

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Sound Transit SR 522/145 th Bus Rapid Transit 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:

On November 27, 2017 Sound Transit staff provided an overview of the Sound Transit 3 (ST3) Plan and the kick-off of the State Route (SR) 522/145th Bus Rapid Transit (BRT) project to the City Council. The ST3 Plan includes a BRT line on SR 522/ NE 145th Street from the Shoreline South/145th Light Rail station to Woodinville, Washington. This bus service line is scheduled to open in 2024. The ultimate project design will be developed through a multi-phase and iterative technical evaluation and public review process. The project is currently in the initial stages of conceptual development with a Representative Concept developed as part of the initial ST3 Plan.

Tonight staff from Sound Transit, including Kamuron Gurol, North Corridor Development Director, will provide an update on the implementation of the ST3 Plan and will then focus on the agency’s progress refining the Representative Concept into the Refined Project for conceptual engineering and environmental review. This update will include a preview of information to be presented by Sound Transit at upcoming afternoon and evening Community Workshops on October 17 in Shoreline.

RESOURCE/FINANCIAL IMPACT:

There are no direct financial or resource impacts at this time. Staff will continue work with Sound Transit to refine the Representative Concept and develop the Refined Project in a manner that addresses the interests and concerns of the City. 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 decide at a later time to financially partner with Sound Transit, Washington State Department of Transportation and other agency partners to support funding all elements of the 145th Street Preferred Concept.

RECOMMENDATION

No action is required; this item is for discussion purposes only. Council is encouraged to ask questions of Sound Transit staff regarding the SR 522/145th BRT project and to provide their input on Sound Transit’s concept refinement approach, stakeholder engagement process, the key considerations for the 145th corridor segment, and the three project concepts under consideration.

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

BACKGROUND

The State Route (SR) 522/145th Bus Rapid Transit (BRT) project will be developed along the SR 522 (Bothell Way) and 145th corridors, with a western terminus at the future Shoreline South/145th Link Light Rail station. The project will continue along 145th Street 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. Additional information regarding the project is available in the November 27, 2017 Staff Report:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport112717-8a.pdf>.

Project Goals and Evaluation Criteria

Sound Transit developed the following set of project goals and evaluation criteria to guide development of the project.

TABLE 1. PROJECT GOALS AND EVALUATION CRITERIA
1. Deliver the SR 522/145th project on time and within the assigned budget. A. Project Delivery Schedule B. Project Budget
2. Expand fast, frequent, and reliable BRT service to the communities along the corridor, enhancing overall transit service for these communities and the region. A. Fast Service B. Frequent Service C. Reliable Service
3. Increase transit capacity and enhance connectivity to meet growing demand. A. Connects (to regional transit)
4. Make recommendations that are technically and financially feasible and sustainable. A. Cost B. Constructability
5. Maximize ridership, improve mobility, and provide access for multiple modes and users. A. Non-motorized Access B. Transit integration C. Motorized/ vehicle access to parking D. Attracts ridership
6. Promote health and sustainability. A. Minimizes impacts to properties B. Minimizes environmental impacts C. Supportive of land use and transit oriented development D. Minimize impacts to traffic operations
7. Consider input from stakeholders, communities along the corridor and the public. A. Equitable approach to transit planning
8. Make recommendations that are consistent with local plans. A. Consistency with local plans

Project Schedule

Sound Transit's SR 522/145th project is in the early stages of the planning phase. The ST3 Plan includes a Representative Concept for SR 522/145th BRT, which is a conceptual scope of work and estimated costs for the project for the purpose of generating preliminary cost and planning data. Current Sound Transit activities focus on using stakeholder input to refine this Representative Concept into the Refined Project that will undergo conceptual engineering and environmental review in 2019.

Sound Transit anticipates completing the planning phase in 2020 with construction scheduled to begin by 2023 and the project to be operational by 2024.

Overview of the Project's Representative Concept

The Representative Concept for the 145th Street segment of the project includes:

- Transit signal priority, business access, and transit (BAT) lanes and bus queue jumps to facilitate BRT travel through corridor traffic bottlenecks,
- Six new BRT station pairs along the route, and
- New curbs and sidewalks where lane changes are implemented.

