Overview

Introduction
Sound Transit is undertaking an ambitious mass transit system expansion as part of the regional Sound Transit 3 (ST3) Plan, which voters approved for funding in November 2016. The SR 522/NE 145th Bus Rapid Transit (BRT) Project is one piece of the expansion plan that will connect north Lake Washington communities to the regional transit system, including the new Shoreline South/145th Link light rail Station at Northeast 145th Street and I-5, through fast, frequent and reliable BRT service.

Planning for this project is underway and your participation is important. To get to construction as fast as possible, the project team has established an ambitious planning and environmental analysis timeline. Throughout the project refinement and evaluation phase in 2018, staff will engage the public in an intensive engagement process that will lead to the Sound Transit Board advancing the refined project into the conceptual engineering and environmental review phase, beginning in early 2019.

This document is your guide to engaging in the project. It explains:
- Sound Transit’s goals for the project and guiding principles for engaging the community
- How you can get involved in the project today and into the future
- Sound Transit’s planned methods for gathering feedback
- Roles and responsibilities and how decisions will be made

See a word in bold?
Find it on our glossary (page 21) for more information about that term.
Project background
The SR 522/NE145th BRT Project will provide fast, frequent and reliable bus-based transit service from north Lake Washington communities to the new Shoreline South/145th light rail station. Riders will be able to connect to and transfer between the SR 522/NE145th BRT, I-405 BRT, Link light rail and other transit service provided by Sound Transit, Community Transit and King County Metro.

The goals of this project are to:
- Expand fast, frequent and reliable high-capacity BRT service to all communities along the project corridor, enhancing overall transit service for these communities and the region
- Increase transit capacity and enhance connectivity to meet the growing demand
- Maximize ridership, improve mobility and provide access for multiple modes and users
- Deliver the project within the timelines and budget as approved by the voters, while providing genuine opportunities for community feedback
- Advance a refined project into conceptual engineering and environmental review that is both technically and financially feasible and consistent with local plans
- Promote a healthy and sustainable environment
- Consider input from stakeholders, communities along the corridor and the public

The representative project includes nine stations in the north Lake Washington area, with stops in Seattle, Shoreline, Lake Forest Park, Kenmore and Bothell, with every other trip running to Woodinville. Through this project, Sound Transit will also build additional parking in Lake Forest Park, Kenmore and Bothell.

The scope, budget and representative project were outlined in the ST3 Plan and will be the starting point for project development. Sound Transit’s System Expansion Implementation Plan will ensure that all ST3 projects are consistent with the scope and schedule approved by voters.

From representative project to refined project
The ST3 Plan approved by voters established the representative project, along with the project scope, high-level cost estimates and ridership forecasts. It also established transit mode, corridor, number of stations and representative station locations. During the project refinement and evaluation phase, we’ll start with the representative project and will consider and evaluate other project refinements to ultimately recommend a refined project to the Sound Transit Board, who will advance the project into the second phase - conceptual engineering and environmental review.

GET INVOLVED
Visit the webpage and sign up for project news at: soundtransit.org/sr522brt
Email brt@soundtransit.org  //  Call 206-398-5470

Looking for more information?
For a full history of and details about the ST3 plan, visit soundtransit.org/st3
Anticipated project schedule

**PLANNING 2018–2022**
- Project refinement (2018)
  - Jan 2019 – Board advances refined project
- Conceptual Engineering & Environmental Review (2019)
  - Jan 2020 – Board selects project to be built
  - Preliminary engineering

**DESIGN 2020–2023**
- Final route design
- Final station designs
- Procure and commission station and public art
- Obtain land use and construction permits

**CONSTRUCTION 2023–2025**
- Groundbreaking
- Construction updates and mitigation

**START OF SERVICE 2024**
How does Bus Rapid Transit compare to other Sound Transit services?

Sound Transit is a public transit agency that plans, builds and operates express bus, light rail and commuter train services in the urban areas of King, Pierce and Snohomish counties. Sound Transit’s current and future services include:

**Bus Rapid Transit (coming soon)**

The BRT system will be designed for fast arrivals and departures, with features such as off-board fare payment and multiple-door entry and exit. Transit priority improvements such as new business access and transit lanes, bus queue jumps and transit signal priority will help riders avoid traffic congestion and enjoy more frequent and reliable service. Buses will be scheduled to arrive every ten minutes in Shoreline, Lake Forest Park, Kenmore and Bothell, and every 20 minutes in Woodinville. Three stations in Lake Forest Park, Kenmore and Bothell will include new additional parking. In addition to the SR 522/NE 145th BRT Project, Sound Transit is also implementing BRT along I-405 and SR 518 from Lynnwood to Burien. For more information about the I-405 Bus Rapid Transit Project, visit soundtransit.org/projects-and-plans/bus-rapid-transit-i-405.

