

# ***85th SAP Civic Working Group Meeting***

*5/9/2022*

**Allison Zike, AICP**

Senior Planner  
City of Kirkland

**Joel Pfundt**

Transportation Manager  
City of Kirkland

**Ariel Taylor**

Government Relations Officer  
Sound Transit

**Diana Giraldo, PE**

Design Project Manager  
WSDOT I-405/SR 167 Program

**David Gerla, PE**

Deputy Design Manager  
WSDOT I-405/SR 167 Program

**Karl Westby**

Senior Traffic Manager  
WSDOT I-405/SR 167 Program



# Outreach

## 2018

- ✓ Kirkland Transportation Commission
- ✓ Kirkland City Council Ad Hoc Committee
- ✓ Kirkland City Council Study Session
- ✓ 4 stakeholder workshops
- ✓ Open house



## 2019

- ✓ 6 Kirkland neighborhood briefings
- ✓ Kirkland Alliance of Neighborhoods
- ✓ Kirkland Transportation Commission
- ✓ Open house
- ✓ Kirkland City Council Ad Hoc Work Group
- ✓ Kirkland Transportation Commission
- ✓ Kirkland City Council

## 2020

- ✓ Sound Transit BRT online open house
- ✓ 1 Kirkland neighborhood briefing
- ✓ Kirkland Planning/Transportation Commissions

## 2021

- ✓ Kirkland City Council

## 2022

- ✓ Voluntary Submitters Meeting
- ✓ Eastside Transportation Association briefing
- ☐ Highlands Neighborhood Association briefing
- ☐ Voluntary Proposers Meeting

# Future outreach and notifications

- Signage
- Flyers
- Briefings
- Regular project update meetings
- Pop-ups
- Website updates

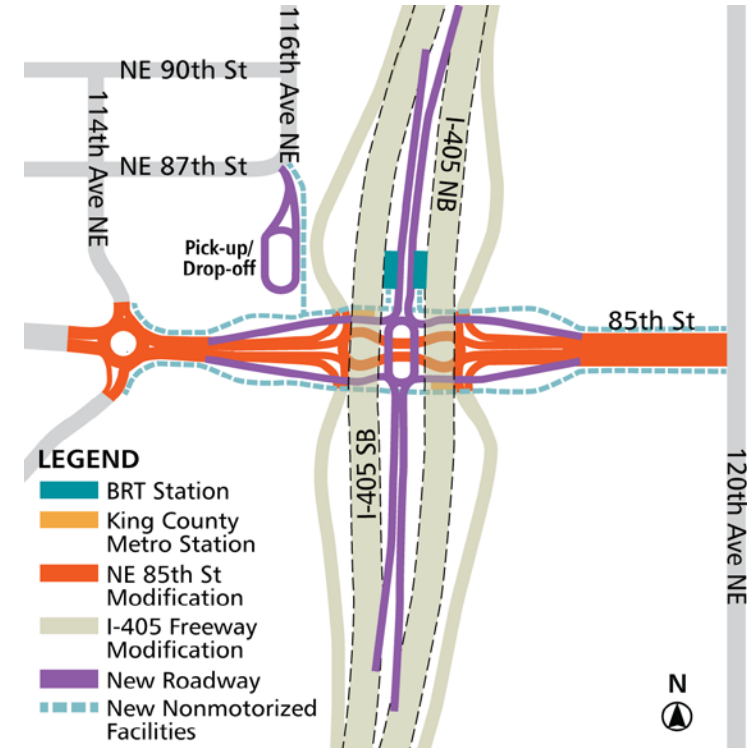
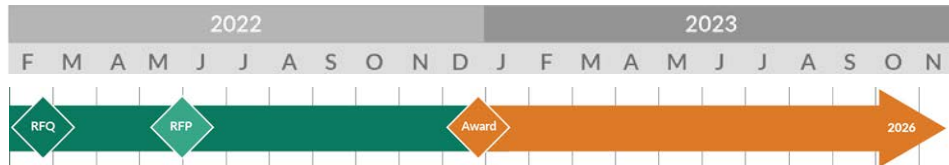


# I-405/NE 85th Street Interchange and Inline BRT Station Project

## Description:

- Constructs a three-level interchange with BRT station, direct access ramps, and local improvements.
- Builds an inline station to serve Sound Transit's BRT, and rebuilds local bus stops.
- Builds direct access ramps to the I-405 Express Toll Lanes (ETLs).
- Builds pedestrian and bike connections.
- Fully funded by Sound Transit.

