



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

Bus Rapid Transit Project

## Community Engagement Guide

Fall 2019



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# Who we are

## Introduction

Sound Transit plans, builds and operates regional transit service throughout the urban areas of Pierce, King and Snohomish counties so that people can get to where they're going, safely and economically.

Our transit services include Link light rail, Sounder trains, ST Express Bus, Tacoma Link light rail and soon, Stride bus rapid transit.

With voter-approval in 1996, 2008 and 2016, Sound Transit is in the process of planning and building an ambitious transit expansion throughout the Puget Sound Region. New light rail, bus rapid transit and commuter rail service will come online every few years as part of the regional **Sound Transit 3 (ST3)** Plan, which voters approved for funding in November 2016.

### Starting from the ST3 representative project

The **ST3** Plan approved by voters established the **representative project**, along with the project scope, high-level cost estimates and ridership forecasts. It also established transit mode, corridor, number of stations and representative station locations. For a full history of and details about the **ST3** plan, visit [soundtransit.org/st3](https://soundtransit.org/st3)

To learn more about our transit system expansion, visit: [soundtransit.org/system-expansion](https://soundtransit.org/system-expansion)



This document is your guide to engaging in the **SR 522/NE 145th Bus Rapid Transit 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

### See a word in bold?

Find it on our glossary (page 25) for more information about that term.

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# Project overview

## Introduction

The SR 522/NE 145th **Bus Rapid Transit (BRT)** Project is one piece of the expansion plan that will connect north Lake Washington communities to the regional transit system, including the new Shoreline South/145th Link light rail station at Northeast 145th Street and I-5, through fast, frequent and reliable **BRT** service.

Planning for this project is underway and your participation is important. To get to construction as fast as possible, the project team has established an ambitious planning and environmental analysis timeline. Throughout the **project refinement and evaluation phase** in 2018, staff engaged the public in an intensive engagement process that led the Sound Transit Board to advance the **refined project** into the **conceptual engineering and environmental review phase** in April 2019.

Our goals for this phase of **conceptual engineering and environmental review** are the following:

- To connect with all businesses, property owners and tenants, and underserved communities along the project corridor to answer questions about the project and discuss potential impacts
- To build and foster long-term relationships with project stakeholders and maintain these relationships as the project progresses
- To share project progress with the general public on the environmental review process, transit integration work, station access planning and other project updates

In 2020, the project team will finish 10% design and environmental review through the completion of the **State Environmental Policy Act (SEPA)** checklist. The project team will then ask the Sound Transit Board to take formal action on the project to be built and advance the project into the next phase.

## A community driven effort

Arising out of a local, community-driven effort, the SR 522/NE 145th BRT Project was first proposed by the 522 Transit Now! Coalition and local elected officials and staff from Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville. Continued community advocacy helped to ensure that the project was included on the Sound Transit 3 (ST3) ballot for voter consideration. In November 2016, the ST3 Plan was approved by voters and funded to build additional light rail and commuter rail service, including BRT service in your community.



## GET INVOLVED

Visit the webpage and sign up for project news at: [soundtransit.org/sr522brt](https://soundtransit.org/sr522brt)

Email [brt@soundtransit.org](mailto:brt@soundtransit.org) // Call 206-553-3412



## Project background

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

The **SR 522/NE 145th BRT Project** includes 13 planned bus stations with three additional **provisional stations** in the north Lake Washington area, with stops in Seattle, Shoreline, Lake Forest Park, Kenmore and Bothell, with every other trip running to Woodinville. Through this project, Sound Transit will also build additional parking in Lake Forest Park, Kenmore and Bothell.

Sound Transit's goals are to:

- Deliver the project on time and within the assigned budget
- Expand fast, frequent and reliable **BRT** service to the communities along the corridor, enhancing overall transit service for these communities and the region
- Increase transit capacity and enhance connectivity to meet growing demand
- Make recommendations that are technically and financially feasible and sustainable
- 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
- Make recommendations that are consistent with local plans

The scope, budget and **representative project** outlined in the **ST3 Plan** were the starting points for project development.

