

# Express Bus: Expansion of Kingsgate Park-&-Ride (Kirkland)

Project Number	E23
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	3.0
Date Last Modified	5/10/2006

Project Locator Map



## Short Project Description

Reconstruct and reconfigure the entire Kingsgate park-and-ride lot (502 existing stalls) to add up to 140 parking stalls for transit riders, for a total of 640 parking stalls.

**Project Purpose:** Provide additional park-and-ride capacity in the I-405 corridor and improve rider access to transit service on I-405.

## Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$1.2	\$1.4
Environmental Clearance and PE	\$1.6	\$1.9
Final Design, Specs, Permitting	\$1.6	\$1.9
ROW Acquisition	\$1.7	\$2.0
Construction	\$13.7	\$15.8
Vehicles	\$0.0	\$0.0
Contingency	\$1.9	\$2.2
<b>Total</b>	<b>\$21.8</b>	<b>\$25.1</b>

Proposed Schedule Not Yet Developed

Design Basis      Conceptual

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project
Dependent on	Approval by WSDOT and King County Metro to expand the lot

## Project Partners

WSDOT
City of Kirkland
King County Metro

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## Long Description

*This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.*

### **Description:**

This project will reconstruct and reconfigure the existing Kingsgate park-and-ride lot, adding up to 140 new parking stalls to the existing 502 stalls. This reconfiguration will require the complete resurfacing of the park-and-ride and full drainage system modifications.

### **Project Elements Included:**

- Resurfacing of the entire park-and-ride lot
- Illumination
- 8.5' parking stalls
- 1 percent for art per ST policy
- Parking mitigation program during construction as necessary
- Maintain access from 116th Way NE

### **Utilities:**

- Drainage system modifications

### **Right-of-Way and Property Acquisition:**

- Miscellaneous easements (ROW owned by WSDOT)

### **Mitigation:**

- The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

### **Exclusions**

- Non-structural architectural and aesthetic elements in excess of the ST art program
- New pedestrian shelters
- New pedestrian amenities
- Public restrooms
- Bus layover amenities
- Additional signage
- Mitigation for traffic associated with additional stalls

### **Permits Required:**

Building, electrical, mechanical, utility, and construction-related

### **Agreements Required:**

King County Metro, WSDOT, City of Kirkland

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

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## Evaluation Measures

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership	N/A	
Capital Cost	\$21.8 - \$25.1	in Millions of 2005\$
Annual Operating Cost	<b>\$0.1</b>	in Millions of 2005\$
Travel Time & Reliability	<b>N/A</b>	
Connectivity & Integration	Medium	# transit routes: 3 ST, 9 KCM
Land Use & Development	<b>High</b>	
Customer Experience	<b>Medium</b>	
Risk Avoidance	High	

## Key Issues and Benefits

### Issues:

- Project had originally been envisioned as a low-cost reconfiguration but will require the complete resurfacing of the park-and-ride and full drainage system modifications due to the age of the existing surface and drainage system
- New parking stalls will be narrower than current, but will meet Kirkland and Metro guidelines
- Temporary parking during construction or staging construction so that additional spaces are provided along the I-405 corridor for interim use
- Additional traffic generated by new park-and-ride capacity in vicinity of the park-and-ride lot (traffic study has not been undertaken to determine if traffic mitigation will be required)

### Benefits:

- Helps meet forecasted long-term park-and-ride demand along the I-405 corridor
- Provides improved rider access to transit service on I-405