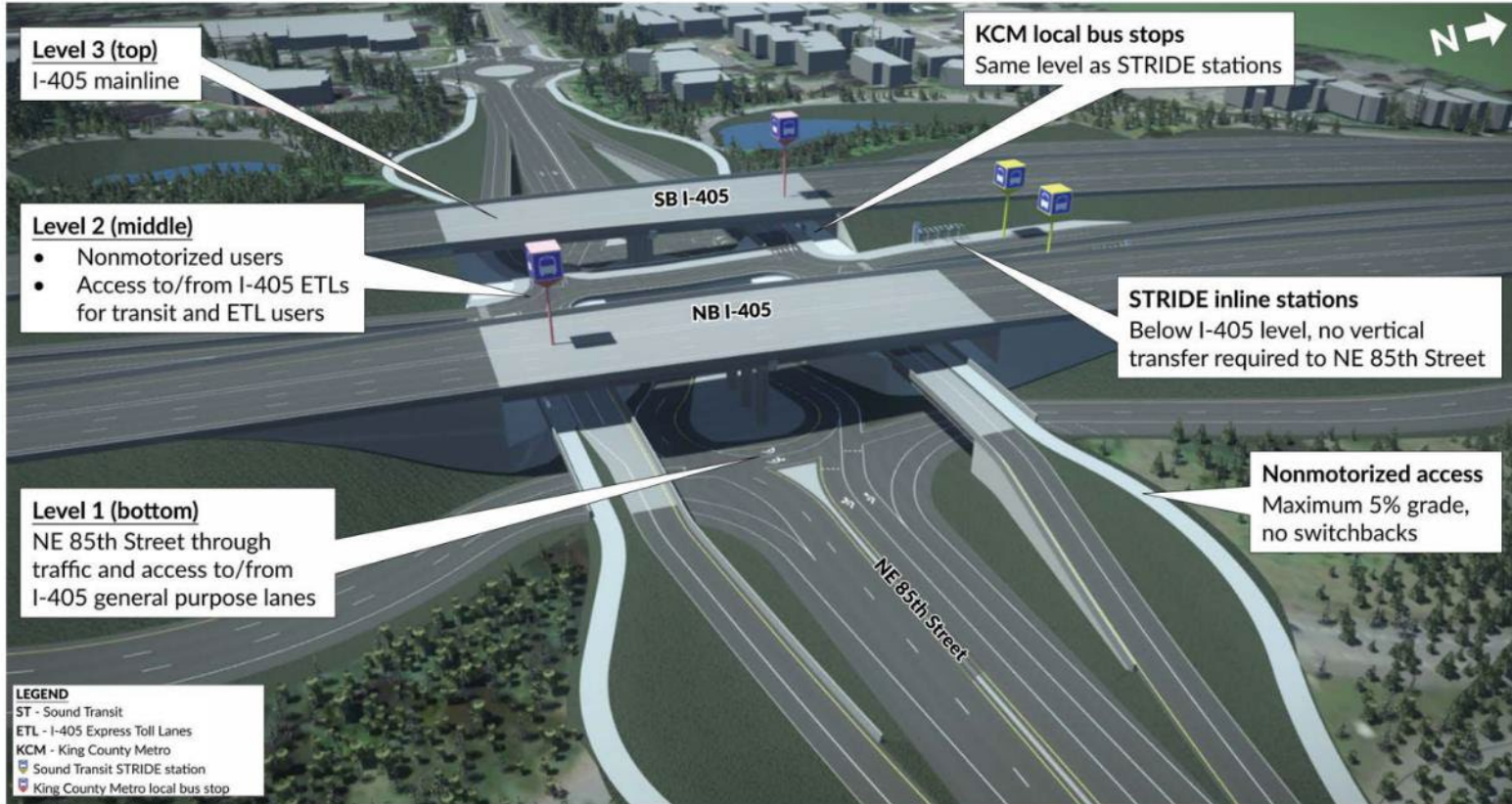


Interchange and station design



