



AE 0054-17 12.5.7 Q1 2019 Outreach Summary

March 2019

Para información acerca del proyecto llame al: 1-800-823-9230
Để biết thêm thông tin về dự án, hãy gọi đến số 1-800-823-9230
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Overview

The I-405 BRT Project will provide fast, frequent, accessible and reliable bus-based transit service between communities north, east and south of Lake Washington. Riders will be able to connect to and transfer between the I-405 BRT, SR 522/NE 145th BRT, Link light rail and other transit services provided by Sound Transit, Community Transit and King County Metro.

In 2018, Sound Transit started with the representative I-405 BRT Project identified in the voter-approved Sound Transit 3 (ST3) plan and began to evaluate and refine the project based on technical analysis and stakeholder input. In July 2018, Sound Transit launched the first opportunity for the public to learn about and engage with the I-405 BRT Project. Public outreach was conducted to share the ST3 representative project and collect ideas for potential refinements. Sound Transit conducted subsequent community outreach in early 2019 to gather public input on station area access. In spring 2019, Sound Transit will present proposed project refinements to the Sound Transit Board of Directors and seek approval to begin conceptual engineering and environmental review.

This public outreach summary outlines the notification and community involvement strategies used during first quarter 2019.

Public outreach objectives

The objectives of the 2019 public outreach were to:

- Inform potentially affected communities of the level-one screening and alternatives selected
- Outline the screening and alternative selection process, including how prior community input collected online and at public events has/may have been incorporated
- Collect input on barriers to accessing stations and potential solutions
- Build awareness of the new Sound Transit Bus Rapid Transit brand
- Create outreach and engagement opportunities that are equitable, inclusive and meaningful

Participation by the numbers

- Over **200 people attended** community briefings held throughout the project area.
- More than **1,800 unique participants** visited the online open house.
- Over **350 comments** from **the online open house** and **12 comments from email and phone calls** were submitted, in addition to feedback received during community briefings and event tabling.
- More than **20 emails** were sent to the project inbox.

Audience

This second phase of outreach was intended to engage people throughout the project area. Audience groups included residents, local community groups and organizations, and businesses along the representative project corridor.

Outreach methods sought to reach historically underrepresented populations, including people of color, people who are currently limited-English speaking, people with varying abilities, and people who are currently living with a low income. The overall goal was to provide equitable engagement opportunities

for current and potential future transit riders as part of Sound Transit's commitment to engage with all interested members of the public.

Sound Transit used a demographic analysis conducted in 2018 to identify such populations within the project area. Based on this analysis, Sound Transit used the following strategies to engage these historically underrepresented populations during this planning phase:

- Provided translated text on outreach materials in Spanish, traditional Chinese and Vietnamese.
- Provided the Google Translate tool and translated text on the online open house.
- Provided screen-reader compatible versions of online information and handouts.

Ways to comment

Between January 8 and February 14, 2019, the public was able to provide comments in the following ways:

- *Online open house:* i405brt.participate.online
- *Email:* brt@soundtransit.org
- *Phone:* (206) 398-5470
- *Mail:* Sound Transit, 401 S. Jackson St., Seattle, WA 98104
- *Briefings:* project team documented meeting outcomes

Outreach methods and tools

The project team used a variety of approaches to public outreach and notification methods to maximize awareness of the project and invite the public to participate. Jurisdictions and agency partners also shared information about the project via their communications channels.

Outreach by the numbers

- **One** online open house available between January 8-February 14, 2019
- In-person project updates and discussions at **11 community briefings** and **one public event**
- Project information included in Sound Transit 2019 mailer, sent to **1.1 million residents** throughout Sound Transit's service area

Notifications

Project website

Announcements of the online open house were posted on the project website (soundtransit.org/i405brt).

Email updates

Project email updates were sent to the project listserv of approximately 650 recipients as well as chambers of commerce and community organizations throughout the project corridor on January 11 and February 7, 2019 (Appendix A). The updates requested feedback on BRT station access via the online open house and featured the new BRT name, Stride.

Postcard notices

A postcard was distributed to about 125,000 individual family homes, apartments and businesses along the project corridor in early January 2019. The postcard encouraged recipients to engage with the project by visiting the online open house (Appendix C).

Public involvement opportunities

Stakeholder briefings

The project team contacted 70 chambers of commerce and community organizations throughout the project corridor to provide project updates and offer briefings. Sound Transit staff provided 13 project briefings between January and March to community and neighborhood organizations in the project corridor by request or as initiated by Sound Transit. The briefings provided information about the project, BRT branding and online open house.

Members of the Sound Transit outreach team facilitated these briefings, which included a short presentation (Appendix F) and open discussion. Sound Transit staff documented comments and attendees were encouraged to visit the online open house or email brt@soundtransit.org to leave additional feedback. Nearly 300 attendees participated in the briefings.

Online open house (i405brt.participate.online)

An online open house was available from January 8 to February 14, 2019 and included information about BRT, the project, planning process, BRT branding and station design, and feedback opportunities including an interactive map for visitors to leave location-specific comments. The online open house received over 1,800 unique visitors during this outreach phase (Appendix I).

A total of 351 comments were received through the online open house. Participants were asked to provide feedback on additional barriers to accessing future BRT stations via an interactive map where they could geolocate comments. The online open house noted that Sound Transit would coordinate with our local and regional partners to evaluate potential improvements that address these barriers. Participants were also able to provide additional comments related to the project via a comment form.

Email, phone and mail comments

People were encouraged to submit feedback over the phone (206-398-5470), via email (brt@soundtransit.org) and by mail (I-405 BRT, Sound Transit, 401 S. Jackson St., Seattle, WA 98104) if they were not able to provide comments via the online open house. Twelve of these communications were received.

What we heard

Through the briefings and online open house, the public was invited to provide feedback on the project and station access. Additional feedback was also gathered from email and phone communications.

Key themes

Summary

The following key themes emerged from questions and comments gathered during this phase of outreach:

- General BRT operations
 - Concerns about reliability, speed; questions about service/station functionality
- Safety and security
 - Suggestions for improvements at/around stations; concerns about non-motorized safety
- Connections to other transit services
 - Concerns/questions about accessing other transit services and routes/number of transfers
- Motorized station access
 - Concerns about congestion/travel time; comments about inadequate parking
- Non-motorized station access
 - Suggestions/comments about pedestrian/bike infrastructure improvements at/around stations
- Station-specific comments
 - Concerns/comments about specific BRT station access/amenities
- Suggestions for additional/different station locations
 - Suggestions for alternate BRT station locations
- Station/fleet design
 - Questions/comments about station design/amenities
- Construction and budget
 - Concerns about cost and project budget

Themes - detailed

Theme	Topics
General BRT operations	<ul style="list-style-type: none"> • BRT impact on other bus routes • Speed and reliability • Dedicated bus lanes • Questions about station operations (transfers/access to other service lines, ticket/ORCA sales, stairs/elevators) • Preference for light rail • Ridership projections • Accurate, real-time bus arrival/departure times

Safety and security	<ul style="list-style-type: none"> • Pedestrian and bicycle route safety to/around stations • Vehicle speed, volume near stations • Lighting and other facilities for safe station access at night • Station access for people with limited mobility • Reduce/mitigate crime at park and rides/stations
Connections to other transit services/routes	<ul style="list-style-type: none"> • Multiple transfers and time/distance between transfers • Transfers/access to other service lines, including Link light rail • How will BRT connect to Link light rail? • Direct access to SeaTac • Access/transfers due to various discontinued routes • Express routes between Burien and Bellevue; Burien/Renton and Seattle; to SeaTac
Motorized station access	<ul style="list-style-type: none"> • Expanded/additional park and ride facilities throughout project area • Congestion and effective traffic management around stations • Loss of parking • Additional drop-off areas • Efficient bus access to stations
Non-motorized station access	<ul style="list-style-type: none"> • Improved bicycle and pedestrian facilities to access stations • Prioritize bicycle/pedestrian access to stations • Safe/secure bicycle parking/lockers at stations • Bike racks on BRT buses • Walking route, distance and/or difficulty
Station-specific	<ul style="list-style-type: none"> • NE 85th St station (design, access, parking, cost) • Centrally located park and ride and easy multi-modal connections in Bothell • Congestion around NE 145th • Choice of NE 44th St station (low residential/commercial uses nearby, difficult to access via car/bike/foot, transit connections, need for additional parking) • BRT system impact on Renton TC • Better transit and bike facilities from TIBS to Boeing locations • Concern Brickyard/195th will be eliminated (highly used park and ride)
Suggestions for additional / different station locations	<ul style="list-style-type: none"> • Improve Park and Ride at 114th Ave NE • Preference for NE 30th St over NE 44th for a BRT station (more transit connections, parking, residential/commercial uses) • Locate a station at: <ul style="list-style-type: none"> ○ 110th Ave NE/NE 6th St ○ Alderwood mall ○ At/near S Kirkland Park and Ride ○ Closer to UW Bothell/Cascadia College campus

	<ul style="list-style-type: none"> ○ Exit 5 (Boeing, Landing, Coulon, SR 900) ○ Factoria ○ Freeway station at South Center ○ Houghton Park and Ride ○ I-405 intersections of SR 520 and I-90 ○ NE 70th St/ I-405 ○ Renton near Boeing/PACCAR; Renton Highlands ○ SeaTac ○ Wilburton Park and Ride (SE 8th, Bellevue)
Station/fleet design	<ul style="list-style-type: none"> ● Full ADA access and elevators at stations ● Protection from the elements/weather at the stations ● Seating for seniors/people with mobility impairments ● Design stations to be comfortable in various seasons ● Bus features and design process ● Ability to purchase an ORCA card at BRT stations
Construction and budget	<ul style="list-style-type: none"> ● Construction timeline ● Construction impacts/mitigation measures ● I-405 construction impacts ● Project cost

Example public comments

“Many people living to the northwest of the station are within easy biking distance, but the lack of any bicycle facilities on 116th Ave NE or 112th Ave NE means there is no safe/comfortable route for people who want to bike to the station.”

