

I-405 Project Updates in Kirkland

Kirkland Transportation Commission

February 28, 2018

Kirkland Transportation Commission

Today's meeting (2/28)

- I-405 Master Plan overview
- NE 132nd interchange project
- Sound Transit Bus Rapid Transit Overview
- Kingsgate Parking Facility and TOD Feasibility Study: Introduction
- NE 85th Street interchange and inline station project background

Future meetings

- NE 85th Street interchange and inline station project updates
- Kingsgate Park and Ride Facility/TOD Feasibility Study Updates
- NE 85th Street BAT lanes (Sound Transit/City of Kirkland)

I-405/NE 132nd Street Interchange Project

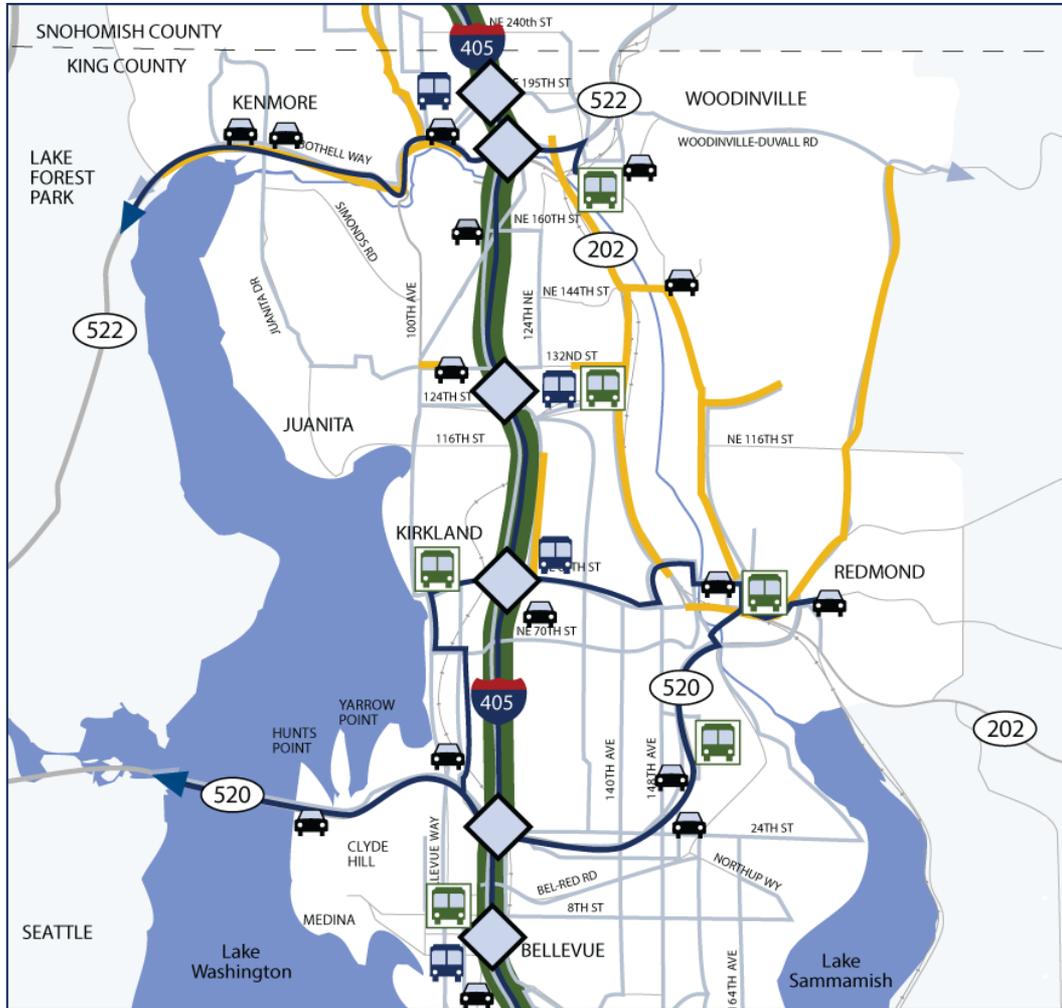
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I-405 Master Plan: Kirkland Area



Legend

-  **Added Freeway Lanes & Connections**
Two new lanes added each direction on I-405 and interchanges upgraded, key chokepoints fixed at SR 167, I-90, Kirkland and Bothell
-  **Bus Rapid Transit (BRT) Service**
New bus rapid transit system deployed
-  **Transit Service**
50% Transit service increase with HOV lane and direct access improvements
-  **Arterial Improvements**
Local arterials improved
-  **HOV Lane Access Point**
-  **BRT Stations**
-  **Transit Centers**
Nine transit centers
-  **Park-and-Ride Lots**
5,000 new park-and-ride spaces

Totem Lake area improvements

Local arterial improvements along NE 132nd Street



Transit Oriented Development (TOD) is being studied in 2018 for the Kingsgate P&R site

Sound Transit's ST3 I-405 Bus Rapid Transit (BRT) representative project includes a new **600 stall parking garage**, which will provide **900 total stalls** at Kingsgate P&R.



A new **half diamond interchange** (built by WSDOT) to and from the north at Northeast 132nd Street to access I-405

Sound Transit's ST3 I-405 **Bus Rapid Transit (BRT)** representative project includes a BRT station at the existing Totem Lake Freeway station at Northeast 128th Street

Totem Lake area is a Puget Sound Regional Council designated regional growth center.