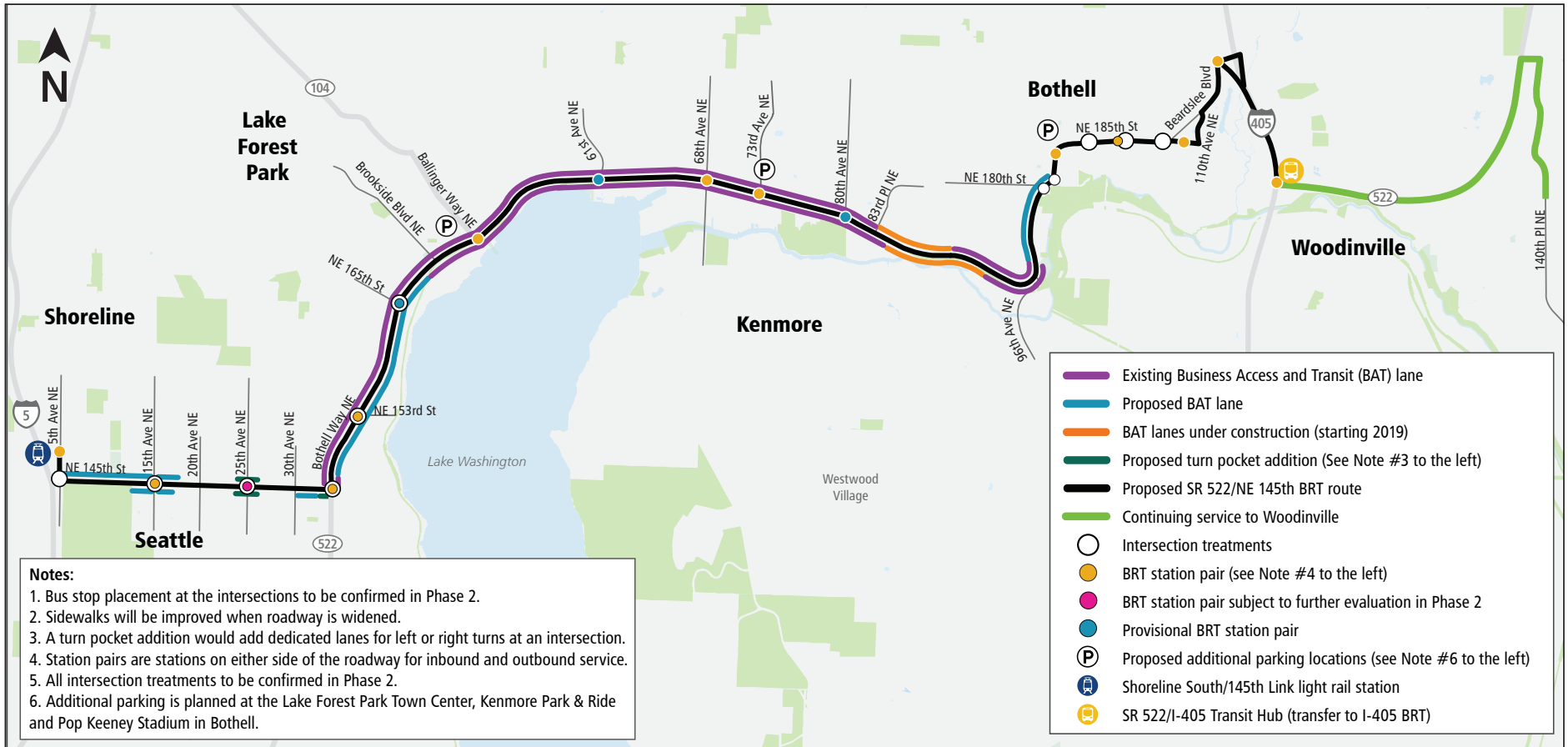
In 2018, we considered and evaluated project refinements to the **representative project** and developed a preliminary **refined project**. In April 2019, the Sound Transit Board of Directors advanced the project into the **conceptual engineering and environmental review phase**.

## Our commitment to you

During this project phase of **conceptual engineering and environmental review**, we're committed to reaching out to businesses and potentially impacted residences adjacent to the corridor and being as transparent as possible about the project development process. We want to be able to answer any questions that you have and offer you support as needed to ensure that the needs of your business, property or tenants are met. This includes meeting you where you are at community group meetings, having one-on-one discussions at a local place in your neighborhood or wherever you suggest.



