



# ***State Route 522/NE 145th***

Stride Bus Rapid Transit Project

## **Community Engagement Guide**

Fall 2020



# ***Table of contents***



- 1 Message from the team**
- 2 Who we are**
- 3 Realignment**
- 4 Project overview**
- 10 Our community engagement goals**
- 11 Community snapshot**
- 13 Equity and inclusion**
- 14 Community engagement and communication tools**
- 16 Engagement FAQ**
- 19 Audiences**
- 20 Roles and responsibilities**
- 22 How to get involved**
- 23 Glossary of terms**

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# Message from the team



Ivonne Rivera Martinez

## See a word in bold?

Find it in our glossary (page 23)

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Dear community member,

I hope you and your loved ones are staying healthy and safe. I'm Ivonne Rivera Martinez, and I work for Sound Transit on the **Stride Bus Rapid Transit (BRT)** Project, including the future **S3 Line** that will run along SR 522 and NE 145th Street from Bothell to the future Link light rail station in Shoreline.

I understand that with the COVID-19 shutdown, you are likely dealing with a variety of challenges. The pandemic is changing many aspects of our daily lives, but one thing it hasn't changed is my team's commitment to engaging you as our project continues to progress. We put together this guide to share information about our project and the ways you can get involved, today and into the future.

In this guide, you'll learn how our project timeline might be impacted by the recession caused by COVID-19. Through an ongoing process called **realignment** (page 3), the Sound Transit Board of Directors is working to determine which plans and timelines for voter-approved projects will need to change due to lower revenue projections. You'll also read about how we are adapting our communication tools to comply with social distancing guidelines for public health and how you can expect to engage with us in the coming months (page 14).

We all know that taking transit looks a lot different today than it did before the pandemic. Sound Transit is tracking ridership and adjusting bus and train service to meet demand and safety. For information about keeping yourself and others safe while riding, visit [soundtransit.org/ride-with-us/changes-affect-my-ride](https://soundtransit.org/ride-with-us/changes-affect-my-ride).

Your input and perspectives are important to us, and we welcome feedback on how Sound Transit can best serve you. If you have any questions, please reach out to me anytime by phone at 206-553-3412, or email at [brt@soundtransit.org](mailto:brt@soundtransit.org).

Thank you and take care,

Ivonne Rivera Martinez, Community Outreach Specialist

# Who we are

## Who is Sound Transit?

- › We're connecting more people to more places to make life better and create equitable opportunities for all.
- › Sound Transit builds and operates regional transit service throughout the urban areas of Pierce, King and Snohomish counties.
- › We are governed by an 18-member Board of Directors.
- › Transit services include Link light rail; Sounder trains; ST Express Bus; Tacoma Link light rail; and soon, **Stride Bus Rapid Transit (BRT)**.
- › With voter approval in 2016, Sound Transit is in the process of planning and building the most ambitious transit expansion in the country. Learn more at [soundtransit.org/system-expansion](https://soundtransit.org/system-expansion).
- › The public has many opportunities to shape Sound Transit service and the development of transit projects.

**Get updates:**

› [soundtransit.org/subscribe](https://soundtransit.org/subscribe)



## What is this document?

This is your guide to engaging in the SR 522/NE 145th **Stride BRT** Project. It explains:

- › Sound Transit's goals for the project and guiding principles for engaging communities.
- › How you can get involved in the project, today and into the future.
- › Sound Transit's planned methods for gathering feedback.
- › Roles and responsibilities of key stakeholders in the project and how project decisions will be made.

# Realignment



## COVID-19 recession will affect Sound Transit's expansion projects' plans and timelines

The COVID-19 crisis is greatly reducing the revenues Sound Transit relies on to expand our regional transit system. As businesses remain closed and people stay home, sales tax revenues critical to funding transit construction have declined rapidly. We don't know how long or damaging the current recession will be.

With greatly depleted revenues, Sound Transit may not be able to deliver many expansion projects on their original timelines unless we receive alternative revenue from federal or state sources.

The Sound Transit Board has undertaken a process called **realignment** to determine which plans and timelines for voter-approved projects will need to change due to lower revenue projections, absent receiving alternative revenue. The realignment will establish clear expectations about project delivery timelines by summer 2021.

At this time, planning and design work on the SR 522/NE 145th **Stride BRT** project continues, although the project schedule may change.

**More information:**

[▶ soundtransit.org/realignment](https://soundtransit.org/realignment)

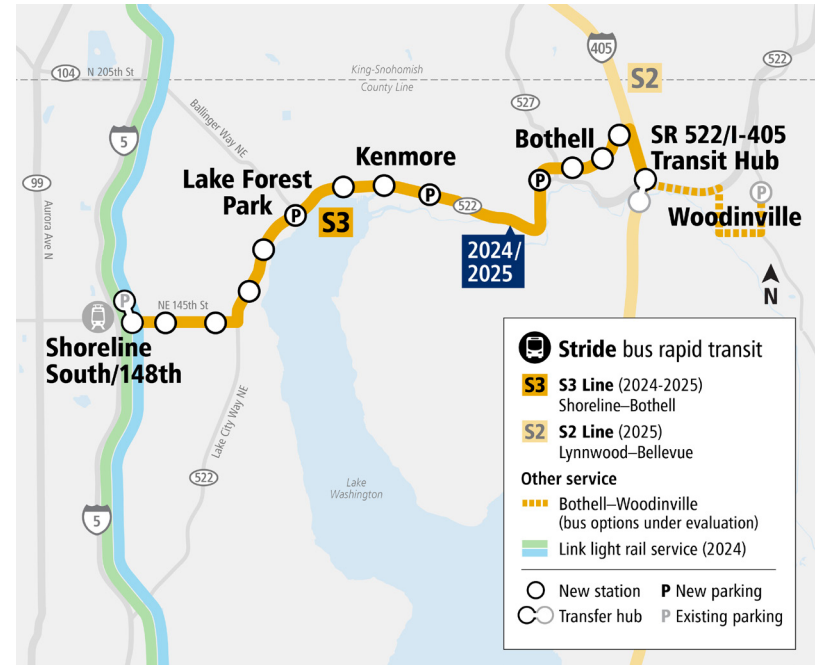
# Project overview

## What is the Stride S3 line?

The **Stride S3 Line**, or the SR 522/NE 145th **BRT** Project, will connect north Lake Washington communities to the regional transit system through fast, frequent and reliable 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 projected by Sound Transit, Community Transit and King County Metro.