**ST Express Bus**

Compared to typical transit buses, ST Express buses travel greater distances and with fewer stops, travelling mostly by freeway. Some routes run only during the busiest commute times, while others run 20 hours a day. ST Express buses travel between major cities in King, Snohomish and Pierce counties.

**Link Light Rail**

Link light rail currently provides rapid transit rail service in Downtown Tacoma as well as between UW and Angle Lake Station, making stops in downtown Seattle, Sea-Tac Airport and other locations. Link light rail is able to bypass traffic congestion by operating mostly above or below street traffic. Through ST3, Sound Transit will add 62 new miles of light rail to complete a 116-mile regional system, reaching Everett, Tacoma, Seattle neighborhoods of Ballard and West Seattle and the Eastside. For more information, visit soundtransit3.org.

**Sounder Train**

Sounder trains travel between Everett and Seattle and between Seattle and Lakewood, making stops along the way. Sounder regularly runs on weekday mornings and afternoons. Sounder also serves select major weekend events such as Mariners and Seahawks games.

**What are transit priority improvements?**

Transit priority improvements help buses move through traffic more efficiently, and can include business access and transit lanes, bus queue jumps and transit priority signals.

**Business access and transit lanes** are specifically reserved for buses and right-turning vehicles, and a **bus queue jump** refers to a modified intersection that includes a bus pull-out along with a transit priority signal that gives buses the green light before other traffic, allowing buses to “jump” ahead of other traffic at these intersections.

**Transit integration**

Sound Transit works closely with King County Metro, Community Transit and other local and regional transportation agencies to determine routes, ensure fast and seamless transfers and provide integrated transit services that best serve the needs of the community.
Community engagement goals

Be proactive
Engage audiences, particularly stakeholders, property owners, businesses and transit riders along the project corridor, early and throughout the decision-making process.

Our commitment to you: Through a wide range of communications channels, Sound Transit is committed to informing you about opportunities to engage in the project as it progresses. Sound Transit will focus on early and frequent engagement with stakeholders, particularly property owners, residents and businesses along SR 522 and Northeast 145th Street. Sound Transit will provide project-wide engagement opportunities to distribute information and solicit feedback on elements that affect all communities in the project area. Sound Transit will also provide local feedback opportunities to gather feedback most relevant to each community.

Be accountable
Ensure accountability by clearly communicating when, where and how public feedback was used to make project decisions.

Our commitment to you: Sound Transit will honor the local grassroots efforts that proposed and garnered early support for this project by providing feedback opportunities throughout the decision-making process and at key milestones. The refined project will connect north Lake Washington communities to the light rail station at 145th/I-5 and will include additional parking in Lake Forest Park, Kenmore and Bothell.

Be transparent
Foster public trust through transparent communication, meaningful and inclusive community engagement and timely responses to project questions and feedback.

Our commitment to you: Sound Transit will strive to set clear expectations regarding the delivery of the refined project as well as which project refinements and/or project elements the community and stakeholders can weigh in on. Sound Transit will listen and respond to stakeholder comments and demonstrate how feedback was considered by the project team.

Encourage awareness
Encourage local and regional awareness of the benefits, effects and progress of the project.

Our commitment to you: Sound Transit will use a variety of tools to share information about the project and opportunities to get involved throughout the life of the project. Sound Transit is also committed to ensuring the region is aware of progress being made on this early-delivery project under the ST3 Plan.
Ensure accessibility

Present project information in accessible formats and venues, keeping in mind the needs of each community.

*Our commitment to you:* Sound Transit will strive to present project information in easy-to-read and understandable formats, including documents in multiple languages, with an eye toward accessibility for all audiences.