I-405/NE 132nd Street Interchange Project

Description:

- Builds a new half diamond interchange to and from the north at NE 132nd Street in Kirkland (Totem Lake area)
- Environmental enhancements

Estimated cost: \$75 million funded by Connecting Washington

Benefits:

- Provide a new option to access I-405
- Reduce reliance on heavily congested Northeast 124th Street and Northeast 160th Street interchanges

Schedule

2017
Preliminary engineering

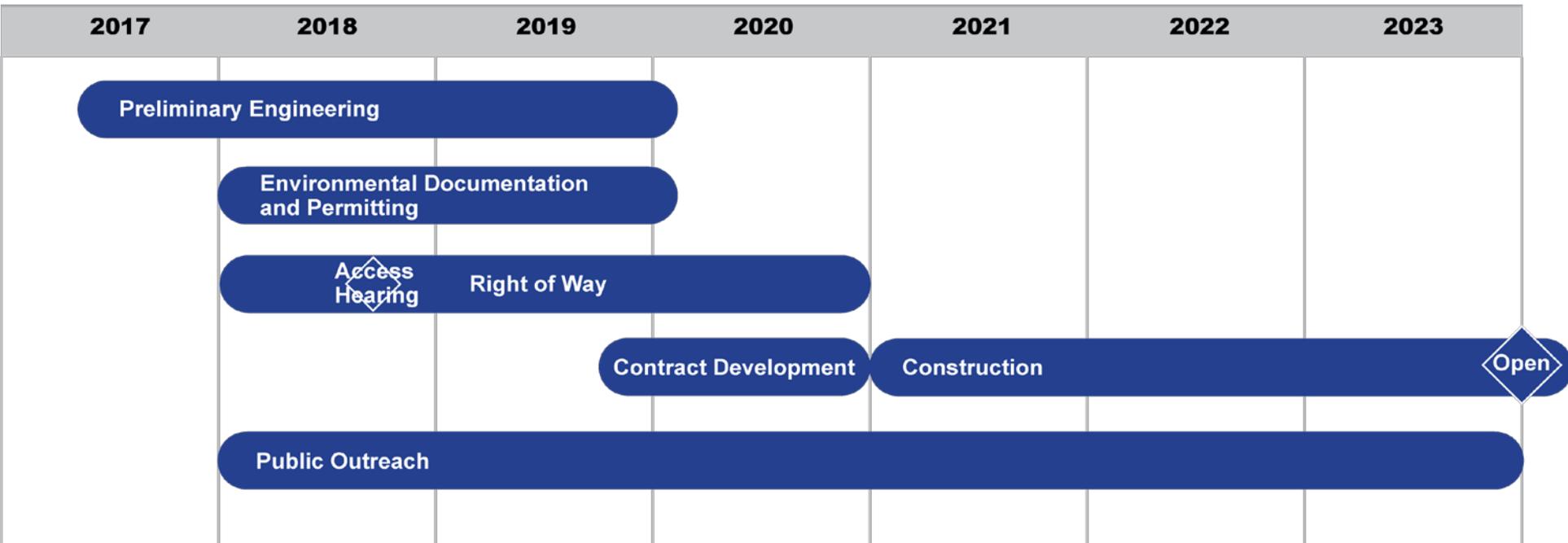
2021
Start construction

2023
Open to traffic



Project Timeline

- **2017:** Begin preliminary engineering, right-of-way, and environmental review
- **2018:** Begin right-of-way acquisition
- **2021:** Construction start (est. Spring 2021)
- **2023:** Open to traffic