## What's the latest?

- ▶ Since spring 2019, we have been working on the **conceptual design** and environmental review.
- ▶ We are continuing to advance the design and anticipate starting **BRT** service in 2024/2025. This schedule is subject to change due to the recession caused by COVID-19 and the ongoing Sound Transit Board realignment process.
- ▶ In early 2021, we will finish **conceptual design** and environmental review through the **State Environmental Policy Act (SEPA) checklist**.
- ▶ We will then ask the Sound Transit Board to select the project to be built, which may enable the project to advance into the design and construction phases.



### Key features of SR 522/NE 145th Stride BRT



Service every 10 minutes from South Shoreline to Bothell; ST Express service to Woodinville

30-minute travel time from UW Bothell/Cascadia Community College to South Shoreline



Short dwell-time features at stations including: dual-bus platform length, level boarding and off-board fare payment



Up to 19 hours of service Monday – Saturday; up to 17 hours of service on Sunday



Approximately 900 new parking stalls in the corridor



Connections to Link light rail in Shoreline and I-405 **BRT** in Bothell



Increased transit ridership



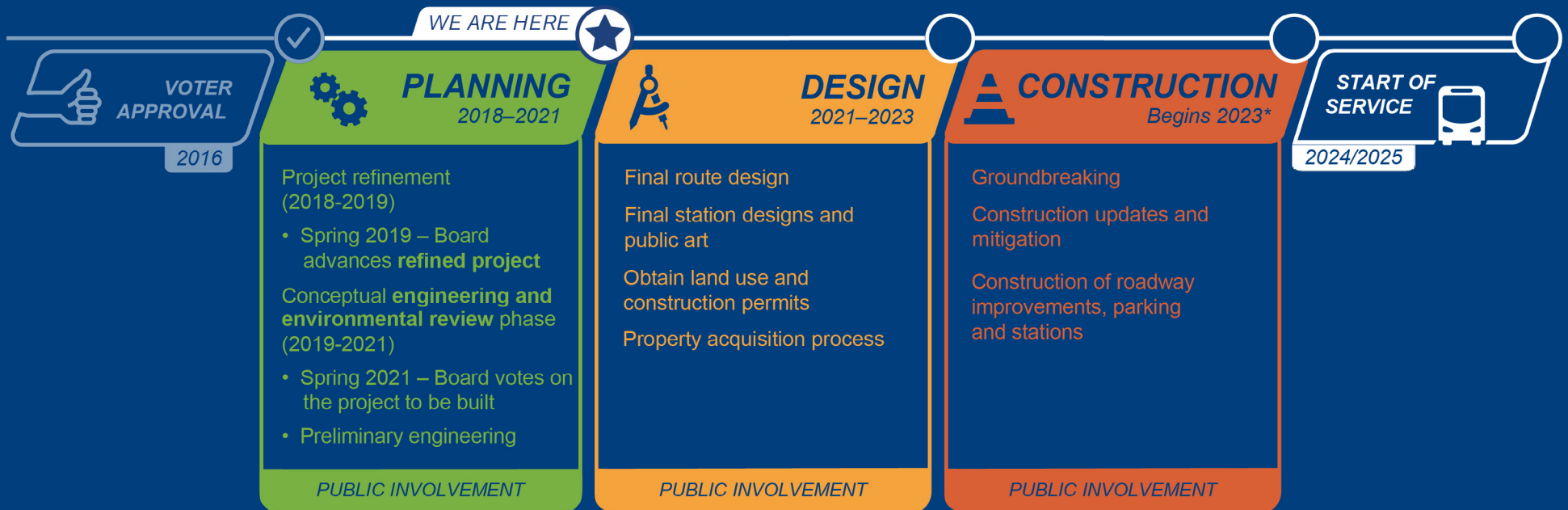
Shared stations with King County Metro where feasible



Consistent station branding

## Anticipated project schedule

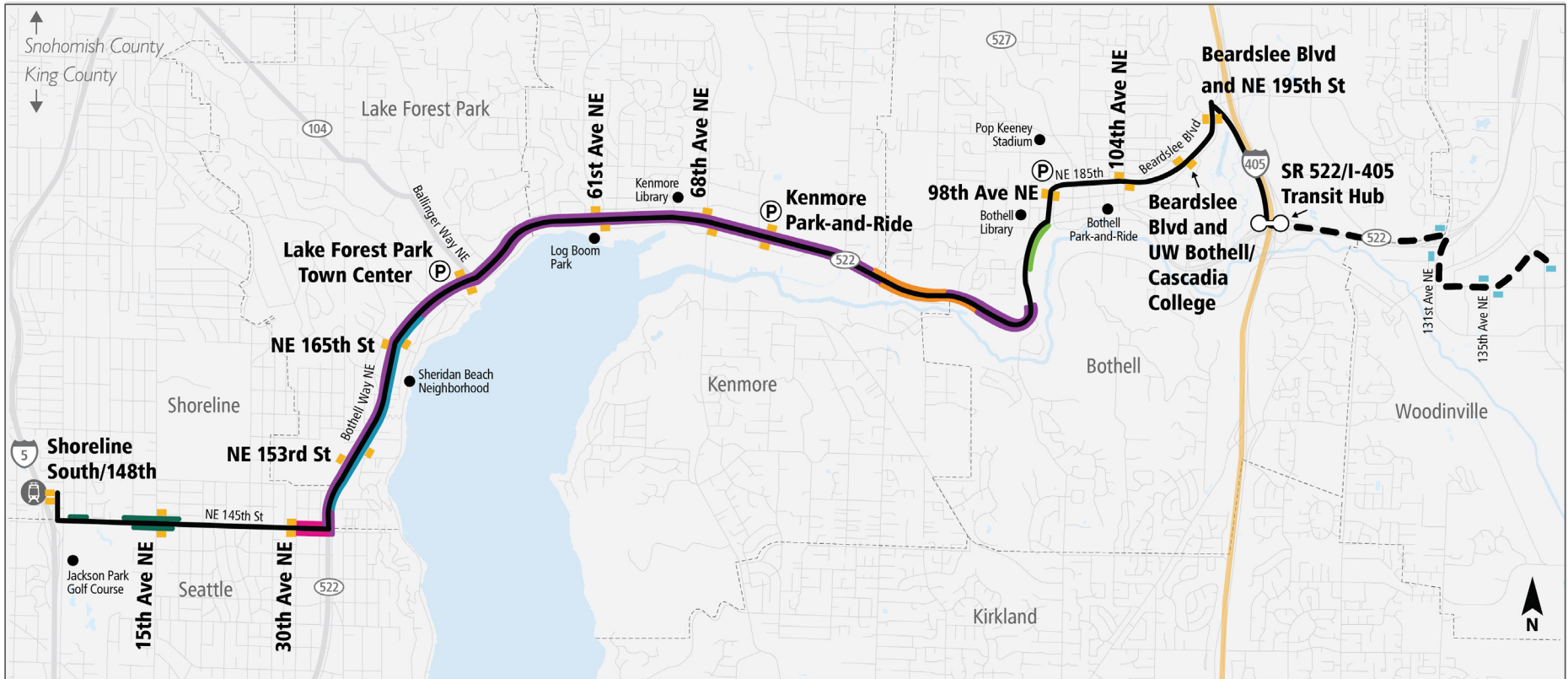
**Schedule subject to change due to the recession caused by COVID-19 and the ongoing Sound Transit Board realignment process.**