## Design-build contract delivery:

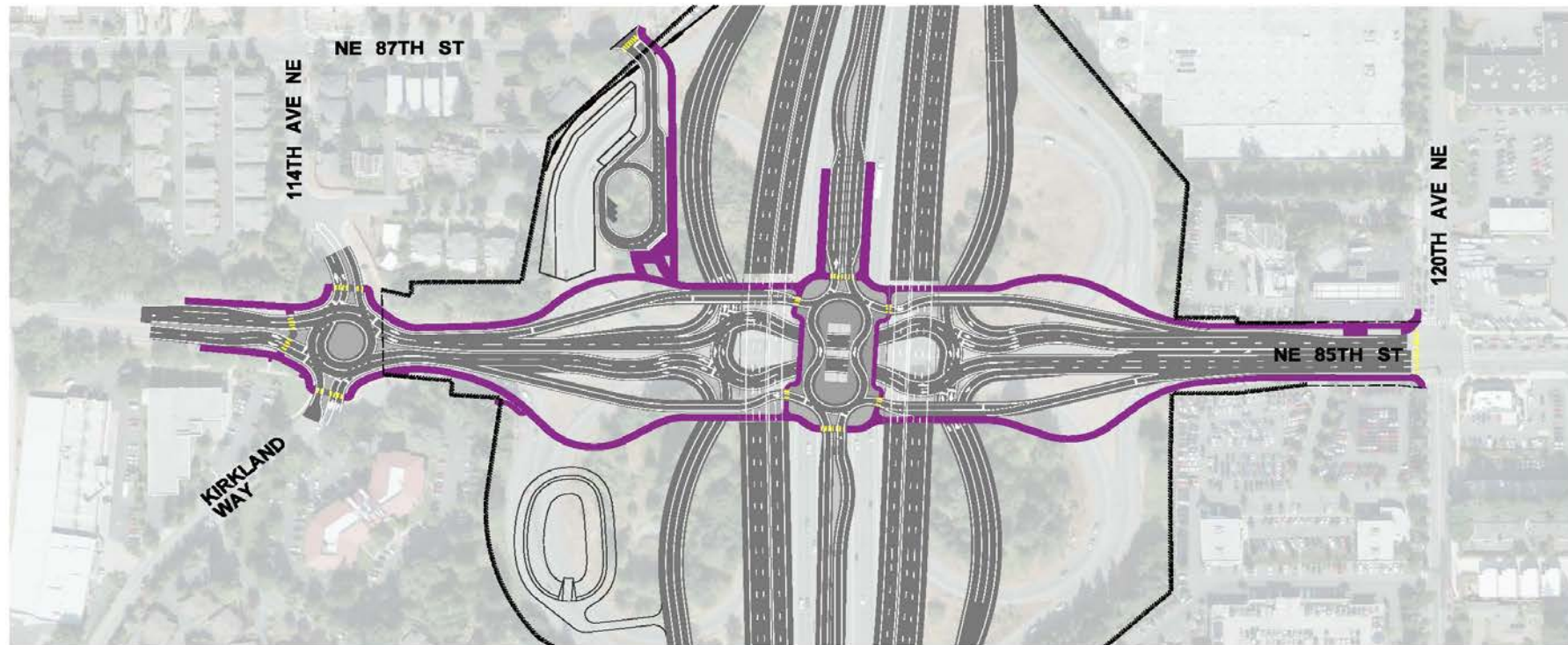


# Design concept

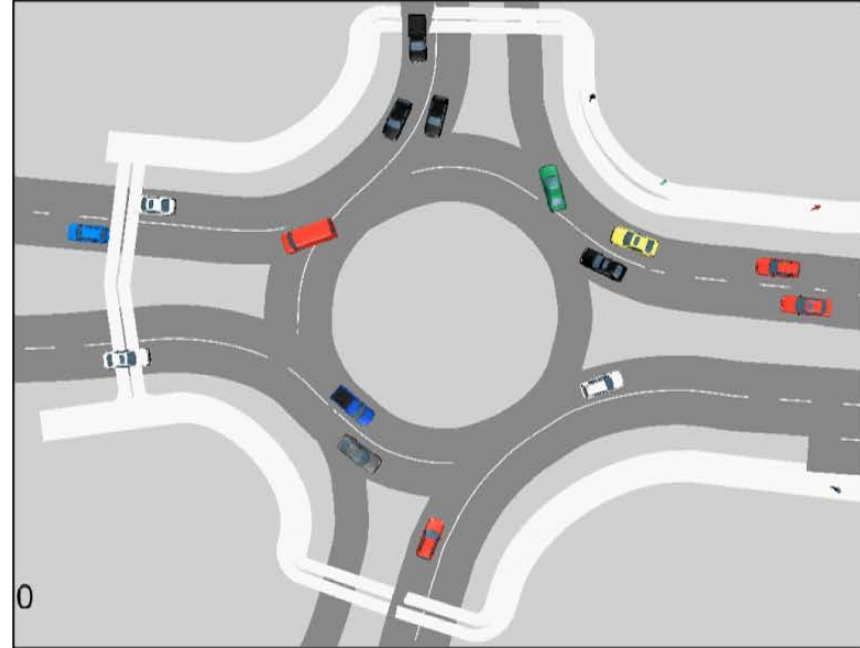
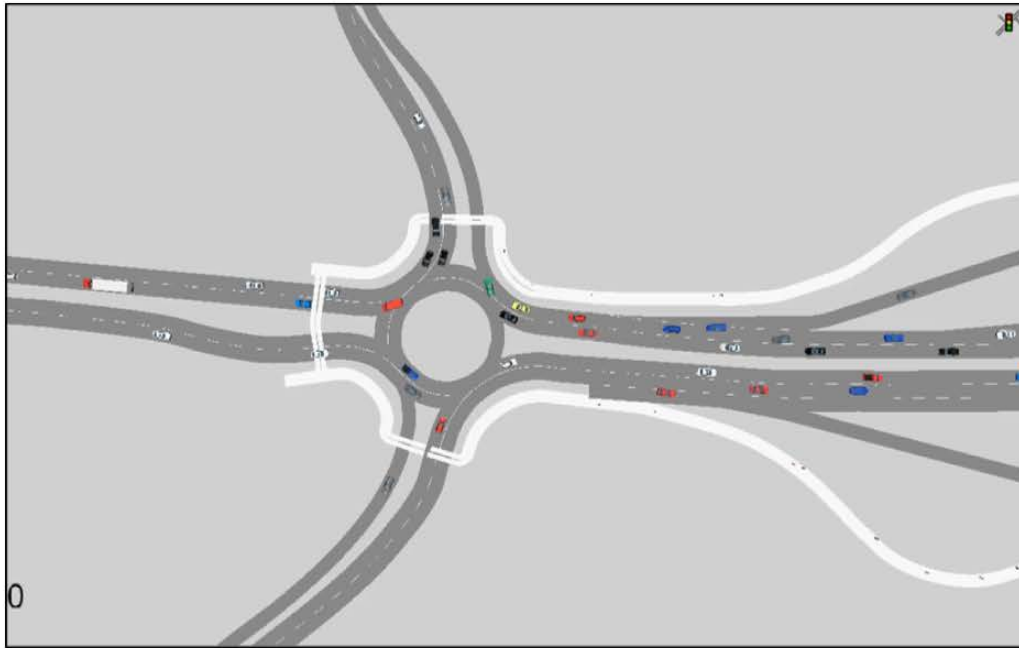




