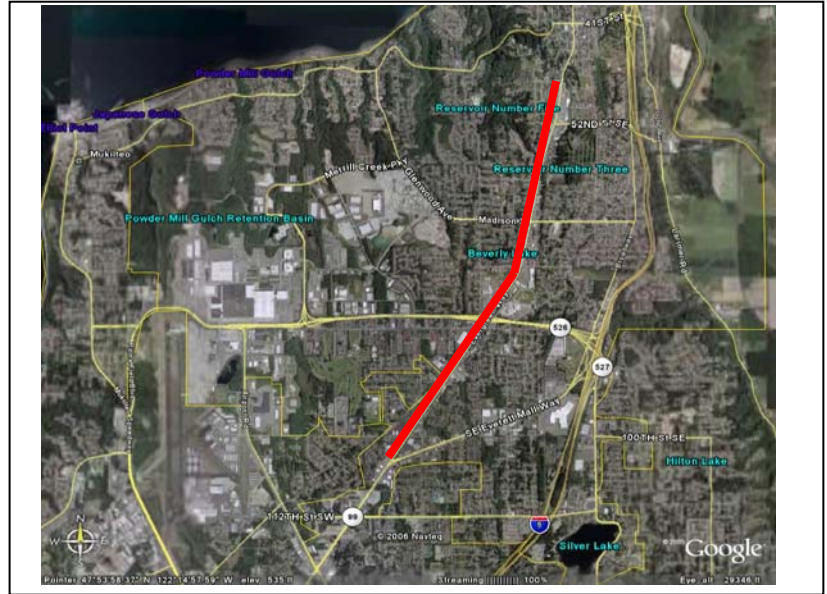


Express Bus: BAT Lanes on Evergreen Way - Everett Mall Way to 47th St (Everett)

Project Number	N11b
Subarea	Snohomish
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 3.87 miles of curbside BAT lanes in both directions between Everett Mall Way and 47th Street SE 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	\$0.0	\$0.1
Environmental Clearance and PE	\$0.1	\$0.1
Final Design, Specs, Permitting	\$0.1	\$0.1
ROW Acquisition	\$0.1	\$0.1
Construction	\$0.5	\$0.6
Vehicles	\$0.0	\$0.0
Contingency	\$0.1	\$0.1
Total	\$0.8	\$0.9

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
Complements	N12 Express Bus: BAT Lanes on SR 99 (N. King County)
Complements	N11a, c, and d
Alternative to	Portion on N11

Project Partners

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:

Project N11b will designate the existing curb lanes as Business Access & Transit (BAT) lanes in both directions along SR 99/Evergreen Way in Everett. This stretch of roadway is 3.87 miles in length. There are no existing BAT lanes in this section.

SR 99/Evergreen Way between Everett Mall Way and 47th Street SE has 7 lanes with two 11-foot wide general purpose lanes and a 12-foot wide general purpose curb lane in each direction, and a 12-foot wide two-way center left turn lane. Several locations between 79th Street SE and 52nd Street SE have additional 8-foot wide parking pullouts. A contiguous curb, gutter and sidewalk exist.

The land use for this stretch of SR 99 is a mix of industrial, auto-oriented access businesses and some higher density residential with apartments at the northwest corner of 112th Street SW and 108th Street SW. Several shopping centers and other auto-oriented access businesses are located along the corridor. Most businesses and residences have full access with the two-way left turn lane. The existing right-of-way (ROW) is approximately 100 feet.

The proposal is to convert the existing curb lane to a BAT lane in each direction from 112th Street SW to 47th Street SE. Approximately 14-foot BAT lanes will be provided by reducing the width of the general purpose lanes to approximately 10 feet.

Project Elements Included:

- Convert existing general purpose curb lanes to approximately 14-foot Business Access/Transit (BAT) lanes
- Re-stripe through lanes to approximately 10-foot lanes
- Signage
- 1 percent of all capital project costs, excluding tunneling, for art

Utilities:

- None

Right-of-Way and Property Acquisition:

- None

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 and access management improvements
- Replacement of displaced on-street parking
- Noise walls
- Special accommodations for bicycles beyond the approximately 14-foot BAT lanes
- BRT stations
- Operations and maintenance of facility

Permits Required:

- construction-related

Agreements Required:

- City of Everett, WSDOT

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	\$0.8 - \$0.9	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	Medium	maximized by linkage with projects N11a, c, and d
Connectivity & Integration	Medium	# transit routes: 1-2 CT, 1 ET, 1 ST
Land Use & Development	High	
Customer Experience	Medium	
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.
- Requires approval of roadway design deviations by Everett and WSDOT.

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 projects N11a, N11c, N11d, and N12, would complete an almost continuous BAT lane system from downtown Everett to north Seattle.
- Improves bus service reliability.