Field Users meeting in October, 2015. Field users and league representatives shared stories about their 2015 season and provided feedback about the fields they used. Users expressed concern regarding maintenance and conditions of Lake Washington School District Kamiakin and Finn Hill Middle Schools fields, Field 3 at Juanita High and an eagerness regarding access to Lake Washington High School baseball and softball field.
- Another common theme heard at the meeting is that everyone loves Kirkland's fields from players, to coaches, to spectators.
- In 2015, field use generated total revenue close to \$40,000. Fields were utilized by the programs and organizations listed in the table that follows:

<u>Baseball</u>	<u>Little League Baseball, Softball & T-Ball</u>
Lake Washington High School Baseball	Kirkland American Little League
Juanita High School Baseball	Kirkland National Little League
Kirkland Baseball Commission	<u>Multiple Programs (T-ball, Soccer, Football, etc.)</u>
Kirkland Merchants	Kirkland Boys and Girls Club
Seattle Elite	Kirkland Parks Softball, PeeWee Soccer, Summer Camp Programs, etc.
Juanita Baseball Club	
Puget Sound Senior Baseball League	
<u>Softball</u>	<u>Lacrosse</u>
Northwest University	Juanita Lacrosse Club
Puget Sound Senior Softball	Lake Washington Lacrosse Club
Woodinville Reign	<u>Soccer</u>
Snohomish SWAT	Lake Washington Youth Soccer Association
Absolute Blast	<u>Daycamps</u>
	Seattle Sounders Daycamp
	Central Park Tennis Club Daycamp
	Iviwa Daycamp

- Field use for 2016 is now just around the bend. Athletic field use spans over two seasons: Season One - March 1st to July 31st; and Season Two - August 1st to between September 30th and Thanksgiving (the end date for the second season depends on the type program, weather and field maintenance needs). The exception being Lakeview Elementary’s synthetic field which is available year-round.
- The First Season Field Allocations Meeting was held January 21st. This was a roundtable meeting during which each application was considered and fields were equitably distributed using the required field allocation tier system. 20 organizations submitted applications for 169 various programs serving athletes of all ages. Once field assignments are confirmed and application requirements are fully met, use will begin for most fields on February 29th.
- The Kirkland American Little League Parade and the Kirkland Baseball Commission Jamboree will mark the start of the full game season at Lee Johnson on March 26th.

Donations

- Two new plaques were purchased by previous bench donors for their existing donated benches, one at Marsh Park, the other at David Brink Park. Each plaque was replaced to honor their families’ four legged friends. One family added pups Sunny and Tahoe to their previously honored pup Kru, while the other family replaced their family plaque to honor their adored dog Molly.

Vendors In the Park – Food and Beverage Concessions

- A Request for Proposal (RFP) for food and beverage concessions within Kirkland parks was published February 1st with proposals due February 22nd. The 2016 proposal includes an expansion from one season to two, an expansion in park opportunities from seven to nine, and an expansion from nine locations within these parks to 13. The City is hopeful it will receive interesting and viable proposals for all locations offered.

Playground Update

- Orders have been placed for playground equipment to be installed at Van Aalst, Forbes Creek and Josten parks. Delivery is expected in February with installation occurring throughout the spring.

GREEN KIRKLAND PARTNERSHIP

- The Green Kirkland Partnership kicked off the year with a total of six events in January. Two of these events (Everest and Watershed Parks) were led by staff and four by Stewards (Juanita Bay, O.O. Denny, and McAuliffe Parks).

- On January 12th, GKP staff attended the Green Cities Summit where, with representatives from all 8 Green City Partnerships, they heard about the outcomes of the US Forest Service grant procured by Forterra. Ina Penberthy with GKP presented about the Stewardship Template component that Kirkland worked on in partnership with Forterra.
- The following table summarizes GKP events and other activities conducted by volunteers in December 2015. It includes volunteer information from events led by Stewards, staff, and contractors and ongoing volunteering.

Event Type	Number of Events	Number of Volunteers	Volunteer Hours	Dollar Equivalent ¹
December Steward Led Events	2	44	170.5	\$4,695.57
December Contractor Led Events	0	0	0	\$0
December Staff Led Events	0	0	0	\$0
December Ongoing Volunteering	NA	25	172.80	\$4,758.91
All December Volunteering	2	69	343.30	\$9,454.48

Groups Engaged: The Attic School, Microsoft, LWHS Key Club and Honors Society, Seattle Tilth and the Office of Suzan DelBene

¹ Dollar Equivalent = Hours x \$27.54

Event Highlight

- On Monday, January 18th GKP hosted four simultaneous volunteer events for MLK Jr Day of Service. Events were hosted at Everest, O.O. Denny, McAuliffe and Watershed parks. A total of 115 volunteers participated.

Community Highlight

- In honor of MLK Jr Day of Service, US Congresswoman Suzan DelBene and City Councilmember Shelley Kloba were in attendance at the Everest Park volunteer event on January 18th. This event was jointly hosted by GKP Staff and UW-Restoration Ecology Network students. Ms. DelBene kicked off the event with welcoming words to the volunteers and Councilmember Kloba helped thank volunteers at the event end.



Congresswoman DelBene with UW-REN students

What's Coming up

- Upcoming Events
 - Monday, February 1, 8, 15, 22, and 29, 10am-noon at O.O. Denny Park. RSVP at greenkirkland@kirklandwa.gov.
 - Wednesdays, February 3, 10, 17, and 24 at 9:30am-11:30am at Cotton Hill. RSVP at gkirkland@kirklandwa.gov
 - Fridays, February 5, 12, 19 and 26 at 10am-noon at Juanita Bay Park. RSVP at greenkirkland@kirklandwa.gov
 - Saturday, February 20, 10am-noon at Josten Park register at www.greenkirkland.org
 - Saturday, February 27, 10am-1pm at Juanita Bay Park register at www.greenkirkland.org
 - Saturday, February 27, 1p-3pm at Juanita Beach Park register at www.greenkirkland.org
- Photos of recent volunteer events can be viewed at www.facebook.com/GreenKirkPartnership

**CITY OF KIRKLAND****Department of Parks & Community Services**

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov

To: Park Board

From: Michael Cogle, Interim Director

Date: February 5, 2016

Subject: Juanita Beach Park Bathhouse Replacement Project

RECOMMENDATION:

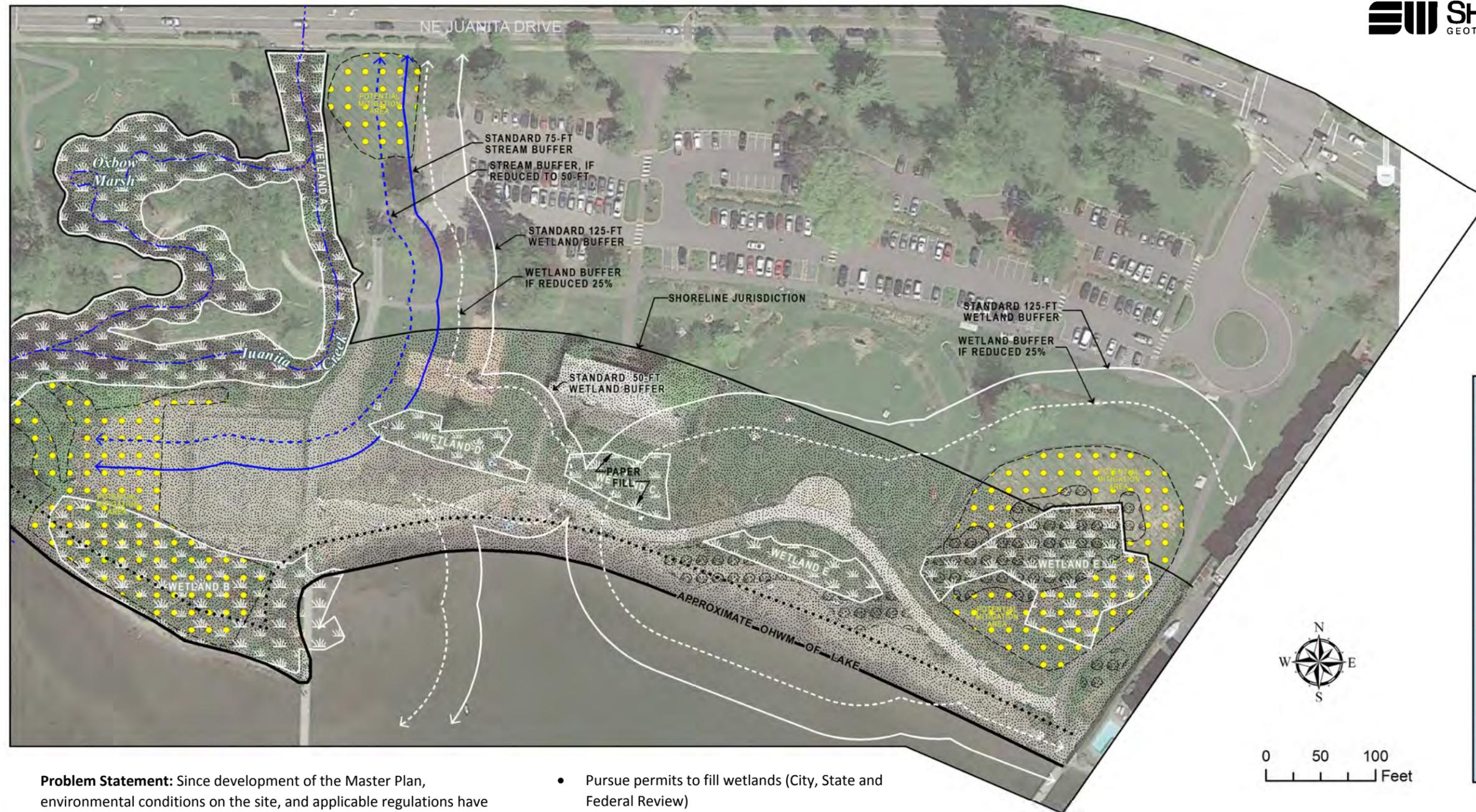
That the Park Board receive a staff update on the Juanita Beach Park Bathhouse Replacement Project.

BACKGROUND DISCUSSION:

The Department of Parks and Community Services is working with the design team led by Patano Studio Architecture on a plan to replace the bathhouse at Juanita Beach Park, consistent with the park's approved Master Plan. Preliminary concept ideas were presented to the Park Board for review and comment on December 9th.

Over the past few weeks the design team has been working on developing the building design and investigating the Park Board's desire to maximize the capability of a community picnic pavilion. In addition, the design team has met with the City's Planning, Building, and Public Works departments to ascertain permitting considerations for the project.

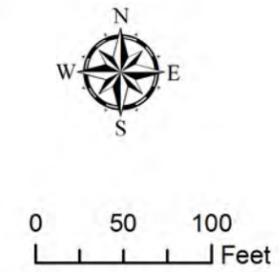
We have identified a challenge for the project related to recently-updated wetland and stream buffers identified on the site. See the attached graphic for more details. Staff and representatives of the design team will provide more information at the Board meeting and discuss options for the project moving forward.