Opportunities and methods for engagement will be accessible and thoughtful in regards to communities where they are held, (e.g., through responsive online tools or convenient times). Sound Transit will ensure diverse and equitable engagement by actively seeking out and implementing strategies to reach historically underrepresented populations.
Community snapshot

The State Route 522/NE 145th Bus Rapid Transit Project area connects six cities: Seattle, Shoreline, Lake Forest Park, Kenmore and Bothell, with service every 20 minutes to Woodinville. Like the rest of the Puget Sound region, these cities are expected to grow over the coming years due to natural increases in population as well as an increase in job opportunities.1 As a result, these communities are showing a greater demand for mass transit to regional job centers served by the Sound Transit System, such as Downtown Seattle. The snapshots below explore these areas and groups in further detail.

**Seattle**

*Population:* Approximately 668,000 residents²

*Commute patterns:* In 2015, approximately 48.5 percent of Seattle commuters drove to work alone, while 21 percent took public transit and 10.7 percent walked. The average commute time was 22.5 minutes.³

**Shoreline**

*Population:* Approximately 55,000 residents⁴

*Commute patterns:* In 2015, approximately 65 percent of Shoreline commuters drove to work alone, while 11 percent carpooled, 14 percent used public transit and 6 percent worked from home. The average commute time was 28 minutes.⁵

**Lake Forest Park**

*Population:* Approximately 13,000 residents⁶

*Commute patterns:* In 2015, approximately 69 percent of Lake Forest Park’s commuters drive alone to work, with 9 percent using public transit and 10.5 percent traveling in carpools. The average commute time was 27.6 minutes.⁷

**Kenmore**

*Population:* Approximately 21,000 residents⁸

*Commute patterns:* In 2015, 71 percent of Kenmore commuters drove to work alone, while 9.2 percent carpooled, 8.2 percent used public transit and 9.2 percent worked from home. The average commute time was 29.2 minutes.⁹

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³ Seattle, WA, Census Bureau ACS 1-year Estimate, 2015, https://datausa.io/profile/geo/seattle-wa/#category_transportation
⁵ Shoreline, WA, Census Bureau ACS 1-year Estimate, 2015, https://datausa.io/profile/geo/shoreline-wa/#commute_time
Bothell

Population: Approximately 43,153 residents\textsuperscript{10}

Commute patterns: In 2015, 73.4 percent of Bothell commuters drove alone to work, while 11.1 percent carpooled, 6.74 percent used public transit and 5.9 percent worked from home, with the average commute time as 27 minutes.\textsuperscript{11}

Woodinville

Population: Approximately 11,549 residents\textsuperscript{12}

Commute patterns: In 2015, 80 percent of commuters in Woodinville drove to work alone, while 7.15 percent carpooled, 5.49 percent worked at home and 4.8 percent used public transit. The average commute time was 24.7 minutes.\textsuperscript{13}

\textsuperscript{11} Bothell, WA, Census Bureau ACS 1-year Estimate, 2015, https://datausa.io/profile/geo/bothell-wa/#commute_time
\textsuperscript{12} Woodinville, WA, Census Bureau ACS 5-year Estimate, 2012-2016, https://factfinder.census.gov/faces/tablesservices/jsf/pages/community_facts.xhtml#
\textsuperscript{13} Woodinville, WA, Census Bureau ACS 1-year Estimate, 2015, https://datausa.io/profile/geo/woodinville-wa/#commute_time
Equity and inclusion

Sound Transit is committed to delivering projects that support an equitable transportation system. The SR 522/NE 145th BRT Project, like many ST3 projects, is large and complex and will bring benefits and impacts to the communities throughout the project area. Sound Transit will analyze project impacts and evaluate whether the project would result in disproportionately high and adverse effects on traditionally underrepresented populations, including people of color and limited English-speaking, low-income immigrant, refugee, youth and aging populations and populations with varying abilities. If there are disproportionately high impacts, Sound Transit will look for ways to mitigate those impacts and/or offset them with community benefits. We strive to engage the public and underserved populations throughout the community engagement process as Sound Transit works to deliver this project, including during the project refinement and evaluation phase and later work to develop detailed design.

