



City of Bothell™



July 8, 2015

The Honorable Dow Constantine  
Chair, Sound Transit Board  
401 S Jackson Street  
Seattle, WA 98104

Dear Chair Constantine,

This letter is to request the addition of *High Capacity Transit Service* connecting the SR-523/145<sup>th</sup> Corridor with *High Capacity Transit Service* on the SR-522 corridor in the Sound Transit 3 Plan (ST3) to be considered as part of the ST3 plan moving forward. While we greatly appreciate consideration of a study of the SR 523 corridor being included in Sound Transit's initial project list, the corridor must be improved well before a future ST4 plan in order to make the currently planned system effective.

We are very excited about the Lynnwood Link Extension (LLE) opening in 2023; however there is still work to do to ensure riders in North King County can access the LLE stations. With planned ridership of over 6,000 boardings per day at the 145<sup>th</sup> Street Station, there must be robust, high capacity transit connecting to the station. The 500 stall parking garage alone cannot possibly handle that volume.

As you know, SR-523 between I-5 and SR-522, and SR-522 from Lake Forest Park through Bothell are considered High Capacity Transit (HCT) Corridors in the long range plan, which recognizes that the NE 145<sup>th</sup> Street light rail station is a regional station that will serve riders from Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. Light rail service in Shoreline is scheduled to begin in 2023; connecting the two will provide a transit link for many north Lake Washington residents that are expecting to access light rail at NE 145<sup>th</sup> Street.

Therefore, we request the addition of HCT and associated infrastructure along SR-522 connecting the Bothell, Kenmore and Lake Forest Park communities to SR-523 and the 145<sup>th</sup> Light Rail Station in the ST3 plan, specifically service that provides at least 10 minute headways during peak hours and 15 minute headways all day long. That, in concert with parking structures at town centers and completion of Business Access Transit lanes in Lake Forest Park, Kenmore and Bothell will allow transit to operate and maximize ridership for light rail.

The North King County Cities have identified the following as key issues for the Board to consider:

- Providing HCT on SR-522 and SR-523 increases the opportunity to link affordable housing in our communities with transit as the cost of housing continues to increase.

We must provide diverse opportunities for people to live without cars and still be able to connect to the region through rapid, all day transit.

- This connection is a vital link to regional education and job centers, connecting University of Washington-Bothell/Cascadia Community College and Shoreline Community College with the main University of Washington campus.
- The ST Board recognized the importance of the 145th corridor by adding it as an HCT to connect to the SR-522 HCT corridor in the long-range plan in December, 2014.
- ST has an obligation to support existing stations (145<sup>th</sup> LLE station) with transit and supporting infrastructure prior to addressing potential future stations.
- 130<sup>th</sup> Street in Seattle is not identified as an HCT in the long-range plan.
- The Bothell, Lake Forest Park, Kenmore areas have willingly contributed to two rounds of Sound Transit plans and have made substantial investments on the SR-522 corridor. Now that Lynnwood Link is moving forward, it is the appropriate time to link those communities to the Light Rail spine.
- While Shoreline currently has no official ownership of the 145<sup>th</sup> corridor, it is willing to tackle the access problems and is taking a leadership role in developing a solution to improve the corridor to ensure the light rail line is successful.
- BRT connecting Shoreline, Lake Forest Park, Kenmore and Bothell makes sense and is more logical than running that system down into Seattle

Additionally, the cities of Shoreline, Lake Forest Park and Kenmore are working in partnership with Sound Transit, Seattle, King County Metro, WSDOT and PSRC to identify needed changes along the SR-523 corridor that will improve transit speed and reliability and is developing a plan with these partners to implement the improvements. Future funding could provide for capital improvements and greatly improved transit service on a significantly congested and underserved corridor.

We urge you and the Sound Transit Board to add HCT on SR 523 and SR 522 and parking structures at town centers in Bothell, Kenmore and Lake Forest Park to the ST3 plan to ensure the system truly allows communities to connect to the light rail spine.

Sincerely,



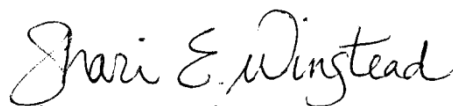
Joshua Fried, Mayor  
City of Bothell



David Baker, Mayor  
City of Kenmore



Mary Jane Goss, Mayor  
City of Lake Forest Park



Shari Winstead, Mayor  
City of Shoreline