



Stride bus rapid transit

Frequently asked questions

July 2023

What is bus rapid transit?

A: The Federal Transit Administration says, “Bus rapid transit (BRT) is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations. BRT has advanced throughout the U.S. in the last decade as congestion has increased and community leaders have sought affordable transit alternatives. BRT systems operate in big cities like Los Angeles and Pittsburgh and are growing in popularity among mid-sized metropolitan areas like Eugene, Oregon, and Cleveland, Ohio. Because BRT contains features similar to a light rail or subway system, it is often considered more reliable, convenient, and fast than regular bus services. With the right features, BRT is able to avoid the delays that can slow regular bus services, like being stuck in traffic and queuing to pay on board.”

“Stride, in particular, will offer faster, more reliable commutes to thousands of riders every day on new dedicated lines spanning the east, north and south sides of Lake Washington,” said Sound Transit Board member Kent Keel.

What is Stride bus rapid transit?

A: Stride, formerly known as I-405 Bus Rapid Transit and SR 522 Bus Rapid Transit, will be Sound Transit’s new BRT service. Like Link light rail, Stride is designed for fast, frequent, and reliable arrivals and departures, featuring off-board ORCA fare payment and multiple-door entry and exit. New bus lanes and transit priority improvements will help riders avoid traffic and travel faster.

How frequently will Stride buses run?

A: Stride buses will run as often as every 10 minutes. On Monday through Saturday, Stride will run up to 19 hours a day. On Sundays, Stride will run up to 17 hours a day.

What are the Stride S1 and S2 lines? When will service begin?

A: The Stride S1 and S2 lines, or I-405 BRT, will connect communities along I-405 and SR 518 from Lynnwood to Burien using two new bus lines, Stride S1 and Stride S2. Stride S1 service is scheduled to begin in 2026, and buses will run from Burien to Bellevue. Stride S2 service, scheduled to begin in 2027, will operate from Bellevue to Lynnwood. With buses running as often as every 10 minutes, riders will be able to transfer to Link light rail in Lynnwood, Bellevue, and Tukwila as well as other transit services provided by Sound Transit, Community Transit, and King County Metro. Stride builds upon the Washington State Department of Transportation’s I-405 Master Plan with roadway improvements for faster travel.

Will there be additional parking for Stride BRT?

A: The Sound Transit Board adopted a realignment plan on Aug. 5, 2021, that will serve as a framework for delivering agency system expansions as rapidly as possible. To prioritize providing transit service, new parking will be built at the NE 44th Street Station in 2034, at the South Renton Transit Center in 2034, and at the existing Kingsgate Park-and-Ride Lot in 2035. The Stride project will also include a new operations and maintenance facility in Bothell for bus maintenance and repair, planned to open in 2025.

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Parking on the S3 Line will be added in Kenmore and Bothell is anticipated to be added in 2034, and parking in Lake Forest Park will be added in 2044.

What is the Stride S3 Line?

A: The Stride S3 Line, or SR 522/NE 145th BRT, will connect north Lake Washington communities to the regional transit system through fast, frequent, and reliable service. Stride S3 Line service is scheduled to begin in 2027/2028. Riders will be able to transfer to the I-405 North Stride S2 Line in Bothell, Link light rail in Shoreline, and other transit service provided by Sound Transit, Community Transit, and King County Metro.

How many stations will there be? Where are they located?

A: A total of 11 stations for the Stride S1 and S2 lines will be built at the following locations:

Lynnwood (1 station):

- Lynnwood City Center (200th St SW and 48th Ave W)

Bothell (3 stations):

- Canyon Park (I-405 and SR 527)
- UW Bothell/ Cascadia College – SR522/I405 Transfer Hub (I-405 and SR 522)
- Brickyard (I-405 and Juanita Woodinville Way NE)

Kirkland (2 stations):

- Totem Lake/ Kingsgate (I-405 and NE 128th St)
- NE 85th (I-405 and NE 85th St)

Bellevue (1 station):

