





### SR 522/NE 145TH BRT

Area D

October 2018

SoundTransit



# Project Refinements Considered in Bothell and Woodinville

Based on feedback that we gathered during our May 2018 outreach period and further technical analyses, we developed eight potential parking and station project refinements to the representative project. The table below shows preliminary scores for each refinement in relation to project goals.

#### Visit the maps station to learn more about each of these potential project refinements!

GOALS	ROADWAY AND TRANSIT OPTIONS											
The ideal refined project meets these goals:	Representative Project Alignment (North Campus) (Areas A, B, C, D)	Area A Refinement 1 - Adds eastbound SR 522 BAT lane between Wayne Curve and NE 180th St	Area A Refinement 2 - Add eastbound left turn bus lane	I Droposed SR 500	Area B Refinement 1 - Transit only along a section of NE 185th St between Beardslee Blvd and Bothell Way NE	Area B Refinement 2 - Intersection control changes in downtown Bothell	Area C Refinement 1 - Route south from Downtown via Kaysner and Bothell P&R and connect with I-405 BRT at South Campus	Area C Refinement 2 - Route north from Downtown and connect with I-405 BRT at new I-405/SR 522 interchange (WSDOT project; construction not funded)	Area C Refinement 3 - Route from Downtown potentially on or close to Main St to North Campus; walk connection to I-405 BRT north of Bothell P&R	Area C Refinement 4 - Approach to campus via Beardslee Blvd and 110th Ave NE through existing bus routing instead of via 185th cut-through	Area D Refinement 1 - Alternative Woodinville service options	
1) Deliver the SR 522 BRT project on time and within the assigned budget											TBD	
2) Expand fast, frequent and reliable BRT service to the communities along the corridor, enhancing overall transit service for these communities and the region											TBD	
3) Increase transit capacity and enhance connectivity to meet growing demand											TBD	
4) Make recommendations that are technically and financially feasible and sustainable											TBD	
5) Maximize ridership, improve mobility and provide access for multiple modes and users											TBD	
6) Promote a healthy and sustainable environment											TBD	
7) Consider input from stakeholders, communities along the corridor, and the public	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	
8) Make recommendations that are consistent with local plans											TBD	

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Meets goal

GOALS	PARKING OPTIONS			STATION OPTIONS										
The ideal refined project meets these goals:	Representative Parking - Lot P South, Bothell	Parking Refinement 1 - Expand existing parking at Pop Keeney	Parking Refinement 2 - Expand existing Bothell P&R	Representative Station - 98th Ave NE/NE 183rd St	Representative Station - 101st Ave NE/NE 185th St	Representative Station - Existing UW Bothell/ Cascadia College Transit Center	Representative Station (I-405 BRT) - NE 195th St/I-405 (station pair on I-405 ramps)	Refinement 1 - One station on Beardslee Blvd west of southbound I-405 on- ramp for non- Woodinville- bound buses	Refinement Station 2 - UW Bothell/ Cascadia College Transit Center on Beardslee Blvd	Refinement Station 3 - UW Bothell/ Cascadia College Transit Center at South Campus	Refinement Station 4 - Main St/Kaysner Way near existing Bothell P&R	Refinement Station 5 - NE 185th St/ Hohmann St	Refinement Station 6 - UW Bothell/ Cascadia College Transit Center on NE 185th St near UW Bothell housing	Representative Station (no capital improvements) - Existing Woodinville P&R
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7) Consider input from stakeholders, communities along the corridor, and the public	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
8) Make recommendations that are consistent with local plans														

O Does not meet goal

Partially meets goal