



SR 522/NE 145th Bus Rapid Transit Elected Leadership Group – Meeting 5

February 22, 2019, 2:00 – 3:30 p.m.
Kenmore City Hall

Agenda

- Welcome, introductions and opening comments
- Public comment
- Transit integration update
- Public outreach update
- Confirming SR 522/NE 145th BRT refined project to carry into Phase 2, issues still in progress & discussion
- Next steps and action items



Project Partnerships

- Thank you to the public and our regional partners:
 - Cities of Woodinville, Bothell, Kenmore, Lake Forest Park, Shoreline, and Seattle
 - WSDOT
 - King County Metro
 - Community Transit
 - University of Washington Bothell/Cascadia College
 - I-405 BRT project team and partners



Public Comment

A blurred background image of a transit station. Several people are standing on a sidewalk, some looking towards the camera and others looking away. A train is moving past on the right, its motion blurred. The overall scene is in a cool, blue-toned color palette.

Transit Integration Update

Typical transit integration in ST3: bus-to-rail



522 BRT is a unique challenge for integration

- Shared, eight-mile-long bus corridor with high ridership today
- Served by three agencies and many routes
- ST, KCM, and CT have collaborated during Phase 1 with these goals:
 - Customer focus: ease of navigation and transfers
 - Fast, frequent, and reliable service
 - Complementary (not duplicative) service



Our priority is speed and reliability

FAST BUSES ARE IMPORTANT TO OUR RIDERS



50% of people say the time it takes to travel by bus prevents them from riding transit

SPEED AND RELIABILITY IMPROVEMENTS SAVE TIME

A queue jump signal can save **10 to 30 seconds**



Transit treatments can speed up a route by up to **25%**



SPEED AND RELIABILITY IMPROVEMENTS SAVE OPERATING COSTS



One set of improvements saved

800 annual operating hours OR **\$122,000**

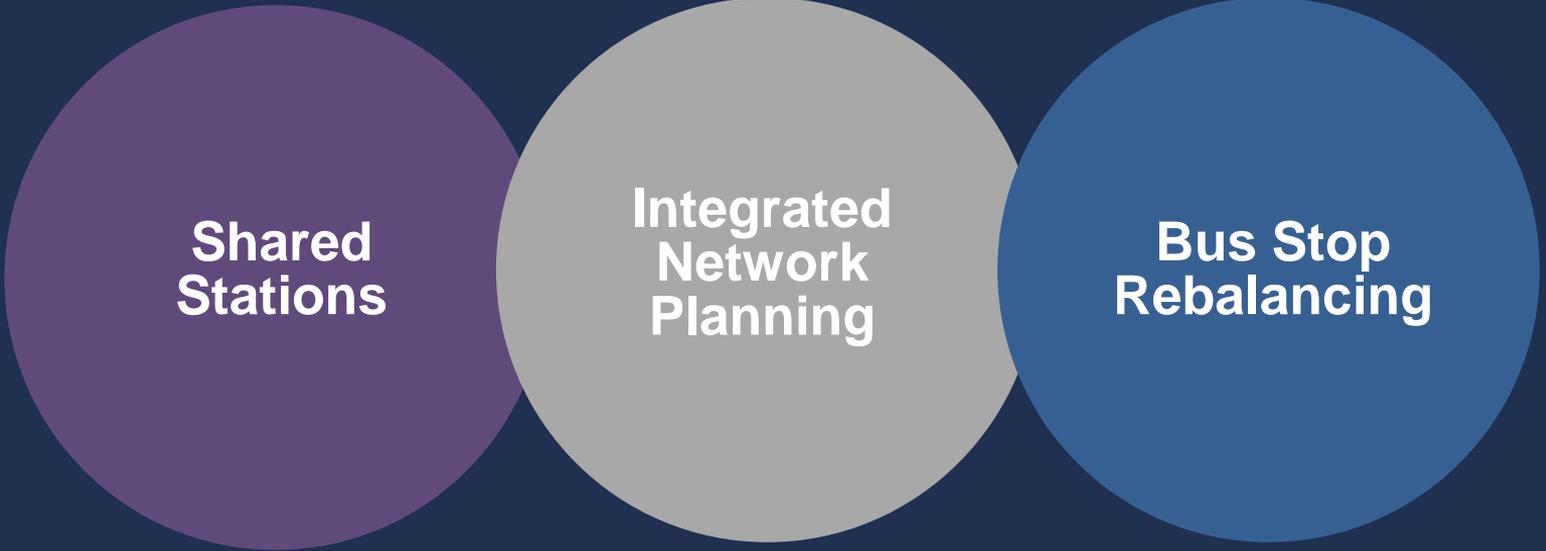
SPEED AND RELIABILITY IMPROVEMENTS CAN BENEFIT OTHER MODES



Sources: KCM Transit Speed and Reliability Guidelines and Strategies (March 2017); KCM 2009 Rider/Non-Rider Survey; KCM Annual Spot Improvements Report; KCM E Line Report

What we've done in Phase 1 (2018)

Developed a corridor vision that includes:



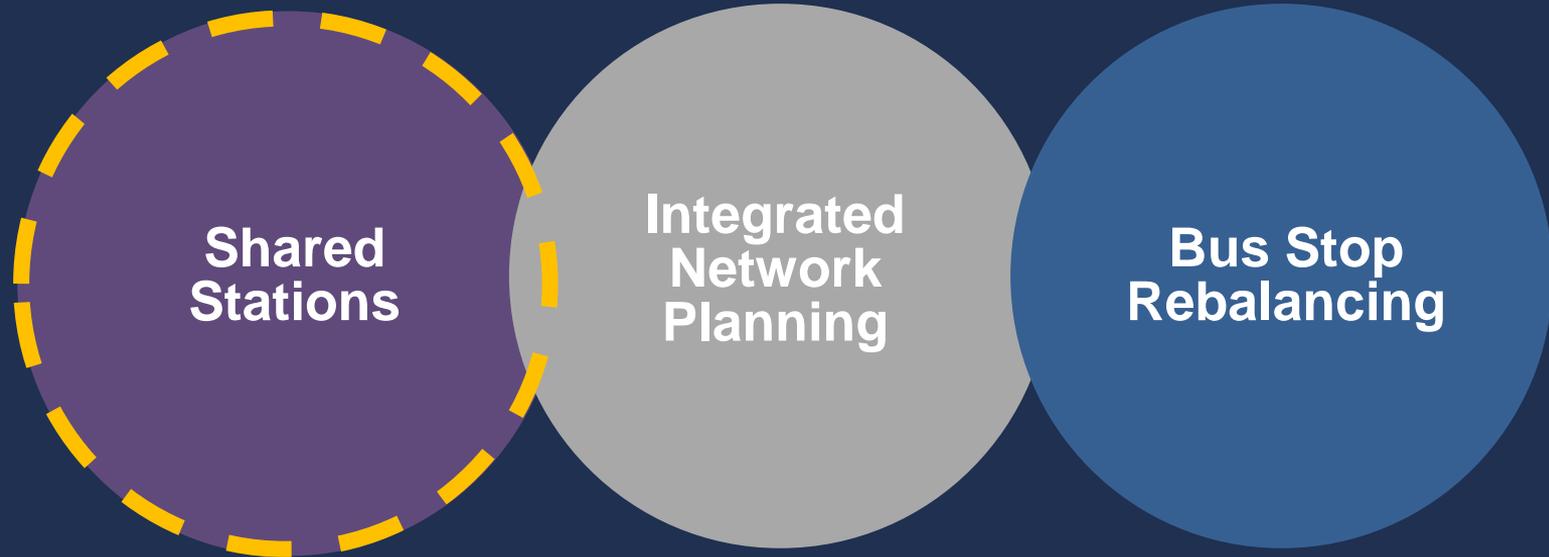
**Shared
Stations**

**Integrated
Network
Planning**

**Bus Stop
Rebalancing**

What we've done in Phase 1 (2018)