- Bellevue Transit Center (NE 6th St and 110th Ave NE)

Renton (2 stations):

- NE 44th (I-405 and NE 44th St)
- South Renton Transit Center (Rainer Ave S and S Grady Way)

Tukwila/SeaTac (1 station):

- Tukwila International Blvd Station (SR 518 and Tukwila International Blvd)

Burien (1 station):

- Burien Transit Center (SE 148th St and First Ave S)

Stride stations for the Stride S3 Line will be built at the following locations:

Shoreline and Seattle (3 stations):

- Shoreline South/148th (Link light rail station)

- NE 145th St and 15th Ave NE
- NE 145th St and 30th Ave NE

Lake Forest Park (3 stations):

- SR 522 at NE 153rd St
- SR 522 at NE 165th St
- SR 522 at Ballinger Way (at the Lake Forest Park Town Center)

Kenmore (3 stations):

- SR 522 and 61st Ave NE
- SR 522 and 68th Ave NE
- SR 522 and 73rd Ave NE/Kenmore Park-and-Ride Lot (at the Kenmore Park-and-Ride Lot)

Bothell (5 stations):

- 98th Ave NE at NE 182nd St
- NE 185th St at 104th Ave NE
- Beardslee Blvd at University of Washington Bothell/Cascadia College
- Beardslee Blvd at NE 195th St
- UW Bothell/Cascadia College – SR522/I405 Transit Hub (at the SR 522/I-405 interchange)

What is the current project timeline? When will construction begin?

A: The Sound Transit Board decided the definition and features of the Stride program in 2021 and confirmed those choices earlier in 2023. The Board and project team have continued to advance the project through its current phase of final design and right-of-way acquisition needed to build out the Stride S3 service on SR 522 and S1 and S2 along I-405.

After the environmental review processes in spring 2021, the Sound Transit Board identified where the Stride projects would be built in fall 2021, which advanced the projects from the planning phase into the design phase.

From now through the end of 2023, the team will work to complete the project design, which involves:

- Finalizing the design of roadway and sidewalks.
- Finalizing station design and public art.
- Obtaining land use, environmental, and construction permits.
- Acquiring the property.
- Continuing to engage with and provide feedback opportunities for the public, community groups, businesses, elected officials, and partner agencies to comment on and inform the design.

Construction is expected to begin in 2024/2025 and be completed by 2026 and 2027, with service starting in 2027/2028. Sound Transit will develop the construction schedule before the start of construction. This schedule will include a determination of when and where construction will begin on the project corridor, traffic mitigation measures, and specific property owner and tenant needs. Construction will occur in phases throughout the project area over a period of two to three years. Each location will experience construction lasting anywhere from a few weeks to a few months.

What is Sound Transit's commitment to the environment?

A: Sound Transit supports people, planet, and prosperity by providing affordable, environmentally friendly public transit that connects residents to where they live, work, and play. On the Stride program, which will go through over 14 local jurisdictions, Sound Transit will uphold this commitment while also following all local ordinances.

Why was the road shifted to the west side of SR 522 along part of Lake Forest Park? (This only affects a very small group of property owners.)

A: 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.

Beginning with 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 affected a number of driveways, affecting the ability of homeowners 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, although some driveways on the east side of SR 522 may still be affected.

Why is transit integration important on the S3 Line?

A: The Stride S3 Line will connect Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, with new ST Express service 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. Between now and 2026, the regional transit system will change to support population growth.

We are working closely with our transit agency partners — including King County Metro and Community Transit — to determine how Stride can best integrate with their routes. Our goals with transit integration are to:

- Complement each other and avoid duplicate service.
- Provide reliable and frequent service.
- Reduce travel times.
- Support easy transfers.
- Improve the rider experience.
- Make efficient use of taxpayer dollars.

What transit plans are underway?

A: Sound Transit and our transit agency partners have planned regional or local transit service changes as Stride and other transit system improvements begin operation, 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 Plan](#).

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

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

How will new transit service affect existing or planned service?