Existing Conditions



Proposed Roundabout Concept



Similar roundabouts in the region

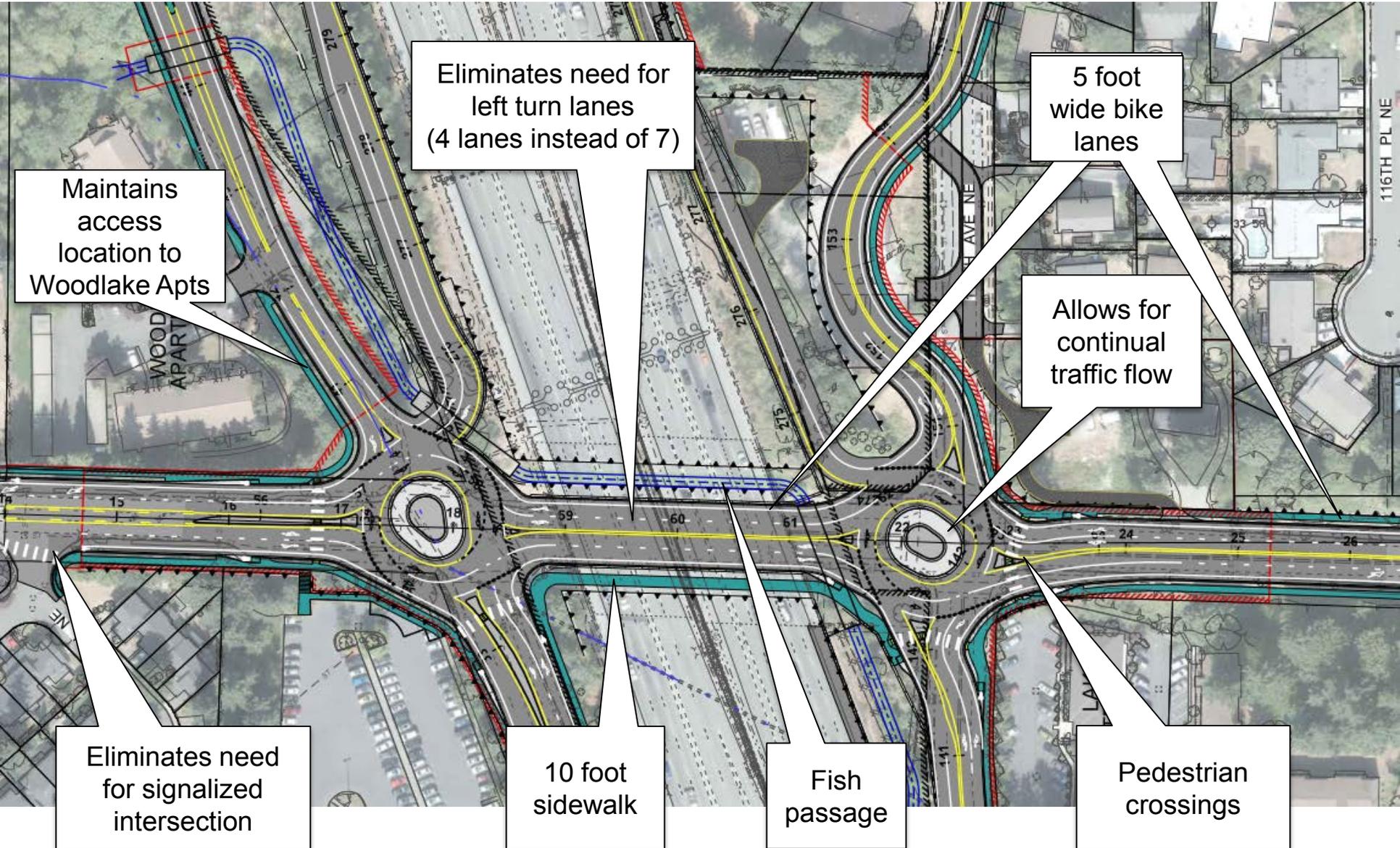


*SR 520/ 84th St Interchange
in Bellevue*

*SR 522 and W Main St
Interchange in Monroe*

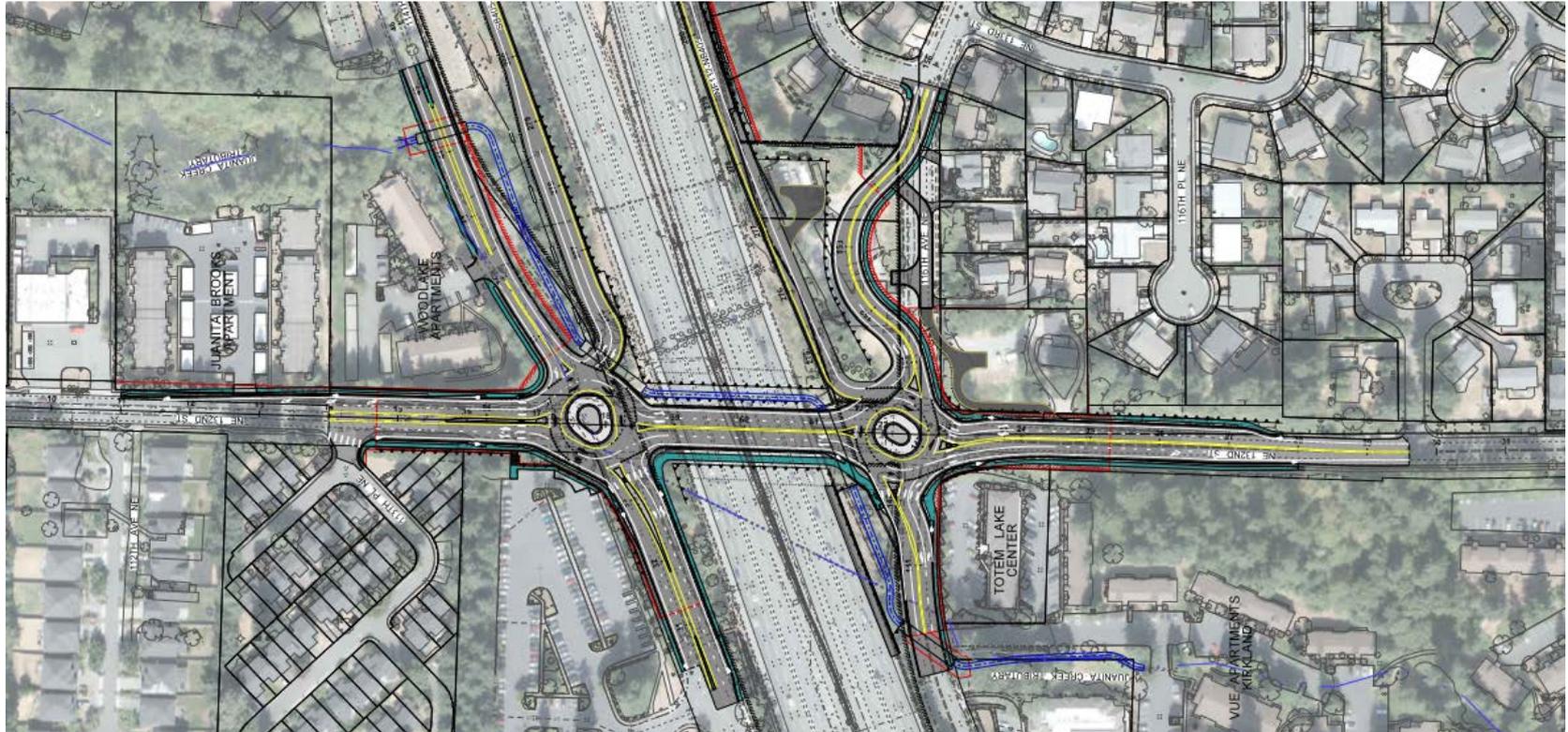


Preliminary Engineering



ROW and Access

- **2017:** Begin preliminary engineering, right-of-way, and environmental review
- **2018:** Access Hearing and right-of-way acquisition



Timeline

New Interchange

Design

Limited Access

Access Report

Access Hearing

ROW Acquisition

Project Ad Date

Near-Term Outreach



Upcoming project briefings:

March 12, 2018 – Evergreen/Juanita Neighborhood meeting

March 14, 2018 – Kirkland Alliance of Neighborhoods (KAN)

March 20, 2018 – Kirkland Council Study Session

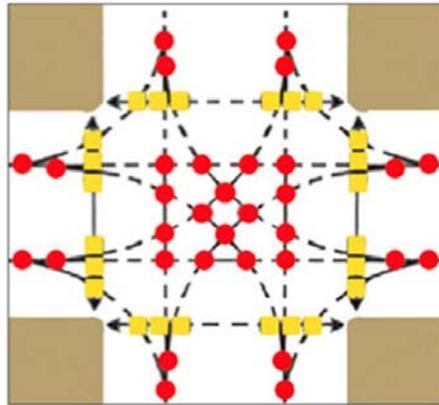
Spring 2018 – Potential kick-off open house, follow-up briefings

August 2018 – Access Hearing on right-of-way

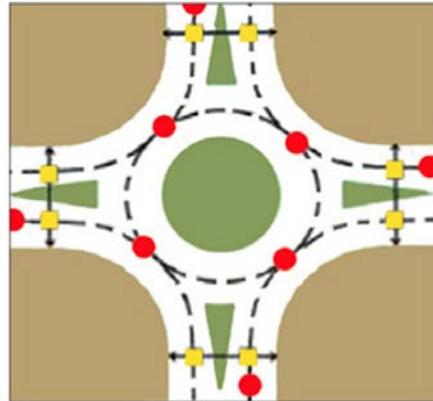
If your neighborhood or organization would like to schedule a project briefing, please contact: vandecn@consultant.wsdot.wa.gov or call (425)456-8663

Roundabout Benefits

Intersection



Roundabout

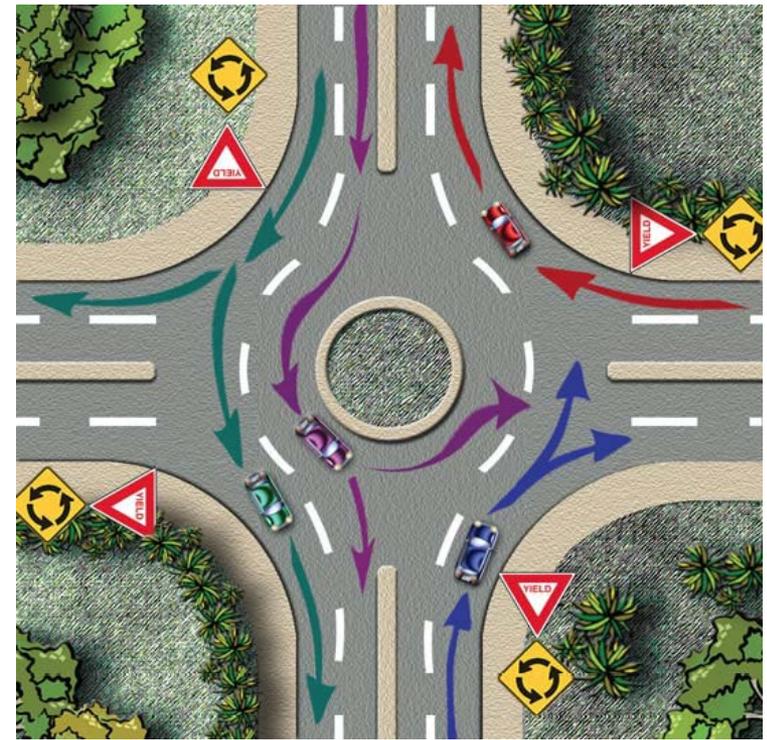


● 32 Vehicle conflicts

■ 24 Pedestrian conflicts

● 8 Vehicle conflicts

■ 8 Pedestrian conflicts



Roundabouts improve pedestrian safety

- **37%** reduction in overall collisions
- **40%** reduction in pedestrian collisions
- **75%** reduction in injury collisions
- **90%** reduction in fatality collisions

Source: FHWA

Reduce vehicle delay

- **89%** reduction in delays
- **56%** reduction in vehicle stops

Source: Insurance Institute for Highway Safety

For more information, visit: www.wsdot.wa.gov/Safety/Roundabouts

Questions?

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Engineering Manager

Diana Giraldo, PE

Design Manager

For more information, visit:

www.wsdot.wa.gov/Projects/I405/NE132ndStInterchange

A close-up, low-angle shot of a white bus with teal and dark green accents. The Sound Transit logo, a stylized 'ST' in a blue square, is visible above the text 'SOUNDTRANSIT' in blue. A yellow rectangular light fixture is mounted on the teal stripe. A large black tire is in the foreground on the right. In the background, a multi-story building with windows is visible under a clear sky.

SOUNDTRANSIT

Bus Rapid Transit Overview

Kirkland Transportation Commission
February 28, 2018

BRT: A New Line of Service

Opens in 2024

- Two BRT corridors (I-405 and SR 522/SR 523)
- Bus operations and maintenance facility

