

I-405/NE 85th Street Interchange and Inline Station

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Kirkland Transportation Commission

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Agenda

Today's meeting (3/28)

- I-405/NE 85th Street interchange and inline station project

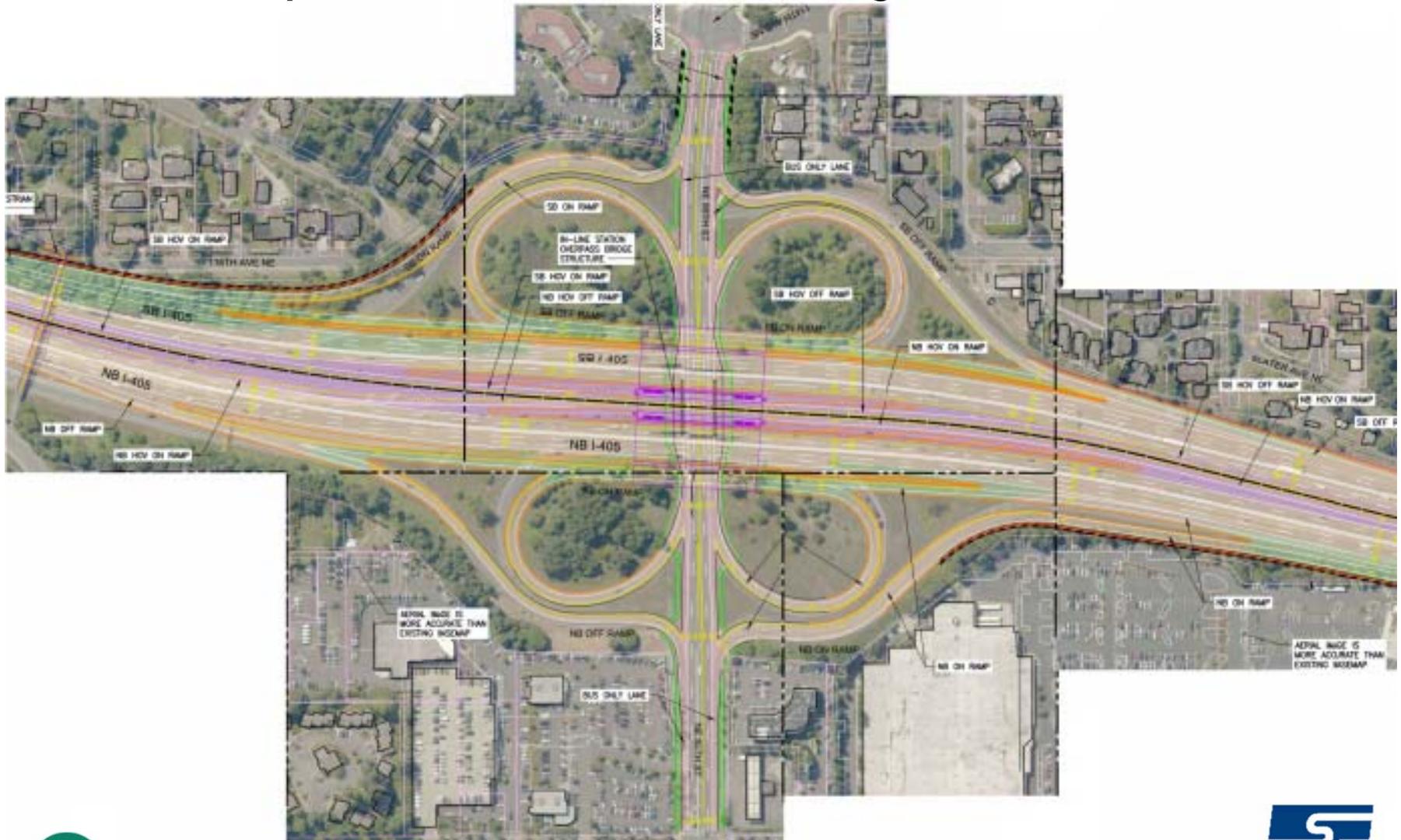
Future Transportation Commission meetings

- I-405/NE 85th Street interchange and inline station follow-up
- Kingsgate Park and Ride Facility/TOD Feasibility Study Updates
- NE 85th Street bus-only lanes (Sound Transit/City of Kirkland)

Today's Meeting

- I-405/NE 85th Street interchange and inline station project
 - Review ST representative project
 - Review initial 24 design concepts
 - Review prior screening of concepts
 - Gather input from commissioners

ST3 Representative Project



Recap: 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.