Sound Transit's Representative Concept and Shoreline's Preferred Design Concept for the 145th corridor are similar. Both the City of Shoreline's Preferred Design Concept from 145th Street Multi-Modal Corridor Study support the operation of bus rapid transit service and improve safety, mobility, and multi-modal access to the corridor for vehicles, bikes, and pedestrians. Please see the April 11, 2016 staff report for information on the City's Preferred Design Concept:

<http://www.shorelinewa.gov/home/showdocument?id=29399>.

The primary differences between Sound Transit's Representative Concept and the City of Shoreline's Preferred Design Concept are Sound Transit's reduction in the length and location of BAT lanes and sidewalks as well as the exclusion of left turn lane pockets at 25th Avenue NE and 30th Avenue NE.

DISCUSSION

Over the last year, Sound Transit engaged in a stakeholder review process to determine which elements of the Representative Concept require refinement into the Refined Project before progressing to the environmental review and conceptual engineering stage of the project. This review process included input from the general public at community meetings in May, September, and October 2018 as well as discussion and review by an elected leadership group, a city managers group, and an interagency workgroup representing the local municipalities, regional transit agencies, and the Washington State Department of Transportation (WSDOT). More information on these activities is provided below in the Community Engagement section of this report.

145th Corridor Segment Key Considerations

Based on stakeholder input received through their public engagement process and project delivery concerns, Sound Transit identified key considerations for different segments of the BRT corridor. These key considerations are all addressed to some extent in the project goals. By identifying them as key considerations, Sound Transit highlighted specific issues to be considered in the design for particular segments of the corridor. Sound Transit identified the following eight key considerations to guide refinements of its Representative Concept for the 145th segment of the corridor:

- **Cost:** Sound Transit stated that the budget for the project is strained, with cost estimates across the region coming in significantly higher than in the past. Cost concerns led in part to the development of a Repurposed Lane concept described in more detail below.

- **Schedule:** Sound Transit emphasized the importance of maintaining the project’s schedule and noted the public’s interest in having BRT service operational by 2024 for the opening of the Shoreline South/145th Light Rail station.
- **Transit Speed and Reliability:** Sound Transit emphasized transit performance as a primary focus and noted public feedback emphasized a desired for frequent and reliable service.
- **Property Impacts:** Sound Transit noted public concern regarding impacts to adjacent properties along the corridor. Property impact concerns led in part to Sound Transit’s development of a Repurposed Lane concept described in more detail below.
- **Coordination with WSDOT:** Both 145th and SR 522/Bothell Way are state routes requiring design approval from WSDOT.
- **Traffic Impacts:** Both local municipalities and WSDOT expressed concerns regarding traffic impacts, including local municipality concerns regarding cut-through traffic on neighboring local streets due to corridor congestion.
- **Non-motorized Access:** Both local municipalities and WSDOT expressed interest in the project providing effective bicycle and pedestrian access to the BRT stations along project corridors.
- **Coordination with Local Plans:** Sound Transit expressed interest in considering local municipalities’ plans and initiatives as they refine the project prior to the conceptual engineering and design phase.

Additional Project Concepts

Identification of these key considerations led to Sound Transit to develop a Hybrid Concept and a Repurposed Lane Concept for consideration in the Refined Project, along with the initial Representative Concept. These additional project concepts are described below:

- **Hybrid Concept:** This concept closely resembles the City of Shoreline’s Preferred Design Concept with the following exceptions: it does not include proposed additional left turn lanes at 25th Avenue NE and 30th Avenue NE, moves a BRT station from the south side of the 145th/SR 522 intersection to the west side of the intersection, and proposes limited sidewalks on the south side of 145th Street.
- **Repurposed Lane Concept:** This concept proposes to take one of the two general purpose lanes in each direction and turn it into a BAT lane – resulting in one general purpose lane in each direction. This concept also includes either constructing roundabouts or signal operational improvements for existing signalized intersections along the corridor. Sidewalk improvements would be limited to the immediate vicinity of the BRT stations.

