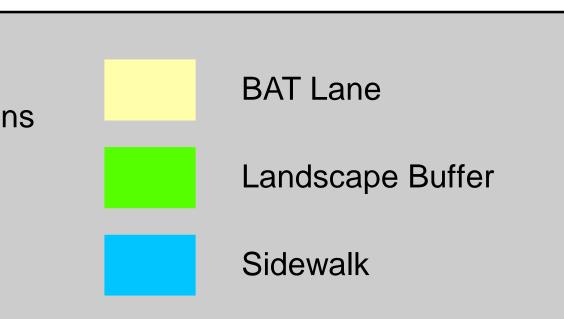
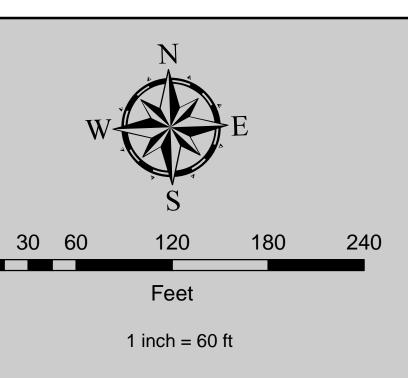


| | City Limits | | Sound Transit Representative Stati |
|-------------------------------|--|-------------------------------------|--|
| | Tax Parcels | | Sound Transit Refinement Stations |
| | Existing (and including Lynnwood Link Plans) | | |
| or warranty as to the correct | DEA avid Evans and Associates, Inc. (DEA) for Sound Transit. Accuracy and currency ness of the information depicted on this map. It is intended for limited planning p , or other uses or for other projects. It is strictly forbidden to modify, sell, distribut | ourposes as agreed to between DEA a | and its client and is not suitable for |