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 (from Aug. 2017 charrette)

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

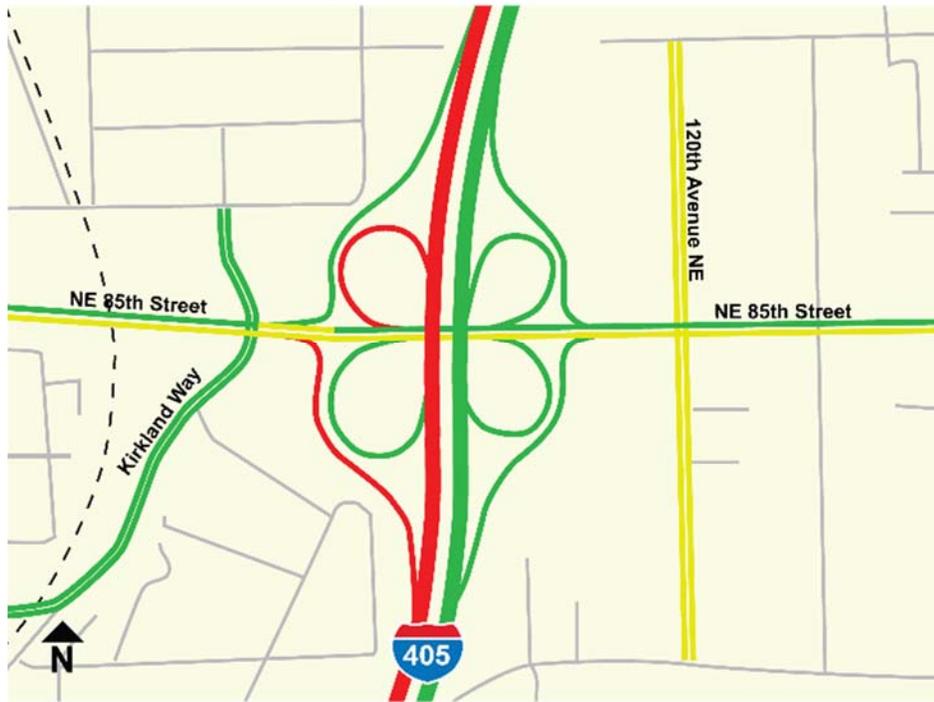
- Maximize project benefits within budget
- Be creative with ST budget proviso commitments (last mile)
- Pursue other funding opportunities if needed
- Meet schedule and minimize construction duration

Existing Conditions: NE 85th St Vicinity

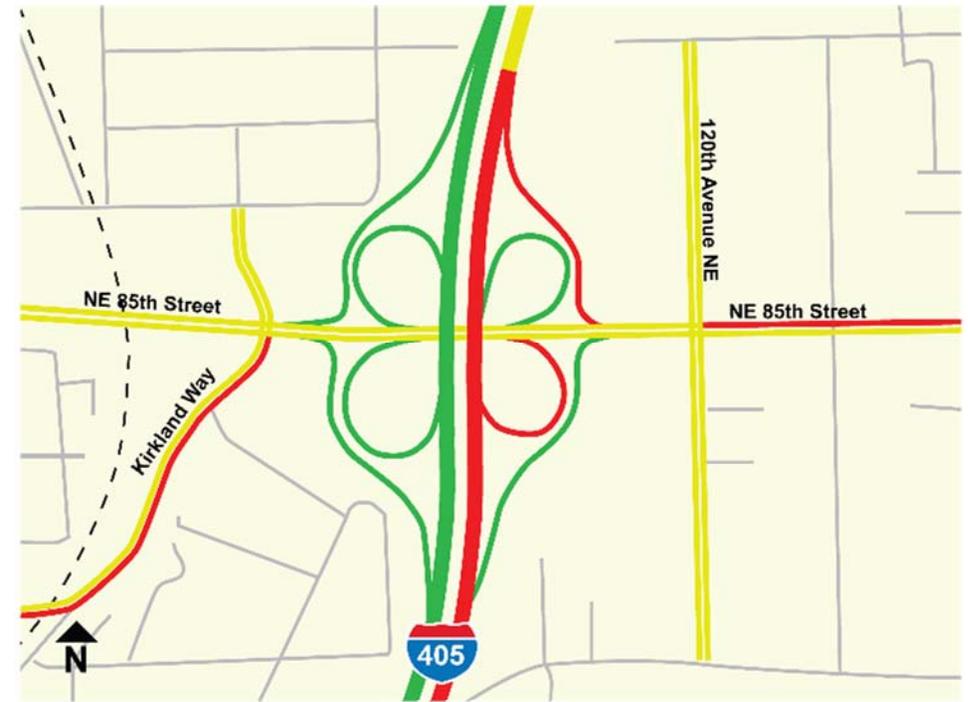


Traffic Congestion at NE 85th Street

Morning peak traffic congestion



Afternoon peak traffic congestion



- High volumes on all interchange ramps.
- Closely spaced intersections create congestion issues
- Heavy turning movements to/from driveways and cross streets
- Congestion up to four hours during peak periods

