

Express Bus: Transit Center and Parking Garage (Bothell)

Project Number	E20
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 a transit center/park-and-ride in the vicinity of SR 527/Bothell Way NE and NE 185th Street in the downtown Bothell area.

Project Purpose: Improve rider access to transit service serving Bothell and operating in the SR 522 corridor

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

Agency Admin	\$1.7	\$1.9
Environmental Clearance and PE	\$2.2	\$2.6
Final Design, Specs, Permitting	\$2.2	\$2.6
ROW Acquisition	\$2.4	\$2.7
Construction	\$18.7	\$21.6
Vehicles	\$0.0	\$0.0
Contingency	\$2.6	\$2.9
Total	\$29.8	\$34.3

Proposed Schedule Not Yet Developed

Design Basis	Conceptual
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Environmental Documentation Required

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

Relationships to Other Projects

<i>Relationship</i>	<i>Project</i>
Alternative to	E21 - Express Bus: Parking Garage and Transit Loading at Bothell Park-&-Ride (Bothell).
Impacts	E18 - Express Bus: BAT Lane on SR 522 between I-405 and SR 527 (Bothell). Eliminates the need for westbound BAT lane on SR 522.

Project Partners

City of Bothell
King County Metro
Community Transit
WSDOT

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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 parking garage with up to 400 park and ride spaces in the vicinity of SR 527/Bothell Way NE, NE 185th Street, 101st Ave NE and NE 183rd Street in the downtown Bothell area, on property owned by the City of Bothell on which the city hall is currently located. Construct an on-street transit center with six bus bays on 101st Avenue NE which will be a transit-only street. This location is different than that originally proposed for E20 Bothell Transit Center and Parking Garage (v.1).

Bus routes that would be re-routed to serve the new transit center and parking garage:

- KC Metro: Routes 238, 251, 312, 342, 372
- Sound Transit: ST Express Rt 522
- Community Transit: 105, 106, 120, 121

Project Elements Included:

- Construct a multi-level parking garage with up to 400 stalls. The conceptual design will construct a multi-level parking garage with a footprint of approximately 200' x 200' and approximately 200 stalls per level. Provide vehicular access to the parking structure from NE 185th Street (to separate auto traffic from buses using NE 183rd Street).
- Construct a transit center with 6 bays located on-street on 101st Avenue NE which would be a transit-only street between NE 183rd and NE 185th Streets. Widen this block of 101st NE to accommodate two 12-foot bus loading lanes, two 12-foot travel lanes, and two 10-foot platforms/sidewalks. Total ROW required is 68 feet from back of sidewalk to back of sidewalk. Provide needed ROW width by encroaching on parking structure site on the west side of the street. The remaining site will still accommodate the proposed parking structure.
- Reconfigure all Bothell-area bus routes (except ST Express I-405 routes) to serve the new transit center **instead** of the existing Bothell P&R
- Remove all bus routes from Main Street and instead use NE 185th/Beardslee as the main east-west path through central Bothell
- Re-route ST Express routes operating on I-405 to serve only the UW/CCC Bothell loop
- King County Metro could consider surplus the existing Bothell P&R, because all bus routes would now serve the new Transit Center instead
- Signage, lighting and CCTV
- Landscaping
- Assume poor soil conditions and hazardous soils remediation
- New signal at 185th/Beardslee
- Signal modifications at NE 183rd Street/ Bothell Way NE and NE 185th Street/Bothell Way NE
- Half-street improvements along property frontages
- Reconstruction of three local streets, NE 183rd Street between SR 527 and 101st Avenue NE, 101st Avenue NE between NE 183rd Street and NE 185th Street and NE 185th Street between SR 527 and Beardslee, to accommodate the bus traffic
- Relocate Police Station driveway from 101st Avenue NE to NE 183rd St and modify layout/restripe Police Station parking area (at NE 183rd St and 101st Ave NE) accordingly
- 1 percent for art per ST policy

Utilities:

- New drainage system including storm water vault (vault may be located partially underneath the sidewalk/bus platform on the west side of 101st Avenue NE)
- Undergrounding of overhead utilities and relocation of underground utilities (where needed to complete the facility)

Right-of-Way and Property Acquisition:

- Acquisition of 1.8 acre site currently owned by City of Bothell
- Relocation of Bothell city hall buildings and city functions is not included in the scope of this project--per conversation with Bothell city manager on 2/7/06 because Bothell has plans to relocate city hall at its own cost
- Alley vacation

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Mitigation:

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

Exclusions:

- Widening of SR 527
- Widening of NE 183rd Street or NE 185th Street
- Improvements along Main Street
- Public restrooms
- Space for retail (see issues and benefits section for more information)
- Costs related to relocation of Bothell City Hall buildings and uses
- Non-structural architectural and aesthetic elements in excess of the ST art program

Permits Required:

Building, electrical, mechanical, utility, land use, and construction related

Agreements Required:

- Agreements with City of Bothell, King County Metro and Community Transit
- Agreement with City of Bothell to restrict 101st Avenue NE between NE 183rd Street and NE 185th Street to transit operations only

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	\$29.8 - \$34.3	in Millions of 2005\$
Annual Operating Cost	\$0.5	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	Medium	
Risk Avoidance	Medium	

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Key Issues and Benefits

Issues:

- Due to the small size of the site, the transit center will be located on-street on 101st Avenue NE between NE 183rd and NE 185th Streets, with Bothell's concurrence. The street would be transit-only.
- Bothell has expressed an interest in expanding the parking garage site to include private property fronting SR 527. This could be considered during the environmental and design phases of the project. However, Sound Transit does not commit to that at this time, and the project scope does not currently include it.
- Bothell has also expressed an interest in ground-floor retail along SR 527. Because Sound Transit does not implement retail developments, the City of Bothell would be responsible for developing agreements and funding for any retail development. The cost of any change to the design of the parking garage to accommodate retail development would be born by the City of Bothell or a third party. If the City has a developer committed to developing retail on the site, this can be considered at the time of project implementation.
- Proposed parking garage will need to occupy most of the site and there will be minimum set backs from the property lines
- The site requires that bus routes be rerouted to serve the site--this may result in additional travel time and increased costs
- Buses will be rerouted to serve only the new transit center and will not serve the existing Bothell Park-and-Ride at SR 522/Kaysner Way. King County could consider closing the existing Bothell Park-and-Ride.
- ST Express Route 522 would serve the Bothell UW/CCC site and the transit center; I-405 ST Express services (Routes 530, 535) would serve the campus but not Downtown Bothell due to the distance of the site from I-405
- Bothell identified this site as a replacement for a previously identified site on Northshore School district property on the west side of SR 527, just west of this site
- Access to the proposed site via the local streets may be challenging due to the narrow lane widths and curb radii
- Buses would operate on NE 185th St instead of Main Street, as they do currently. NE 185th Street has some residential uses along it and currently does not have bus traffic, so this may be an issue for the community
- Relocation of the Police Station driveway from 101st Avenue NE to NE 183rd St and modification of the Police Station parking area (at NE 183rd St and 101st Ave NE) will eliminate approximately four parking stalls

Benefits:

- Provides additional parking supply along the SR 522 corridor and adjacent to the SR 527 corridor
- Relocates transit center and service to less congested streets that are easier to serve
- Makes BAT lanes on SR-522 from SR-527 to I-405 unnecessary
- Makes signalization of intersections along Main Street for transit unnecessary
- Improves speed and reliability of I-405 ST Express service