\* 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. This schedule is subject to change due to recession caused by COVID-19 and the ongoing Sound Transit Board realignment process.

**Get project updates:**  
[▶ soundtransit.org/sr522brt](https://soundtransit.org/sr522brt)

# Project map



## 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 queue bypass lane
- Transit priority lane reconfiguration
- BAT lanes under construction (expected completion 2021)
- Proposed bus-only lane
- Westbound / eastbound BRT station platforms
- Woodinville stops under evaluation
- Woodinville service options under evaluation
- Stride S2 Line (I-405 north corridor)
- Transfer hub
- P Proposed parking facilities
- City boundaries
- 🚊 Future Link light rail station

January 2021



The project at a glance:

- › We are proposing to include 12 **Stride BRT** stations between the future Shoreline South/148th Link light rail station in Shoreline and the I-405 Transit Hub in Bothell
- › We are proposing to connect Woodinville to high-capacity transit via a new ST Express route
- › We will add parking in Lake Forest Park, Kenmore and Bothell



## Project goals and background

From the planning phase to the start of service, we keep our project goals at the heart of what we do. Our goals are to:


- › Deliver the project on time and on budget
- › Expand fast, frequent and reliable **Stride BRT** service to the communities along the corridor, enhancing overall transit service in the region
- › Increase transit capacity and enhance connectivity to meet growing demand
- › Make recommendations that are technically and financially feasible, sustainable and consistent with local plans
- › Maximize ridership, improve mobility and provide access for multiple modes and users
- › Promote health and sustainability
- › Consider input from stakeholders, communities along the corridor and the public

### A community-driven effort

The SR 522/NE 145th **Stride BRT** Project was first proposed by the community driven 522 Transit Now! Coalition and elected officials from Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville. Continued community advocacy helped to ensure that the Project was included on the Sound Transit 3 (**ST3**) ballot for voter consideration. In November 2016, the ST3 Plan was approved by voters.



## Our work in the planning phase

- 2018**  **Evaluating early design refinements**
- › Using community input and technical studies, we evaluated refinements to the **representative project** outlined in the voter-approved **ST3** Plan.
- 2019**  **Conceptual engineering and environmental review**
- › In April 2019, the Sound Transit Board of Directors advanced the project into **conceptual engineering and environmental review**.
  - › Since that Board decision in spring 2019, we've been working with our agency and city partners to develop more detailed designs and advance the **SEPA checklist**.
  - › We've also been meeting with property owners to learn about their needs, answer questions and inform the design.
- 2020** 
- › We've also been meeting with property owners to learn about their needs, answer questions and inform the design.
- 2021**  **Upcoming Board action**
- › In early 2021, we will complete the **SEPA checklist** and ask the Board to advance the project into the design and construction phases.

# How does Stride BRT compare to other Sound Transit services?

Our current and future services include:



## Stride BRT (coming soon)

- › **Stride BRT** will be designed for fast arrivals and departures, with features such as off-board fare payment and multiple-door entry and exit.
- › Transit priority improvements such as new **business access and transit lanes, bus queue bypasses** and **transit signal priority** will help riders avoid traffic congestion and enjoy more frequent and reliable service.
- › In addition to the SR 522/NE 145th **Stride BRT S3 Line**, we are adding **Stride BRT** along I-405 and SR 518 from Lynnwood to Burien. For more information about I-405 **Stride BRT**, visit [soundtransit.org/i405brt](https://soundtransit.org/i405brt).

## Branding and station design

Starting in 2021, we will use “**Stride S3 Line**” as the new name for the SR 522/NE 145th **Stride BRT** service. Learn more about the way we will name and illustrate our lines at [soundtransit.org/blog/platform/new-line-names-coming-2021](https://soundtransit.org/blog/platform/new-line-names-coming-2021).

We are continuing to update the preliminary shelter design.

Shelters may include:

- › A pylon with an illuminated **Stride BRT** title
- › A sign with real-time information about arrivals and departures
- › A framed canopy and windscreen for riders' comfort and safety
- › Stride wave colors in gold, teal and light gray
- › Space for public art



## ST Express bus

- › Compared to typical buses, ST Express buses travel greater distances and with fewer stops, traveling mostly by freeway.
- › Some routes run only during the busiest commute times, while others run 20 hours a day.
- › ST Express buses travel between major cities in King, Snohomish and Pierce counties.



## Link light rail

- › Link light rail currently serves Downtown Tacoma and between the University of Washington and Angle Lake stations, making stops in downtown Seattle, Sea-Tac Airport and other locations.
- › Link light rail is able to bypass traffic congestion by operating mostly above or below street traffic.
- › Through **ST3**, Sound Transit will add 62 new miles of light rail to complete a 116-mile regional system, reaching Everett, Tacoma, Seattle neighborhoods of Ballard and West Seattle, and the Eastside. For more information, visit [soundtransit3.org](https://soundtransit3.org).



## Souder train

- › Souder trains travel between Everett and Seattle and between Seattle and Lakewood, making stops along the way.
- › Souder regularly runs on weekday mornings and afternoons. Souder also serves select major weekend events such as Mariners and Seahawks games.

