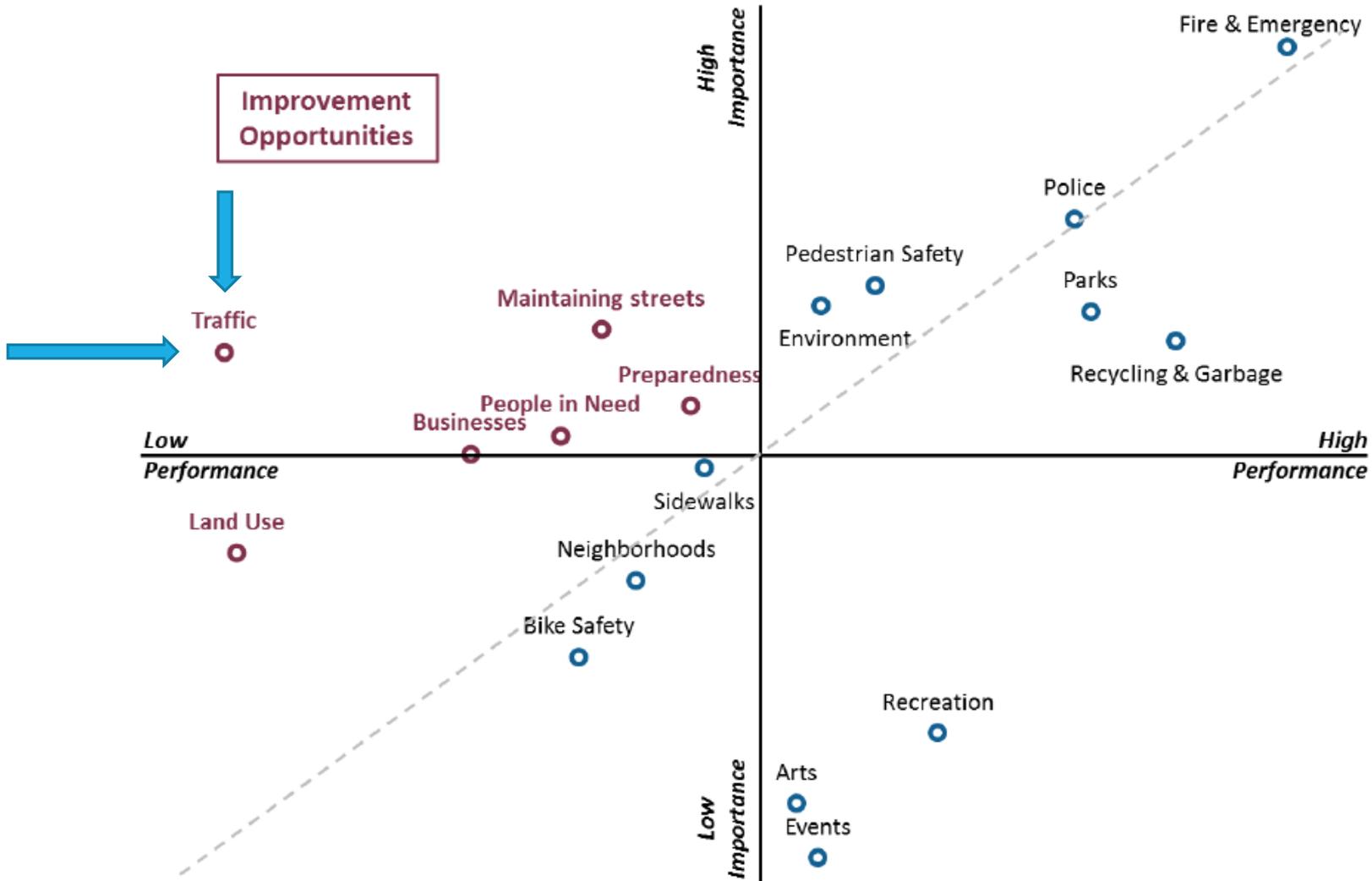


Sound Transit 3 Keeping Kirkland Moving

1-13-2016

2014 Citizen Survey Results

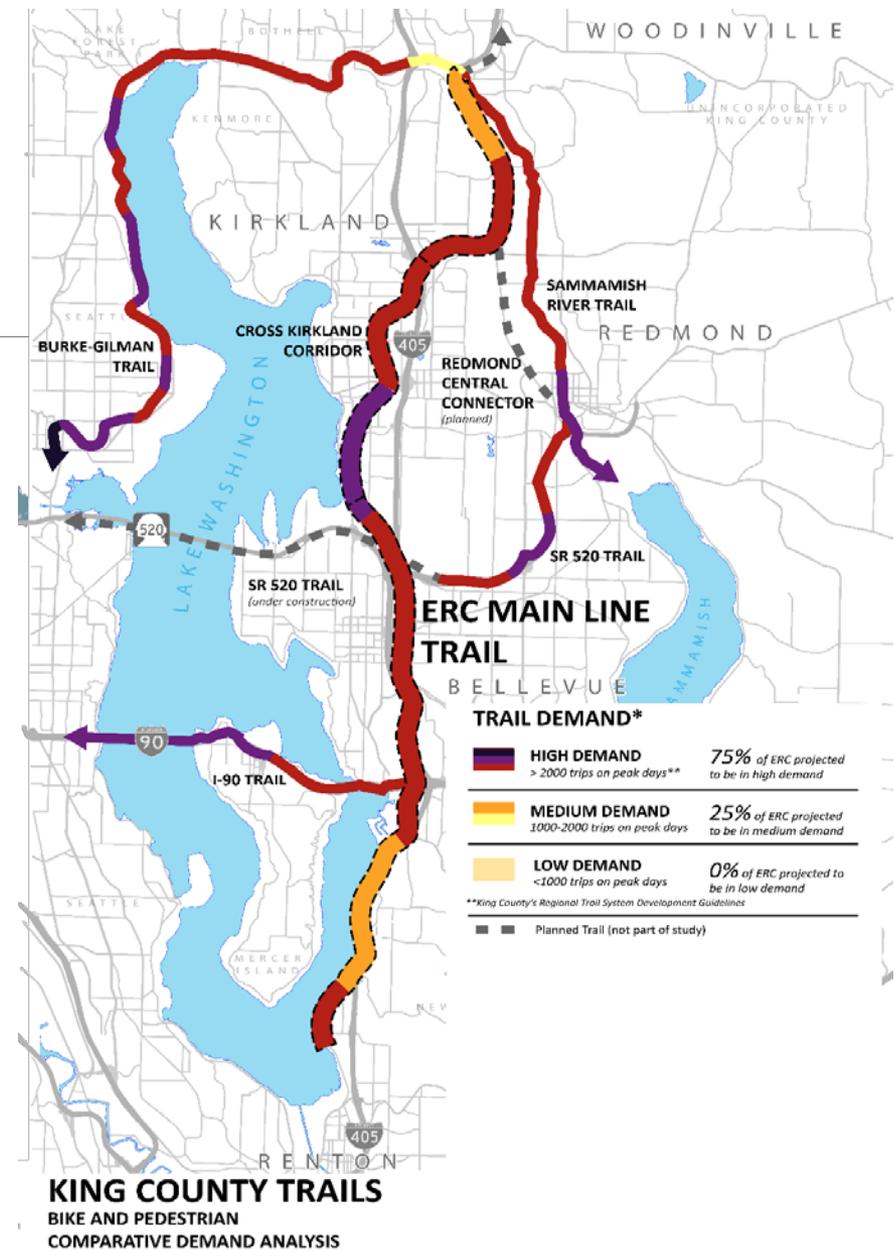


CKC History and Regional Significance



The CKC:

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



Kirkland's ERC Interest Statement



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

- Kirkland ERC
Interest Statement –
Approved April 19, 2011

Sound Transit easement

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

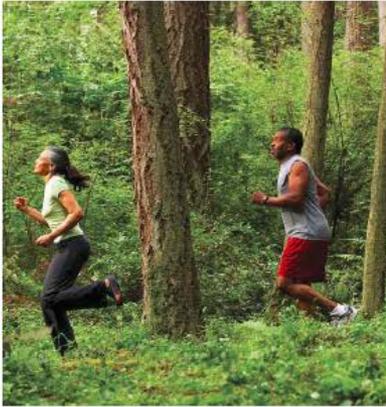
“The (HCT) Easement granted hereby shall have priority over any and all...encumbrances...or other interests in the Property granted after (the easement recording date)...”