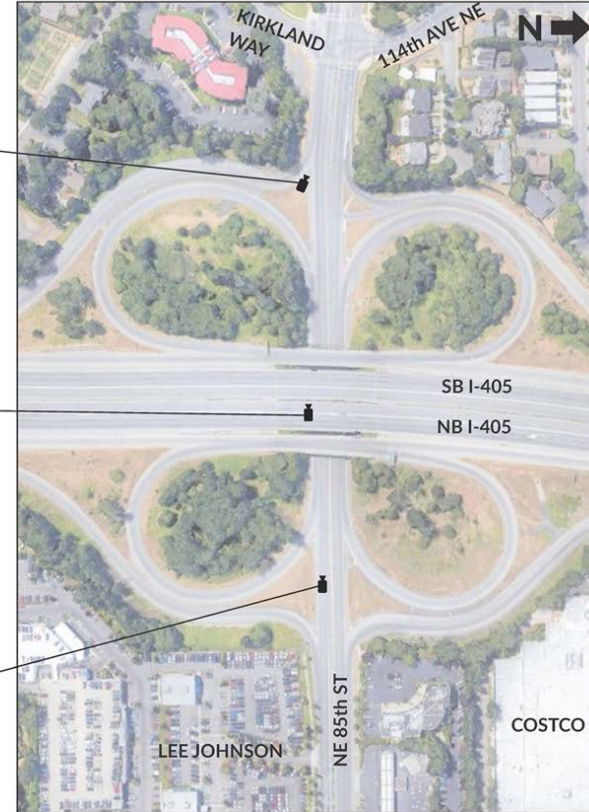
# Bike/pedestrian facilities



# Roundabout operations simulation

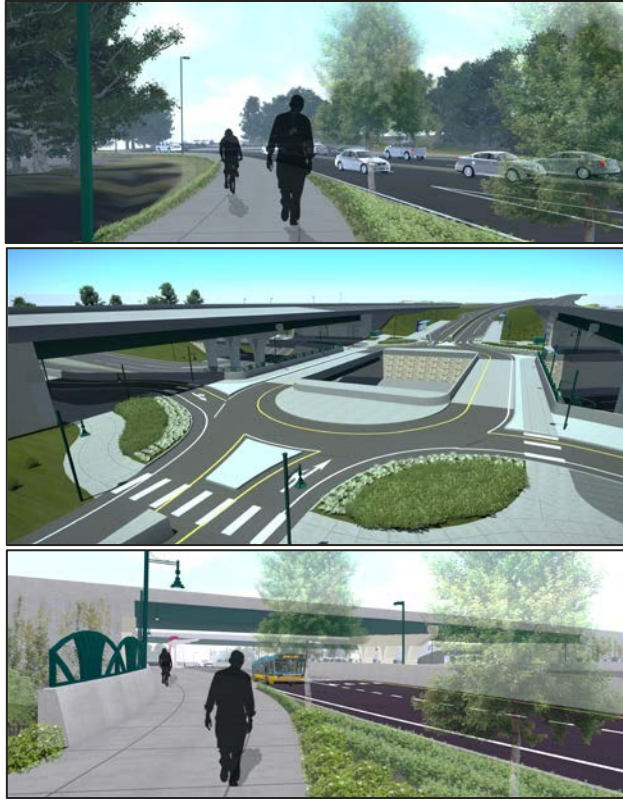


# Existing infrastructure





# Nonmotorized access connections

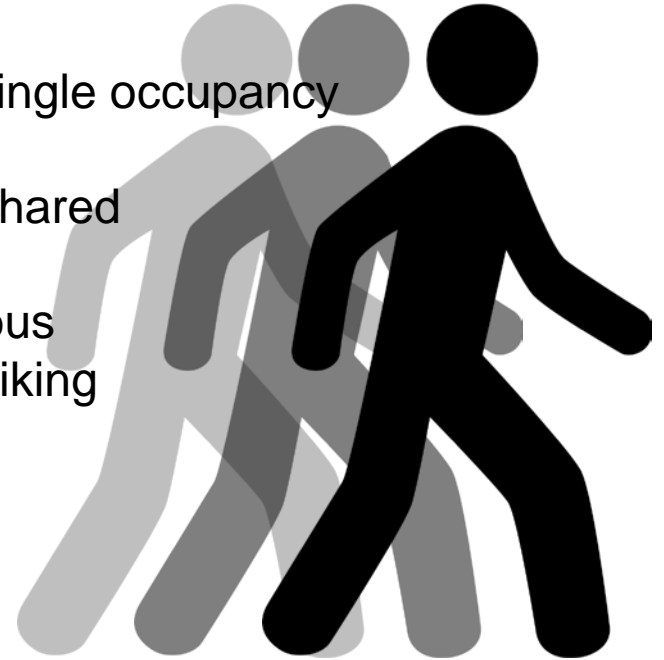


# Person Trip Analysis

## **Person Trips are different than Vehicle Trips**

- SOV Person Trip = one individual traveling in a single occupancy vehicle
- HOV Person Trip = one individual traveling in a shared occupancy vehicle
- Transit Person Trip = one person traveling on a bus
- Walk/Bike Person Trip = one person walking or biking

**One Person Trip = One Person**



# Person Trip Analysis

**Table 3. 2044 Alternative A (No Action) PM Peak Hour Person Trips**

Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	830	230	140	240	1,440
Northeast	3,920	1,280	700	1,350	7,250
Southwest	1,650	460	390	440	2,940
Southeast	3,380	1,120	610	1,080	6,190
Total	9,780	3,090	1,840	3,110	17,820
Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	57%	16%	10%	17%	100%
Northeast	54%	18%	10%	19%	100%
Southwest	56%	16%	13%	15%	100%
Southeast	55%	18%	10%	17%	100%
Total	55%	17%	10%	17%	100%

Source: Fehr & Peers.