# Refined project map



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



Service every 10 minutes to Bothell;  
every 20 minutes to Woodinville

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



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



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



Shared stations  
with King County  
Metro where feasible



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



Approximately 900  
new parking stalls  
in the corridor

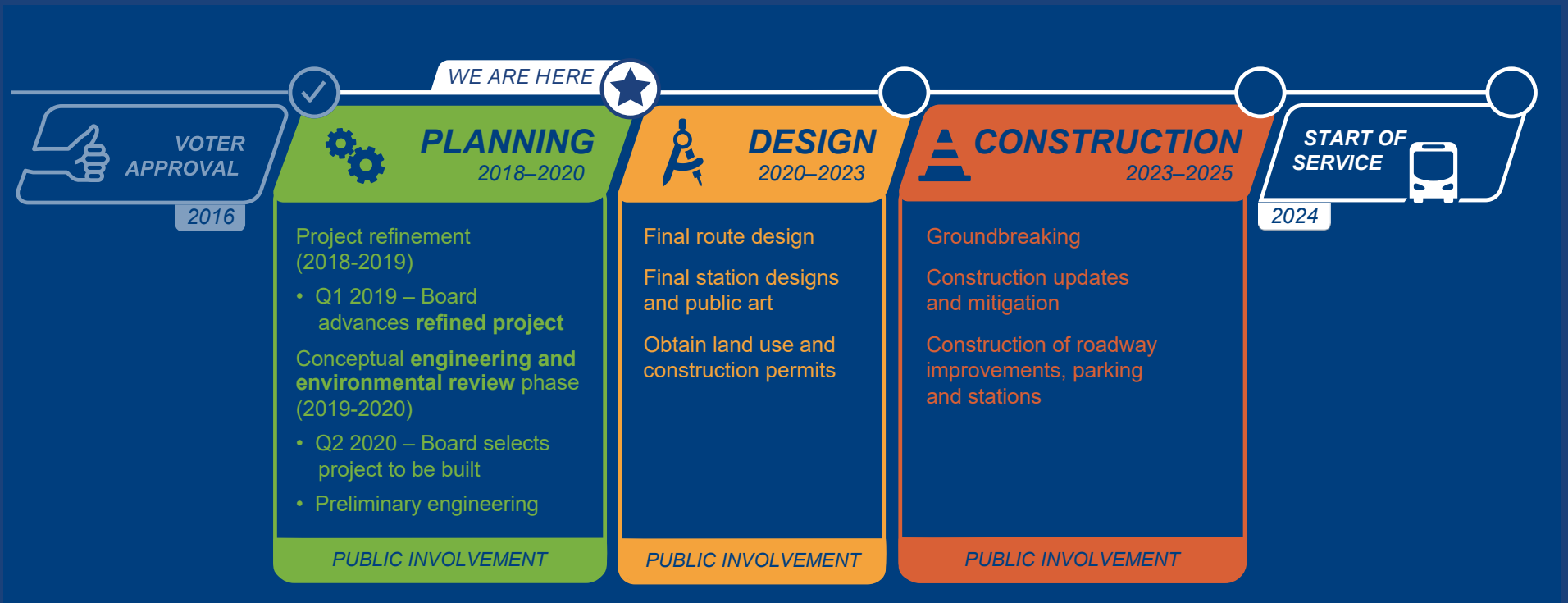


Increased  
transit ridership



Consistent station  
branding

# Anticipated project schedule



## How does Bus Rapid Transit compare to other Sound Transit services?

Sound Transit is a public transit agency that plans, builds and operates express bus, light rail and commuter train services in the urban areas of King, Pierce and Snohomish counties. Sound Transit's current and future services include:

### **Bus rapid transit (coming soon)**

The BRT 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 **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. Buses will be scheduled to arrive every ten minutes in Shoreline, Lake Forest Park, Kenmore and Bothell, and every 20 minutes in Woodinville. Three stations in Lake Forest Park, Kenmore and Bothell will include new additional parking. In addition to the SR 522/NE 145th BRT Project, Sound Transit is also implementing BRT along I-405 and SR 518 from Lynnwood to Burien. For more information about the I-405 **Bus Rapid Transit** Project, visit [soundtransit.org/i405brt](https://www.soundtransit.org/i405brt).

### **BRT branding and station design**

Part of creating a new line of service is developing a new brand to accompany it. As part of the **project refinement**

**and evaluation phase**, Sound Transit welcomed bus rapid transit to the family and announced its name – Stride. The Stride name will be integrated with the design of the BRT system, including vehicles, stations, signage and marketing materials. In the **conceptual engineering and environmental review phase**, Sound Transit will further refine the BRT shelter design and other features of the BRT system.



### **ST express bus**

Compared to typical transit 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 provides rapid transit rail service in Downtown Tacoma as well as between the University of Washington and Angle Lake station, 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://www.soundtransit3.org).

### **Sounder train**

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



## Transit integration

### Why is transit integration important?

The SR 522/NE 145th **BRT** project area connects six cities: Seattle, Shoreline, Lake Forest Park, Kenmore and Bothell, with service every 20 minutes 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, placing a greater demand on public transit. Between now and 2024, the regional transit system will change significantly to support this growth.

Sound Transit is working closely with our transit agency partners King County Metro, Community Transit and other local and regional transportation agencies to determine how Sound Transit **BRT** can best integrate with partner transit agency 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



SR 522/NE 145th Bus Rapid Transit Project

### What transit plans are underway?

Sound Transit and our transit agency partners have developed 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](#)

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

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

### How will the addition of new service affect existing or planned transit service?

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

Sound Transit 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 well in advance for public input through our partner transit agencies' separate **community engagement** processes.

# Our community engagement goals

The public has many opportunities to shape Sound Transit service and the development of transit projects. Your participation is vital to help us consider elements important to your communities and to provide the support that you need as we move forward in the project development process. Our guiding principles for engaging communities is to:



## Be proactive

Engage and build long-term relationships with our project audiences, particularly property owners, property tenants, businesses, underserved communities and transit riders along the project corridor, early and throughout the decision-making process.

**Our commitment to you:** Through a wide range of communications channels, Sound Transit is committed to informing you about opportunities to engage in the project as it progresses. Sound Transit will focus on early and frequent engagement with stakeholders, particularly property owners, residents and businesses along SR 522 and Northeast 145th Street. Sound Transit will provide project-wide engagement opportunities to distribute information and solicit feedback on elements that affect all communities in the project area. Sound Transit will also provide local feedback opportunities to gather feedback most relevant to each community.



