

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



Future BRT system

- I-405 BRT:
 - 37 miles
 - 11 stations
- SR 522/NE 145th BRT
 - 8 miles
 - 9 stations



UW BOTHELL/ CASCADIA COLLEGE

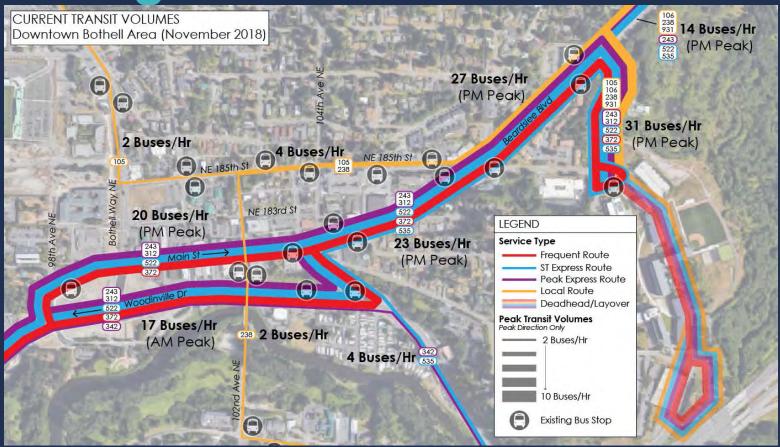




ST3 Representative BRT Projects



Existing Transit Service



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



WSDOT I-405 Plan with SR 522 to SR 527 Capacity Improvements Project

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

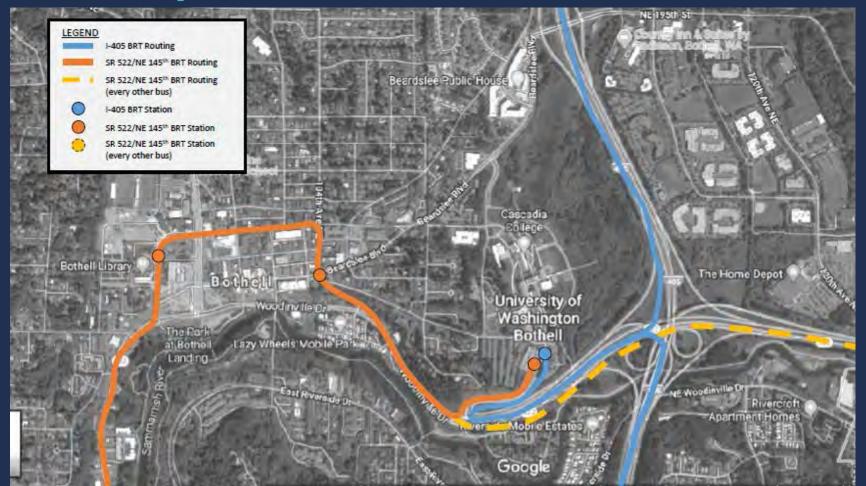
Interim Options

- 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



South Campus Connection



Downtown Bothell Connection



Evaluation of Options

Ridership, Level of Capital Investment, and Connections

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

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





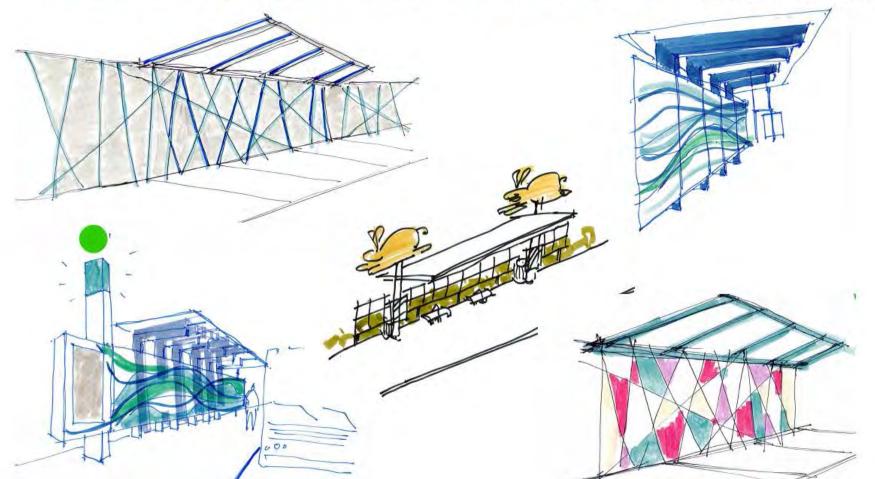
Bus Base

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



SHELTER CONCEPT DESIGN EVOLUTION WORKSHOP SKETCHES





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