**Table 5. 2044 Alternative B (Preferred) with TDM PM Peak Hour Person Trips**

Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	990	290	270	510	2,060
Northeast	3,780	1,130	1,070	1,840	7,820
Southwest	1,830	510	660	760	3,760
Southeast	5,800	1,790	1,940	3,100	12,630
Total	12,400	3,720	3,940	6,210	26,270
Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	48%	14%	13%	25%	100%
Northeast	48%	14%	14%	24%	100%
Southwest	49%	14%	18%	20%	100%
Southeast	46%	14%	15%	25%	100%
Total	47%	14%	15%	24%	100%

Source: Fehr & Peers.

20-year forecast growth, full build-out of station area

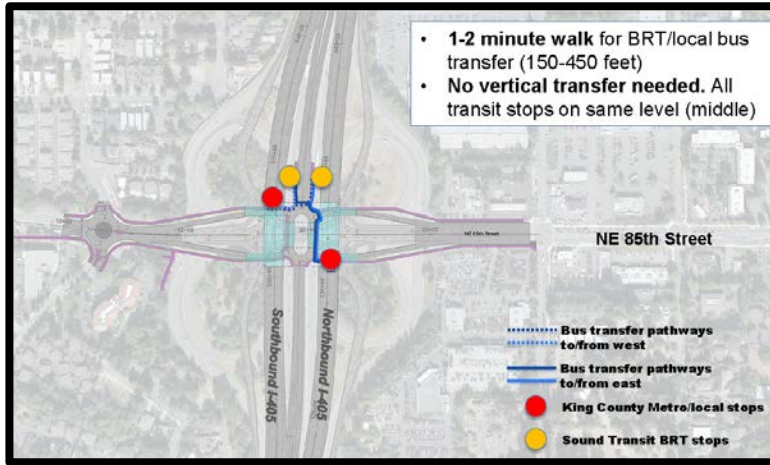
- Includes all four quadrants
- Includes all modes
- PM peak hour
- Total count (existing+forecasted)
- Based on projected land use and density

No Action vs Preferred Alternative Forecast Comparison:

- +2620 SOV person trips, -7% mode split
- +630 HOV person trips, -2% mode split
- +2100 Transit person trips, +4% mode split
- +3100 Walk/Bike person trips, +6% mode split

# Transit connections

- Both I-405 BRT STRIDE and local King County Metro (KCM) bus stops on same level.
- Convenient transfer environment with no vertical transfer to or from NE 85th Street.
- KCM's Rapid Ride K-Line will include a stop at NE 85th Street.





