



May 25, 2021

Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

RE: Stride 3 BRT from I-405 in Bothell to Light Rail in Shoreline

Dear Chair Keel and Members of the Board:

As you consider the ST3 realignment decisions in the coming weeks, we ask that you designate the Stride 3 BRT project from Bothell to Shoreline as a Tier 1 project for the following reasons:

- **Early Deliverable.** BRT is among the few projects that Sound Transit can put on the ground within a few years of when the voters approved ST3 in 2016. How will the public respond when we get to 2026, ten years after voter approval, and have nothing physical to show for it?
- **Under Budget.** Stride 3 BRT is uniquely under budget. To boot, a substantial portion of the Stride 3 BRT lanes are already built, especially in Bothell and Kenmore.
- **Grass Roots Support.** Back in 2016, north end residents and businesses came out in strong support for BRT. They attended many meetings in their yellow t-shirts and even gave their cause a name: 522 Transit Now! These supporters are just as enthusiastic and passionate about this vital project today as they were five years ago.
- **Efficient.** BRT is a low-cost way to move a lot of riders quickly. As demonstrated by Alex Kvenvolden's [May 14, 2021 article](#) in the Seattle Transit Blog, BRT's cost per mile is dramatically small compared to most other ST3 projects.
- **Connection to ST2 Light Rail.** The Stride 3 BRT will provide a vital connection to the ST2 Light Rail Station on 148th in Shoreline, scheduled to begin service in 2024. Without BRT, how will riders coming from the east get to the 145th Street station? The parking planned for the 145th station pales in comparison to the riders that will be coming there.
- **Part of a Larger BRT System.** Stride 3 is part of a larger BRT system designed to connect communities along Interstate 405 and State Route 522 to jobs and other key destinations. This efficient and low-cost mass transit system connects south, east, and

- north King County and works best as a unitary whole. It must remain whole and be delivered to the region in its entirety.

When fully built and connected, BRT from Burien to Bothell and from Bothell to Shoreline will work as a unified and seamless system to provide much needed north-south and east-west transit that will be fast, frequent, and reliable in currently underserved areas. This Stride BRT system will provide vital connections to Link Light Rail along the I-5 corridor. While we recognize that you have the unenviable job of delaying some project elements over others, we ask that the planned parking garages also stay on schedule. If riders don't have a viable way to get to the BRT station pairs, they'll stay in their cars and keeping on driving, which will defeat the purpose of BRT.

Thank you for all you do and for considering this urgent and most important request. For all the reasons above, Stride BRT is key to the system's success and will inspire confidence in the public as they see an early win delivered on the ground and within striking distance of the original schedule.

Sincerely,



Will Hall, Mayor
City of Shoreline



Jeff Johnson, Mayor
City of Lake Forest Park



David Baker, Mayor
City of Kenmore



Liam Olsen, Mayor
City of Bothell



Gary Harris, Mayor
City of Woodinville