SR 522/NE 145th Stride Bus Rapid Transit

Welcome

Stride Bus Rapid Transit is coming to north Lake Washington

Welcome to the SR 522/NE 145th Stride Bus Rapid Transit (BRT) Project online engagement platform!

Watch our short video below for an introduction to BRT and the Stride S3 Line. Please note that the anticipated date for when BRT service will begin is now 2024/2025. Schedule subject to change due to impacts from the COVID-19 recession and the ongoing Sound Transit Board realignment process. Read on for more information about the project timeline.

P
Stride Bus Rapid Transit
Copy link
Fast. Frequent. Reliable.
orca

Explore transit improvements happening near you! Visit our design updates section or click the topics below:

- View the station locations
- Check out the station design
- What's happening in Bothell
- What's happening in Kenmore
- What's happening in Lake Forest Park
- What's happening in Shoreline/Seattle
- What's happening in Woodinville
- Transit changes for riders

How to use this site:

COVID-19 impacts to Sound Transit projects

- Sound Transit is ensuring the health and safety of the community and our workforce by following the guidance of our partners at Public Health-Seattle and King County, Washington State Department of Health and the Centers for Disease Control and Prevention regarding COVID-19.
- The COVID-19 recession will likely affect Sound Transit's expansion project plans and timelines. Learn more about how the Sound Transit Board is assessing potential project impacts.
- Stay tuned for future updates and learn more about how Sound Transit is responding to COVID-19.

Stay engaged!

Get upcoming project news and public involvement opportunities.

Email address

Subscribe

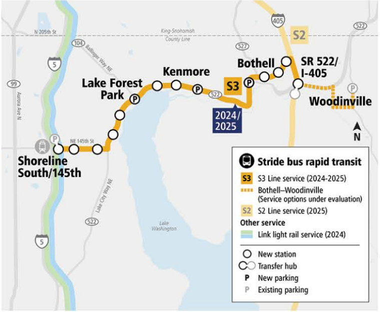
- Click the + button to see more information
- Click on hyperlinked text to open new pages or to display pop-up info boxes

What is the Stride S3 Line?

The Stride S3 Line, or the SR 522/NE 145th Bus Rapid Transit (BRT) service, will connect north Lake Washington communities to the regional transit system with fast, frequent and reliable transit service. Riders will be able to transfer between the SR 522/NE 145th Stride S3 Line, I-405 North Stride S2 Line, Link light rail and other transit service provided by Sound Transit, Community Transit and King County Metro.

Learn more about the project background.

Interested in our new line names? Learn more about how we will be naming and illustrating our lines starting in 2021.


N 205th St
King-Snohomish County Line
405
S2
522
527
104
Ballinger Way NE
5
99
Aurora Ave N
Bothell
SR 522/ I-405
Kenmore
Lake Forest Park
S3
Woodinville
2024/ 2025
N
NE 145th St
Shoreline South/145th
Lake City Way NE
Lake Washington
Stride bus rapid transit
S3 S3 Line service (2024-2025)
Bothell–Woodinville (Service options under evaluation)
S2 S2 Line service (2025)
Other service
Link light rail service (2024)
New station
Transfer hub
P New parking
P Existing parking

Click to enlarge

What's the latest?

- Since spring 2019, we have been working on the conceptual design and environmental review. Check out our design updates and timeline.
- We are continuing to advance the design and currently anticipate starting BRT service in 2024/2025. Schedule subject to change due to impacts from the COVID-19 recession and the ongoing Sound Transit Board realignment process.
- In 2020, we will finish conceptual design and environmental review through the completion of the State Environmental Policy Act (SEPA) checklist, and we will continue to advance more detailed preliminary designs.

Key terms we use in this site

- **Conceptual design**: refers to the 10% design level we have been developing since spring 2019, as we worked on conceptual engineering and environmental review.
- **Preliminary design**: refers to the 30% (more detailed) design level. At this level, the footprint for the project is largely determined. Following key design decisions, we will continue to advance preliminary design throughout 2020–2021.
- **Stride S3 Line**: Starting in 2021, we will use "Stride S3 Line" as the new name for the SR 522/NE 145th BRT service. Learn more about

Translation services

参考简体中文网站

Ver este sitio en español

If your language is not available, please contact: 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org for alternative formats.

upcoming changes to the way we name and illustrate our lines.

Upcoming virtual public meetings!

- We will host virtual public meetings as the preliminary designs become available throughout 2020–2021.
- Please join us to learn more about the design in your city, ask questions and share your thoughts.
- Subscribe to our email list to receive future updates.

Share your thoughts!

Share your thoughts!

Click below or scroll to the **Share your thoughts** section to provide input on:

- Your travel preferences
- How you plan to access Stride BRT stations

You can also let us know if you would like to receive updates about the results of environmental review.

Share your thoughts

What's next for the project?

Upcoming design and environmental milestones:

In 2020, the project team will finish the planning phase of the project, completing conceptual engineering and environmental review through the completion of the State Environmental Policy Act (SEPA) checklist. The project team will then ask the Sound Transit Board to identify the project to be built, which may enable the project to advance into the next phases, the design and construction phases.

In the design phase, we will:

- Finalize the design of roadway and sidewalks.
- Finalize station design and public art.
- Obtain land use, environmental and construction permits.
- Begin the property acquisition process.

