



*Connecting the region*

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Lynnwood City Council

August 15, 2011



# North Corridor Accomplishments

## Link light rail

- Service from Seattle to SeaTac – 2009
- First Hill Streetcar - coming 2014

## Sounder commuter rail

- 4 round-trip trains - Everett to Seattle 2003
- Special weekend Mariners/Seahawks service
- New Edmonds Station opened July 2011

## ST Express regional bus service

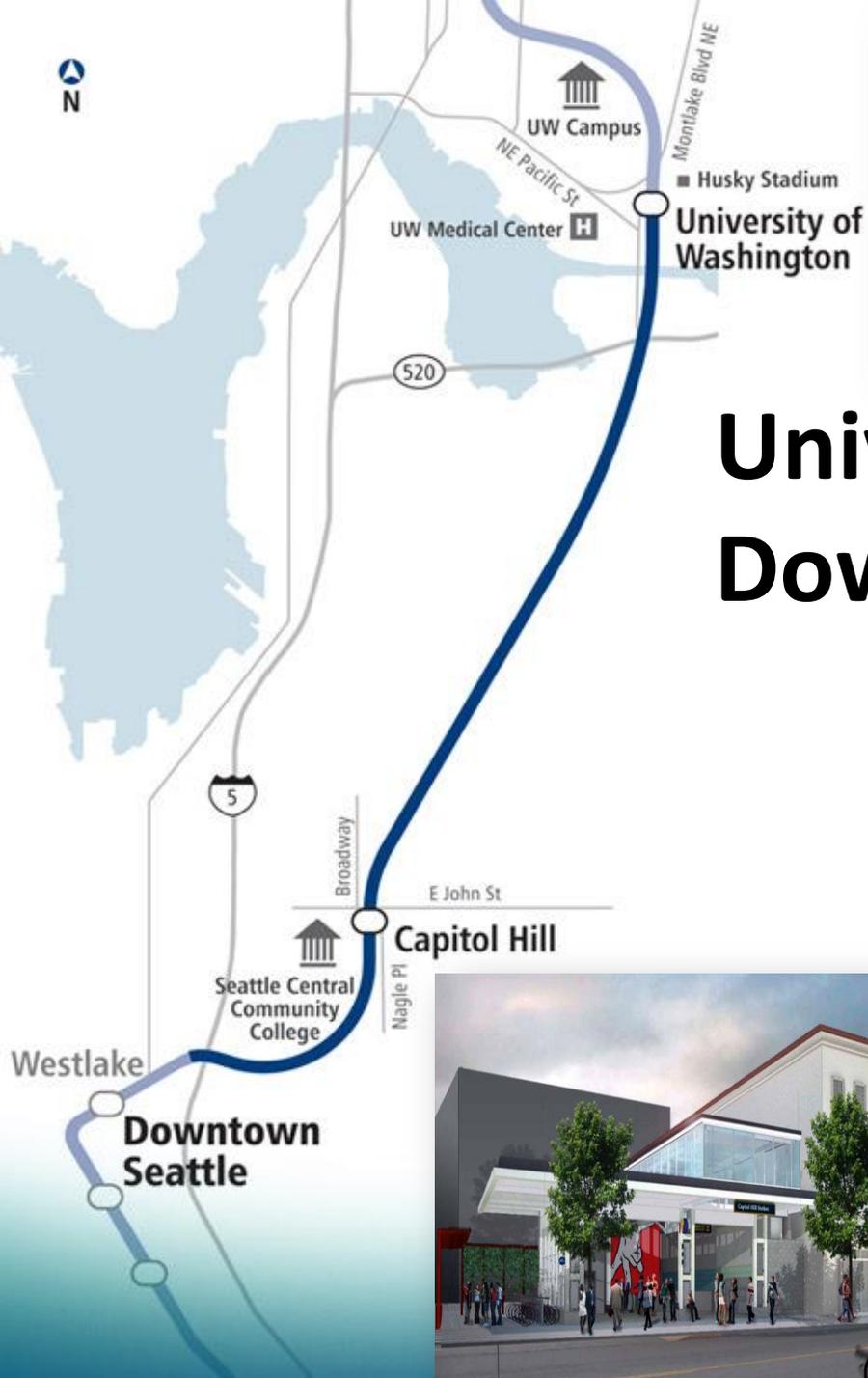
- Fast, all-day buses started 1999
- ST Express 510, 511, 522 serve NE 145th

