

SR 522/NE 145th Bus Rapid Transit

Welcome!

¡Bienvenidos!

歡迎！

Lake Forest
Park

Kenmore

Bothell

Woodinville

Shoreline



Seattle

*Thank you for joining us.
Gracias por acompañarnos.
感謝加入我們。*

Meeting agenda

- Open house (30 minutes)
- Presentation (20 minutes)
- Workshop time at stations (70 minutes):
 - *Visit stations*
 - *Join in discussions with project staff*
 - *Share your insights*



Future service

- Establish Bus Rapid Transit (BRT) to the north, east and south of Lake Washington.
- Build a light rail network extending from Everett to Tacoma, and from Seattle to Redmond and Issaquah.
- Improve access and expand parking at stations.



What is Bus Rapid Transit?

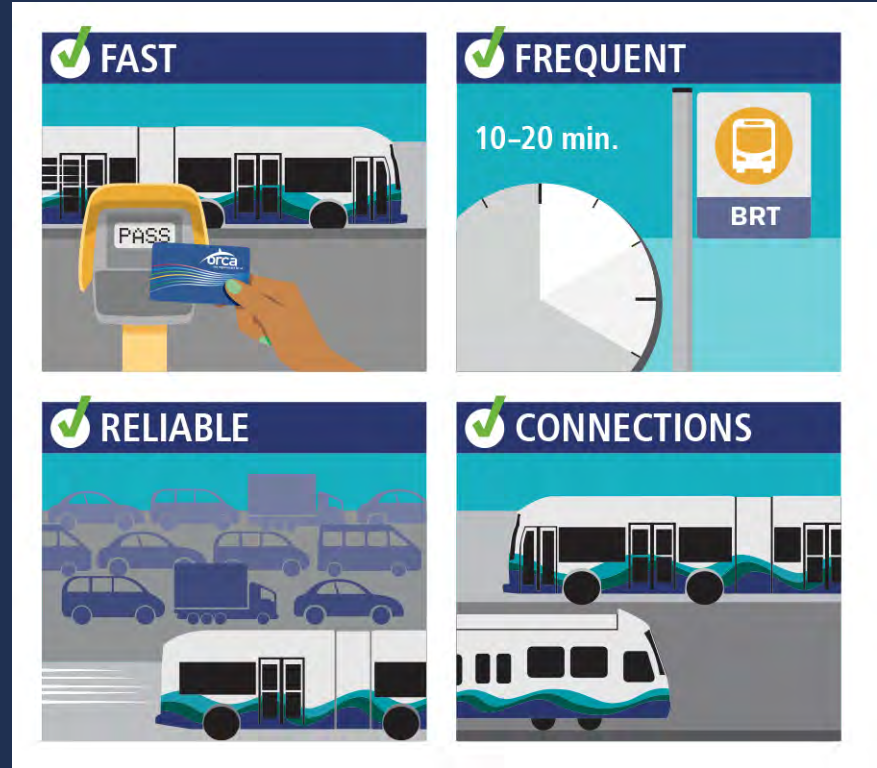


BRT is a **bus-based** high capacity transit system that delivers **fast, frequent, accessible and reliable** bus service connections and will help riders avoid traffic congestion.

Fast, frequent, reliable service

SR 522 BRT infrastructure is designed for fast, frequent and reliable service

- 10-minute peak and off-peak for SR 522, 20 minute for Woodinville
- Up to 19 hours of service Monday through Saturday
- Up to 17 hours on Sunday