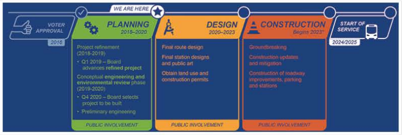
Schedule

Fall 2020
Environmental review complete/Threshold Determination issued (learn more about the environmental review process)

Late 2020
Sound Transit Board advances the project to be built

Fall–Winter 2020/2021
Complete preliminary design of roadways, sidewalks and stations along the corridor

2021
Continue advancing design of parking garages


WE ARE HERE
VOTER APPROVAL
2016
PLANNING
2018–2020
Project refinement (2018-2019)
• Q1 2019 – Board advances refined project
Conceptual engineering and environmental review phase (2019-2020)
• Q4 2020 – Board selects project to be built
• Preliminary engineering
PUBLIC INVOLVEMENT
DESIGN
2020–2023
Final route design
Final station designs and public art
Obtain land use and construction permits
PUBLIC INVOLVEMENT
CONSTRUCTION
Begins 2023*
Groundbreaking
Construction updates and mitigation
Construction of roadway improvements, parking and stations
PUBLIC INVOLVEMENT
START OF SERVICE
2024/2025

Construction for most of the BRT project is expected to begin by 2023 and be completed by 2024/2025. Construction of some elements may begin before 2023 and others may occur after service starts in 2024/2025. Schedule subject to change due to impacts from the COVID-19 recession and the ongoing Sound Transit Board realignment process.

Upcoming virtual public meetings!

- We will host virtual public meetings as the preliminary designs become available throughout 2020–2021.
- We hope you will join to learn more about the design in your city, ask questions and share your thoughts.
- Subscribe to our email list to stay tuned for future updates.

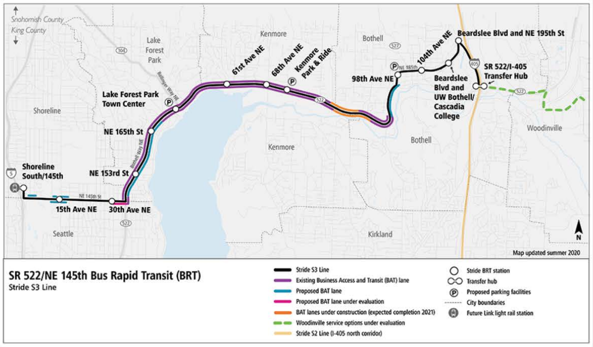
Project updates in your city

What's new with the design

Click the lines with ➕ buttons below to learn about our proposed project updates. These updates are not confirmed until the Sound Transit Board votes on the project to be built and advances the project into the next phase by the end of 2020.

Station locations

-


Snohomish County
King County
Lake Forest Park
Kenmore
Bothell
Shoreline
Woodinville
Seattle
Kirkland
Shoreline South/145th
15th Ave NE
NE 145th St
30th Ave NE
NE 153rd St
NE 165th St
Lake Forest Park Town Center
Ballinger Way NE
Bothell Way NE
61st Ave NE
68th Ave NE
Kenmore Park & Ride
98th Ave NE
NE 185th
104th Ave NE
Beardslee Blvd and NE 195th St
Beardslee Blvd and UW Bothell/ Cascadia College
SR 522/I-405 Transfer Hub
104
522
527
405
5
N
Map updated summer 2020
SR 522/NE 145th Bus Rapid Transit (BRT)
Stride S3 Line
Stride S3 Line
Existing Business Access and Transit (BAT) lane
Proposed BAT lane
Proposed BAT lane under evaluation
BAT lanes under construction (expected completion 2021)
Woodinville service options under evaluation
Stride S2 Line (I-405 north corridor)
Stride BRT station
Transfer hub
Proposed parking facilities
City boundaries
Future Link light rail station

Click to enlarge

Proposed updates to station locations:

Since spring 2019, we assessed three stations that were not included in the voter-approved project. Assessments included ridership potential, transit integration with King County Metro, non-motorized access and community input.

Based on these assessments, we propose that, as part of advancing the project to be built, the Sound Transit Board:

- Does not pursue a Stride BRT station at 80th Avenue NE in Kenmore.
  - Our assessments showed only limited support for including this proposed additional BRT station.
  - King County Metro will continue to serve this bus stop.
- Includes Stride BRT stations at 61st Avenue NE in Kenmore and NE 165th Street in Lake Forest Park.
  - We have heard strong stakeholder support to locate Stride BRT stations at 61st Avenue NE in Kenmore and NE 165th Street in Lake Forest Park in order to provide access to the region's high-capacity transit system and to support integration with King County Metro service.

We also evaluated two stations that were in the Representative Project. Based on our analysis, we propose that the Sound Transit Board:

- Removes the Stride BRT station at 25th Avenue NE in Shoreline/Seattle.
  - The existing NE 145th Street/25th Avenue NE King County Metro stop will remain and continue to be served by King County Metro buses, with service to the future South Shoreline station. With King County Metro buses every 10 minutes, this service will connect riders to light rail with the same frequency provided at Stride stations.
  - We also propose removing the proposed roadway widening and sidewalk improvements at this intersection.
- Moves the Stride BRT station at the intersection of NE 145th and SR 522 to 30th Avenue NE on NE 145th Street.
  - We heard concerns from our agency partners about pedestrian access and the pedestrian environment at the proposed Stride BRT station at NE 145th and SR 522.
  - Moving the station to 30th Avenue NE would improve pedestrian access and allow for stronger integration with King County Metro's frequent bus service that will run along NE 145th Street.

What will the Stride BRT shelters look like?

Stride BRT stations will typically include longer platforms (slightly elevated sidewalks) so that two buses can serve passengers at the same time. We are continuing to update the preliminary shelter design of the Stride stations.