“Along I-405 at N 30th street, there is an established center with a Park and Ride. Ridership is high and there are six bus routes: 111, 167, 342, 560, 566, and 952. This is a huge disappointment for many people who live along the I-405 corridor. N 44th Street has zero bus routes and zero establishment of transit. Our tax dollars will be put to better use having a stop at N 30th St.”

“I am very supportive of the Sound Transit's BRT program on I405. I think it offers the best solution for being able to quickly and in a cost effective manner, provide increased options for residents to use mass transit rather than individual vehicles for travel and commuting. Thank you for the opportunity to give you my input.”

“This part of Renton is entirely ignored when it comes to transport planning it seems. Despite being home to major employers (Boeing, Paccar), soon to include massive new office development, more shopping and an additional hotel, and a large residential population, it has been entirely overlooked for new transit solutions. Yet this while I-405 in this area is massively congested.”

"It is about time to have a BRT that directly connects the south area to the IT and Biotech centers at Eastside and Bothell, respectively. I and many people I know will finally be leaving our cars at home and avoid the heavy traffic on I-405!"

"It doesn't really matter how fast and convenient you make the actual bus service from here unless you expand parking capacity of this tiny lot. I stopped taking the bus from here about 4 year ago because in order to get a spot you need to get there by 6-6:30am. I don't need to be to work until 9am, which means I have 2 hours to kill after I get to Bellevue when I could have gotten an extra hour or two of sleep. It's not worth the hassle."

"Could cemetery lots or churches offer parking during the day? Canyon Park and Ash Way always full before 6:30/7 AM most days-need better options to GET to Park & Ride if no options to increase parking at P&R lots."

"To help with last-mile connectivity, could the station include an area for pick-up/drop-off for rideshare, Ride2, and personal connections (e.g. dropping off/picking up friends and family members.)"

"Bike safety in Burien lags behind other local cities. Very limited trails and safe lanes. I also strongly second the comment about the ineffective crosswalk buttons in town. You often have to wait for a whole light cycle to cross when there would have been ample time. Why not do auto walk lights. They are so much more encouraging of walking. When having to wait for every car to go it really shows you that you are last priority as a walker in Burien."

"Please add bike lockers or secure bike parking at Tukwila station. Taking bikes on BRT and light rail is often inconvenient, it would be great to have somewhere safe for bikes. There should be options for non subscription bike lockers - ie pay for use."

"There are a lot of conflicts with cars for pedestrians walking along the sidewalk on 85th ST, including many where cars are making fast left turns across traffic and may not have good sight-lines"

"Kirkland is planning many improvements to 75th St and 116th Ave as part of the Green Streets program. Combined with the ped bridge at this location across 405, this would be an excellent location for a bike path skirting the highway right-of-way leading from the corner of 116th/80th and leading into the new station. This would improve access towards the existing park and ride at 70th."

"Much of the stretch from 145th St to Brickyard P&R does not have sidewalks and bike lanes and is poorly lit. Additionally, the Juanita-Woodinville Road itself is single-lane without a center refuge lane for left turns, which slows down access to this P&R. This impacts connecting buses that drop off riders at Brickyard P&R, as well as reduces accessibility for drop-offs at this lot."

"Walking to and from the UW Bothell/Cascadia transit center at night can be hazardous. Lighting is quite poor along NE 195th between Northcreek Parkway and 120th Ave NE as well as north on 120th Ave"

NE until Monte Villa Parkway. There are also several uneven sidewalk areas on these roads. Northcreek Parkway is fairly well lit, but the "automatic" cross walk lights on the north side do not work."

"I commuted for 10.5 years from the freeway stop on 30th so my PARAMOUNT concern is being able to walk to the BRT bus at 30th street, and NOT have to drive to the the 44th street garage to park (that will ADD time and parking will be full from new riders and the 200 other people using the 30th street already). It is not feasible for me to walk to the 44th St. station from 32nd."

"These comments concern proposed BRT service to Bothell. Starting with SR522, a park and ride lot in the downtown that is centrally located between the business district and the joint campus of UWB and Cascadia is critical. If the current park and ride lot were to be expanded into a parking garage that abuts Main Street and Kaysner Way this would allow easy pedestrian access to the downtown and the joint campus area. This would also allow usage during nights and weekends. The City of Bothell has been working on improving and expanding pedestrian access in downtown. The support of easy access to transit is critical to the developing that vision. The city owns part of the land above the current park and ride lot, leaving two other lots to purchase on either side of the city property which would directly link a parking garage with Main Street. This is not a new vision for the city, as it has often been talked about with the addition of affordable housing on top."

"I know I am only one person, but I am very disappointed with this new plan. I live in the NW corner of Lake Forest Park and I work in Kirkland. To take the bus to work, I drive about 7 minutes to the 522 bus, park in a neighborhood, and get on the bus to go downtown. Once downtown I catch the 255 to my work. It takes me 90 minutes in the morning (my drive is 40 minutes). It is longer, but I tolerate it because I am saving gas and the environment. With your new plan I will never do it. I will need two buses and a train. It will be longer and I will quit trying to take the bus. I am really disappointed in this new plan."

"Well, these were the highlights for me after going through the open house: Stride project will build new direct-access ramps and freeway BRT stations. A new 200-stall park-and-ride facility will be built by Sound Transit on NE 44th Street to serve the BRT station. Burien to Bellevue with a new transit center in South Renton and 11 BRT stations. Thanks for the opportunity to comment!"

Demographics & survey data

Visitors to the online open house were asked to answer demographics questions on the 'Welcome' tab of the webpage. The results are summarized in the following table. A total of 539 people gave an answer for their race or ethnicity, 538 people gave an answer for their gender, 468 people gave an answer regarding accommodations, and 538 people gave an answer for their age.

Table 4. Race or ethnicity information provided by online open house visitors who participated in the survey.

What race or ethnicity best describes you?	
Asian or Pacific Islander	76
African-American/Black	7
Hispanic or Latino	20
White or Caucasian	344
I'd rather not say	55
Other	15
<i>Total</i>	<i>539</i>

Table 5. Gender information provided by online open house visitors who participated in the survey.

What gender do you identify with?	
Female	202
Male	297
I'd rather not say	32
I'd prefer to self-describe (answer box provided)	7
<i>Total</i>	<i>538</i>

Table 6. Accommodation information provided by online open house visitors who participated in the survey.

Would accommodations in any of the following areas make engaging on this project easier or more comfortable for you? Check all that apply and describe your needs.	
Cognitive	4
Hearing	5
Mobility	44
Vision	14
None	382
Other (please specify)	19
<i>Total</i>	<i>468</i>

Table 7. Age information provided by online open house visitors who participated in the activity.

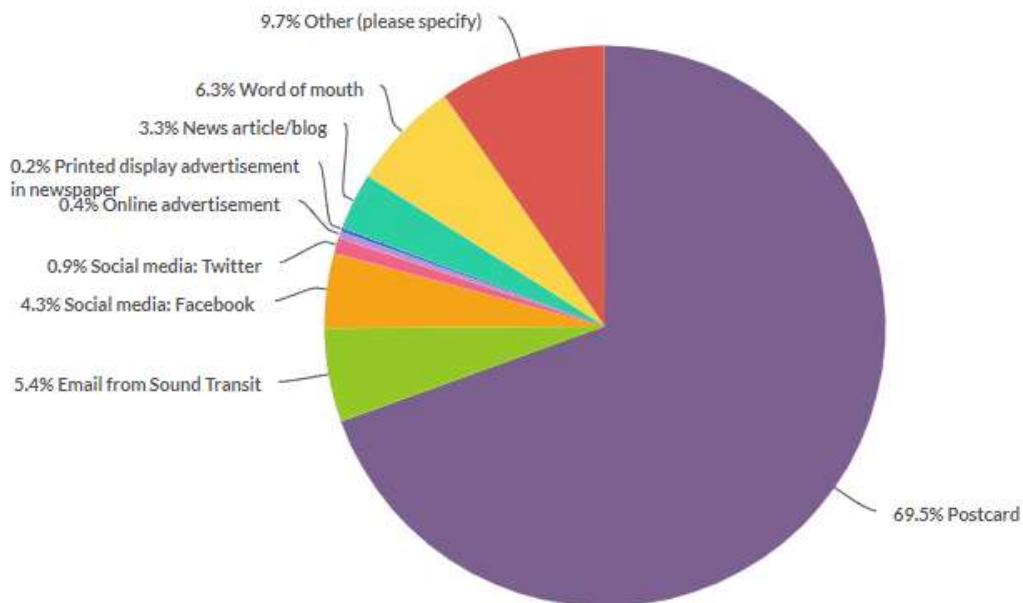
What is your age?	
<18	3

19-24	18
25-34	111
35-44	140
45-54	111
55-64	92
65-74	46
75+	17
<i>Total</i>	<i>538</i>

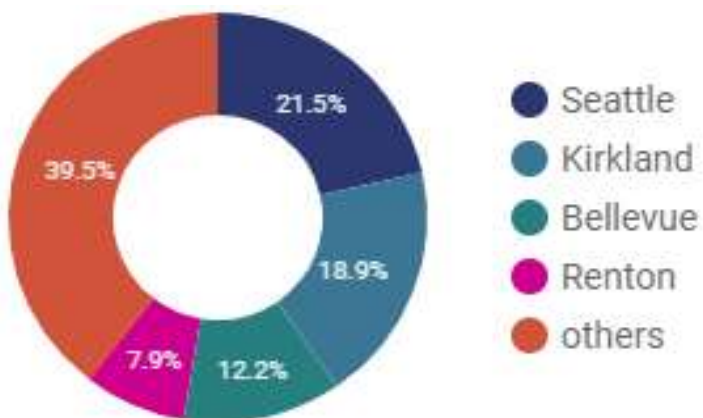
Online open house analytics

The majority of visitors to the online open house (69.5%) learned of the website from the postcard mailed in January 2019. Visitors accessed the website from various locations in the region. Of the 1,874 unique visitors, 21.5 percent of visitors were located in Seattle, 18.9 percent of visitors were located in Kirkland, 12.2 percent of visitors were located in Bellevue, 7.9 percent of visitors were located in Renton, and 39.5 percent of visitors were located in other areas.