20 BRT stations (signage, shelter, amenities)

Parking facilities

Transit centers



Example BRT – Community Transit *Swift*
Source: Community Transit Blogspot



Example BRT – Minneapolis Metro A Line

Fast, Frequent & Reliable Transit Service

Managed Lanes

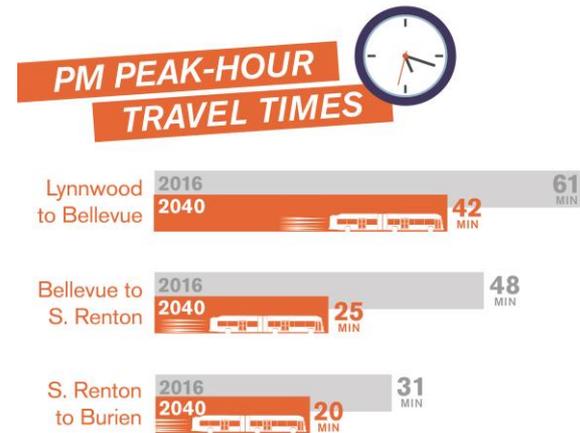
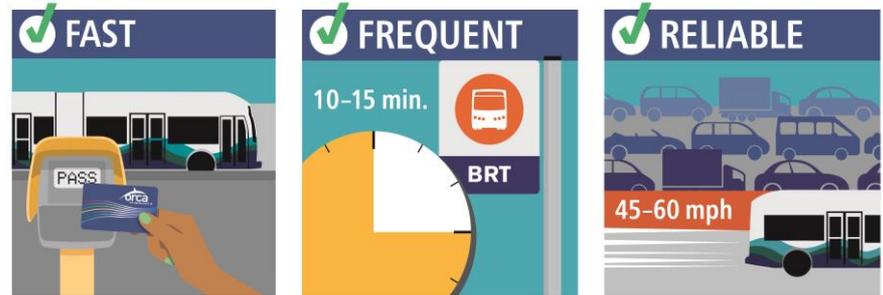
(e.g. Express Toll Lanes, Business Access and Transit, bus only lanes, bus-on-shoulder)