Changes to the shelter design:

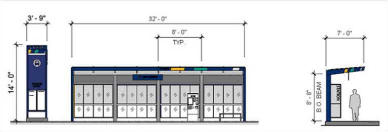
- An updated pylon with illuminated identification.
- A sign to display real-time information about bus arrivals and departures.
- Framed canopy and windscreens for waiting riders' comfort and safety.
- The addition of Stride wave colors gold, teal and light gray.
- Space for public art.

Check out the concept images below for an illustration of what the stations might look like.

STRIDE

The name for Sound Transit BRT, Stride, will be integrated into the design of the BRT system.

Concept image of a Stride BRT station on SR 522/NE 145th Street. | Click to enlarge


3' - 9"
32' - 0"
8' - 0"
TYP.
14' - 0"
7' - 0"
8' - 8"
B.O. BEAM

Option for the Stride BRT station configuration. | Click to enlarge

Updates in Bothell

Stride BRT stations in Bothell:

- 98th Avenue NE and NE 182nd Street
- NE 185th Street and 104th Avenue NE
- UW Bothell/Cascadia College-Beardslee Boulevard
- Beardslee Blvd and NE 195th Street
- SR 522/I-405 Transfer Hub

City-led Stage 3 improvements to SR 522:

In 2019, construction began on the City-led "Stage 3" improvements to SR 522. In partnership with the City, Sound Transit is funding the construction of the Stage 3 improvements, which include:

- Adding BAT lanes between Kenmore and Wayne Curve/96th Avenue NE.
- Adding sidewalks on the north side of SR 522, associated with roadway widening.

Additional improvements to SR 522 in Bothell:

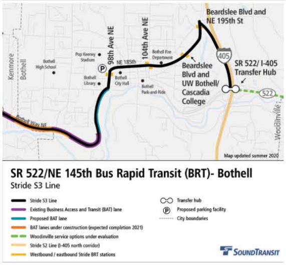
We are proposing the following design updates between 96th Avenue NE and 98th Avenue NE:

- Adding sidewalks on the west side of SR 522, associated with roadway widening.
- Maintaining the existing two-way left-turn lane as much as possible.

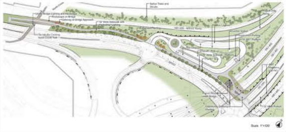
Design updates in downtown Bothell:

We are proposing the following updates to the design in downtown Bothell:

- Stride BRT to operate on Bothell city streets (98th Avenue NE, NE 185th Street, Beardslee Boulevard and NE 195th Street) to the SR 522/I-405 Transit Hub. Operating on city streets will improve transit


Beardslee Blvd and NE 195th St
98th Ave NE
104th Ave NE
Kenmore
Bothell
Bothell High School
Pop Keeney Stadium
NE 185th
Bothell Fire Department
Bothell Library
Bothell City Hall
Bothell Park-and-Ride
Beardslee Blvd and UW Bothell/ Cascadia College
405
SR 522/ I-405 Transfer Hub
522
Woodinville
Bothell Way NE
Map updated summer 2020
SR 522/NE 145th Bus Rapid Transit (BRT)- Bothell
Stride S3 Line
Stride S3 Line
Existing Business Access and Transit (BAT) lane
Proposed BAT lane
BAT lanes under construction (expected completion 2021)
Woodinville service options under evaluation
Stride S2 Line (I-405 north corridor)
Westbound / eastbound Stride BRT stations
Transfer hub
Proposed parking facility
City boundaries
SoundTransit

Map of the Stride S3 Line in Bothell. | Click to enlarge



Concept image of the SR 522/I-405 Station in Bothell. | Click to enlarge

access to the growth in downtown Bothell.
- Placing stations on Beardslee near UW Bothell/Cascadia College and at the SR 522/I-405 Transit Hub to maintain access to the university and I-405 Stride BRT while improving service reliability.
- Adding intersection and roadway treatments along NE 185th Street to increase BRT speed and reliability.
- Locating the future park-and-ride lot at the Lot P South site, with 300 parking spaces. The preferred location has moved from Pop Keeney Stadium to Lot P South to reduce property impacts.

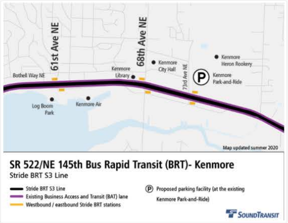
Next steps:

- The project team is working on finalizing the conceptual design for Bothell.
- Once the conceptual design is completed and agreed upon with the City, we will reach out to potentially impacted property owners in Bothell to share the design and offer meetings to discuss individual properties. We anticipate these letters will be sent in summer 2020.
- The project team will continue to work with the City to site the park-and-ride lot.
- Following key design decisions, the project team will advance preliminary design. Once these preliminary designs become available for Bothell, we will share these updates with the public. These updates are anticipated in early 2021.
- Subscribe to our email list to stay tuned for future updates and opportunities to get involved.