Notification source



Visitor's location





I-405 Bus Rapid Transit

Appendices

Appendix A: Email update

Appendix B: Media

Appendix C: Postcard

Appendix D: Briefings list

Appendix E: Briefings

Appendix F: Briefing presentation

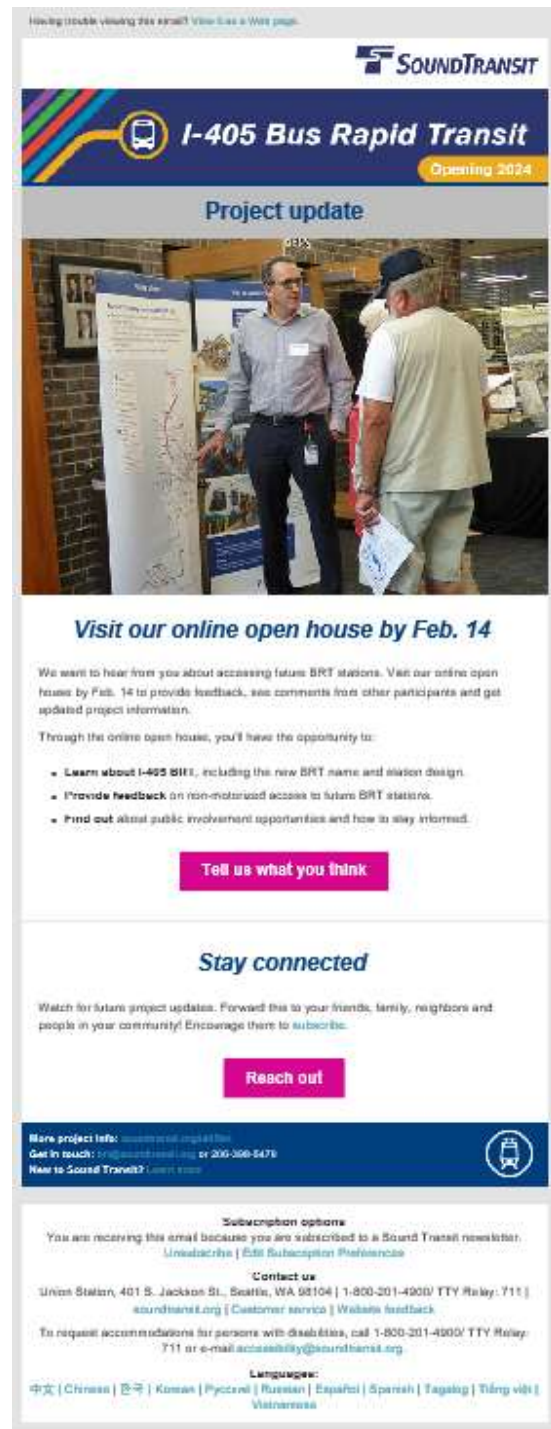
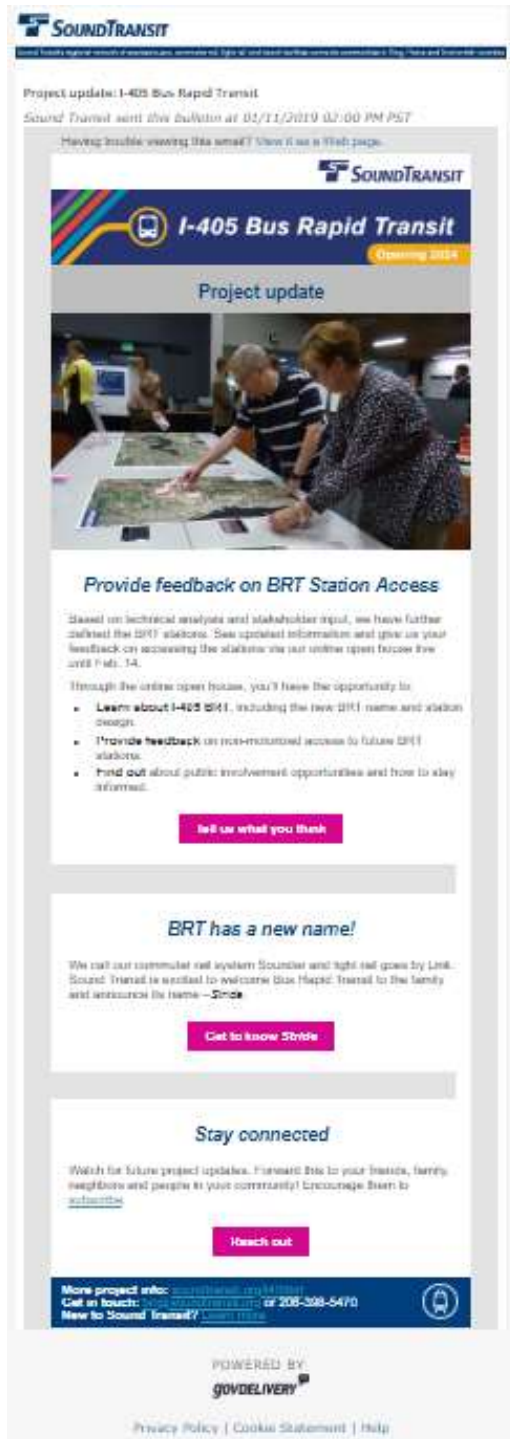
Appendix G: Event photos

Appendix H: Online open house

Appendix I: Online open house analytics

Appendix A: Email update

The following emails were sent to the Sound Transit subscription list on January 11, 2019 and February 7, 2019 focused on the online open house and BRT branding.



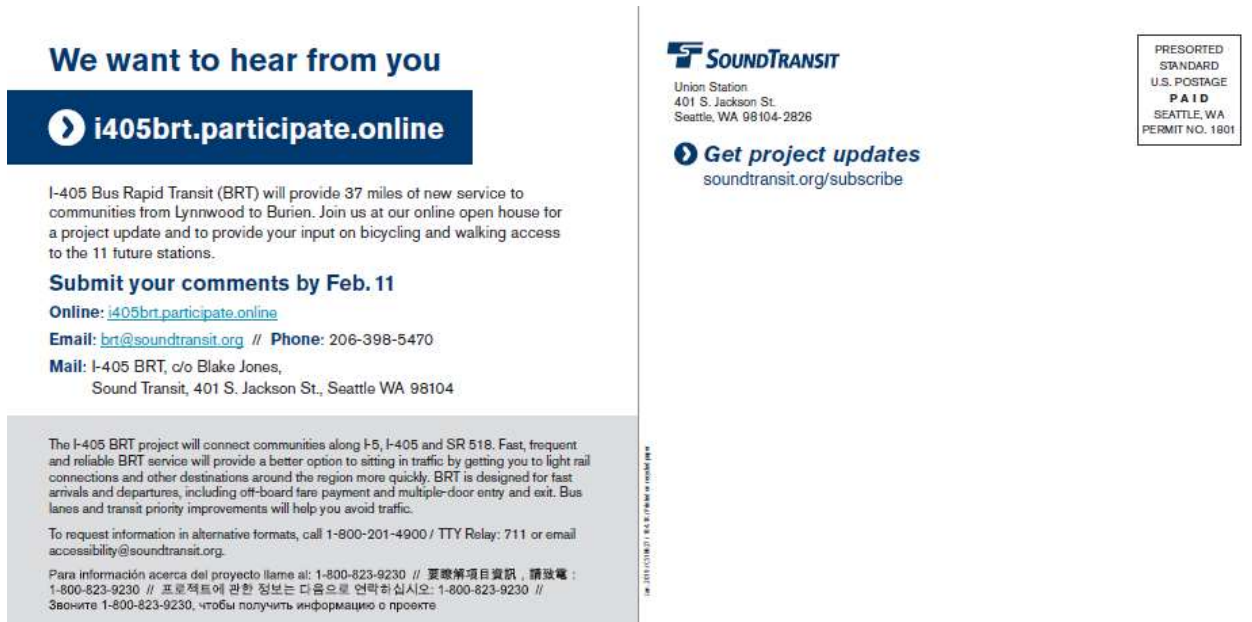
Appendix B: Media

The following transit-oriented blogs covered the project and online open house in January 2019.