## Transit integration

### Why is transit integration important?

The **Stride S3 Line** will connect Seattle, Shoreline, Lake Forest Park, Kenmore and Bothell, with new ST Express service to Woodinville. Like the rest of the Puget Sound region, these cities are expected to grow over the coming years due to increases in population and job opportunities.<sup>1</sup> Between now and 2026, the regional transit system will change to support population growth.

We are working closely with our transit agency partners—including King County Metro and Community Transit—to determine how **Stride BRT** can best integrate with their routes. Our goals with transit integration are to:

- › Complement each other and avoid duplicative service
- › Provide reliable and frequent service
- › Reduce travel times
- › Provide for easy transfers
- › Improve the transit-rider experience
- › Make efficient use of taxpayer dollars



<sup>1</sup> PSRC Vision 2040, Puget Sound Regional Council, December 2009, [https://www.psrc.org/sites/default/files/7293-v2040\\_0.pdf](https://www.psrc.org/sites/default/files/7293-v2040_0.pdf)

### What transit plans are underway?

Sound Transit and our transit agency partners have plans for regional or local transit service changes as **BRT** and other transit system improvements begin operating, including Link light rail to Northgate and Lynnwood. These transit plans include:

- › King County Metro's [Metro Connects Long-Range Vision](#)
- › Community Transit's [Long Range Plan](#)
- › Sound Transit's [System Expansion Plan](#)

Transit routes in these long-range plans include connections and service complementary to **BRT**, including:

- › Express bus service in the SR 522 and I-405 corridors, including connections to Woodinville.
- › Local and frequent routes that connect to the **BRT** corridor and transit centers.

### How will new transit service affect existing or planned service?

Transit routes and schedules in the vicinity may change to improve access to new service. Our goal is to ensure that the future **BRT** system complements and supports the most efficient local and regional transit service for the community.

We will continue to communicate with the public as routes are added or changed. Any potential changes to King County Metro or Community Transit service will be shared with the community in advance for public input through their separate **community engagement** processes.

# Our community engagement goals

## Our goals:



### Be proactive

Engage and build relationships with our project audiences—including property owners, tenants, businesses, underrepresented communities and transit riders—early and throughout the decision-making process.



### Be accountable

Clearly communicate when, where and how public feedback was used to make project decisions.



### Be transparent

Foster trust through transparent communication, meaningful and equitable **community engagement** and timely responses to project questions and feedback.



### Encourage awareness

Encourage local and regional awareness of the benefits, effects and progress of the project.



### Be equitable

Engage historically underrepresented communities and present project information in accessible formats and venues, keeping in mind the needs of each community.

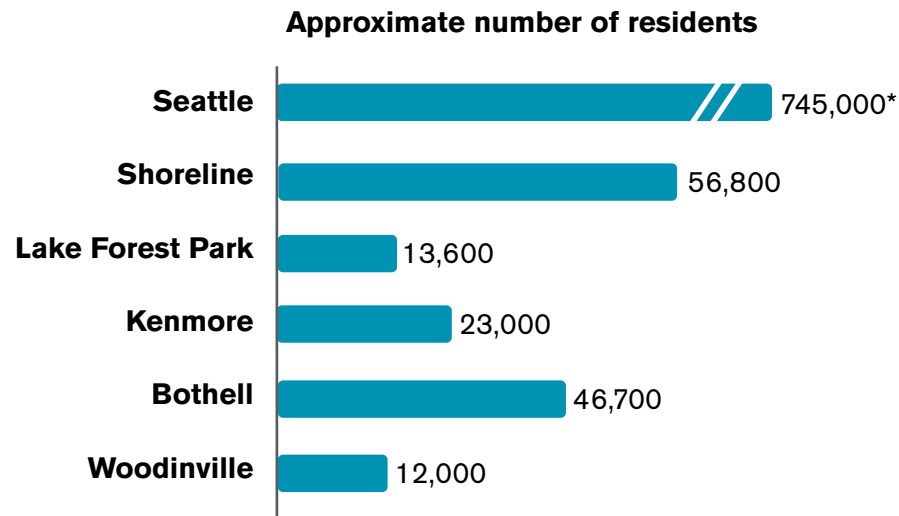
## Our commitment to you:

- › We will inform you about project updates and opportunities to engage. We will focus on early and frequent engagement with stakeholders, particularly property owners and businesses that may be affected by the project.
- › We will honor the local grassroots efforts that advocated for this project by asking for local community feedback throughout the decision-making process. We will report back on what we've heard and show how we'll use your feedback to inform the project.
- › We will set clear expectations about the project timeline and which project and design elements the community can weigh in on. We will listen and respond to stakeholder comments and demonstrate how we considered your feedback.
- › We will use a variety of tools to share information about the project and opportunities to get involved, raising awareness throughout the region about this project under the **ST3** Plan.
- › We will present project information in easy-to-read formats, including materials in multiple languages, to improve accessibility for all audiences. Engagement opportunities and methods will be accessible and tailored to communities we seek to reach, (e.g., through responsive online tools). We will implement strategies to engage historically underrepresented populations, making sure their voice is heard and reflected in the project.

# Community snapshot

Approximately 87,600 people live in 36,560 households within a one-mile radius of the project corridor, from Woodinville to Shoreline. Check out the following graphics for a snapshot of demographics across the corridor. Note that “n” represents sample size.

## Population estimates<sup>1</sup>



\*Marks on this bar indicate that it is not to scale.

<sup>1</sup> United States Census Bureau Means of Population Estimates, City Profiles. Accessed Sept. 22, 2020 at [data.census.gov/cedsci/](https://data.census.gov/cedsci/). Data may come from various sources between 2000 and 2019. More information on data availability at: [census.gov/data/what-is-data-census-gov/guidance-for-data-users/frequently-asked-questions.html](https://census.gov/data/what-is-data-census-gov/guidance-for-data-users/frequently-asked-questions.html).

<sup>2</sup> 2013-2017 American Community Survey estimates for one-mile buffer around the project corridor. Accessed Sept. 22, 2020 at [ejsscreen.epa.gov/mapper/](https://ejsscreen.epa.gov/mapper/). Data for languages spoken at home and all data for on the next page (12) is also from this source.