PRELIMINARY DRAFT

LEGEND

- 30-foot Shoreline Setback for Water Enjoyment Recreation Development
- Shoreline Jurisdiction
- Wetlands
- Wetland Buffers
 - Reduced by 25%
 - Standard Width 50- to 125-Ft
- Stream Buffers
 - Standard Width 75-Ft
 - Reduced to 50-Ft
- Potential Mitigation Areas
- Existing Mitigation Areas



Problem Statement: Since development of the Master Plan, environmental conditions on the site, and applicable regulations have changed such that more of the planned developable area is encumbered.

- Pursue permits to fill wetlands (City, State and Federal Review)

- New wetland south of the playground (Wetland D)
- Wetland rating system has been updated, and wetland buffers have increased

Possible Solutions:

- Avoid all critical areas and buffers
- Modify the wetland buffers administratively through buffer averaging or buffer reduction with enhancement – 25% reduction limit (City review only)
- Modify the buffers through a Shoreline Variance – no reduction limit (City and State review)

Solutions Analysis:

	Benefits	Disadvantages
Avoid Critical Areas and Buffers	<ul style="list-style-type: none"> Fast permitting 	<ul style="list-style-type: none"> May require re-opening of Master Plan Limits achievement of project objectives Site limitations to support project program (bathhouse, pavilion, play area) locations
Administrative Reduction	<ul style="list-style-type: none"> Minimal permitting Minimal modification to critical areas 	<ul style="list-style-type: none"> Some limitations on achievement of project objectives Some site limitations to support project program (bathhouse, pavilion, play area) locations
Shoreline Variance	<ul style="list-style-type: none"> Intent of the Master Plan can be met Preserves Park open spaces Some recognition of ecological sensitivity of the area 	<ul style="list-style-type: none"> Requires more intensive City permit process Requires a Public Hearing Requires Washington Department of Ecology review and approval
Fill	<ul style="list-style-type: none"> Maximizes Master Plan implementation and site use 	<ul style="list-style-type: none"> Requires more intensive City permit process Requires a Public Hearing Requires Washington Department of Ecology review and approval Extensive permitting and mitigation at U.S. Army Corps of Engineers,

Project Objective: Work with City to develop a solution that meets community needs and protects resources.


CITY OF KIRKLAND
Department of Parks & Community Services

505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300

www.kirklandwa.gov

To: Park Board

From: Michael Cogle, Interim Director

Date: February 5, 2016

Subject: Cross Kirkland Corridor / Sound Transit 3 Update

RECOMMENDATION:

That the Board receive an update on City Council actions related to Sound Transit (ST3) proposals for future high-capacity transit on the Cross Kirkland Corridor (CKC).

BACKGROUND DISCUSSION:

In an effort to keep the Park Board apprised of actions related to the CKC, staff has provided two attachments to this document. Attachment 1 is the final letter, dated January 20, that the City Council has forwarded to Sound Transit regarding ST3 candidate projects. Attachment 2 is a copy of the staff memo provided to the City Council for their January 19, 2016 meeting. More information about the project is available on both the City of Kirkland and Sound Transit websites:

Link: <http://www.kirklandwa.gov/Residents/Community/ST3.htm>

Link: <http://soundtransit3.org/>

Below is Sound Transit's timeline for placing a funding measure before the region's voters this year:

Winter/Spring 2016	Analysis of technical considerations and costs
Winter/Spring 2016	Public comment
By June 2016	Sound Transit adopts Plan
November 2016	Ballot measure

Attachments



January 20, 2016

Sound Transit Board
c/o Board Administrator
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Chair Constantine and Members of the Sound Transit Board of Directors:

As in the past when Kirkland supported Sound Move and ST2, the Kirkland City Council is excited to participate and support the development of future transportation investments for our city and the region. As you asked in your December 7th letter, we have comments on the E-02, E-03 and E-06 candidate projects you are considering.

It is essential for sustainable growth in our part of the region to provide easy access to attractive, frequent, and integrated transportation options serving the Eastside as well as regional connections. Kirkland's current population is 83,460 and is expected to grow to 95,000 by 2035. Kirkland has one regional growth center in Totem Lake, and a second (our downtown) being evaluated for recognition. Transit is the key ingredient that makes these centers, and the growth management requirements, work. We have been a leader in developing jobs and housing densities that fulfill the vision of future growth. Transportation is the key to realizing the vision of sustainable growth in Kirkland.

The reality of geographic constraints requires that both the Eastside Rail Corridor (ERC) and I-405 contribute prominently to additional transportation capacity for Kirkland and the region. In Kirkland, ST3 projects must provide a highly-engaged community with effective transit along Kirkland's portion of the ERC, the Cross Kirkland Corridor (CKC). This spine of service must include integrated connectivity to our downtown, to East Link Light Rail in Bellevue, and essential connections to other transit activity centers and urban centers. Service along the CKC should also respond to community concerns about potential impacts to ensure that the CKC remains a safe, attractive, world-class regional corridor for transit, pedestrians and bicyclists.

The BRT service on I-405 (E-02) must include a key connection at 85th Street to allow efficient access to Kirkland's downtown and to employment centers in east Redmond via Kirkland for regional travel from the north. An additional I-405 access point in the southern portion of the Totem Lake Urban Center will provide for the future job and housing growth already planned and connect to Lake Washington Institute of Technology.

Below is a summary of commitments that Kirkland needs in the ST3 package. Further policy and technical comments are included as a detailed attachment to this letter.

- 1a. Sound Transit should combine E-03 and E-06 and fully fund construction and operation of Light Rail on the CKC/ERC from Totem Lake to Bellevue to Issaquah. However, this

combined project scope must also include flexibility to fund and construct alternative High Capacity Transit modes such as Bus Rapid Transit on the CKC/ERC in Segment A from Totem Lake to Bellevue. The optimal mode choice for this segment should be determined after further analysis and input from Kirkland. If Light Rail is selected the rail guideway should be constructed to also allow use by appropriate bus service similar to the street car in Tacoma.

- 1b. To address community concerns, Sound Transit should partner with Kirkland to ensure that any transit on the CKC will have "zero" emissions, and also solve issues related to noise, safety, parking impacts, visual impacts and environmental impacts.
- 1c. Any Sound Transit project on the CKC must include design and construction of a trail that implements the CKC Master Plan vision for the main trail and preserves accessibility with numerous safe east/west crossings in addition to crossings at street intersections.
- 1d. High Capacity Transit on the CKC should be aligned east of the centerline of the corridor wherever possible to ensure the remaining width is sufficient to fulfill the CKC Master Plan vision.
2. Any project for BRT on I-405 should include an in-line station at NE 85th (E-02c1) to serve Kirkland and Redmond, and a second stop serving south Totem Lake. To be successful, the NE 85th in-line station needs to include transit-only lanes (E-02c2) to connect downtown Kirkland and the I-405/NE 85th Street interchange.

Thank you for the opportunity to review and comment on the candidate project templates for the ST3 candidate projects. Please don't hesitate to contact us if you have questions or need clarification on any of these requirements. The City of Kirkland is excited to work with you in the months ahead as you shape the ballot measure to provide critically-needed transit service throughout the region.

Sincerely,

Kirkland City Council



Amy Walen
Mayor

City of Kirkland Input on ST3 Candidate Projects

To provide you the best possible input, and to reflect the perspective of our community, the City of Kirkland has undertaken a tremendous public involvement effort around ST3. The Kirkland City Council, Kirkland Transportation Commission, and staff have all been heavily engaged first-hand in public outreach and community conversations. Sound Transit staff has also participated in this public involvement effort and the City of Kirkland greatly appreciates their assistance. The level of community engagement and the thoughtful input provided from members of the public reflect the strong interest and desire for transit in Kirkland. Although there are varying viewpoints on the three ST3 Candidate Projects, Kirkland continues to strongly support transit in our region in general and in Kirkland in particular.

The following is a list of the most frequent concerns heard at public meetings: preservation and enhancement of pedestrian and bike facilities on the CKC; safety at all facilities, with particular emphasis on the CKC; for trail users, access across the CKC, preserving the natural environment, the need for trails and other amenities to coexist with transit – even in the narrower sections of the corridor; elimination/mitigation of sound, odor and emission impacts of transit; construction impacts to the CKC and surrounding properties; and, seamless, easy integration with Metro Transit service, including connecting infrastructure built as part of ST3. The City of Kirkland expects that Sound Transit will make an early commitment to actively address each of these concerns in the planning, design, construction, operation and maintenance of ST3.

Kirkland's Requests in ST3 projects.

The following is a list of initial points that Kirkland would need included in an ST3 project set. This list will be modified, as the templates are refined, and as the ST3 package evolves. The list below represents the known requirements at this time.

These requirements 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. Fulfilling the regional vision of transit on the ERC in Kirkland and Bellevue is key to this objective. Kirkland is requesting that funding be allocated at a level necessary to construct Light Rail on the CKC/ERC with the flexibility to fund and construct alternative High Capacity Transit (HCT) modes such as Bus Rapid Transit on the CKC/ERC from Totem Lake to Bellevue (Segment A of project E-03 and project E-06). In this way, if upon further analysis and public input, BRT or another future HCT mode is deemed the optimal mode for the CKC, the ST3 package will allow it. Even if Light Rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses within a shared transit envelop.
2. Any transit on the CKC should address the community's concerns about noise, safety, visual impacts, and environmental impacts.

3. Any Sound Transit project constructing HCT on the CKC should include design and construction of a trail that implements the CKC Master Plan vision for the main trail.
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. HCT needs to be on the edges of the CKC to ensure the remaining width is sufficient to fulfill the CKC Master Plan vision.
5. Accessibility across the corridor should be preserved. Numerous access points and safe crossings, in addition to those at intersections, should be provided in keeping with the CKC Master Plan vision.
6. Only vehicles that are quiet and have zero or near-zero emissions¹, such as electric vehicles, should operate on the CKC.
7. Any project for BRT on I-405 should include an in-line station at NE 85th (E-02c1) to serve Kirkland and Redmond, and a second stop serving south Totem Lake. To be successful, the NE 85th in-line station needs to include transit-only lanes (E-02c2) to connect downtown Kirkland and the I-405/NE 85th Street interchange.
8. Sound Transit will need to work with the City of Kirkland to mitigate parking impacts from station locations.

A policy basis for Kirkland's support

As mentioned above, both regional and local transit play an important role in Kirkland's Transportation Planning. In particular, HCT on the CKC has a central role.

Following more than three years of public involvement, the Kirkland 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 HCT on the CKC as a goal toward which the City should be striving.

The Kirkland 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 City's 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 the Totem Lake Urban Center.

Results from the past three community surveys (conducted biennially in Kirkland) have shown traffic congestion as an item that is important to the community but which needs improved

¹ Zero emissions in a practical sense; the intent is to get as near to zero as technically feasible.

performance. Adding better transit options is one several strategies that can be used to reduce traffic congestion.