Publication	Article title	Date published
Seattle Transit Blog	“I-405 and SR 522 BRT Will Be Known as “Stride””	January 16, 2019
The Urbanist	“Introducing ‘Stride’, Sound Transit’s New BRT Brand”	January 18, 2019
Planetizen	“Seattle Rebrands its Planned Bus Rapid Transit System: Stride”	January 20, 2019
The Urbanist	“Sound Transit Unveils I-405 Refinements, Seeks Feedback on Access Improvement”	January 21, 2019

Appendix C: Postcard

The images below show the front and back of the postcard mailed to approximately 125,000 residents within a half mile of the I-405 project corridor. Postcards were mailed in January 2019.



Appendix D: Briefings list

The following tables list chambers of commerce and community organizations in the project area the project team researched to offer a project briefing or to provide project information. An * indicates organizations the project team briefed.

Briefings list	
BRT Station (Jurisdiction)	Organization
Lynnwood City Center (Lynnwood)	Economic Alliance of Snohomish County
	Lynnwood Alano Club (Community Center)
	Lynnwood Chamber of Commerce
	Lynnwood Library
	A Second Chance Resource Center
Canyon Park (Bothell)	Canyon Park Business Center
	Canyon Hills Community Church (Spanish speaking)
	Canyon Park Portfolio
	Grove at Canyon Park Homeowners Association
UW Bothell/Cascadia College (Bothell)	Bothell Kenmore Chamber of Commerce/Kenmore Business Alliance
	Bothell Library
	*Northshore YMCA
	Brookwood Place Condominium Association
Brickyard (Bothell)	Alpha Supported Living Services
Totem Lake/Kingsgate (Kirkland)	*Eastside Easy Rider Collaborative (EERC)
	Evergreen Hill Neighborhood Association
	Friends of Youth
	Hopelink – The Kirkland/Northshore Service Center
	*Juanita Neighborhood Association
	Kingsgate Highlands Division 1 and 2 Homeowners Association
	Totem Lake Neighborhood Association
	Washington Women In Need
NE 85th Street (Kirkland)	Bridle Trails Community Club
	*Central Houghton Neighborhood Association
	Eastside Business Association
	*Everest Neighborhood Association
	*Highlands Neighborhood Association
	Kirkland Chamber of Commerce
	Kirkland Community Councils
	Kirkland Downtown Association
	Kirkland Library
Kirkland Teen Union Building	

Briefings list	
BRT Station (Jurisdiction)	Organization
	*Moss Bay Neighborhood Association
	Norkirk Neighborhood Association
	*North Rose Hill Neighborhood Association
	Peter Kirk Community Center/Kirkland Senior Center
	*South Rose Hill/Bridle Trails Neighborhood Association
	TzuChi Seattle (Chinese)
Bellevue Transit Center (Bellevue)	Bellevue Boys & Girls Club
	Bellevue Chamber of Commerce
	Bellevue Downtown Association
	Bellevue Library
	Childrens Response Center
	Downtown Action to Save Housing (DASH)
	Downtown Bellevue Residents Association
	Meydenbauer Bay Neighbors Association
	Northtowne Neighborhoods Association
	Surrey Downs Community Club
	Vuecrest Community Association
	Wilburton Community Association
	Woodridge Community Association
NE 44th Street (Renton)	Friends of Youth
	*Kennydale Neighborhood Association
	*LaCrosee HOA
	Newcastle Chamber of Commerce
	Pembroke Meadow Homeowners Association
	Renton Area Youth & Family Services
South Renton Transit Center (Renton)	Renton Chamber of Commerce
	Sisters In Common
	Somali Youth & Family Association
	*South King County Mobility Coalition
	St Anthony Catholic Church (Spanish language)
Washington Multi-Family Housing Association	
Tukwila International Boulevard (Tukwila)	Islamic Center of Seattle
	Islamic Center of Tukwila
	King County Housing Authority
	Refugee Women's Alliance
	Seattle Southside Chamber of Commerce
	SGI-USA Seattle Buddhist Center (Asian-Pacific Islander)
	Somali Community Services Coalition
Tukwila Library	
Burien Transit Center (Burien)	Discover Burien Association

Briefings list	
BRT Station (Jurisdiction)	Organization
	Burien Community Center
	Burien Library
	South King Council of Human Services
	Navos' Lake Burien Health Center For Children & Youth
	New Futures
	Acorn (social service organization)
	Prosperity Center

Appendix E: Briefings

The project team provided briefings to the following organizations between January-March 2019.

BRT Station (Jurisdiction)	Organization	Date
NE 85th Street (Kirkland)	South Rose Hill/Bridle Trails Neighborhood Association	1/8, 7-9 pm
NE 44th Street (Renton)	LaCrosse Homeowners Association	1/8, 7 pm
Totem Lake/ Kingsgate (Kirkland)	Juanita Neighborhood Association	1/14, 7-9 pm
NE 85th Street (Kirkland)	Moss Bay Neighborhood Association	1/14, 7 pm
NE 85th Street (Kirkland)	Highlands Neighborhood Association	1/16, 7-9 pm
NE 85th Street; Totem Lake/ Kingsgate (Kirkland)	Eastside Easy Rider Collaborative (EERC)	1/29, 1 pm
NE 44th Street (Renton)	Kennydale Neighborhood Association	1/29, 7-8:30 pm
NE 85th Street (Kirkland)	Everest Neighborhood Association	1/29, 7 pm
NE 85th Street (Kirkland)	Central Houghton Neighborhood Association	3/12, 7 pm
Renton (South Renton Transit Center)	South King County Mobility Coalition	3/14, 9:30-11 am
Totem Lake/ Kingsgate (Kirkland)	Juanita Neighborhood Association	3/18, 6:30-8:30 pm
NE 85th Street (Kirkland)	North Rose Hill Neighborhood Association	3/18, 7-9 pm
UW Bothell/Cascadia College (Bothell)	Northshore YMCA	4/30, 9 am-12 pm

Appendix F: Briefing presentations

The following images provide illustrate the standard briefing presentation provided by the project team.





Project Background: Sound Transit and Future Service

Who is Sound Transit?

We plan, build and operate regional transit systems and services to improve mobility in urban areas of King, Pierce and Snohomish counties.



- ST Express Bus
- Sounder Commuter Rail
- Link Light Rail
- Bus Rapid Transit (coming in 2024!)

ST future service

- Establish Bus Rapid Transit (BRT) to the north, east and south of Lake Washington.
- Build a light rail network extending from Everett to Tacoma, and from Seattle to Redmond and Issaquah.
- Improve access and expand parking at stations.



***Project Background:
Bus Rapid Transit***

What is Bus Rapid Transit?

BRT is a **fast, frequent, and reliable** transit system.



Transit improvements



Sheltered stations



Off-board fare payment



All-door bus entry and exit



Specialized buses

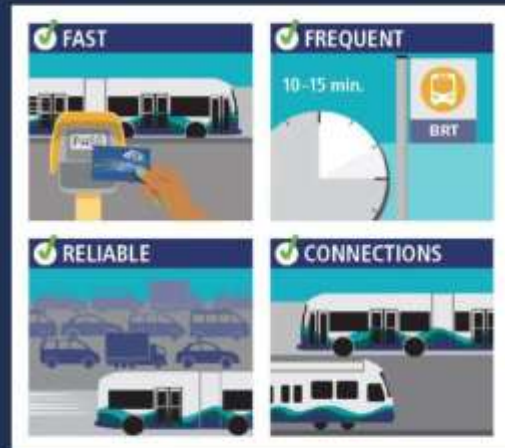


Convenient all-day service

Fast, frequent, reliable service

I-405 BRT planned service:

- 10-minute peak and 15-minute off-peak service
- Up to 19 hours of service Monday through Saturday
- Up to 17 hours on Sunday



I-405 BRT

37-mile corridor: Lynnwood to Burien

- 11 BRT stations across 8 cities
- 3 new/expanded parking facilities
- 1 transit center
- Estimated 15,000-18,000 riders daily by 2040



BRT roadway use

I-405 BRT will operate as two service lines:

- North: Lynnwood to Bellevue
- South: Bellevue to Burien

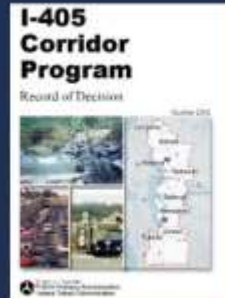
Where possible, BRT will travel in managed lanes such as express toll lanes (ETLs)



I-405 BRT transportation planning

I-405 BRT builds upon the:

- I-405 Master Plan (2002)
- Sound Transit Long-Range Plan (2014)
- ST3 Plan (2016)



I-405 BRT travel times

Projected travel times upon opening with use of managed traffic lanes as compared with ST Express





Project refinement

- ST3 established the **representative project**
- In 2018 we developed **refinements** to the representative project
- The ST Board will advance the **refined project** into the conceptual engineering and environment review phase in 2019