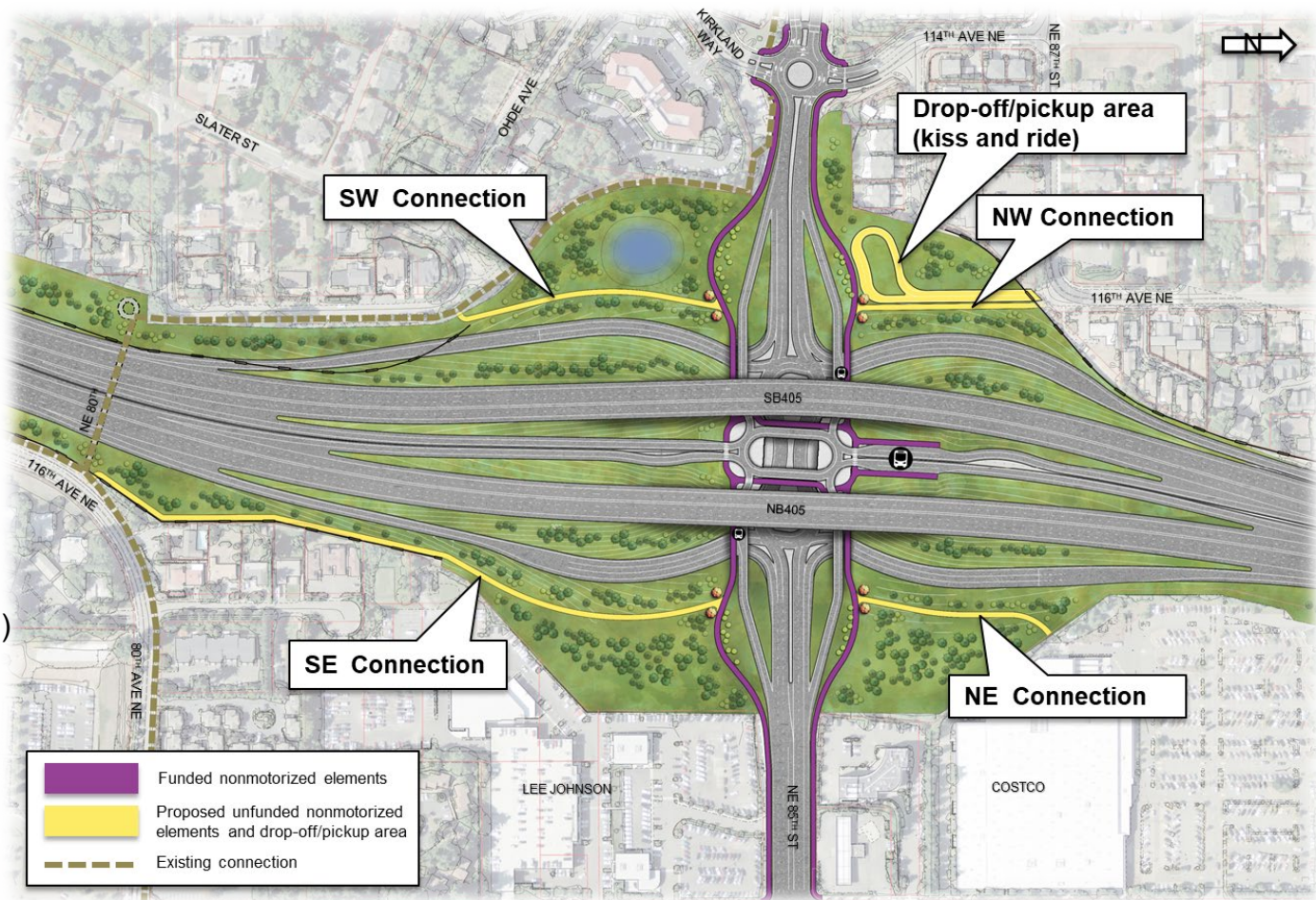
Design-2019

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