A: Transit routes and schedules in the vicinity may change to improve access to new service. Our goal is to ensure that the future Stride system complements and supports the most efficient local and regional transit service for the community.

We 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 in advance for public input through their separate community engagement processes.

What changes have occurred to the existing ST Express 522?

A: Previously, ST Express 522 operated from Woodinville to downtown Seattle. As part of the service change implemented in coordination with the opening of Northgate Link, the line now terminates at Roosevelt Station. Riders can then board Link to their final destination.

The change resulted in less frequent service during rush hour and more frequent service during other times of the day. The shortened ST Express 522 offers timed connection with Link service, operating every 16 minutes during peak periods and 10-20 minutes for most other parts of Weekdays, Saturdays, and Sundays as well as running later. Mid-day and evening service was previously every thirty minutes. The result is that the new service provides more trips throughout the entire day. It also avoids duplicating service offered by Link light rail.

Link offers more reliable service than buses do by eliminating the chance of being delayed in traffic on I-5 and provides more destination options, including the U District, Capitol Hill, and Sea-Tac Airport.

We know that the change requires an adjustment from our riders. For many people, the change does add about 10 minutes to the trip. For some people, traveling in the opposite direction of rush hour traffic in the afternoons, the trip is about five minutes faster.

We are also aware of concerns about the transfer environment at Roosevelt and are working on improvements. A new bus shelter will be added at the northbound stop on 12th Avenue late this year or early next year. SDOT is also planning infrastructure and safety improvements at the southbound stop on Roosevelt, including signalized crossings.

The current change was the result of an extensive process that has taken several years to complete. Outreach to the public began in 2019 and included mobility board meetings, open houses, and online surveys.

Pending Board approval, ST Express 522 could undergo another significant change in 2024, when the Lynnwood Link extension is planned to open. At that point, ST Express 522 may terminate at the Shoreline South/148th Station. Stride will come to the corridor in 2027/2028 when Stride 3 will replace ST Express 522.

How is Sound Transit planning for station access? Are you considering multi-modal access (i.e., not just access by car/driving)?

A: Non-motorized (walking, biking, rolling) rider access to Stride stations is very important to us. The project includes new sidewalks where the project proposes to widen the roadway and in the immediate vicinity of Stride stations. In addition, the Stride project includes a station access allowance that will enable Sound Transit to contribute funding to cities' station access projects beyond the improvements included in the project.

Sound Transit has worked closely with representatives from the cities along the corridor to identify potential station access projects that could significantly increase ridership, improve connectivity to transit networks, increase social equity, and improve safety and human health. Potential projects include improved sidewalks and pedestrian timing for traffic signals and improved pedestrian crossings and bike lanes. The project team anticipates finalizing the list of station access projects by the end of 2023 and will present them to the Sound Transit Board for approval.

Why did you conduct a noise and vibration study? How did you conduct it?

A: To comply with the State Environmental Policy Act (SEPA), Sound Transit identified and evaluated potential environmental impacts resulting from the BRT project, including noise and vibration. Sound Transit published a [SEPA Environmental Checklist](#) in March 2021, which included a [Noise and Vibration Technical Memorandum](#). This memo documented the technical work completed to identify types of noise already occurring in the project area, the types and levels of noise that would likely be created by the project, and whether any mitigation measures would be needed to reduce or control potential project noise.

The potential noise and vibrations from the proposed project were evaluated using Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment methods. The FTA methods are appropriate when introducing a new transit service or facility into a community. The analysis assessed both short-term construction noise and long-term noise from operation of the BRT system. Sound Transit considered the following:

- **Existing noise:** Existing noise level measurements were taken throughout the corridor at representative locations. These existing noise measurements were used to calculate predicted noise levels for noise-sensitive properties in the project area. The focus of the noise monitoring was at residential areas along with other areas with sensitive to noise properties as defined by the FTA including a church, schools, a cemetery and funeral home, a library, and Blue Heron Park.
- **Noise from operating BRT:** The analysis determined the noise levels that would likely be caused by the BRT project, based on the type of buses (battery-electric), number of buses per hour, bus speeds, roadway design and lane locations, transit station locations, and area topography or other existing structures that would affect sound transmission to neighboring properties.
- **Noise during construction:** Sound Transit considered the type of construction and equipment noise levels, the duration of the work and the potential hours (daytime vs nighttime work), the distance between the receiver and the source, and the topographical conditions between the source and the receiver as well as construction phasing.

