

# Five Major Findings About Stride S3 in Lake Forest Park:

## 1. The BAT Lane Will Provide Minimal Benefit to Bus Riders Transiting LFP

- AM riders gain nothing—there is already a BAT lane.
- PM riders save only 2.1 minutes transiting LFP.
- There is no anticipated change for general purpose traffic in 2025-2042.
- “On-Time Performance” is already at 88% for buses.
- Stride S3 will increase BAT lane coverage only 7%, from 47% to 54%.

## 2. Excessive Costs for Taxpayers

- 54% of all Stride S3 costs are in LFP.
- 67% of property acquisition costs are in LFP.
- 60% of all impacted property owners are in LFP.
- 50% of the 5 acres bought by ST are in LFP.
- 25% of all purchased acres are in the 10-block area between NE 153rd and NE 165th.
- Construction costs per mile in LFP are 3X higher than other cities.

## 3. Property Acquisition and Condemnation

- 60% of property owners impacted by Stride S3 are in LFP.
- Almost 50% of these property owners are in condemnation.
- Most property owners did not know that ST placed their properties in condemnation.

## 4. Environmental and Aesthetic Damage

- 397 trees will be cut down, comprising over 5 acres.
- 1 mile long retaining wall, up to 17 feet tall, will be built along the west side of Bothell Way.
- 95,000 tons of dirt and debris will be hauled through LFP—65% of all Stride S3.
- Construction will cause increased noise and carbon pollution.



# The “Right Sized” Mitigated Alternative:

## No BAT Lane

## Between NE 153rd and NE 165th on Bothell Way

- Provides potential savings between \$150M to \$200M.
- It will be faster to build.
- This eliminates the need for the majority of retaining walls.
- This still saves 1.2 minutes PM bus transit through LFP.
- There will be no need to build over Bsche'tla Creek.
- Fewer trees will be cut down.
- This alternative marginally impacts Stride S3 BAT Lane.



# Traffic Armageddon: Major Projects Impacting SR-522/Bothell Way/Lake Forest Park

## 1. WSDOT Project: “Revive I-5”

- Timeline: Q1 2026-Q4 2028.
- Scope: From Yesler Way to Northgate, including the I-5 Ship Canal Bridge.
- Impacts:
  - a) The mainline will be reduced to 2 lanes (NB/SB).
  - b) The Express Lanes will run in the direction of work only.
  - c) The Speed limit will be reduced to 50 mph.
  - d) There will be periodic, month-long, ramp closures.
  - e) Traffic Impact: 84,000 vehicles daily will be forced to use alternate routes.
  - f) There will be increased congestion on NE 145th, Lake City Way and SR522/Bothell Way NE.

## 2. WSDOT I-5 McAleer Creek Fish Passage Project

- Timeline: TBD Q4 2027-Q4 2029.
- Scope: Replace 2 culverts blocking fish passage to McAleer Creek on I-5 and SR-104, in Mountlake Terrace.
- Impacts: This will necessitate lane reductions on I-5.
- Traffic Impact: Will divert traffic onto SR-522/Bothell Way NE, through Lake Forest Park and Kenmore.

## 3. Shoreline NE 145th & I-5 Interchange Roundabout

- Timeline: Q3/Q4 2025-Q4 2026/Q1 2027.
- Scope: Roundabout construction on the west side of I-5 & NE 145th.
- Impacts:
  - a) NE 145th exit off I-5 will be closed to northbound traffic.
  - b) There will be no access to I-5 westbound from NE 145th.
  - c) There will be no access to the South Shoreline Light Rail Station from NE 145th.
- Traffic Impact: Traffic will be forced to Lake City Way & SR-522/Bothell Way NE; there will be increased cut through traffic in LFP.



# Traffic Armageddon: Major Projects Impacting SR-522/Bothell Way/Lake Forest Park

## 4. Kenmore/WSDOT Swamp Creek Tributary Culvert Replacement

- Timeline: TBD Q4 2026/Q12027-Q4 2028/Q12029.
- Scope: Large culvert replacement under SR-522/Bothell Way NE & 61st Ave NE.
- Impacts: Extended lane closures on SR-522/Bothell Way NE.
- Traffic Impact: Traffic forced to Lake City Way & SR-522/Bothell Way NE; increased cut through traffic in LFP.