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 Council² (RAC) has adopted a policy statement in support of HCT along the entire corridor along with facilities for walking and biking. The RAC's policy vision is consistent with the reasons Sound Transit's purchased an HCT easement on the ERC

In addition to the many policies and long-range plans associated with the CKC, Transit Oriented Development (TOD) at Kingsgate Park and Ride is directly referenced and supported in the City's Totem Lake Business District Plan, in both Goals and Policies.³ This site is an excellent candidate for TOD development, furthering Kirkland's, Sound Transit's and the region's goals for affordable housing, accessible transit, traffic congestion reduction, and reduced carbon emissions.

Comments and questions on the ST3 Candidate Projects and templates

Summary of Kirkland's Comments

1. General
 - a) TOD at Kingsgate Park and Ride should be included as part of a project in ST3.
 - b) Ridership estimates should be refined. In particular, the regional modeling approach used by Sound Transit, although appropriate for gross scale modeling over the entire three-county region, does not reflect important ridership trends and forecasts at a smaller geographic scale. In other words, the number and locations of stops are absolutely critical to a city the size of Kirkland, but are not shown to have any effect on ridership in the model. Similarly, trips within a city the size of Kirkland are not captured in the ridership model.
 - c) Reconfigured King County Metro Bus Routes should be modeled with each Candidate Project. Service integration, and the potential value of overall transit service delivery, should be considered in project selection.
 - d) A calculation of project benefits should be completed that would allow easier comparison of the value of projects.
2. E-02 Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac and the associated sub projects E-02c1 and E-02c2.
 - a) The scope of this project should be reviewed and revised to include all elements of a high quality BRT system.

² 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.

³ Policy TL 18-3: Seek opportunities to expand housing in the Totem Lake Business District, Goal TL-34: Support transit-oriented-development (TOD) at the Kingsgate Park and Ride. Policy TL-34.1: Encourage new transit-oriented development.

- b) E-02b Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (Intensive Capital) with connections at NE 85th (E-02c1 and E-02c2) (see #7 on page 2) should be included in the ST3 package.
 - c) E-02c1 and E-02c2 should be combined into one project.
 - d) The concept of center stations should be considered on both NE 85th Street and I-405, in projects E-02c1 and E-02c2. These projects should include a median aligned busway on NE 85th Street.
 - e) The scope of project E-02c2 should consider routing to 6th Street, next the redeveloping Kirkland Urban project, rather than 3rd Street, to improve travel time and ridership.
3. E-03 Totem Lake to Issaquah Light Rail
- a) The project should be re-scoped with funding adequate to construct and operate Light Rail, but provide the flexibility to instead construct and operate the highest level of Bus Rapid Transit or other suitable mode of HCT. This flexibility will allow Kirkland to determine which mode best serves Kirkland and the region.
 - b) A connection should be provided between Light Rail on the CKC/ERC and downtown Kirkland.
 - c) A flexible guideway that could be used by Metro Transit buses as well as Light Rail, similar to the street car lines in Tacoma and Seattle, should be provided in this project.
4. E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue
- a) Consider a more complete transit service plan that includes King County Metro service. Any HCT guideway should be flexible and allow use by appropriate bus service as well as Light Rail.
 - b) Travel time estimates and resulting impacts on ridership should be examined.
 - c) The scope of project should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel times and ridership.
 - d) Routing should include aerial routing in Totem Lake to avoid delay caused by congestion and traffic signals.
 - e) The costs of the project should be reviewed to better understand why costs are much higher than industry norms.

General comments: Ridership

City of Kirkland staff and consultants have raised general concerns around the ridership forecasts in the Project Templates. The regional ridership model uses forecast zones that are relatively large. Although this may be appropriate at the regional scale, there are aspects that are of interest to Kirkland that are not depicted. For example the model under-counts trips within Kirkland, and the ridership benefits of stations closer to homes, jobs, and key transfer points, due to the limitations of a model designed for regional rather than municipal-level analysis. The model assumes that all people live and work at the middle point of each zone, (known as the 'zone centroid'). For regional analysis, this is a reasonable simplifying assumption. However, this assumption means the model cannot distinguish between the average access trip differences under different station-location scenarios, because the model cannot, for example, distinguish between people living in the Everest Neighborhood versus the Lakeview Neighborhood within Kirkland. This plays out in the analysis of Project E-02 BRT on I-

405 in that the Intensive Capital (E-02a) option with more stops and access has the same ridership forecast as the Lower Capital (E-02b) alternative.

While the model does not project added ridership with additional stops, ST staff has indicated that increased stops do result in increased travel time in the ridership model. This further complicates comparisons of templates with one another.

General comments: Coordination with Metro Service

One of the most important factors in projecting ridership for a proposed project is the transit service plan that will operate in conjunction with the project. What the model assumes about the service plan, as well as what will happen to the existing bus services, will generally determine ridership projections.

For example, Project E-06, includes one service that runs from Totem Lake to Bellevue. All other Metro and ST bus services are assumed to remain as they currently exist. Therefore, ridership on E-06 appears much lower than it might be with a more sophisticated service plan in which King County Metro would also operate services on the CKC/ERC BRT infrastructure. If only one ST-operated BRT service is assumed on the CKC, and no other bus service changes are assumed, competition between existing bus routes and the new BRT service will draw riders away from the new BRT, thereby decreasing projected ridership. Sound Transit staff has indicated a willingness to discuss service changes but also indicated that most service planning decisions would come in a later design phase. While this may not significantly alter other templates, it has a very significant impact on the viability of the projects affecting Kirkland, most particularly E-06, E-02c1, and E-02c2. To a far greater degree than other Candidate Projects, these projects in Kirkland can significantly benefit from integration with King County Metro service.

Project Specific Comments: Candidate Project E-02 BRT on I-405

Candidate Project E-02a: Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (lower capital)

Quality of Bus Rapid Transit on I-405 as presented in E-02a–SegA.

Considering the elements that characterize Bus Rapid Transit (BRT), Kirkland staff and consultants have raised a concern that this proposal is express bus service renamed “BRT.” Key elements that distinguish high quality BRT but that do not appear in the templates include:

- **Dedicated right-of-way:** Buses will operate in shoulder lanes and general purpose lanes over some of the route and Express Toll Lanes are subject to congestion.
- **High quality stations with platform-level boarding:** The improvements included for the in-line station at NE 128th Street are “minor improvements including signage.”
- **High levels of bicycle access:** Note that, in the template, for the purpose of non-motorized bicycle access allowances, the Kingsgate/Totem Lake Station, located in the Totem Lake Urban Center, is not considered an urban station, but rather a suburban station.
- **Multiple service routes that can leave the main facility:** The template includes only one route and excludes service beyond the I-405 BRT corridor.

- **Appropriate vehicle configuration:** It is unclear if the vehicles being proposed have appropriate configurations. Our team recommends purchase of vehicles that have doors on both sides of the coach in order to serve center platforms, thereby saving hundreds of millions of dollars in station construction costs over stations on both sides of a stop.

Kirkland improvements in E-02a–SegA.

Template E-02a-SegA utilizes the existing inline bus transit station at NE 128th as the only stop in Kirkland. The fact that there are no new connections for the Totem Lake Urban Center or for Downtown Kirkland means this project proposal offers little to no benefit or value to Kirkland residents, businesses and workers. Further, only considering a garage at the Kingsgate Park and Ride does not maximize the potential for increasing affordable housing stock through transit oriented development (TOD) at that site.

Candidate Project E-02b-SegA: Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital)

Description

In Kirkland, Template E-02b-SegA is an improvement over E-02 b because it includes an inline station at NE 112th St, providing a second connection to the Totem Lake Urban Center. ST staff explained that the reason the addition of 112th Street did not yield any additional riders was because the station is close to the Kingsgate Park and Ride stop, and the two stops split the demand rather than generating new demand. This could be the result of the large zones used for modeling as described above. The quality of bus rapid transit comments made for E-02a-SegA also apply to this project. Because this project alone does not include a connection to NE 85th Street, it is unacceptable to the City of Kirkland.

Comparison of E-02a and E-02b in SegA:

Sound Transit's 2014 Sound Transit Central/East High Capacity Transit Corridor Study⁴ indicated larger differences in travel time savings than are recognized in the templates. It also seems as though the addition of The HOV to HOV direct connection between I-5 and I-405 would likely save minutes of travel time but neither of these differences manifest themselves in ridership differences between the alternatives.

Candidate Project E-02c1: Kirkland-NE 85th Street BRT Inline Station (Intensive Capital)

To provide any meaningful service to the City of Kirkland, Template E-02c1 needs to be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As noted above, center platform stations on NE 85th Street and I-405 could save substantial construction costs over split stations. These savings may be several times greater than any impacts to fleet costs needed to provide vehicles with doors on both sides of coaches. To effectively connect riders with other service, this project will need to be completed with project E-02c2 (below).

4

http://www.soundtransit.org/sites/default/files/documents/pdf/projects/HCT_2014/STCentralEastHCT_CorridorReport_KBI.pdf

Candidate Project E-02c2: Kirkland-NE 85th Street Bus-Only Lanes (Intensive Capital)

Again, to provide any meaningful service to the City of Kirkland, Template E-02c2 will need to be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As described above, this project should be included with E-02c1 in order to be effective. Template E-02c2 calls for “outside” bus only lanes. To provide speed and reliability and set the stage for BRT service along this link, the lanes should be located in the center of the roadway. This configuration would also allow for a center platform on NE 85th Street. It would require less street widening and perhaps reduce the reconstruction costs of the NE 85th Street interchange. It could also be used by BRT service on the CKC/ERT to connect to downtown Kirkland. Bus-only lanes on NE 85th must allow for a center lane station to serve E-02c1. The template as proposed also connects to 3rd Street in Kirkland, but it may be beneficial to connect to 6th Street and the Kirkland Urban development because it would reduce the length of the project and still make a strong connection to downtown Kirkland.

Project Specific Comments: Candidate Project E-03: Light Rail from Totem Lake to Issaquah via Bellevue

The scope for this project should be altered to provide flexibility to allow for alternative High Capacity Transit considerations such as Bus Rapid Transit on the Eastside Rail Corridor in Segment A from Totem Lake to Bellevue, if, upon further analysis and public input, this is the optimal mode for the CKC. Even if Light Rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses on a shared guideway.

A connection between downtown Kirkland and LRT should be provided. This could be accomplished through a project similar to E-02c2 (see comments above). Additionally, a quality connection to East Link and other LRT should be included in the scope.

More stops are needed along this line. The key to the pedestrian connectivity envisioned in the CKC Master Plan is close proximity to stops.

We ask that Sound Transit work closely with the City of Kirkland on the configuration of the Totem Lake terminus area. This area experiences extremely high traffic volumes. The intersection of 124th Avenue NE and NE 124th Street is particularly complex. A major redevelopment of the Totem Lake Mall is underway, that will provide better pedestrian and bicycle access to the area, as well as substantial new housing. Additionally, Evergreen Hospital is Kirkland’s largest employer. It is not clear in the template how rail would be constructed and routed to most optimally serve this important urban center.

