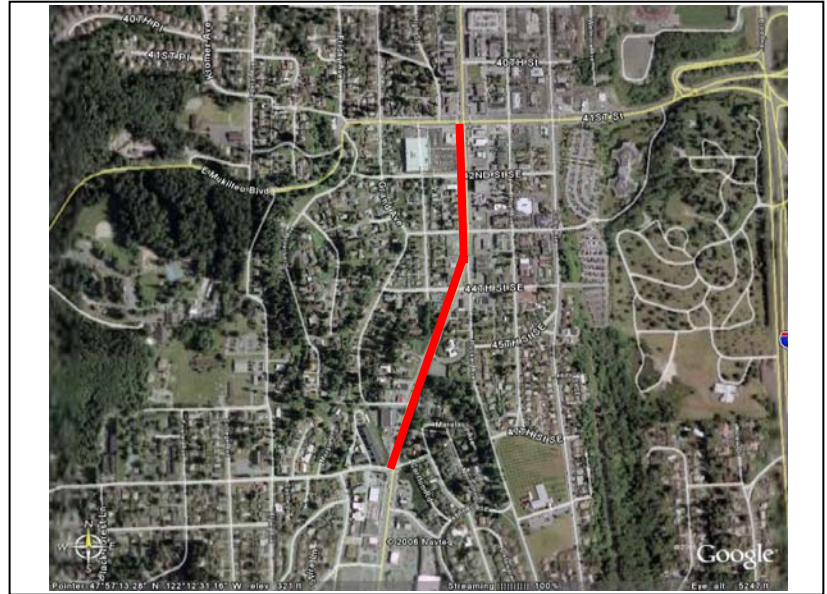


Express Bus: BAT Lanes on Evergreen Way and Rucker Avenue - 47th St to 41st St (Everett)

Project Number	N11c
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 0.57 miles of curbside BAT lanes in both directions between 47th Street SE and 41st 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	\$0.4	\$0.4
Environmental Clearance and PE	\$0.5	\$0.5
Final Design, Specs, Permitting	\$0.5	\$0.5
ROW Acquisition	\$0.8	\$0.9
Construction	\$3.9	\$4.5
Vehicles	\$0.0	\$0.0
Contingency	\$0.6	\$0.6
Total	\$6.5	\$7.5

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

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

Project Partners

City of Everett

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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 N11c will provide 0.57 mile of Business Access & Transit (BAT) lanes in both directions on Evergreen Way/Rucker Avenue in Everett. There are no existing BAT lanes in this section. This section of Evergreen Way between 47th and 46th Street SE has seven lanes: two 11-foot general purpose lanes and a 12-foot general purpose curb lane in each direction, and a 12-foot wide two-way center left turn lane.

Evergreen Way between 46th and 44th Street SE (0.20 miles) has six lanes: two 11-foot general purpose lanes in each direction, a 12-foot general purpose curb lane in the northbound direction and a 12-foot wide two-way center left turn lane.

Evergreen Way joins Rucker Avenue in the vicinity of 43rd Street. Evergreen Way/Rucker Avenue between 44th Street SE and 41st Street has seven lanes, but the southbound curb lane is used for on-street parking. There are two 11-foot general purpose lanes and a 12-foot general purpose curb lane in the northbound direction. In the southbound direction, the 12-foot curb lane is used for on-street parking between 41st Street and 44th Street SE. Also, there is a 12-foot two-way center left turn lane. A contiguous curb, gutter and sidewalk exist. The overall existing right-of-way (ROW) is roughly 100 feet. The land use for this stretch of Evergreen Way is a mix of shopping centers, single family homes and auto-oriented access businesses. Most businesses and residences have full access with the two-way left turn center lane.

The proposal is to convert the existing curb lanes to BAT lanes in both directions. In the southbound direction, Evergreen Way between 44th and 46th Street SE needs to be widened to construct an approximately 14-foot BAT lane. In all areas, approximately 14-foot BAT lanes will be provided by reducing the width of the general purpose lanes to approximately 10 feet.

Project Elements Included:

- Construct approximately 14-foot BAT lane by widening southbound Evergreen Way from 46th Street SE to 44th Street (0.2 miles) and narrow adjacent GP lanes to approximately 10 feet
- Convert the existing curb lanes to approximately 14-foot BAT lanes in other areas (0.57 miles in the NB direction, and 0.37 miles in the SB direction)
- Re-stripe general purpose through lanes to approximately 10-foot lanes
- Signage
- Curb, gutter and six-foot sidewalk between 46th and 44th Streets
- Landscaping
- "C"-curbing and/or left-turn pockets where required in the median
- 1 percent of all capital project costs, excluding tunneling, for art

Utilities:

- Underground utilities where required by local ordinances
- 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 to accommodate the new southbound BAT lane between 46th and 44th Streets

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:

- utility, construction-related

Agreements Required:

- City of Everett

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	\$6.5 - \$7.5	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	Medium	maximized by linkage with projects N11a, b, 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.
- Constructing to full standards will require ROW acquisition and reconstruction of existing curb/gutter/sidewalk along some stretches.
- Requires approval of roadway design deviations by City of Everett

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, N11b, N11d, and N12, would complete an almost continuous BAT lane system from downtown Everett to north Seattle.
- Improves bus service reliability.