10-minute peak, 15-minute off-peak headways for I-405 BRT

10-minute peak and off-peak for SR 522/523, 20 minute to Woodinville

Up to 19 hours of service between Monday-Saturday

Up to 17 hours on Sunday



BRT Best Practices



Unique Station Design and Branding



BRT Dedicated Fleet



Off-board Fare Collection

Examples from Community Transit

Connecting the Region

LINK connections in 2024

I-405 BRT

Redmond-Seattle-Lynnwood
Lynnwood City Center & Bellevue Downtown

Issaquah-Bellevue-South Kirkland
Bellevue Downtown

Everett-Seattle-West Seattle
Lynnwood City Center

Ballard-Tacoma
Tukwila International Boulevard Station

SR 522/SR 523 BRT

Redmond-Seattle-Lynnwood
Shoreline South/145th

Everett-Seattle-West Seattle
Shoreline South/145th



I-405 BRT Highlights - 2024

37-mile corridor: Lynnwood to Burien

Develop I-405 Master Plan BRT system

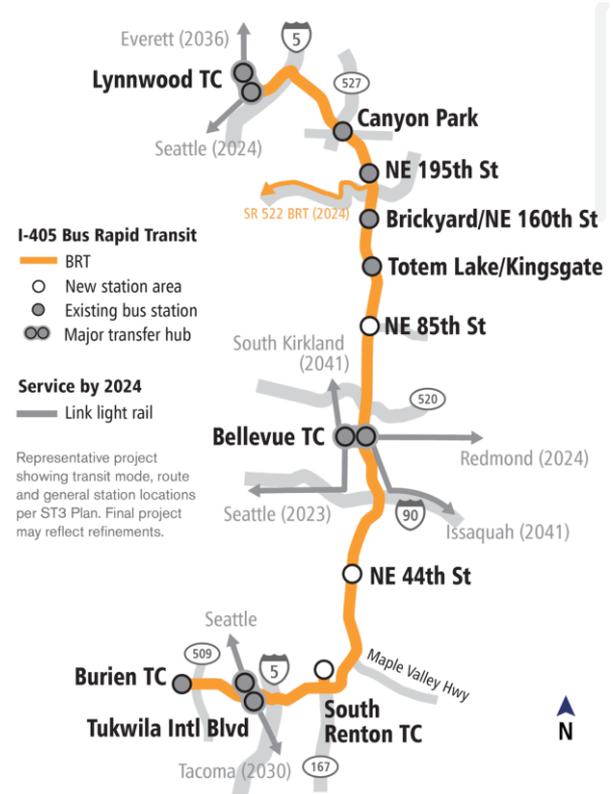
North Corridor: Lynnwood to Bellevue

South Corridor: Bellevue to Burien, via Renton

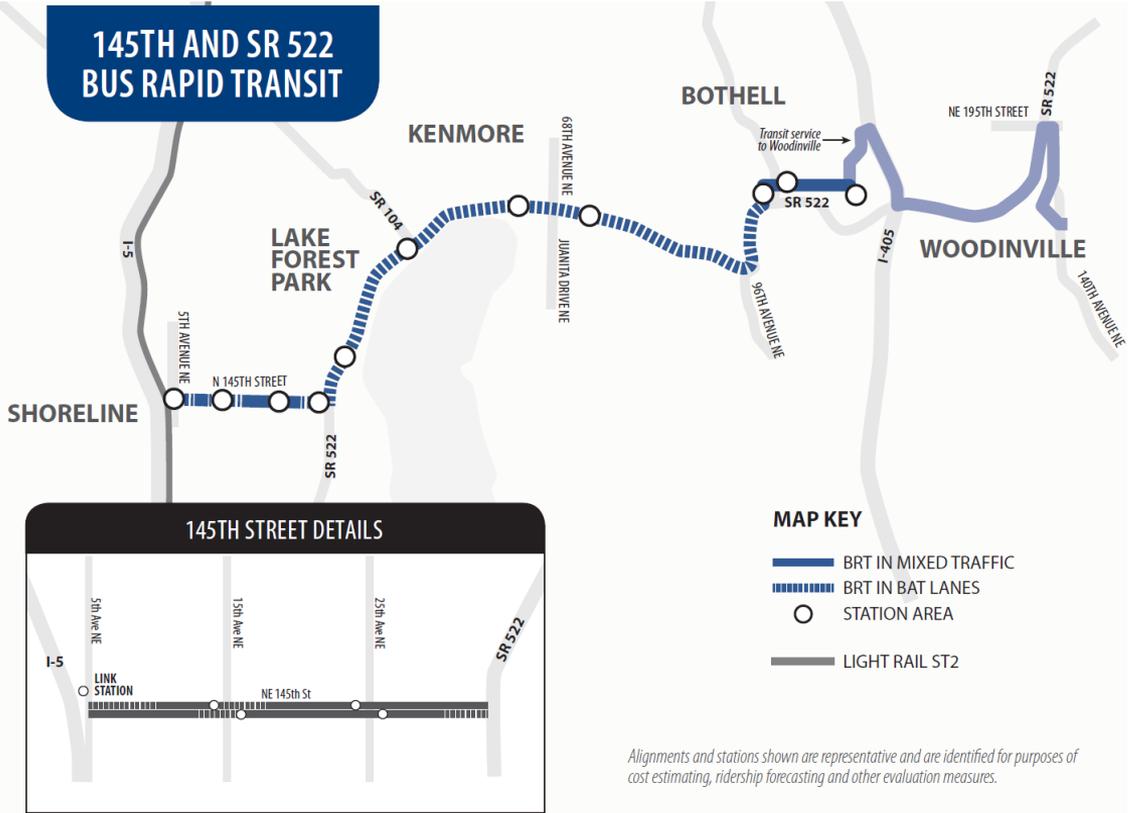
11 BRT stations across 7 cities

3 new/expanded parking facilities

1 new transit center



145th and SR 522 BRT - 2024



8-mile corridor: Shoreline to Woodinville

Connects to light rail at N. 145th Street and I-5

Completes gaps in bus lanes on SR 522 (Business Access & Transit lanes)

9 station pairs

Expanded Transit Center - UW Bothell

Additional parking (Lake Forest Park, Kenmore, Bothell)

Planned service starting in 2024

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

Bus Operations and Maintenance Facility

Supports BRT program

Accommodate 60 buses, 80 in future

Coordination with ST Express bus base

Project development activities

Protective property acquisition

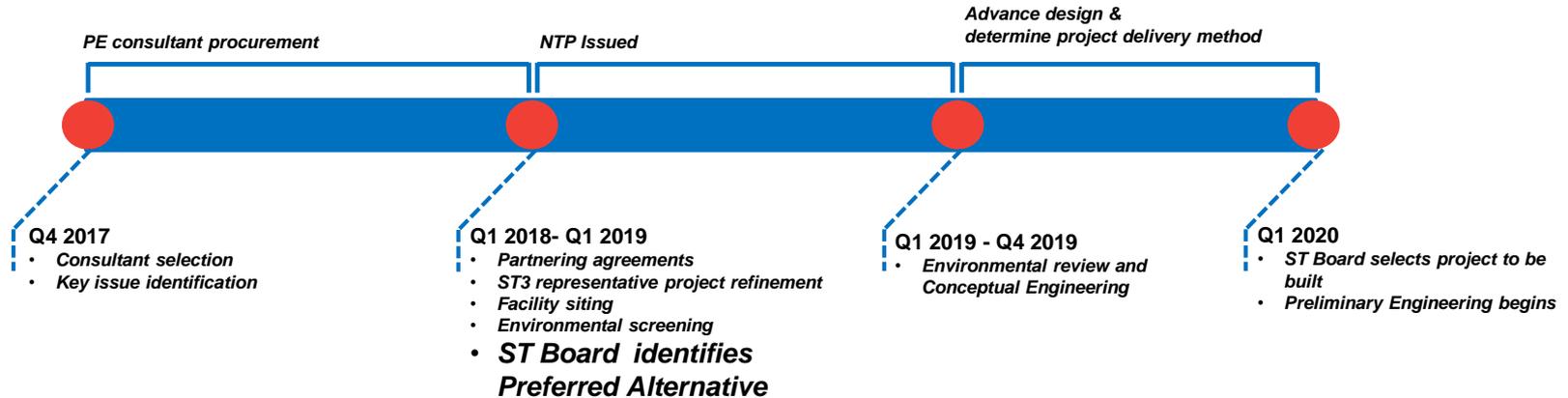
Preserve option for Bothell/Canyon Park bus base

Facility amenities

- ✓ Maintenance
- ✓ Offices and support areas
- ✓ Repair shop
- ✓ Parts storage
- ✓ Fuel, wash, service areas
- ✓ Bus operations, dispatching, and employee facilities
- ✓ Bus parking
- ✓ Employee and visitor parking
- ✓ 1 percent for art
- ✓ Illumination
- ✓ Landscaping

Project Schedule

24-month look-ahead



Partnering

Collaborative process

Elected Leadership group

Interagency group

Stakeholder involvement

Streamlined permitting

Land use approvals



Contact Information

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Totem Lake area improvements

Local arterial improvements along NE 132nd Street



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I-405 BRT Program

- Kingsgate TOD Feasibility Study
- I-405 NE 85th Street Interchange and Inline Station

Recap: Day 1 August 2017 Charrette

Day 1 workshop

August 17, 2017

Interagency participation:

- Sound Transit
- City of Kirkland
- King County Metro
- WSDOT



Objectives:

- All participants will have a good understanding of the I-405 Master Plan, Sound Transit and King County transit plans for the NE 85th Street area, and Kirkland's land use and transportation vision.
- WSDOT will gather input on items of importance and priorities from stakeholders.
- Group will identify screening criteria to set up second session for evaluation of concepts.

