



Frequently Asked Questions

Project Highlights

What is Bus Rapid Transit?

BRT is a bus-based high capacity transit system that delivers fast, frequent and reliable bus service connections. BRT includes some features common to those provided by light rail:

- Transit speed and reliability.
- Transit priority improvements including business access and transit lanes, bus queue jumps, and transit priority signals.
- Entry and exit through multiple doors, level with the station platform.
- Off-board fare payment.
- Frequent, all-day service.
- Real-time rider information.
- Distinctive station design.
- Unique brand identity for buses and stations.
- Dedicated fleet of BRT buses.

When will Sound Transit begin BRT service?

Voters approved funding for BRT in 2016 as part of the Sound Transit 3 measure. As a result, Sound Transit is initiating the planning and environmental work for BRT to connect 11 cities serving 20 BRT stations by 2024. The BRT system will include new and expanded parking facilities and transit centers, a dedicated bus fleet, and a new bus operations and maintenance facility. With buses running as often as every 10 minutes, this new service will connect to the growing Link light rail network at Shoreline, Lynnwood, Bellevue and Tukwila, as well as to other transit service provided by Sound Transit, Community Transit and King County Metro.

Where will Sound Transit BRT operate?

Sound Transit will operate two BRT lines starting in 2024:

- **SR 522/NE 145th BRT** will connect communities from Shoreline to Woodinville via NE 145th Street, SR 522 and the transit center at UW Bothell/Cascadia College.
- **I-405 BRT** will run along I-5, I-405 and SR 518 from Lynnwood to Burien.

SR 522/NE145th BRT

What is the SR 522/NE 145th BRT Project?

The SR 522/NE 145th BRT Project will run along NE 145th Street and SR 522 from the future Link light rail station at I-5 and NE 145th Street in Shoreline to Bothell and Woodinville. The route will include nine new BRT stations with additional parking at Lake Forest Park, Kenmore and Bothell. Riders will be able to connect to Link light rail at the Shoreline South/NE 145th Street Station, and to I-405 BRT in Bothell.



SR 522/NE 145th BRT

May 2018

How frequent will service be on SR 522/NE 145th BRT?

Service will run every 10 minutes, all day between Shoreline and Bothell; service continuing to Woodinville will run every 20 minutes.

How fast will my commute be on the new BRT system?

Sound Transit estimates that in 2040 riders will be able to travel from Lake Forest Park to Downtown Seattle in 38 minutes, down from 50 minutes in 2016, and a trip from Bothell to Downtown Seattle will be reduced from 61 to 44 minutes. These future travel times include a transfer to Link light rail in Shoreline.

How will BRT be able to maintain this service frequency and travel times?

On NE 145th Street, the project includes transit priority improvements to ease BRT travel through corridor traffic bottlenecks. Along SR 522, the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature business access and transit (BAT) lanes. Arterials from downtown Bothell to UW Bothell/Cascadia College will also feature transit-supportive enhancements.

Will the addition of BRT service on SR 522 and NE 145th Street change my existing transit routes?

Sound Transit, along with its partner transit agencies, will assess the need for regional or local transit service changes with the addition of BRT and other transit system improvements that will begin service, including Link light rail to Lynnwood. Sound Transit's goal will be to ensure that the future BRT system complements and supports the most efficient local and regional transit service for the community. Any transit service changes with the addition of BRT service will be communicated to the public well in advance of any changes to existing transit routes.

When will SR 522/NE 145th BRT service start?

BRT service is expected to start in 2024. The project schedule to achieve this start date is:

- Planning: 2018 – 2020
- Design: 2020 – 2023
- Construction*: 2023 – 2025

*Construction for most of the BRT projects is expected to begin by 2023 and be completed by 2024. Construction of some elements may begin before 2023, and others may occur after service starts in 2024.

Engagement

How will stakeholders and public input shape the project?

BRT project staff will engage early and often with the stakeholders along the project corridor. By working collaboratively with the public, elected officials and partner agency staff, Sound Transit will strive to identify potential project challenges and solutions early to allow the agency to deliver BRT service within the project timeline and budget we are committed to.



SR 522/NE 145th BRT

May 2018

The SR 522/NE 145th BRT Project team is working with:

- An **Elected Leadership Group** made up of elected officials who represent the five cities along the project corridor, the Sound Transit Board and the Washington State Department of Transportation.
- A **City Managers Group** made up of city managers representing Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville, who have been working together since 2015 and helped ensure the project was included in Sound Transit 3 (ST3) for voter's consideration.
- A multidisciplinary **Interagency Group** made up of city and partner transit agency staff to provide technical expertise and input on the project refinements.
- A **public** engagement process focused on corridor-wide and local issues to ensure the priorities of local communities are being heard and considered along the corridor.
- The project team will consult with **local tribal governments** with interests in the project area.

How is the project being refined in 2018?

Sound Transit is asking for input in 2018 on the following elements of the SR 522/NE 145th Project:

- Station locations.
- Parking locations and type of parking within Lake Forest Park, Kenmore and Bothell.
- Roadway improvements for BRT priority, including business access and transit lanes, bus queue jumps and transit signal priority.
- Sidewalk improvements.
- Service integration with King County Metro, Community Transit, ST Express and I-405 BRT.
- Connection to I-405 BRT and into Woodinville.
- Access for pedestrians and bicyclists.
- Bus Rapid Transit service branding.

Next steps

What will happen during the planning phase in 2018?

Sound Transit will evaluate and refine the voter-approved ST3 representative project for the SR 522/NE 145th BRT corridor based on technical analysis and public input. Based on this work, the Sound Transit Board of Directors will identify the project that will advance into the conceptual engineering and environmental review phase in early 2019.

What happens after 2018, once the project is refined?

Starting in 2019, Sound Transit will develop conceptual designs for BRT project elements including stations, transit centers, parking facilities and roadway improvements. Opportunities for public involvement will continue as Sound Transit finalizes the project design and completes the environmental review. The Sound Transit Board of Directors will select the project to be built in early 2020, which will then move into final design in 2020 through 2023. Construction of the SR 522/NE 145th BRT project is expected to begin in 2023 with BRT service targeted in 2024.