

Express Bus: Parking Garage at South Kirkland Park-&-Ride (Kirkland)

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|-----------------------|-------------|
| Project Number | E24 |
| 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

Construct up to 500 structured parking stalls, displacing 250 existing surface stalls, for a net additional 250 parking stalls (850 total stalls).

Project Purpose: Improve transit rider access to transit service along the SR 520 corridor.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

| | Low | High |
|---------------------------------|---------------|---------------|
| Agency Admin | \$2.3 | \$2.6 |
| Environmental Clearance and PE | \$3.0 | \$3.5 |
| Final Design, Specs, Permitting | \$3.0 | \$3.5 |
| ROW Acquisition | \$3.2 | \$3.7 |
| Construction | \$25.2 | \$29.0 |
| Vehicles | \$0.0 | \$0.0 |
| Contingency | \$3.4 | \$4.0 |
| Total | \$40.1 | \$46.1 |

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 |
|--------------|--|
| Impacted by | E13 - Express Bus: Direct Access Ramps on SR 520 at 108th Avenue NE (E. King County) |
| | |
| | |

Project Partners

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|------------------|
| WSDOT |
| KC Metro |
| City of Kirkland |
| City of Bellevue |

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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:

Construct 500 structured parking stalls, displacing 250 of the existing 600 surface stalls, for a net additional 250 parking stalls (total of 850 stalls).

Project Elements to be Included:

- Construction of a new 500 stall parking garage with transit loop/boarding area in the northeast corner of the existing park-and-ride lot
- Signage, lighting, CCTV, customer emergency stations, elevators, stairs, and fire suppression within the garage structure
- Sidewalk, curb and gutter along frontage of the structure
- Access modifications to the park-and-ride facility from NE 38th Place are included
- A new traffic signal, including any needed illumination and intelligent transportation system integration/connection
- Signal modifications at 4 intersections between SR 520 and the park-and-ride site
- 1 percent for art per ST policy
- Parking mitigation program during construction as necessary

Utilities:

- Detention and water quality system for the new garage and park-and-ride facility

Right-of-Way and Property Acquisitions:

- Temporary and/or off-site parking during construction

Mitigation:

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

Exclusions:

- Public restrooms
- Additional bike storage, lockers, racks
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Traffic mitigation (beyond what is shown above in Project Elements to Be Included) associated with the increase in parking capacity

Permits Required:

Building, electrical, mechanical, utility, and construction related

Agreements Required:

WSDOT, King County Metro, City of Bellevue, 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 | \$40.1 - \$46.1 | in Millions of 2005\$ |
| Annual Operating Cost | \$0.4 | in Millions of 2005\$ |
| Travel Time & Reliability | N/A | |
| Connectivity & Integration | Medium | # transit routes: 1 ST, 6 KCM |
| Land Use & Development | Low | |
| Customer Experience | Medium | |
| Risk Avoidance | High | |

Key Issues and Benefits

Issues:

- Siting a temporary park-and-ride in the immediate vicinity during construction of the new parking structure will be difficult. Houghton park-and-ride may be a feasible alternative site during construction.
- A traffic study has not been undertaken at this time, the mitigation for the traffic associated with the increase in parking stalls has not yet been assessed.
- The existing park-and-ride site is bisected by the Kirkland/Bellevue city line, meaning that two permit processes will need to be followed to expand parking capacity. Previous alternatives to expand the site were not workable either due to excessive cost, inability to obtain signal modification permits or the need for an additional lane on 108th Avenue NE.

Benefits:

- Improves transit rider access to transit service along the SR 520 corridor
- Provides additional parking capacity at the South Kirkland park-and-ride