Developed a corridor vision that includes:



Shared stations along SR 522 and NE 145th

522 BRT stations will be shared by ST and KCM

- platforms will accommodate two 60' articulated buses, where feasible
- integrated real-time information



Shared BRT Station Layout Concept



Shared stations along SR 522 and NE 145th

To ensure low dwell times, ST and KCM buses will have:

- off-board fare payment
- all-door boarding
- level boarding

Three doors are better than one.

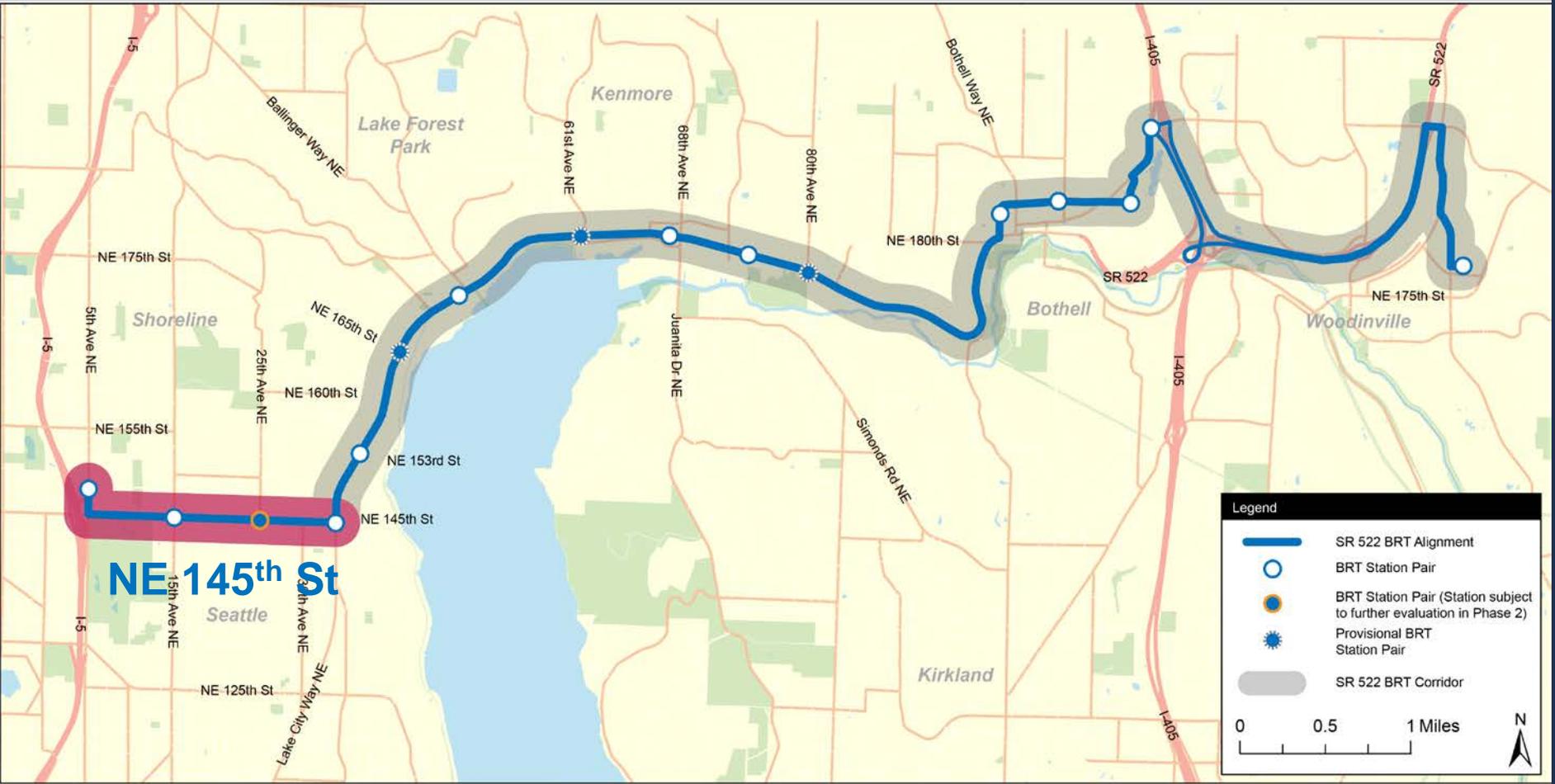


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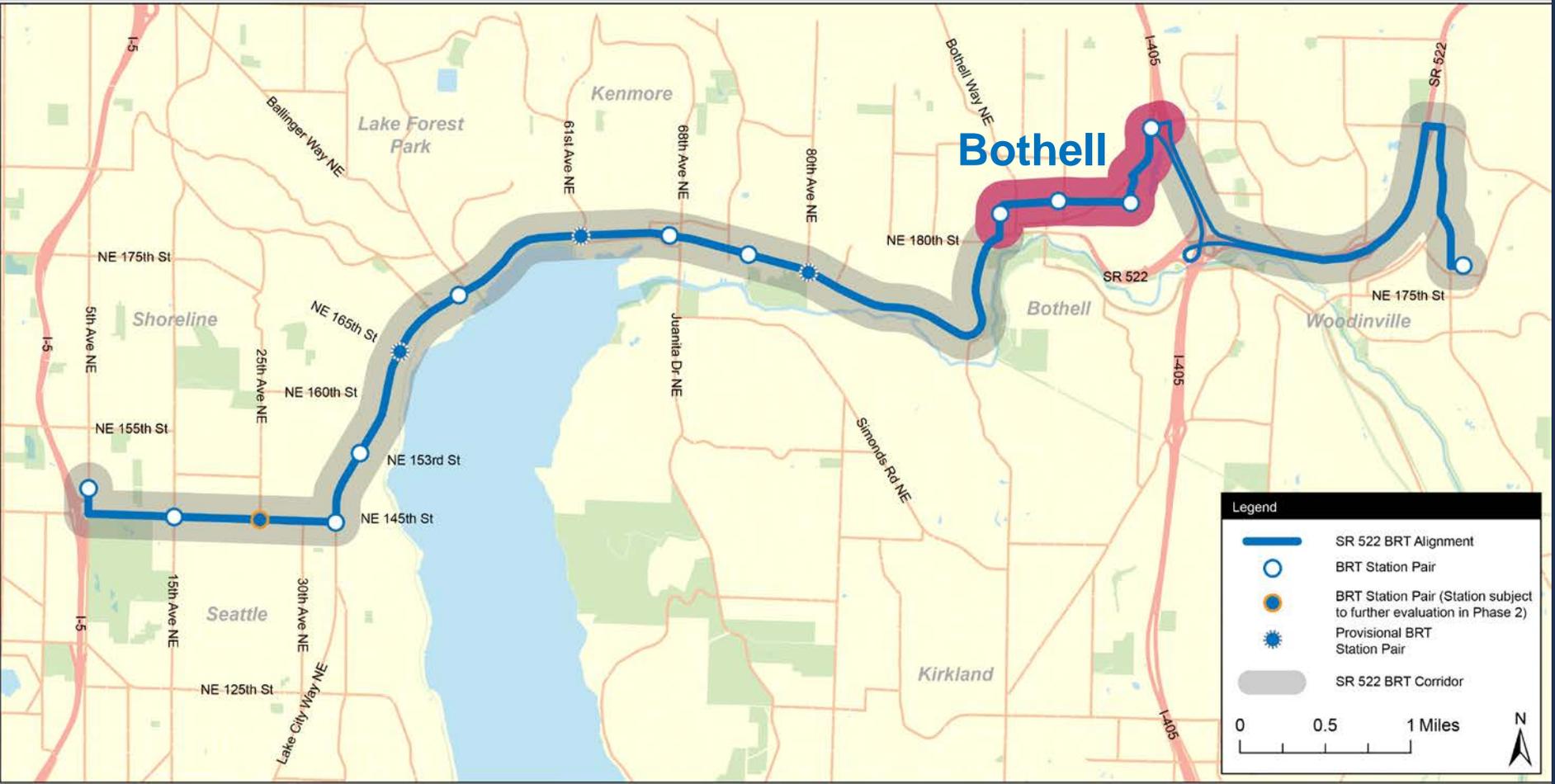
522 BRT Joint Service Concept: NE 145th St



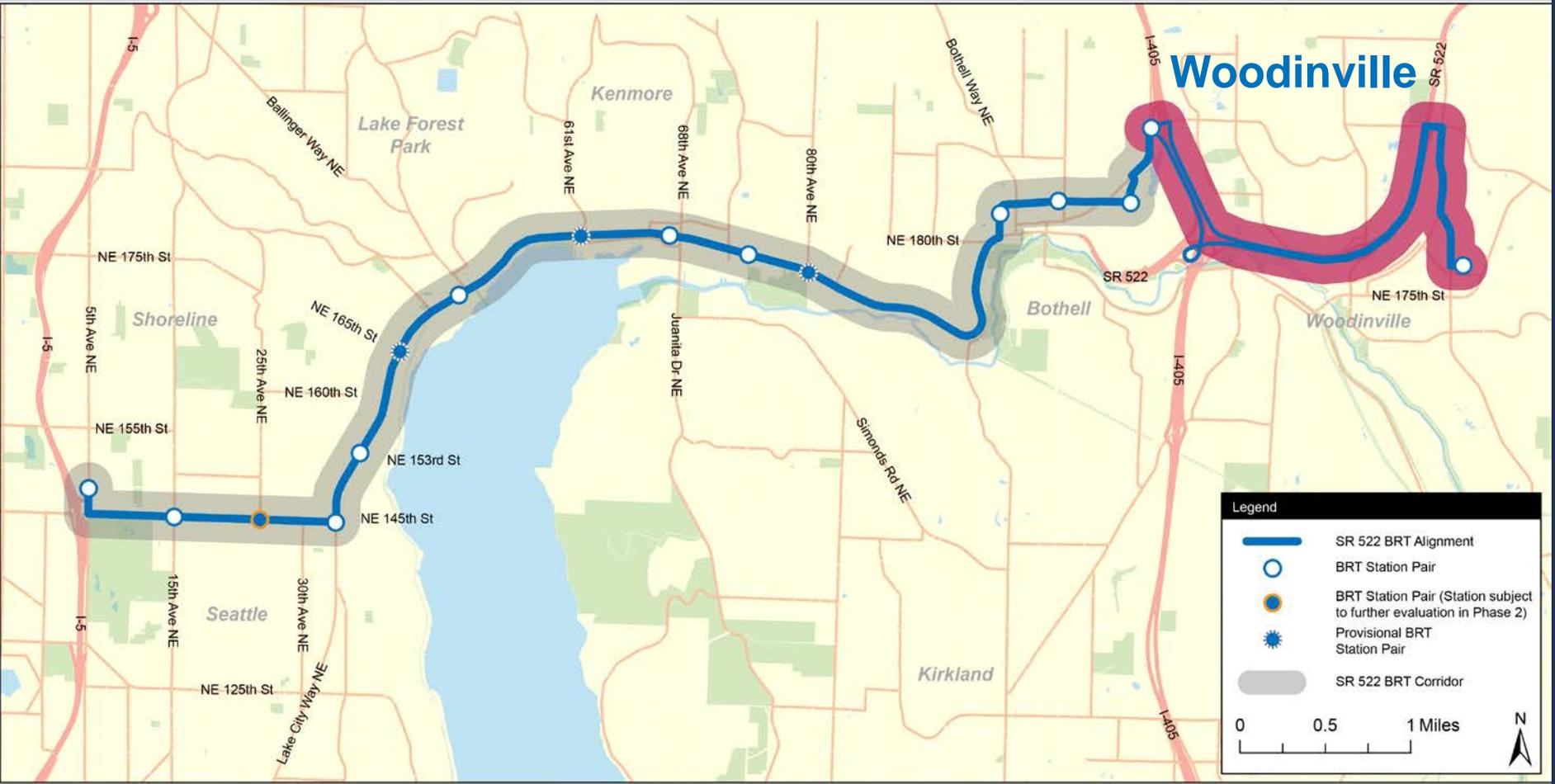
522 BRT Joint Service Concept: SR 522



522 BRT Joint Service Concept: Bothell



522 BRT Joint Service Concept: Woodinville



ST Express Network Plan

- High-level, fully funded plan for ST Express service by year, through 2025
- Will evaluate all ST Express bus routes, include the STX 522

Q1 2019

- Develop draft 2025 ST Express Network Plan

Q2 2019

- Seek public feedback on draft plan

Q3 2019

- Final draft of plan
- Seek ST Board approval

2020-2025

- Plan could be updated if external factors change

KCM 2021 and 2024 Network Planning

- Major bus restructures around light rail expansions:
 - Northgate Link in 2021
 - Lynnwood Link in 2024
- Goals:
 - Easy connections with light rail stations
 - Improved network with better speed and reliability
- 2021 restructure will lay groundwork on NE 145th and SR 522 for 522 BRT project