Updates in Kenmore

Proposed Stride BRT stations in Kenmore:

- 61st Avenue NE
- 68th Avenue NE
- Kenmore Park-and-Ride


61st Ave NE
68th Ave NE
Bothell Way NE
Kenmore Library
Kenmore City Hall
73rd Ave NE
Kenmore Heron Rookery
P
Kenmore Park-and-Ride
Log Boom Park
Kenmore Air
Map updated summer 2020
SR 522/NE 145th Bus Rapid Transit (BRT)- Kenmore
Stride BRT S3 Line
Stride BRT S3 Line
Existing Business Access and Transit (BAT) lane
Westbound / eastbound Stride BRT stations
Proposed parking facility (at the existing Kenmore Park-and-Ride)
SoundTransit

Map of the Stride S3 Line in Kenmore. | Click to enlarge

Kenmore Park-and-Ride garage and transit-oriented development (TOD):

The voter-approved BRT project included a new 300-stall parking garage at the existing park-and-ride lot in Kenmore. Sound Transit engaged in an early planning process to address the new garage, as well as goals of the City of Kenmore and King County Metro to support future TOD at this location. In 2019, Sound Transit held three design workshops that brought together a team of stakeholders, including neighboring property owners, the City of Kenmore, King County Metro and agency partners to:

Participants at a workshop for the Kenmore Park-and-Ride garage and TOD.

- Identify a location for the garage at the Kenmore Park-and-Ride lot that would work with King County Metro and the City's interests in advancing TOD on this site in the future.
- Collaborate on a visioning and evaluation process to create the best potential future development

outcomes for the Kenmore Park-and-Ride lot and neighboring properties.

Concept image of the future Kenmore park-and-ride garage and potential TOD at neighboring properties. | Click to enlarge

Heron rookery habitat management plan:

- As part of the workshops, the team investigated how the project might affect the great blue herons at the Kenmore Heron Rookery north of the Kenmore Park-and-Ride lot.
- To minimize disruptions to the herons, the Washington Department of Fish and Wildlife and the City of Kenmore recommend avoiding any increase in activity levels near the rookery.
- A Habitat Management Plan will be completed as design is finalized to determine final measures that will be used to protect the colony.
- Those specific measures for colony protection will be included in the project design plans and construction requirements.

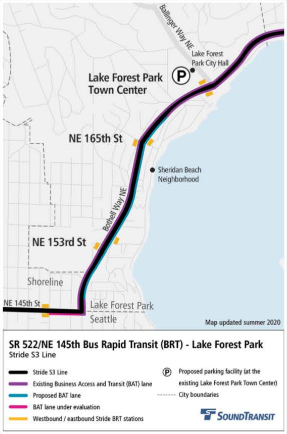
Next steps:

- We are continuing to study project feasibility and work with our partners to support their interest in future TOD at this site. We will complete our report of the workshops and TOD feasibility study in summer 2020. In 2021, we will share our plan with the public for review and feedback.
- We will continue meeting with property owners to discuss potential impacts and share design information as we have it.
- The project team will advance preliminary design.
- We will host a virtual public meeting later this year as more detailed preliminary designs become available for Kenmore.
- Subscribe to our email list to stay tuned for future updates and opportunities to get involved.

Updates in Lake Forest Park

Proposed Stride BRT stations in Lake Forest Park:

- NE 153rd Street
- NE 165th Street
- Lake Forest Park Town Center


Ballinger Way NE
Lake Forest Park City Hall
Lake Forest Park Town Center
Ⓟ
NE 165th St
Sheridan Beach Neighborhood
Bothell Way NE
NE 153rd St
Shoreline
NE 145th St
Lake Forest Park
Seattle
Map updated summer 2020
SR 522/NE 145th Bus Rapid Transit (BRT) - Lake Forest Park
Stride S3 Line
Stride S3 Line
Existing Business Access and Transit (BAT) lane
Proposed BAT lane
BAT lane under evaluation
Westbound / eastbound Stride BRT stations
Ⓟ Proposed parking facility (at the existing Lake Forest Park Town Center)
City boundaries
SoundTransit

Map of the Stride S3 Line in Lake Forest Park. | Click to

Shifting the footprint to the west side of SR 522:

- Early outreach allowed us to visit potentially affected property owners on site and better understand some of the design and driveway access challenges, leading us to modify the design accordingly.
- As we advanced to preliminary design, we analyzed driveways and access to potentially affected properties in Lake Forest Park. We determined that widening to the east side of the road between NE 155th Street and half a block south of 41st Avenue NE had some significant impacts to driveways. In some cases, residents would not have been be able to access their homes, potentially requiring the full acquisition of multiple properties
- We worked with WSDOT and the City of Lake Forest Park to explore alternatives that would

reduce this impact. From these conversations, **we have refined the design between NE 155th Street and half a block south of 41st Avenue NE in Lake Forest Park. These refinements include shifting some roadway widening to the west side of SR 522 to allow more property owners to stay in their homes and reduce the overall change to the neighborhood.**
- We have reached out to property owners on both sides of the roadway to discuss what this means for potential impacts to their properties.

Learn more about this west-side refinement in our answers to frequently asked questions.

Lake Forest Park parking garage:

- The project has developed an early design concept for a parking garage at the Lake Forest Park Town Center, adjacent to City Hall.

Roadway updates:

Where possible to reduce property impacts, our current design reconfigures the two-way left-turn lane so that a business access and transit lane and sidewalk can be added while minimizing the project footprint. This approach has different outcomes along the corridor:

- Between NE 145th Street and NE 155th Street, there is no change to the existing median.
- Between NE 155th Street and 41st Avenue NE, we are proposing to replace the two-way left-turn lane with a raised median. This width varies in several places.
- We are considering U-turns for the signalized intersections at NE 153rd Street, 39th Avenue NE and NE 165th Street to allow people to access homes and businesses. In order to accommodate the U-turns, the outside lane may need to be further widened at these three intersections, within the context of the west-shift design.

