

Express Bus: New Route between Everett and Bellevue via SR 527

Project Number	N14
Subarea	E King / Sno
Primary Mode Impacted	ST Express
Facility Type	ST Exp Service
Version Number	3.0
Date Last Modified	5/17/2006

Project Locator Map



Short Project Description

Operate a new ST Express route on SR 527 providing bi-directional, all-day regional express bus service between Everett Station, Mill Creek, Canyon Park, and Bellevue Transit Center.

Project Purpose: to improve regional transit access for Snohomish County communities east of I-5.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

Annual Operating

Total	\$5.1
-------	-------

Vehicles

Total	\$8.0
-------	-------

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
Impacted by	ST route 530 operation
Complements	N20 Express Bus: Surface Park-&-Ride along SR 527 (Mill Creek)
Impacted by/ Substituted for	N19 Express Bus: Parking Garage at Canyon Park Park-&-Ride (Bothell)

Project Partners

Community Transit
Everett Transit
City of Mill Creek
Snohomish County
City of Bothell
WSDOT

Express Bus: New Route between Everett and Bellevue via SR 527

Long Description

This project scope, and the companion 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 route provides bi-directional, limited stop service between Everett, Mill Creek, Bothell, and Bellevue. The proposed alignment would use I-5 between Everett and the S. Everett P&R (I-5/112th), SR 527 between Everett and Canyon Park P&R, and then I-405 to the Bellevue Transit Center.

Stops include Everett Station, South Everett Park-and-Ride, stops along SR 527 spaced approximately 1 mile, Canyon Park Park-and-Ride, UW-Bothell, Kingsgate/Totem Lake, and the Bellevue Transit Center.

Project Elements Included:

• Headways

Weekday: AM 15 min / Midday 30 min / PM 15 min / Evening 60 min / Night 60 min

Saturday & Sunday: 60 min all day

• Bus Needs

Peak Buses: 13

Midday Buses: 6

Spares: 3

Total Buses: 16*

* capital cost reflects single purchase; does not include fleet replacement

• Additional vehicles will be acquired to support the service extension (or new route) along with required additional maintenance and operations capacity.

Annual Service Hours: 50,000

Utilities:

• none

Right-of-Way and Property Acquisition:

• Miscellaneous easements

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

• Maintenance base capacity

Permits Required:

• none

Agreements Required:

• Community Transit, Everett Transit, City of Mill Creek, Snohomish County, City of Bothell, 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.

Express Bus: New Route between Everett and Bellevue via SR 527

Evaluation Measures

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership	1,000	
Capital Cost	\$8.0	in Millions of 2005\$
Annual Operating Cost	\$5.1	in Millions of 2005\$
Travel Time & Reliability	Medium	
Connectivity & Integration	Medium	
Land Use & Development	High	
Customer Experience	Medium	
Risk Avoidance	High	

Key Issues and Benefits

Issues

- Demand for regional bus service in addition to local bus service along this corridor is unclear.
- Base capacity for 16 additional buses would have to be provided, which may require additional funding.
- Draws riders from I-5 services.
- This project was included in Sound Move, but was not implemented because the SR 527 corridor could not yet accommodate service operation.

Benefits:

- Provides new access to regional bus services to communities along the corridor, including South Everett, Mill Creek and Thrasher's Corner.
- This service may enable some reinvestment of underlying local bus services.
- This service may provide potential savings associated with restructuring existing ST Express services along I-5 and I-405.