In order to gather your ideas and feedback about various project refinement options, Sound Transit will provide engagement opportunities that are designed to meet the unique needs of traditionally underrepresented communities. Some of those opportunities include:

- Conducting interviews with social service providers to better understand various populations in the project area
- Providing translators at public meetings and community gatherings
- Translating key materials into languages spoken along the project corridor
- Holding smaller meetings focused on individual communities
- Meeting communities where they gather, such as community centers and people's homes

If you are interested in learning more about this project and how it may specifically benefit and/or impact your community, please contact us at 206-398-5470 or brt@soundtransit.org. We will work with you to find an appropriate medium for providing project information.
Demographics snapshot

Approximately 100,000 people live in 40,000 households within a one-mile radius of the representative project. Demographic data representing the area is listed below:

<table>
<thead>
<tr>
<th>Population by Race</th>
<th>2011-2015 American Community Survey Estimates</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population reporting on one race</td>
<td>86,411</td>
<td>95%</td>
</tr>
<tr>
<td>White</td>
<td>67,078</td>
<td>74%</td>
</tr>
<tr>
<td>Black</td>
<td>4,066</td>
<td>4%</td>
</tr>
<tr>
<td>American Indian</td>
<td>661</td>
<td>1%</td>
</tr>
<tr>
<td>Asian</td>
<td>11,417</td>
<td>13%</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>295</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>2,894</td>
<td>3%</td>
</tr>
<tr>
<td>Population reporting two or more races</td>
<td>4,543</td>
<td>5%</td>
</tr>
<tr>
<td>Total Hispanic population</td>
<td>7,460</td>
<td>8%</td>
</tr>
<tr>
<td>Total</td>
<td>90,954</td>
<td>100%</td>
</tr>
</tbody>
</table>

Within a one-mile radius of the representative project, 5.3 percent of households are linguistically isolated, where no one 14 and over speaks English “very well” or speaks English only. Demographic data regarding these linguistically isolated households is listed below:

<table>
<thead>
<tr>
<th>Linguistically Isolated Households</th>
<th>2011-2015 American Community Survey Estimates</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speak Spanish</td>
<td>485</td>
<td>23%</td>
</tr>
<tr>
<td>Speak Other Indo-European languages</td>
<td>351</td>
<td>16%</td>
</tr>
<tr>
<td>Speak Asian-Pacific Island Languages</td>
<td>975</td>
<td>45%</td>
</tr>
<tr>
<td>Speak other languages</td>
<td>334</td>
<td>16%</td>
</tr>
<tr>
<td>Total</td>
<td>2,145</td>
<td>100%</td>
</tr>
</tbody>
</table>

In areas within the study area that have a higher percentage of linguistically isolated households, the most common languages other than English spoken at home include Spanish and Chinese (i.e. Cantonese and/or Mandarin).

Demographic data regarding household income is listed below:

<table>
<thead>
<tr>
<th>Households by household income</th>
<th>2011-2015 American Community Survey Estimates</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; $15,000</td>
<td>4,207</td>
<td>10%</td>
</tr>
<tr>
<td>$15,000 - $25,000</td>
<td>3,178</td>
<td>8%</td>
</tr>
<tr>
<td>$25,000 - $50,000</td>
<td>7,958</td>
<td>20%</td>
</tr>
<tr>
<td>$50,000 - $75,000</td>
<td>6,805</td>
<td>17%</td>
</tr>
<tr>
<td>$75,000+</td>
<td>18,192</td>
<td>45%</td>
</tr>
<tr>
<td>Household Income Base</td>
<td>40,340</td>
<td>100%</td>
</tr>
</tbody>
</table>
Audiences

Sound Transit will actively engage a variety of audiences. We have broken them down into four categories: neighborhood and community stakeholders, general public, elected officials and partner agencies and the media. Roles for elected officials serving on the Sound Transit Board and Elected Leadership Group as well as neighborhood and community stakeholders are described in the Roles and Responsibilities section.

**Neighborhood and community stakeholders**

Who:
- Community-based organizations
- Cultural groups
- Advocacy groups
- Social service organizations
- Current and future transit riders
- Limited English-speaking populations
- Communities of color

Strategies for engagement:
- Online
- Email updates
- Social media
- Media
- Public events
- Existing engagement efforts and opportunities
- Print and digital materials (English and multiple languages)
- Property/business owner and resident meetings
- Community workshops
- Media
- Public events
- Print and digital materials (English and multiple languages)
- Property/business owner and resident meetings
- Community workshops
- Media
- Interagency Group
- City Manager’s Group

**General Public**

Who: People who live, work and commute in, through and around the Sound Transit district.