## Occupied housing units by tenure<sup>2</sup>



Renter occupied: 41% ( $n = 15,138$ )



Owner occupied: 59% ( $n = 21,426$ )

## Languages spoken at home

Most common languages spoken at home, other than English:

**español** | Spanish  
6% ( $n = 5,273$ )

**中文** | Chinese  
(Cantonese and/or Mandarin)  
3% ( $n = 2,749$ )

### › Linguistically isolated households:

5% of households ( $n = 1,820$ ) are linguistically isolated, where no one 14 and over speaks English “very well” or speaks English only.

Of these households:

- › 42% speak Asian-Pacific Island languages
- › 24% speak Spanish
- › 15% speak Indo-European languages
- › 19% speak other languages

## Race/ethnicity

› Population reporting one race:

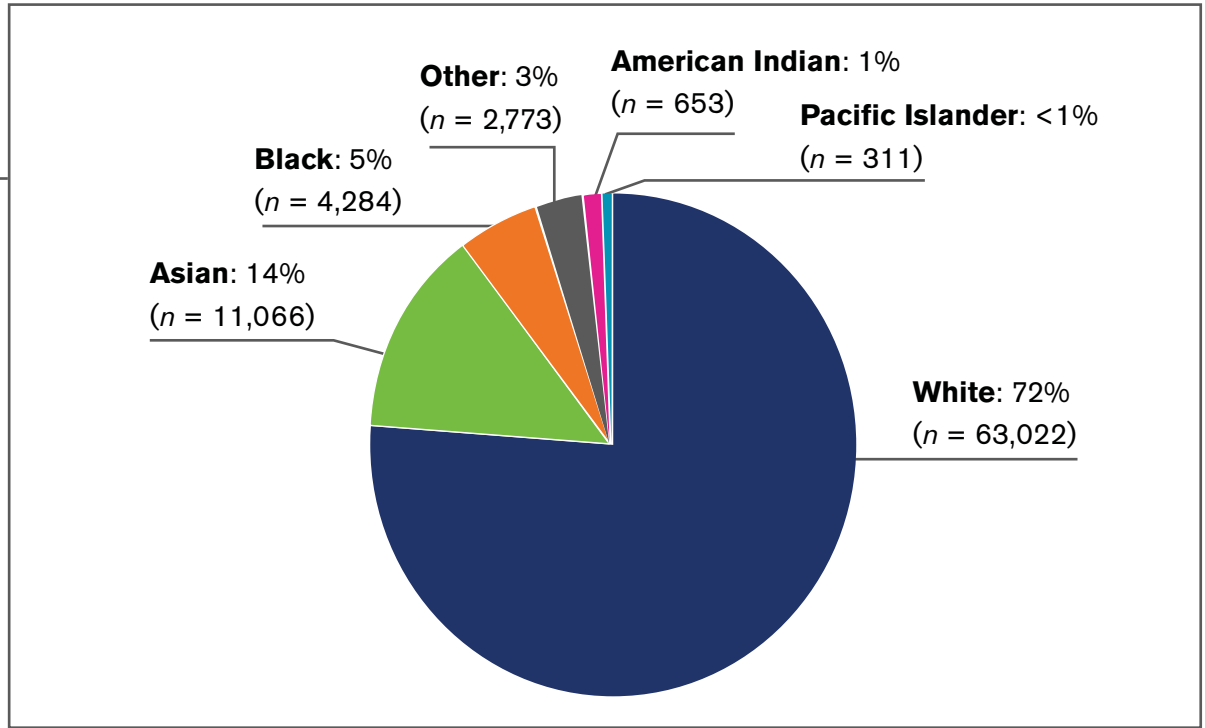
94% (n = 82,109)

› Population reporting two or more races:

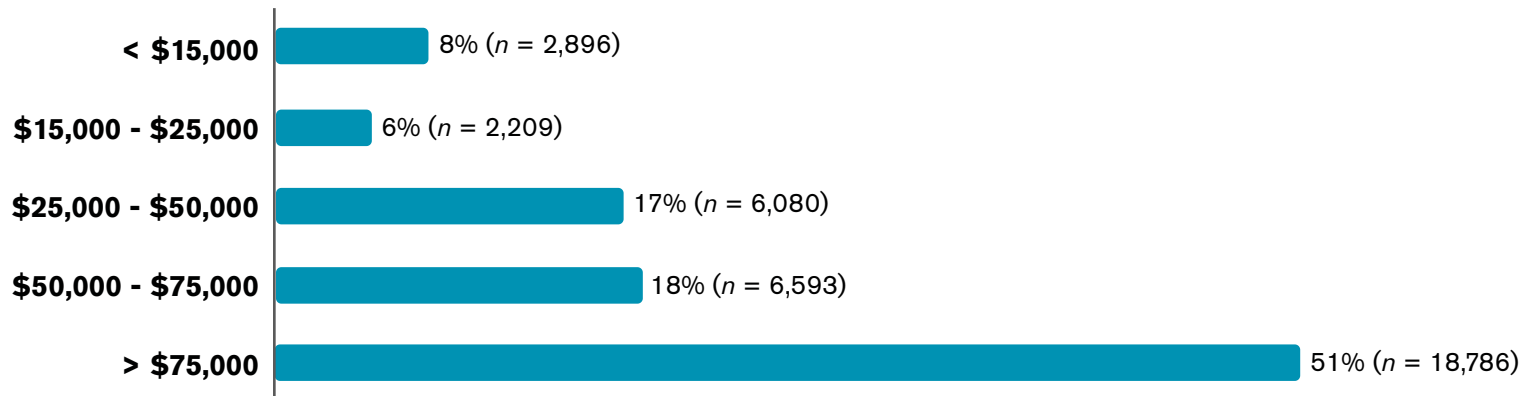
6% (n = 5,519)

› Total Hispanic population:

9% (n = 8,083)



## Annual household income



# Equity and inclusion

## ***Will you consider impacts to historically underserved communities?***

We are committed to supporting an equitable transportation system. The SR 522/NE 145th **Stride BRT** Project, like other **ST3** projects, will bring benefits and impacts to the communities throughout the area. We will continue to evaluate whether the project would result in disproportionately high and adverse effects on historically underserved populations, including people of color and limited English-speaking, low-income immigrant, refugee, youth, and aging populations and people with varying abilities. If there are disproportionately high impacts, we will look for ways to mitigate those impacts and/or offset them with community benefits.