## Transit facilities

- Ash Way Park-and-Ride - 1999
- Lynnwood/ SR 99 Transit Lanes - 2003
- Lynnwood TC & HOV Direct Access - 2004
- Ash Way HOV Direct Access project – 2005
- Mountlake Terrace Freeway Station - 2011

The big challenge:  
Long term revenues down 25%





# University Link: Downtown Seattle to UW

- 3.1 miles
- 2 stations
  - Capitol Hill
  - UW
- Under construction
- Opens 2016

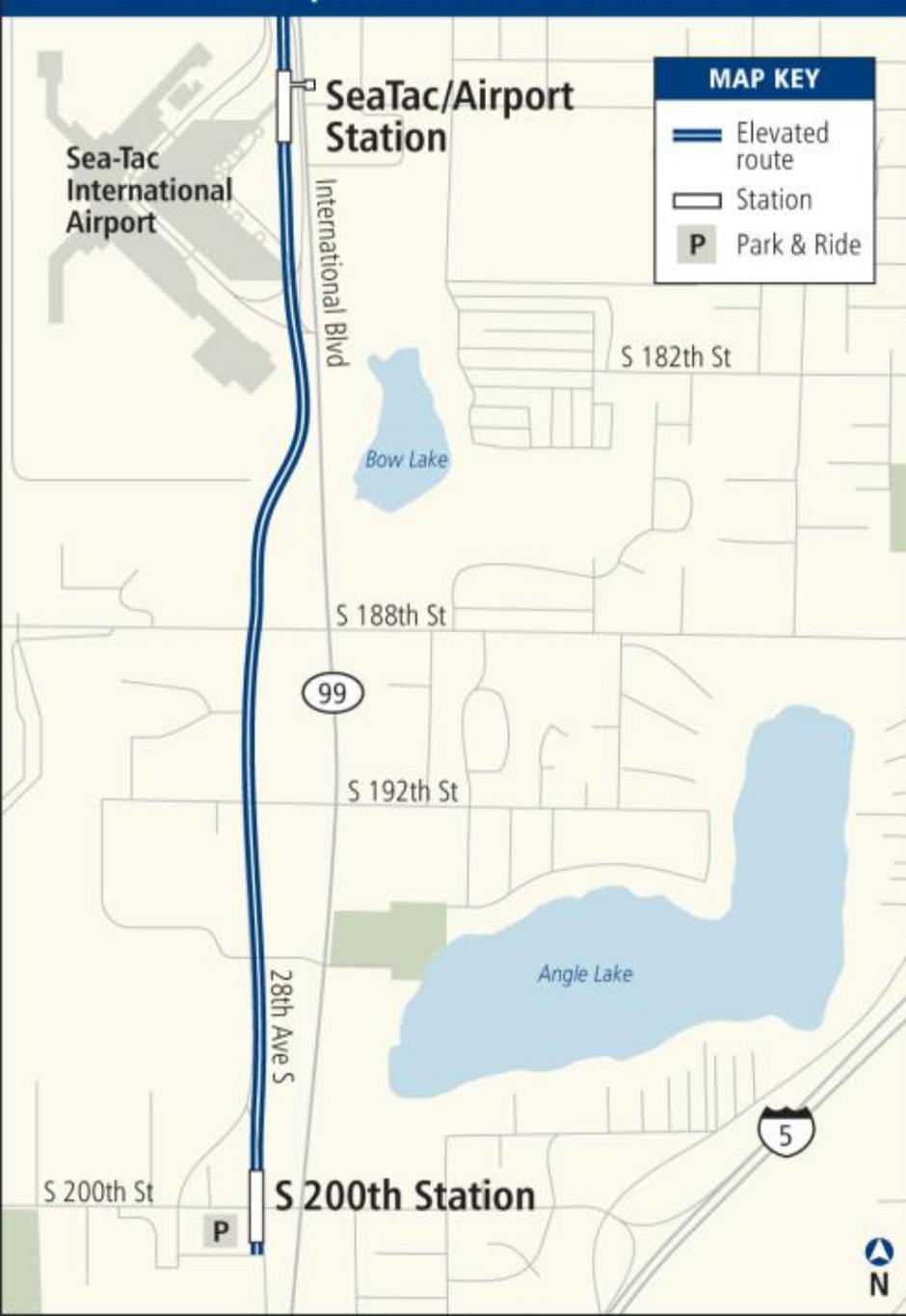




# North Link: UW to Northgate

- 4.3 miles
- 3 stations
  - Brooklyn (U District)
  - Roosevelt
  - Northgate
- In final design
- Opens in 2021