SR 522/NE 145TH BRT

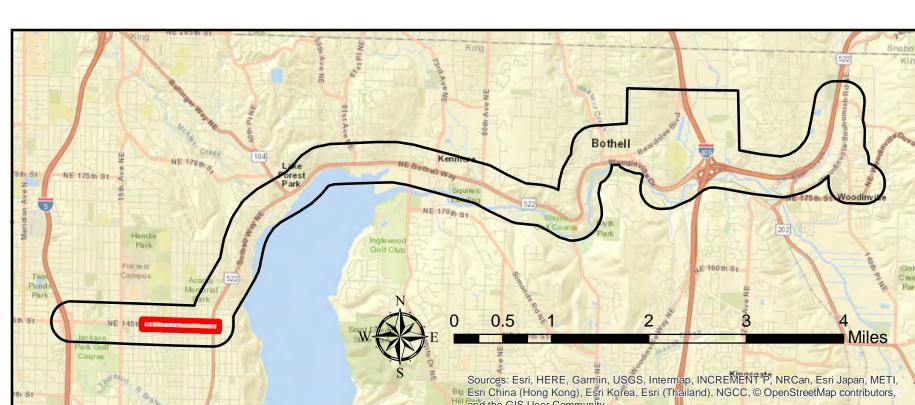
NE 145th Street

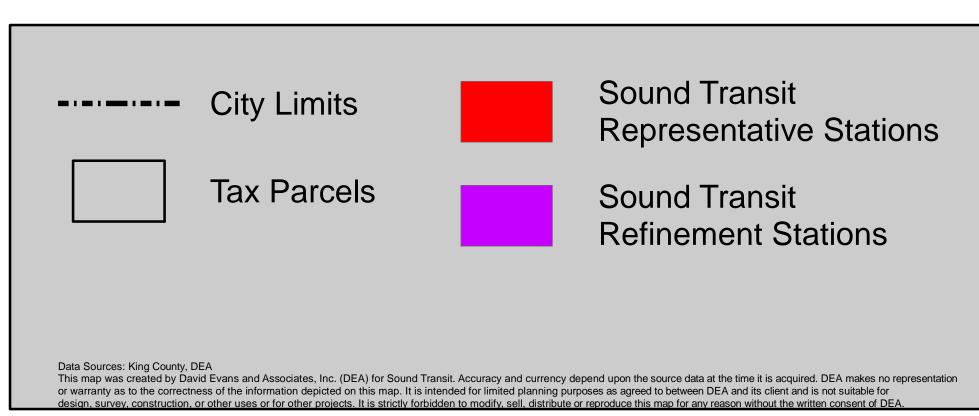
October 2018

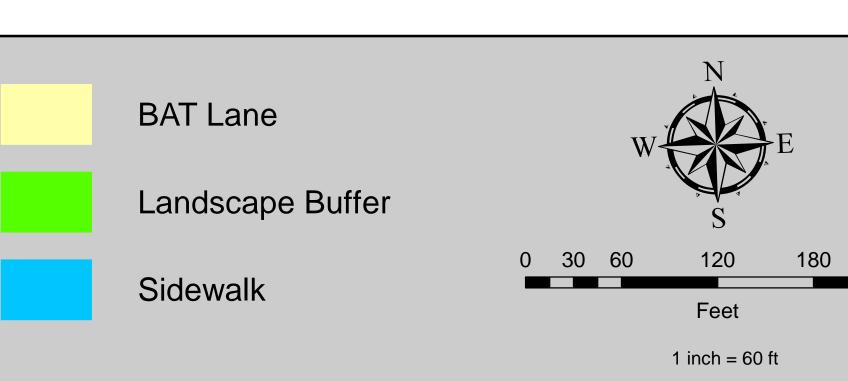
Sheet 1

SoundTransit









SR 522/NE 145TH BRT

NE 145th Street

Sheet 2

October 2018



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 OPTIO

Roadway refinement options

NE 145th Street: Representative alignment

NE 145th Street: Refinement 1. Repurposed general purp

NE 145th Street: Refinement 1a. Repurposed general pu with Roundabouts

NE 145th Street: Refinement 2. Shorter queue jump lanes

NE 145th Street: Intersection Refinement, additional turn la from NE 145th Street to SR 522

Station refinement options

Representative: Shoreline South/145th LRT Station

Representative: NE 145th Street at 15th Avenue NE

Representative: NE 145th Street at 25th Avenue NE

Representative: NE 145th Street and SR 522, both stations

Refinement: NE 145th Street and SR 522, eastbound station

Project Refinements Considered in Shoreline and Seattle

| ONS | |
|-----------------------------|--|
| | |
| | Adds queue jumps at congested intersections, in Sidewalks added where roadway is widened. Buses operate in general purpose lanes where not property impacts. Consistent with ST3 plan and partially consistent |
| pose lanes for BAT lanes | Reconfigures roadway to one general purpose la Degrades general purpose traffic; overall roadwa Improves bus operations, buses travel in BAT lan Lower cost and fewer property impacts (smalles) Inconsistent with City of Shoreline NE 145th Str |
| urpose lanes for BAT lanes, | Reconfigures roadway to one general purpose la Roundabouts instead of signalized intersections. Higher cost and more property impacts than Ref Buses travel in dedicated lane, effect of roundab Inconsistent with City of Shoreline NE 145th Str |
| es and more sidewalks | Adds shorter queue jumps at congested intersed Westbound bus operations improved less than residewalks added in both directions. Buses operate in general purpose lanes where need the Higher cost and more property impacts than repertially consistent with local plans. |
| ane to improve bus movement | Widens the intersection at NE 145th Street and Included in Refinment 2, but could be applied to Improves bus operations eastbound from NE 14 Cost and property impacts. Consistent with City of Shoreline plans. |
| | |

| | Provides connection to Link light rail. |
|----------------------|--|
| | Near high activity area along NE 145th Street. |
| | Modest ridership projection. |
| s on NE 145th Street | Location of eastbound station on NE 145th Street |
| on on SR 522 | Location of eastbound station on SR 522 provides |

KEY CONSIDERATIONS

improves bus operations.

no queue jump lanes exist.

ent with local plans.

lane in each direction, adds BAT lanes and sidewalks in both directions. way operation effectiveness reduced.

nes.

est footprint) compared to Representative alignment.

Street plan.

lane in each direction, adds BAT lanes and sidewalks in both directions.

s. Analysis for potential roundabouts required by WSDOT.

efinement 1, repurposed lanes.

abouts to be determined.

Street plan.

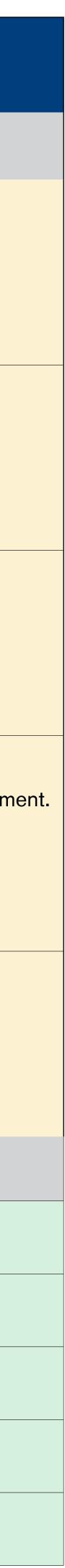
ections compared to the representative alignment. representative alignment, eastbound bus operations improved more than representative alignment.

no queue jump lanes exist. presentative alignment due to additional sidewalks.

d SR 522, longer pedestrian crossing. to any of the options listed above. 45th Street to SR 522.

et provides slower transition to SR 522.

es faster transition from NE 145th to SR 522.



Fall 2018