

Express Bus: Pedestrian Bridge at Overlake Transit Center (Redmond)

Project Number	E26
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	In-Line Station
Version Number	3.0
Date Last Modified	5/10/2006

Project Locator Map



Short Project Description

Construct a pedestrian bridge from the Overlake Transit Center to the existing flyer stop on the southbound (westbound) SR 520 on-ramp.

Project Purpose:

Improve transit speed, reliability and rider access in the westbound direction by eliminating the diversion to the Overlake TC via NE 40th Street.

Cost, Schedule and Project Metrics

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$0.6	\$0.7
Enviro Clearance & PE	\$0.8	\$0.9
Final Design, Specs, Permitting	\$0.8	\$0.9
ROW Acquisition	\$0.8	\$0.9
Construction	\$6.3	\$7.2
Vehicles	\$0.0	\$0.0
Contingency	\$0.9	\$1.0
Total	\$10.0	\$11.5

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	WSDOT's future plans for SR 520

Project Partners

WSDOT
KC Metro
City of Redmond

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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 a pedestrian bridge from the Overlake Transit Center to the existing flyer stop on the southbound (westbound) SR 520 on-ramp to improve transit speed, reliability and rider access to westbound transit service on SR 520. The original project included an HOV direct access ramp from the inside HOV lanes to NE 40th Street to improve transit speed, reliability and access. Since there is uncertainty about the funding and implementation of the SR 520 Bridge Replacement and HOV Lanes Project and when the relocation of the HOV lanes would occur, this is a revised project to address the purpose and need.

Project Elements to be Included:

- Pedestrian bridge spanning SR 520
- Minor reconstruction of westbound on-ramp and outside mainline lane as needed to install pedestrian bridge
- 1 percent for art per ST policy

Utilities:

To be determined

Right-of-Way and Property Acquisition:

As needed to construct project.

Mitigation:

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

Exclusions:

- Additional bicycle storage, lockers, or racks
- Non-structural architectural and aesthetic elements in excess of the ST art program

Permits Required:

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

Agreements Required:

Partnership agreement with WSDOT and King County Metro

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.

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	
Capital Cost	\$10.0 - \$11.5	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	High	# transit routes: 1 ST, 11 KCM, 1 CT
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Medium	

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Key Issues and Benefits

This project has been developed to address the need to improve transit speed, reliability, and access in this vicinity. Since a direct access project in this location cannot be implemented until the HOV lanes on SR 520 are moved to the inside, a pedestrian bridge is proposed to provide rider access to westbound buses on SR 520.

Issues:

Will need to ensure that the pedestrian bridge is long enough to accommodate any future widening of SR 520.

Benefits:

- There are currently 33 weekday trips on the Route 545 deviating into the Overlake Transit Center. Travel time savings per trip if deviation avoided (assume ped bridge to existing freeway stop):
 - 7 minutes (midday)
 - 9 minutes (peak)
- Current weekday riders who would benefit from reduced travel time: 633 (all PM inbound riders between Bear Creek and OTC)
- Improved speed and reliability for ST Express routes traveling westbound on SR 520 and serving the Overlake Transit Center