Next steps:

- We are designing the west-side shift along part of SR 522 in Lake Forest Park.
- We will continue meeting with property owners to discuss potential impacts and share design information as we have it.
- The project team will advance preliminary design.
- We will host a virtual public meeting later this year as information about these more detailed preliminary designs become available for Lake Forest Park.
- We will consider opportunities for partnerships with third parties on continued design and construction of the garage.
- Subscribe to our email list to stay tuned for future updates and ways to get involved.

enlarge

Updates to NE 145th in Shoreline and Seattle

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Stride BRT stations along NE 145th in Shoreline and Seattle:

- Shoreline South/145th Link Light Rail Station
- 15th Avenue NE
- 30th Avenue NE

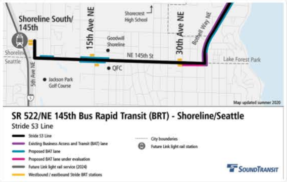
See the Station locations section for more information about changes to station locations along NE 145th Street.

City of Shoreline's potential roundabouts on NE 145th at I-5 in Shoreline

- The City of Shoreline is working on the NE 145th Street and I-5 Interchange Project, in coordination with WSDOT, City of Seattle, King County Metro and Sound Transit, to construct two roundabouts: one at the intersection of the southbound I-5 on- and off-ramp, and one at the intersection of NE 145th Street and 5th Avenue NE.
- The roundabouts at the interchange will improve traffic flow to and from the future Shoreline South/145th light rail station and reduce the length of widening on NE 145th Street for the business access and transit lane.
- The City and Sound Transit have a signed letter of concurrence on the BRT improvements along NE 145th Street, which includes joint funding of the roundabouts.
- View the design concept and learn more on the City's project website.

Next steps:

- We will continue meeting with property owners to discuss potential impacts and share design information as we have it.
- The project team will continue to advance preliminary design.
- We will host a virtual public meeting later this year as more detailed preliminary designs become available for NE 145th Street.
- Subscribe to our email list to stay tuned for future updates and ways to get involved.


Shoreline South/
145th
15th Ave NE
30th Ave NE
Shorecrest High School
Goodwill Shoreline
Bothell Way NE
NE 145th St
Shoreline
Seattle
Lake Forest Park
QFC
5th Ave NE
Jackson Park Golf Course
5
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Future Link light rail service (2024)
Westbound / eastbound Stride BRT stations
City boundaries
Future Link light rail station
SoundTransit

Map of the Stride S3 Line in Shoreline/Seattle. | Click to enlarge

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Updates to Woodinville bus service

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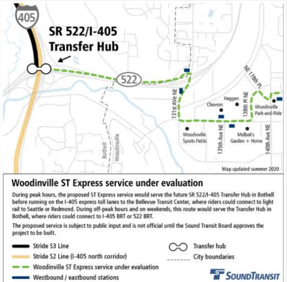
405
SR 522/I-405
Transfer Hub
522
NE 178th Pl
131st Ave NE
Haggen
Chevron
138th Pl NE
Woodinville Park-and-Ride
Woodinville Sports Fields
135th Ave NE
Molbak's Garden + Home
140th Ave NE
Bothell
Woodinville
Map updated summer 2020

Woodinville ST Express service under evaluation

During peak hours, the proposed ST Express service would serve the future SR 522/I-405 Transfer Hub in Bothell before running on the I-405 express toll lanes to the Bellevue Transit Center, where riders could connect to light rail to Seattle or Redmond. During off-peak hours and on weekends, this route would serve the Transfer Hub in Bothell, where riders could connect to I-405 BRT or 522 BRT.

The proposed service is subject to public input and is not official until the Sound Transit Board approves the project to be built.

Stride S3 Line
Stride S2 Line (I-405 north corridor)
Woodinville ST Express service under evaluation
Westbound / eastbound stations
Transfer hub
City boundaries
SoundTransit

- We have heard support from the Woodinville City Council and staff for a service that would better connect Woodinville commuters with East Link light rail for faster and better connections to Redmond, Seattle and Bellevue. To meet this need, we are proposing to connect Woodinville to high-capacity transit via a new ST Express route.
- This service to Woodinville would remain part of the overall BRT Project, and the Woodinville bus service plan is not official until the Board approves the project to be built.
- During peak hours, the new ST Express route would serve the new SR 522/I-405 Transfer Hub in Bothell before running on the I-405 express toll lanes to the Bellevue Transit Center, where riders

can connect to light rail to Seattle or Redmond.
- During off-peak hours and on weekends, this route would serve the Transfer Hub in Bothell, where riders can connect to I-405 BRT or 522 BRT, as well as to UW Bothell/Cascadia College.
- The service is planned to start when SR 522/NE 145th Stride BRT begins service.
- In addition to better connections to Redmond, Seattle and Bellevue, this new ST Express service offers the potential to serve additional stops in downtown Woodinville. There will be opportunities to provide feedback as the ST Express service is designed over the next few years.

Map of the potential ST Express service in Woodinville. | Click to enlarge

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Transit changes for riders -

2021 - North *Link* Connections Mobility Project:

- With the opening of Northgate Link light rail in 2021, King County Metro will make changes to bus routes and introduce new mobility options in north King County, including along SR 522 and NE 145th Street. Read about the details to their plan.
- This project aims to connect people to Link light rail, respond to changing transportation needs and improve mobility for historically underserved populations.
- Route changes are set to take effect in September 2021.
- Potentially affected routes that currently serve communities along SR 522 and NE 145th Street:
  - King County Metro Routes 64, 65, 308, 309, 312, 372
  - Sound Transit Route 522
- Under the current proposal:
  - ST Express Route 522 and King County Metro Route 312 would continue to serve SR 522/Lake City Way, with a destination of the Roosevelt Link Station.
  - King County Metro Route 309 would continue to serve South Lake Union and First Hill directly.
  - King County Metro Route 372 would continue to travel between UW Bothell/Cascadia College and UW Seattle, extending to the new U District Link Station.
- An updated proposal incorporating community feedback will be open for public comment as early as Aug. 31, 2020.
- Learn more about Sound Transit potential route changes.