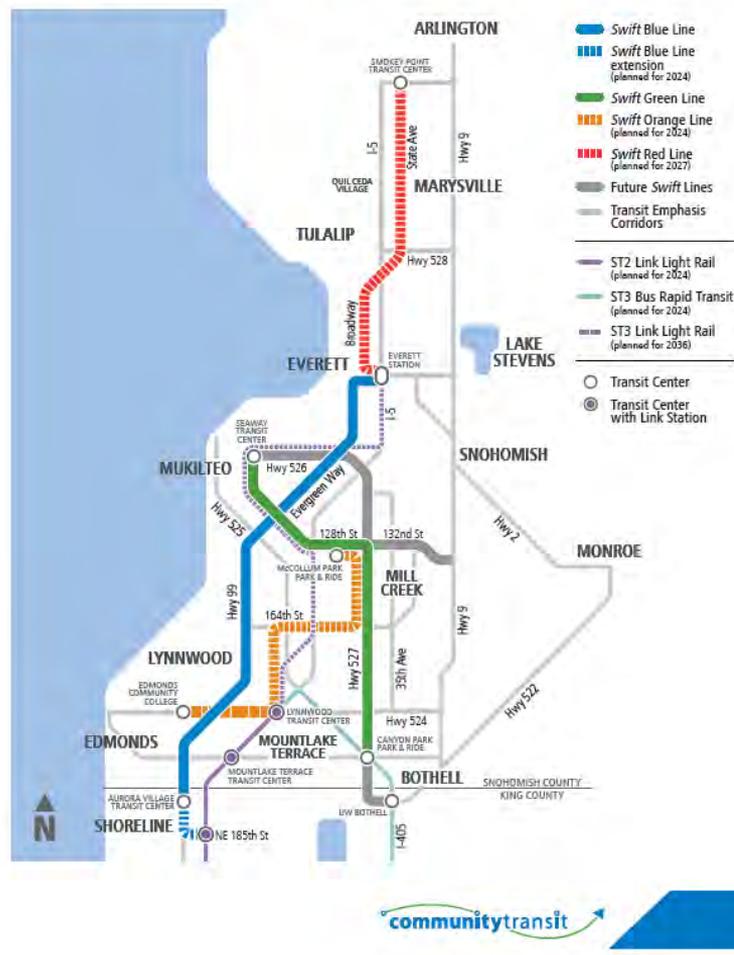
CT Network Planning

- Major bus restructure planned for 2024
 - Commuter route truncation at Lynnwood and MLT
 - *Swift* connections to light rail and I-405 BRT
 - More frequent and more evening/weekend service
- First/last mile mobility options around rail stations
- Evaluating service to Northgate Link in 2021 as early option for Link integration

CT: Future of *Swift* Bus Rapid Transit

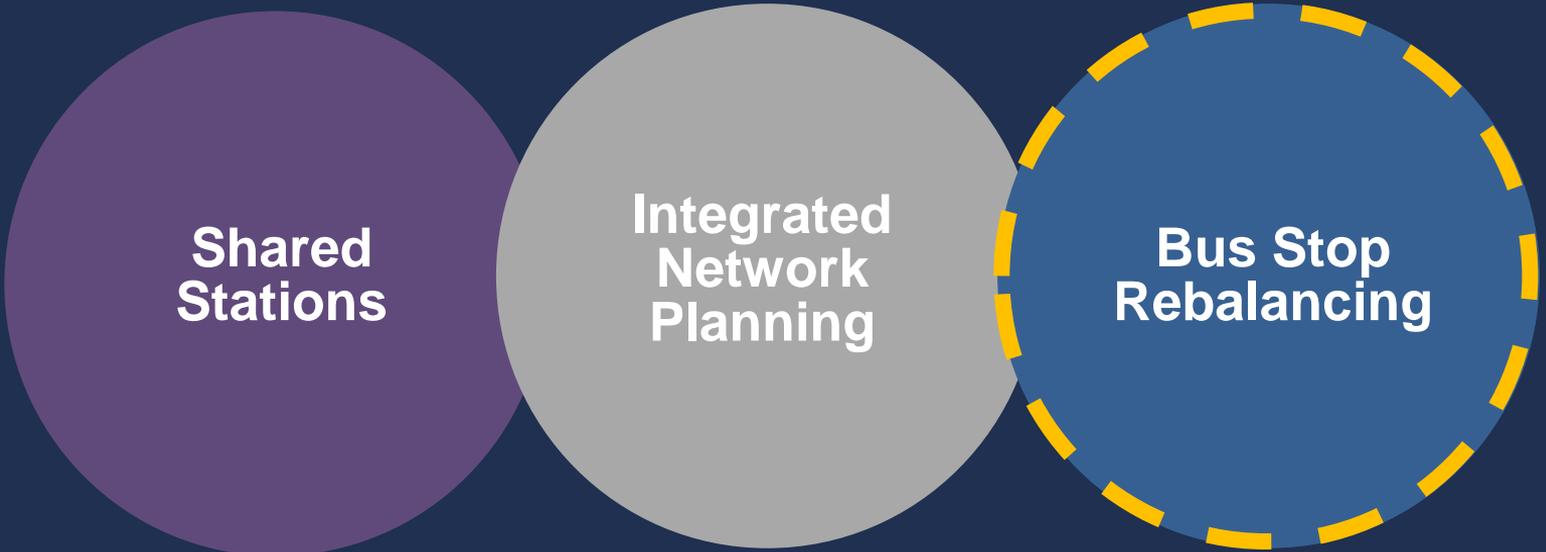
- Blue Line Extension to Shoreline North / 185th light rail station
- Green Line Extension to Downtown Bothell and UW-Bothell / Cascadia College

Integrated Future Network



What we've done in Phase 1 (2018)

Developed a corridor vision that includes:



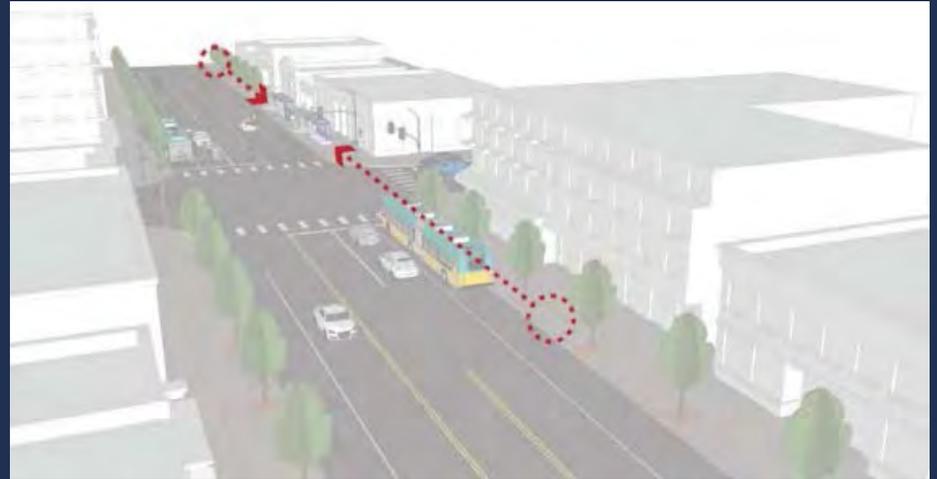
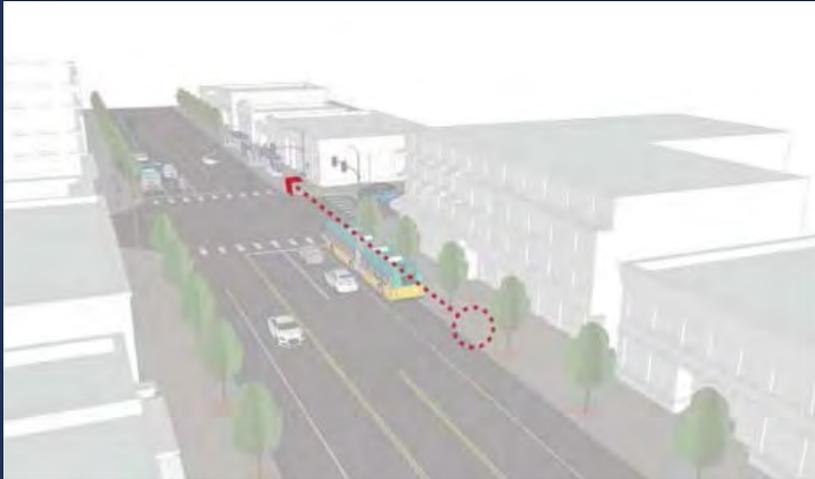
**Shared
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**Bus Stop
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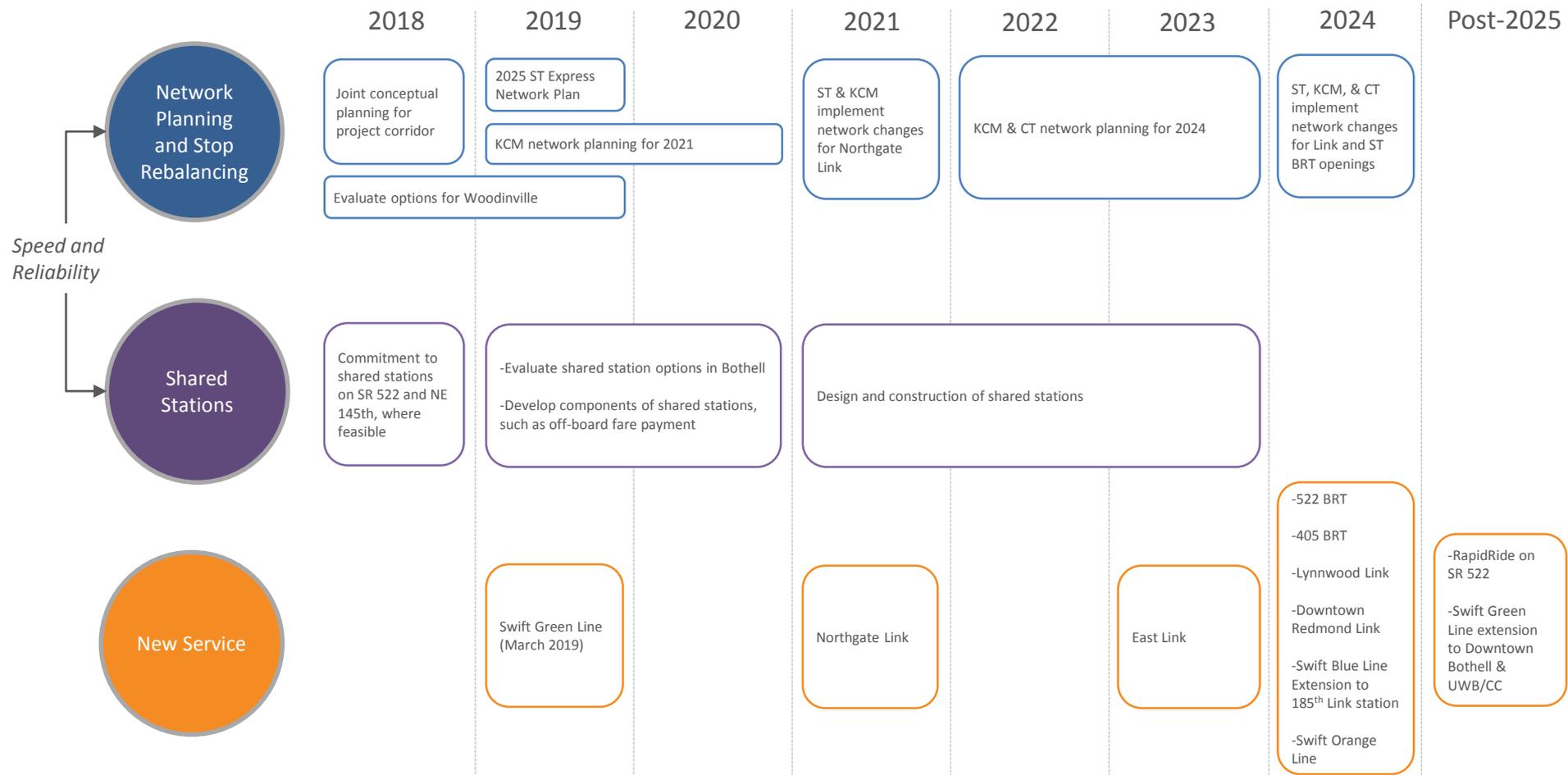
Bus Stop Rebalancing

- KCM to evaluate stop rebalancing:
 - NE 145th and SR 522 by 2021, as part of Northgate Link restructure
- Goals:
 - Improve speed and reliability for riders
 - Enable KCM and ST to better plan for corridor operations in 2024



522 BRT Transit Integration Timeline

Sound Transit, King County Metro, and Community Transit



A blue and white bus is parked on a street. The destination sign above the windshield displays "522 SEATTLE" in orange. The vehicle number "9631" is visible on the front bumper area. A wheelchair lift is mounted on the front of the bus. The background shows a city street with trees and buildings.