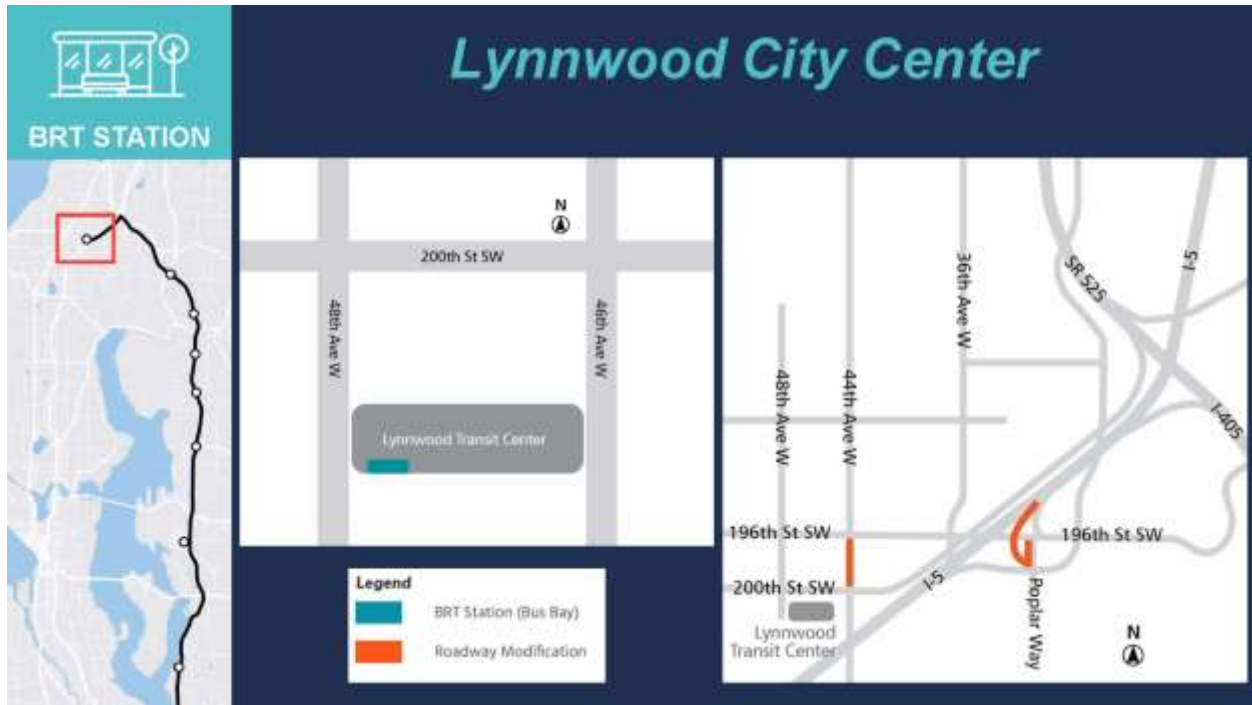



Project timeline




*Construction for most of the BRT projects is expected to begin by 2023 and be completed by 2024. Construction of some elements may begin before 2023, and others may occur after service starts in 2024.





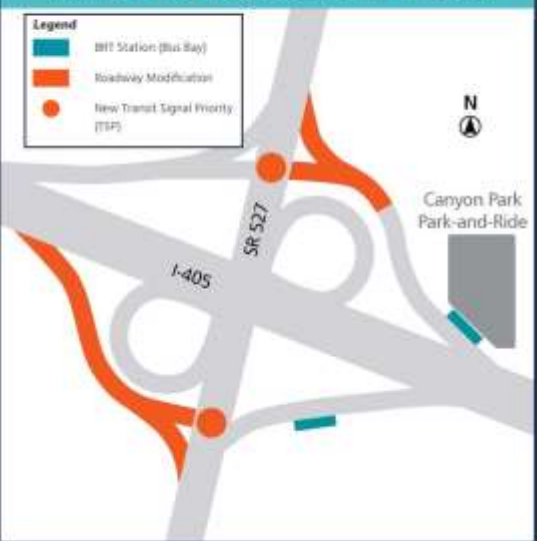


BRT STATION



Canyon Park (Bothell)

Refined ST3 Representative Project



- Located at existing bus stops on SR 527 bus-only ramps.
- Northbound station will serve the Canyon Park Park-and-Ride and will share a stop with Community Transit.



BRT STATION




Canyon Park (Bothell)




- WSDOT is designing Express Toll Lanes (ETLs) between Canyon Park and Totem Lake.
- WSDOT and Sound Transit will coordinate to move Canyon Park service into the ETLs.

Inline stations using direct access at Canyon Park




BRT STATION

UW Bothell/Cascadia College



- Will serve both the I-405 and SR 522/NE 145th BRT corridors.
- Riders will be able to transfer between the BRT lines at this location.



Legend

- BRT Station (Bus Bay)
- Roadway Modification



BRT STATION

Brickyard (Bothell)



- Will serve existing Brickyard Park-and-Ride.
- Stations will be located on the east side of I-405 (NB) and at the existing bus stop (SB).



Legend

- BRT Station (Bus Bay)
- Roadway Modification
- New Transit Signal Priority (TSP)



BRT STATION




Totem Lake/Kingsgate (Kirkland)

- Will be located at existing Totem lake freeway station.
- Includes a new 600-stall parking garage at the nearby Kingsgate Park-and-Ride.





BRT STATION



NE 85th Street (Kirkland)

- WSDOT and Sound Transit are partnering to build the station.
- WSDOT will build new direct access ramps from I-405 express toll lanes to support BRT service.
- Local bus stops will be located on the same level as BRT stops for easy transfers.






BRT STATION

NE 85th Street (Kirkland)






- A** BRT stations: below I-405 level, no vertical transfer required to reach NE 85th St.
- B** Local bus stops: at same level as BRT stops
- C** Non-motorized pathways: similar to existing grade on NE 85th St.
- D** Level 1 new (bottom): for through traffic on NE 85th St.
- E** Level 2 (middle): non-motorized, transit and access between I-405 express toll lanes and NE 85th St.
- F** Level 3 (top): I-405 mainline

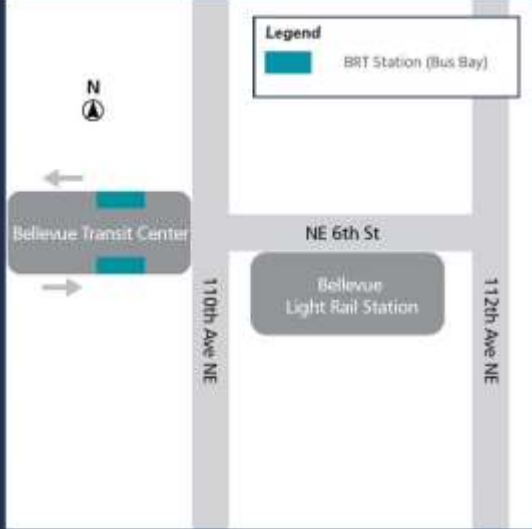



BRT STATION

Bellevue Transit Center




- BRT station will be located at the Bellevue Transit Center.
- Riders will be able to connect to local bus service and future Bellevue Link light rail.
- East Link Extension service anticipated to begin in 2023.






BRT STATION




NE 44th Street (Renton)



- Will include a freeway station at the I-405/NE 44th Street interchange.
- Includes a new 200-stall park-and-ride facility.
- WSDOT will extend the express toll lanes between Bellevue and Renton and will build direct access ramps for BRT stations.




BRT STATION



South Renton Transit Center




- Will include a new transit center for local and regional transit services.
- Includes a new 700-stall parking garage and BRT station.
- Coordinating with King County Metro and WSDOT to integrate transit with the South Renton Park-and-Ride.

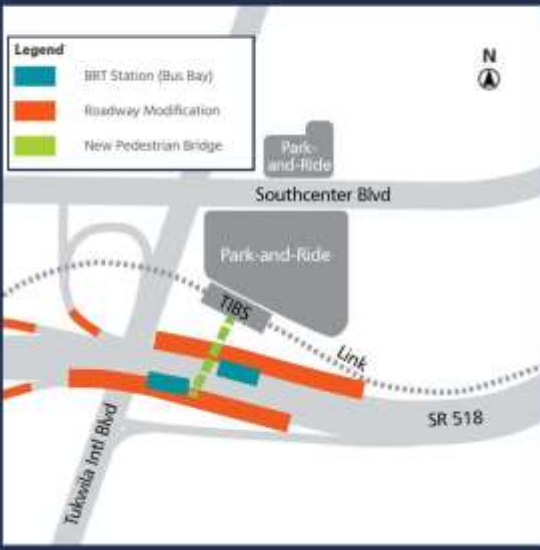



BRT STATION

Tukwila International Boulevard




- Will include a new freeway station adjacent to the Tacoma International Boulevard Link light rail station (TIBS).
- Includes a new pedestrian bridge connecting to TIBS.
- Riders will be able to connect to local bus service and Link light rail.






BRT STATION

Burien Transit Center



- Will be located at existing Burien Transit Center.
- Riders will be able to connect to King County Metro bus services.





STRIDE

- We call our commuter rail system **Sounder** and light rail goes by **Link**.
- Sound Transit is excited to welcome Bus Rapid Transit to the family and announce its new name – **STRIDE**.



Station design



Questions?

Stay engaged



In person: leave your comments today



Online: i405brt.participate.online



Email us: brt@soundtransit.org



[soundtransit.org/i405brt](https://www.soundtransit.org/i405brt)



24

Appendix G: Event photos

The photos below show attendees participating in the project briefings and community events.