Selection of a the Refined Project and Next Steps

Using the goals and evaluation criteria presented in Table 1, the Sound Transit project team plans to evaluate the Representative Concept, Hybrid Concept, and the Repurposed Lane Concept. The project team will use the resulting input to further narrow down potential project refinements and develop a Refined Project for the full corridor.

Sound Transit is expected to hold a series of open houses in early winter 2018 to share the Refined Project with community and agency stakeholders for further input. Sound Transit will then present the Refined Project to the Sound Transit Board of Directors in early 2019 and seek approval to begin conceptual engineering and environmental review.

Community Engagement

Sound Transit plans to carry this project through a stakeholder and community engagement process that will include multiple rounds of corridor wide public events and community-based workshops, focusing each round on the jurisdictions along the corridor to gain stakeholder input on the Refined Project. Sound Transit engaged the following stakeholder advisory groups for input during the current project refinement stage of the project:

- **Interagency Group (IAG):** Sound Transit convened an IAG consisting of representative from the City of Seattle; City of Shoreline; City of Lake Forest Park; City of Kenmore; City of Bothell; City of Woodinville; WSDOT; King County Metro; Community Transit; UW Bothell; and Cascadia College. The IAG meets monthly to provide community and corridor-wide perspective on potential refinements and engagement tools as they are developed.
- **City Managers Group:** 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 this project was included in the ST3 package. The City Managers Group continues 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 IAG.
- **Elected Leadership Group (ELG):** As part of a comprehensive system expansion implementation strategy, Sound Transit is convening an ELG for the refinement phase of the project from March 2018 through January 2019, when the Sound Transit Board is anticipated to advance the Refined Project into conceptual engineering and environmental review. The ELG will provide elected leaders from the areas served by the corridor an opportunity to stay informed and help guide project refinement work.

Sound Transit's neighborhood and community engagement happens primarily through the following venues:

- **Public Events (in-person and online):** Sound Transit is holding public events 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.
- **Community Workshops:** Sound Transit is hosting 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 help Sound Transit make detailed decisions on how to best serve each of the jurisdictions within the project area. The community meetings are being held in September and October of this year to share new information about project refinements based on further technical work and public feedback gathered last May. Each meeting focuses on refinements specific to that community. The community workshops for Shoreline will take place in the afternoon and evening of Wednesday, October 17. Information about all of the community workshops can be found on Sound Transit's website at the following link:

<https://www.soundtransit.org/About-Sound-Transit/Calendar/101718-0>.

- **Property Owner Outreach:** Project team members plan to engage with property owners near the Refined Project, once selected, 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.

In early 2019, the Sound Transit Board is expected to advance the Refined Project into the conceptual engineering and environmental review phase. Community engagement will continue through all subsequent phases of the project.

Tonight's Project Update and Discussion

Tonight, staff from Sound Transit, including Kamuron Gurol, North Corridor Development Director, will provide an update on the implementation of ST3 Plan and will then focus on the agency's progress moving towards refining the Representative Concept into the Refined Project for conceptual engineering and environmental review. Council is encouraged to provide their input on Sound Transit's project concept refinement approach, stakeholder engagement process, the key considerations for the 145th corridor segment, and the three project concepts under consideration (the Representative Concept, the Hybrid Concept, and the Repurposed Lane Concept).

RESOURCE/FINANCIAL IMPACT

There are no direct financial or resource impacts at this time. Staff will continue work with Sound Transit to refine the Representative Concept and develop the Refined Project in a manner that addresses the interests and concerns of the City. 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 decide at a later time to financially partner with Sound Transit, Washington State Department of Transportation and other agency partners to support funding all elements of the 145th Street Preferred Concept.

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

No action is required; this item is for discussion purposes only. Council is encouraged to ask questions of Sound Transit staff regarding the SR 522/145th BRT project and to provide their input on ST's concept refinement approach, stakeholder engagement process, the key considerations for the 145th corridor segment, and the three project concepts under consideration.