Public Outreach Update

Outreach update

- Drop-In Sessions: Jan. 30 & 31, 1 – 8 p.m.
 - 165 attendees
 - 137 comments received
- Online open house: Jan. 28 – Feb. 11
 - 807 unique visitors
 - 84 comments received



Outreach update

- Key themes of what we heard:
 - Full corridor: Support for BRT service, BAT lanes, and transit integration
 - Full corridor: Support for bike racks and bike storage facilities at and near BRT stations
 - Full corridor: Support for keeping the existing direct transit connections to downtown Seattle
 - Full corridor: Concerns about traffic congestion and impacts



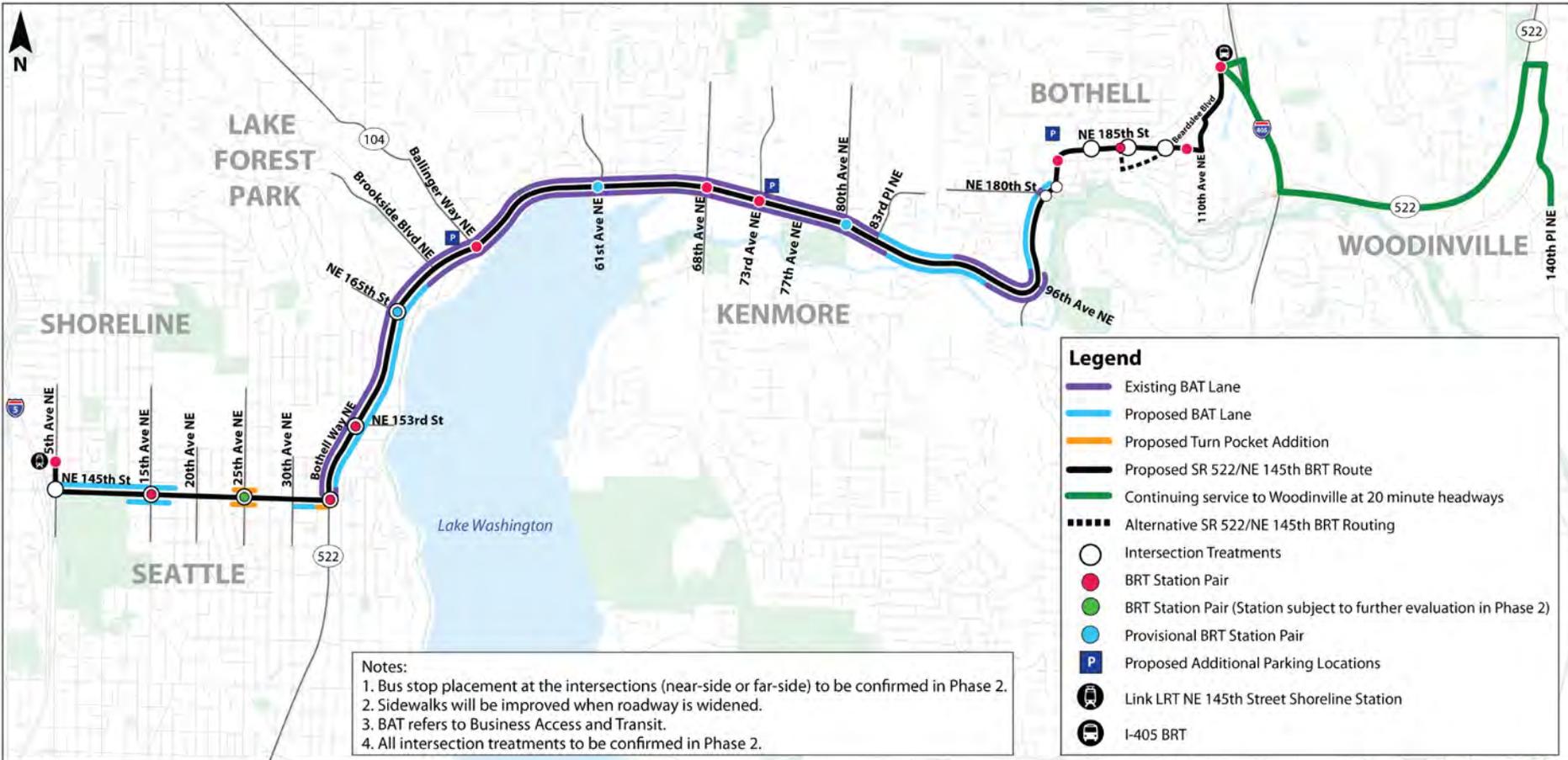
Outreach update

- Key themes of what we heard in specific areas:
 - *Woodinville*: Support for more frequent BRT service and local transit service in Woodinville
 - *Bothell*: Support for a bus-only lane on NE 185th St near 110th Ave NE
 - *Kenmore*: Support for additional parking and for provisional station at 61st; concerns about impacts to the heron nesting spots north of the Kenmore Park-and-Ride
 - *Lake Forest Park*: Support for a provisional station at 165th; support for BAT lanes along SR 522; interest in a pedestrian bridge to connect the parking garage with the Town Center
 - *North Seattle/Shoreline*: Support for BAT lanes and transit integration; concerns about business access, traffic, property impacts, and pedestrian safety



***SR 522/NE 145th BRT Refined
Project***

SR 522/NE 145th BRT - Refined Project



Notes:

1. Bus stop placement at the intersections (near-side or far-side) to be confirmed in Phase 2.
2. Sidewalks will be improved when roadway is widened.
3. BAT refers to Business Access and Transit.
4. All intersection treatments to be confirmed in Phase 2.

Date: 2/13/2019

NE 145th (Shoreline/Seattle)

Refined Project Elements



✓ BRT stations:

- At Shoreline South/NE 145th Link station
- On NE 145th at 15th Ave NE
- On NE 145th at 25th Ave NE (*further study in Phase 2*)
- At SR 522/NE 145th intersection

✓ Roadway Improvements

- Westbound BAT lane ~17th to 5th NE
- Eastbound ~12th NE to 17th NE
- Intersection improvements at 25th NE
- Eastbound ~ 30th NE to SR 522

✓ Access Improvements

- New sidewalks where roadway is widened

NE 145th (Shoreline/Seattle)

Refined Project Elements



❖ Elements Still Under Discussion

- Coordinate with partners on intersection treatment at NE 145th and 5th (Shoreline/Seattle/WSDOT)
- Complete Intersection Control Evaluation (ICE) study for NE 145th

❖ Comments?

- ...

SR 522 (Lake Forest Park)

Refined Project Elements

✓ BRT stations

- On SR 522 at NE 153rd
- On SR 522 at NE 165th (*provisional*)
- On SR 522 at Lake Forest Park Town Center

✓ Roadway Improvements

- Continuous BAT Lanes through LFP
- Utilizes the existing two way left turn lane

✓ Access Improvements

- Sidewalk with new lake-side BAT Lane
- 300-space parking garage at LFP Town Center



Notes:

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SR 522 (Lake Forest Park)

Refined Project Elements

❖ Elements Still Under Discussion

❖ Comments?



SR 522 (Kenmore)

Refined Project Elements

✓ BRT stations:

- On SR 522 at 68th
- On SR 522 at 73rd/Kenmore Park & Ride
- On SR 522 at 61st (*provisional*)
- On SR 522 at 80th (*provisional*)

✓ Access Improvements

- 300-space parking garage at the Kenmore Park & Ride
- Contribution toward a pedestrian crossing near Park & Ride



SR 522 (Kenmore)

Refined Project Elements

❖ Elements Still Under Discussion

❖ Comments?

- ...