## SeaTac/Airport Station to South 200th



## South Link: Airport to S. 200<sup>th</sup>

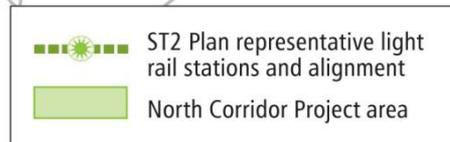
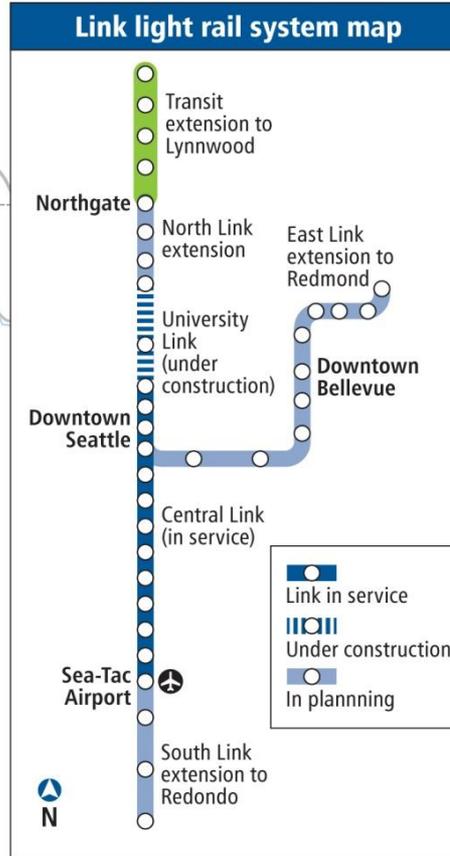
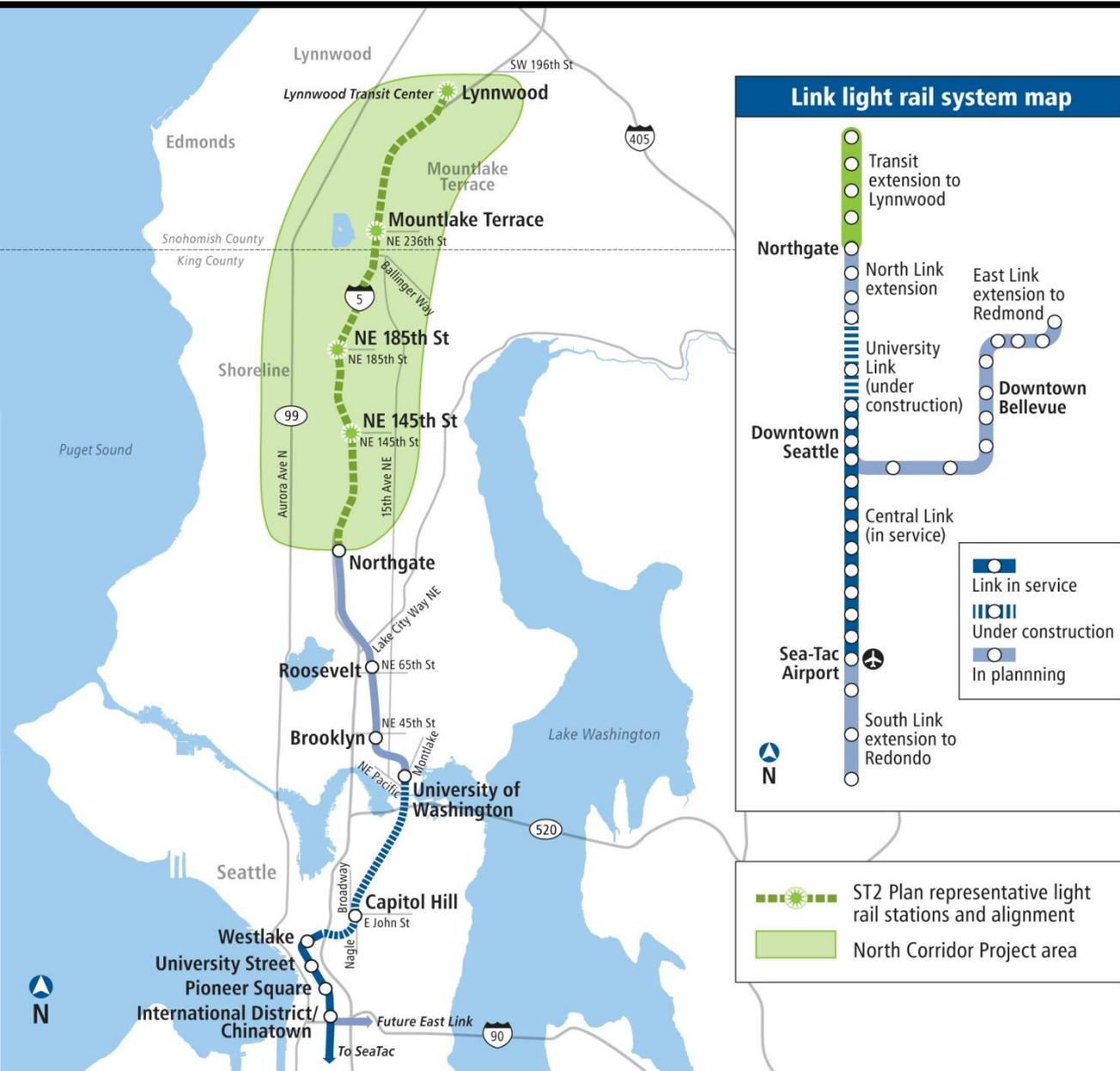
- 1.6 miles
- S. 200<sup>th</sup> St. Station
- 700 – 1,100 parking stalls
- Design-build project
- Opens in 2016