What kind of noise is expected from construction?

A: The noise associated with this project will be similar to other road construction projects in the region. Before construction, Sound Transit will require the contractor to develop a Noise and Vibration Control Plan with best practices to reduce construction noise at nearby properties and to demonstrate how they will adhere to all local noise control ordinance and regulations. The contractor will employ measures to

avoid or reduce construction noise as needed. Examples of these noise reduction measures could include using low-noise emission equipment; monitoring and maintenance of equipment to meet noise limits; implementing noise-deadening measures for truck loading and operations; and using acoustic enclosures, shields, or shrouds for equipment and facilities or installing temporary sound walls if needed.

The Noise and Vibration Control Plan will reduce the potential for construction-related vibration. The contractor will be required to limit the use of high-vibration construction equipment (e.g., pile drivers, hoe-rams, and vibratory rollers) near sensitive receivers such as residences, schools, a cemetery, a library, and a church. If this type of equipment is required in these locations, the project will provide advance notification of its use to nearby properties sensitive to vibration and conduct monitoring of equipment to meet noise limits.

What kind of noise is expected from the operation of Stride?

A: The Stride project will add Business Access and Transit (BAT) lanes along portions of the SR 522/NE 145th Street corridor. Only buses will travel in this lane, not carpools, although other traffic may use the BAT lane for a short distance to turn into driveways and business along the corridor. Noise levels from operation of the Stride system were predicted using FTA methods, which consider existing noise levels, nighttime sensitivity to noise, and noise from Stride buses.

The Stride buses in this corridor will be powered by a battery-electric system. Battery-electric buses are quieter than diesel hybrid buses, especially on acceleration. The proposed project is predicted to add 220 bus trips per day, or 110 trips in each direction. During nighttime hours (defined as 10 p.m. to 7 a.m.) when changes to noise levels might be more noticeable, there would be 20 bus trips in each direction. Overall, new bus trips would be a very small percentage of the total daily traffic volumes, even at night.

The noise analysis conducted during environmental review for the project found that noise levels with the project would increase by no more than 1 dB along the corridor due in part to the lower noise emissions from the battery-electric buses and to the low number of nighttime Stride trips (20 in each direction). Some locations may see a slight decrease in total noise due to slight realignments of the SR 522 roadway. It typically takes a doubling of traffic volumes to cause an increase of 3 dB, which is barely perceptible to the average person, so with a change of 1dB, changes to noise are not expected to be noticeable.

Why are retaining walls needed? How did you select the locations of the retaining walls? Why is my property not getting one?

A: Retaining walls are needed to accommodate roadway widening in some parts of the corridor. In general, retaining walls are planned to go where we are widening the road and there is a grade differential between the new road/sidewalk elevation and the property or where additional excavation of the hillside is needed. Not all properties along the Stride project alignment will need retaining walls.

What will the retaining walls look like? Will the walls have noise mitigation features?

A: All walls would be finished with an architectural texture, pattern, and potentially natural color to increase their compatibility with the existing environment and create visual continuity along the corridor. Where required for safety, we will install a 3- to 4-foot railing at the top of the wall and 6-foot chain-link fence at the property line. The height of the wall is subject to its location with varying wall heights from about 3 to 16 feet. We'll be working with the jurisdictions along the corridor on design details as the design advances.

The design of the retaining walls does not have any noise mitigation features. The project noise analysis did not identify any long-term operational noise or unusual traffic noise that require noise mitigation for operation.

Will there be a wood fence behind the chain-link fence? If yes, how high will it be? How far back will it be from the face of the retaining wall? Is the wood fence in front or behind the easement?