CROSS KIRKLAND CORRIDOR MASTER PLAN



The CKC: Many things to many stakeholders

1.4 GOALS



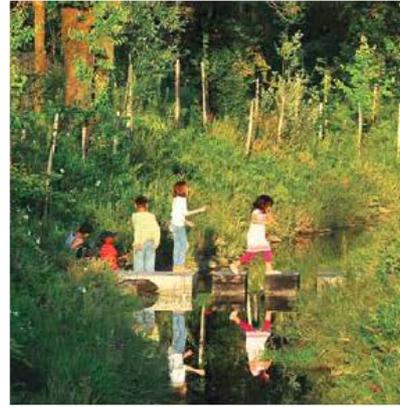
01: CONNECT KIRKLAND

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



02: SHAPE A PLACE UNIQUE TO KIRKLAND

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



03: FOSTER A GREENER KIRKLAND

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

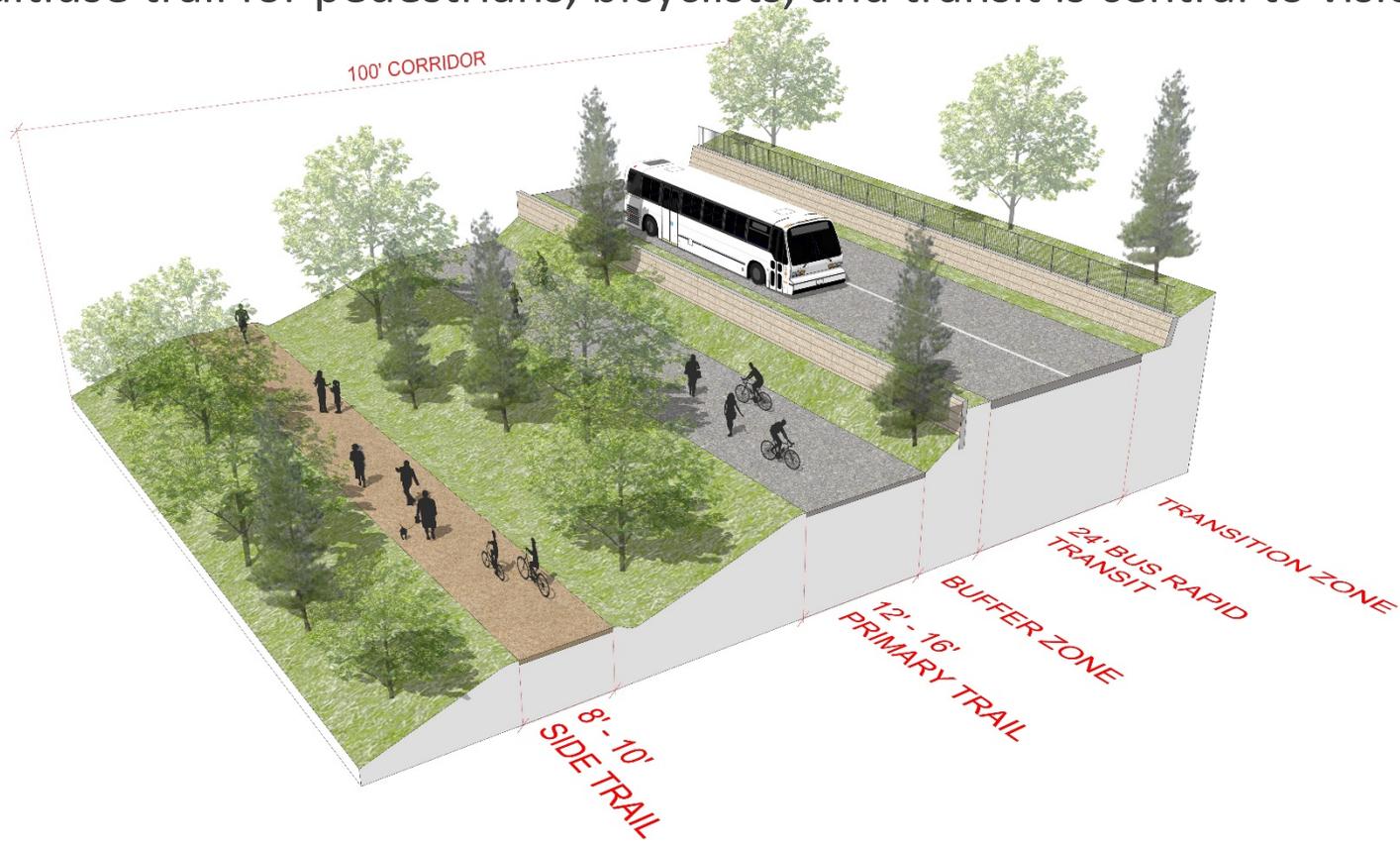


04: ACTIVATE KIRKLAND AND EVOLVE WITH TIME

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

Trail and Transit

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



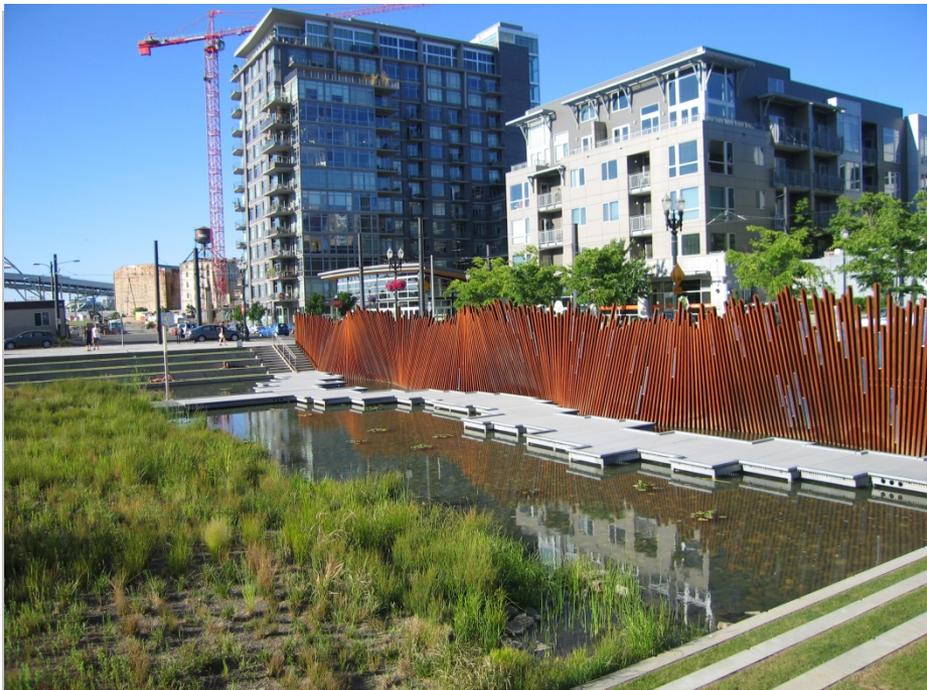
ECOLOGY

- *Enhance ecology while enhancing the human experience.*



EVENTS

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



EDDIES



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

ACTIVITIES

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



ART

- *Enriches the whole corridor*





Cambridgeshire, UK



ST3 CANDIDATE PROJECT:

I-405 BUS RAPID TRANSIT

Corridor Options

- Bus operates in I-405 Express Toll Lanes



MAP KEY

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

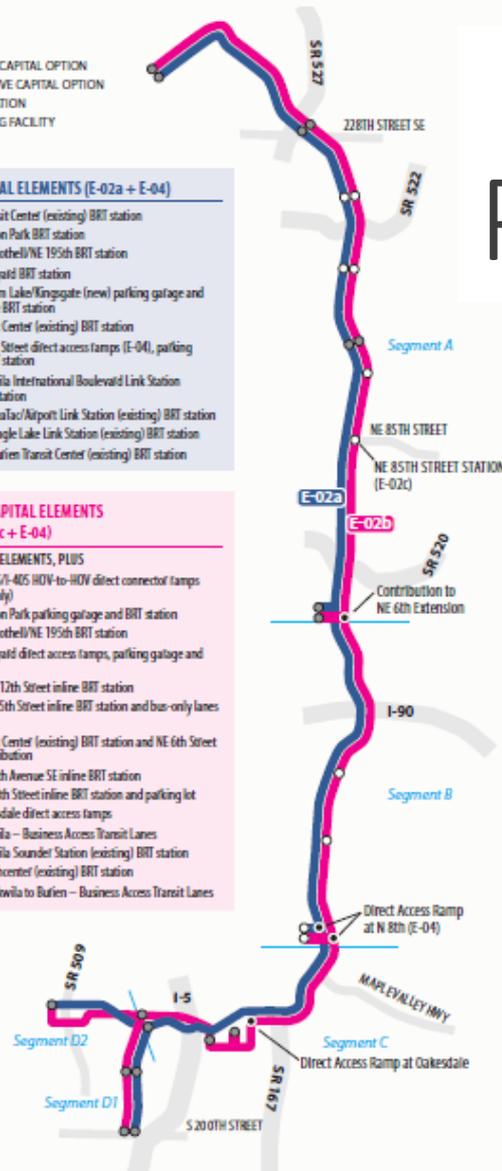
LOWER CAPITAL ELEMENTS (E-02a + E-04)

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

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

LOWER CAPITAL ELEMENTS, PLUS

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



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

Project ST E-02

E-02a Lower Capital Cost Option

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

E-02b Higher Capital Cost Option

- Same as Lower Capital Cost Option with one new stop at Par Mac (112th)
- May include a stop/station at NE 85th Street
- May include bus only lanes on NE 85th
- If both investments occur, <1000 riders per day from Redmond and Kirkland

Summary of E-02

With “Buses on I-405” alone

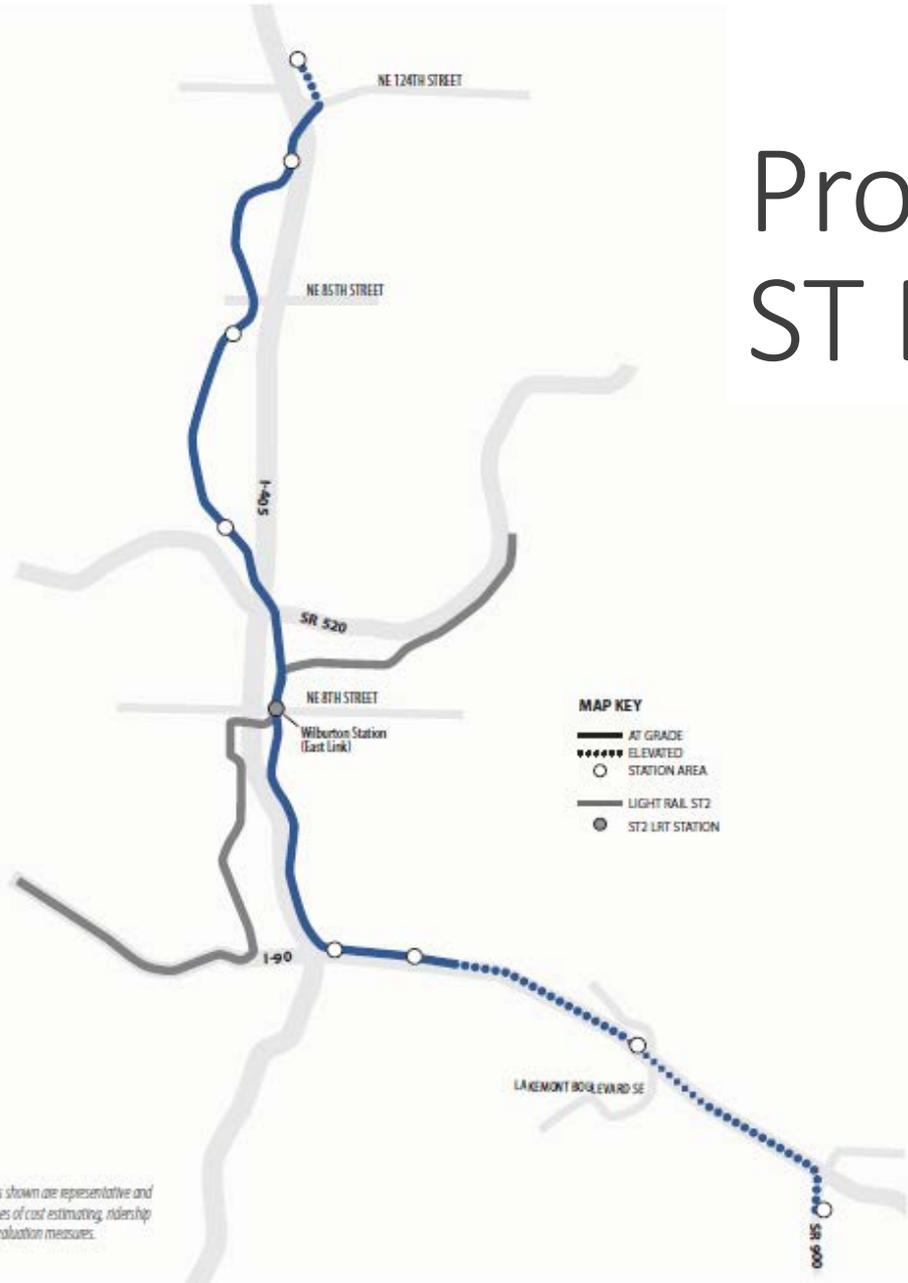
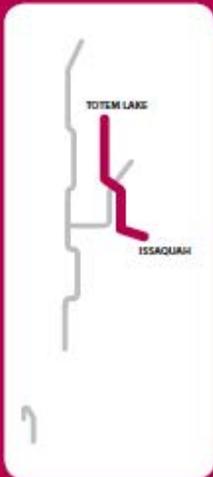
- Possibly no new stops from status quo.
- Sound Transit models only a small increase in Kirkland ridership, even at highest cost.
- Service doesn’t seamlessly take Kirkland riders to and from highest demand locations.