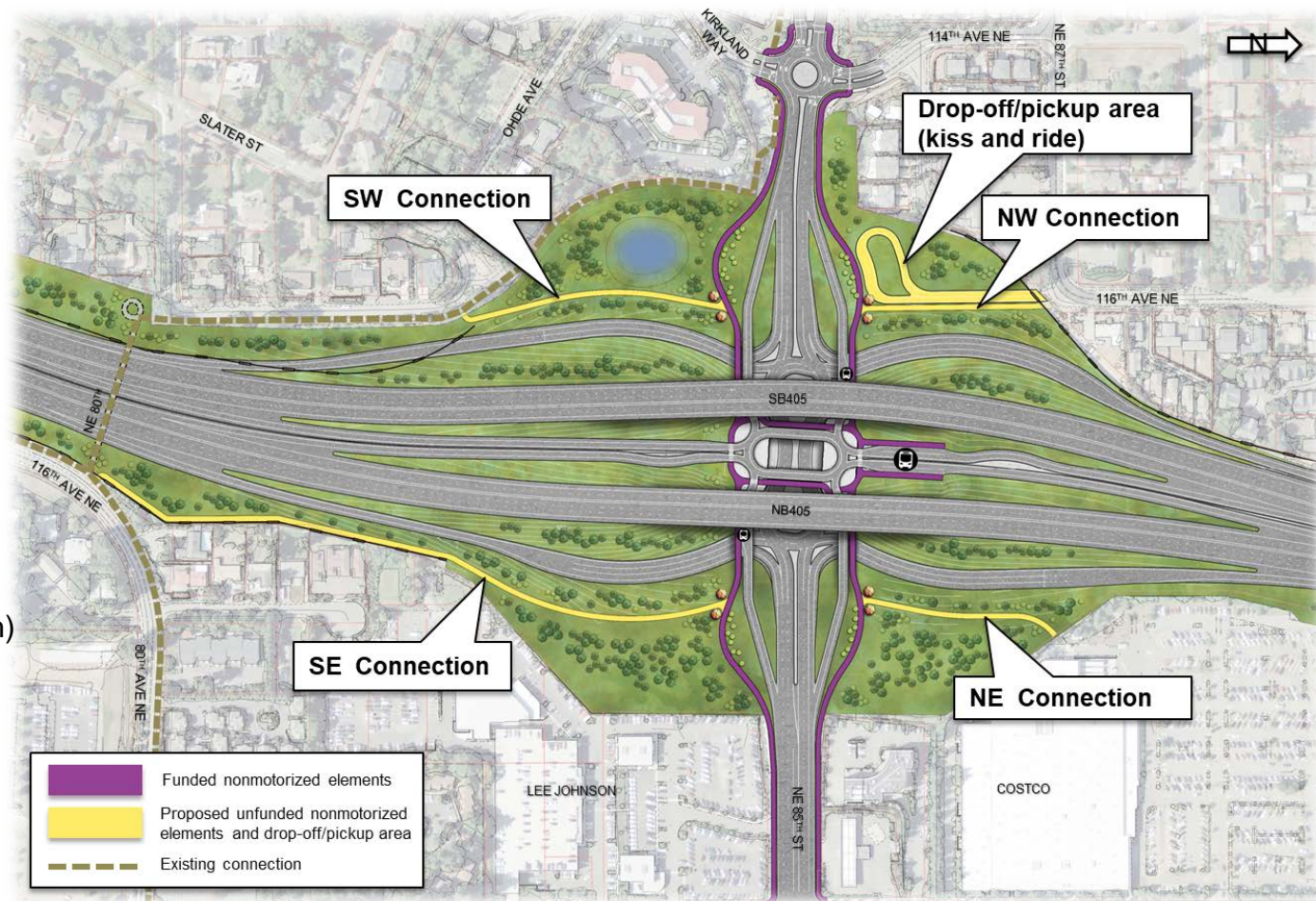
# Design-2019

## Funded elements:

- Multimodal facility
- Three-level interchange
- BRT station/Local bus stops
- Direct access ramps
- Local improvements
  - Arterial
  - Ped/bike connections (85th)