Candidate Project E-06: Bus Rapid Transit from Totem Lake to Bellevue on CKC/ERC

Ridership

The analysis in this project’s template would benefit from a consideration of how King County Metro Service could be reconfigured to better take advantage of new capital projects. There are several Totem Lake-Bellevue and Seattle bound services that could benefit from travel on the CKC. For

Route	Daily 2015 Ridership
255	6905
235	1140
234	1415
311	1075

example, in 2015, Metro's Route 255 carried an average of 6,905 passengers, Route 235 carried an average of 1,140 passengers, Route 234 carried an average of 1,145 passengers, and Route 311 carried an average of 1,075 passengers. Our consultants estimate that if just these four routes used the CKC/ERC BRT for part of their trip, there could be over 10,000 daily riders upon opening of the project with estimated ridership of 34,500 by 2040. Note that one of the primary benefits of this project is improved service for Seattle-oriented transit riders, something that is lacking in the E-02 and E-03 projects. By using the CKC, Metro buses traveling from I-405 to Seattle via SR 520 could avoid the congested freeway interchange by using the direct access ramp to and from the west at 108th Avenue NE and SR-520 adjacent to the South Kirkland Park and Ride.

The template for E-06 calls for one service with a 10 minute peak headway between buses. If the service plan above were implemented, a better frequency could be maintained. At a minimum, a frequency equal to that assumed in the E-03 template, 7.5 minutes, should be used.

Travel time

The template shows an estimated travel time of 35 minutes from the Totem Lake Transit Center (TC) to the Bellevue TC on the BRT. The service that would travel from Totem Lake to Bellevue most closely mimics the existing 235 bus route. Currently, the trip on the 235 between Totem Lake TC and the Bellevue TC takes 37 minutes. Consultants working for the City of Kirkland conducted a travel time analysis and determined that the trip from Totem Lake TC to Bellevue TC would take roughly 27.5 minutes. This difference is important because ridership assumptions should increase if the trip time is decreased by 25%. The reasons for the difference in travel time have to do with operating assumptions around how long buses take to slow at a station, pick up passengers and accelerate away from the station. More importantly they have to do with the routing assumptions described below.

Routing

As described in the discussion around the template for project E-02c2, routing for project E-06 was considered on Central Way in curbside transit lanes with some mixed traffic to 3rd Street and Kirkland Way before rejoining the CKC/ERT. Kirkland prefers a more direct routing in median aligned, exclusive bus lanes between the CKC/ERT and 6th Street, with a station at Kirkland Urban (former Kirkland Parkplace). This location balances the needs of pedestrian access to downtown while also minimizing the diversion from the CKC/ERC for BRT vehicles and the additional delay caused by mixed traffic.

In the Totem Lake area, Kirkland asked that full BRT infrastructure throughout Totem Lake to the Kingsgate Park and Ride, including an elevated busway over 124th Street, be assumed in the template. The template assumed Business-Access-Transit (BAT)⁵ lanes through Totem Lake, subjecting the BRT to congestion delay between the Kingsgate Park and Ride, Totem Lake TC, and Totem Lake Mall, and signal delay at 124th Street. The assumption of operation in mixed traffic added to the travel time assumed for the route by ST. The elevated busway should be added to this option.

⁵ BAT lanes allow transit to travel in them, and autos can use them to turn from at driveways and intersections but cannot travel extended distances in them.

Similar to the Light Rail option, we ask that Sound Transit work closely with the City of Kirkland on the configuration of the Totem Lake terminus area. Any BRT system will need to be constructed in a way that will most optimally serve this important urban center.

Costs

The ST template lists the total capital cost for the E-06 template as \$747 million. With 10 miles of new infrastructure, this averages out to \$74.7 million per mile. This is a much higher cost per mile than most BRT projects developed in the United States. For example, CTfastrak's BRT, built on a converted freight rail line like the proposed CKC/ERC BRT, is widely known to be a very expensive project. The cost for the CTfastrak BRT was \$567 million for 9.4 miles, or an average of \$60.32 million per mile, still less than the CKC/ERC BRT estimate. Los Angeles' Orange Line was similarly on an old rail line and cost around \$30 million per mile, and Pittsburgh's Martin Luther King, Jr. East Busway also cost around \$30 million per mile. Only Boston's Silver Line Waterfront, which averaged to \$80 million per mile, is more expensive and that is because it included a new tunnel under Boston Harbor. To allow for an accurate comparison across templates, and to establish a measure of benefit per unit of cost, the capital costs of the E-06 template should be revisited.

Vehicle costs should also be revisited. At \$1.8 million, this is much higher than the industry norm cost of BRT vehicles. In order to mitigate the impacts of transit vehicles on the trail portion of the CKC, only quiet, zero (or near-zero) emission buses should be operated. These buses may in fact have a higher cost than the average BRT vehicle, but this is not clearly described in the templates as a reason for the higher vehicle cost.



CITY OF KIRKLAND
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MEMORANDUM

To: Kurt Triplett, City Manager

From: David Godfrey, P.E., Transportation Engineering Manager
Kathy Brown, Public Works Director

Date: January 7, 2016

Subject: Sound Transit 3

RECOMMENDATION:

It is recommended that the City Council receive a briefing on ST 3, and review two letters addressed to the Sound Transit Board concerning ST 3. The first is from Mayor Walen, representing the City of Kirkland, and the second is co-authored and endorsed by a group of eastside cities including, potentially, the City of Kirkland. These letters are scheduled for final review and approval on the Unfinished Business portion of the January 19th City Council agenda. The Transportation Commission will also review the letters at their meeting on Thursday, January 14 and members of the Commission will be attending the Study Session to provide their feedback and insights.

BACKGROUND DISCUSSION:

Policy Support and Background regarding ST 3 investments on the Cross Kirkland Corridor
Over the past several years, the City of Kirkland has worked closely with the community to shape a vision for our city's future. This effort, which was called Kirkland 2035, involved hundreds of stakeholder participants from our community, setting priorities based on our community's vision looking 20 years into the future. This extensive public engagement process formed the basis of the policies contained in our city's Comprehensive Plan, our Transportation Master Plan, and the Cross Kirkland Corridor (CKC) Master Plan. Throughout the community planning process, improving transportation was one of the areas identified by our community as a top priority; and the need for better transit was a consistent theme. Transit is a key element of our Transportation Master Plan, and the Cross Kirkland Corridor is noted in each of these documents as a high priority transportation corridor for pedestrians, bicycles, and transit.

When the Burlington Northern/Santa Fe (BNSF) Railroad was purchased by the Port of Seattle, the Transportation Commission proposed, and the City Council adopted, an interest statement for how the corridor should be developed in our city (Attachment A). Recognizing the critical need for improved north-south transportation within and through Kirkland, and the multimodal opportunities provided by the ERC, the City of Kirkland purchased a 5.7 mile segment of the ERC to ensure its speedy development as a pedestrian/bike corridor, and to preserve opportunities for the best possible transit service in the future. An interim trail was quickly designed and constructed to put the corridor to immediate use for pedestrians and bicycles. Our longer-range CKC Master Plan sets forth policy and concept designs for development of a fully multimodal transportation corridor, which includes transit as an essential component.

The City of Kirkland has conducted a broad program of public outreach to gather comments concerning ST 3 investments of I-405 and the Cross Kirkland Corridor. The following is a list, in no particular order, some of the most frequently heard concerns:

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 concern 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 and create traffic backups where the CKC crosses City streets.
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 CKC 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 concerned 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.

Letter from the City of Kirkland

In a December 7, 2015 letter (see Attachment B), Dow Constantine, King County Executive and Chair of the Sound Transit Board of Directors, asked that jurisdictions prepare correspondence to indicate receipt of the draft ST 3 candidate project templates and to comment on them. Specifically, Chair Constantine's letter 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."

On January 5, the City Council reviewed materials in preparation for the City of Kirkland's response letter to Chair Constantine. Included in the briefing materials was a draft outline of the letter. Based on the comments from Council, public input, and a technical review of the project templates, a draft letter has been prepared for Council's consideration and approval (Attachment C). The draft letter is being reviewed by the City's Transportation Commission, Council's Public Works, Parks and Human Services Committee and by Council's ST 3 Ad Hoc Committee. These reviews will take place after Council packet material for the January 19th meeting has been published. Therefore, staff will provide any proposed revisions at the Council meeting on January 19.

Three main points in the letter summarize the City's position with respect to what must be included in an ST 3 ballot measure:

- **High Capacity Transit (HCT) is needed on the CKC:** Provide adequate funding to construct and operate Light Rail on the Cross Kirkland Corridor/Eastside Rail Corridor, between the Totem Lake Urban Center and Downtown Bellevue, but include language that specifically allows the flexibility to instead construct and operate the highest level of Bus Rapid Transit (BRT) or any other suitable mode of HCT. The choice of mode would occur after a successful Sound Transit ballot measure based on input from the City of Kirkland and evolving technologies and best practices at the time of construction. The need for this flexibility stems from the fact that Bus Rapid Transit may provide better, more flexible service and may better address the concerns that we have heard in extensive public outreach in the Kirkland community, and that new modes of public transportation might well be available over the next decade and authorized by Sound Transit. Additionally, it would be in the best interest of the City, as well as the region, if this unique opportunity for a dedicated HCT guideway on the Eastside could be shared by regional (Sound Transit), and local (Metro Transit) transit services. A flexible approach for any future HCT mode is essential to address all of these considerations.

A major reason for Kirkland's request to allow flexibility in selecting a mode on the CKC/ERC is that we are interested in working with the Sound Transit Board to develop and support a project that addresses the concerns of our community, especially with regard to the Cross Kirkland Corridor. The selection of mode is a complicated one that requires more time than is available before the Sound Transit Board must make decisions about what will be in the ST 3 package.

- **The policies and plans in the CKC Master Plan must be realized:** Place the transit generally on the east side of the corridor to retain sufficient space for the trail Master Plan. Improve the trail component of the Cross Kirkland Corridor, consistent with the City of Kirkland's CKC Master Plan, and build the trail simultaneously with the transit.
- **405 BRT must provide reasonable access points in Kirkland:** ST 3 must contain a BRT project on I-405 that allows excellent transit access to both the Totem Lake Urban Center and downtown Kirkland with TOD at the Kingsgate Park and Ride.

The letter also includes detailed comments on the ST 3 project templates prepared by Sound Transit, summarized as follows:

1. General
 - a) Include TOD at Kingsgate Park and Ride as part of a project in ST 3
 - b) Ridership estimates should be refined. In particular, the regional modeling approach used by Sound Transit, although appropriate for gross scale modeling over the entire three-county region, does not reflect important ridership trends and forecasts at a smaller geographic scale. The number and locations of stops are absolutely critical to a city the size of Kirkland, but are not shown to have any effect on ridership in the current model. Similarly, trips within a city the size of Kirkland are not captured in the ridership model.
 - c) Reconfigured King County Metro Bus Routes should be modeled with each Candidate project. Service integration, and the potential value of overall transit service delivery, should be considered in project selection.
 - d) A calculation of project benefits should be completed that would allow easier comparison of the value of projects.
2. E-02 Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac and the associated sub projects E-02c 1 and E-02c 2.
 - a) The scope of this project should be reviewed and revised to include all elements of a high quality BRT system.
 - b) E-02b Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (Intensive Capital) with connections at NE 85th (E-02c1 and E-02c2) must be included in the ST 3 package.
 - c) E-02c1 and E-02c2 should be combined into one project.
 - d) The concept of center stations should be considered on both NE 85th Street and I-405, in projects E-02c1 and E-02c2. These projects should include a median aligned busway on NE 85th Street.