## Be accountable

Ensure accountability by clearly communicating when, where and how public feedback was used to make project decisions.

**Our commitment to you:** Sound Transit will honor the local grassroots efforts that proposed and garnered early support for this project by providing feedback opportunities throughout the decision-making process and at key milestones. The project will connect north Lake Washington communities to the Shoreline South/145th light rail station and will include additional parking in Lake Forest Park, Kenmore and Bothell.



## Be transparent

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

**Our commitment to you:** Sound Transit will strive to set clear expectations regarding the delivery of the project as well as which project and design elements the community and stakeholders can weigh in on. Sound Transit will listen and respond to stakeholder comments and demonstrate how feedback was considered by the project team.



## Encourage awareness

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

***Our commitment to you:*** Sound Transit will use a variety of tools to share information about the project and opportunities to get involved throughout the life of the project. Sound Transit is also committed to ensuring the region is aware of progress being made on this early-delivery project under the **ST3 Plan**.



## Ensure accessibility

Present project information in accessible formats and venues, keeping in mind the needs of each community.

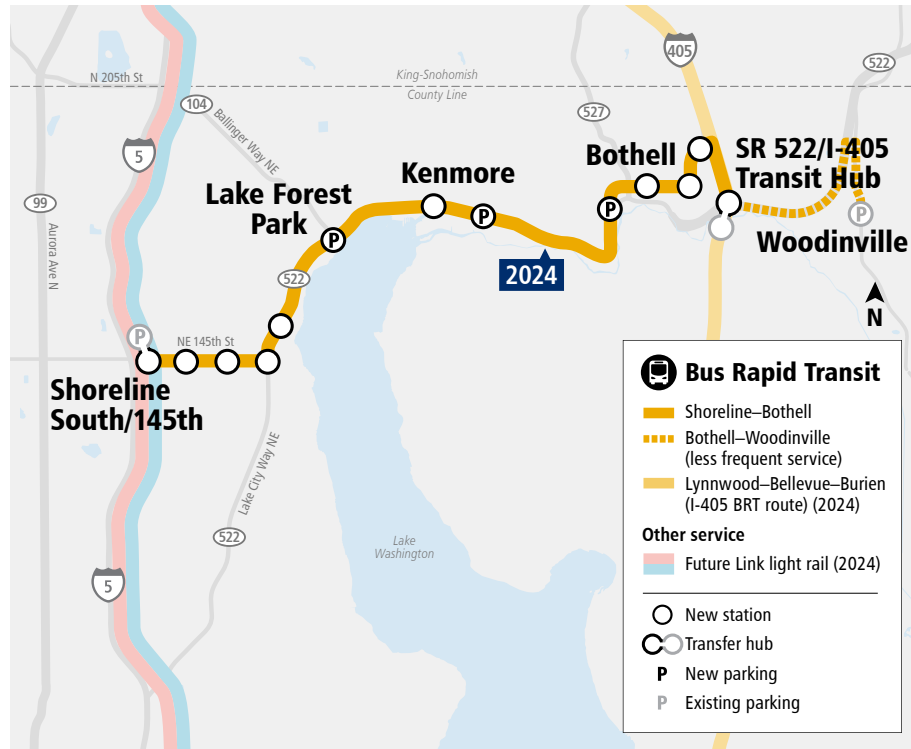
***Our commitment to you:*** Sound Transit will strive to present project information in easy-to-read and understandable formats, including documents in multiple languages, with an eye toward accessibility for all audiences.

Opportunities and methods for engagement will be accessible and thoughtful in regards to communities where they are held, (e.g., through responsive online tools or convenient times). Sound Transit will ensure diverse and equitable engagement by actively seeking out and implementing strategies to reach historically underrepresented populations.



# Community snapshot

The State Route 522/NE 145th BRT Project area connects six cities: Seattle, Shoreline, Lake Forest Park, Kenmore and Bothell, with service every 20 minutes to Woodinville. Like the rest of the Puget Sound region, these cities are expected to grow over the coming years due to natural increases in population as well as an increase in job opportunities.<sup>1</sup> As a result, these communities are showing a greater demand for mass transit to regional job centers served by the Sound Transit system, such as downtown Seattle. The snapshots below explore these areas and groups in further detail.