SR 522 & City Streets (Bothell & Woodinville)

Refined Project Elements

✓ BRT stations:

- On 98th NE at NE 183rd
- On NE 185th at 103rd NE
- On NE 185th at UWB/CC
- On Beardslee Blvd. at I-405/195th

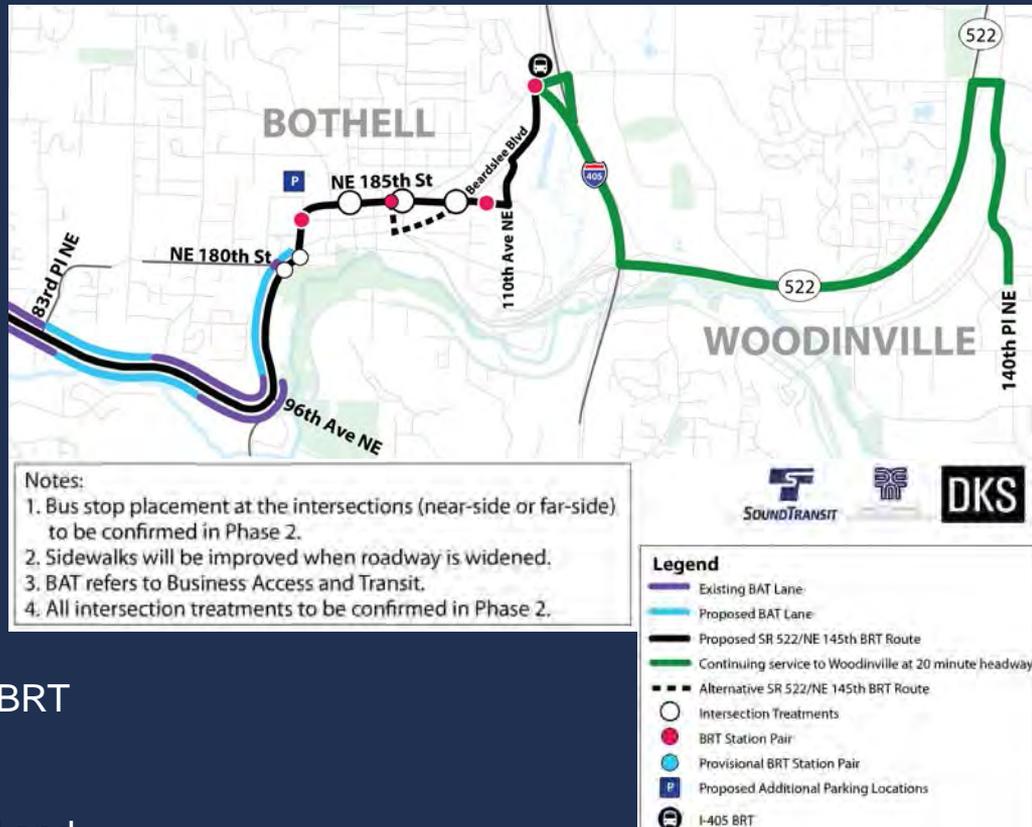
✓ Roadway Improvements

- BAT lanes on SR 522 & intersection treatments
- Construction of Bothell Stage 3 project

✓ Access Improvements

- 300-space parking garage at Pop Keeney
- New sidewalks with new BAT lanes
- Every SR 522 BRT bus connects to I-405 BRT (for further study in Phase 2)

✓ Woodinville Service (Further study with KCM and City in Phase 2)



SR 522 & City Streets (Bothell & Woodinville)

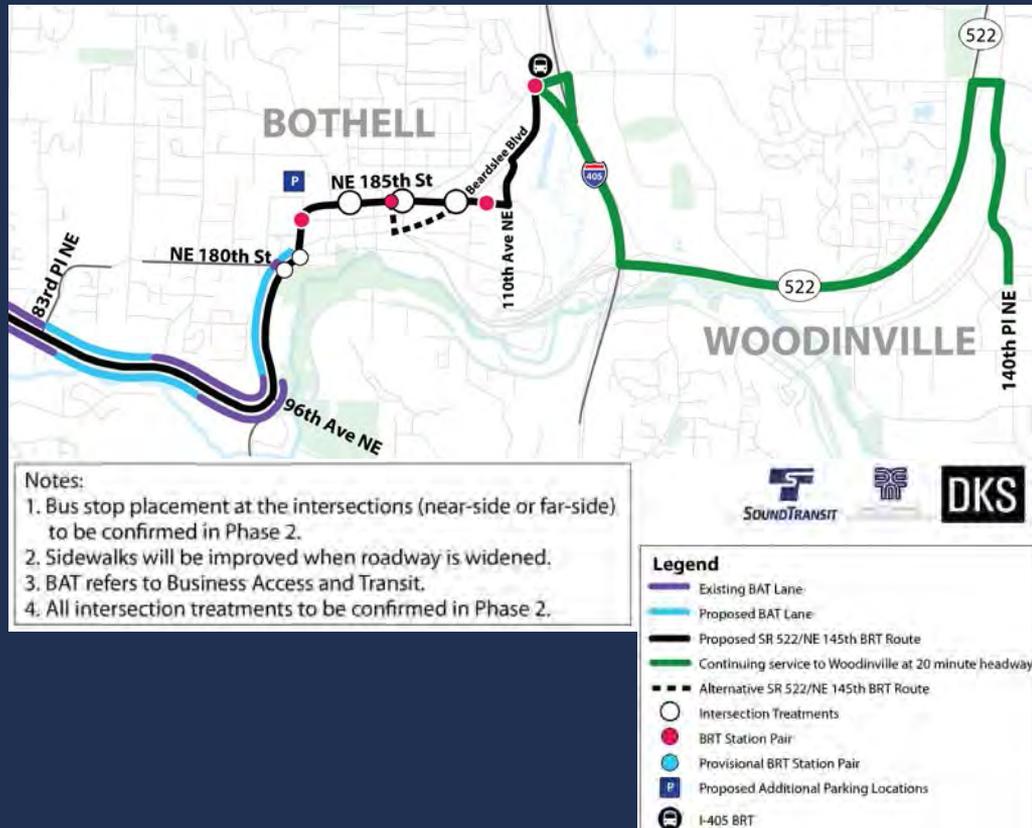
Refined Project Elements

❖ Elements Still Under Discussion

- NE 185th Street (Downtown Bothell) roadway improvements
- Bothell Connection issues
 - Connection of BRT lines
 - Timing of WSDOT ETL project
 - Transit service options for downtown Bothell

❖ Comments?

- ...



