

# Express Bus: BAT Lanes on SR 522 (Lake Forest Park)

Project Number	N10
Subarea	North King
Primary Mode Impacted	ST Express
Facility Type	BRT Facility
Version Number	3.0
Date Last Modified	5/17/2006

Project Locator Map



## Short Project Description

Construct approximately one mile of curbside BAT lane northbound between NE 145th Street and Brookside Blvd. NE, including transit ITS communications infrastructure.

**Project Purpose:** to improve the speed and reliability of existing and planned services.

## Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$2.3	\$2.7
Environmental Clearance and PE	\$2.9	\$3.3
Final Design, Specs, Permitting	\$2.9	\$3.3
ROW Acquisition	\$4.8	\$5.6
Construction	\$24.3	\$28.0
Vehicles	\$0.0	\$0.0
Contingency	\$3.5	\$4.0
<b>Total</b>	<b>\$40.8</b>	<b>\$46.9</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

## Project Partners

WSDOT
City of Lake Forest Park
City of Seattle

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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 the revenue operations.*

### Description:

This project will construct 1 1/8 mile of Business Access & Transit (BAT) lane in the northbound (eastbound per WSDOT designation) direction on SR 522 in Lake Forest Park. This would widen SR 522 to include an asphalt concrete northbound BAT lane fourteen-foot in width, widen the existing southbound BAT lane to fourteen feet and provide contiguous curb, gutter and six-foot sidewalk. The new lane starts approximately 300 feet south of NE 147th St. and ends at 41st Ave. NE. This is a gap in the northbound BAT lane that exists in Seattle from NE 135th Street to NE 147th Street and north of 41st Avenue NE in Lake Forest Park to Kenmore. The typical cross section will be 97 feet in this section with no planter strip. Access control with U-turn routes is assumed.

WSDOT and the City of Lake Forest Park have a funded Multimodal Project on SR 522 from NE 147th Street to 38th Avenue NE (approximately 3000 feet). This is a 'Nickel' funded project for \$6.4 million with 26 parcels of right-of-way being purchased with an anticipated summer 2006 construction start. WSDOT's project is to install curb, gutter and sidewalk along both roadway margins of SR 522 between NE 145th Street and NE 155th Place. A wider twelve-foot center lane is to be provided with eleven-foot general purpose lanes and a fourteen-foot southbound BAT lane. Storm water facilities are to be upgraded. Bus stops will be relocated to NE 153rd Street with a new pedestrian signal at this intersection. The two-way left-turn lane is to be converted to a twelve-foot, landscaped median with left-turn and U-turn pockets at NE 147th St., 35th Avenue NE, the new traffic signal at NE 153rd Street and at 38th Avenue NE. The northbound BAT lane is not being constructed by this project due to right of way and funding limitations.

Existing right-of-way (ROW) varies from 40 to 50-feet wide on the east side of the centerline for most of the distance south of NE 160th Street with selected short segments with wider ROW, and 50-feet wide north of NE 160th Street. The proposal requires an additional 14 to 20 feet of right of way south of NE 160th St. The Acacia Cemetery is on the west side of SR 522 just south of 35th Avenue NE and a six-eight story condominium is on the east side north of 35th Avenue NE. The proposal assumes centerline alignment revisions to avoid both. Approximately 1000 feet on the west side and 2300 feet on the east side of WSDOT's SR 522 Nickel project would be reconstructed with this proposal.

### Project Elements Included:

- Fourteen-foot asphalt Business Access/Transit (BAT) lane in both directions (one new and the other upgraded).
- Curb, gutter and sidewalks.
- Access Control with left turn lanes, U-turn routes and landscaped median.
- ADA compliant bus shelters/stops.
- Concrete bus pads at stops
- 1 percent for art per ST policy

### Utilities:

- Storm water facilities and water quality treatment that meets or exceeds city, county and state requirements.
- TSP power/communications
- Underground utilities where required by local ordinances.
- Relocate utilities where needed.

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

- ROW acquisition where necessary to widen roadway

### 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
- Replacement of displaced on-street parking
- Noise walls or noise abatement after construction.
- Accommodations for bicycles (bicycles accommodated on the Burke Gilman Trail).
- Planter strip between curb and 6 ft. sidewalk.
- BRT stations
- Operations and maintenance of facility

### Permits Required:

- Electrical permit
- Mechanical permit

### Agreements Required:

- WSDOT, City of Lake Forest Park, City of Kenmore, City of Seattle

*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	\$40.8 - \$46.9	in Millions of 2005\$
Annual Operating Cost	<b>\$0.0</b>	in Millions of 2005\$
Travel Time & Reliability	<b>Medium</b>	
Connectivity & Integration	High	# transit routes: 1 ST, 4 KCM
Land Use & Development	<b>High</b>	
Customer Experience	<b>Medium</b>	
Risk Avoidance	Low	

## Key Issues and Benefits

### Issues

- Could require reconstruction of a programmed WSDOT Nickel project in this area.
- WSDOT and/or the City of Lake Forest Park may require significant access management improvements along SR-522 that are not part of this project's scope.
- Access to adjacent businesses and residences will be restricted during construction.
- Proximity of the BAT lane to adjacent businesses and residences could require mitigation measures beyond what is typically required.

### Benefits

- Significant rider travel time and transit agency operating cost savings.
- Fills a significant gap in the overall SR-522 BAT lane system.
- Improves bus service reliability.