Welcome and Agenda

- Meet the project team
- Presentation
- Open house
- Next steps

Meeting purpose: share plans for interchange improvements and Bus Rapid Transit (BRT) at NE 85th Street and I-405 in Kirkland
I-405 Master Plan

Regional Consensus
- EIS Record of Decision, 2002
- Multimodal, multiagency plan

Roadways
- 2 new lanes in each direction
- Local arterial improvements

Transit & Transportation Choices
- Bus Rapid Transit system (preferred high capacity transit mode)
- New transit centers
- 50% transit service increase
- HOV direct access ramps and flyer stops
- Potential managed lanes system
- 5000 new Park & Ride spaces
- 1700 new vanpools

Environmental Enhancements
I-405 Bus Rapid Transit

Project overview

• BRT – Sound Transit’s new line of service
• Connecting the region
A New Line of Service

What is BRT?

• Bus Rapid Transit is a bus-based high capacity transit system that delivers fast, frequent, accessible bus service connections.
Sound Transit’s BRT

- Opens in 2024
- Two corridors (I-405 and SR 522)
- Transit speed, reliability and access improvements
- BRT stations (signage, shelter, amenities)
- Parking facilities
- New BRT bus fleet
- Bus operations and maintenance facility
- Branding
- Rider information system

Example BRT – Community Transit Swift
Source: Community Transit Blogspot

Example BRT – Minneapolis Metro A Line
I-405 BRT infrastructure designed for fast, frequent and reliable service

• 10-minute peak, 15-minute off-peak headways for I-405 BRT
• Up to 19 hours of service Monday through Saturday
• Up to 17 hours on Sunday
I-405 BRT Travel Times

Projected travel times upon opening with use of managed traffic lanes

- Lynnwood to Bellevue:
  - 2016: 42 minutes
  - 2016: 61 minutes

- Bellevue to South Renton:
  - 2016: 24 minutes
  - 2016: 48 minutes

- South Renton to Burien:
  - 2016: 21 minutes
  - 2016: 31 minutes

85th St to UW Bothell/Cascadia College: 12 minutes
Characteristics of a BRT System

- Speed, reliability and access
- Dedicated running ways, including managed lanes
- Dedicated and specialized vehicles
- Off-board fare collection
- Innovative station design
- Intelligent transportation systems (ITS)
- Operations (dwell and service times)
- Unique branding
BRT Features

- Branding
- BRT fleet
- BRT station design
- Bus operations and maintenance facility

Example: Community Transit common elements

- Onboard bike parking
- Passive restraint ADA
- Station design and branding
- BRT dedicated fleet
- Precision docking rub rails
- Off-board fare
Sound Transit’s system expansion means every few years new light rail, bus rapid transit and commuter rail stations open throughout the region, providing fast, reliable alternatives to congested roads.
I-405 BRT Highlights

37-mile corridor: Lynnwood to Burien

- 11 BRT stations across 7 cities
- 3 parking facilities
- 1 transit center
- Estimated 15,000 – 18,000 riders daily by 2040
- NE 85th Street:
  - In-line Station
  - Bus-only lanes from I-405 to 6th Street (Adjacent to Kirkland Urban)
I-405 BRT Project Schedule

Overall schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>ST3 Representative Project Refinement</th>
<th>Environmental/Conceptual Engineering</th>
<th>Preliminary Engineering</th>
<th>Final Design</th>
<th>Construction</th>
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Ongoing community engagement
I-405/NE 85th St Interchange Improvements

I-405 Bus Rapid Transit inline station

Direct access to Express Toll Lanes
Concept Development
August 2017: Stakeholder Charrette

Items of importance identified:

- Transit connectivity
- Non-Motorized mobility/connectivity
- Kirkland Vision
- Compatibility with Master Plans
- Vehicular traffic operations
- Cost

Stakeholders from WSDOT, Sound Transit, City of Kirkland and King County Metro discuss objectives for design concepts (August 2017: Stakeholder Charrette)
Statement of Need

*Multimodal connectivity* between I-405 Bus Rapid Transit and the NE 85th Street corridor to fulfill the City of Kirkland’s vision and the I-405 Master Plan, including express toll lanes.
Concept Development Process

24+ initial design concepts
Six groups of concepts
Two concepts
One concept selected to move forward

Stakeholders involved:
- City of Kirkland
- Federal Highway Administration
- Federal Transit Administration
- King County Metro
- Sound Transit
- WSDOT

Stakeholders identified considerations:
- Multimodal access to the BRT station
- Connections to Cross Kirkland Corridor
- Intersections at 114th and 120th Ave NE and coordination with bus-only lanes
Concept Development

April 2018: Stakeholder Charrette

- Evaluated ST3 representative project and separated transit interchange concept
- Supported moving the separated transit concept forward
Separated Transit Design Concept

Level 3 (Top)
I-405 mainline

Level 2 (Middle)
Access to/from I-405 express toll lanes for transit and express toll lane users

Level 1 New (Bottom)
for through traffic on 85th

Local bus stops
at same level as BRT stops

BRT stations
Below I-405 level, no vertical transfer required to 85th

Pedestrian walkways
Maximum 5% grade, no switchbacks

COSTCO

LEE JOHNSON
Design Concept Simulation
Concept Development Schedule

NE 85th Street Interchange

- **City of Kirkland Staff**
- **Kirkland Transportation Commission**
- **Kirkland City Council**
- **Stakeholder Charrette**
- **OPEN HOUSE**
- **Sound Transit Elected Leadership Group**
- **ST Board Meeting**

**April 26**
# Next Steps

## Upcoming Meetings (85th):
- Kirkland City Council (May 1)
- Sound Transit Board

## Upcoming Meetings (BRT):
- I-405 BRT Public Meetings (June)

## Longer-term schedule (NE 85th Street interchange)

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Stay Engaged

In person: fill out a comment card today

Email us: brt@soundtransit.org

soundtransit.org/i405brt