Legend

- Heavy congestion
- Moderate congestion
- Lighter congestion

Design Concepts Review

24+ initial design concepts

Six groups of concepts:

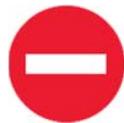
- Group 1 – Loop Interchange Concepts
- Group 2 – Alternate Location Concepts
- Group 3 – Alternate Interchange Concepts
- Group 4 – Single Intersection Concepts
- Group 5 – Non-Signalized Interchange Concepts
- Group 6 – Separated Transit Interchange Concepts

Evaluation Criteria

EVALUATION CRITERIA	SCORE
Transit Connectivity	
Non-Motorized Mobility/Connectivity	
Kirkland Vision	
Compatibility with Master Plans	
Traffic Operations & I/C Performance	
Cost	



Most challenges



Some challenges



Neutral



Some benefits



Most benefits



Washington State
Department of Transportation



SOUNDTRANSIT 12

Preliminary Visualization

Three-level interchange



Discussion

Next Steps: April 2018 Charrette (Day 2)

Day 2 workshop

April 19, 2018

Interagency participation

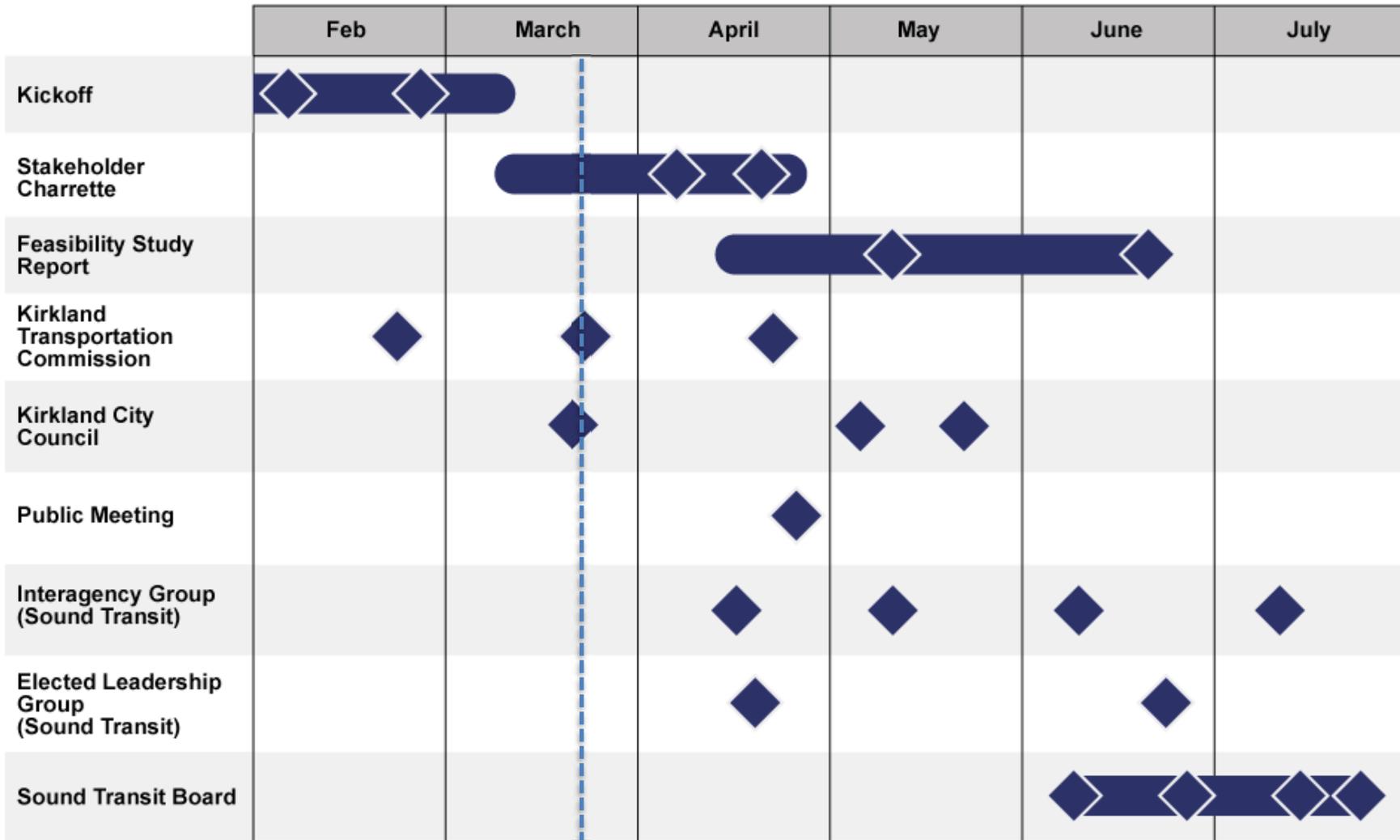
- Sound Transit
- City of Kirkland
- King County Metro
- WSDOT
- FHWA