## ***How will you engage historically underserved communities throughout the project?***

We are committed to reaching historically underserved communities near the project corridor to share information, answer any questions and offer support as needed. To gather feedback throughout the project, we will provide engagement opportunities that are designed to meet the unique needs of your communities. Some of those opportunities include:

- › Reaching out to organizations that serve historically underrepresented communities in the project area to better understand and engage the communities they serve.
- › Providing translators or interpreters at online and in-person public meetings.
- › Translating key materials into languages spoken along the project corridor.
- › Designing online materials to be screen-reader friendly and accessible to those with limited vision.
- › Holding smaller meetings focused on individual communities.

## ***Can I get project information for my community?***

If you are interested in learning more about this project and how it may specifically benefit and/or affect your community, please contact us at 206-553-3412 or [brt@soundtransit.org](mailto:brt@soundtransit.org). We will work with you to provide meaningful project information.

### **Advancing equity at Sound Transit**

Throughout 2020, the movement for racial justice focused the spotlight on our country's embedded racist policies and practices. At Sound Transit, we are challenging ourselves to plan, build and operate public transit that provides equitable access to housing, education, medical facilities and job opportunities, especially for those who have been most harmed by institutional and systemic racism.

We are committed to becoming an anti-racist organization and ensuring that we are creating the conditions necessary to achieve racial equality within our agency and the broader community. This means taking steps to uproot systemic racism within our organization and implementing equitable policies across our projects and services. One of these steps includes reforming fare enforcement in response to community concerns. In early 2021, we'll be launching a pilot program as part of this fare enforcement reform; you can [learn more about the pilot here](#).

We understand that these steps are just the beginning of our anti-racism journey and that we have a long way to go. We must and will evaluate our policies, systems and processes and work toward an equitable future.

# Community engagement and communication tools

The COVID-19 pandemic is changing many aspects of our daily lives. One thing it hasn't changed is our commitment to engaging you as the SR 522/NE 145th **Stride BRT** project progresses. We are adapting our communication tools to comply with social distancing guidelines for public health. Here's how you can expect to engage with us in the coming months:



## Webpage

The project webpage at [soundtransit.org/sr522brt](https://soundtransit.org/sr522brt) is the hub for up-to-date project information, including opportunities to get involved, upcoming events and meetings, project materials and more.

## Email updates

We'll send email updates on a regular basis to people who have opted in or have requested to be added to the project's email list. Email updates will include current information on the project and upcoming opportunities to get involved. Sign up on the project webpage ([soundtransit.org/sr522brt](https://soundtransit.org/sr522brt)).

## Online open houses and virtual public meetings

We'll host online open houses at key project milestones and decision points to share updated information and ask for public feedback. Online open houses may be paired with virtual public meetings, using video conference tools, to connect you with project staff, discuss project updates and answer questions.



## Direct outreach

### Outreach to property owners, tenants and businesses

Since January 2020, we have been meeting with property owners across the corridor who may be affected by the project, based on early **conceptual designs**. Our goal is to connect with all residences and businesses who may be affected by the project to ensure that there are no surprises moving forward. We continue to reach out to potentially impacted property owners to offer phone or video meetings. Get more information for property owners at [sr522brt-properties.participate.online](https://sr522brt-properties.participate.online).

### Outreach to community organizations

We understand that local communities and neighborhoods along the project corridor have specific needs, concerns and preferences they would like us to consider for the project development and communication efforts. We will reach out to community organizations, neighborhood associations and service providers as part of our **community engagement** process and respond to questions and comments.



## Other ways to engage

### Existing community engagement efforts and opportunities

We understand that there are many ongoing efforts to engage communities on a variety of topics, led by Sound Transit or our partner agencies and corridor jurisdictions. To make the best use of the public's time, we will join up with existing efforts already underway to engage corridor communities in issues that may affect them to provide relevant project updates.

### Digital materials (English and multiple languages)

Fact sheets, FAQs, infographics, presentations and other materials will be developed as needed throughout the project. Key materials will be translated into multiple languages.

### Traditional media

Media coverage can help reach audiences that might not otherwise know about the project. We'll work with local and regional media sources to ensure that project information is shared via a variety of outlets.

### Social media

We'll use our social media platforms (including Facebook, Twitter and Instagram) to share news and updates about the SR 522/NE 145th **BRT** project. You can find them at @SoundTransit.



# Engagement FAQ

## Q How can I stay up-to-date on this project?

Visit [soundtransit.org/sr522brt](https://soundtransit.org/sr522brt) to sign up for our project email list! This is the best way to stay up-to-date on any future events and/or feedback opportunities.

## Q How do I share my opinion?

There are many ways to share your opinion:

- › Visit our website and follow Sound Transit on social media
- › Visit our online open houses at key project milestones
- › Email us at [brt@soundtransit.org](mailto:brt@soundtransit.org)
- › Call 206-553-3412 to speak with an Outreach Specialist
- › Attend a virtual public meeting or other virtual events with a local community organization or chamber of commerce

We provide involvement opportunities around key project milestones and prior to decision-making. We strive to create outreach opportunities that are inclusive and meaningful and will announce these opportunities through a variety of communication channels.

## Q What type of feedback are you looking for during the current conceptual engineering and environmental review phase?

We need your input now as we work toward 30% design and complete the **SEPA process** to ultimately ask the Sound Transit Board to take formal action on the project to be built in 2021. Your insights into your local communities and input on elements that should be considered as the project is developed are important in guiding our preliminary design in 2020 and early 2021.

During this phase of the project, Sound Transit will ask you to:

- › Comment on the preliminary design plans for various improvements along the project corridor.
- › Give input on what Sound Transit should consider in the environmental review process.
- › Provide feedback on Sound Transit's transit integration efforts with current and future transit service.
- › Work with the project team to discuss potential impacts to property along the project corridor.

## Q How will public input shape this phase?

We'll let you know about opportunities for property owners, tenants, businesses, elected officials, partner agencies, community and business groups and the public to weigh in with their ideas and to shape the project design. In 2021, the Sound Transit Board will take formal action on the project to be built. **Community engagement** will continue through all subsequent phases of the project.