- e) The scope of project E-02c2 should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel time and ridership.
3. E-03 Totem Lake to Issaquah Light Rail
- a) Re-scope the project with funding adequate to construct and operate Light Rail, but provide the flexibility to instead construct and operate the highest level of Bus Rapid Transit or other suitable mode of High Capacity Transit so that the Kirkland community can determine which mode best serves Kirkland and the region.
 - b) Provide a connection between LRT on the CKC/ERC and downtown Kirkland.
 - c) Provide a flexible guideway that could be used by Metro Transit buses as well as light rail similar to the street car lines in Tacoma and Seattle.
4. E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue
- a) Consider a more complete transit service plan that includes King County Metro service. Any HCT guideway should be flexible for use by Metro Transit as well as Sound Transit.
 - b) Examine travel time estimates and resulting impacts on ridership
 - c) The scope of project should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel time and ridership.
 - d) Routing must include aerial routing in Totem Lake to avoid delay caused by congestion and traffic signals.
 - e) Review the costs of the project to better understand why costs are much higher than industry norms.

A summary of community comments and a policy basis for Kirkland's positions are also in the letter, with material largely unchanged from that in Council's January 5 packet.

Multi City Letter to the Sound Transit Board

The Cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell have prepared a joint comment letter on ST 3. Council reviewed a draft of the letter at the January 5 Council meeting. Council's ST 3 Ad Hoc Committee has reviewed the letter and proposed some minor changes. These have been combined with edits proposed so far by other cities (Attachment D). Because the letter is due to the Sound Transit Board on January 21 and because five other City Councils are simultaneously reviewing the letter, there is limited opportunity for editing the letter. As with the letter from the City of Kirkland, the draft multi-city letter is being reviewed by the Transportation Commission, Council's Public Works, Parks and Human Services Committee and by Council's ST 3 Ad Hoc Committee. These reviews will take place after the time when Council packet material for the January 19th meeting has been published. Therefore, staff will provide any revisions, including those that other cities may provide, at Council's meeting on January 19th.

Zero Emissions Requirement on the Cross Kirkland Corridor

At the January 11 Public Meeting, the idea of requiring any transit vehicle operating on the Cross Kirkland Corridor to be electric or have zero emissions was raised. The Council has previously expressed a desire to accomplish this goal. This would avoid diesel fumes, and/or other carbon emissions. Sound Transit light rail is electrified and Proterra, Inc. currently produces all-electric buses that can meet the needs of municipal bus fleets. King County Metro has purchased several Proterra buses as a pilot project and as the technology advances and the electric bus market increases, additional options may become available in the years

between the time a Sound Transit measure passes in 2016 and design and construction of a transit thoroughway are completed. Therefore staff does not believe that such a zero emissions requirement would prohibit any of Sound Transit's HCT options from operating on the CKC. The City Manager has asked the City Attorney and staff from Planning and Public Works to evaluate legislative and/or regulatory options to make the CKC a zero emissions corridor. Staff hopes to have some initial options to present at the Study Session for Council review and feedback.

Conclusion

If done correctly and in a way that addresses community concerns, an approach to HCT in Kirkland that includes both BRT on I-405 and, most importantly, HCT on the Cross Kirkland Corridor, will best serve the needs of the City of Kirkland and the Eastside. Our precious opportunity to create one of the best multimodal corridors in the world was noted at the Eastside Rail Corridor Regional Advisory Council Summit on January 9, 2016. Keynote speakers and presenters from around the country participated in the event, which was attended by elected officials and other stakeholders from the communities that share an interest in the ERC. It was noted by one of the speakers that the ERC provided not just a once-in-a-lifetime opportunity for a world class integrated pedestrian, bike, and transit system; rather, this is a once-in-a-century opportunity. If implemented in a way that addresses the issues raised by Kirkland residents and businesses, ST3 provides our community, the Eastside, and our region the means of grasping this once-in-a-century opportunity to improve our community and our quality of life.

City of Kirkland

Eastside Rail Corridor Interest Statement

Adopted by the Kirkland City Council April 19, 2011

Introduction

In December 2009, the Port of Seattle purchased the Woodinville subdivision from the BNSF Railroad. The Eastside Rail Corridor, stretching between Snohomish and Renton via Kirkland, thereby became a publicly-owned corridor. The City of Kirkland has long been interested in the corridor as a potential facility for bicycle and pedestrian transportation, having identified the Cross Kirkland Trail¹ project more than 15 years ago.

With the corridor coming into public ownership, the City Council directed the Transportation Commission to conduct public outreach, then identify and document the City's interests in the corridor. This Interest Statement is the product of that work.

Outreach elements included gathering comments at the Wednesday Market, fielding three on-line surveys, meeting with Boards, Commissions and neighborhood groups, walking the corridor, and receiving testimony at Transportation Commission meetings. The 2009 Final Eastside Commuter Rail Feasibility Study² prepared by Sound Transit and PSRC also served as a reference.

This Interest Statement is not a proposal or a recommendation per se. Rather, it is intended to guide evaluation of proposals for corridor development. Proposals that satisfy more of the interests would rank more highly than proposals that satisfy fewer of the interests. The conclusions at the end of this document describe the type of corridor development that is likely to be practical and meet the City's interests given current information.

Interests

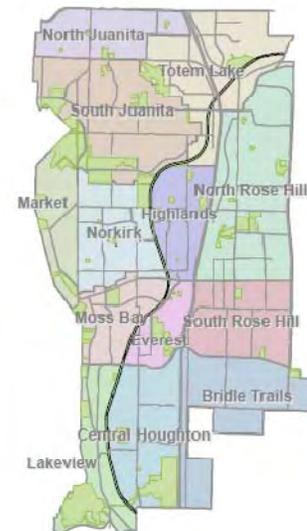
Serve Transportation needs of Kirkland

Transportation on the corridor should be integrated with and support the City's transportation goals³ to provide travel options within Kirkland and to points outside Kirkland. This implies an interest in how and when the corridor is developed in other cities as well.

Keep the corridor in public ownership

The region has determined⁴ that the public interest is served by public ownership of the corridor, and the City of Kirkland supports this position. Keeping the corridor in public ownership may require the City to purchase its portion of the right-of-way, and Kirkland's ownership may help the City meet other interests as well.

The Eastside Rail Corridor (black line) touches many neighborhoods and parks in Kirkland



A section of the right-of-way in the Highlands neighborhood



Source: City of Kirkland

Council Goal concerning Balanced Transportation:

Kirkland values an integrated multi-modal system of transportation choices.

Council Goal: To reduce reliance on single occupancy vehicles. (September 2009)

Actively use the corridor in the near future

Because the corridor is a valuable asset that could be used to transport people, allowing it to remain unused or undeveloped has a high opportunity cost. The longer it is not used, the more resistance may be encountered toward any particular use.

Maintain the corridor in good condition

The corridor should be maintained to protect its value and the value of adjacent properties. Proper operation of drainage facilities, prevention of encroachment, and the preservation of structures and crossings are examples of ongoing maintenance needs.

Contribute to economic sustainability

Development of the corridor should be done in a cost-effective manner and should consider the short- and long-term costs of construction, maintenance, and operation. Development should support current and future plans for economic and neighborhood development.

Connect Totem Lake

Because of the corridor's proximity to the Totem Lake Urban Center⁵, it has the potential to help connect Totem Lake to the rest of the city and the region.

Protect neighborhood feel and atmosphere

Development of the corridor should allow for access across and along the corridor and not create barriers within or between neighborhoods. Residential neighborhoods should be protected from any excessive noise and safety impacts caused by corridor uses. Development of any trailheads, transit stations and/or parking locations should consider and minimize impacts to neighborhoods. The corridor is adjacent to several parks, schools and other amenities. These facilities should be protected appropriately as the corridor is developed.

Plan for a multi-use facility

In the long term, transit, pedestrians and cyclists should be able to simultaneously travel safely and efficiently in the corridor. Planning or implementing one transportation mode must not foreclose future corridor use by another mode. Additionally, underground utilities that currently use and will continue to use the corridor⁶ must be considered. Freight operations may be considered along the corridor, but there does not appear to be much commercial interest in freight rail service within Kirkland.

The existing corridor contains many drainage facilities that require regular maintenance.



Source: City of Kirkland

The Burke-Gilman trail in Seattle is on an abandoned railroad right-of-way.



Source: King County

This area in the Houghton neighborhood contains wetlands.



Source: City of Kirkland

A shared rail and trail facility



Source: Marin County Bicycle Coalition

Serve the transportation needs of pedestrians and bicyclists

A bicycle and pedestrian transportation facility should allow all-weather, day and night use. It should be sized to allow simultaneous safe passage for both pedestrians and bicyclists of all skill levels. Its development should include protection of existing connections and include new connections to the City’s streets and trails. The Active Transportation Plan⁷ has a list of such connections.

Design Transit to efficiently move people

Successful transit systems must have certain characteristics. Service should be frequent, available most of the day, operate between desirable destinations, be easily accessible by potential riders and offer reasonable travel speeds. The best choice of transit technology may vary, with one system best in the shorter term and another better in the longer term. The viability of transit in the corridor should be compared to other options.⁸

Plan any transit use in close consultation with the City of Kirkland.

Locating transit stations and associated parking and feeder bus connections has major short- and long-term impacts on the surrounding neighborhoods and on the transportation network. A process to determine station locations should include extensive work with neighborhood groups, appropriate Boards and Commissions, and the City Council.

Consider grade-crossing delay and safety

Crossings must provide a reasonable level of safety and convenience for both users of the corridor and for street traffic. Design of the corridor should consider the potential time delays and safety concerns for all users of the corridor and facilities that intersect it.

Disclose and mitigate environmental impacts

Develop the corridor in a way that meets the City’s goals for environmental sustainability. Prior to any development of the corridor, a complete environmental review should be conducted to identify and disclose impacts and to propose mitigations for those impacts. Noise, air quality, surface water and sensitive areas are topics that typically require analysis in an environmental review.

Conclusions

By its nature, an interest statement does not establish specific positions on issues. Instead it describes interests, which could be met in a variety of ways. The purpose of these conclusions is to demonstrate how the interests described above could be met, to varying degrees, by a range of development options.

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.

These photos illustrate different types of transit. How they might help meet Kirkland’s interests on the corridor would depend on a number of factors.

Heavy rail: Sound Transit Sounder



Source: Railpictures.net Image © PNWRailfan

Electric Light Rail: Sound Transit Link



Source: lisatown.com

Diesel multiple unit: DMU in service in Australia



Source: thetransportpolitic.com

Bus Rapid Transit: Community Transit Swift



Source: blogs.seattleweekly.com

The main focus for development of the corridor in the short term should be on a trail. A paved, accessible, bicycle and pedestrian trail would be far less expensive than a high-capacity rail or bus system and would require a less extensive planning process than would a transit option. However, it is important that trail planning be done with rail compatibility --that would meet Kirkland's interests-- as the long-term goal.