Objectives

- Identify preferred design concept to move forward

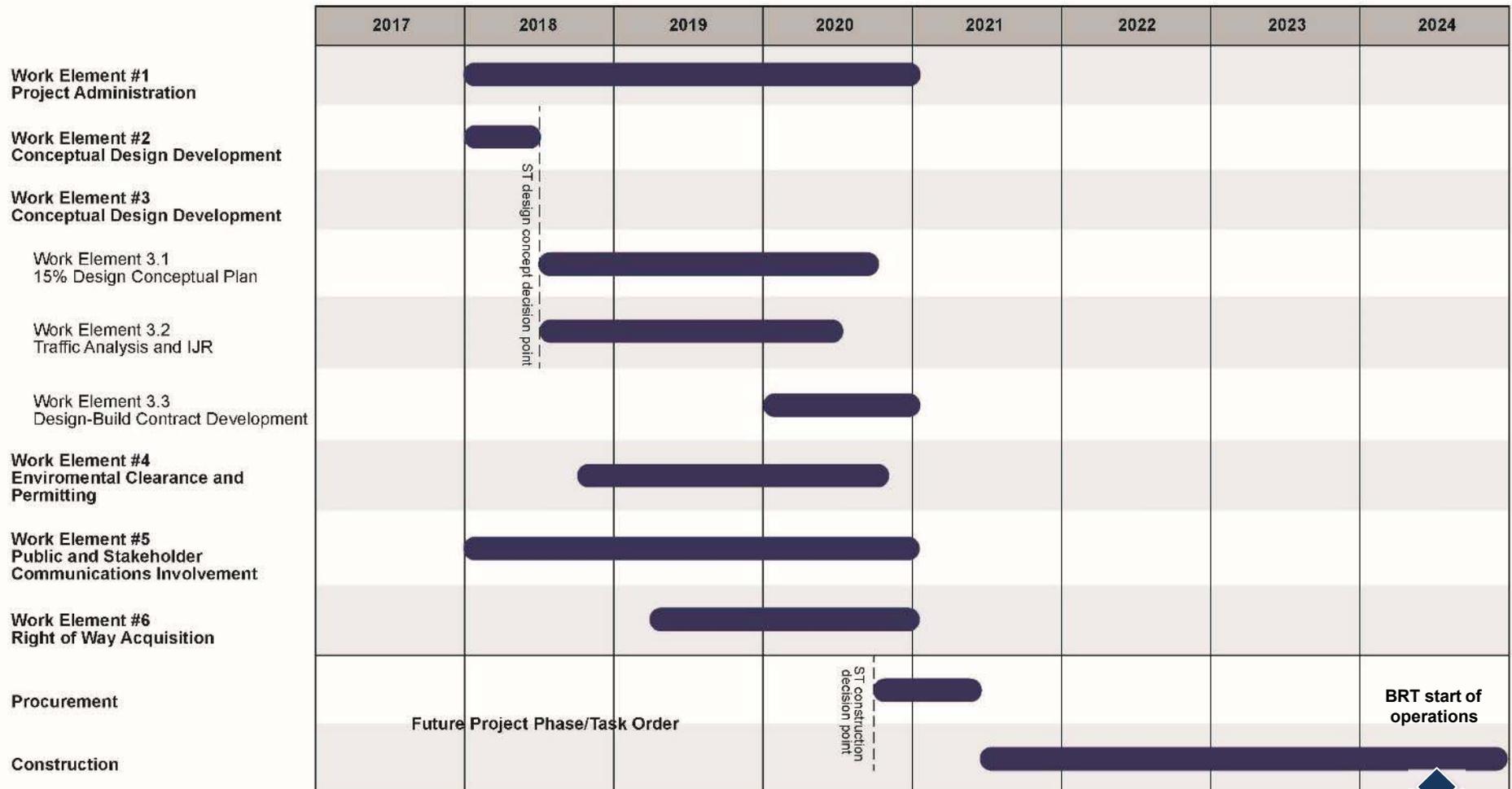
Next steps: Near term

NE 85th Street Interchange and In-line Freeway Station



Next steps: Long term

NE 85th Street Interchange and In-line Freeway Station



Questions?

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