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

ST3 CANDIDATE PROJECT:

TOTEM LAKE TO ISSAQUAH LIGHT RAIL

Corridor Summary



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

Project ST E-03

Summary of E-03 (segment a)

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

Summary of E-03

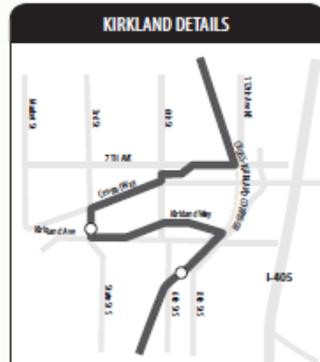
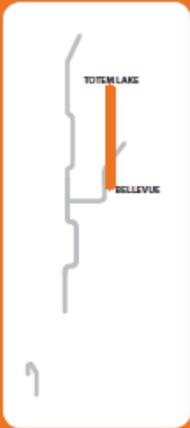
Better service than BRT on I-405 alone

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

Some service increase, although not directly to Seattle.

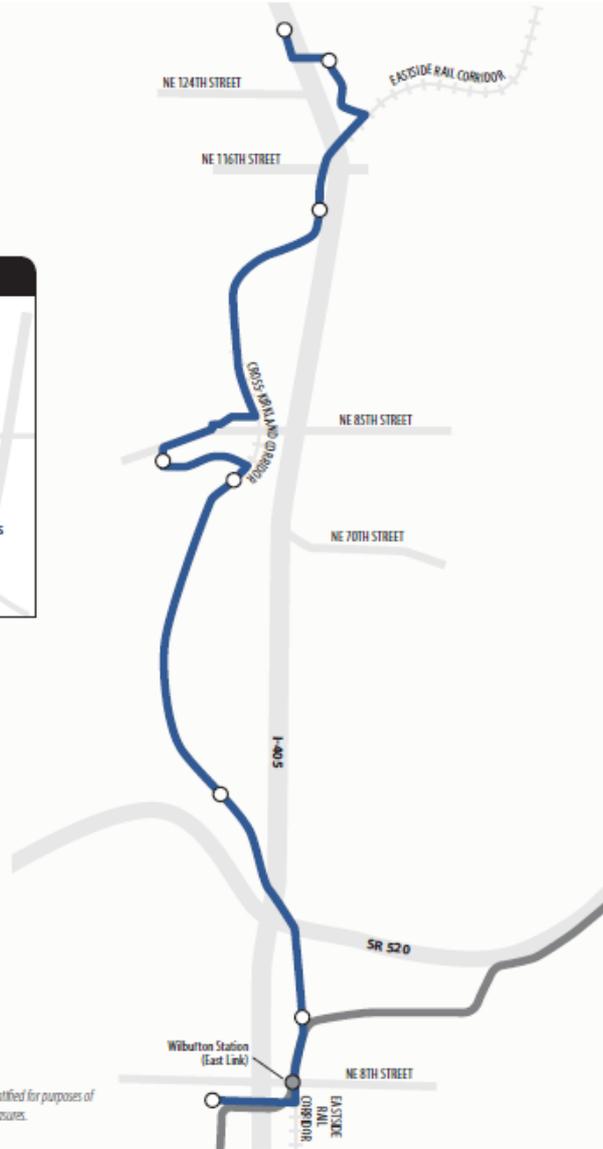
ST3 CANDIDATE PROJECT:
KIRKLAND-TOTEM LAKE TO BELLEVUE BUS RAPID TRANSIT

Corridor Summary



- MAP KEY**
- LIGHT RAIL ST2