# East Link preferred alternative

- 14 miles
- 12 stations
- PE complete
- Open to Overlake ~ 2022/2023



# The North Corridor



**2010-11:** Alternatives analysis

**2012-13:** Draft EIS & conceptual engineering

**2013-14:** Final EIS & preliminary engineering

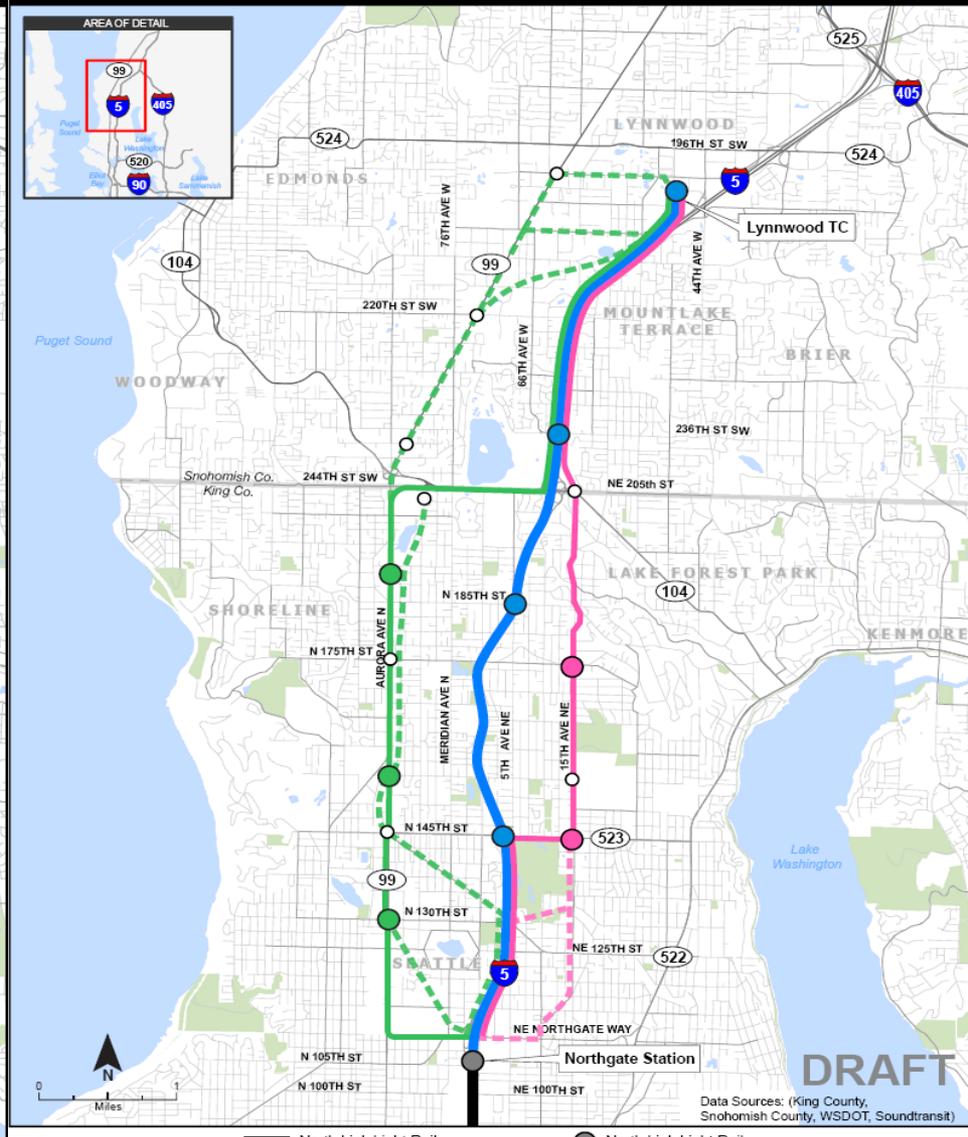
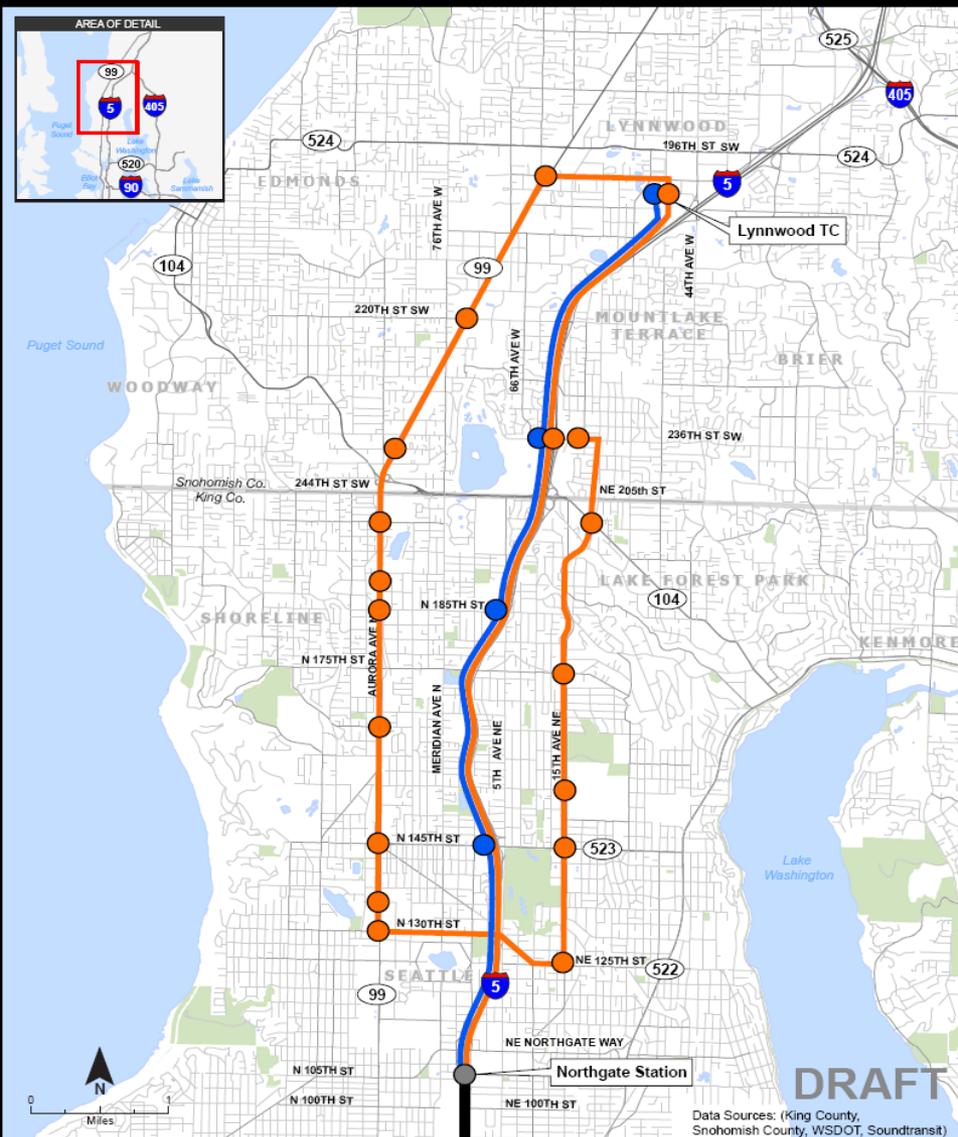
**2015-17:** Final design; request New Starts grant