Due to its poor physical condition, the current infrastructure in the corridor is not capable of supporting rail traffic that would offer a viable transportation option. If rail were to be located on the corridor, a safe, fully-featured, high-capacity rail system – similar to Link Light Rail—is perhaps the ideal option. A high-capacity rail system would require a great deal of careful planning to meet Kirkland's interests.

Because of its high cost and Sound Transit timing, it is not likely that regional rail transit would be in operation before 2030. Moreover, the Eastside Rail Corridor may not be the best alignment for such a route. In the shorter term, there may be less expensive corridor transit options that could be developed, such as bus rapid transit linking the South Kirkland Park & Ride and Totem Lake.

While freight operations may be part of a future rail corridor, there does not appear to be much current commercial interest in freight rail service within the city. It is difficult to conceive of freight rail operations that would meet many of Kirkland's interests.

The Eastside Rail Corridor is a transportation facility that represents enormous opportunity for the City of Kirkland and the region. Kirkland is fortunate to have such a facility within its boundaries and should strive to see that its interests are met during development of the corridor.

City of Kirkland Transportation Commission

The City of Kirkland Transportation Commission is made up of seven members appointed by the City Council to four-year terms. The Commission meets every month to make recommendations on transportation policy to the City Council. Visit the Commission webpage where you can join the Transportation Commission List-Serve and automatically receive e-mail updates on the Commission's activities.

Commission members:
Donald Samdahl, Chair
Joel Pfundt, Vice Chair
Morgan Hopper
Tom Neir
Thomas Pendergrass
Sandeep Singhal
Michael Snow
Carl Wilson

Summary of interests

- **Serve transportation needs of Kirkland**
- **Keep the corridor in public ownership**
- **Actively use the corridor in the near future**
- **Maintain the corridor in good condition**
- **Contribute to economic sustainability**
- **Connect Totem Lake**
- **Protect neighborhood feel and atmosphere**
- **Plan for a multi-use facility**
- **Serve the transportation needs of pedestrians and bicyclists**
- **Design transit service to efficiently move people**
- **Plan any transit use in close consultation with the City of Kirkland**
- **Consider grade crossing delay and safety**
- **Disclose and mitigate environmental impacts**

¹ The Cross Kirkland Trail was originally envisioned as a trail that would operate beside what was at the time an active railroad corridor.

² 2009 Final PSRC and Sound Transit BNSF Eastside Commuter Rail Feasibility Study, 2009 Puget Sound Regional Council <http://www.psrc.org/transportation/bnsf>

³ City of Kirkland Council Goals. <http://www.ci.kirkland.wa.us/Assets/City+Council+Goals.pdf>

⁴ BNSF Corridor Preservation Study, Final Report May, 2007 Puget Sound Regional Council. Page 7. http://www.psrc.org/assets/3176/07-20_BNSFfinalreport.pdf

⁵ In cooperation with member cities, Puget Sound Regional Council has designated a number of Urban Centers where regional growth is to be targeted. Totem Lake is the only Urban Center in Kirkland. Downtown Bellevue, downtown Redmond and Overlake are examples of other nearby Urban Centers.

⁶ Puget Sound Energy and Cascade Water Alliance are examples of current and potential users respectively.

⁷ *More People, More Places, More Often, an Active Transportation Plan* City of Kirkland, March 2009. Page 100. http://www.ci.kirkland.wa.us/depart/Public_Works/Transportation_Streets/Active_Transportation_Plan.htm

⁸ Ridership on existing King County Metro routes could be a reasonable benchmark. The proposed Bus Rapid Transit (BRT) System on I-405 could also be compared.



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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Lakewood Councilmember

Ed Murray
Seattle Mayor

Mike O'Brien
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 Board
c/o Board Administrator
401 S. Jackson Street
Seattle, WA 98104-2826

January 20, 2016

Dear Chair Constantine and Sound Transit Boardmembers:

Thank you for the opportunity to review and comment on the project templates for the ST 3 candidate projects. It is exciting to contemplate an ST 3 ballot measure and the positive effects of increased transit in our region, and the City of Kirkland looks forward to working with you to shape the ballot measure in the months to come.

This letter responds to Chair Constantine's letter dated December 7, 2015, requesting local governments to acknowledge receipt of the templates for the candidate projects and give feedback on the project scopes along with any other feedback agencies may wish to offer. Our comments mainly concern the following projects:

- *E-02 Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac* and the associated sub projects E-02c 1 and E-02c 2.
- *E-03 Totem Lake to Issaquah Light Rail*
- *E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue*

To realize the vision and policies set forth in our long-range plans (see *A policy basis for Kirkland's support* below), there are three overarching requirements of any ST 3 package from the City of Kirkland's perspective:

- **High Capacity Transit (HCT) is needed on the CKC:** Provide adequate funding to construct and operate Light Rail on the Cross Kirkland Corridor/Eastside Rail Corridor, between the Totem Lake Urban Center and Downtown Bellevue, but include language that specifically allows the flexibility to instead construct and operate the highest level of Bus Rapid Transit (BRT) or any other suitable mode of HCT. The choice of mode would occur after a successful Sound Transit ballot measure based on input from the City of Kirkland and evolving technologies and best practices at the time of construction. The need for this flexibility stems from the fact that Bus Rapid Transit may provide better, more flexible service and may better address the concerns that we have heard in extensive public outreach in the Kirkland community, and that new modes of public transportation might well be available over the next decade and authorized by Sound Transit. Additionally, it would be in the best interest of the City, as well as the region, if this unique opportunity for a dedicated HCT guideway on the Eastside could be shared by regional (Sound Transit), and local (Metro Transit) transit services. A flexible approach for any future HCT mode is essential to address all of these considerations.

A major reason for Kirkland's request to allow flexibility in selecting a mode on the CKC/ERC is that we are interested in working with the Sound Transit Board to develop and support a project that addresses the concerns of our community, especially with regard to the Cross Kirkland Corridor.

The selection of mode is a complicated one that requires more time than is available before the Sound Transit Board must make decisions about what will be in the ST 3 package.

- **The policies and plans in the CKC Master Plan must be realized:** Place the transit generally on the east side of the corridor to retail sufficient space for the trail Master Plan. Improve the trail component of the Cross Kirkland Corridor, consistent with the City of Kirkland's CKC Master Plan.
- **405 BRT must provide reasonable access points in Kirkland:** ST 3 must contain a BRT project on I-405 that allows excellent transit access to both the Totem Lake Urban Center and downtown Kirkland with TOD at the Kingsgate Park and Ride.

A policy basis for Kirkland's support.

As mentioned above, both regional and local transit play an important role in Kirkland's Transportation Planning. In particular, HCT on the CKC has a central role.

Following more than three years of public involvement, the Kirkland 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 HCT on the CKC as a goal toward which the City should be striving.

The Kirkland 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 City's 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 (conducted biennially in Kirkland) 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 reduce traffic congestion.

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 (RAC) has adopted a policy statement in support of HCT along the entire corridor along with facilities for walking and biking. RAC's policy vision is consistent with the reasons Sound Transit's purchased an HCT easement on the ERC

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.

In addition to the many policies and long-range plans associated with the CKC, Transit Oriented Development (TOD) at Kingsgate Park and Ride is directly referenced and supported in the City's Totem Lake Business District Plan, in both Goals and Policies.² We believe that this site is a perfect candidate for TOD development, furthering our city's Sound Transit's and the region's goals for affordable housing, accessible transit, traffic congestion reduction, and reduced carbon emissions.

Comments and questions on the ST 3 Candidate Projects and templates

Summary of Kirkland's Comments

Background and explanation for these comments are detailed in the discussion below.

1. General
 - a) Include TOD at Kingsgate Park and Ride as part of a project in ST 3
 - b) Ridership estimates should be refined. In particular, the regional modeling approach used by Sound Transit, although appropriate for gross scale modeling over the entire three-county region, does not reflect important ridership trends and forecasts at a smaller geographic scale. In other words, the number and locations of stops are absolutely critical to a city the size of Kirkland, but are not shown to have any effect on ridership in the model. Similarly, trips within a city the size of Kirkland are not captured in the ridership model.
 - c) Reconfigured King County Metro Bus Routes should be modeled with each Candidate project. Service integration, and the potential value of overall transit service delivery, should be considered in project selection.
 - d) A calculation of project benefits should be completed that would allow easier comparison of the value of projects.

2. E-02 Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac and the associated sub projects E-02c 1 and E-02c 2.
 - a) The scope of this project should be reviewed and revised to include all elements of a high quality BRT system.
 - b) E-02b Bus Rapid Transit on I-405 from Lynwood to Burien or Sea-Tac (Intensive Capital) with connections at NE 85th (E-02c1 and E-02c2) must be included in the ST 3 package.
 - c) E-02c1 and E-02c2 should be combined into one project.
 - d) The concept of center stations should be considered on both NE 85th Street and I-405, in projects E-02c1 and E-02c2. These projects should include a median aligned busway on NE 85th Street.
 - e) The scope of project E-02c2 should consider routing to 6th Street, next the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel time and ridership.

² Policy TL 18-3: Seek opportunities to expand housing in the Totem Lake Business District, Goal TL-34: Support transit-oriented-development (TOD) at the Kingsgate Park and Ride. Policy TL-34.1: Encourage new transit-oriented development.

3. E-03 Totem Lake to Issaquah Light Rail
 - a) Re-scope the project with funding adequate to construct and operate Light Rail, but provide the flexibility to instead construct and operate the highest level of Bus Rapid Transit other suitable mode of High Capacity Transit so that the Kirkland community can determine which mode best serves Kirkland and the region.
 - b) Provide a connection between LRT on the CKC/ERC and downtown Kirkland.
 - c) Provide a flexible guideway that could be used by Metro Transit buses as well as light rail, similar to the street car lines in Tacoma and Seattle.

4. E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue
 - a) Consider a more complete transit service plan that includes King County Metro service. Any HCT guideway should be flexible for use by Metro Transit as well as Sound Transit.
 - b) Examine travel time estimates and resulting impacts on ridership
 - c) The scope of project should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel times and ridership.
 - d) Routing should include aerial routing in Totem Lake to avoid delay caused by congestion and traffic signals.
 - e) Review the costs of the project to better understand why costs are much higher than industry norms.

General comments: Ridership

City of Kirkland staff and consultants have raised general concerns around the ridership forecasts in the Project Templates. The regional ridership model uses forecast zones that are relatively large. Although this may be appropriate at the regional scale, there are aspects that are of interest to Kirkland that are not depicted. For example the model under-counts trips within Kirkland, and the ridership benefits of stations closer to homes, jobs, and key transfer points, due to the limitations of a model designed for regional rather than municipal-level analysis. The model assumes that all people live and work at the middle point of each zone, (known as the 'zone centroid'). For regional analysis, this is a reasonable simplifying assumption. However, this assumption means the model cannot distinguish between the average access trip differences under different station-location scenarios, because the model cannot, for example, distinguish between people living in the Everest versus the Lakeview neighborhoods within Kirkland. This plays out in the analysis of Project E-02 BRT on I-405 in that the Intensive Capital (E-02a) option with more stops and access has the same ridership forecast as the Lower Capital (E-02b) alternative.