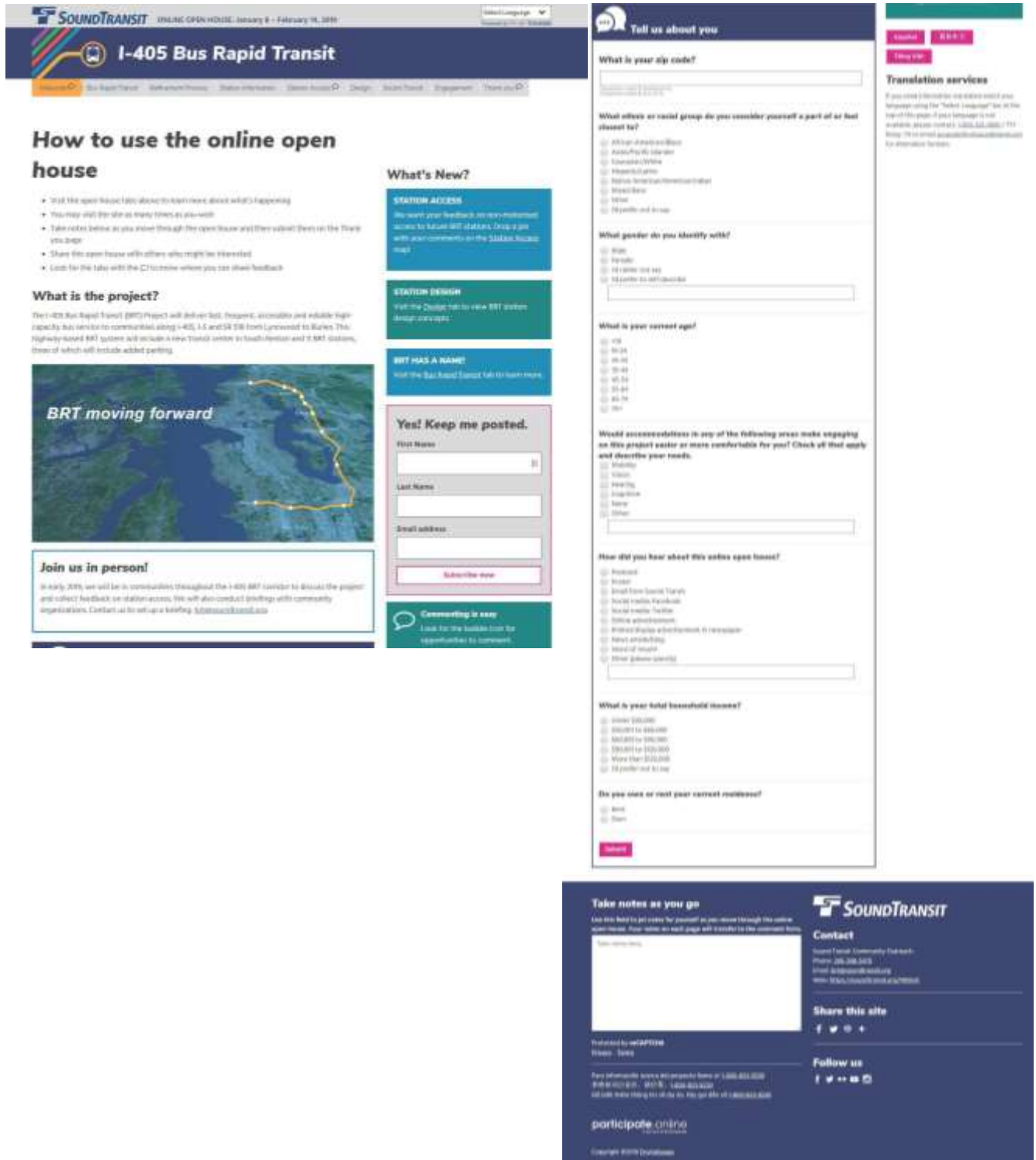
Sound Transit staff provide project information at the Centro Rendu event in Renton.



Sound Transit staff provide a project briefing to the Kenndydale Neighborhood Association in Renton.

Appendix H: Online open house

The following screenshots show the webpages of the online open house that ran from January 8 to February 14, 2019.





Bus Rapid Transit

STRIDE

In early 2018, Sound Transit began planning for its new line of service, Bus Rapid Transit. Part of creating a new line of service is developing a new brand to accompany it.

We call our commuter rail system Sounder and light rail gear by Link. Sound Transit is excited to welcome Bus Rapid Transit to the family and announce Route 1 - 314th.

Sound Transit interviewed stakeholders inside and outside the organization to help develop a BRT brand. Core messages included a desire for the name to be memorable, short, easy to pronounce and integrate well with the overall Sound Transit brand.

The BRT system will be integrated throughout the design of the BRT system, including vehicles, station, signage and marketing materials. Visit the Design Lab to view the current station design concept and see how Stride could be incorporated into the BRT station.

Connecting the Region

Sound Transit will operate three BRT lines starting in 2024:

- **I-405 BRT** will have two lines connecting commuters along I-405 and SR 520 from Lynnwood to Bellevue and Burien to Bellevue with a new transit center in South Renton and 9 BRT stations. Connections to Link light rail will be available at Lynnwood, Bellevue and Tukwila.
- **SR 520/NE 314th BRT** will connect commuters from Shoreline to Woodinville via NE 102nd Street and SR 520. The route has four BRT stations and an expanded transit center at I-90/Bothell/Cascadia College. It will connect to Link light rail at the Shoreline South/145th Station and to I-405 BRT in Bothell.

How will I-405 BRT serve the community?

The I-405 BRT is a bus system that will predominantly run in managed lanes, such as high-occupancy vehicle (HOV) lanes, express toll lanes and bus shoulder lanes to improve transit speed and reliability. The project will build new direct access ramps and freeway BRT stations, and improve local roadways for transit.

Sound Transit is partnering with the Washington State Department of Transportation (WSDOT) to deliver I-405 BRT. I-405 BRT builds upon collaborative efforts between Sound Transit, WSDOT and other local and regional partners, including:

- The SR 520/NE 314th (2010)
- The I-90 Corridor Program
- The I-405 Station to Bellevue Stations and Express Toll Lanes Project
- The SR 520/NE 314th Interchange Measurements Project
- The Regional Transit Connection Plan



What are transit priority improvements?
Transit priority improvements help buses move through traffic more efficiently and use available bus lanes and transit priority.

Transit integration
Sound Transit works closely with King County Metro, Community Transit and other local and regional transportation agencies to determine routes, create fast and seamless transfers, and provide integrated transit solutions that best serve the needs of the community.

Sustainability is Sound Transit's core mission connecting more people to more jobs more efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, helps protect the environment, and supports both healthy communities and sound economies.



For a full list of Sound Transit Services, visit The Sound Transit Guide.

SOUNDTRANSIT ONLINE OPEN HOUSE: January 8 – February 14, 2019 Select Language
 Powered by Translate

I-405 Bus Rapid Transit

Welcome | Bus Rapid Transit | **Refinement Process** | Station Information | Station Access | Design | Sound Transit | Engagement | Thank you

Project Refinement Process

Overview

Voters approved funding for I-405 BRT in Fall 2016 as part of the Sound Transit 3 (ST3) Plan, which established the representative project. ST3 identified the high-capacity transit mode (BRT), the 11 BRT station locations and the parking facilities that would be developed as part of the project.

Process

In 2018, Sound Transit developed refinements to the representative project based on technical analysis and stakeholder input. The project objectives and evaluation criteria guided the process. Technical analysis included collecting information on existing conditions along the I-405 corridor through coordination with WSDOT, cities, transit agencies, and other local and regional partners. Sound Transit will continue to refine the project before requesting Board approval to advance the project into Conceptual Engineering and more detailed evaluation (including environmental review) in 2019.



The public provided feedback on the BRT evaluation criteria in summer 2018.



Sound Transit hosted tables at community events during 2018.

Project Objectives and Evaluation Criteria

Objectives

- Improve speed, frequency and reliability in the corridor
- Increase regional mobility
- Deliver the project on-time and within budget
- Develop stations to support safe and convenient access for multiple modes
- Encourage equitable transit-oriented development
- Promote a healthy and sustainable environment

Evaluation Criteria

- BRT Travel Time
- Service Reliability
- Non-motorized Access
- Transit Access
- Vehicular Access

SOUND TRANSIT ONLINE OPEN HOUSE: January 8 – February 14, 2019 Select Language
 Powered by Google Translate

I-405 Bus Rapid Transit

Welcome | Bus Rapid Transit | Refinement Process | **Station Information** | Station Access | Design | Sound Transit | Engagement | Thank you

Station Information

In summer 2018, Sound Transit shared general I-405 BRT station information with communities across the corridor. Based on technical analysis and stakeholder input, Sound Transit has further defined the BRT stations at each of the 11 locations:

Please note that BRT station concepts and proposed roadway improvements will continue to be refined during Conceptual Engineering following additional technical analyses and continued stakeholder involvement in 2019.



Service lines

To maintain travel times, I-405 BRT will operate as two service lines. The north line runs from Lynnwood to Bellevue. The south line runs from Burien to Bellevue. Riders traveling between the north and south lines will need to transfer in Bellevue.

BRT stations will include

- All-door entry and exit
- Off-board fare payment
- Level boarding at the platforms
- Lighting and wayfinding
- Real-time rider information
- Sheltered and comfortable stations
- Unique brand identity
- Artwork

Lynnwood City Center (Lynnwood)

Click to enlarge

Click to enlarge

- The Lynnwood City Center BRT station will be located at the existing Lynnwood Transit Center/Park-and-Ride.*
- The Lynnwood Transit Center/Park-and-Ride is operated and maintained by Community Transit.
- Sound Transit is extending light rail from Northgate to Lynnwood via the Lynnwood Link Extension with service anticipated to begin in 2024. Riders will be able to transfer from I-405 BRT to Link light rail at the future Lynnwood City Center station.

*Representative station location only; exact bay location at transit center is not yet determined.



Innovative station design



Off board fare payment



Transit priority lane (example)

Canyon Park (Bothell)

- The Canyon Park BRT stations will be located at the existing bus stops on the SR 527 bus-only ramps*.
- The Canyon Park Park-and-Ride is operated and maintained by Community Transit.
- The northbound station will serve the Canyon Park Park-and-Ride.