<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)

## Seattle

**Population:** Approximately 745,000 residents<sup>2</sup>

**Commute patterns:** In 2017, approximately 47% of Seattle commuters drove to work alone, while 23% took public transit and 10% walked. The average commute time was 26 minutes.<sup>3</sup>

## Shoreline

**Population:** Approximately 56,800 residents<sup>4</sup>

**Commute patterns:** In 2017, approximately 66% of Shoreline commuters drove to work alone, while 9% carpooled, 15% used public transit and 6% worked from home. The average commute time was 29 minutes.<sup>5</sup>

## Lake Forest Park

**Population:** Approximately 13,600 residents<sup>6</sup>

**Commute patterns:** In 2017, approximately 71% of Lake Forest Park's commuters drove to work alone, with 9% using public transit, 8% traveling in carpools and 7% working from home. The average commute time was 28 minutes.<sup>7</sup>

<sup>2</sup> Seattle, WA, Census Bureau 2018 Population Estimate, <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>

<sup>3</sup> Seattle, WA, Census Bureau ACS 1-year Estimate, 2015, [https://datausa.io/profile/geo/seattle-wa/#commute\\_time](https://datausa.io/profile/geo/seattle-wa/#commute_time)

<sup>4</sup> Shoreline, WA, Census Bureau 2018 Population Estimate, <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>

<sup>5</sup> Shoreline, WA, Census Bureau ACS 1-year Estimate, 2017, [https://datausa.io/profile/geo/shoreline-wa/#commute\\_time](https://datausa.io/profile/geo/shoreline-wa/#commute_time)

<sup>6</sup> Lake Forest Park, WA, Census Bureau 2018 Population Estimate, [https://factfinder.census.gov/faces/nav/jsf/pages/community\\_facts.xhtml#](https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml#)

<sup>7</sup> Lake Forest Park, WA, Census Bureau ACS 1-year Estimate, 2017, [https://datausa.io/profile/geo/lake-forest-park-wa/#mode\\_transport](https://datausa.io/profile/geo/lake-forest-park-wa/#mode_transport)



## Kenmore

**Population:** Approximately 23,000 residents<sup>8</sup>

**Commute patterns:** In 2017, 69% of Kenmore commuters drove to work alone, while 8% carpooled, 11% used public transit and 9% worked from home. The average commute time was 30 minutes.<sup>9</sup>

## Bothell

**Population:** Approximately 46,700 residents<sup>10</sup>

**Commute patterns:** In 2017, 72% of Bothell commuters drove alone to work, while 13% carpooled, 7% used public transit and 6% worked from home, with the average commute time as 29 minutes.<sup>11</sup>

## Woodinville

**Population:** Approximately 12,800 residents<sup>12</sup>

**Commute patterns:** In 2017, 81% of commuters in Woodinville drove to work alone, while 7% carpooled, 6% worked at home and 5% used public transit. The average commute time was 25 minutes.<sup>13</sup>



<sup>8</sup> Kenmore, Washington, Census Bureau 2018 Population Estimate, <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>

<sup>9</sup> Kenmore, WA, Census Bureau ACS 1-year Estimate, 2017, [https://datausa.io/profile/geo/kenmore-wa/#commute\\_time](https://datausa.io/profile/geo/kenmore-wa/#commute_time)

<sup>10</sup> Bothell, WA, Census Bureau 2018 Population Estimate, <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF>

<sup>11</sup> Bothell, WA, Census Bureau ACS 1-year Estimate, 2017, [https://datausa.io/profile/geo/bothell-wa/#commute\\_time](https://datausa.io/profile/geo/bothell-wa/#commute_time)

<sup>12</sup> Woodinville, WA, Census Bureau 2018 Population Estimate, [https://factfinder.census.gov/faces/nav/jsf/pages/community\\_facts.xhtml#](https://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml#)

<sup>13</sup> Woodinville, WA, Census Bureau ACS 1-year Estimate, 2017, [https://datausa.io/profile/geo/woodinville-wa/#commute\\_time](https://datausa.io/profile/geo/woodinville-wa/#commute_time)



# Equity and inclusion

Sound Transit is committed to delivering projects that support an equitable transportation system. The SR 522/NE 145th BRT Project, like many ST3 projects, is large and complex and will bring benefits and impacts to the communities throughout the project area. Sound Transit will continue to analyze project impacts and evaluate whether the project would result in disproportionately high and adverse effects on traditionally underrepresented populations, including people of color and limited English-speaking, low-income immigrant, refugee, youth, and aging populations and populations with varying abilities. If there are disproportionately high impacts, Sound Transit will look for ways to mitigate those impacts and/or offset them with community benefits.

Sound Transit is committed to reaching out to historically underserved communities near the project corridor to let them know about the project, answer any questions, and offer support as needed as the project progresses. We strive to engage the public and underserved populations throughout the **community engagement** process as Sound Transit works to deliver this project, including during the **conceptual engineering and environmental review phase** and later work to develop detailed design.