**2017-19:** Permitting & ROW acquisition

**2018:** Sign New Starts grant agreement

**2019-23:** Construction

**2023:** Testing & start of service



**SOUNDTRANSIT**

- North Link Light Rail Service
- SR 99/I-5/15th Avenue NE BRT Alternative
- I-5 BRT Alternative
- North Link Station
- Potential BRT Station\*

\*ST2 Representative Alignment has 4 LRT Stations

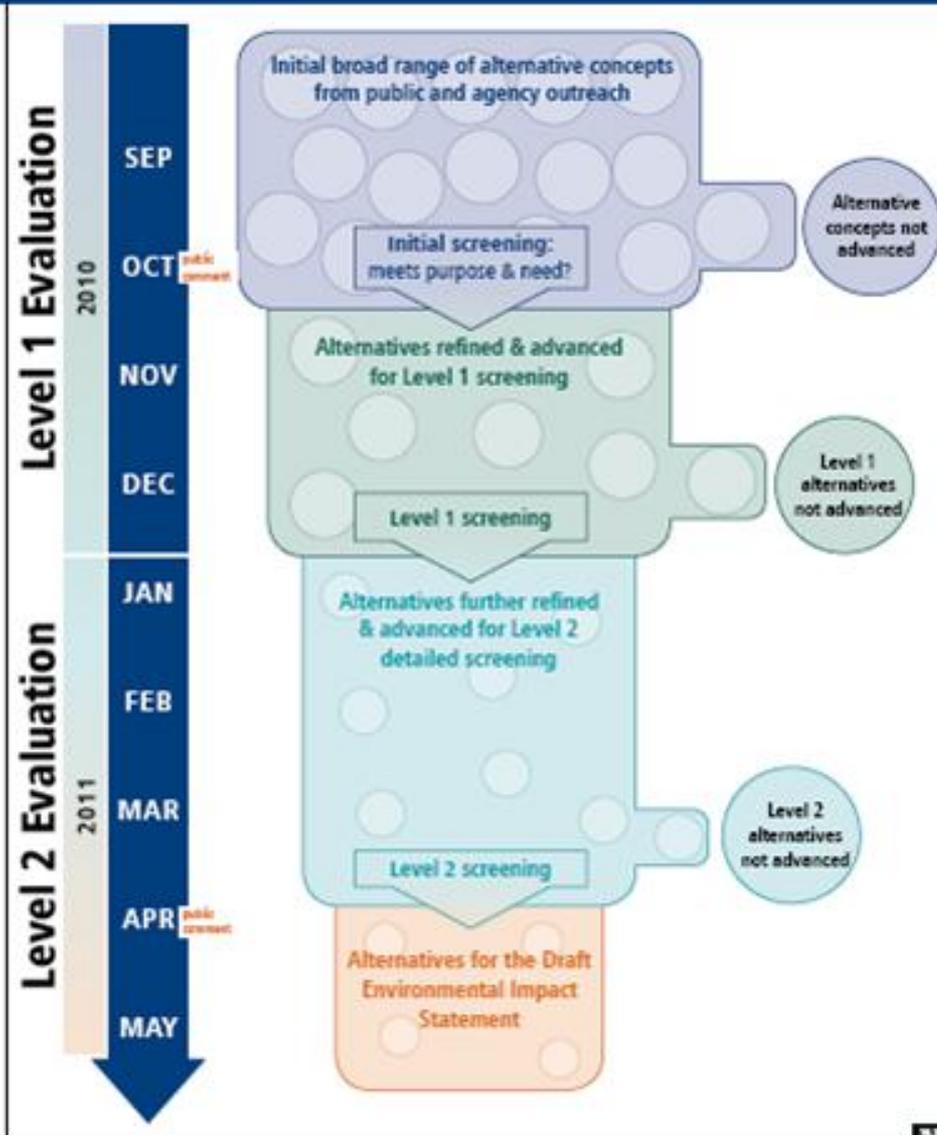
**SOUNDTRANSIT**

- North Link Light Rail
- I-5 Light Rail Route
- SR 99 Light Rail Route
- SR 99 Route Variation
- 15th NE Light Rail Route
- 15th NE Route Variation
- North Link Station
- Proposed Light Rail Station\*
- Potential Light Rail Station Variation

