



SR 522 Stride Bus Rapid Transit

October 2020

Summer 2020 online open house Executive summary

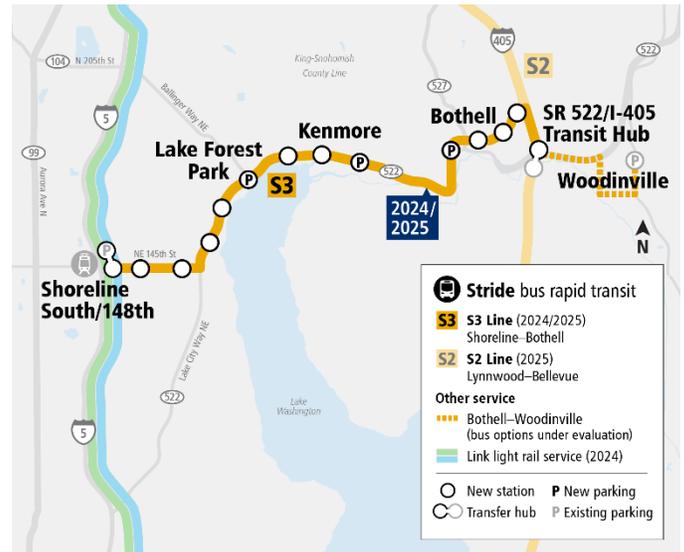
Overview

The Stride S3 Line, or the SR 522/NE 145th Bus Rapid Transit (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 by Sound Transit, Community Transit and King County Metro.

Sound Transit hosted an online open house from July 17 to Aug. 23, 2020 to share project updates and solicit community input. The online open house described proposed updates to the project since March 2019 and provided information about the environmental review process and upcoming project milestones.

The online open house was available in English, Simplified Chinese and Spanish. Sound Transit also provided an online survey for community members to share feedback on their anticipated future use of Stride BRT stations and whether they would like to receive updates on the environmental review process.

This executive summary distills what we heard from the responses to the online open house survey and comment form, as well as emails sent to the project team while the online open house was live. View the full report at soundtransit.org/sr522brt.



Map of the Stride S3 Line

Online open house participation by the numbers

- **2,905 users visited** the English, Spanish and Simplified Chinese online open houses
- **2,744 users** spent an **average of 3.5 minutes on the English site**
- **97 users** spent an **average of 4 minutes on the Spanish site**
- **64 users** spent an **average of 7 minutes on the Simplified Chinese site**
- **167 users participated in the survey** on the English and Simplified Chinese sites (no participants completed the survey on the Spanish site)
- **51 people submitted comments** through the online open house comment form
- **4 people sent emails** to the project team with questions or comments related to the online open house

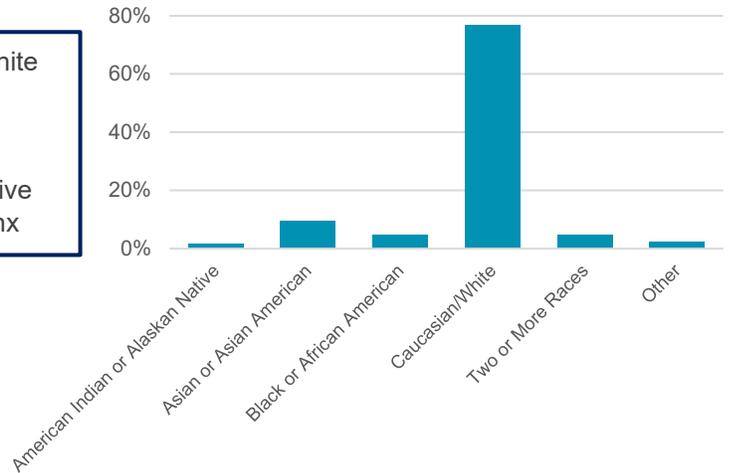
Responses to demographic survey questions

Data from survey participants who self-reported demographic information. Total responses per demographic question varied. (“N” represents the total number of respondents to each question. Lowercase “n” represents the number of respondents who reported any one value within a question.)

Race/ethnicity

- **77%** (*n* = 96) of respondents identify as Caucasian/White
- **10%** (*n* = 12) identify as Asian or Asian American
- **5%** (*n* = 6) identify as Black or African American
- **5%** (*n* = 6) identify as two or more races
- **2%** (*n* = 2) identify as American Indian or Alaskan Native
- **3%** (*n* = 4) of respondents identify as Hispanic or Latinx

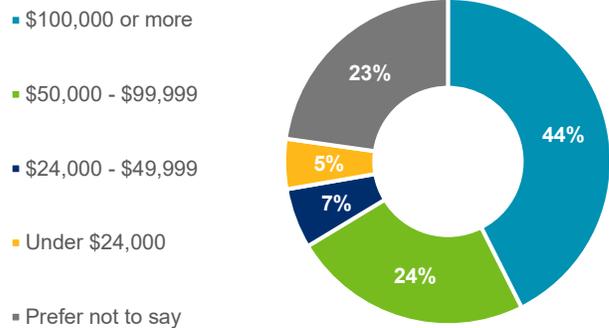
Race/ethnicity question: *N* = 125
 Hispanic/Latinx question: *N* = 115



