Agency: Sound Transit

Project: Procure Buses for the New SR 522/NE 145th Bus Rapid Transit Service

Question #1: Will the current ST Express bus routes still provide the same level of service after the start of BRT services or will there be alterations to these routes?

Answer #1: 522 BRT is planned to replace ST Express Route 522. The buses are part of the new BRT service that will connect the communities of Shoreline, Seattle, Lake Forest Park, Kenmore, Bothell, and Woodinville along NE 145th/522 to the region’s light rail system. Ridership in the corridor is forecasted to go from 5,000 to 9,000 daily riders. BRT riders will be able to reliably travel from UW Bothell to Shoreline/145th light rail station in 22 minutes. BRT will provide frequent service, approximately every 10 minutes to/from Bothell and every 20 minutes to/from Woodinville.

Question #2: The application states that these buses will be battery electric buses; are these additive buses to the overall fleet? Will any of the buses currently used on the existing route be retired, and if so, what is the type and model year of those buses?

Answer #2:
- These BEB buses are not additive to the overall BRT fleet; they would replace existing ST Express buses. ST’s long-term objective is to replace much of ST Express service with High-Capacity Transit, and 522 BRT is part of that HCT. Because 522 BRT is planned to replace ST Express Route 522, ST Express buses are expected to be retired once 522 BRT is in service.
- The six BEBs identified in this grant application are anticipated to replace five existing ST Express diesel buses. (It’s not a one-to-one replacement since the BEB buses would charge on-route; this charging time means more platform hours, and thus a slightly larger total 522 BRT fleet size.)
- The five diesel buses anticipated to be retired as a result of these six BEBs coming on board are 2011 60’ New Flyer Diesel buses and will each have accumulated over 500,000 miles, exceeding the FTA useful life guidelines.

Question #3: Please elaborate on the bicycle/pedestrian improvements and how they will connect to existing facilities.

Answer #3:
- The 522 BRT stations are in locations currently served by ST Express Route 522 and/or other existing bus routes, so the improvements described below support existing facilities.
- **New sidewalks:** Wherever 522 BRT is adding a BAT lane (see project map provided with the application), the project is also building sidewalks adjacent to the BAT lane,
resulting in a total of approximately 2.3 miles of new sidewalk. The longest segment is in Lake Forest Park along the east side of SR 522. There are sections here that lack sidewalks on either side of SR 522, so these new sidewalks will greatly expand pedestrian and bicycle access to existing bus stops that will be upgraded to BRT stations.

- **New shared-use paths/trails:**
  - Along NE 145th, the project will add approximately 0.25 miles of a shared-use path along the north side of the street where there is widening (e.g. for new BAT lanes and/or queue jumps).
  - The new SR 522/I-405 Transit Hub (in the northwest quadrant of the new 522/405 interchange) will include a new shared-use trail that will tie in to the North Creek Trail, thereby connecting riders to the UW Bothell/Cascadia College campus.

- **Pedestrian crossings and ADA access:**
  - The project will install or upgrade pedestrian infrastructure as needed so that at each 522 BRT station, there are marked crosswalks in all directions and ADA-compliant curb ramps at all corners. In total, there will be approximately 34 new or reconstructed curb returns with 68 new ADA ramps.
  - Pedestrian crossings between station pairs:
    - Most stations are at signalized intersections, which will have full crosswalks and infrastructure as outlined above. Leading Pedestrian Intervals (LPIs) are being considered to enhance the pedestrian experience.
    - Where stations are located mid-block – e.g. at UW Bothell/Cascadia College and at Beardslee & 195th – marked crosswalks with flashing beacons and/or other treatments will enable riders to safely cross between the station pair.

- **Bicycle infrastructure:**
  - All 522 BRT stations will include bike racks, and smart bicycle lockers will be installed where space permits - primarily at the park & rides, as well as the new SR 522/I-405 Transit Hub. This will improve connectivity and access for riders using nearby trails along the corridor, such as the Burke-Gilman.
  - At Beardslee & 195th, the existing on-street bike lane will be routed behind the station, implementing a best practice that separates bicyclists both from buses and from transit riders boarding or alighting at the BRT platform.