A: The current design does not include the installation of wood fences behind chain-link fences.

Who is responsible for the upkeep of the retaining walls?

A: Maintenance and upkeep of the walls will be provided by the local jurisdiction or WSDOT.

How will the retaining walls change the look of the corridor?

A: The project corridor has a mix of suburban and semi-urban landscapes. The addition of retaining walls and removal of trees and vegetation will change the look of the corridor. The planned walls will be designed so there is compatibility with the existing environment. If space is available, we may install climbing vine plant species either above or at the base of retaining walls so over time, their appearance is softened.*

*Note: There is currently no growing space at the road grade or above the wall to accommodate vegetation in the Lake Forest Park segment.

Will views be blocked by the new retaining walls?

A: The planned walls are not anticipated to block driver sightlines while they travel along the corridor. Driver sightlines when entering or exiting driveways will not be impeded by planned retaining walls.

What efforts are we making to prevent camping or trespassing from the road to the proposed retaining wall to property lines?

A: To prevent camping and provide protection from trespassers, we will install a railing, cable restraints, or a fence at the top of the retaining wall.

What's the latest construction timeline?

A: We anticipate starting construction in 2024/2025 (this is subject to change). Construction is expected to continue through 2026/2027. At each design milestone, we are updating our construction timeline as designs are refined. To stay up to date on project progress, sign up for our project listserv to receive email updates.

What are regular construction hours?

A: The contractor's working hours are typically 7 a.m. to 3:30 p.m. during the summer, though the hours may shift in the winter to maximize daylight. Some work will need to be done during the weekends to minimize effects on traffic. The contractor will follow local noise ordinances throughout construction.

What will access to my neighborhood/ property look like during construction?

A: During construction, the contractor will maintain access to local neighborhoods and private property. Some work, like removal of large trees or relocating overhead power lines, may require temporary detours during non-peak traffic hours. If access needs to be temporarily restricted for a duration of time, the contractor and/or community engagement team will notify the necessary parties (property owners, local neighborhood, etc.) in advance of the temporary restriction. Steel plates or temporary asphalt may be used to cover a trench in the interim while driveway or road work is active.

How will driveway sightlines be affected during construction?

A: Driveway access and sightlines may be temporarily affected during construction of Stride project improvements. The contractor will work directly with property owners to maintain access and provide

adequate sightlines for residents entering or exiting driveways. Flaggers may be present to direct traffic and help access when necessary.

What is a temporary construction easement (TCE)?

A: A TCE offers contractors the temporary right to perform work on property. The duration of the TCE, range of work, and other requirements will be different for each property. A Real Property Agent will be assigned to work with individual property owners to explain the details of the TCE and answer any questions.

How will the program affect utilities?

A: In general, underground utilities will remain in place. If they need to be moved below our planned improvements (walls, sidewalks, etc.), then we'll make that change. We are coordinating with service providers on how our project affects service provider infrastructure. Utility shutoffs (water, electricity, internet) will be announced in advance by the service provider.

How will the project affect the drainage to my property? How will drainage in my neighborhood be affected?

A: Hillside drainage: For most properties, it will be similar to existing conditions. In select locations, a new system with catch basins will route drainage through a wall to the roadway.

Lakeside drainage: Planned sidewalks on the east side of SR 522 will include a curb and gutter that will collect roadway runoff before it gets to the driveways. This will be an improvement in some areas where there is currently little or no drainage control. The exception is driveways that are designed to receive stormwater runoff — the City of Lake Forest Park has requested the project redirect the runoff for those specific properties into the new curb and gutter.

I have a fence in the ROW/plants in the ROW. Will those be replaced?

A: If you have a fence and/ or landscaping in the ROW, it may be removed so we have room for construction and our planned improvements. The project may install a planter strip, sidewalk, and landscaping in the ROW. We will not install a new fence in the ROW.

If you are considering replacing the fence in the ROW, we advise you construct the fence within your property line after our construction is complete.

All personal property agreements will be made between the Sound Transit Real Property Team and individual property owners.

