

**Central Link Light Rail Transit Project  
Final Supplemental Environmental Impact Statement  
North Link**

**APPENDIX L**  
***Operating Plan Summary***



## Appendix L Operating Plan Summary

The following operating plan is used for impact analysis in this Final SEIS. If the system is initially constructed to an interim terminus and not all the way to Northgate, then train length and operating schedules may be modified. The preliminary operating plan for the Preferred University Link segment is the same as the following plan. The assumed operating plan in 2015 has the following service patterns:

- Peak periods (6:00 to 8:30 AM.; 3:00 to 6:30 PM): 4-car trains every 6 minutes between Northgate and South 200th Street Station.
- Midday and early evening: 3-car trains every 15 minutes between Northgate and South 200th Street and 3-car trains every 15 minutes between Northgate and Henderson, resulting in trains every 7.5 minutes between Northgate and Henderson.
- Early morning (5:00 to 6:00 AM) and late evening (10:00 PM to 1:00 AM): 2-car trains with 15-minute headways serving the entire line.

The assumed operating plan in 2030 has the following service patterns:

- Peak periods (6:00 to 8:30 AM; 3:00 to 6:30 PM): 4-car trains every 5 minutes between Northgate and Henderson Station. Every other train would turn back north at Henderson Station, producing a 10 minute service frequency from Henderson Station to South 200th Street Station.
- Midday and early evening: 4-car trains with 7.5-minute headways north of Henderson Station and 15-minute headways south of Henderson.
- Early morning (5:00 to 6:00 AM) and late evening (10:00 PM to 1:00 AM): 3 to 4-car trains with 15-minute headways serving the entire line.
- On Sunday, service would operate 3-car trains from 6:00 AM through 12:00 AM. From 6:00 AM to 8:00 AM, there would be 15-minute headways, from 8:00 AM to 10:00 PM there would be 10-minute headways, and from 10:00 PM to 1:00 AM, there would be 15-minute headways.

Table L-1 lists the days and hours when each service pattern would operate. Service would be more specifically tailored to the transition periods (for example, between early morning and peak hour).

**Table L-1  
Assumed Link Operating Schedule**

	<b>From</b>	<b>To</b>	<b>Number of Hours</b>	<b>Service Type</b>
Weekday	5:00 AM	6:00 AM	1.0	Early/late
	6:00 AM	8:30 AM	2.5	Peak
	8:30 AM	3:00 PM	6.5	Base
	3:00 PM	6:30 PM	3.5	Peak
	6:30 PM	10:00 PM	3.5	Base
	10:00 PM	1:00 AM	3.0	Early/late
Saturday	5:00 AM	8:00 AM	3.0	Early/late
	8:00 AM	6:00 PM	10.0	Base
	6:00 PM	1:00 AM	7.0	Early/late
Sunday	6:00 AM	8:00 AM	2.0	Early/late
	8:00 AM	10:00 PM	14.0	Base
	10:00 PM	12:00 AM	3.0	Early/late

Train lengths are based on projected ridership and the following loading standards: maximum vehicle load factors (riders per seat) of approximately 1 during the midday and early/late service periods and 2 during peak periods (74 seats/vehicle). Operating schedules and train lengths will be adjusted in response to actual ridership.