 - ST2 LRT STATION
 - BRIT STATION

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



Project ST E-06

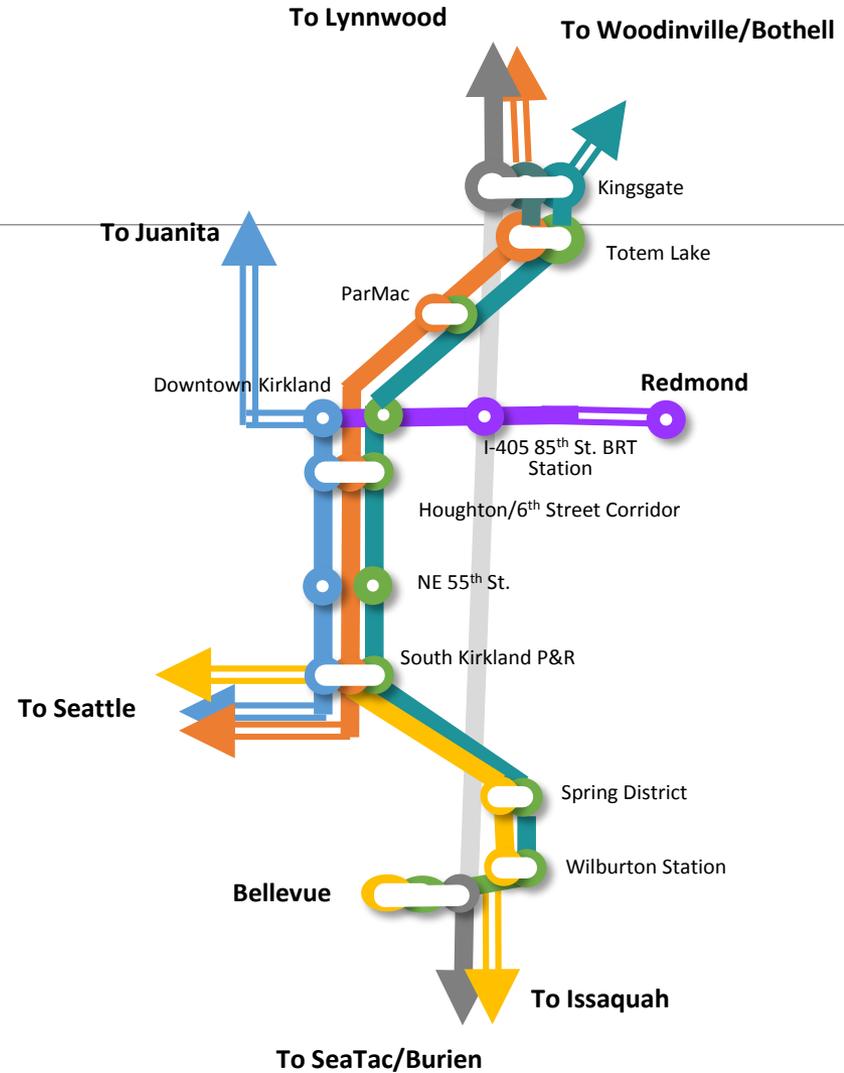
Date Last Modified: 11-25-2015

| Release Date: 12-04-2015

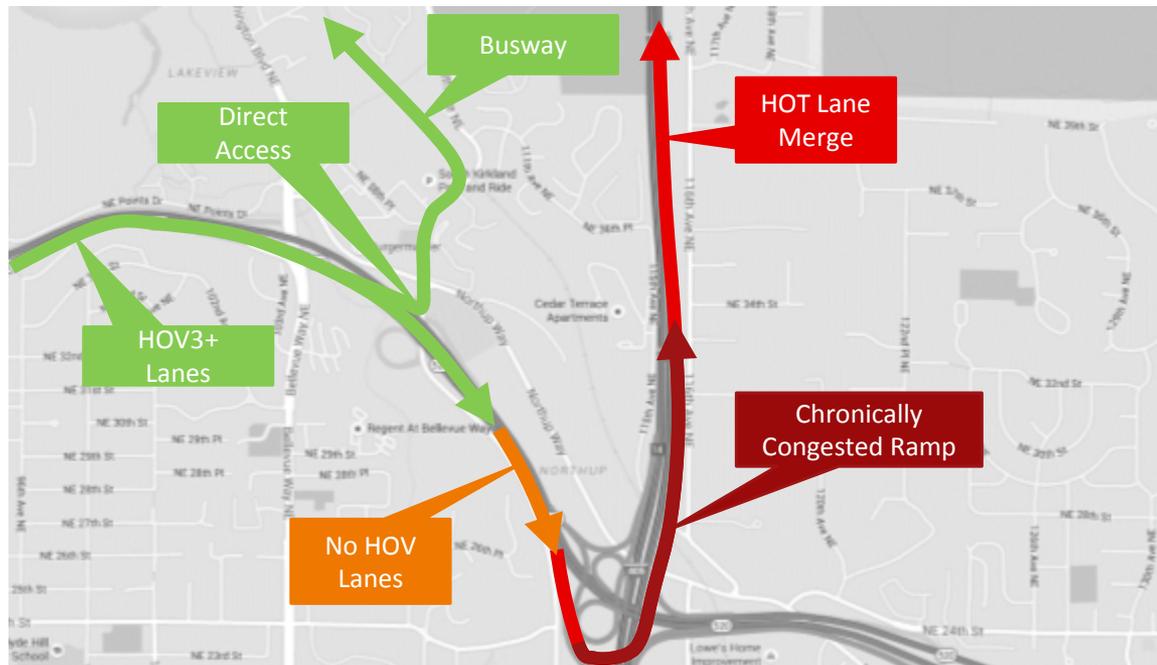
Initial BRT Service concept

CKC Services

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



CKC SR 520 HOV Connection



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



I-405 and SR 520 Interchange



Summary of E-06

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

Summary of E-06

Better service than BRT on I-405 alone

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

Best service increase of all options.