In order to gather your ideas and feedback about various preliminary design options, Sound Transit will provide engagement opportunities that are designed to meet the unique needs of traditionally underrepresented communities. Some of those opportunities include:

- Conducting interviews with social service providers to better understand various populations in the project area
- Providing translators or interpreters at public meetings and community gatherings

- Translating key materials into languages spoken along the project corridor
- Holding smaller meetings focused on individual communities
- Meeting communities where they gather, such as community centers and people's homes

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



## Demographics snapshot

Approximately 86,000 people live in 35,000 households within a one-mile radius of the **refined project** corridor. Demographic data representing the area is listed below:

Population by race	2012-2016 American Community Survey estimates	Percent
Population reporting on one race	86,098	94%
White	62,855	73%
Black	4,243	5%
American Indian	688	1%
Asian	9,914	12%
Pacific Islander	510	1%
Other	2,470	3%
Population reporting two or more races	5,418	6%
Total Hispanic population	7,174	8%
<b>Total</b>	<b>86,098</b>	<b>100%</b>

Within a one-mile radius of the **refined project** corridor, 5% of households are linguistically isolated, where no one 14 and over speaks English “very well” or speaks English only. Demographic data regarding these linguistically isolated households is listed below:

Linguistically-isolated households	2012-2016 American Community Survey estimates	Percent
Speak Spanish	378	22%
Speak other Indo-European languages	271	16%
Speak Asian-Pacific Island languages	764	44%
Speak other languages	317	18%
<b>Total</b>	<b>1,730</b>	<b>100%</b>

In areas within the study area that have a higher percentage of linguistically-isolated households, the most common languages other than English spoken at home include Spanish and Chinese (i.e., Cantonese and/or Mandarin).

Demographic data regarding household income is listed below:

Households by household income	2012-2016 American Community Survey estimates	Percent
< \$15,000	2,978	8%
\$15,000 - \$25,000	2,431	7%
\$25,000 - \$50,000	6,071	17%
\$50,000 - \$75,000	5,938	17%
\$75,000+	17,814	51%
<b>Household Income Base</b>	<b>35,231</b>	<b>100%</b>

# Community engagement and communication tactics



## In person

### Community and neighborhood outreach

Sound Transit recognizes that the local communities and neighborhoods along the project corridor have specific needs, concerns and preferences they would like Sound Transit to consider in the project development process and how they would like to be communicated with. Sound Transit will reach out to community organizations, neighborhood associations and service providers to inform the **community engagement** process and ensure responsiveness to all questions and inquiries.

### Interviews and briefings

Early and throughout the outreach process, Sound Transit will reach out to key community stakeholders and service providers to conduct interviews and follow-up briefings. These conversations will inform Sound Transit's methodology for later outreach. Sound Transit will also lead any follow-up briefings and one-on-one meetings with stakeholders, agencies and local jurisdictions as offered or by request.

### Property owner, tenant and business outreach

Sound Transit recognizes the need for extensive outreach to property owners, tenants and businesses near the project corridor as the project progresses. Our goal is to reach out to all residences and businesses adjacent to the project corridor to ensure that there are no surprises moving forward. In this phase, Sound Transit will need to learn more about properties in the project area and begin discussing potential impacts. Proactive outreach

methods could include one-on-one meetings, neighborhood group briefings, workshops, round-table discussions, flyering, door-knocking, and right-of-entry and fieldwork notices to inform the community of relevant information about specific property impacts. We will work with you to provide a direct means to get in touch with the project team and collaborate to minimize impacts when possible.

### Public events (in-person and online)

Public events will be held at key milestones and decision points during the entirety of the project to provide information and solicit input on corridor-wide issues and considerations. In-person public events will be accompanied by online engagement opportunities for those who wish to participate online.

### Fairs and festivals

During the summer, our outreach staff will be in north Lake Washington communities at farmers markets, festivals and community events. We will be available to discuss the project in detail and to answer your questions at each jurisdiction.

### Pop-up outreach

Similar to fairs and festivals, Sound Transit may host pop-up outreach events at common gathering spaces and stops throughout the project area, such as grocery stores and coffee shops, in order to meet community members where they are.

## Online

### Webpage

The project webpage, located within the Sound Transit website, provides the hub for all up-to-date project information. The webpage will be updated frequently with the latest project information, opportunities to be involved, upcoming events and meetings, project materials and more. Online engagement opportunities will be developed separately and will contain information, materials and feedback opportunities for the current phase of the project.

### Email updates

Email updates will be sent on a regular basis to the project's self-subscribe email list. Email updates will include current information on the project and upcoming opportunities to engage. Emails will be sent to people who have opted in or have requested to be added. Sign up on the project webpage ([soundtransit.org/sr522brt](https://soundtransit.org/sr522brt)).

### Social media

Sound Transit will utilize their existing social media platforms (e.g., Facebook, Twitter and Instagram) to share news and updates about the SR 522/NE 145th BRT Project. You can find them at @SoundTransit.



## Other ways to engage

### Existing community engagement efforts and opportunities

Sound Transit recognizes that there are many ongoing efforts to engage communities on a variety of topics – internally at Sound Transit or led by 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 and efforts that may affect them to provide relevant project updates.

### Print and digital materials (English and multiple languages)

Fact sheets, FAQs, infographics, presentations and other printed materials will be developed as needed throughout the project. Key materials will be translated into multiple languages. Materials will also include posters and flyers placed at local gathering places along the corridor and mailed notifications, such as postcards. Interactive online tools will be used as needed to enhance project reach.