## Unfunded elements:

- 4 quadrant connections
- 1 pickup/drop-off facility





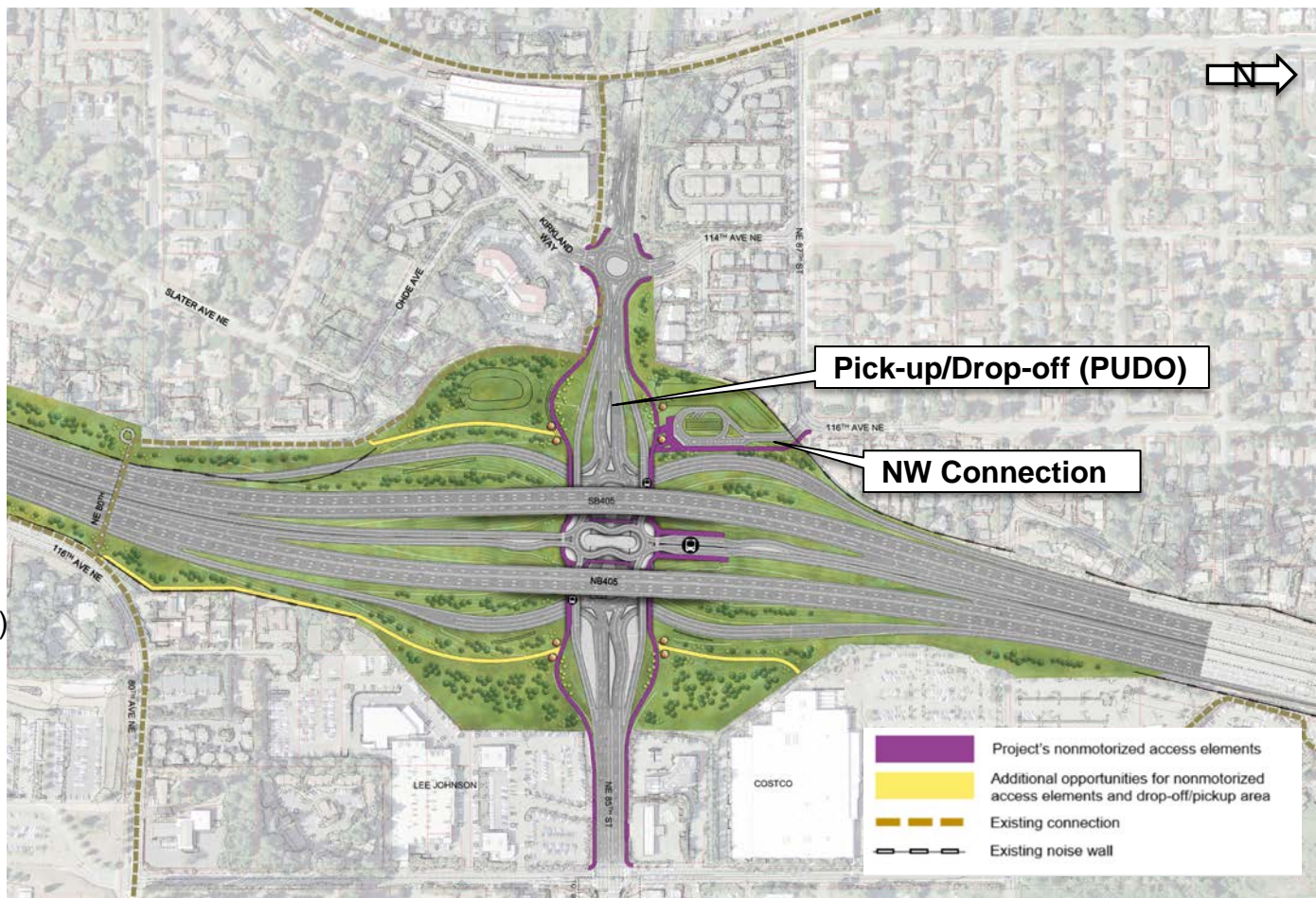
# Current Design

## Funded elements:

- Multimodal facility
- Three-level interchange
- BRT station/Local bus stops
- Direct access ramps
- Local improvements
  - Arterial
  - Ped/bike connections (85<sup>th</sup>)
  - 1 quadrant connection (NW)
  - 1 pickup/drop-off facility