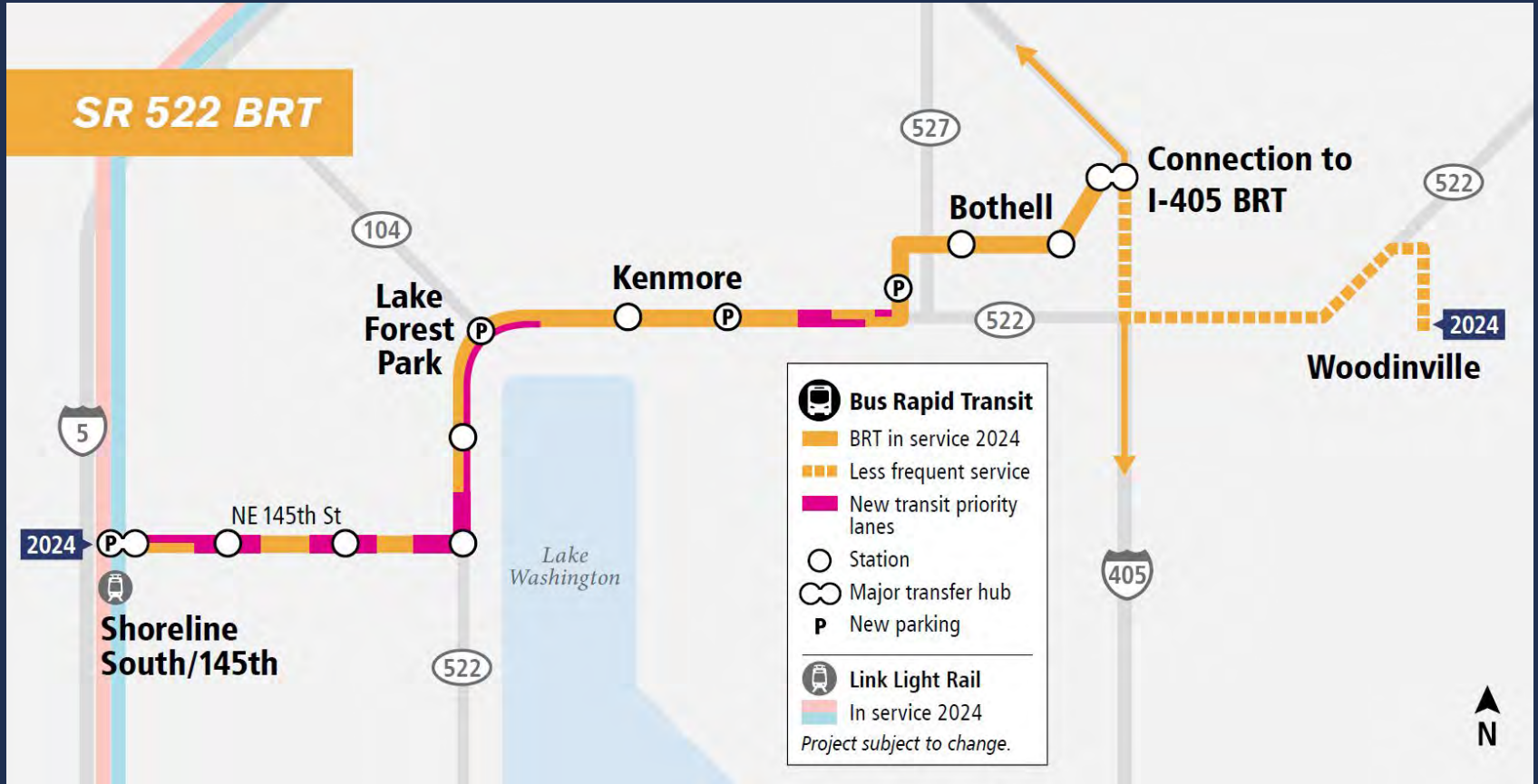


Connecting the region

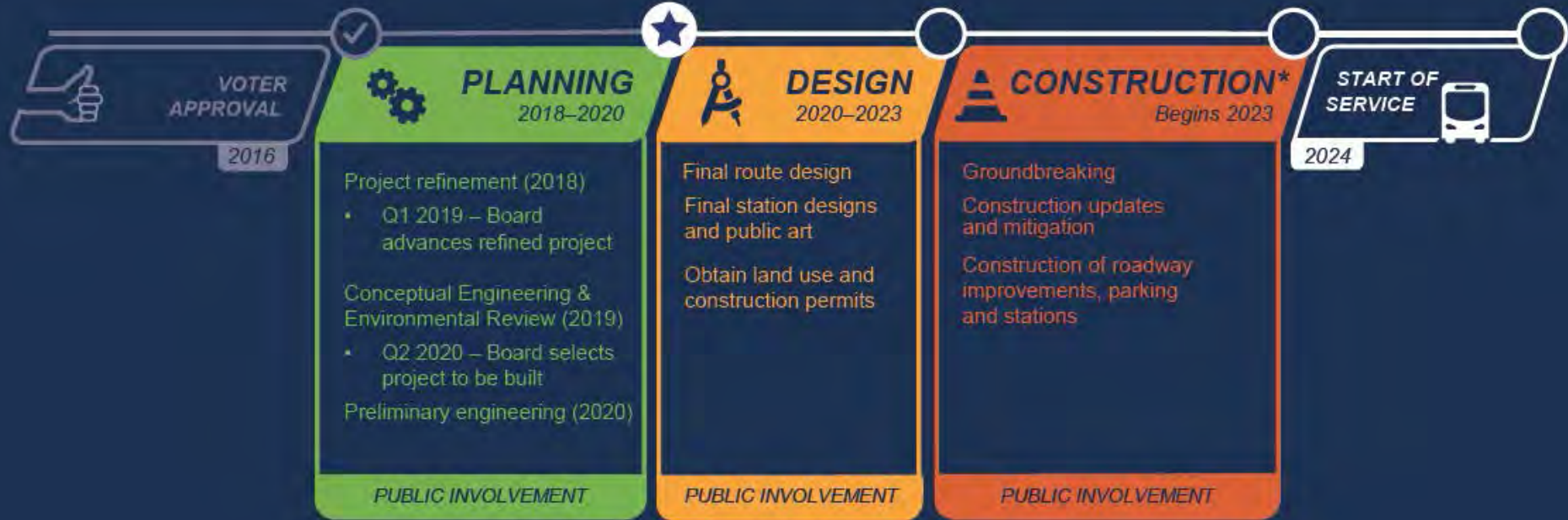
- **SR 522/NE 145th BRT** will connect communities from Shoreline to Woodinville to Link light rail at the Shoreline South/145th Station and to I-405 BRT in Bothell.
- **I-405 BRT** will run from Lynnwood to Burien and connect to Link light rail at Lynnwood, Bellevue and Tukwila.