What's happening to the trees and vegetation in the corridor? Are there plans to remove and replace trees?

A: A number of trees and some vegetation along the corridor will have to be removed or trimmed as part of the project to accommodate the new lanes, stations, or sidewalks. We are conducting a tree survey to map the existing vegetation in the ROW and on affected properties to determine which plants need to be removed, trimmed, or can fit within our project improvements. If we cannot fit the existing tree or vegetation into our designs or construction with the planned improvements, we will either remove the vegetation or trim it. If vegetation needs to be removed from private property as part of the project, we will negotiate directly with the property owner to provide fair compensation.

In conjunction with local municipal codes, we may provide tree replacements with street trees along SR 522 where road widening would introduce new views from residential properties toward the roadway. Restoring a private property's landscaping will be coordinated with the property owner directly.

It is our goal to preserve trees while considering the requirements of local municipal codes.

Who maintains the planter strip/green strip?

A: During construction, the contractor will maintain the planter strip until they officially complete the project. Once the contractor completes the project, the planter strip will be maintained by local jurisdictions, or adjacent property owners if that is the requirement in local jurisdictions codes.

Will the streetlights shine into homes?

A: The proposed project would produce light from new or relocated streetlights, pedestrian lighting, internally illuminated pylons at station platforms, and building and site lighting at the three park-and-ride garages. These lights would be seen at night from adjacent roadways and some nearby homes. Proposed light fixtures would include cutoff shields or hoods, so lighting will be directed downward to prevent spillover into neighboring properties and would be selected to be compatible with existing lighting fixtures. New lighting associated with the project would occur in fully developed roadway corridors with existing street and site lighting.

The project is not expected to increase reflective glare because building materials would be nonreflective or matte-finished. Moderate to tall concrete retaining walls adjacent to roadways would incorporate texture or architectural relief into vertical surfaces to eliminate the potential for reflective glare from vehicle headlights at night.

Property owner FAQs*

*Note: this section is intended for property owners whose properties are directly affected by the project (e.g., subject to a TCE, permanent easement, or acquisition)?

Who can I contact if I have questions about potential effects on my property?

A: For more information, please reach out to the project team at brt@soundtransit.org, or by phone at 206-553-3412. Please be aware that we will need time to coordinate internally to provide responses to your questions.

When will you have more information for me about effects on my property?

A: The project will have more information about effects on your specific property in early 2023.

Once the project team has updated the design, we will reach out to you with updated design plans and effects on property.

What is a Right of Entry (ROE) and why do you need one for my property?

A: An ROE request is a voluntary agreement signed by both the property owner and Sound Transit giving Sound Transit representative(s) access to the property for fieldwork activities and to collect information on existing conditions. Sound Transit will work with property owners ahead of time to minimize disruptions to property owners, tenants, and occupants during this work.

What kind of fieldwork needs to be done on or near my property?

A: In order to complete project design, our project team may need to survey trees, conduct potholing*, locate utilities, etc. If Sound Transit needs temporary access to your property to complete fieldwork, Sound Transit will send a letter with a ROE for you to sign. If you receive that letter, please email a signed copy to brt@soundtransit.org.

**Potholing: To determine the precise location and depth of existing utilities, crews will use steam and equipment to evacuate soils and investigate underground conditions. Equipment used for this work will sound similar to a large truck running. Noise typically lasts for about two to four hours. Once the work is complete, crews will restore the ground to as close to its prior condition as possible.*

Is fieldwork still happening?

A: Fieldwork is continuing throughout the corridor. We are coordinating directly with property owners to schedule and perform fieldwork activities.

Note: Property owner requests to see the fieldwork results can be addressed on a case-by-case basis.

Why did a surveyor recently put a paint line in front of my property?

A: For some properties, surveyors have installed stakes and a painted line in front of your property to mark the existing right-of-way. The painted line will also be used by appraisers to understand what is in the public right-of-way and what is private property. In some cases, existing utilities will also be marked with painted lines to reflect approximately where these lines exist.