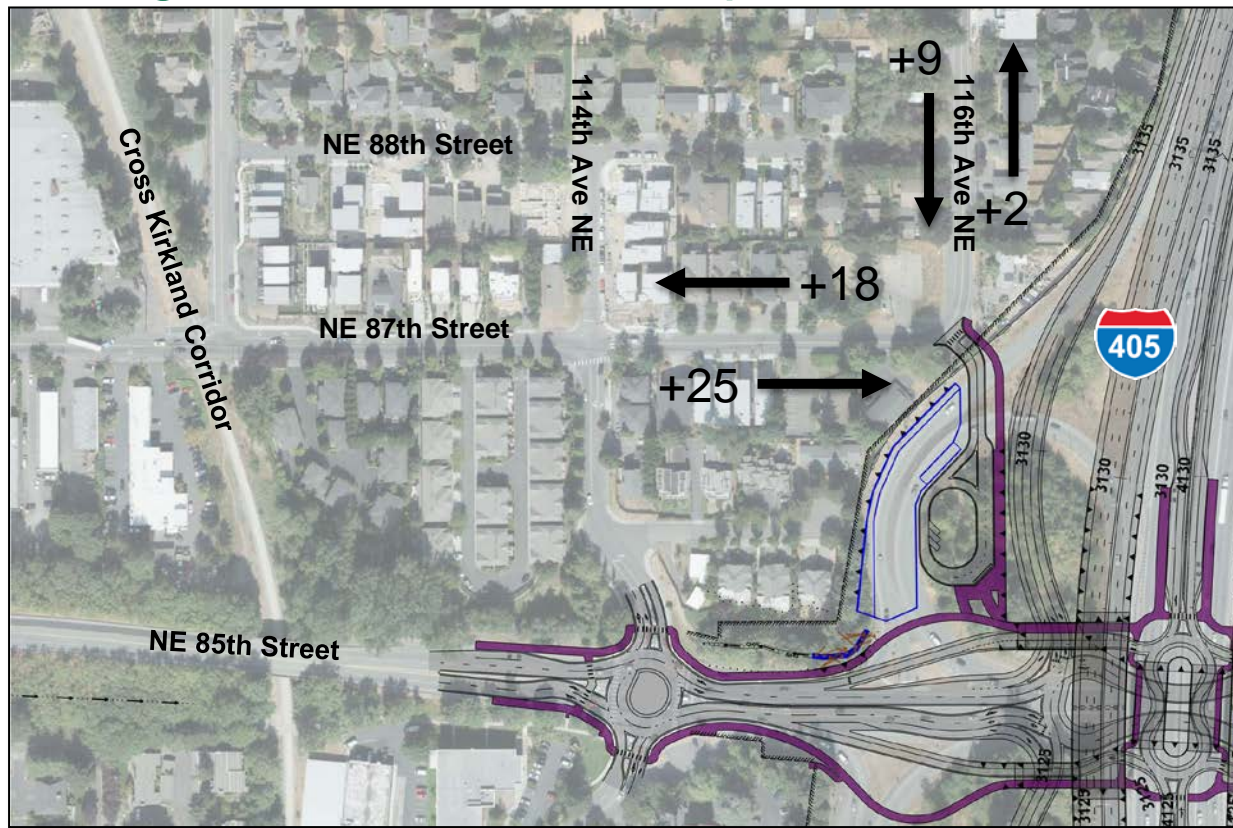
## Unfunded elements:

- 3 quadrant connections



# Traffic analysis- 2025 AM peak hour

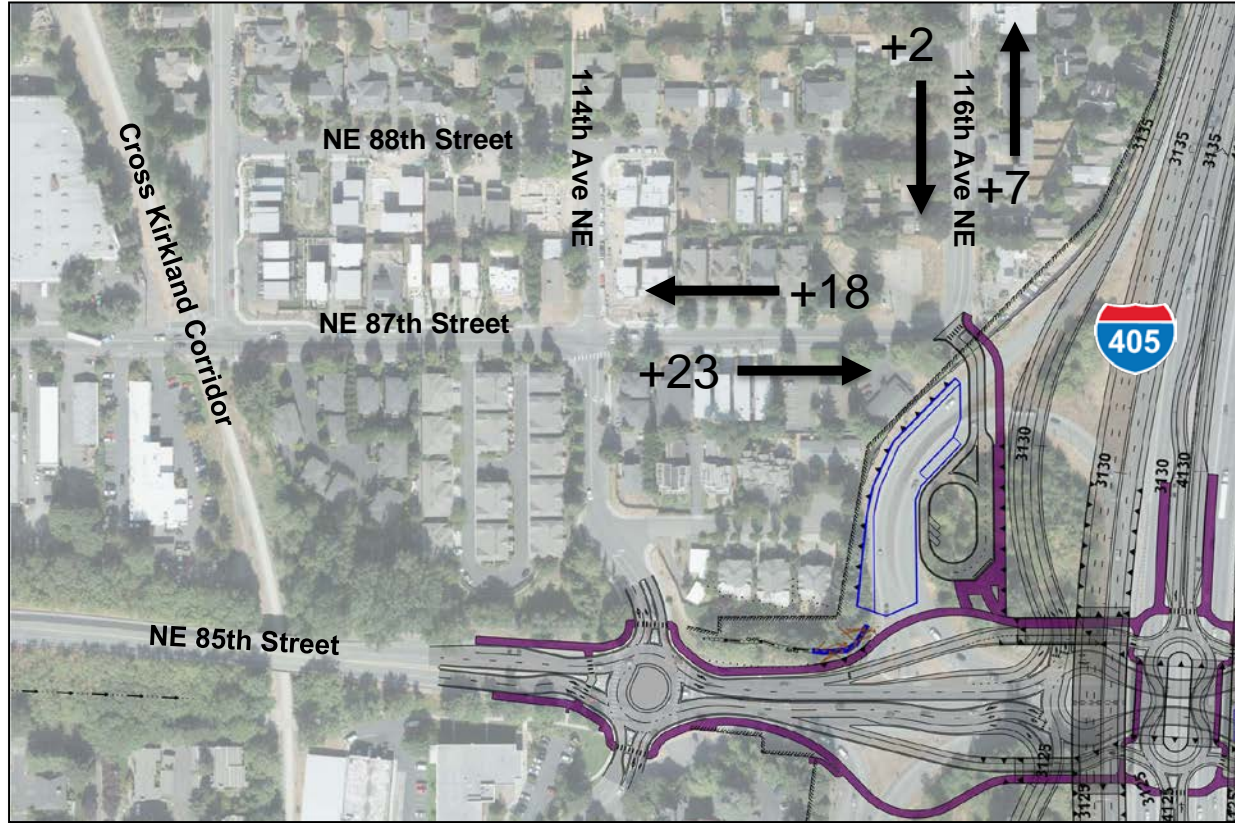
Additional peak  
hour trips due to  
the project