ST3 Projects Compared to Kirkland Destinations

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

Comments We Have Heard

We need transit on the corridor

Preserve OUR trail

Waste of money

Some areas along the trail that are ecologically sensitive wetlands

Both bus and light rail should be considered

Loud & Smelly Busses don't belong on the CKC

The Trail Will Be Saved

Sound Transit will restore any trail that is displaced.

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

Could require construction of improved trail.

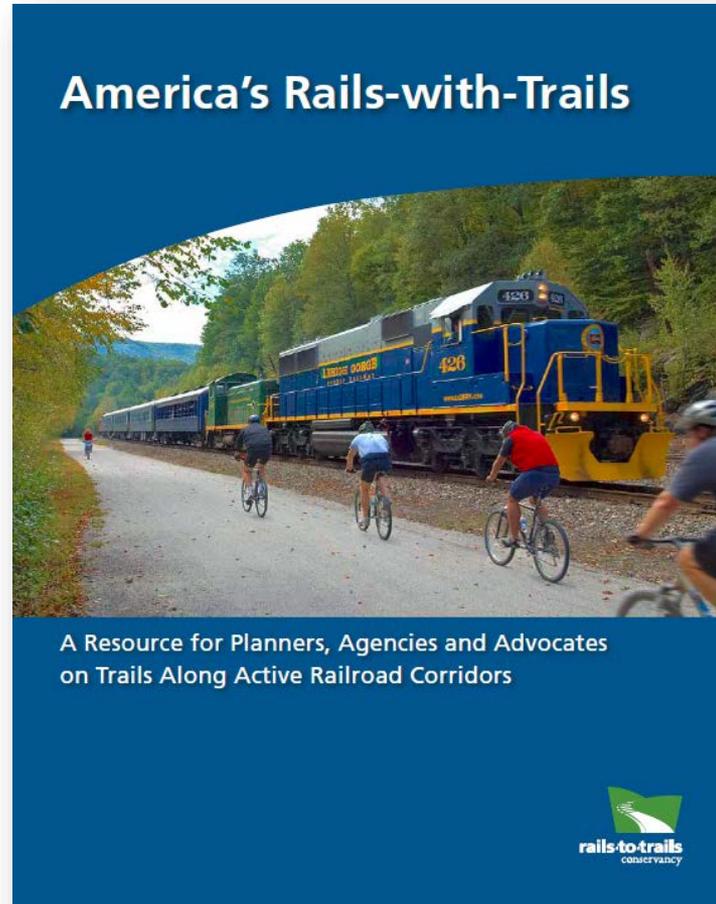
Kirkland City Council is committed to vision of the CKC Master Plan.

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

Safety

Rails to Trails Conservancy found:

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

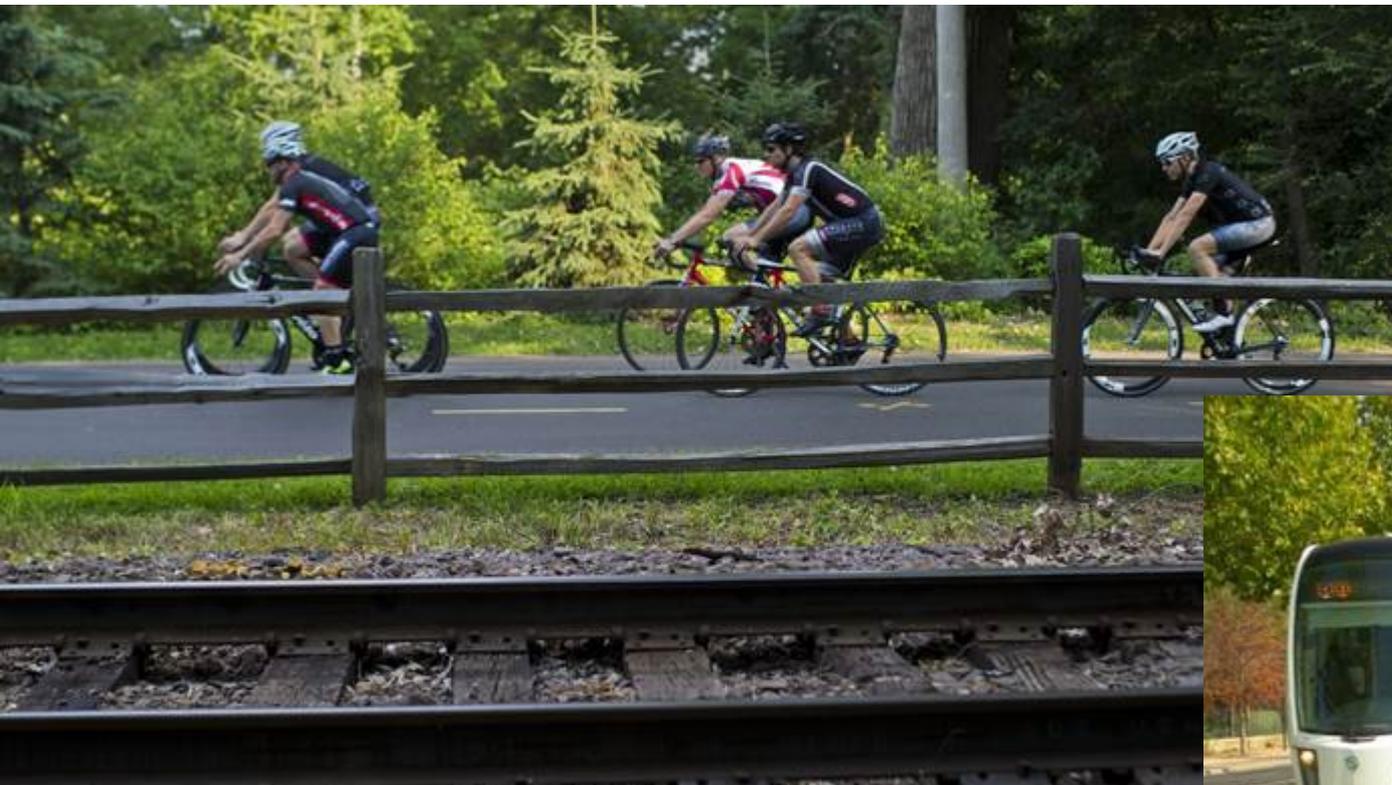


Safety & Trail Access



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

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



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

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

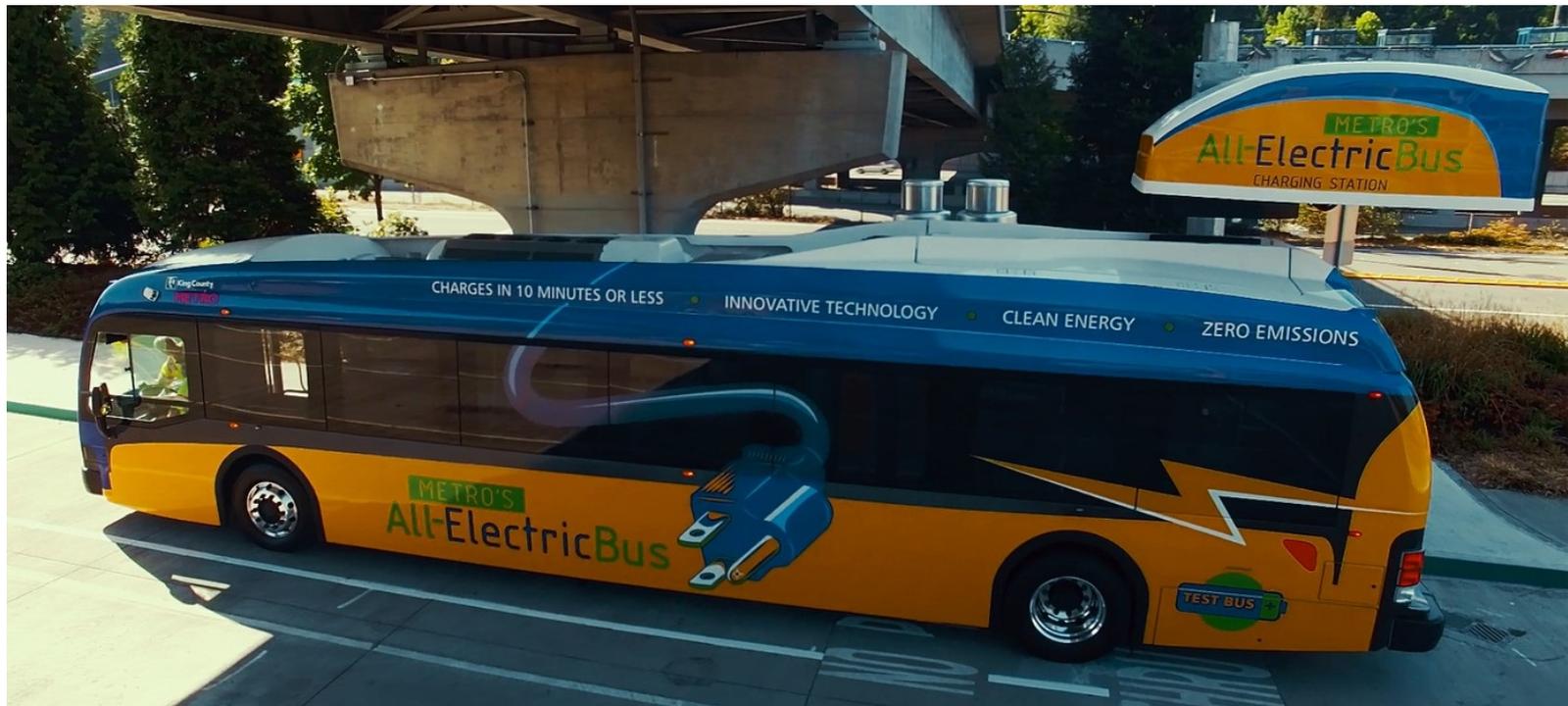
Preserve the environment



An opportunity to improve the environment



Minimize noise and emissions



Parking – Example Strategies

Expanding parking options

Improve/integrate bus access to corridor

Implement “Restricted Parking Zones”

Pedestrian and bike access improvements like greenways



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

Must haves from ST3

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