2024/2025 – 522 BRT planned to replace ST *Express* Route 522. This *will* provide:

- Better service (10-minute frequency all-day and on weekends, off-board fare payment, all-door boarding, and transit signal priority).
- Better reliability (reduced delay by building completed BAT lanes, and by avoiding congestion on I-5 and in downtown Seattle).

Environmental review

We are continuing to conduct environmental review for the SR 522/NE 145th Stride BRT Project. Sound Transit is the Lead Agency under SEPA (State Environmental Policy Act) for this project and is completing a SEPA Checklist to document the findings of the environmental work.

Project team member conducting fieldwork for environmental analysis.

Learn more about environmental review -

What is SEPA and the SEPA checklist?

The State Environmental Policy Act (SEPA) was created to give agencies the tools to consider and mitigate for environmental impacts of proposals. Analysis of environmental impacts through a SEPA process is intended to ensure that environmental values are considered during decision-making by state and local agencies. A checklist is one method used through the SEPA process to identify, analyze and disclose environmental impacts associated with government and agency decisions.

If you are interested in more details on how the SEPA process works, check out the Washington Department of Ecology's website and Sound Transit's SEPA Rules.

What happens after the SEPA checklist is completed?

After evaluating the project and completing the Checklist, Sound Transit will publish a Threshold Determination documenting whether the project is expected to have any significant adverse impacts, and whether mitigation for impacts is available. The SEPA Checklist will be published along with the Threshold Determination. These documents will be available for public review and comment after they are issued, and the Threshold Determination will include the date by which any comments on the environmental work will be due to Sound Transit.

The Sound Transit Board will consider the outcome of the environmental review process, along with technical and economic information, when deciding whether to advance the project into the Design phase. (Jump to What's next for the project to learn more about the project phases.)

At this time, Sound Transit expects to publish these documents in the fourth quarter of 2020. Click the following ✚ to learn more about some of our environmental work underway.

SEPA transportation analysis -

In developing the project through the early planning phase, we analyzed corridor traffic to understand how best to fit improvements for frequent and reliable BRT service into the area roadways, while minimizing effects to other traffic in the area.

Through the current environmental process, we continue to analyze the effects of the proposed project on intersection operations with existing and future traffics levels. We are also studying potential effects to other agency bus operations, public parking and non-motorized transportation facilities (paths, trails, sidewalks and bicycle lanes) in the project area.

SEPA noise analysis -

We are analyzing how sound levels along the corridor could change with the operation of the project and how perceptible that could be, along with the potential for short-term noise and vibration impacts from construction of the project.

SEPA visual and aesthetics analysis -

We are considering the project's potential changes to the visual environment, and how those changes would likely affect visual quality as seen from nearby. The assessment is considering a variety of views and perspectives, including those of motorists, recreationists, employees and residents. The work takes into account any designated scenic resources or views along the corridor, as well as potential for light or glare from the project to cause impacts.

SEPA ecosystems and critical area analyses

We are analyzing wetlands, streams, groundwater, floodplains and critical areas such as steep slopes and landslide hazards near the project to understand how or whether the project would negatively affect them. We are considering stormwater and how and where it flows and how the project might change that. In addition, we are evaluating the type and quality of existing vegetation and wildlife habitat, and potential impacts to plants and animals.

SEPA land/shoreline use and housing

We are determining whether the project would be consistent with local land use plans, whether it would change existing land uses and whether any component would be located within a Shoreline of the State. The SEPA Checklist will disclose the locations of housing and other structures relative to the project location and will disclose any currently anticipated purchase/relocation of housing or other structures.

Other elements addressed in the SEPA checklist

The environmental analysis will also consider project construction and operational impacts related to the following:

- Earth
- Air
- Energy and natural resources
- Hazardous materials/contamination
- Recreation
- Historic and cultural preservation
- Public services
- Utilities

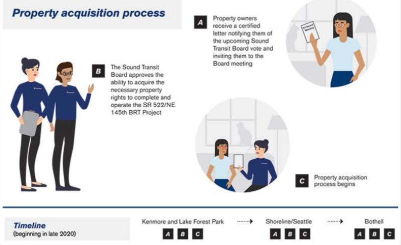
2020 property owner outreach

Property owner meetings:

- Since January 2020, the project team has been meeting with property owners across the corridor who may be impacted by the project, based on early conceptual designs.
- We continue to reach out to potentially impacted property owners to offer meetings.

Upcoming Sound Transit Board Action:

A property owner meeting with a member of the project team at home in Lake Forest Park.


Property acquisition process
Timeline
(beginning in late 2020)
Kenmore and Lake Forest Park
A B C
Shoreline/Seattle
A B C
Bothell
A B C

A Property owners receive a certified letter notifying them of the upcoming Sound Transit Board vote and inviting them to the Board meeting

B The Sound Transit Board approves the ability to acquire the necessary property rights to complete and operate the SR 522/NE 145th BRT Project

C Property acquisition process begins

Click to enlarge

How does the property acquisition process work?

View this graphic to learn about the steps of the property acquisition process.

Learn more about the project

What is the SR 522/NE 145th Stride BRT Project?

