Master Schedule

UW BOTHELL | CASCADIA COLLEGE
LAND USE, ENVIRONMENTAL AND MASTER PLAN SCHEDULE - UPDATED - February 17, 2016

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<td>Publish Draft Campus Master Plan</td>
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KEY

- Community
- City of Bothell
- UW Bothell | Cascadia College
- Project Milestones & Approvals
Campus Transit Service – Existing

5 of the 9 routes layover on campus
Campus Transit Service – Future

• **King County Metro**
  - New RapidRide Line (replacing Route 372)
  - Additional service connecting to LINK light rail
  - Increase of non-peak hour transit service

• **Community Transit**
  - New Swift Bus Rapid Transit (BRT) line by 2025
  - 12-30 minute headways (instead of peak only)

• **Sound Transit**
  - New BRT along NE 185th Street by 2024 (ST-3)
Development Scenarios

Institutional Identity

Develop the Core

Grow Along Topography
Institutional Identity – Transit Routing

**Operation Assumptions**
- Transit Center remains in current location
- Expand capacity from 2 to 4 bays.
- Layover space continues to be provided along Campus Way NE

**Key Considerations**
- **Transit Access and Circulation** would remain consistent with existing conditions. Transit center capacity would be insufficient given existing transit demand of up to 5 buses and future increases in service.
- **Pedestrian Accessibility** would remain consistent with current conditions.
- **Transit Efficiency** would be consistent with existing conditions and proposed traffic calming along Campus Way NE would need to consider transit operations.
- **Safety** issues could increase along Campus Way NE with increases in transit, auto and pedestrian conflicts.
Operation Assumptions
- Transit Center moved to NE 185th St
- Bi-directional service along NE 185th St
- Capacity up to 8 bays (3-4 bays in each direction)
- Layover along NE 185th St

Key Considerations
- **Transit Access and Circulation** would be consistent with plans for transit oriented improvements and BRT along the NE 185th St corridor. Capacity sufficient to accommodate existing and future service.
- **Pedestrian Accessibility** would result in minimal increase to walking times to access Transit Center from Campus Way NE (i.e., up to 2 additional minutes).
- **Transit Efficiency** would be impacted to/from the east with some additional travel time and delay when circulating in and out of the transit center through the Beardslee Blvd intersections with 110th Ave NE and NE 185th St.
- **Safety** issues related to transit would be eliminated along Campus Way NE and reduce the number of pedestrian crossings to one at NE 185th St between Husky Village and the Campus core.

Alternative: Consider transit turnaround on NE 185th St to reduce on-campus conflicts with transit.
Grow Along Topography – Transit Routing

**Operation Assumptions**
- Transit Center moved to Beardslee Blvd
- Drop-off, pick-up, and layover would all occur along Beardslee Blvd
- Capacity up to 6 bays (2-3 bays in each direction).

**Key Considerations**
- **Transit Access and Circulation** would be inconsistent with existing planned transit corridor on NE 185th St. Transit stops would impact accessibility to parcels on the north side of Beardslee Blvd. Turnaround would be accomplished through the City’s street network.
- **Pedestrian Accessibility** would have minimal walk time increase to access transit center from Campus Way NE (i.e., up to 2 additional minutes). A primary pedestrian connection would be provided through the campus center and academic uses would be moved closer to Beardslee Blvd.
- **Transit Efficiency** may decrease with routing for end of the line buses needing to layover or turnaround.
- **Safety** issues would be alleviated on Campus; potential conflicts on Beardslee Blvd.