While the model does not project added ridership with additional stops, ST staff has indicated that increased stops do result in increased travel time in the ridership model. This further complicates comparisons of templates with one another.

General comments: Coordination with Metro Service

One of the most important factors in projecting ridership for a proposed project is the transit service plan that will operate in conjunction with the project. What the model assumes about the service plan, as well as what will happen to the existing bus services, will generally determine ridership projections.

For example, Project E-06, includes one service that runs from Totem Lake to Bellevue. All other Metro and ST bus services are assumed to remain as they currently exist. Therefore, ridership on the E-06 appears much lower than it might be with a more sophisticated service plan in which King County Metro would also operate services on the CKC/ERC BRT infrastructure. If only one ST-operated BRT service is assumed on the CKC, and no other bus service changes are assumed, competition between existing bus routes and the new BRT service will draw riders away from the new BRT, thereby decreasing projected ridership. Sound Transit staff has indicated a willingness to discuss service changes but it indicated that most service planning decisions would come in a later design phase. While this may not significantly alter other templates, it has a very significant impact on the viability of the projects affecting Kirkland, most particularly E-06, E-02c1, and E-02c2. To a far greater degree than other candidate projects, these projects in Kirkland can significantly benefit from integration with King County Metro service.

General comments: Comparing results

The ST3 templates represent the results of a significant modeling and evaluation effort put forth by Sound Transit and its consultants; however, the presentation of results makes it difficult to compare the benefits of one project to another. While projected ridership, cost per rider, and trip time are shown, these are not compared against any baseline conditions, and hence provide no way to estimate project benefits relative to project cost.

As there is no clear basis for comparing the relative technical merits of each project, the Board and the public are given no basis for determining the fairness of each project's inclusion in or exclusion from the final ST3 package, or a project's position in a proposed timeline for ST 3 implementation.

For example, in order to prioritize funding for transit projects from among a set of project applications, the Federal Transit Authority (FTA), performs a comparative analysis using various metrics, the most significant of which is a cost effectiveness analysis, requiring each project to demonstrate a cost per user benefit, or 'dollars per transit user benefit hours. This 'dollars per transit user benefit hour' indicator provides a way of comparing one project against another.

Benefit in a transit project is typically calculated by first determining the travel time and ridership for a set of services under existing conditions, and then comparing this to travel time and ridership after the project is implemented. Additional time savings and additional riders are then weighed against the project's cost. Even a very expensive project may be viable if it brings enough new passengers and new time savings.

The ST3 templates include projected trip lengths and travel times for several projects after implementation, but as they do not compare this to the current time required to make the same trip by transit, nor the current demand, there is no way to compare the projects' potential benefits under 'build' and 'no build' conditions. Without such a measure of user benefit, it is difficult to objectively compare higher and lower cost options.

Project Specific Comments: Candidate Project E-02a: Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (lower capital)

Quality of Bus Rapid Transit on I-405 as presented in E-02a –Seg. A.

Considering the elements that characterize Bus Rapid Transit (BRT), Kirkland staff and consultants have raised a concern that this proposal is express bus service renamed "BRT." Key elements that distinguish high quality BRT but that do not appear in the templates include:

- Dedicated right-of-way (Buses will operate in shoulder lanes and general purpose lanes over some of the route and Express Toll Lanes are subject to congestion.)
- High quality stations with platform-level boarding. The improvements included for the in-line station at NE 128th Street are "minor improvements including signage."
- High levels of bicycle access (The Kingsgate/Totem Lake Station is not considered an urban station, but rather a suburban station)
- Multiple service routes that can leave the main facility. The template includes only one route and excludes service beyond the I-405 BRT corridor.
- It is unclear if the vehicles being proposed have appropriate configurations. Our team recommends purchase of vehicles that have doors on both sides of the coach in order to serve center platforms thereby saving hundreds of millions of dollars in station construction costs over stations on both sides of a stop.

Kirkland improvements in E-02a –SegA.

Template E-02a-SegA utilizes the existing inline bus transit station at NE 128th as the only stop in Kirkland. The fact that there are no new connections for the Totem Lake Urban Center or for Downtown Kirkland means this project proposal offers little to no benefit or value to Kirkland residents, businesses and workers. Further, only considering a garage at the Kingsgate Park and Ride does not maximize the potential for increasing affordable housing stock through transit oriented development (TOD) at that site. In June 2015, Deputy Mayor Sweet and I visited the Kingsgate Park and Ride site with Washington State Department of Transportation (WSDOT) Secretary Peterson to discuss Kirkland's interest in TOD there and how to work with WSDOT to move forward. Secretary Peterson was very open to this possibility and we are anxious to see the project move forward as part of ST 3.

With no new access to Kirkland, either at Totem Lake or to Downtown, E-02a-SegA is unacceptable.

Candidate Project E-02b-SegA: Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital)

Description

In Kirkland, Template E-02b-SegA is an improvement over E-02 b because it includes an inline station at NE 112th St, providing a second connection to the Totem Lake Urban Center. ST staff explained that the reason the addition of 112th Street did not yield any additional riders was because the station is close to the Kingsgate Park and Ride stop, and the two stops split the demand rather than generating new demand. This could be the result of the large zones used for modeling described above. The quality of bus rapid transit comments made for E-02a-Seg A also apply to this project. Because this project alone does not include a connection to NE 85th Street, it is unacceptable to the City of Kirkland.

Comparison of E-02a and E-02b in SegA:

Sound Transit's 2014 Sound Transit Central/East High Capacity Transit Corridor Study³ indicated larger differences in travel time savings than are recognized in the templates. It also seems as though the addition of The HOV to HOV direct connection between I-5 and I-405 would likely save minutes of travel time but neither of these differences manifest themselves in ridership differences between the alternatives.

Candidate Project E-02c1: Kirkland-NE 85th Street BRT Inline Station (Intensive Capital)

To provide any meaningful service to the City of Kirkland, Template E-02c1 must be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As noted above, center platform stations on NE 85th Street and I-405 could save substantial construction costs over split stations. These savings may be several times greater than any impacts to fleet costs needed to provide vehicles with doors on both sides of coaches. To effectively connect riders with other service, this project must be completed with project E-02c2 (below).

Candidate Project E-02c2: Kirkland-NE 85th Street Bus-Only Lanes (Intensive Capital)

Again, to provide any meaningful service to the City of Kirkland, Template E-02c2 must be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As described above, this project must be included with E-02c1 in order to be effective. Template E-02c2 calls for "outside" bus only lanes. To provide speed and reliability and set the stage for BRT service along this link, the lanes should be located in the center of the roadway. This configuration would also allow for a center platform on NE 85th Street. It would require less street widening and perhaps reduce the reconstruction costs of the NE 85th Street interchange. It could also be used by BRT service on the CKC/ERT to connect to downtown Kirkland. Bus-only lanes on NE 85th must allow for a center lane station to serve E-02c1. The template as proposed also connects to 3rd Street in Kirkland, but it may be beneficial to connect to 6th Street and the Kirkland Urban development because it would reduce the length of the project and still make a strong connection to downtown Kirkland.

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

The scope for this project must be altered to provide flexibility to allow for alternative High Capacity Transit considerations such as Bus Rapid Transit on the Eastside Rail Corridor in Segment A from Totem Lake to Bellevue, if, upon further analysis and public input, this is the optimal mode for the CKC. Even if light rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses.

A connection between downtown Kirkland and LRT must be provided. This could be accomplished through a project similar to E-02c2 (see comments above).

3

http://www.soundtransit.org/sites/default/files/documents/pdf/projects/HCT_2014/STCentralEastHCT_CorridorReport_KBI.pdf

Candidate Project E-06: Bus Rapid Transit from Totem Lake to Bellevue on CKC/ERC

Ridership

This analysis in this project's template would benefit from a consideration of how King County Metro Service could be reconfigured to better take advantage of new capital projects. There are several Totem Lake-Bellevue and Seattle bound services that could benefit from travel on the CKC. For example, in 2015, Metro's Route 255 carried an average of 6,905 passengers, Route 235 carried an average of 1,140 passengers, Route 234 carried an average of 1,145 passengers, and Route 311 carried an average of 1,075 passengers.

Route	Daily 2015 Ridership
255	6905
235	1140
234	1415
311	1075

Our consultants estimate that if just these four routes used the CKC/ERC BRT for part of their trip, there could be over 10,000 daily riders upon opening of the project with estimated ridership of 34,500 by 2040. Note that one of the primary benefits of this project is improved service for Seattle oriented transit riders, something that is lacking in the E-02 and E-03 projects. By using the CKC, Metro buses traveling from I-405 to Seattle via SR 520 could avoid the congested freeway interchange by using the direct access ramp to and from the west at 108th Avenue NE and SR-520 adjacent to the South Kirkland Park and Ride.

The template for E-06 calls for one service with a 10 minute peak headway between buses. If the service plan above were implemented, a better frequency could be maintained. At a minimum, a frequency equal to that assumed in the E-03 template, 7.5 minutes should be used.

Travel time

The template shows an estimated travel time of 35 minutes from the Totem Lake Transit Center (TC) to the Bellevue TC on the BRT. The service that would travel from Totem Lake to Bellevue most closely mimics the existing 235 bus route. Currently, the trip on the 235 between Totem Lake TC and the Bellevue TC takes 37 minutes. Consultants working for the City of Kirkland conducted a travel time analysis and determined that the trip from Totem Lake TC to Bellevue TC would take roughly 27.5 minutes. This difference is important because ridership assumptions should increase if the trip time is decreased by 25%. The reasons for the difference in travel time have to do with operating assumptions around how long buses take to slow at a station, pick up passengers and accelerate away from the station. More importantly they have to do with the routing assumptions described below.

Routing

As described in the discussion around the template for project E-02c2, routing for project E-06 was considered on Central Way in curbside transit lanes with some mixed traffic to 3rd Street and Kirkland Way before rejoining the CKC/ERT. Kirkland prefers a more direct routing in median aligned, exclusive bus lanes between the CKC/ERT and 6th Street, with a station at Kirkland Urban (former Kirkland Parkplace). This location balances the needs of pedestrian access to downtown while also minimizing the diversion from the CKC/ERC for BRT vehicles and the additional delay caused by mixed traffic.

In the Totem Lake area, Kirkland asked that full BRT infrastructure throughout Totem Lake to the Kingsgate Park and Ride, including an elevated busway over 124th Street be assumed in the

template. The template assumed Business-Access-Transit (BAT)⁴ lanes through Totem Lake, subjecting the BRT to congestion delay between the Kingsgate Park and Ride, Totem Lake TC, and Totem Lake Mall, and signal delay at 124th Street. The assumption of operation in mixed traffic added to the travel time assumed for the route by ST. The elevated busway must be added to this option.

