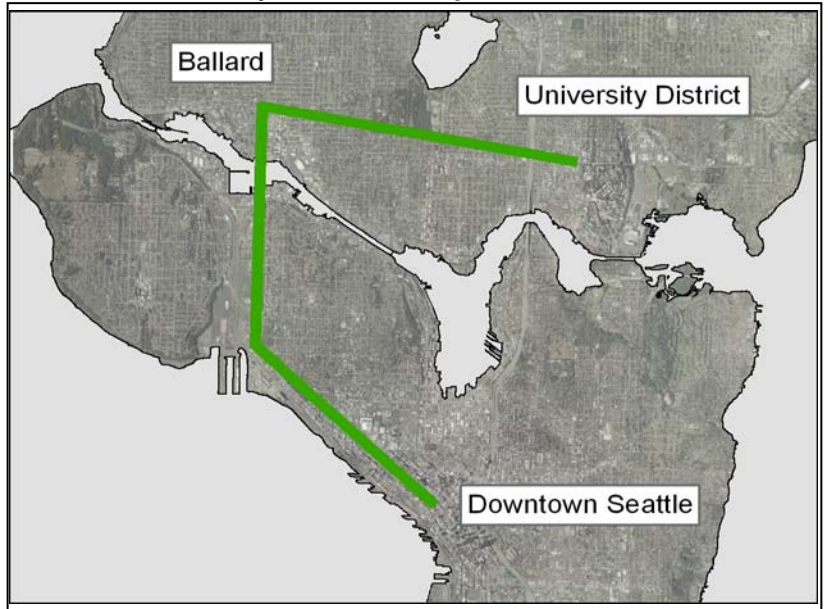


# Link LRT: Planning Study from the University District to Downtown Seattle via Ballard

Project Number	N44
Subarea	North King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	1.0
Date Last Modified	5/24/2007

**Project Locator Map**



## Short Project Description

Conduct a planning study to evaluate light rail routes and costs in the University District - Ballard - Downtown Seattle corridor.

**Project Purpose:** Better understand opportunities, challenges and potential costs of implementing light rail service in this corridor in a future phase.

## Cost

Cost (in Millions of 2005\$)

	Low	High
Agency Admin	\$5.0	\$5.0
Environmental Clearance and PE		
Final Design, Specs, Permitting		
ROW Acquisition		
Construction		
Vehicles		
Contingency		
<b>Total</b>	<b>\$5.0</b>	<b>\$5.0</b>

## Design Basis

Conceptual

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project
Impacted by	Alaskan Way viaduct replacement
Impacted by	SR-520 HCT study
Impacts	Burien - West Seattle - Downtown Seattle LRT Study

## Project Partners

City of Seattle
Washington State Department of Transportation
King County Metro Transit
University of Washington

# Link LRT: Planning Study from the University District to Downtown Seattle via Ballard

## Long Description

*This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition, permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of the revenue operations.*

**Description:** This project would conduct a planning study to evaluate alternative light rail routes, stations, terminals and maintenance facilities connecting the University District, Ballard, and downtown Seattle. The study will examine a range of alternatives and may result in narrowing the range that might receive formal environmental analysis in the future, but it will not identify a preferred alternative.

**Project Elements Included:**

- Conduct public and agency outreach
- Assess alternative alignments, profiles and stations
- Develop preliminary ridership forecasts
- Identify environmental issues
- Develop a prototypical alignment and profile with potential stations, parking and maintenance facilities
- Identify alternative maintenance facility sites
- Develop conceptual operating plan(s)
- Develop conceptual capital and operating costs for the prototypical alignment

**Utilities:**

N/A

**Right-of-Way and Property Acquisition:**

N/A

**Mitigation:**

N/A

**Exclusions:**

- Preliminary engineering
- NEPA/SEPA environmental documentation
- Identification of a preferred alternative

**Permits Required:**

N/A

**Agreements Required:**

N/A

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

## Evaluation Measures

<b>Measure</b>	<b>Measurement/ Rating</b>	<b>Notes</b>
Average Weekday Ridership	N/A	
Capital Cost	\$5.0	in millions of 2006 \$
Annual Operating Cost	N/A	
Travel Time & Reliability	N/A	
Connectivity & Integration	N/A	
Land Use & Development	N/A	
Customer Experience	N/A	
Risk Avoidance	N/A	

# Link LRT: Planning Study from the University District to Downtown Seattle via Ballard

## Key Issues and Benefits

### Issues

- Although this study could be conducted any time, most elements would be subsequently re-done during a formal engineering/environmental process preceding the selection of a preferred alternative.

### Benefits

- Will provide more specific information about opportunities, costs and challenges of increasing transit capacity and quality in this corridor