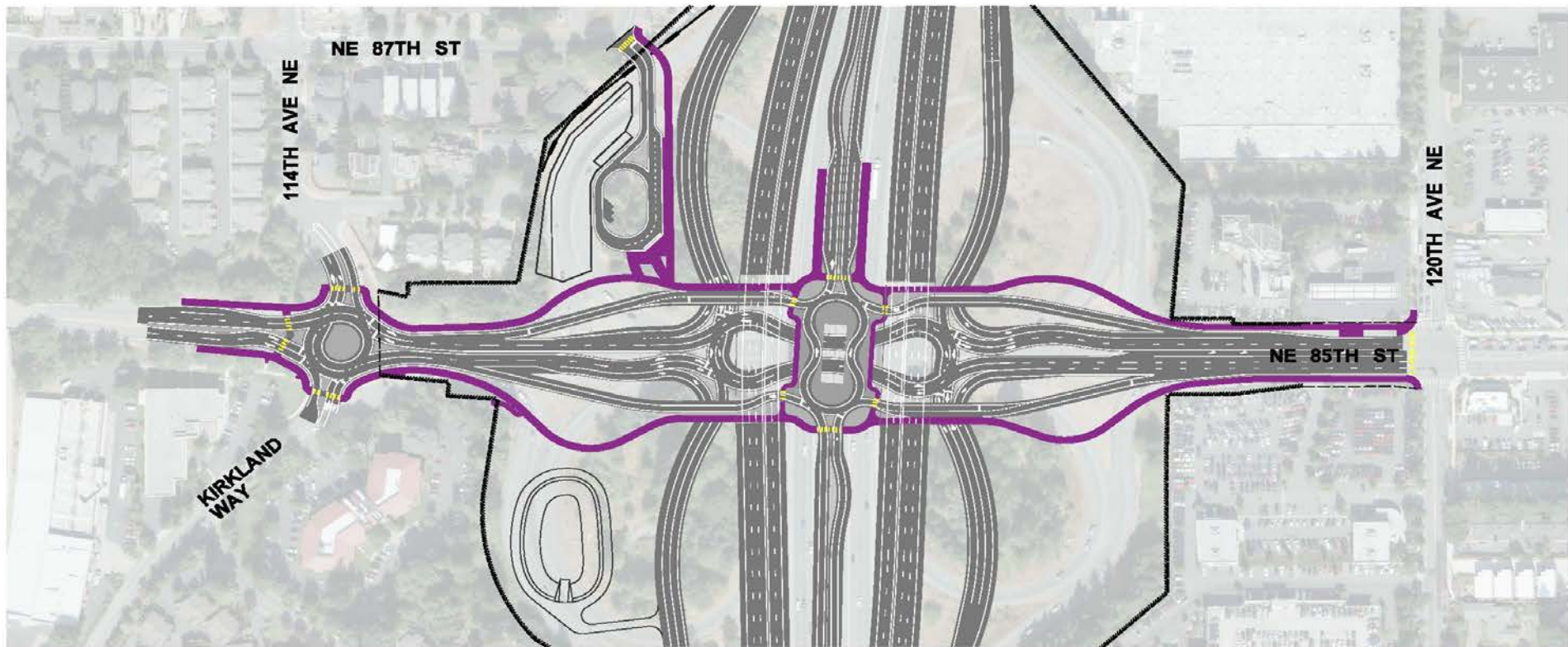


# Traffic analysis- 2025 PM peak hour

Additional peak  
hour trips due to  
the project







# Considerations for Pickup/Drop-off (PUDO) Facility

- Differences in quadrants
- Existing connections
  - Vehicular
  - Nonmotorized
- Missing connections
- Connection to CKC
- Proximity to BRT station
- Traffic and circulation patterns
- Access to/from
- ROW and other elements





# Design-build process



# Questions?

## **WSDOT I-405/SR 167 Program**

Samantha DeMars-Hanson

Public Information

360-739-4314

[I405SR167Program@wsdot.wa.gov](mailto:I405SR167Program@wsdot.wa.gov)

## **Sound Transit**

Ivonne Rivera-Martinez

I-405 Bus Rapid Transit

206-553-3412

[Ivonne.riveramartinez@soundtransit.org](mailto:Ivonne.riveramartinez@soundtransit.org)



Thank you.

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