Costs

The ST template lists the total capital cost for the E-06 template as \$747 million. With 10 miles of new infrastructure, this averages out to \$74.7 million per mile. This is a much higher cost per mile than most BRT projects developed in the United States. For example, CTfastrak's BRT, built on a converted freight rail line like the proposed CKC/ERC BRT, is widely known to be a very expensive project. The cost for the CTfastrak BRT was \$567 million for 9.4 miles, or an average of \$60.32 million per mile, still less than the CKC/ERC BRT estimate. Los Angeles' Orange Line was similarly on an old rail line and cost around \$30 million per mile, and Pittsburgh's Martin Luther King, Jr. East Busway also cost around \$30 million per mile. Only Boston's Silver Line Waterfront, which averaged to \$80 million per mile, is more expensive and that is because it included a new tunnel under Boston Harbor. To allow for an accurate comparison across templates, and to establish a measure of benefit per unit of cost, the capital costs of the E-06 template should be revisited.

Vehicle costs should also be revisited. At \$1.8 million this is much higher than the industry norm cost of BRT vehicles. In order to mitigate the impacts of transit vehicles on the trail portion of the CKC, only quiet ultra low emission or zero emission electric buses should be operated. These buses may in fact have a higher cost than the average BRT vehicle, but this is not clearly described in the templates as a reason for the higher vehicle cost.

A summary of what we have heard from our community

The City of Kirkland has conducted a broad program of public outreach to gather comments concerning ST 3. Sound Transit staff have helped support and presented at the larger of these meetings. The most frequent concerns heard at public meetings include: safety for trail users, access across the corridor, preserving the natural environment, the need for a trail to coexist with transit—even in the narrower sections of the corridor, sound, odor and emission impacts of transit and construction impacts to the trail and surrounding properties. The City of Kirkland expects that Sound Transit will make an early commitment to the active mitigation each of these concerns in the planning, design, construction, operation and maintenance of ST 3.

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

The following is a list 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 this is a beginning point for our key requirements.

These requirements 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:

⁴ BAT lanes allow transit to travel in them, and autos can use them to turn from at driveways and intersections but cannot travel extended distances in them.

1. Projects serving Kirkland must deliver capital and service components that significantly advance the structure of transit service in Kirkland. This will require both BRT on I-405 and the funding required to construct Light Rail on the CKC/ERC with the flexibility needed to fund and construct alternative High Capacity Transit modes such as Bus Rapid Transit on the CKC/ERC in Segment A from Totem Lake to Bellevue, if, upon further analysis and public input, this is the optimal mode for the CKC. Even if light rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses.
2. Any transit on the CKC must address the community's 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 that implements the CKC Master Plan vision for the main trail.
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 or ultra-low 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 mitigate parking impacts from station locations.

If done correctly and in a way that solves community concerns, an approach to HCT in Kirkland that includes both BRT on I-405 and, most importantly, HCT on the Cross Kirkland Corridor, will best serve the needs of the City of Kirkland and the Eastside. Our precious opportunity to create one of the best multimodal corridors in the world was noted at the Eastside Rail Corridor Regional Advisory Council Summit on January 9, 2016. Keynote speakers and presenters from around the country participated in the event, which was attended by elected officials and other stakeholders from the communities that share an interest in the ERC. It was noted by one of the speakers that the ERC provided not just a once-in-a-lifetime opportunity for a world class integrated pedestrian, bike, and transit system; rather, this is a once-in-a-century opportunity. If implemented in a way that addresses the issues raised by Kirkland residents and businesses,

ST3 provides our community, the Eastside, and our region the means of grasping this once-in-a-century opportunity to improve our community and our quality of life.

Once again we would like to thank you for the efforts of the Sound Transit Board and the Sound Transit Staff to advance this very complicated program. We look forward to the successful passage of a package of transit projects that increases mobility in Kirkland and in the region.

Sincerely,
Kirkland City Council

Amy Walen
Mayor

January 19, 2016

Sound Transit Board
 c/o Board Administrator
 Sound Transit
 401 S. Jackson Street
 Seattle, WA 98104

Re: Eastside cities' joint ST3 candidate projects comment letter

Dear Chair Constantine and Members of the Board,

The cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell appreciate the opportunity to provide feedback on the candidate projects under consideration for inclusion in the Sound Transit 3 (ST3) System Plan. The following shared comments reflect the interests stated in the "ST3 System Plan Joint Interest Statement" submitted to the Board on July 14, 2015, and are in addition to the city-specific comment letters that may be provided to Sound Transit by January 21, 2016.

The Eastside is a vital and growing area, and an integral component of the regional economic engine. Eastside cities are projected to reach nearly 700,000 regional residents and more than 550,000 jobs by 2040. Our cities are interconnected both geographically and economically, and have many common interests and goals. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers that need frequent and reliable transit service to sustain economic growth and viability.

ST3 has the potential to create transit connections within the Eastside, and provide connections between the Eastside and the rest of the region. For ST3 to be successful on the Eastside, the Board must invest in projects that effectively meet the travel demands of both our current communities and those of the future.

It is imperative that the ST3 System Plan address the Eastside transit network in a comprehensive fashion to serve the substantial expected growth, and to maintain the principles of subarea equity as defined in ST2. Should ST3 be approved by the voters, the Eastside will be making a significant tax investment into the package, and we look forward to seeing specific details about the Eastside projects in step with these funds. ~~Given the substantial tax investment into ST3 from the Eastside,~~ We request the Board fully fund the following projects, and related project adjustments early in the ST3 System Plan:

- **E-01:** Complete the East Link spine to Downtown Redmond.
- **E-02:** Fully implement Bus Rapid Transit (BRT) on I-405, from Lynnwood to SeaTac. Adjust the scope of the proposed low intensive capital project to provide sufficient access for the line to operate as an efficient BRT facility; the project components necessary to function as BRT and maximize service and ridership include:
 - Access improvements including, but not limited to, additional inline stations at NE 85th Street, relocation of the North 8th Street HOV direct access ramp in Renton as

discussed under project E-04, direct access to the Tukwila Sounder Station, and at least one additional location south of I-90;

- [Expanded park-and-ride facilities:](#)
 - Dedicated transitway with inline flyer stops;
 - Vehicles with multiple doors for entry/exit, designed to “dock” with stations to eliminate a step-up onto the bus;
 - Off-board fare collection;
 - Frequent, all day service, with intuitive maps and simple schedules;
 - Transit signal priority where applicable for faster, more efficient service; and
 - Sophisticated communication systems to track vehicle locations and provide arrival information directly to passenger cell phones or other kiosk displays.
- **E-03:** Light rail from Totem Lake to Issaquah via Bellevue to connect these three regional growth centers with fast, frequent and reliable transit service. The scope for this project ~~should~~must provide flexibility [in Segment A \(Totem Lake to Bellevue\)](#) to allow for ~~alternative~~any High Capacity Transit [alternatives available to Sound Transit, so that the Kirkland community can determine which mode best serves Kirkland’s needs. The HCT infrastructure must also enable joint use by transit providers. considerations on the Eastside Rail Corridor in Segment A from Totem Lake to Bellevue, if desired by the community.](#)
 - **E-04:** In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.
 - **N-09 and N-10:** Build BRT on 145th Street and SR 522 to connect with North Link, in accordance with the plans of the local jurisdictions through which it passes, to provide HCT between the Eastside, including the University of Washington Bothell/Cascadia College Campus, and the greater Seattle area via the north end of Lake Washington.

In addition to the above projects, we urge Sound Transit to provide detailed information about investment plans for enhanced and expanded Regional Express Service (REX) between Eastside cities and the region. These investments should include adding service to overcrowded and high ridership routes, and implement capital investments that improve the quality of these services and the rider experience.

We also look forward to an in depth discussion about ST3 plans for non-motorized station access improvements, such as pedestrian and bicycle facilities, and leveraging transit oriented development opportunities.

The regional infrastructure investment represented in a potential ST3 package presents an extraordinary opportunity to synchronize plans from multiple agencies to achieve important regional growth, transportation and environmental policy goals. It is critical that we work in unison to address the important ties between land use and transportation in the early planning phases of the ST3 System Plan to realize the maximum potential of this regional investment. An effective transit system will also seamlessly integrate REX, BRT, light rail and local bus service. We look forward to seeing work products that demonstrate integration between Sound Transit and King County Metro planning efforts.

Thank you for considering our comments as we plan for our region’s future mobility. The projects in the final package presented to voters should be in step with local and regional plans.

We welcome close coordination with Sound Transit as the ST3 System Plan continues to develop.

Sincerely,

XXX

DRAFT



CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Park Board
From: Linda Murphy, Recreation Manager
Date: February 1, 2016
Subject: Lake Washington School District's 2016 Bond Measure

RECOMMENDATION

That the Park Board receive information of the Lake Washington School District April, 2016 Bond Measure.

BACKGROUND DISCUSSION

Lake Washington School District is growing rapidly. In fact, it has grown from the sixth largest district to the fourth largest district in the state since last year. The district has grown by over 3,200 students in the last five years. That's an average of over 625 students per year for the last five years, which is equivalent to five large elementary schools. Growth is projected to continue, reaching over 30,000 students by 2020-21 and over 32,000 students by 2029-30.

To meet these growing needs for classroom space, the district's board of directors voted on January 25th to place a bond measure on the April 26th ballot. This measure, for \$398 million in 20-year bonds, would fund the most immediate, high priority needs. The total tax rate will be maintained at the 2015 rate.

The bond measure includes:

- two new elementary schools
- one new middle school
- rebuild and enlarge Juanita High School
- rebuild and enlarge Kirk Elementary School
- rebuild and enlarge Mead Elementary School
- remodel Old Redmond School House for preschool
- replace portables at Explorer Community School

These projects are among those identified by the district's [Long Term Facilities Planning Task Force](#). This citizen-based 63-member group spent nearly a year analyzing the district's facility needs, engaging the community and developing recommendations including specific construction projects needed through the 2029-30 school year as well as strategies for efficient and cost-effective facility designs.

Kirkland's School Highlights:

Below is a brief summary of Project Information for two Kirkland's schools. Worth noting at Juanita High School, the plan is to leave both the Field House and Pool "as is".

Aging Schools

Juanita High School



Project Information

Location:	10601 NE 132nd Street, Kirkland
Square Footage:	217,000 *Field House & Pool remain "as is"
Capacity:	1,800 students (increase of 504)
Spaces:	36 standard classrooms plus science labs, art, CTE, special education, instrumental and vocal music, library, theater, cafeteria
Estimated Project Cost:	\$145,477,000
Planned Opening	2021

Peter Kirk Elementary School



Project Information

Location:	1312 6th Street, Kirkland
Square Footage:	78,000
Capacity:	550 students (increase of 190 based on K-3 class size reduction)
Spaces:	30 standard classrooms plus music, art/science rooms, ELL/SN/special education, library, cafeteria/commons, gymnasium, and outdoor covered play area
Estimated Project Cost:	\$44,987,000
Planned Opening	2019