### Media

Media coverage can help reach audiences that might not otherwise know about the project or have an opportunity to be engaged in other means. Sound Transit will engage community, local, regional and ethnic media sources to ensure that project information is shared and distributed via a variety of media outlets.

# 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 the website and follow Sound Transit on social media
- Visit the online engagement platform 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 scheduled briefing with a local community organization or chamber of commerce

Sound Transit provides involvement opportunities in conjunction with 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 communications 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 towards 10% design and complete the **SEPA process** to ultimately ask the Sound Transit Board to take formal action on the project to be built in 2020. Your insights into the local communities and input on elements that should be considered as the project is developed are important in guiding our preliminary design in 2019 and 2020.

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?**

Opportunities will be identified for property owners, tenants, businesses, elected officials, partner agencies, community and business groups and the public to weigh in with their priorities and ideas and to shape the project design. In 2020, 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.



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

As 10% design shows that a variety of impacts to properties along the project corridor are likely to occur, Sound Transit will conduct outreach to residential and business property owners to inform property owners about the project and types of potential impacts, maximize transparency about the project development process, further inform 10% design and develop and maintain relationships with impacted property owners as the project progresses.

Depending on the type of property impact and previous relationship with the property owner, Sound Transit will have one-on-one meetings, drop-in sessions and/or roundtable discussions and communications by email, phone or letter with property owners to discuss and answer questions about the potential impacts and property acquisition process.

We're committed to reaching out to residential and business property owners with potentially impacted properties adjacent to the corridor. We want to be as transparent as possible about the project development process and offer property owners support as needed to ensure that the needs of the business, property and network are met.

In May 2019, Right of Entry (ROE) request letters were delivered to property owners along the SR 522/NE 145th BRT 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 potentially affects the daily operations of businesses and the quality of life of residents along the corridor. Most importantly, 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 over:

- Traffic safety
- Access to businesses and residences
- Noise levels
- Construction impacts
- Natural environment impacts to streams or wetlands

Our project team members have made themselves available to speak with any property owner or tenant that requests to meet with us, and we will continue to do so as the project develops. Based on our fieldwork, coordination with cities and property owners, and public input, Sound Transit will finalize a conceptual design for the project.

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

It's critical to engage during this early project development phase. To deliver system expansion projects on time and within budget, it is difficult to revisit decisions as the project moves forward into future phases, such as final design. We will stay open to new ideas and input as we work to bring **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 ([soundtransit.org/sr522brt](http://soundtransit.org/sr522brt)). 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 in-person 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

Sound Transit actively engages a variety of audiences. We have broken them down into four categories: neighborhood and community stakeholders, general public, elected officials, and partner agencies and the media. Roles for elected officials serving on the Sound Transit Board and Elected Leadership Group as well as neighborhood and community stakeholders are described in the Roles and Responsibilities section. Please view our appendix for a detailed list of the neighborhood and community stakeholders we have or plan to reach out to and will continue to communicate with as the project progresses.



## 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
- Businesses, including small and minority-owned businesses

### 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

Implementing **ST3** consistent with the scope, budget and schedule approved by the voters will take extraordinary effort by Sound Transit and its federal, state and local partners. The Elected Leadership Group (ELG) provides elected leaders from the areas served by the corridor an opportunity to stay informed and help guide project development work. Sound Transit has also established an Interagency Group (IAG) comprised of representatives from partner agencies and jurisdictions to inform **conceptual engineering and environmental review** and the ELG process. In addition, Sound Transit will continue to develop and implement a stakeholder and **community engagement** process to inform the discussions and recommendations from the ELG, IAG and the existing City Managers Group (CMG) on the project as it progresses through the **conceptual engineering and environmental review phase**. During this phase of the project, Sound Transit will complete 10% design and the **SEPA process** in 2020. In Q2 2020, the Sound Transit Board will take formal action on the project to be built.

## 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 will also reach out directly to property owners along SR 522 and Northeast 145th Street 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.







## Stakeholder and community engagement process

Sound Transit will carry this project through a thorough stakeholder and **community engagement** process that will include community organization and chambers of commerce briefings and online engagement opportunities. These **community engagement** opportunities are aimed at providing the same level of engagement as the stakeholder group described in the **system expansion implementation plan**, while allowing any and all community members and stakeholders to participate. This process will inform the discussions and recommendations from the following groups on the project to be built.



## Elected Leadership Group

The 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





## 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
- UW Bothell
- Cascadia College
- Northshore School District

The IAG will meet on a monthly basis to provide community and corridor-wide perspective on potential refinements and engagement tools as they are developed.



## City Managers Group

Prior to the start of the SR 522/NE 145th **BRT** Project, city managers representing Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville came together to form an independent, self-run 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 IAG.



