



Bus rapid transit

I-405 and SR 522/NE 145th corridors

June 2020

Lake Forest Park West Shift Frequently Asked Questions

What is the latest design for widening SR 522 in Lake Forest Park?

- The design is still in development for the section of SR 522 between NE 155th Street and half a block south of 41st Avenue NE. We are considering an option that shifts some roadway widening to the west side of SR 522 to reduce property impacts and ensure more residents can maintain access to their homes. Before the project design is finalized, design options will be reviewed with partner agencies, including a look at transit reliability, property impacts, and safety.
- While a portion of the road would now be widened to the west in this section, the added Business Access and Transit (BAT) lane would still be northbound, or on the east side of the roadway. The sidewalk would also be on the east side of the roadway, where there are more properties with direct access for use of the sidewalk.
- The west-shift design refinement would mean that construction would be required on both sides of the street. This design would also make use of additional street right of way on the west side.
- West-side property owners would see some purchase of property along their backyards, with new retaining walls close to the roadway. The retaining walls would be maintained by WSDOT and would require permanent easements with a 5-foot width, so maintenance crews can access the walls. Maintenance work in the easement would likely happen once a year, and property owners would receive notice in advance.
- In this section of the corridor, where there is no station, the project will typically include a sidewalk and planting strip on the east side of the roadway. The sidewalk would generally be 6 feet wide and the planting strip would typically be 4 feet wide. At stations, there will be a long station platform and a shelter on part of the platform. The station platform is essentially a slightly wider and slightly raised sidewalk that can allow transit riders to board from all three doors of a bus, up to two buses at a time. The station platform/raised sidewalk would be approximately 140 feet long and 10 to 12 feet wide. The shelter for the station would be located somewhere on the platform, and typically about 32 feet wide, 8 feet deep, and 9 feet high. In addition, there will be a BRT station pylon/sign, approximately 4.5 feet wide and 17 feet tall.

Why is this design refinement being considered?

- Early outreach allowed us to visit potentially affected property owners on site and better understand some of the design and driveway access challenges, leading us to modify the design accordingly.
- Upon beginning the 30% design phase, we analyzed driveways and access to potentially affected properties in Lake Forest Park. We determined that widening the road eastward

in this section had some significant impacts to driveways. In some cases, residents would not have been able to access their homes, potentially requiring the full acquisition of multiple properties.

- Shifting the roadway widening to the west allows more property owners to stay in their homes and minimizes the overall change to the neighborhood.
- In this section of SR 522, there is existing right-of-way on the west side of the roadway that the project could use, which would reduce the need for property purchases.

When can west-side property owners expect to hear more information from Sound Transit?

- We are working to share this information with property owners and the public as soon as possible. We are still determining the effects at the individual property level and expect to reach out to property owners on the west side via mail with more details this summer.
- Once potentially affected property owners are identified on the west side of SR 522 between NE 155th Street and half a block south of 41st Avenue NE, they will receive letters from Sound Transit offering them meetings with our team to learn about the potential effects on their properties and the Sound Transit property acquisitions process. The letters will include parcel maps showing the potential project footprint on their property.

Will this design refinement increase cost for the delivery of the project? Will it delay the project delivery date?

- Initial estimates show that this potential design refinement would have a higher financial cost. However, it would reduce the number of potential full property acquisitions that might be required.
- At this time, this design refinement is not expected to delay the project delivery date.

Will similar design shifts take place in other sections of the corridor in Lake Forest Park?

- From our analysis so far, this is the only section of the corridor in Lake Forest Park where a shift appears feasible.

What is happening with the center turn lane on SR 522? Will I need to make a U-turn to access my property?

- Where possible, Sound Transit's current design reconfigures the two-way left-turn lane to reduce road widening. This reconfiguration would allow the project to add a BAT lane and a sidewalk with less widening of SR 522 as otherwise would be required. This approach has different outcomes along the corridor:
 - Between NE 145th Street and NE 155th Street, there would be no change to the existing median.

- Between NE 155th Street and 41st Avenue NE, Sound Transit would replace the two-way left-turn lane to a narrower raised median, which would prevent left turns.
- To accommodate the left-turn restrictions and allow access to homes and businesses, the project team is assessing U-turns for the intersections at NE 153rd Street, 39th Avenue NE and NE 165th Street. To accommodate the U-turns, the outside lane may need to be further widened, which may cause additional property effects at these intersections.

Will a BRT station and widening be included at NE 165th Street?

- The project team heard strong support from the Lake Forest Park community and stakeholders to locate a BRT station at NE 165th Street to provide access for this community to the region's high-capacity transit system. As a result, the current project design includes a BRT station at NE 165th on both sides of the roadway. We expect the Sound Transit Board to approve stations when it selects the project to be built. That decision is currently expected to be made later this year.
- As is typical for Sound Transit's Stride BRT stations, the design at NE 165th Street includes a longer, double-bus platform (i.e., the widened and slightly raised sidewalk near the shelter) so that a Sound Transit bus and a KCM bus can serve passengers at the same time.