## 5. WSDOT Culvert Replacement - 35th Ave NE & Ballinger Way

- Timeline: Q2 2025 - Q2 2026.
- Scope: Fish passage replacement on SR 104.
- Impacts: Extended closures of Ballinger Way NE at 35th Ave NE.
- Traffic Impact: Increased traffic on SR-522/Bothell Way NE and cut through traffic in LFP.

## 6. Lake Forest Park Roundabout and Culvert Replacement - 40th Pl NE & Ballinger Way

- Timeline: Q1 2025 - Q3 2026.
- Scope: Roundabout for improved safety & flow.
- Impacts: Traffic disruptions on Ballinger Way NE, limited neighborhood access.
- Traffic Impact: Congestion spilling onto SR-522/Bothell Way NE, affecting Lake Forest Park.



# Who is concerned about Traffic Armageddon?

- The City of Seattle, Seattle Downtown Association and Seattle Metro--Letter sent to Washington Elected Officials concerning Revive I-5.
- Daily traffic on I-5, 274,000 vehicles, Washington's busiest highway.
- Revive I-5 reduces I-5 capacity by 30%; threatens the region's economic recovery, mobility, quality of life.
- 84,000 vehicles a day will shift to alternative roadways.
- Regional highways and local roads will experience significant congestion and economic impacts.
- Negative consequences like delays to emergency response vehicles will happen.
- \$40MM in mitigation funding is needed for:
  - a) Transit Service and Reliability.
  - b) Infrastructure and Traffic Operations.
  - c) Transportation Demand Management.
  - d) Project Management and Interagency Coordination.
- Sound Transit does not appear to be concerned:
  - a) Sound Transit Response to LFP about Revive I-5 "High-Capacity Transit, like Link Light Rail & Stride S3 BRT, as well as regional bus service is considered mitigation."



# Sound Transit Legal Responsibility

- Washington SEPA Act, agencies required to consider cumulative impacts when evaluating a project.
- Must assess the combined effects of projects alongside other past, present, and reasonably foreseeable future actions.
- Be incorporated as part of the SEPA, the cumulative impact of Stride S3 when combined with other current and planned projects.
- If cumulative effects result in significant adverse impacts, mitigation measures or alternative actions may be required.
- Must understand cumulative impacts to evaluate a proposed action & alternatives.
- If other planned projects have unanticipated impacts—prolonged traffic disruptions, increased noise, or compounded ecological effects—a previously issued DNS may no longer be valid.
- None of these projects were known when Sound Transit issued its Environmental Checklist and DNS in March 2021.
- A recent update to Stride S3 DNS in August 2024 did not mention any concurrent projects leaving a substantial gap in the evaluation of Stride S3.

## Potential Mitigations to avoid lawsuits

- Drop the plan to build the 1.3-mile northbound BAT lane in Lake Forest Park along Bothwell Way NE.
- Delaying construction of Stride S3 project in Lake Forest Park by at least two years.
- Keep the BAT lanes as planned from Bothell Way and 145th and 153rd, and between 165th and Town Center, do not build anything over the 0.6 miles on 522/Bothell Way between 153rd and 165th.



# Five Major Findings About Stride-3 in Lake Forest Park

- **BAT Lane Provides Minimal Benefit**
  - AM riders gain nothing—already a BAT lane.
  - PM riders save only 2.1 minutes.
  - No change in general traffic 2024-2042.
  - Sound Transit Bus “On-Time Performance” already 88%.
  - BAT lane coverage increases only from 47% to 54%.
- **Excessive Costs for Taxpayers**
  - 54% of all Stride-3 costs in LFP.
  - 67% of property acquisition costs in LFP.
  - 50% of the four acres bought by ST are in LFP.
  - 25% is in a 10-block area, 153<sup>rd</sup> to 165<sup>th</sup> on Bothell Way
  - Construction cost per mile in LFP is 3X higher than in other cities.
- **Property Acquisition and Condemnation**
  - 6 of 10 impacted property owners are in LFP.
  - Nearly half face condemnation.
  - Many were unaware of condemnation status.
- **Environmental & Aesthetic Damage**
  - 397 trees removed, over five acres lost.
  - Mile-long retaining wall up to 17 feet tall.
  - 95,000 tons of debris hauled—65% of all Stride-3.
  - Increased noise and pollution from construction.



# Traffic Armageddon