## Tribes

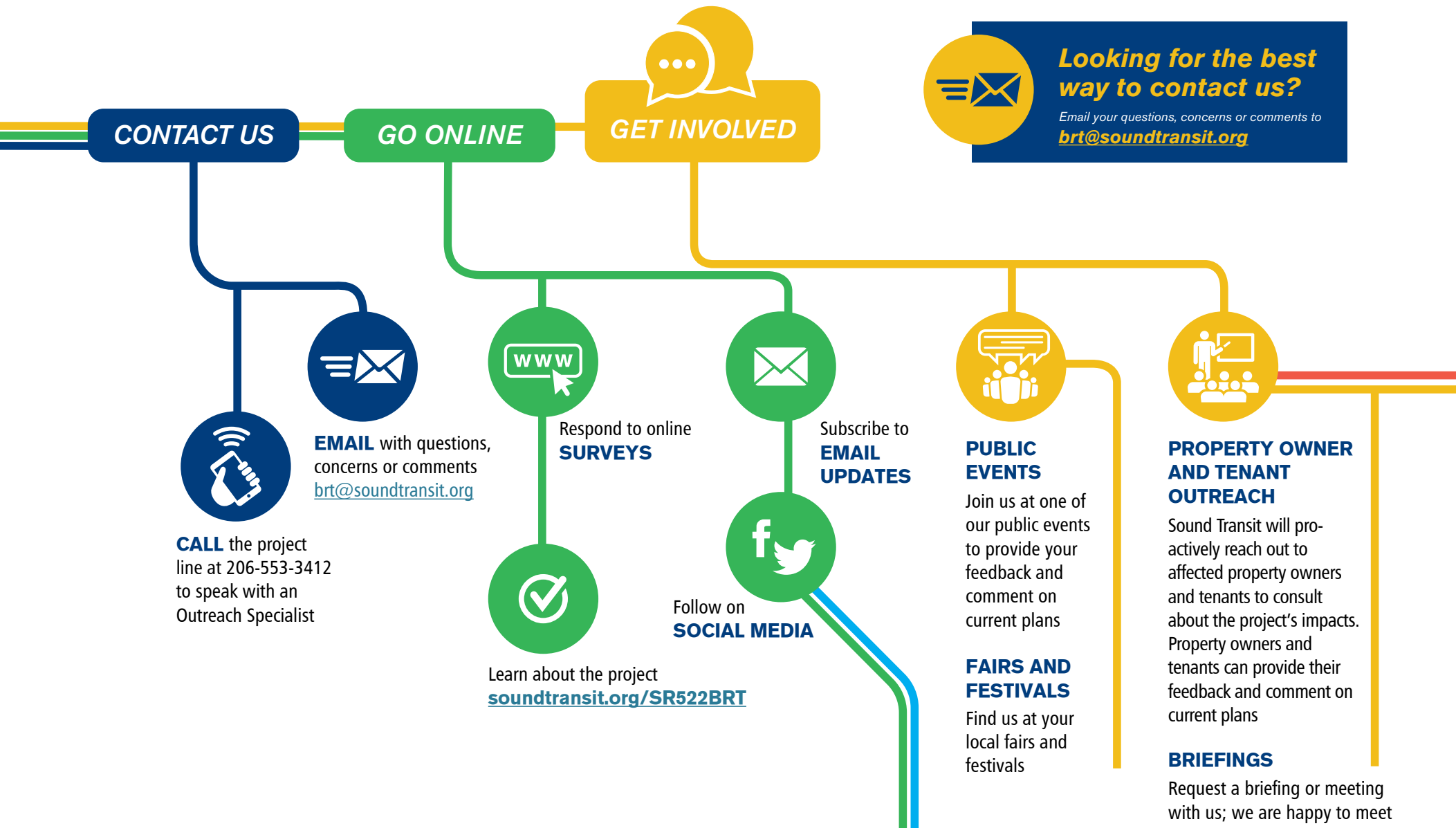
The project team, along with Sound Transit's Tribal Relations Director, will consult with Washington State Tribes throughout the project development process.



## 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.

# 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.

## Bus rapid transit (BRT)

A 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 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.

## Project refinement and evaluation phase

Project phase during which staff will assess the **representative project** included in the **ST3 Plan** and, based on additional **community engagement** and technical analysis, further refine station locations and other project elements.

## Provisional stations

The Sound Transit Board of Directors may implement a provisional station along the project corridor based upon the results of this phase's assessments and the identification of funding for station design, construction and operation. Assessments include the evaluation of ridership potential, transit integration with King County Metro, non-motorized access and community input.

## Refined project

At the end of the **project refinement and evaluation phase**, the Sound Transit Board will advance the **refined project** into the **conceptual engineering and environmental review phase**. The **refined project** will further define project elements including locations for stations and garages. The Sound Transit Board's final decision on the project to be built will be made once the environmental review process is complete.

## 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 additional 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) process

The **SEPA 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.

## System expansion implementation plan

A plan that describes Sound Transit's approach to delivering the expanded system of projects as well as needed reforms based on lessons learned from delivering major capital infrastructure to date.

## 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 web page and sign-up for project news  
[soundtransit.org/sr522brt](https://soundtransit.org/sr522brt)

Email [brt@soundtransit.org](mailto:brt@soundtransit.org)

Call 206-553-3412