How has the project team communicated with property owners in the past?

A: The project team has actively engaged with property owners who may be affected by the project since early in the design process. Property owners in Lake Forest Park on the east side of SR 522 were first engaged in January 2020. The project team mailed letters offering to meet in-person with property owners to discuss their individual site plan and to answer project-related questions. A follow-up mailing was sent in February 2020 with the goal of reaching owners who had not yet responded to the project team's meeting request. Due to the pandemic caused by the COVID-19 virus, property owner engagement meetings were then shifted to virtual meetings. The project team sent a second follow-up mailing in July 2020 offering to virtually meet with property owners.

From July through Dec. 2020, the project team conducted its second round of engagement. The project had refined its design to shift the roadway to the west side of SR 522 to reduce the overall effects of the project. An updated mailing was sent to Lake Forest Park property owners both on the east and west sides of SR 522 to meet, discuss draft site plans, and answer questions. An email update was sent to the project listserv about the design shift to the west side. Previous letters and email updates are available upon request.

In early 2021, the project began a third round of outreach to property owners. In March 2021, the project reached the 30% design milestone, and the project team held an online open house and virtual townhalls to share the latest design information. Information was shared virtually due to social distancing recommendations for COVID-19. The 30% and 60% design materials are available [on the project website](#).

How is Sound Transit working with property owners to update design plans?

A: The project team has actively engaged with property owners who may be affected by the project since early in design process. At 30% design, affected property owners were invited to meet with members of the project team to discuss individual site plans and answer project-related questions. We considered feedback from property owners and incorporated it where feasible.

As the design continues to advance and the project team begins the property acquisition process, we will reach out to individual property owners as part of the acquisition process to continue conversations on individual site plans and answer project-related questions.

Where can I find the latest designs?

A: The S3 Line reached the 30% design milestone in February/March 2021. At 30% design, we identified the location of the bus stations, reduced the road widening on NE 145th Street in Seattle and Shoreline, and shifted the design to the west side of SR 522 along part of the Lake Forest Park segment. Feedback from community members, elected officials, city staff, transit agency partners, and other stakeholders was considered and incorporated into the 30% design plans. The 30% design plans in Lake Forest Park are available on the project website.

The S3 Line reached the 60% design milestone in 2023. 60% design plans were shared in draft form in late 2022 and in early 2023 community members, elected officials, city staff, transit agency partners and other stakeholders had the opportunity to review and comment on the 60% design plans. Comments will be incorporated into design at 90% and 100% design as feasibility and local jurisdictional requirements allow. At each milestone, we will have more information about the effects on properties as a result of the project.

What does “going to the Board” mean?

A: Going to the Board is the next step in the property acquisition process. If your property is selected to go to the Board, property owners will receive a notice of the proposed Board Action via certified mail identifying the time and place of the meeting. Sound Transit’s Real Property agents will also reach out to property owners via phone or email to provide notice of the proposed Board Action. If you receive this letter, please reach out with questions to brt@soundtransit.org.

When will the property acquisition process formally begin for me?

A: If your property is affected by the Stride project, a Real Property Agent from Sound Transit will work with you to discuss the offer and the acquisition procedures, as well as answer any questions.

What resources are available to me to support me through this process if relocation is necessary?

A: In a small number of cases, a project affects a particular property so greatly that an owner/tenant may be displaced in the process. Should that occur, displaced individuals or businesses are entitled to relocation assistance and payments provided by the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (Uniform Act).

Sound Transit will fully inform any person who qualifies as a displaced person of his/her rights and entitlements to relocation assistance and payments provided by the Uniform Act. Relocation Assistance Advisory Services are available to any displaced person or business. A displaced person or business will be assigned a Relocation Agent from Sound Transit who will be available to discuss the relocation procedures and answer questions.

Sound Transit’s Property Acquisition and Relocation Handbook is available online at www.soundtransit.org/get-to-know-us/documents-reports/property-acquisition-residential-relocation-handbook

Contact us

brt@soundtransit.org or 206-553-3412

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