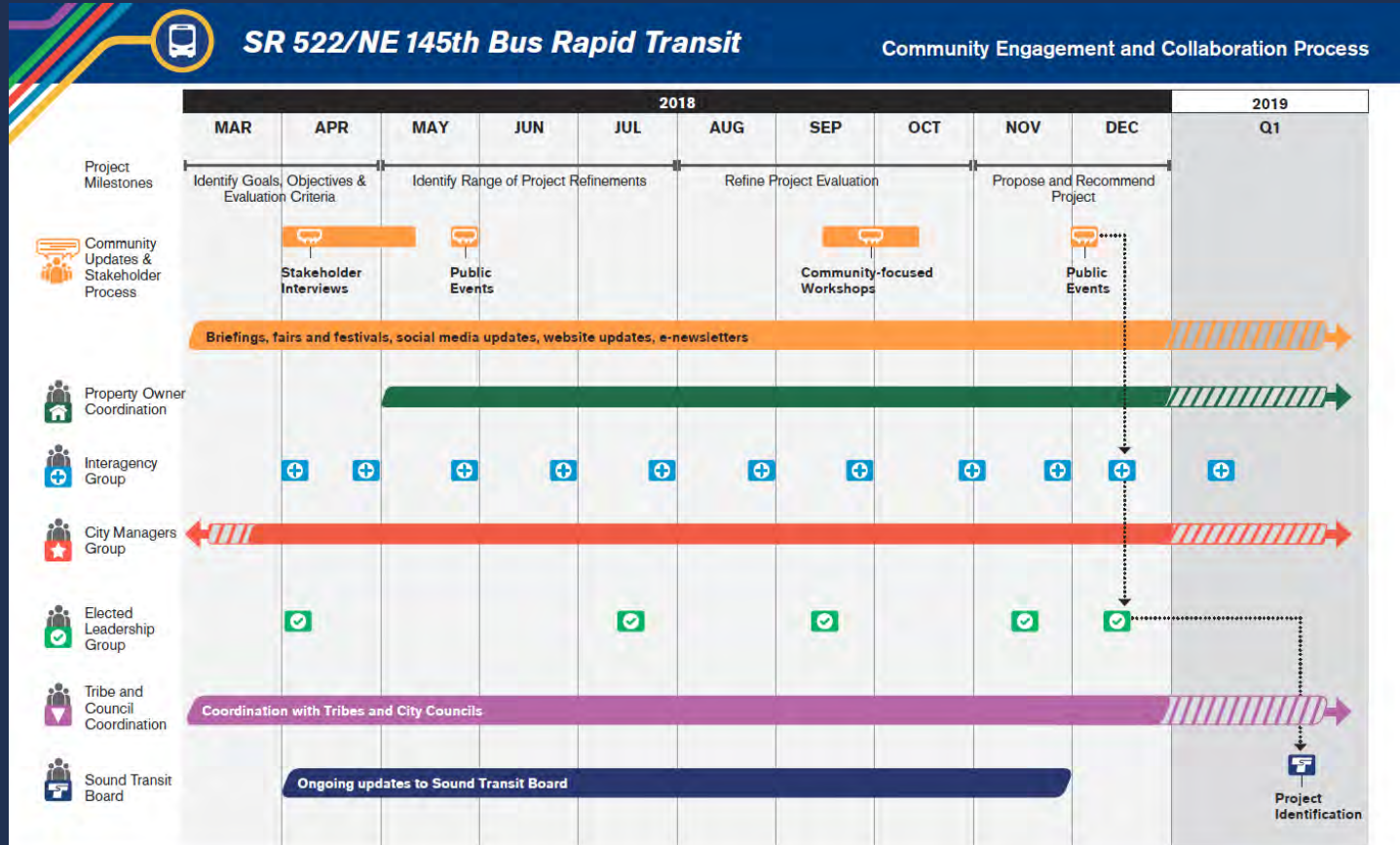
SR 522/NE 145th BRT Project



Project timeline



Community engagement process



What we've heard

Highest ranked priorities from public input:

- 1) Fast service
- 2) Reliable service
- 3) Frequent service
- 4) Connects to regional transit
- 5) Minimize environmental impacts

Key themes:

- Support for transit priority improvements to keep BRT service fast and reliable
- Questions about property impacts
- Request for extended hours of operation and increased frequency of BRT service.
- Desire for more parking options
- Access to BRT stations and parking locations should be improved by creating better options for walking, biking, rideshare and shuttle services
- Questions about how the new SR 522/NE 145th BRT line might affect existing transit service

What we've heard: North Seattle/Shoreline

Key themes:

- Desire for transit priority improvements (e.g., bus queue jumps, bus-only lanes) on NE 145th Street to ensure transit speed and reliability
- Desire for crossings across NE 145th Street and SR 522 to increase pedestrian safety and visibility
- Support for roadway improvements and BRT/local transit station locations that ensure accessibility and ease of use for elderly and differently-abled people

“More work should be used to really address the bottlenecks on 145th NE. Especially as the bus approaches the station/freeway. That area backs up much farther than a queue jump normally goes.”

Shoreline Concerts in the Park, August 1



From representative to refined

- The ST3 Plan established the **representative project**.
- During 2018, we started with the **representative project**. We are considering and evaluating project refinements to recommend a **refined project** to the Sound Transit Board in early 2019.



- The Board will advance the **refined project** into the conceptual design and environment review phase in 2019.

Representative project: North Seattle/Shoreline

- **BRT stations** at:
 - The future Shoreline South/145th Link light rail station (at NE 148th St and 5th Ave NE)
 - NE 145th St and 15th Ave NE
 - NE 145th St and 25th Ave NE
 - NE 145th St and SR 522 (on NE 145th St)
- **Roadway elements** to follow Conceptual Plan – NE 145th Street

Potential refinements in North Seattle/Shoreline

- **Potential refinements shown on roll plots**
- **BRT station** at NE 145th St and SR 522 (eastbound station moved to SR 522 instead of NE 145th)
- **Roadway design refinements** include:
 - NE 145th Street: Refinement 1
 - Repurposed general-purpose lanes for BAT lanes and more sidewalks
 - Refinement 1a: With roundabouts
 - NE 145th Street: Refinement 2
 - Shorter queue jump lanes and more sidewalks
 - NE 145th Street Intersection Refinement: Additional turn lane to improve bus movement from NE 145th Street to SR 522





Project Refinements Considered in Shoreline and Seattle

Based on feedback that we gathered during our May 2018 outreach period and further technical analyses, we developed one potential parking and station project refinement to the representative project within Shoreline and Seattle, and four potential roadway/transit 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!