Strategies for engagement:
- Online
- Email updates
- Social media
- Media
- Public events
- Print and digital materials (English and multiple languages)
- Property/business owner and resident meetings
- Community workshops
- Media
- Interagency Group
- City Manager’s Group

**Elected Officials, Tribes and Partner Agencies**

Who: Elected officials and appointees, tribes, permitting agencies and other stakeholders.

Strategies for engagement:
- Tribal engagement
- Elected Leadership Group
- Interagency Group
- City Manager’s Group

**Media**

Who: Print, digital and broadcast media, including community, local and ethnic media sources.

Strategies for engagement:
- Press releases
- Media briefings
- Proactive engagement with journalists
Community engagement and communication tactics

**Online**

**Website**
The project webpage, located within the Sound Transit website, provides the hub for all up-to-date project information. The webpage will be updated frequently with the latest project information, opportunities to be involved, upcoming events and meetings, project materials and more. Online open houses will be developed separately to coincide with in-person public event dates. The online open houses will contain the same information, materials and feedback opportunities as the in-person public events.

**Email updates**
Email updates will be sent on a regular basis to the project’s self-subscribe e-mail list. Email updates will include current information on the project and upcoming opportunities to engage. Emails will be sent to people who have opted in or have requested to be added. Sign up on the project webpage (soundtransit.org/sr522brt).

**Social media**
Sound Transit will utilize their existing social media platforms (e.g. Facebook, Twitter and Instagram) to share news and updates about the SR 522/NE 145th BRT Project. You can find them at @SoundTransit.

**In person**

**Interviews and briefings**
Early and throughout the outreach process, Sound Transit will reach out to key community stakeholders and service providers to conduct interviews and follow-up briefings. These conversations will inform Sound Transit’s methodology for later outreach. Sound Transit will also lead any follow-up briefings and one-on-one meetings with stakeholders, agencies and local jurisdictions as offered or by request.
Public Events (in-person and online)
Public events will be held at key milestones and decision points during the entirety of the project, including when public feedback is sought to help inform key decisions during the project refinement and evaluation phase. We anticipate holding public events in multiple locations within the project area to provide information and solicit input on corridor-wide issues and considerations. In-person public events will be accompanied by online open houses for those who wish to engage online.

Community workshops
During the project refinement and evaluation phase, Sound Transit will host community workshops focused on issues of local interest to ensure priorities of local communities are being heard and considered along with the project-wide goals of fast, frequent and reliable BRT service. These workshops will help Sound Transit make detailed decisions to best serve each of the jurisdictions within the project area.

Property owner outreach
Project team members will engage with property owners near the representative project to share information in person and to provide a direct means to get in touch with the project team. This may include delivering fliers with information relevant to property owners and tenants at specific properties.

Fairs and festivals
During the summer, our outreach staff will be in north Lake Washington communities at farmers markets, festivals and community events. We will be available to discuss the project in detail and to answer your questions.

Pop-up outreach
Similar to fairs and festivals, Sound Transit may host pop-up outreach events at common gathering spaces and stops throughout the project area, such as grocery stores and coffee shops, in order to meet community members where they are.

Other ways to engage
Existing community engagement efforts and opportunities
Sound Transit recognizes that there are many ongoing efforts to engage communities on a variety of topics – internally at Sound Transit or led by partner agencies and corridor jurisdictions. To make the best use of the public’s time, we will join up with existing efforts already underway to engage corridor communities in issues and efforts that may affect them to provide relevant project updates.

Print and digital materials (English and multiple languages)
Fact sheets, FAQs, infographics, presentations and other printed materials will be developed as needed throughout the project. Key materials will be translated into multiple languages. Materials will also include posters and flyers placed at local gathering places along the corridor and mailed notifications, such as postcards. Interactive online tools will be used as needed to enhance project reach.

Media
Media coverage can help reach audiences that might not otherwise know about the project or have an opportunity to be engaged in other means. Sound Transit will engage community, local, regional and ethnic media sources to ensure that project information is shared and distributed via a variety of media outlets.
**Engagement FAQ**

**Q** How can I stay up-to-date on this project?  
Visit soundtransit.org/sr522brt to sign up for our project email list! This is the best way to stay up-to-date on any future events and/or feedback opportunities.