## Q How will you work with residential and business property owners along the project corridor?

Our early **conceptual designs** show that the project will cause a variety of impacts to properties along the corridor. Since January 2020, we have been meeting with property owners across the corridor who may be affected by the project. Our goal is to connect with residential and business property owners to inform them about the project and potential impacts, learn more about their needs and circumstances, and build relationships. We want to be as transparent as possible about the project development process, so that property owners understand what's next for the project as it relates to their property and can make informed decisions.

In spring 2019, Right of Entry (ROE) request letters were delivered to property owners along the project corridor. ROEs are voluntary agreements that allow Sound Transit to perform activities such as survey work, geotechnical drilling and noise monitoring. These activities will inform our project design and provide data for use in environmental analysis of the project under the **State Environmental Policy Act (SEPA)**.

The project team meets weekly to check in on the progress of the ROEs and to share what we are hearing from property owners and the public. Many of the discussions we have had with property owners help us better understand how our project may affect the daily operations of businesses and the quality of life of residents along the corridor. This feedback highlights what project elements might need closer examination prior to delivering our final design. Our most recent conversations have surfaced community interest and concerns about:

- › Traffic safety and construction impacts
- › Access to businesses and residences
- › Impacts to streams or wetlands
- › Noise levels

Based on our fieldwork, coordination with cities and property owners, and public input, Sound Transit will finalize a **conceptual design** for the project.

**More information for property owners:**

 [sr522brt-properties.participate.online](https://sr522brt-properties.participate.online)

**Q Why is it important for me to engage now?**

Your feedback is critical to help us work toward the final design. Once the Sound Transit Board approves the project to be built (expected in early 2021), the project footprint is unlikely to change significantly. To deliver system expansion projects within budget, it is difficult to revisit decisions as the project moves past final design. We will stay open to new ideas and input as we work to bring **Stride BRT** service online, while respecting and continuing to share the process and decisions that have been made to inform the current phase of the project.

**Q Can you provide information about this project in other languages?**

We will provide translated project materials on the project website and by request. If we are missing your language, please call our project line at 206-553-3412 or email [brt@soundtransit.org](mailto:brt@soundtransit.org), and we will do our best to meet your needs as quickly as possible. We also provide translation services over the phone and at public meetings if requested in advance.

**Para servicios de traducción llame al: 1-800-823-9230**  
**如果您需要此信息翻譯成中文 請致電 1-800-823-9230**

# Audiences

We engage a variety of audiences that can be grouped into four categories: neighborhood and community stakeholders, general public, elected officials, tribes, partner agencies and the media.



## Neighborhood and community stakeholders

### Who:

- Residential and business property owners
- Community-based organizations
- Cultural groups
- Advocacy groups
- Social service organizations
- Current and future transit riders
- Limited English-speaking populations
- Communities of color
- Immigrant and refugee populations
- Youth and aging populations
- Tenants and homeowners
- Low-income households
- People with varying abilities
- Small businesses and businesses owned by people of color

### Strategies for engagement:

- Online
- Email updates
- Social media
- Fairs and festivals
- Pop-up outreach
- Interviews and briefings
- Existing engagement efforts and opportunities
- Public events
- Print and digital materials (English and multiple languages)
- Property/business owner and resident meetings
- Community workshops
- Media



## General public

### Who:

People who live, work and commute in, through and around the Sound Transit district.

### Strategies for engagement:

- Online
- Email updates
- Social media
- Media



## Elected officials, tribes and partner agencies

### Who:

Elected officials and appointees, tribes, permitting agencies and other stakeholders.

### Strategies for engagement:

- Tribal engagement
- Elected Leadership Group
- Interagency Group
- City Managers Group



## Media

### Who:

Print, digital and broadcast media, including community, local and ethnic media sources.

### Strategies for engagement:

- Press releases
- Media briefings
- Proactive engagement with journalists

# Roles and responsibilities



## Public

As a member of the public, your job is to communicate your ideas, concerns and questions about the project through a variety of communications channels to:

- Learn about the project and ask questions.
- Provide feedback on topics and issues that interest you.
- Communicate to Sound Transit how you want to be engaged.
- Share information and discuss the project with your community.

Sound Transit is also reaching out directly to property owners along SR 522 and NE 145th to share information on the project and collect their feedback during this project phase. The **community engagement** goals of Sound Transit are to be transparent and proactive in order to minimize uncertainty and deliver clear messaging and content to the public.



## Elected Leadership Group

The Elected Leadership Group (ELG) is comprised of Sound Transit Board members and elected officials who represent the communities along the project corridor. The purpose of this group is to reach consensus to support Sound Transit's decisions and work through project issues as needed. Meetings will align with key project milestones, be open to the public and include an opportunity for public comment.

The ELG will:

- Consider the needs of the SR 522/NE 145th **BRT** corridor within the context of the regional transit system.
- Work with project staff to understand and evaluate preliminary design options and tradeoffs.
- Represent the communities they serve and share community priorities and local context.
- Seek to form consensus on group recommendations to inform the project to be built and brought to the Sound Transit Board for formal action.



## City Managers Group

Prior to the start of the SR 522/NE 145th **Stride BRT** project, city managers representing Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville came together to form an independent, self-led City Managers Group (CMG) to build local support for the SR 522/NE 145th **BRT** project. This group originally worked together in conjunction with the '522 Transit NOW!' coalition to ensure that this project was included in the **ST3** package.

The CMG will continue to meet at key project milestones to assist in keeping jurisdictions focused on a corridor-wide perspective, and to help guide and inform the work of the ELG and the Interagency Group (IAG, see next page).



## Interagency Group

Sound Transit will work closely and coordinate with a number of agencies and governments as this project moves forward, including, but not limited to:

- City of Seattle
- City of Shoreline
- City of Lake Forest Park
- City of Kenmore
- City of Bothell
- City of Woodinville
- Washington State Department of Transportation (WSDOT)
- King County Metro
- Community Transit
- University of Washington Bothell
- Cascadia College

The IAG will meet every two months to provide community and corridor-wide perspective on potential refinements and engagement tools as they are developed.



## Sound Transit Board

The Sound Transit Board oversees the implementation and delivery of the project and has final authority on major project decisions, such as advancing the project to be built after the **conceptual engineering and environmental review** process is complete.

