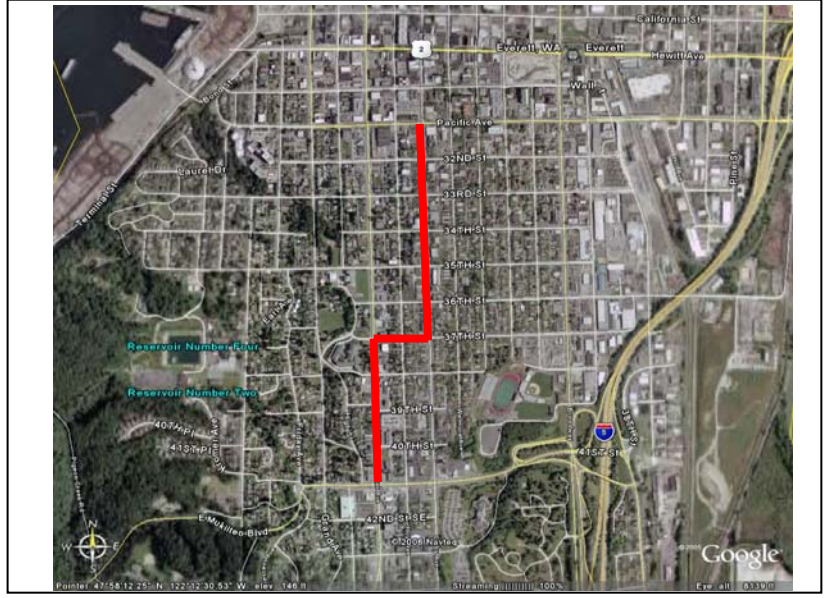


Express Bus: BAT Lanes and TSP on Colby Avenue and Rucker Avenue - 41st St to Pacific (Everett)

Project Number	N11d
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 0.55 miles of curbside BAT lanes in both directions between 41st Street SE 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	\$1.0	\$1.2
Environmental Clearance and PE	\$1.3	\$1.5
Final Design, Specs, Permitting	\$1.3	\$1.5
ROW Acquisition	\$2.1	\$2.4
Construction	\$10.7	\$12.3
Vehicles	\$0.0	\$0.0
Contingency	\$1.5	\$1.8
Total	\$17.9	\$20.6

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)
Complements	N11a, b, and c
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 N11d will construct 0.55 mile of Business Access & Transit (BAT) lanes in both directions along Colby Avenue in Everett. There are no existing BAT lanes in the vicinity of this section.

This section of Rucker Avenue between 41st and 37th Street consists of 5 lanes with two 10-foot wide general purpose lanes in each direction and a 9-foot wide two-way center left turn lane. The curb lanes are roughly 18-feet in width to accommodate on-street parking. A continuous concrete curb, gutter and sidewalks are provided. The overall right-of-way (ROW) is roughly 100 feet on Rucker Avenue.

37th Street between Rucker and Colby Avenue has an 18-foot lane in each direction. On-street parking is permitted on both sides of the street. A continuous concrete curb, gutter and sidewalks are provided. The overall existing ROW is roughly 80 feet on 37th Street.

Colby Avenue between 37th and 34th Street consists of 5 lanes with two 11-foot wide general purpose lanes in each direction and a 10-foot wide two-way center left turn lane. An 8-foot wide shoulder accommodates on-street parallel parking on both sides of the street. Between 34th Street and Pacific Avenue, Colby tapers to three lanes with one 11-foot wide general purpose lane in each direction and a 10-foot wide two-way center left turn lane. Along the curbs, 19 feet are reserved for angled parking along both sides of Colby Avenue. The overall existing ROW is approximately 85 feet on Colby Avenue. The land use for this stretch of Rucker and Colby Avenue is residential with some street-oriented businesses and a few auto-oriented access businesses. A health clinic is located between 39th and 41st Street. Most businesses and residence have full access with the two-way left turn center lane.

The proposal is to provide approximately 14-foot BAT lanes on Colby Avenue between 37th Street and Pacific Avenue by re-configuring the existing lane and parking arrangements. The existing angle on-street parking on one side will be converted to parallel parking. Parking on the other side of the street will be removed. This arrangement will permit widening the two-way left turn center lane to approximately 12 feet and the general purpose lanes to approximately 11 feet. A new traffic signal with transit priority will be provided at Rucker Avenue and 37th Street. Transit signal priority (TSP) will be added to the existing signal at the intersection of 37th Street and Colby Avenue. BAT lanes will not be provided on Rucker Avenue between 41st Street and 37th Street and on 37th Street between Rucker Avenue and Colby Avenue.

Project Elements Included:

- approximately 14-foot BAT lanes on Colby Avenue between 37th Street and Pacific Street within the existing curb-to-curb space and re-stripe the general purpose lanes to approximately 11 feet and the center turn lane to approximately 12 feet
- A new signal with transit priority at Rucker/37th Street and modification to the existing signal at Colby Avenue/37th Street to add TSP
- Signage
- "C"-curbing and/or left-turn pockets where required in the median
- 1 percent of all capital project costs, excluding tunneling, for art

Utilities:

- Power/communications conduit for Transit Signal Priority (TSP) at the two intersections

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:

- 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	\$17.9 - \$20.6	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 c
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.
- The City of Everett may require significant access management improvements along Rucker, 37th and/or Colby 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, N11c, and N12, would complete an almost continuous BAT lane system from downtown Everett to north Seattle.
- Improves bus service reliability.