**Q** How do I share my opinion?  
There are many ways to share your opinion:  
- Visit the website, respond to online surveys and follow Sound Transit on social media  
- Email us at brt@soundtransit.org  
- Call 206-398-5470 to speak with an outreach specialist  
- Attend a public event or participate in a community workshop

Sound Transit provides involvement opportunities in conjunction with key project milestones and prior to decision making. We strive to create outreach opportunities that are inclusive and meaningful and will announce these opportunities through a variety of communications channels.

**Q** What type of feedback are you looking for during the project refinement and evaluation phase?  
We need your input now as we determine what refinements should be included in the project when it is advanced into conceptual engineering and environmental review. Your input on project elements and insights into the local community that should be considered as the project is developed is important to guide our analysis in 2018.

During this first project phase, staff will assess the representative project included in the ST3 Plan and, based on public feedback and technical analysis, further refine project elements, including:  
- Station and parking locations  
- Station and parking look and feel  
- Local bus service and rail integration  
- Access and accessibility
Opportunities will be identified for elected officials, partner agencies, community and business groups and the public to weigh in with their priorities and ideas, and to shape the project refinements. In January 2019, the Sound Transit Board will advance the refined project into the conceptual engineering and environmental review phase. Community engagement will continue through all subsequent phases of the project.

It’s critical to engage during this early project development phase, as the refined project will be identified. To deliver system expansion projects on time and within budget, it is difficult to revisit decisions as the project moves forward into future phases, such as environmental review and final design. We will stay open to new ideas and input as we work to bring BRT service online, while respecting and continuing to share the process and decisions that have been made to inform the current phase of the project.

Yes, we will provide translated project materials on the project website and by request (soundtransit.org/sr522brt). If we are missing your language, please call our project line at 206-398-5470 or email brt@soundtransit.org, and we will do our best to meet your needs as quickly as possible. We also provide translation services over the phone and at in person meetings if requested in advance.

Para servicios de traducción llame al: 1-800-823-9230 // 如果您需要此信息翻譯成中文 請致電 1-800-823-9230
Roles and responsibilities

Implementing ST3 consistent with the scope, budget and schedule approved by the voters will take extraordinary effort by Sound Transit and its federal, state and local partners. As part of a comprehensive system expansion implementation strategy, Sound Transit is convening an Elected Leadership Group (ELG) for the refinement phase of the project from March 2018 through January 2019, when the ST Board is anticipated to advance the refined project into conceptual engineering and environmental review. The group will provide elected leaders from the areas served by the corridor an opportunity to stay informed and help guide project refinement work. Sound Transit is also establishing an Interagency Group (IAG) comprised of representatives from partner agencies and jurisdictions to inform project refinements and the ELG process. In addition, Sound Transit will develop and implement a stakeholder and community engagement process to inform the discussions and recommendations from the ELG, IAG and the existing City Managers Group (CMG) on the refined project.

Public

As a member of the public, your job is to communicate your ideas, concerns and questions about the project through a variety of communications channels to:

- Learn about the project and ask questions
- Provide feedback on topics and issues that interest you
- Communicate to Sound Transit how you want to be engaged
- Share information and discuss the project with your community

Sound Transit will also reach out directly to property owners along SR 522/NE 145th to share information on the project and collect their feedback during the project refinement and evaluation phase.
Sound Transit will carry this project through a thorough stakeholder and community engagement process that will include two rounds of corridor-wide public events and five rounds of community-based workshops, focusing each round on the jurisdictions along the corridor. These community engagement opportunities are aimed at providing the same level of engagement as the stakeholder group described in the System Expansion Implementation Plan, while allowing any and all community members and stakeholders to participate. This process will inform the discussions and recommendations from the groups below on the refined project.

**Stakeholder and Community Engagement Process**

**Elected Leadership Group**

The ELG is comprised of Sound Transit Board members and elected officials who represent the communities along the project corridor. The purpose of this group is to reach consensus to support Sound Transit’s decisions and work through project issues as needed. Meetings will align with key project milestones, be open to the public and include an opportunity for public comment.

The ELG will:

- Consider the needs of the SR 522/NE 145th BRT corridor within the context of the regional transit system
- Work with project staff to understand and evaluate project refinements and tradeoffs
- Represent the communities they serve and share community priorities and local context
- Seek to form consensus on group recommendations, to inform the Sound Transit team’s recommendation to the Sound Transit Board
The project team will consult with local tribal governments with interests within the project area.