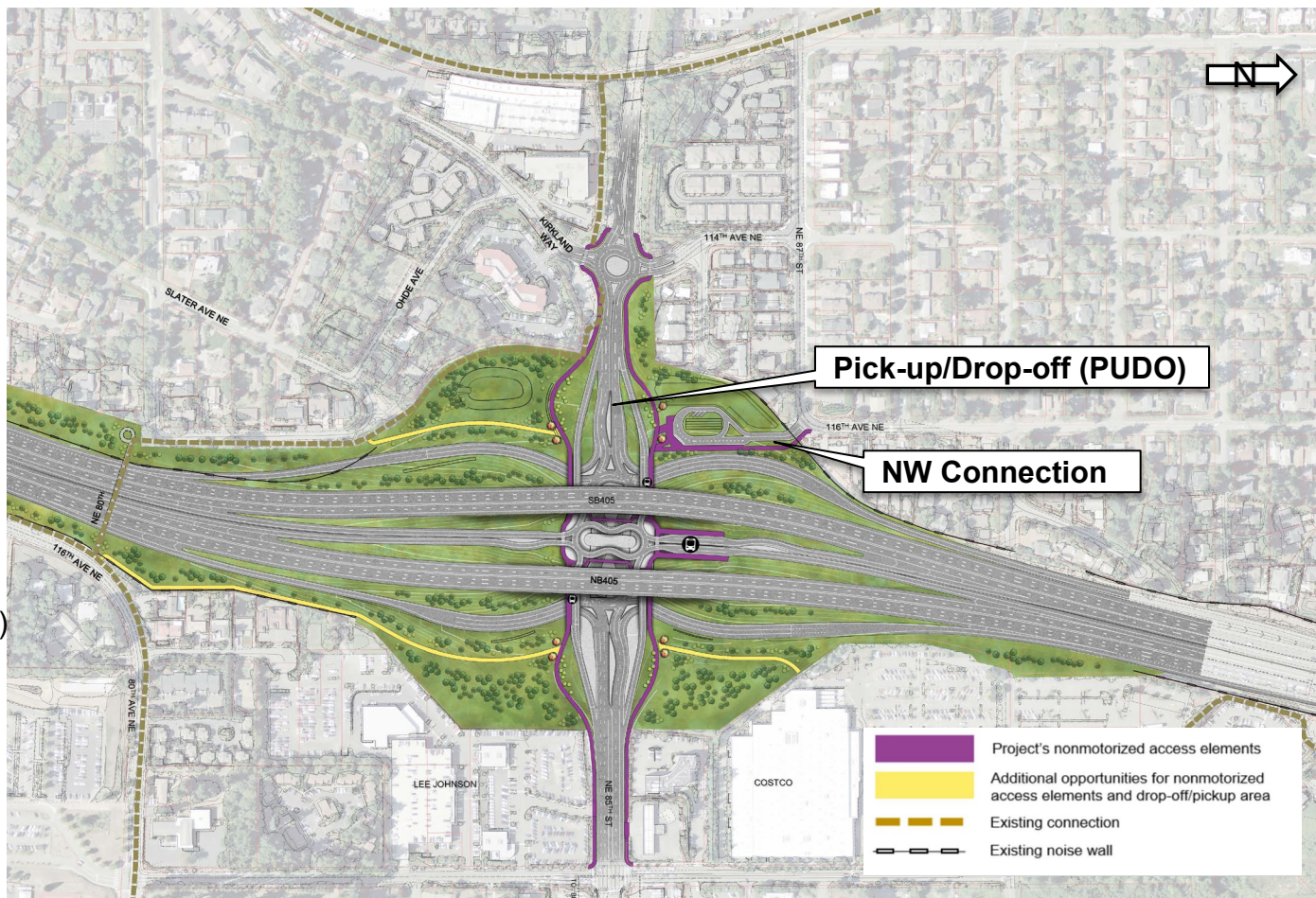
Current Design

Funded elements:

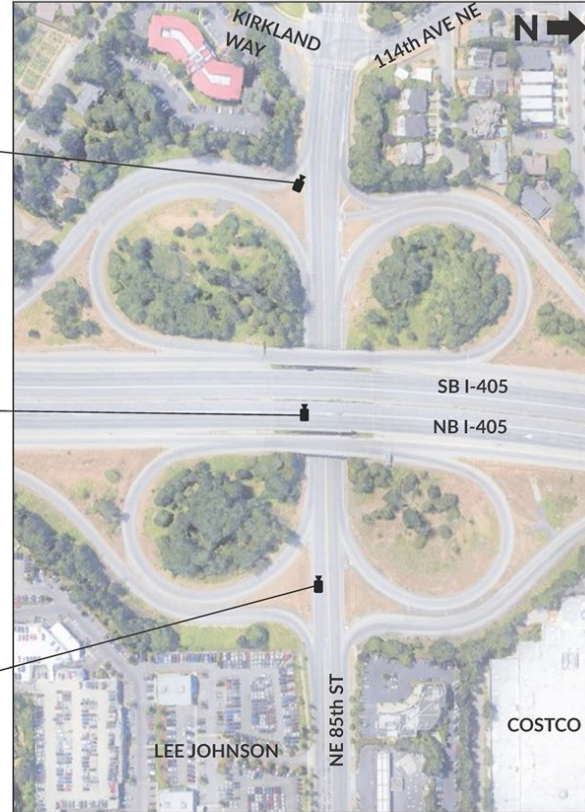
- Multimodal facility
- Three-level interchange
- BRT station/Local bus stops
- Direct access ramps
- Local improvements
 - Arterial
 - Ped/bike connections (85th)
 - 1 quadrant connection (NW)
 - 1 pickup/drop-off facility

Unfunded elements:

- 3 quadrant connections



Existing infrastructure

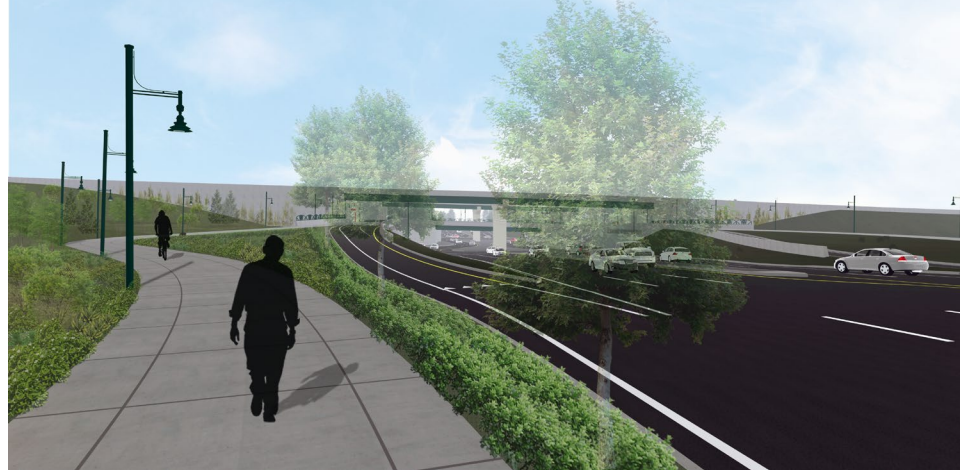
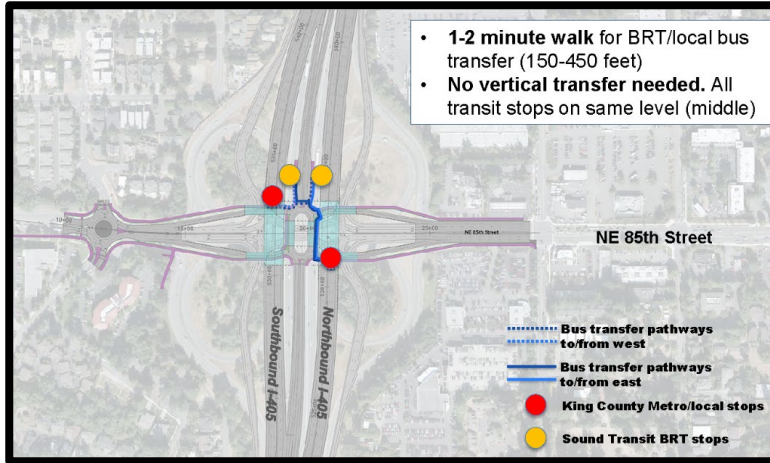


