

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Sound Transit SR 522/SR523 Bus Rapid Transit (BRT) Project Update		
DEPARTMENT:	Public Works, Transportation Division		
PRESENTED BY:	Nytasha Sowers, Transportation Services Manager		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The Sound Transit 3 (ST3) Plan includes a bus rapid transit (BRT) line on State Route 522/State Route 523 (NE 145th Street) from Shoreline to Woodinville, to open in 2024, and funding for multi-modal access improvements to transit stations. The ST3 Plan includes a “representative alignment” for SR 522/523 BRT, which is a conceptual scope of work and estimated costs for the project for the purpose of generating preliminary cost and planning data. Tonight, staff from Sound Transit, including Kamuron Gurol, HCT Corridor Development Director, will present an overview of the ST3 Plan and then focus on the SR 522/523 BRT project. The presentation will highlight the 145th Street (SR 523) segment of the project and next steps to implement the project.

RESOURCE/FINANCIAL IMPACT:

Staff will work with Sound Transit to further the design of the SR 522/523 BRT project along the 145th Street corridor (SR 523). As the ultimate design of Sound Transit’s project may not include all of the elements of the City’s adopted 145th Street Multi-modal Corridor Study Preferred Design Concept, the City may need to acquire funding to ensure all of the elements of the 145th Street Preferred Concept are realized (or “built”).

RECOMMENDATION

There is no action required with this agenda item as this report is for discussion purposes only. Council is encouraged to ask questions of Sound Transit staff regarding the ST3 Plan and SR 522/523 BRT project.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

On April 11, 2016, the City Council adopted Resolution No. 393 which stated the Council's formal support for the ST3 ballot measure. ST3 includes creating a BRT line on SR 522/SR 523 from Woodinville to Shoreline, to open in 2024, and funding for multi-modal access improvements to transit stations. On November 8, 2016 the ST3 ballot measure was approved by over 54 percent of voters in the Puget Sound region.

The SR 522/523 BRT project will be developed along the SR 522 and SR 523 corridors, with a western terminus at the future Shoreline South/145th Link Light Rail station (serving the SR 523/I-5 interchange). The project will continue along SR 523 to the intersection with SR 522 (Bothell Way NE) and further continue along SR 522, 98th Avenue NE, NE 185th Street and Beardslee Blvd. to the University of Washington (UW) Bothell campus. BRT service, with limited capital improvements, will be provided from UW Bothell to Woodinville.

The ST3 Plan includes a "representative alignment" for SR 522/523 BRT, which is a conceptual scope of work and estimated costs for the project for the purpose of generating preliminary cost and planning data. The project will use general purpose lanes, queue jumps, and existing and new Business Access and Transit (BAT) lanes and bus only lanes as well as operational improvements. There are nine bus station pairs, three 300-stall parking garages, and a transit center planned at UW Bothell/Cascadia College as part of the project. See Attachment A to this staff report for the proposed project alignment.

As noted above, the project is scheduled to begin revenue service along the corridor by the end of 2024. An 18-month look ahead schedule for the project is included as Attachment B. As project development proceeds, updated schedules will be developed by Sound Transit and shared with project partners for review and input.

City of Shoreline 145th Street Multi-modal Corridor Study

On April 11, 2016 the City Council adopted the Preferred Design Concept for the 145th Street Multi-modal Corridor Study, which coincides with the SR 523 portion of the SR 522/523 BRT project. The staff report for this presentation is available at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2016/staffreport041116-8c.pdf>.

The 145th Street Multi-modal Corridor Study, although slightly different than the Sound Transit representative alignment for the SR 522/523 BRT project, assumes and strongly supports the operation of bus rapid transit service and improves safety, mobility and multi-modal access to the corridor for vehicles, bikes and pedestrians.

DISCUSSION

Sound Transit's BRT program development will involve coordinated planning, design, and implementation of BRT elements, including routes, stations, a bus operations and maintenance facility, vehicle fleet, rider information/technology integration, and branding, with service beginning in 2024. To meet the challenges of delivering the ST3

projects, Sound Transit has streamlined its project delivery model, and developed new approaches for working with project partners, stakeholders, and local jurisdictions.

In support of this streamline project delivery approach, Sound Transit is drafting a project partners' Concurrence Document for the project. The Concurrence Document is a non-binding document to be signed by applicable city managers that is intended to broadly describe roles, responsibilities, goals, and expectations for the public agencies participating in the project. Sound Transit has stated that this document and subsequent agreements will help the project partners cooperate effectively, so that revenue service begins on schedule by the end of 2024.

Tonight, staff from Sound Transit, including Kamuron Gurol, HCT Corridor Development Director, will present an overview of the ST3 Program and then focus on the SR 522/523 BRT project. The presentation will highlight the 145th Street (SR 523) segment of the project and next steps to implement the project.