- The Stride BRT project on SR 522 and NE 145th Street is the result of a grassroots coalition that advocated for better transit for north Lake Washington communities. In November 2016, voters approved the Sound Transit 3 (ST3) plan, which included the SR 522/NE 145th BRT Project. Once in service, the route will be known as the Stride S3 Line.
- The Stride S3 Line will connect north Lake Washington communities to the regional transit system with fast, frequent and reliable transit service.
- The Stride S3 Line stations will be shared with King County Metro routes, providing easy navigation and transfers for riders along this popular corridor. Riders will also be able to connect to Link light rail at the Shoreline South/145th Station, and to the I-405 Stride S2 Line and Community Transit routes in Bothell.
- The project includes additional parking at Lake Forest Park, Kenmore and Bothell.
- In addition to the S3 Line, Sound Transit is also implementing Stride BRT along I-405 and SR 518 from Lynnwood to Bellevue and Bellevue to Burien. For more information about the I-405 Stride BRT Project, visit soundtransit.org/i405brt.

Members of the community-driven 522 Transit Now! Coalition attending a joint city council meeting for Bothell, Kenmore, Lake Forest Park and Shoreline in 2016.

A community-driven effort

- Arising out of a local, community-driven effort, the SR 522/NE 145th Stride BRT Project was first proposed by the 522 Transit Now! Coalition and local elected officials and staff from Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville.
- Continued community advocacy helped to ensure that the project was included on the ST3 ballot for voter consideration.
- In November 2016, the ST3 Plan was approved by voters and funded to build additional light rail and commuter rail service, including BRT service in your community.

Benefits

- Reliable travel times using transit priority improvements — including business access and transit lanes, bus queue bypass lanes and transit

signal priority—that give BRT buses various ways to avoid traffic congestion.
- Fourteen proposed Stride BRT stations serving Shoreline/Seattle, Lake Forest Park, Kenmore and Bothell, as well as a new ST Express route connecting Woodinville to Bothell and Bellevue.
- Additional parking in Lake Forest Park, Kenmore and Bothell.
- Service every 10 minutes all day between Shoreline and Bothell.
- More than 8,000 weekday riders projected by 2040.
- Open for service in 2024/2025.

Early planning phase refinements

In 2018 and 2019, we developed a series of refinements to the project, based on our technical analysis and feedback from the community. Refinements included:

- Station locations.
- Roadway improvements for BRT priority, including business access and transit lanes, bus queue bypasses and transit signal priority.
- Sidewalk improvements where the roadway is being widened.
- Service integration with King County Metro, Community Transit, ST Express and I-405 Stride BRT.
- Connection to I-405 Stride BRT and into Woodinville.
- Access for pedestrians and bicyclists (non-motorized access).

What we heard in the early planning phase

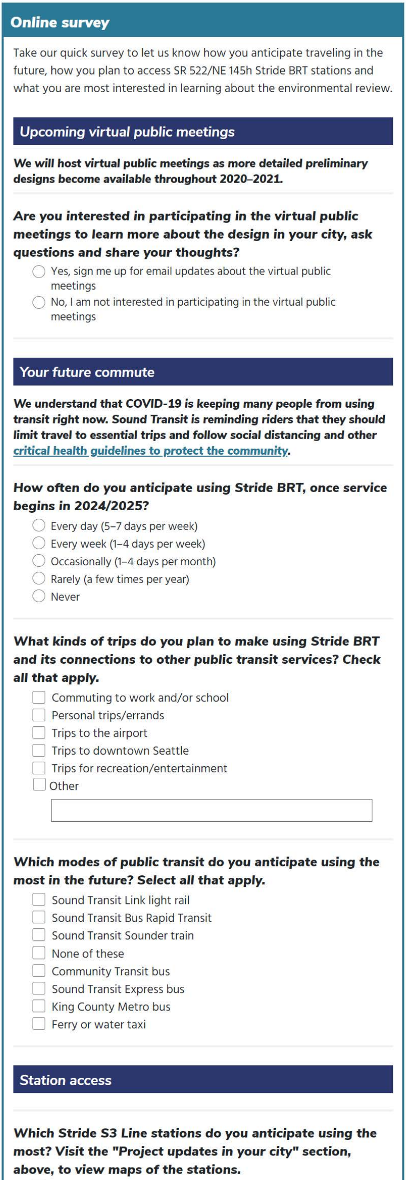
We heard the following high-level themes from the general public in response to the proposed refinements:

- Support for effective local transit connections and options for non-motorized modes of travel to allow easy access to BRT for those without a vehicle.
- Support for transit priority improvements to ensure BRT speed and reliability. Suggestions included bus queue jumps and transit signal priority.
- Concern from property owners along the corridor about the impact of an expanded roadway.
- Support for safe pedestrian walkways and crossings along SR 522, with consideration of where sidewalks would be best utilized.

Early planning phase project archive

Phase 1 Executive Summary

Share your thoughts!



Online survey

Take our quick survey to let us know how you anticipate traveling in the future, how you plan to access SR 522/NE 145h Stride BRT stations and what you are most interested in learning about the environmental review.

Upcoming virtual public meetings

We will host virtual public meetings as more detailed preliminary designs become available throughout 2020–2021.

Are you interested in participating in the virtual public meetings to learn more about the design in your city, ask questions and share your thoughts?

○ Yes, sign me up for email updates about the virtual public meetings
○ No, I am not interested in participating in the virtual public meetings

Your future commute

We understand that COVID-19 is keeping many people from using transit right now. Sound Transit is reminding riders that they should limit travel to essential trips and follow social distancing and other [critical health guidelines to protect the community](#).