\*ST2 Representative Alignment has 4 Light Rail Stations

# Initial North Corridor BRT & light rail alternatives

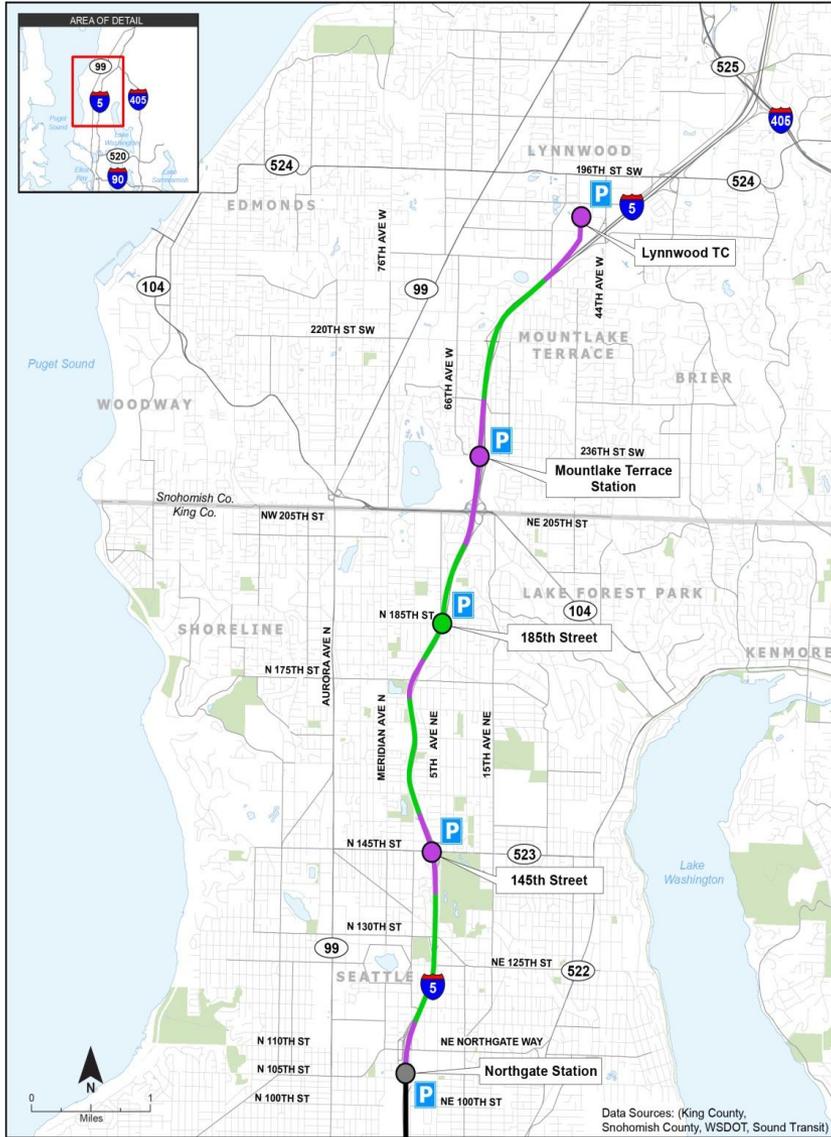
# ALTERNATIVES ANALYSIS EVALUATION FRAMEWORK



## AA screening process

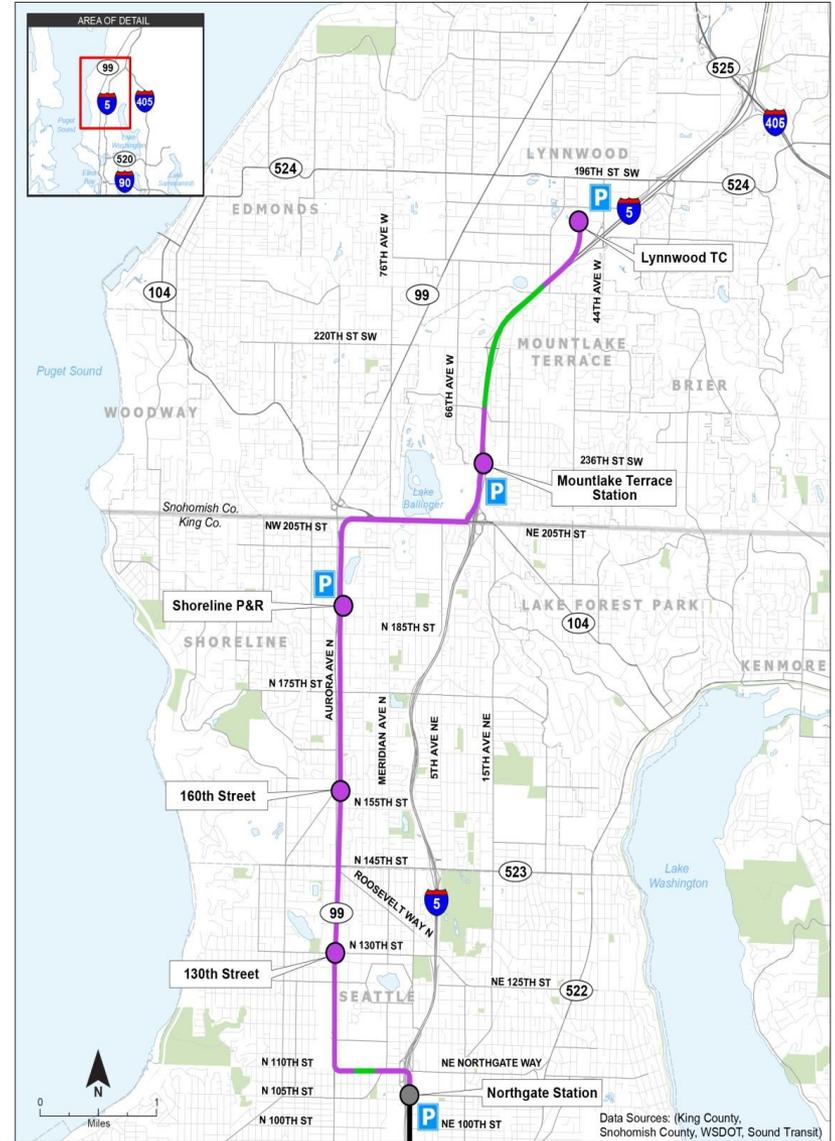
- Initial screening
- Level 1 evaluation
- Level 2 evaluation
- Board selects alternatives to advance to DEIS

# Most promising alternatives



**I-5 Light Rail**

- Elevated Light Rail
- At-Grade Light Rail
- Elevated Light Rail Station
- At-Grade Light Rail Station
- North Link Light Rail
- North Link Station
- P Parking Available at Station



**99 Light Rail  
Elevated**

- Elevated Light Rail
- At-Grade Light Rail
- Elevated Light Rail Station
- At-Grade Light Rail Station
- North Link Light Rail
- North Link Station
- P Parking Available at Station

# SR 99 v. I-5 Light Rail: Performance

## DRAFT

Measure	SR 99 All-Elevated LRT	I-5 At-Grade/Elevated LRT
Length / stations	10.2 miles / 5	8.5 miles / 4
Frequency	4/10 minutes peak/off-peak	4/10 minutes peak/off-peak
Vehicles required	42	32
Travel time Lynnwood-Northgate	18 minutes	14 minutes
2030 daily riders	48,000 per day	52,000 per day
2030 new riders / hrs saved	3.9 M / 3.8 M per year	4.5 / 4.6 M per year
TOD & economic development potential	<i>Weaker in V2040 centers Stronger along the line</i>	<i>Stronger in V2040 centers Weaker along the line</i>