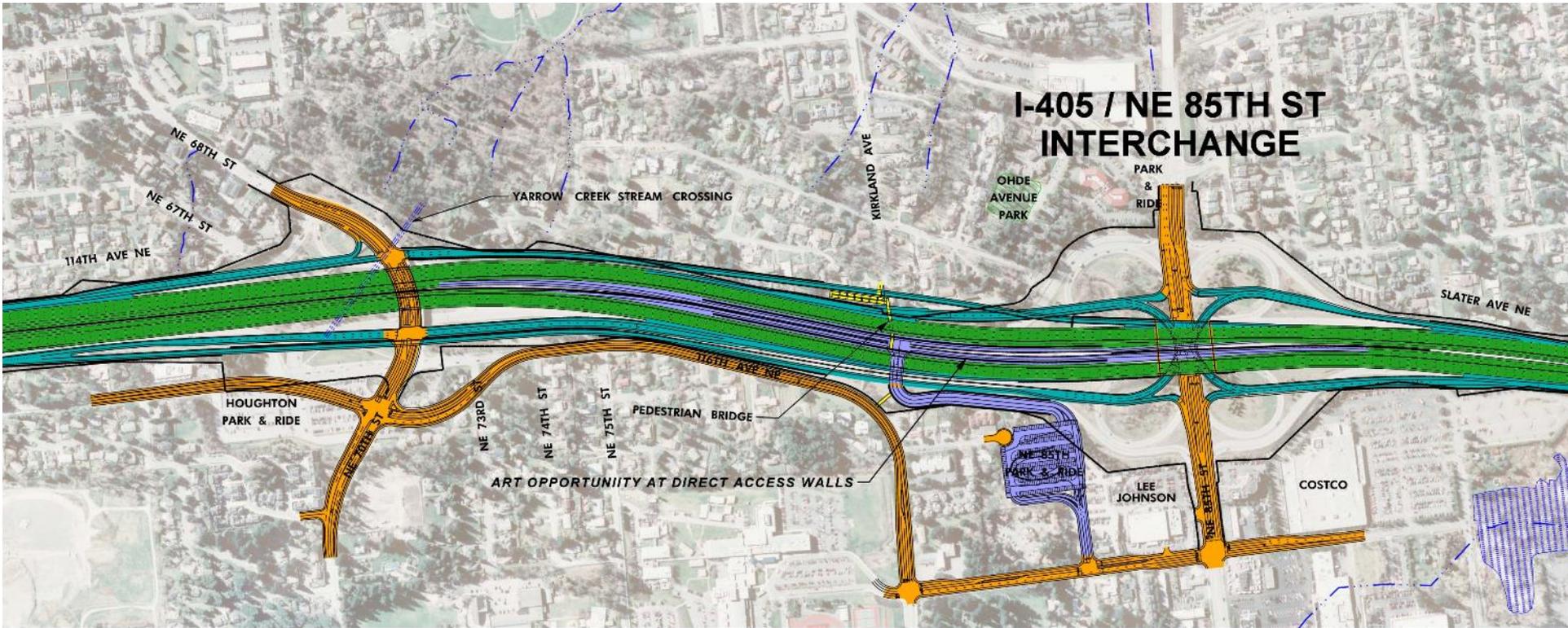
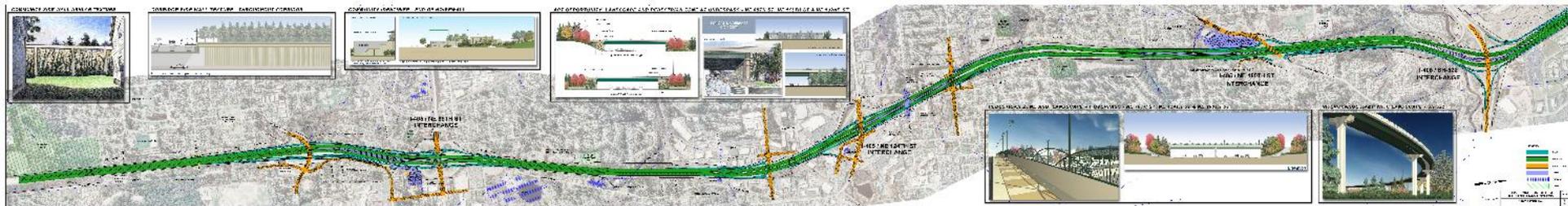
KIRKLAND'S TRANSIT OBJECTIVES

- Safe & convenient multimodal connections to and through the interchange
- Connect to Downtown Kirkland, Kirkland Urban, Cross Kirkland Corridor, 6th St Corridor and NE 85th St and east to Redmond
- Seamless transfers between travel modes
- No park and ride facilities
- Make the most out of 85th transit lanes between I-405 and 6th Street
- Direct access ramp to express toll lanes
- Kirkland is open & flexible on how to get people to and from I-405 BRT

I-405 BRT: I-405/NE 85th St. Representative Segment

- **Bus Rapid Transit inline station** with pedestrian access to bus stops along both directions of NE 85th Street – will connect I-405 BRT service to transit service along NE 85th Street.
 - **Requirements:** reconstruction of interchange, property acquisition
 - **Considerations:** challenging construction staging, ped/bike environment
- **New outside bus-only lanes** in both directions on NE 85th Street between 6th Street and I-405/120th Ave NE for other transit service - will facilitate connections between I-405 BRT and downtown Kirkland
 - **Requirements:** new or upgraded traffic signals, multiple retaining walls along north and south sides of NE 85th Street, widening of the bridge over the Cross Kirkland Corridor, and property acquisition
 - **Considerations:** Metro plans to improve bus service levels on NE 85th Street from local service today to “frequent” in 2025, to RapidRide in 2040

I-405 Master Plan: NE 85th St Vicinity



Items of importance (from Aug 2017 charrette)