Prior to the start of the SR 522/NE 145th BRT Project, city managers representing Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville came together to form an independent, self-run City Managers Group to build local support for the SR 522/NE 145th BRT Project. This group originally worked together in conjunction with the ‘522 Transit NOW!’ coalition to ensure that this project was included in the ST3 package. The City Managers Group will continue to meet at key project milestones to assist in keeping jurisdictions focused on a corridor-wide perspective, and to help guide and inform the work of the elected leadership and interagency groups.

Sound Transit will work closely and coordinate with a number of agencies and governments as this project moves forward, including, but not limited to:

- City of Seattle
- City of Shoreline
- City of Lake Forest Park
- City of Kenmore
- City of Bothell
- City of Woodinville
- Washington State Department of Transportation (WSDOT)
- King County Metro
- Community Transit
- UW Bothell
- Cascadia College

The IAG will meet on a monthly basis to provide community and corridor-wide perspective on potential refinements and engagement tools as they are developed.

The Sound Transit Board will oversee the implementation and delivery of the project and have final authority on advancing the project to the conceptural engineering and environmental review phase, selecting the project to be built after the conceptual engineering and environmental review process is complete and other major project decisions. The Board will consider recommendations and feedback from the ELG, IAG, City Managers Group and the public when making decisions.
Community engagement and collaboration process

The schedule below shows planned engagement efforts by audience or group during the project refinement and evaluation phase in 2018. This community engagement and collaboration process will lead Sound Transit to a refined project to advance into the environmental review and conceptual engineering phase starting in early 2019.
How to get involved

CONTACT US

CALL the project line at 206-398-5470 to speak with an Outreach Specialist

EMAIL with questions, concerns or comments brt@soundtransit.org

GO ONLINE

WWW

Learn about the project SOUNDTRANSIT.ORG/SR522BRT

RESPOND to online SURVEYS

Subscribe to EMAIL UPDATES

Follow on SOCIAL MEDIA

GET INVOLVED

PUBLIC EVENTS

Join us at one of our public events to provide your feedback and comment on current plans

FAIRS AND FESTIVALS

Find us at your local fairs and festivals

COMMITTEE WORKSHOPS

Come back to the next public event to learn about how the community’s input has helped shape the project. Provide your feedback and comment on current plans

BRIEFINGS

Request a briefing or meeting with us; we are happy to meet with you or your community group in person

Looking for the best way to contact us?
Email your questions, concerns or comments to brt@soundtransit.org
Glossary of terms

Bus queue jumps
A modified intersection that includes a bus pull-out along with a transit signal that gives buses the green light before other traffic, allowing buses to “jump” ahead of other traffic at these intersections.

Bus rapid transit (BRT)
A bus system designed for fast arrivals and departures, with features such as off-board fare payment and multiple-door entry and exit.

Conceptual engineering and environmental review
Project phase during which conceptual design and its impacts and benefits are determined and evaluated, and measures are identified to mitigate impacts as appropriate. The environmental review process is used to inform the public, agencies and decision makers about the environmental consequences of building and operating the project.

Project refinement and evaluation phase
Project phase during which staff will assess the representative project included in the ST3 Plan and, based on additional community engagement and technical analysis, further refine station locations and other project elements.

Refined project
At the end of the project refinement and evaluation phase, the Sound Transit Board will advance the refined project into the conceptual engineering and environmental review phase.

The refined project will further define project elements including locations for stations and garages. The Sound Transit Board's final decision on the project to be built will be made once the environmental review process is complete.

Representative project
The representative projects were developed after years of community engagement and were included in the ST3 Plan to serve as starting points for developing project refinements.

Sound Transit 3 (ST3)
The Sound Transit 3 Plan adds 62 new miles of light rail with stations serving 37 additional areas. When complete, the Link light rail network will consist of 116 miles of light rail and 83 stations. The funding for ST3 was approved by voters in November 2016.

System expansion implementation plan
A plan that describes Sound Transit's approach to delivering the expanded system of projects as well as needed reforms based on lessons learned from delivering major capital infrastructure to date.

Business access and transit lanes
Lanes that are designated for transit and right-turning vehicles. These lanes enhance the capacity of the other travel lanes by removing buses from general traffic.

Community engagement
A process that engages community members in a public dialogue about an issue that affects them.
CONTACT US

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