PROJECT & REFINEMENT OPTIONS	KEY CONSIDERATIONS
Roadway refinement options	
NE 145th Street: Representative alignment	<ul style="list-style-type: none"> Adds queue jumps at congested intersections, improves bus operations. Sidewalks added where roadway is widened. Buses operate in general purpose lanes where no queue jump lanes exist. Property impacts. Consistent with ST3 plan and partially consistent with local plans.
NE 145th Street: Refinement 1. Repurposed general purpose lanes for BAT lanes	<ul style="list-style-type: none"> Reconfigures roadway to one general purpose lane in each direction, adds BAT lanes and sidewalks in both directions. Degrades general purpose traffic; overall roadway operation effectiveness reduced. Improves bus operations, buses travel in BAT lanes. Lower cost and fewer property impacts (smallest footprint) compared to Representative alignment. Inconsistent with City of Shoreline NE 145th Street plan.
NE 145th Street: Refinement 1a. Repurposed general purpose lanes for BAT lanes, with Roundabouts	<ul style="list-style-type: none"> Reconfigures roadway to one general purpose lane in each direction, adds BAT lanes and sidewalks in both directions. Roundabouts instead of signalized intersections. Analysis for potential roundabouts required by WSDOT. Higher cost and more property impacts than Refinement 1, repurposed lanes. Buses travel in dedicated lane, effect of roundabouts to be determined. Inconsistent with City of Shoreline NE 145th Street plan.
NE 145th Street: Refinement 2. Shorter queue jump lanes and more sidewalks	<ul style="list-style-type: none"> Adds shorter queue jumps at congested intersections compared to the representative alignment. Westbound bus operations improved less than representative alignment, eastbound bus operations improved more than representative alignment. Sidewalks added in both directions. Buses operate in general purpose lanes where no queue jump lanes exist. Higher cost and more property impacts than representative alignment due to additional sidewalks. Partially consistent with local plans.
NE 145th Street: Intersection Refinement, additional turn lane to improve bus movement from NE 145th Street to SR 522	<ul style="list-style-type: none"> Widens the intersection at NE 145th Street and SR 522, longer pedestrian crossing. Included in Refinement 2, but could be applied to any of the options listed above. Improves bus operations eastbound from NE 145th Street to SR 522. Cost and property impacts. Consistent with City of Shoreline plans.
Station refinement options	
Representative: Shoreline South/145th LRT Station	Provides connection to Link light rail.
Representative: NE 145th Street at 15th Avenue NE	Near high activity area along NE 145th Street.
Representative: NE 145th Street at 25th Avenue NE	Modest ridership projection.
Representative: NE 145th Street and SR 522, both stations on NE 145th Street	Location of eastbound station on NE 145th Street provides slower transition to SR 522.
Refinement: NE 145th Street and SR 522, eastbound station on SR 522	Location of eastbound station on SR 522 provides faster transition from NE 145th to SR 522.

Share your thoughts

- What are your thoughts about the potential project refinements being presented and considered in your community?
- Do the potential project refinements meet your future needs?
- Which potential project refinements do you prefer, considering the pros and cons of each?
- Do you have suggestions for any other potential project refinements that the project team should consider?

How to comment

Add your thoughts to:

- Maps
- Comment forms
- Agree with something someone else wrote?
Write “+1” next to it to add your voice

Stations to visit

- **Station 1:** Welcome!
- **Station 2:** Project overview
- **Station 3:** Transit planning
- **Station 4:** Refinements
- **Station 5:** Share your thoughts!
Maps of potential refinements
- **Station 6:** Property owners table
- **Station 7:** Community engagement process
- **Station 8:** Share your thoughts!
Comment table

Questions?



Stay engaged



In person: leave your comments today



Online: sr522brt.participate.online



Email us: brt@soundtransit.org



[soundtransit.org/sr522brt](https://www.soundtransit.org/sr522brt)