Transit Connectivity

- Provide transit connectivity between I-405 BRT and NE 85th Street transit routes
- Improve ST Express, King County Metro, and I-405 BRT Operations
- Maintain/enhance ability to connect to Cross-Kirkland Corridor
- Facilitate connectivity (ease of transfer between I-405 BRT and NE 85th Street routes)
- Rider experience/environment while waiting during transfers (lighting, shelter, etc.)
- Consider paratransit connections
- Facilitate connections to existing park and ride capacity (e.g. 70th)

Non-Motorized Mobility/Connectivity

- Provide non-motorized connectivity to major destinations east and west of I-405 (bike/walk combination)
- Minimize pedestrian travel time (all pedestrians in general area)
- Create safe, comfortable pedestrian experience/environment for all ages/abilities (art, experience, placemaking)
- Consider grades/gaps when planning for pedestrian facilities
- Incorporate bike lockers/racks

Items of importance

Kirkland Vision

- Be consistent with existing and future land use plans and facilitate future growth opportunities
- Provide Express Toll Lane access from NE 85th Street corridor
- Leverage/create partnership opportunities with local businesses/services re: transit/carpool operations and drop-off/pick-up locations
- Provide for flexibility and creativity through design options

Compatibility with Master Plans

- Do not preclude Master Plan alternatives and minimize added future cost
- Build toward the Master Plans

Vehicular Traffic Operations/Interchange Performance

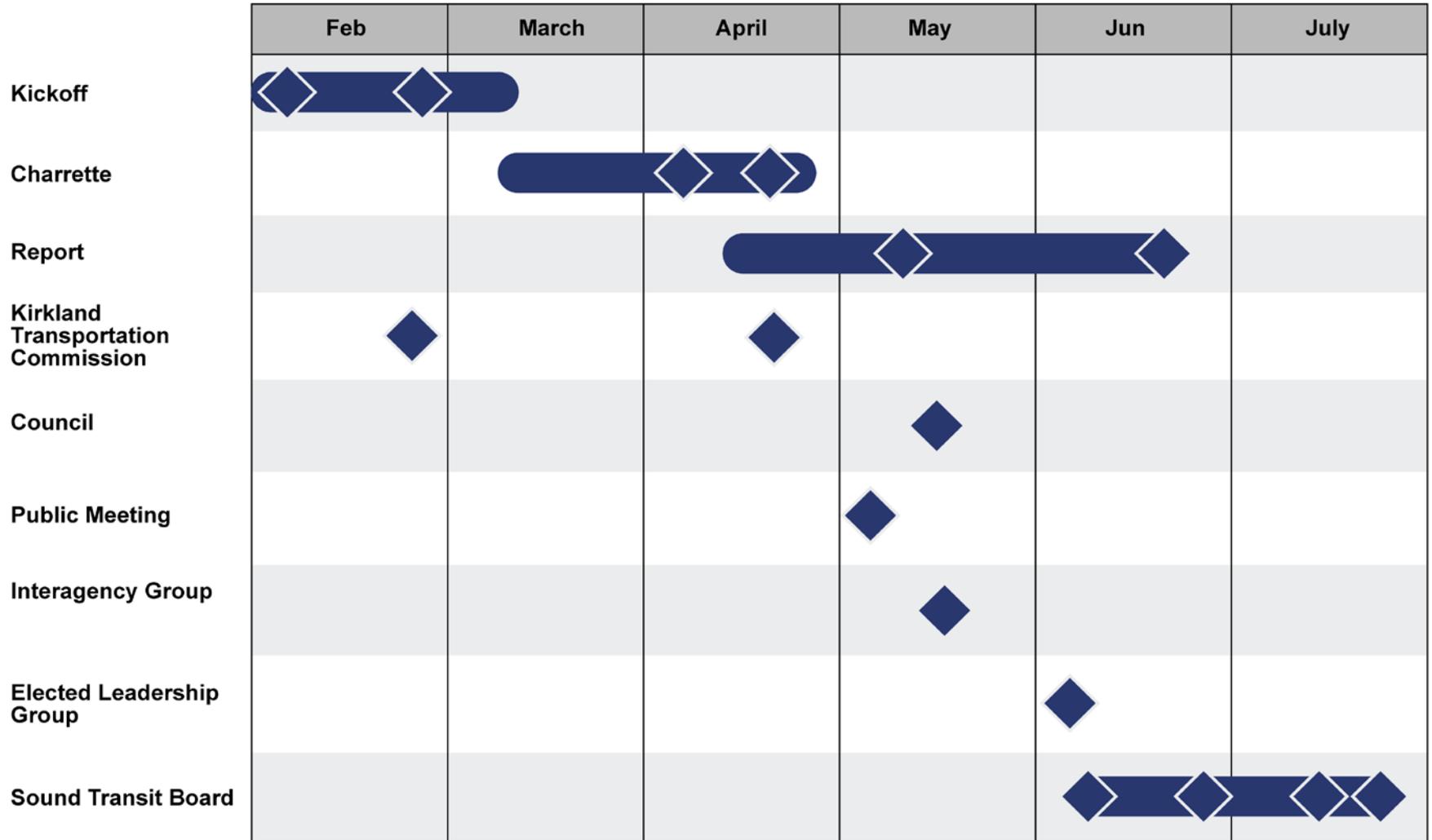
- Maintain or improve I-405 express toll lane and general purpose operations
- Improve multimodal local area operations (e.g., NE 85th Street vicinity)
- Optimize transit movements

Cost

- Maximize project benefits within budget
- Be creative with ST budget proviso commitments (last mile)
- Pursue other funding opportunities if needed
- Meet schedule and minimize construction duration

Next steps – Near term

NE 85th Street Interchange and In-line Freeway Station



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