Annual household income

- **43%** (*n* = 48) of respondents reported a total annual household income of **\$100,000 or more**
- **23%** (*n* = 25) reported an income between **\$50,000 and \$99,999**
- **12%** (*n* = 13) reported an income **under \$50,000**
- **5%** (*n* = 5) reported an income **under \$24,000**
- **23%** (*n* = 26) of respondents preferred not to report their annual income on this question

N = 112



Age

- **Over half** of respondents (57%, *n* = 64) are between the ages of **35 and 64**
- **Roughly a fifth** of respondents (20%, *n* = 24) are between **25 and 34** years old
- **Roughly a quarter** (23%, *n* = 26) are **65 or older**

N = 115

Disabilities

- **14%** of respondents (*n* = 16) consider themselves having a disability

N = 114

What we heard – key takeaways

Corridor-wide themes:

Comments related to the full length of the project corridor included predictions about future Stride BRT and other public transit use, multimodal connections and parking. Key themes that emerged corridor wide included:

- Support for continued online engagement, including virtual public meetings and project email updates.
- Concerns about Stride BRT replacing the existing ST Express service on SR 522 and requiring transfers to travel to downtown Seattle from areas along the project corridor in the future.
- Support for continued connections to downtown Seattle, Sea-Tac Airport and places of work for communities along the corridor.
- Support for easy transfers between transit services, including King County Metro and Community Transit buses.
- Support for pedestrian and bicycle access to stations. Most riders plan to access future Stride BRT stations on bike or by walking. Lack of access to safe walking or bicycle routes or safe bicycle storage are perceived obstacles to using public transit.
- Support for more parking near Stride BRT stations.
- Predicted use of Stride BRT, ST Express buses, Link light rail and King County Metro as primary modes of public transit in the future.
- Use of the future Stride BRT service on at least a weekly or monthly basis.

“Please make stops safe and accessible via bike, including secure bike parking or bike valet at the Park-and-Ride.”

“Is the BRT S3 line going to replace the 522 bus service that has been in place for so very long? The ST 522 is a very efficient way to get to Seattle, work and sporting events.”

Themes by jurisdiction:

Shoreline/Seattle – Comments about Shoreline/Seattle included:

- Questions and concerns about property impacts due to roadway widening along NE 145th Street.
- Support for retaining Stride BRT service and accompanying sidewalk improvements at 25th Avenue NE, as well as acceptance of Sound Transit’s reasons for removing BRT service at that location.
- Support for sidewalk improvements and pedestrian safety and accessibility for stations along NE 145th Street.
- Support for improved connections with King County Metro and a companion service to connect riders to areas west of I-5, Greenwood and Lake City.
- Concern for safety and visibility at intersections and along NE 145th Street.

“As much as I like Stride’s routing on 145th, I feel the need for Metro to create a local “companion” route for Stride along 145th between Lake City Way and Greenwood Avenue. East of I-5, it provides more convenient, frequent stops for individuals who cannot ride Stride due to the combination of wider stop spacing and steep hills.”

Lake Forest Park – Comments about Lake Forest Park included:

- Appreciation for the design updates to shift the widening to the west in Lake Forest Park, reducing property impacts for property owners on the east side.
- Concerns about impacts to quality of life, noise levels and increased neighborhood traffic.
- Support for the Lake Forest Park Town Center Park-and-Ride and interest in the future designs.
- Concerns about proposed intersection designs, including concerns about the U-turn at the 39th Avenue NE/SR 522 intersection. Questions about why the proposed changes to the intersection were necessary and concerns that the changes do not reflect what commenters wanted.
- Concerns about the neighborhood impacts of the proposed Stride BRT station at NE 165th Street/SR 522.

“Don’t let anything sideline the LFP Center Parking Garage!!”

“Thank you for taking citizens’ concerns about property loss and driveway access along Bothell Way into consideration in Lake Forest Park.”

Kenmore – Comments about Kenmore included:

- Desire to support local businesses near the Park-and-Ride, including St. Vincent de Paul and Snapdoodle.
- Support for protecting the Kenmore heron rookery.
- Questions about the designs for the future Kenmore Park-and-Ride.
- Excitement for future Stride BRT service in Kenmore.

“Please do continue to provide every possible protection for the heron rookery in Kenmore.”

Bothell – Comments about Bothell included:

- Support for improved connections with partner transit services, including King County Metro and Community Transit.
- Support for additional pedestrian access from nearby neighborhoods with pedestrian pathways.
- Concerns about lack of accessibility and disability accommodations for Bothell riders, particularly regarding access to UW Bothell / Cascadia College.
- Support for protecting local businesses, including the Yakima Fruit Market.
- Support for accessible parking options that allow easy connections to transit services.
- Support for transit-oriented development at the Bothell Park-and-Ride.

“I am disappointed that feedback about campus accessibility and disability accommodation has not been reckoned in the decision to move the UWB/Cascadia stop even further away from the buildings. For me and for some of the people like me, this will probably mean we cannot benefit from the service.”

Woodinville – Comments about Woodinville included:

- Support for continued transit service from Woodinville to downtown Seattle.
- Support for service plans with partner transit agencies to provide service from Woodinville to Shoreline and UW Bothell / Cascadia College.

“I like a better connection from Woodinville to Bellevue. But please keep the Woodinville-Shoreline connection and run that route every 30 minutes. People are going to UW Bothell and downtown Bothell from Woodinville.”