Property impacts	<i>High commercial Low residential</i>	<i>Low commercial Moderate residential</i>
Traffic impacts	<i>Minor impacts</i>	<i>Minor improvements</i>
Construction impacts	<i>Moderate; long duration</i>	<i>Low-moderate; long duration</i>
Environmental impacts	<i>Moderate (noise, visual, wetlands)</i>	<i>Moderate (noise, visual, wetlands)</i>

# SR 99 v. I-5 Light Rail: **Costs**

## **DRAFT**

<b>Measure</b>	<b>SR 99 Elevated LRT (mid-2010\$)</b>	<b>I-5 At-Grade/Elevated LRT (mid-2010\$)</b>
Capital Cost	\$2,010 - \$2,310 M	\$1,420 - \$1,640 M
Difference v. I-5 LRT	\$590 - \$670 M	---
Difference v. ST Financial Plan*	\$470M over to \$770 M over	\$120 M under to \$100 M over
Cost per New Passenger in 2030	\$41 - \$46	\$25-\$29

\* 2011 TIP estimate funded in ST Financial Plan = \$1,540 M (mid-2010\$)

# Next steps

- August: FTA reviews draft AA results
- September: finalize AA & release results; publish EIS Notice of Intent
- October-November: EIS scoping
- November: share scoping results
- December: ST Board approves alternatives to evaluate in DEIS
- January: Begin DEIS

# Lynnwood City Center analysis

- Light rail planning for Lynnwood TC to City Center underway
- Work funded by the City to get a sense of possibilities
- Looking at one possible alignment and station location
- Conceptual design, costs, impacts, benefits
- Results in September

# Questions?

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