I-405 and SR 522/NE 145th
Bus Rapid Transit

Elected Leadership Groups Meeting
November 30, 2018
Agenda

• Welcome and Introductions
• Public Comment
• BRT Connection in Bothell
• Common Elements: Bus base, Station design
• ELG Roundtable
• Next Steps and Action Items
Public comment
Project Updates: BRT Connection in Bothell
Future BRT system

- I-405 BRT:
  - 37 miles
  - 11 stations

- SR 522/NE 145th BRT
  - 8 miles
  - 9 stations
• Connection point for the two ST BRT projects
• Major destination for both corridors
ST3 Representative BRT Projects

[Map showing BRT projects in Bothell and University of Washington Bothell areas with key points marked and routes highlighted.]
Existing Transit Service

CURRENT TRANSIT VOLUMES
Downtown Bothell Area (November 2018)

- 2 Buses/Hr
- 4 Buses/Hr
- 20 Buses/Hr (PM Peak)
- 17 Buses/Hr (AM Peak)
- 4 Buses/Hr
- 14 Buses/Hr (PM Peak)
- 27 Buses/Hr (PM Peak)
- 31 Buses/Hr (PM Peak)

LEGEND
Service Type:
- Frequent Route
- ST Express Route
- Peak Express Route
- Local Route
- Deadhead/Layover

Peak Transit Volumes
Peak Direction Only
- 2 Buses/Hr
- 10 Buses/Hr

Existing Bus Stop
WSDOT Master Plan
Challenges and Opportunities for Evaluation

• Forward compatibility with WSDOT north-end project
  • Cannot use Express Toll Lanes (ETL) and serve 195th ramp stations
ST Project Objective

Bothell Connection

• Recommendation for interim I-405/522 BRT connection
  • Prior to implementation of WSDOT north-end project
  • Goals for efficient transit operation that can be transitioned to support the I-405 Master Plan
  • Coordinate changes between I-405 and SR 522/NE 145th projects

• Next steps: continued and ongoing coordination with WSDOT for long-term solution that is compatible with BRT operating in the ETLs
Three Additional Options Evaluated

Interim Options

• ST3 Modified
  • Utilize 195th ramp stops prior to WSDOT north-end project
  • Connect every SR 522/NE 145th BRT bus to I-405

• South Campus
  • Provide a new connection point for both BRT lines on campus

• Downtown Bothell
  • I-405 BRT service to downtown Bothell park & ride
ST3 Representative BRT Projects - Modified

**Legend**
- I-405 BRT Routing
- SR 522/NE 145th BRT Routing
- SR 522/NE 145th BRT Routing (every other bus)
- I-405 BRT Station
- SR 522/NE 145th BRT Station
- SR 522/NE 145th BRT Stop (every other bus)

Transfer between BRT lines:
- BRT lines share station platforms at SB on-ramp and NB off-ramp.
- Stations are within I-405 BRT Project.
South Campus Connection
Pedestrian Connection
## Evaluation of Options

### Ridership, Level of Capital Investment, and Connections

<table>
<thead>
<tr>
<th></th>
<th>ST 3 Modified</th>
<th>South Campus</th>
<th>Downtown Bothell</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ridership</strong></td>
<td>Increase of 400 daily boardings for ST BRT</td>
<td>Comparable ST BRT ridership to ST3</td>
<td>Increase of 200 daily boardings for ST BRT</td>
</tr>
<tr>
<td>(comparison to ST3 2042 forecasts)</td>
<td></td>
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<tr>
<td><strong>I-405 Travel Times</strong></td>
<td>No change</td>
<td>6+ minutes of travel time per trip depending on time of day</td>
<td>10+ minutes of travel time per trip depending on time of day</td>
</tr>
<tr>
<td><strong>BRT Connections</strong></td>
<td>Provide extra service on 522 BRT to connect every bus</td>
<td>No increase in 522 service required</td>
<td>6 min walk between I-405 and 522 BRT in downtown Bothell</td>
</tr>
<tr>
<td><strong>Campus Connections</strong></td>
<td>15 min walk to campus from I-405</td>
<td>5 min walk to most campus destinations for both routes</td>
<td>15 min walk to campus from I-405</td>
</tr>
<tr>
<td><strong>Cost Considerations</strong></td>
<td>Moderate increase in both capital and operating costs</td>
<td>Moderate increase in both capital and operating costs</td>
<td>Higher increase in capital and operating costs</td>
</tr>
</tbody>
</table>
Discussion

Preliminary Staff Recommendation for ST3 Modified

• Primary Benefits
  • Improves connection between the two BRT routes
  • Provides more service from Bothell to the I-405 BRT than ST3
  • Provides two options for I-405 passengers to get to the campus (walk or transfer to 522)
  • Lower capital costs which is beneficial for an interim solution

• Next Steps
  • Define SR 522 stop and layover locations at 195th interchange

Continued coordination with WSDOT and stakeholders for future compatibility
Project Updates:
Common Elements
Bus Base

Bus base – representative project location
Bus Base

Operations and Maintenance Facility

- ST3 includes new bus base for BRT operations
- Canyon Park site identified during ST3 planning
  - Location is critical to both BRT lines, reduces operating costs due to proximity to the BRT lines
  - Acquisition process is underway
- ST team working on requirements for bus base to move into environmental review and design
  - Potential for 120 buses to operate ST Express service from this base as well – region wide challenge of bus base capacity
  - Environmental impacts including traffic will be evaluated under SEPA
MATERIAL OPPORTUNITIES

WINDSCREENS
ELG Roundtable

- Project issues, challenges, & opportunities
- What are you hearing?
- ELGs input to Sound Transit Board
Next Steps

• ELGs input to Sound Transit Board
Action items