Potential Future Corridor Improvements Beyond Refined Project Scope

- **Roadway Improvements**

- South side of intersection of NE 145th & SR 522 (Seattle/WSDOT)

- **Access Improvements**

- Additional sidewalks and pedestrian crossings (Shoreline/Seattle, Lake Forest Park)

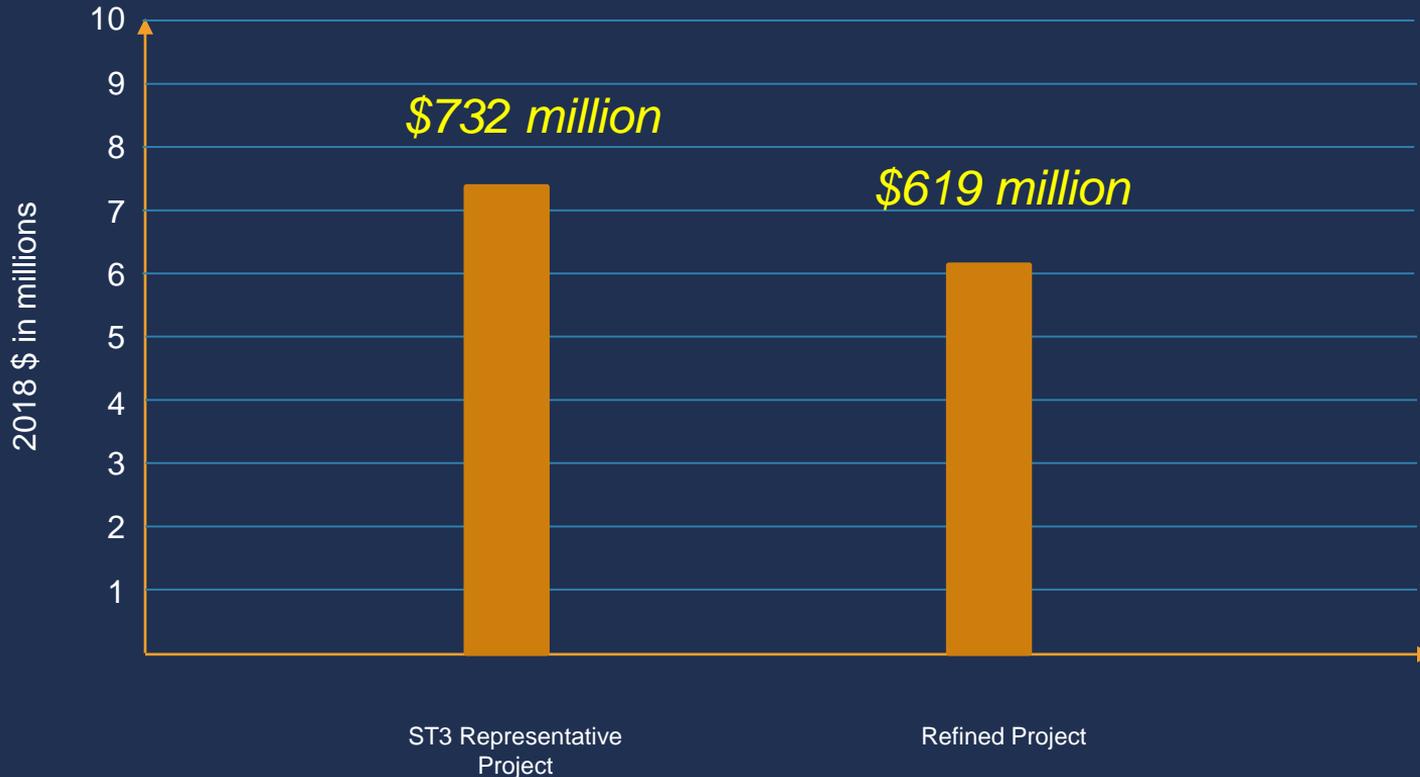
- **Provisional Stations**

- NE 165th (LFP)
- 61st Ave NE (Kenmore)
- 80th Ave NE (Kenmore)

Preliminary Estimate

- Using **consistent** methodology
 - 2018\$; construction, real estate, etc.
- Based on **limited design** (1-2%)
 - 2018\$; updated construction figures, updated real estate, etc.
- Estimates **do not** establish project budget
 - Project budget established during final design

Preliminary Estimate



Estimates based on limited conceptual design to compare project elements. Project budget established during final design.

Preliminary Estimate

Key Drivers

- Property Acquisition
- Construction/Design, market conditions:
 - Structured Parking construction
 - Bridge Structures for stream crossings
 - System needs (rider information, etc.)
 - BRT station refinements (e.g., double platforms)
 - Streetscaping





522

SEATTLE

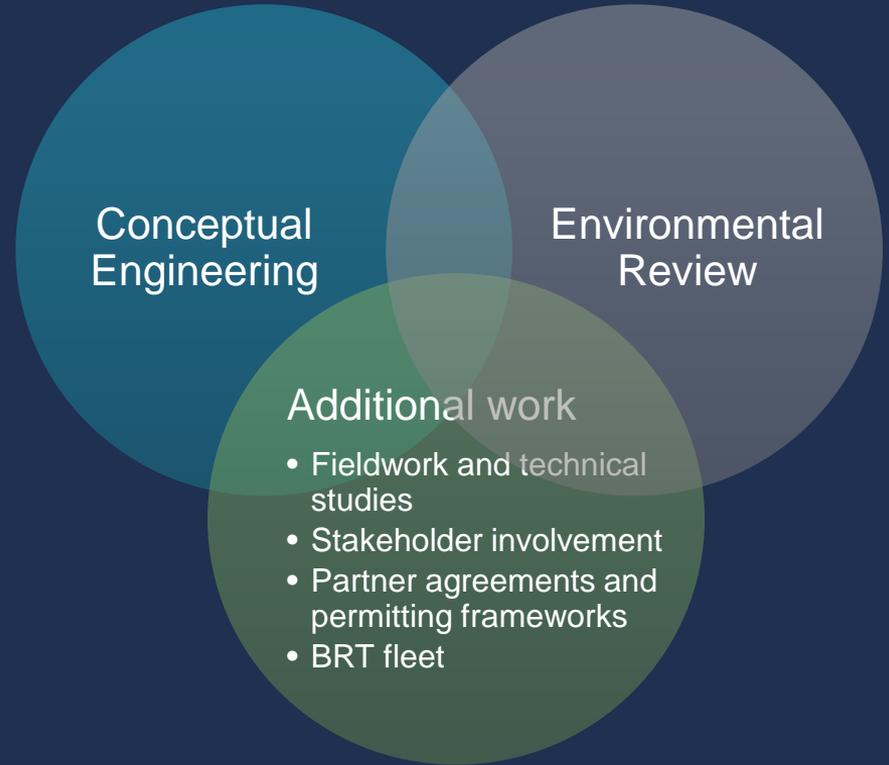
Next Steps

9631

9631

Next steps

- ST System Expansion Committee (SEC) Meeting March 14:
 - SEC authorizes consultant contract for Phase 2 (Conceptual Engineering and Environmental Review of refined project)
- Phase 2: Conceptual Engineering and Environmental Review
 - Conceptual engineering feeds into environmental review documentation
 - Continued work with IAG, CMG, and ELG around key milestones
 - Ongoing outreach and communication
 - Property owners
 - Stakeholders
 - General public



Project Partnerships

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soundtransit.org/sr522brt 