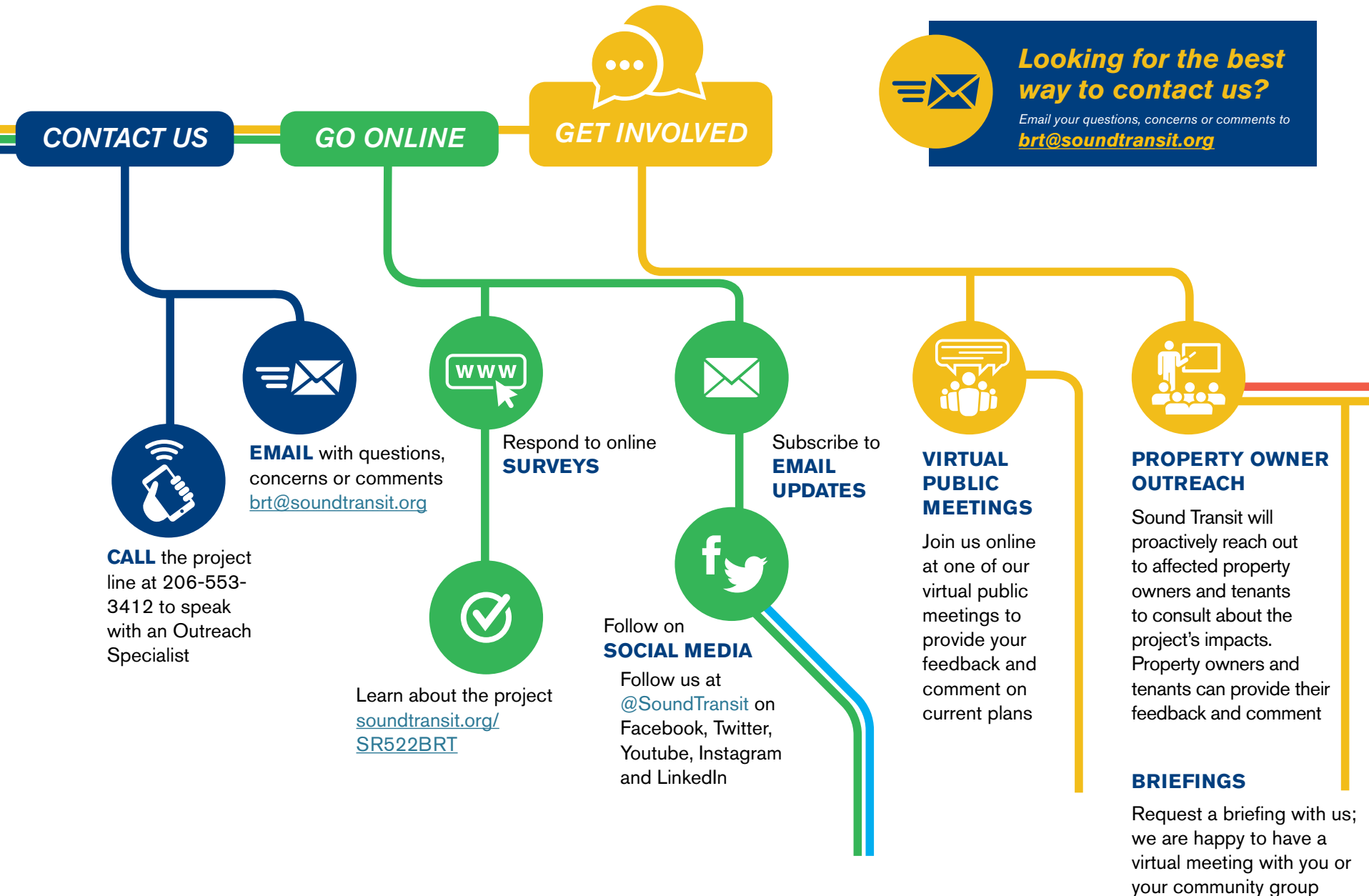
The Board will consider recommendations and feedback from the ELG, IAG, CMG and the public when making decisions.



## Tribes

In partnership with Sound Transit's Tribal Relations Director, the project team will consult with Washington State Tribes throughout the project development process.

# How to get involved





# Glossary of terms

## **Bus queue bypasses**

A modified intersection that includes a bus pull-out along with a transit signal that gives buses the green light before other traffic, allowing buses to bypass other traffic at these intersections.

## **Stride Bus Rapid Transit (BRT)**

BRT is a Sound Transit bus system designed for fast arrivals and departures, with features such as off-board fare payment and multiple-door entry and exit.

## **Business access and transit (BAT) lanes**

Lanes that are designated for transit and right-turning vehicles. These lanes enhance the capacity of the other travel lanes by removing buses from general traffic.

## **Community engagement**

A process that engages community members in a public dialogue about an issue that affects them.

## **Conceptual engineering and environmental review phase**

Project phase during which conceptual design and its impacts and benefits are determined and evaluated, and measures are identified to mitigate impacts as appropriate. The environmental review process is used to inform the public, agencies and decision-makers about the environmental consequences of building and operating the project.

## **Conceptual design**

Refers to the 10% design level, which precedes 30% (more detailed) design level. At the 30% level design, the footprint for the project is largely determined.

## **Realignment**

Through a process called realignment, the Sound Transit Board of Directors is working to determine which plans and timelines for voter-approved projects will need to change due to lower revenue projections caused by the COVID-19 pandemic.

## **Representative project**

The representative projects were developed after years of community engagement and were included in the ST3 Plan to serve as starting points for developing project refinements.

## **Sound Transit 3 (ST3)**

The Sound Transit 3 Plan adds 62 new miles of light rail with stations serving 37 areas. When complete, the Link light rail network will consist of 116 miles of light rail and 83 stations. The funding for ST3 was approved by voters in November 2016.

## **State Environmental Policy Act (SEPA) checklist**

The SEPA checklist process identifies and analyzes environmental impacts associated with governmental decisions. These decisions may be related to issuing permits for private projects, constructing public facilities, or adopting regulations, policies, and plans.

## **Stride S3 Line**

The Stride S3 Line is a future Sound Transit BRT service that will run along SR 522 and NE 145th, from Bothell to the future Shoreline South Link light rail station.

## **Transit signal priority**

Transit signal priority is the practice of giving transit vehicles the green light before other traffic at signalized intersections, allowing buses to bypass other traffic at these intersections.

# CONTACT US

Visit our website and sign up for project news:  
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