COMMUNITY ENGAGEMENT

Sound Transit has stated that they will consult with their project partners to develop a Community Engagement and Communications Plan for the project that describes the process for convening and managing three community engagement groups - an Elected Leadership Group, a Stakeholder Group, and an Interagency Group – as well as engaging with the public and the media.

RESOURCE/FINANCIAL IMPACT

Staff will work with Sound Transit to further the design of the SR 522/523 BRT project along the 145th Street corridor (SR 523). As the ultimate design of Sound Transit's project may not include all of the elements of the City's adopted 145th Street Multi-modal Corridor Study Preferred Design Concept, the City may need to acquire funding to ensure all of the elements of the 145th Street Preferred Concept are realized (or "built").

COUNCIL GOALS ADDRESSED

This project addresses the following City Council Goals:

- Council Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.
- Council Goal 3: Continue preparation for regional mass transit in Shoreline.

RECOMMENDATION

There is no action required with this agenda item as this report is for discussion purposes only. Council is encouraged to ask questions of Sound Transit staff regarding the ST3 Plan and SR 522/523 BRT project.

ATTACHMENTS

Attachment A – Sound Transit SR 522/SR 523 BRT Project Alignment

Attachment B – Sound Transit SR 522/SR 523 BRT Project Schedule

145th and SR 522 Bus Rapid Transit

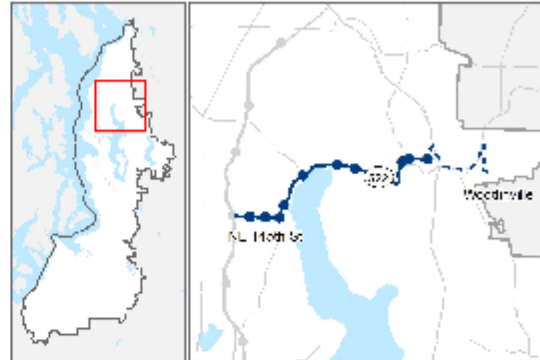
Subarea	North King
Primary Mode	BRT
Facility Type	Corridor
Length	8 miles
Date Last Modified	July 1, 2016

SHORT PROJECT DESCRIPTION

This 8-mile BRT project would design and implement BRT on NE 145th Street/SR 523 from the Link station at I-5 to SR 522, with BRT treatments continuing on SR 522 to UW Bothell, and with connecting service at lower frequencies to Woodinville. On NE 145th Street, this project would include transit priority spot treatments, with two stations. On SR 522, the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes to downtown Bothell, and transit priority treatments on arterials to UW Bothell.

Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.

PROJECT AREA AND REPRESENTATIVE ALIGNMENT



KEY ATTRIBUTES

REGIONAL LIGHT RAIL SPINE

Does this project help complete the light rail spine?

No

CAPITAL COST

Cost in Millions of 2014 \$

\$364 — \$389

RIDERSHIP

2040 daily project riders

8,000 — 10,000

PROJECT ELEMENTS

- Approximately 8 miles of Bus Rapid Transit (BRT) with 9 pairs of stations and an expanded transit center at UW Bothell
- Along NE 145th between I-5 and SR 522 (Lake City Way/Bothell Way), sections of the corridor will have bus lanes or queue jumps to reduce transit delays due to traffic, with BRT serving two station pairs on NE 145th Street, as well as a station pair where NE 145th and SR 522 intersect.
- On SR 522, BRT will use business access transit (BAT) lanes on SR 522 from NE 145th Street to Bothell, then run on arterials to UW Bothell. Service continues to connect to I-405 BRT service and to Woodinville. The BAT lanes fill in existing "gaps" along SR 522 between NE 145th Street and 96th Avenue NE in Bothell, and add a westbound BAT lane between 98th and 96th Avenues NE
- On SR 522, there will be seven pairs of stations, including where SR 522/NE 145th Street intersect, with the other station pairs serving Lake Forest Park, Kenmore, and Bothell
- On-street bus transfer point at downtown Bothell, and at an expanded transit center at the UW Bothell
- Three 300-space parking garages, located in Lake Forest Park, Kenmore and Bothell
- BRT vehicle fleet purchase of 14 coaches (3-door articulated coaches with ST BRT livery)
- Peak and off-peak headways from NE 145th Street to UW Bothell: 10 minutes
- Peak and off-peak headways between UW Bothell and Woodinville: 20 minutes
- Non-motorized access facilities (bicycle/pedestrian) and transit-oriented development (TOD)/planning due diligence (see separate document titled "Common Project Elements")

Attachment B. ST SR 522/SR 523 BRT Project Schedule, 18 month Look- ahead

