

Express Bus: BAT Lanes on SR 99 and Evergreen Way (Snohomish County)

Project Number	N11
Subarea	Snohomish
Primary Mode Impacted	ST Express
Facility Type	BRT Facility
Version Number	2.0
Date Last Modified	5/17/2006

Project Locator Map



Short Project Description

Construct approximately 9 miles of curbside BAT lanes in both directions between 148th Street SW and Pacific Avenue in Everett.

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	\$16.1	\$18.5
Environmental Clearance and PE	\$20.2	\$23.2
Final Design, Specs, Permitting	\$20.2	\$23.2
ROW Acquisition	\$33.6	\$38.7
Construction	\$169.5	\$194.9
Vehicles	\$0.0	\$0.0
Contingency	\$24.4	\$28.0
Total	\$283.9	\$326.5

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

<i>Relationship</i>	<i>Project</i>
Complements	N12 Express Bus: BAT Lanes on SR 99 (N. King County)

Project Partners

Snohomish County
City of Everett
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 the revenue operations.

Description:

This project will construct approximately 9 miles of Business Access and Transit (BAT) lanes in both directions on SR 99 from 148th Street SW in Snohomish County to Pacific Avenue in Everett via SR 99, Evergreen Way and Rucker Avenue, connecting with existing BAT lanes to the south.

This corridor has five distinct roadway conditions: five-lane section with curb, gutter and sidewalk; five-section without curb, gutter and sidewalk; seven-lane section with curb, gutter and sidewalk; seven-lane section without curb, gutter and sidewalk; four/six-lane interchange. The typical five-lane section has two eleven/twelve-foot lanes in width for both directions with a twelve-foot two-way left-turn center lane. The typical seven-lane section has an additional eleven/twelve-foot lane in each direction. For five-lane sections that do not have contiguous concrete curbs, gutter and sidewalks, the width of the shoulder varies in width from eight to eleven-foot in width. Seven-lane sections do not have shoulders but may have on-street parking and bus pull outs.

The proposal is to reconstruct SR 99 to include an asphalt BAT lane fourteen-foot in width for both directions and maintain two twelve-foot in width general-purpose lanes in both directions. Components include a contiguous curb, gutter and sidewalk with concrete pads at bus stops. The overall right-of-way (ROW) needed is 103 feet. Where a seven-lane section exists, reconstruction of curb, gutter and sidewalks will occur on one side of the roadway, the centerline will shift and the lanes will be restriped where possible. Along a five-lane section exists with at least one side with a contiguous concrete curb, gutter and sidewalk, (re)construction of curb, gutter and sidewalks will occur on the opposite side of the roadway, the centerline will shift and the lanes will be restriped. The existing ROW varies from 100 to 150 feet.

Project Elements Included:

- Fourteen-foot asphalt Business Access/Transit (BAT) lane
- Curb, gutter and six-foot sidewalks
- Landscaping
- ADA compliant bus shelters/stops
- "C"-curbing and/or left-turn pockets where required in the median
- Parking removal
- Concrete bus pads at stops
- 1 percent for art per ST policy

Utilities:

- Underground utilities where required by local ordinances
- Power/communications conduit for Transit Signal Priority (TSP)
- Relocate utilities where needed
- Storm water facilities and water quality treatment that meets or exceeds city, county and state requirements

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
- Major changes to the two-way left turn lane
- Replacement of displaced on-street parking
- Noise walls
- Accommodations for bicycles, including bike lanes
- BRT stations
- Access management

Permits Required:

- utility, construction-related

Agreements Required:

- City of Everett, Snohomish County

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	\$283.9 - \$326.5	in Millions of 2005\$
Annual Operating Cost	N/A	
Travel Time & Reliability		
Connectivity & Integration	Medium	# transit routes: 1-2 CT, 1 ET, 1 ST
Land Use & Development		
Customer Experience		
Consistency with Plans		
Public Support		
Risk Avoidance	Medium	

Key Issues and Benefits

Issues

- ST would not operate BRT service in this corridor.
- The BRT service component that would benefit from these BAT lanes is not in place, and is dependent on agreement and funding between Community Transit and Everett Transit.
- WSDOT, Snohomish County and/or the City of Everett may require significant access management improvements along SR-99 that are not part of this project's scope.
- Access to adjacent businesses and residences will be restricted during construction.
- Constructing to full standards will require ROW acquisition and reconstruction of existing curb/gutter/sidewalk along some stretches.

Benefits

- Provides a major capital component of the arterial BRT system envisioned for this corridor.
- Significant rider travel time and transit agency operating cost savings predominantly benefiting local transit services.
- Fills a significant gap in the overall SR-99 BAT lane system; with project N 12, would complete an almost continuous BAT lane system from downtown Everett to north Seattle.
- Improves bus service reliability.