Nonmotorized access connections



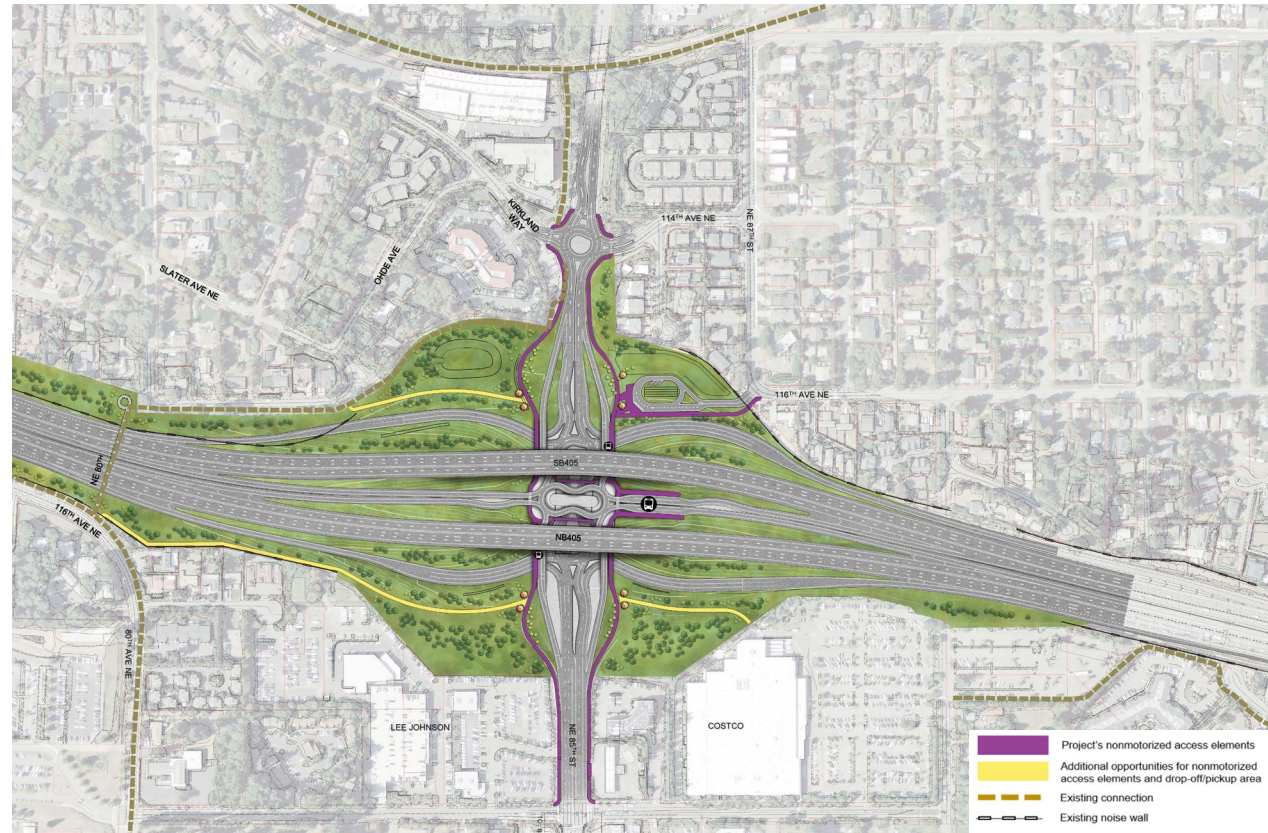
Transit connections

- 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.