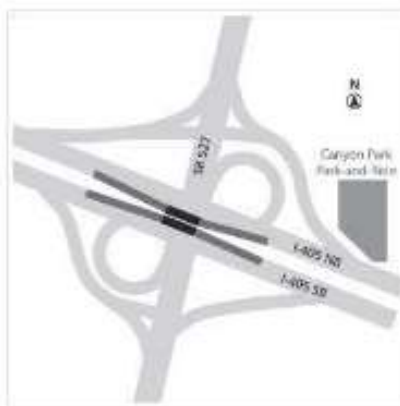
Legend

- BRT Station (Bus Bay)
- Roadway Modification
- New Transit Signal Priority (TSP)

Click to enlarge

- In 2018, WSDOT began development of a design for Express Toll Lanes (ETLs) between Canyon Park and Totem Lake on I-405.
- WSDOT and Sound Transit are working closely to coordinate how the I-405 BRT can take advantage of the travel time savings by running in the ETLs once the project is complete.
- Use of the ETLs at this station would require an inline station, per the diagram below.
- Inline freeway stations allow buses to stop within the freeway right-of-way to pick up and unload riders.

*Representative station location only; exact location is not yet determined.



Legend

- BRT Station (Bus Bay)
- Roadway Modification
- New Transit Signal Priority (TSP)
- WSDOT Future ETL and Direct Access Ramp

Click to enlarge

Inline stations using direct access at Canyon Park

UW Bothell/Cascadia College (Bothell)

- The UW Bothell/Cascadia College BRT station will serve both the I-405 and SR 522/NE 145th Street BRT corridors. Riders will be able to transfer between the BRT lines at this location*.

*Representative station location only, exact location is not yet determined.



Legend

- BRT Station (Bus Bay)
- Roadway Modification

Click to enlarge

Brickyard (Bothell)

- The Brickyard BRT stations will serve the existing Brickyard Park-and-Ride, which is operated and maintained by King County Metro.
- The stations will be located on the east side of I-405 (northbound) and at the existing bus stop (southbound). The existing southbound bus stop will be modified as a BRT station.



Legend

- BRT Station (Bus Bay)
- Roadway Modification
- New Transit Signal Priority (TSP)

Click to enlarge

Totem Lake Kingsgate (Kirkland)

- The Totem Lake/Kingsgate BRT station will be located at the existing Totem Lake freeway station.
- The station will include a new 600-stall parking garage (for a net-gain of 400 stalls) at the nearby Kingsgate Park-and-Ride.



Legend

- BRT Station (Bus Bay)
- Existing Bus Facility

Click to enlarge

NE 85th Street (Kirkland)

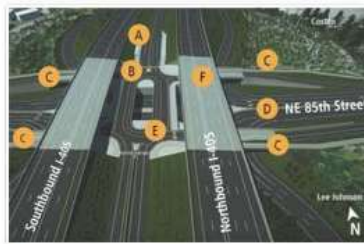
- WSDOT, in partnership with Sound Transit, will rebuild the NE 85th Street interchange to a new three-tiered configuration that will include access to the I-405 express toll lanes via new direct-access ramps and new inline BRT stations.
- Inline freeway stations allow buses to stop within the freeway right-of-way to pick up and unload riders.
- Riders will be able to connect to local transit serving downtown Kirkland and Redmond with additional eastbound and westbound bus stops within the new interchange project.
- The local bus stops will be located on the same level as the BRT stops facilitating easy transfers.



Legend

- BRT Station (Bus Bay)
- Roadway Modification
- New Roadways (serving inline station)

Click to enlarge



- A** BRT stations: below I-405 level, no vertical transfer required to reach NE 85th St.
- B** Local bus stops: at same level as BRT stops
- C** Non-motorized pathways: similar to existing grade on NE 85th St.
- D** Level 1 new (bottom): for through traffic on NE 85th St.
- E** Level 2 (middle): non-motorized, transit and access between I-405 express toll lanes and NE 85th St.
- F** Level 3 (top): I-405 mainline.

Bellevue Transit Center (Bellevue)

- The BRT station in downtown Bellevue will be located at the Bellevue Transit Center.*
- Riders will be able to connect to local bus service and the future Bellevue Downtown Link light rail station, Sound Transit is extending light rail from Seattle to Redmond via the [East Link Extension](#) with service anticipated to begin in 2023.

*Representative station location only; exact bay location at transit center is not yet determined.



Legend

- BRT Station (Bus Bay)

Click to enlarge



NE 44th Street (Renton)

- The NE 44th Street BRT station will include a freeway station at the I-405/NE 44th Street interchange.
- WSDOT, in partnership with Sound Transit, will be extending the I-405 express toll lanes between Bellevue and Renton as part of WSDOT's I-405 Renton to Bellevue Widening and Express Toll Lanes Project. At NE 44th Street, WSDOT will build new direct access ramps from the I-405 express toll lanes to NE 44th Street and freeway BRT stations.
- A new 200-stall park and ride facility will be built by Sound Transit on NE 44th Street to serve the BRT station.



Click to enlarge

Legend

-  BRT Station (Bus Bay)
-  Roadway Modification

South Renton Transit Center (Renton)

- The South Renton Transit Center will include a new transit center for local and regional transit services.
- The transit center will be located east of the Rainier Avenue/Grady Way intersection in south Renton across from South Renton Village.
- Sound Transit is coordinating with King County Metro and WSDOT to integrate transit services with the existing adjacent South Renton Park-and-Ride.
- The transit center will include a new 700-stall parking garage and BRT station.
- The South Renton Park-and-Ride is operated and maintained by King County Metro.



Click to enlarge

Tukwila International Boulevard (Tukwila/SeaTac)

- The Tukwila International Boulevard BRT station will include a new freeway station along SR 518 adjacent to the existing [Tukwila International Boulevard Link light rail station \(TIBS\)](#), operated and maintained by Sound Transit.
- The freeway station will connect to the TIBS light rail station using a new pedestrian bridge and elevators.
- Riders will be able to connect to local bus service and light rail to Downtown Seattle, Lynnwood and Federal Way.
- As part of a separate project, WSDOT is partnering with the Port of Seattle to study [Improvements along SR 518 to improve access to SeaTac Airport](#). [Learn more about the SR 518 study.](#)



Legend

- BRT Station (Bus Bay)
- Roadway Modification
- New Pedestrian Bridge

Click to enlarge

Burien Transit Center (Burien)

- The BRT station in downtown Burien will be located at the existing Burien Transit Center.*
- The [Burien Transit Center](#) is operated and maintained by King County Metro.
- Riders will be able to connect to King County Metro services.

*Representative station location only; exact bay location at transit center is not yet determined.



Legend

- BRT Station (Bus Bay)
- Roadway Modification

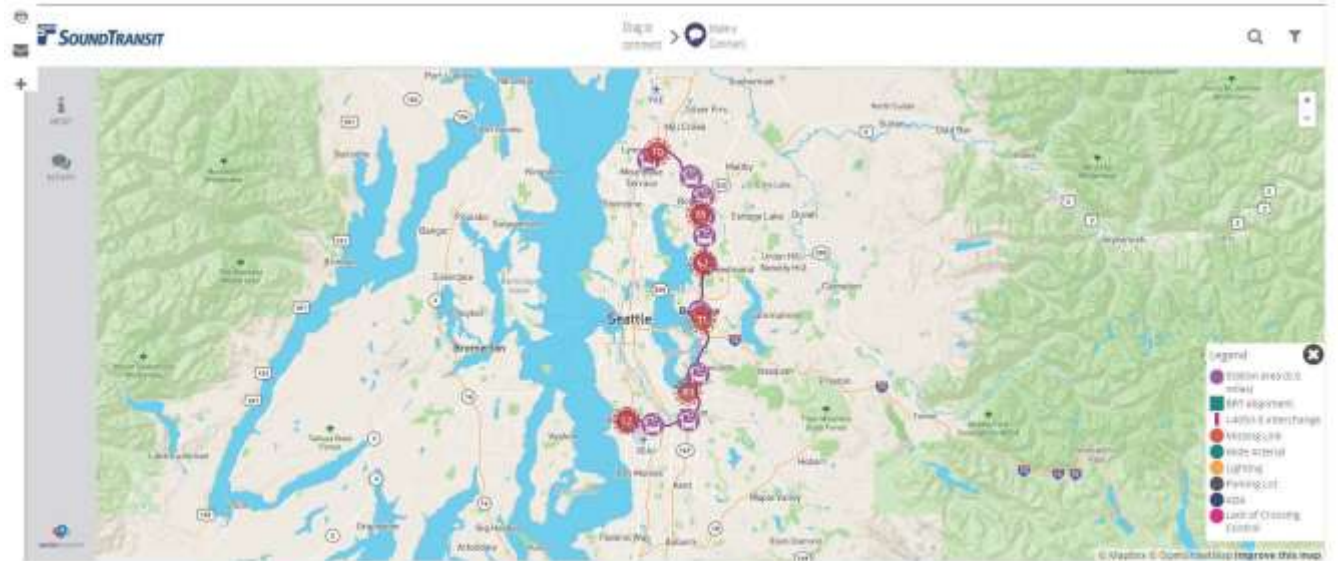
Click to enlarge

Station Access

The I-405 BRT Project includes funding to improve non-motorized access (like cycling, walking, etc.) near our BRT facilities. We have worked with local jurisdictions to identify the following barriers to accessing the future BRT station locations:

- Missing linkback of network
- Wide roadway
- Inadequate lighting
- Parking lots blocking access
- Impediments to ADA access
- Lack of pedestrian crossing infrastructure

Each map includes a radius of 0.5 miles around the BRT stations. This historic map was selected as it provides an approximate 10-minute walk to a station depending on access and topography. Please drop a pin on the map below and tell us what additional barriers you encounter (for example, difficult street crossings, missing or narrow sidewalks, etc.). Sound Transit will work with our local and regional partners to evaluate potential improvements that address these barriers.