How often do you anticipate using Stride BRT, once service begins in 2024/2025?

○ Every day (5–7 days per week)
○ Every week (1–4 days per week)
○ Occasionally (1–4 days per month)
○ Rarely (a few times per year)
○ Never

What kinds of trips do you plan to make using Stride BRT and its connections to other public transit services? Check all that apply.

☐ Commuting to work and/or school
☐ Personal trips/errands
☐ Trips to the airport
☐ Trips to downtown Seattle
☐ Trips for recreation/entertainment
☐ Other

Which modes of public transit do you anticipate using the most in the future? Select all that apply.

☐ Sound Transit Link light rail
☐ Sound Transit Bus Rapid Transit
☐ Sound Transit Sounder train
☐ None of these
☐ Community Transit bus
☐ Sound Transit Express bus
☐ King County Metro bus
☐ Ferry or water taxi

Station access

Which Stride S3 Line stations do you anticipate using the most? Visit the "Project updates in your city" section, above, to view maps of the stations.

☐ Shoreline South / 145th Link Light Rail Station
☐ 15th Avenue NE (Shoreline/Seattle)
☐ 30th Avenue NE (Shoreline/Seattle)
☐ NE 153rd Street (Lake Forest Park)
☐ NE 165th Street (Lake Forest Park)
☐ Lake Forest Park Town Center (Lake Forest Park)
☐ 61st Avenue NE (Kenmore)
☐ 68th Avenue NE (Kenmore)
☐ Kenmore Park-and-Ride (Kenmore)
☐ 98th Avenue NE and NE 182nd Street (Bothell)
☐ NE 185th Street and 104th Avenue NE (Bothell)
☐ Beardslee Boulevard and UW Bothell / Cascadia College (Bothell)
☐ Beardslee Boulevard and NE 195th Street (Bothell)
☐ SR 522/I-405 Transfer Hub
☐ I do not anticipate using the Stride S3 Line

How do you anticipate getting to Stride BRT stations? Select all that apply.

☐ Bicycling
☐ Walking
☐ Driving and parking
☐ Being dropped off
☐ Using ride share services like Uber or Lyft
☐ Transferring from other transit
☐ Other

How often do you anticipate using a park-and-ride lot or parking garage to get to a Stride BRT station?

○ Every day
○ Most days of the week
○ A few days a week
○ Once a month or fewer
○ Never

How often do you anticipate walking or riding your bike to a Stride BRT station?

○ Every day
○ Most days of the week
○ A few days a week
○ Once a month or fewer
○ Never

What are the greatest obstacles to you using public transit? Select all that apply.

☐ Public health concerns related to COVID-19
☐ I need my personal vehicle for my job
☐ Lack of parking
☐ Lack of access to a safe walking or bicycle route
☐ Lack of amenities, such as safe and secure bicycle parking or storage
☐ I just prefer to drive
☐ Cost of transit fare
☐ Transit schedules do not align with my work hours
☐ Distance to or from transit
☐ Other

Environmental review

In 2020, we will publish the SEPA Checklist and Threshold Determination, documenting whether the project is expected to have any significant adverse environmental impacts, and whether mitigation for impacts is available.

Are you interested in receiving a notification when these documents are available for public review?

○ Yes, add me to the email list so I can receive udpates
○ No

Demographics

Would you be willing to provide demographic information?

○ Yes
○ No

Submit

Contact us

You will continue to hear from us throughout the coming months. We will share information via our project webpage, email listserv and virtual town halls. Sign up for our email list to stay up to date on the project!

First Name
First Name

Last Name
Last Name

Email Address
Email

Comment*

Submit

Contact us

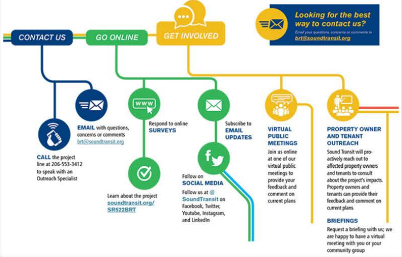
Sound Transit Community Outreach
Phone: 206-553-3412
Email: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

Other resources

Our project staff are coordinating with King County Metro, Community Transit and WSDOT staff on their projects in the area. If you have comments about their services, please contact them through the links below:

- King County Metro
- Community Transit
- WSDOT

How to get involved


CONTACT US
GO ONLINE
GET INVOLVED

Looking for the best way to contact us?
Email your questions, concerns or comments to brt@soundtransit.org

CALL the project line at 206-553-3412 to speak with an Outreach Specialist

EMAIL with questions, concerns or comments brt@soundtransit.org

Respond to online **SURVEYS**

Learn about the project soundtransit.org/SR522BRT

Subscribe to **EMAIL UPDATES**

Follow on **SOCIAL MEDIA**
Follow us at @SoundTransit on Facebook, Twitter, Youtube, Instagram, and LinkedIn

VIRTUAL PUBLIC MEETINGS
Join us online at one of our virtual public meetings to provide your feedback and comment on current plans

PROPERTY OWNER AND TENANT OUTREACH
Sound Transit will proactively reach out to affected property owners and tenants to consult about the project's impacts. Property owners and tenants can provide their feedback and comment on current plans

BRIEFINGS
Request a briefing with us; we are happy to have a virtual meeting with you or your community group

Click to enlarge

General questions? Contact us:

Sound Transit Community Outreach
Phone: 206-553-3412
Email: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

Need assistance online or at an in-person event?

Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:
Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: 206-398-5268

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