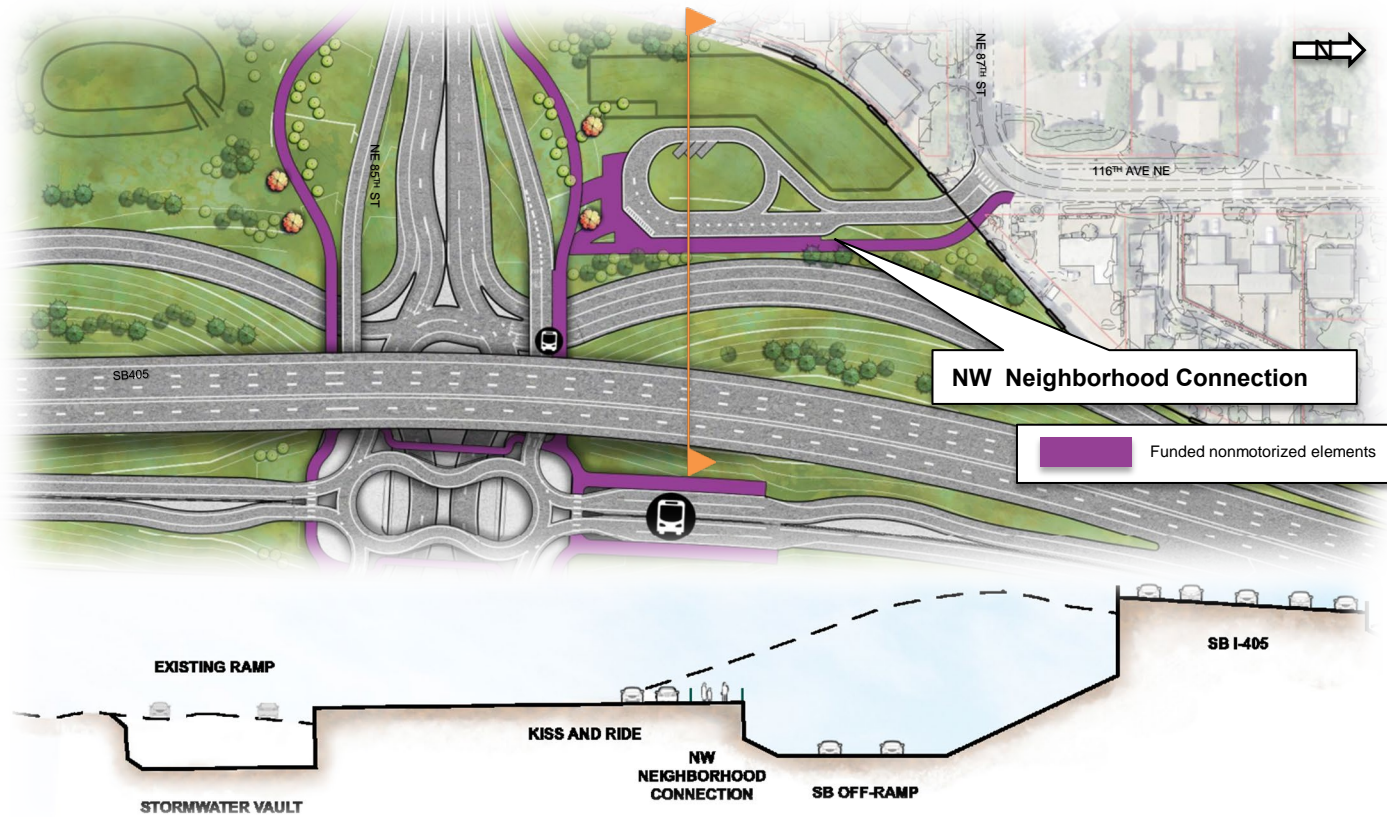


Considerations for Pickup/Drop-off (PUDO) Facility

- 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



Northwest neighborhood connection-current



Pickup/drop-off facility (NW quadrant)



- Convenient access to CKC and downtown
- Direct (and shorter) access to bus stops
- A viable connection to NE 85th Street