Take notes as you go

Use this field to jot notes for yourself as you move through the online open house. Your notes on each page will transfer to the comment form.

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Sound Transit Community Outreach
 Phone: 206-398-5420
 Email: brt@soundtransit.org
 Web: <http://soundtransit.org/405brt>

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 English | Spanish | Vietnamese

I-405 Bus Rapid Transit

Home | About Sound Transit | Reference Process | Station Information | Station Access | **Design** | Smart Transit | Engagement | Thank you

BRT Station Design

The BRT system will have a unique design that helps riders identify buses and stations. The *Stride* brand will:

- Differentiate BRT as premium service, offering improved speed and reliability
- Help riders navigate the system by making BRT easily identifiable and distinguishing it from other services
- Allow Sound Transit to more effectively reach existing and new customers
- Support a sense of place at our transit facilities
- Generate excitement for public transportation and endorse for generalists

BRT stations include

- All-door entry and exit
- Off-board fare payment
- Level boarding at the platforms
- Lighting and directional signage
- Real-time rider information
- Sheltered and comfortable stations
- Unique brand identity and stations
- Artwork



Click to enlarge

Sound Transit will continue to develop the BRT station design during the next few years. The above rendering shows the general station design concept. While stations will have a consistent look and feel throughout the Sound Transit BRT system, station design at each station location will vary based on relationship and specific site conditions.

Navigation icons: back, forward, home, search, and social media links (Facebook, Twitter, YouTube, LinkedIn, Instagram, RSS).

Take notes as you go

Use this field to jot notes for yourself as you move through the online open house. Your notes on each page will transfer to the comment form.

Take notes here

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Engaging the Community

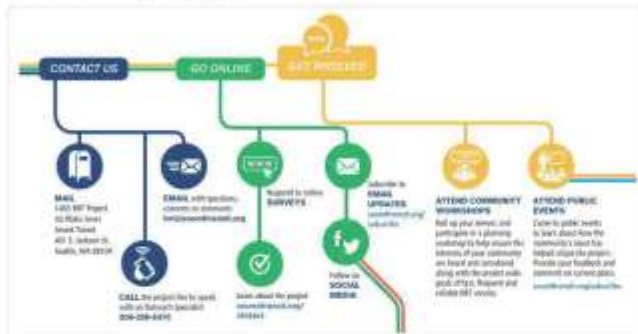
Please be sure to share feedback with us about station access!

Engaging with the community

Throughout 2018, Sound Transit has been working with the community. Visit our [calendar](#) to learn about upcoming meetings and events.



How to stay engaged!



Next steps



This schedule is subject to change as the project is developed.

Working Together

- Agency Coordination**

Sound Transit is coordinating closely with Community Transit, King County Metro, and WSDOT to make sure this project provides strong regional connections.
- Elected Leadership Group**

The I-405 BRT Elected Leadership Group is made up of elected officials who represent the cities along the project corridor, the Sound Transit Board and WSDOT.
- Interagency Group**

The I-405 BRT Interagency Group is made up of city and partner transit agency staff to provide technical expertise and input on the project refinements.
- Executive Advisory Group**

The WSDOT I-405/SR 167 Executive Advisory Group, made up of state and local elected officials, and representatives from federal and regional transit agencies, has been advising WSDOT on I-405 corridor improvements since 1999.
- The Public**

Sound Transit is engaging the public to gather input on corridor-wide and local issues to ensure the priorities of local communities are being heard and considered along the corridor.



Sound Transit

Who is Sound Transit

We plan, build and operate regional transit systems and services to improve mobility in urban areas of King, Pierce and Snohomish counties.

Bus Rapid Transit (coming soon!)

The BRT drive system 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 bus lanes will help riders avoid traffic congestion and enjoy more frequent and reliable service. BRT will run seven days a week, every 10 minutes during rush hour.



Google BRT coach, which can feature multiple-door entry and platform-level boarding.

Future Service

Sound Transit system expansion will:

- Establish Bus Rapid Transit (BRT) to the north, east and south of Lake Washington.
- Build a 70-mile light rail network extending from Everett to Tacoma, and from Seattle neighborhoods to Redmond and Issaquah.
- Expand Sounder south line capacity and service, adding two new stations.
- Improve access and expand parking at stations.



Future Service Map

ST Express bus

ST Express bus routes serve urban centers in Pierce, King and Snohomish counties. Twenty-eight routes provide fast service between major cities and job centers and allow for easy transfers to train services and local buses. ST Express service is offered seven days a week for many routes.

Link light rail

Currently, Link light rail runs from Angle Lake and Sea-Tac Airport through downtown Seattle and to the University of Washington. Construction is underway to extend service to Northgate in 2021 and to Bellevue and East King County by 2033. By 2034, service will further extend to Federal Way, Lynnwood and downtown Redmond. Link light rail runs seven days a week with trains running every 6, 10 or 15 minutes depending on the line of day.

Sounder commuter rail

Sounder trains travel between Lakewood and Seattle (making stops in South Tacoma, Tacoma, Puyallup, Sumner, Auburn, Kent and Tukwila) and between Everett and Seattle (making stops in Millfield and Edmonds). Sounder regularly runs weekday mornings and afternoons with weekend service for major events.

Our board of directors

Sound Transit is governed by an 18-member board made up of local elected officials and the Secretary of the Washington State Department of Transportation (WSDOT). The board establishes policies and gives direction and oversight.

Funding

Sound Transit's system is paid for with a combination of voter-approved local taxes, federal grants, federal revenues, borrowed funds and interest revenues.



Thank You!

Please be sure to share feedback with us about station access!

Do you have other feedback? Want to share your notes with us? Use the comment form below.

First name

Last name

Email address

Additional comments

[Submit](#)

What we'll do with your feedback:

- Share community input with the Interagency Group, Elected Leadership Group and the Sound Transit Board.
- Consider community input when making decisions about project refinements.

More ways to comment

Email
bt@soundtransit.org

Mail
 I-405 Bus Rapid Transit Project
 c/o Blake Jones,
 Sound Transit
 400 S. Jackson St.
 Seattle, WA 98104

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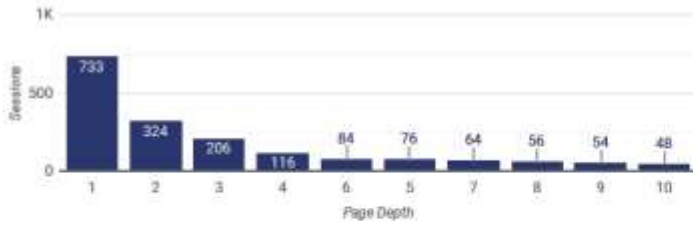
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Sessions 1,874 Users 1,501 Engaged Readers 33% Bounce Rate 37.3%

10% Avg 22.8% Avg

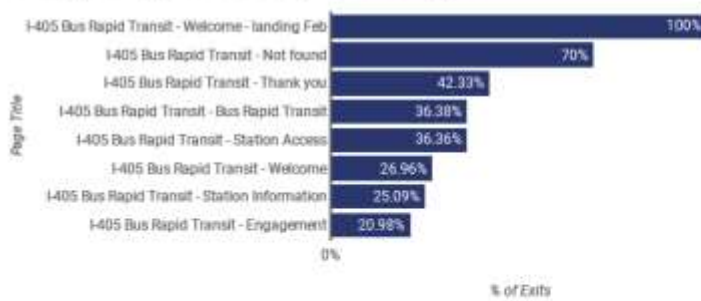
Page Depth via # of Pages Viewed



Top 5 Traffic Referrers

Source	Sessions	Total Events
1. seattletransitblog.com	152	69
2. soundtransit.org	91	137
3. id2.analytical.com	71	32
4. m.facebook.com	60	17
5. t.co	23	7

Page Depth via Top Exit Pages



Source / Medium	Sessions
1. (direct) / (none)	1,077
2. govdelivery / email	170
3. seattletransitblog.com / referral	152
4. google / organic	123
5. soundtransit.org / referral	91
6. id2.analytical.com / referral	71
7. m.facebook.com / referral	60
8. bing / organic	50

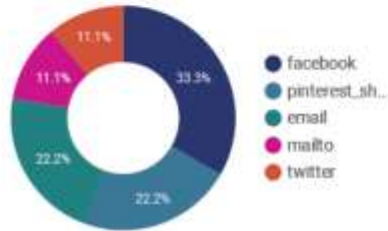
1 - 26 / 26 < >

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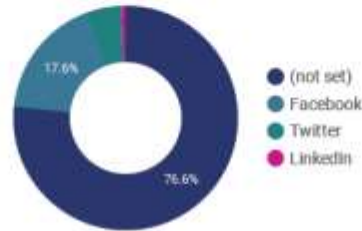
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Sessions	Users	Shares	Social Referrals
1,874	1,501	9	173

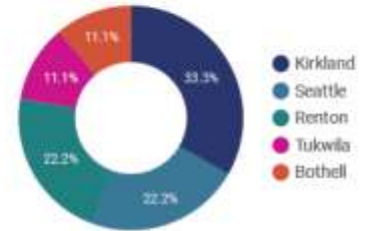
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Top Referral Platforms



Top Sharing Cities



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