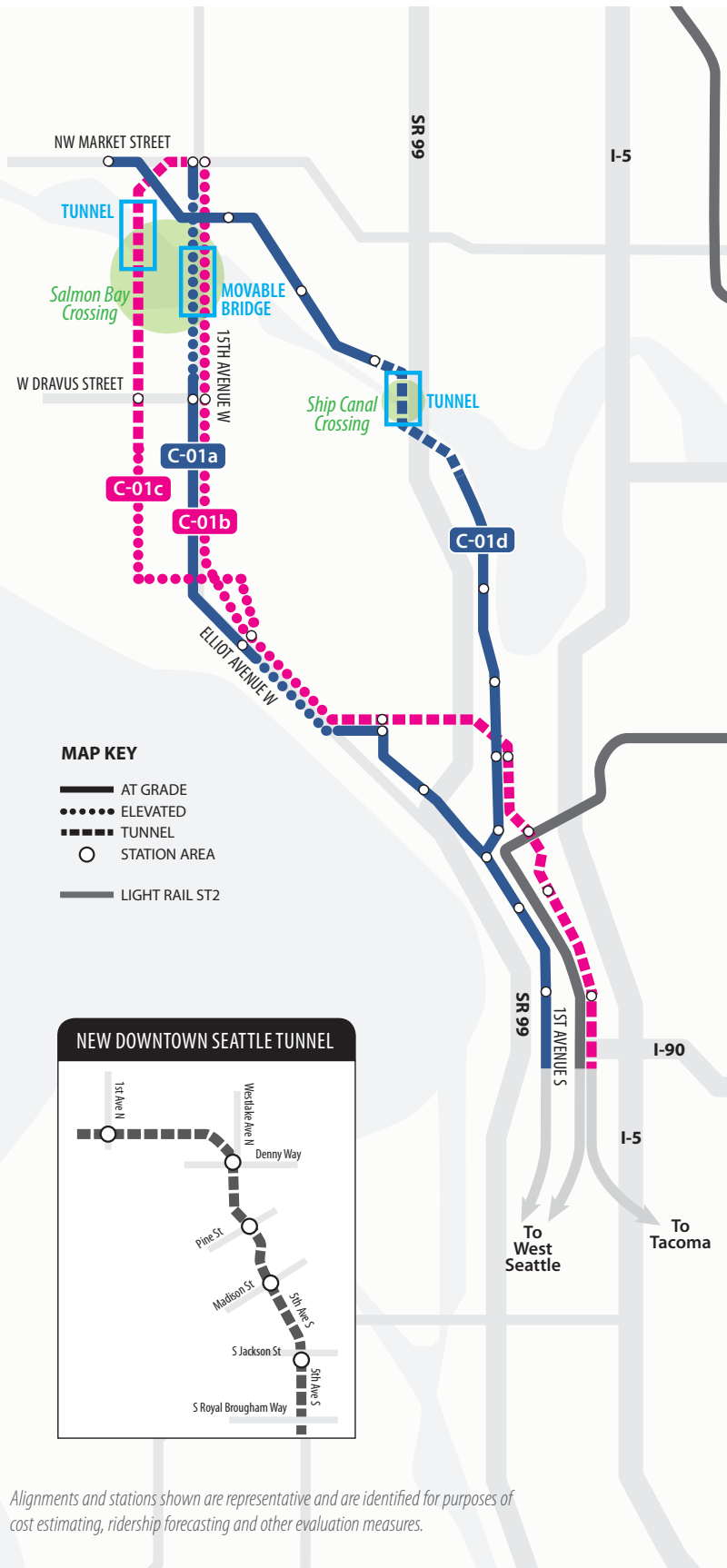


ST3 CANDIDATE PROJECT: BALLARD TO DOWNTOWN SEATTLE LIGHT RAIL

Corridor Options



Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.

* APPROXIMATELY HALF OF RIDERSHIP SHOWN FOR C-01b AND C-01c TRAVEL SOLELY WITHIN THE BALLARD-IDS SEGMENT.
 ** ENTIRE ALIGNMENT OF C-01b IN EXCLUSIVE RIGHT-OF-WAY. RELIABILITY COULD BE AFFECTED BY MOVABLE BRIDGE OVER SALMON BAY.

	OPTION 1	OPTION 2	OPTION 3	OPTION 4	
	15th At-Grade / At-Grade thru Downtown	15th Elevated / Tunnel thru Downtown	Interbay West / Tunnel thru Downtown	Westlake at-Grade / At-Grade thru Downtown	
	Length: 6.3 Miles	Length: 6.9 Miles	Length: 7.5 Miles	Length: 6.6 Miles	
	ST3 Candidate Project C-01a	ST3 Candidate Project C-01b	ST3 Candidate Project C-01c	ST3 Candidate Project C-01d	
REGIONAL LIGHT RAIL SPINE	NO	NO	NO	NO	
RIDERSHIP (DAILY PROJECT RIDERS)	44,000—54,000	102,000—133,000*	102,000—133,000*	39,000—48,000	
CAPITAL COST (2014 \$ M)	\$1,827—\$1,955	\$4,391—\$4,699	\$4,960—\$5,307	\$1,725—\$1,846	
ANNUAL O&M COST (2014 \$ M)	\$34.88	\$42.63	\$45.17	\$37.91	
TRAVEL TIME (MIN)	23	18	19	25	
RELIABILITY	MEDIUM-HIGH	MEDIUM-HIGH**	HIGH	MEDIUM-HIGH	
SYSTEM INTEGRATION	MEDIUM-HIGH	HIGH	HIGH	MEDIUM-HIGH	
EASE OF NON-MOTORIZED ACCESS	MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH	
PERCENT OF NON-MOTORIZED ACCESS	75—85%	75—85%	75—85%	75—85%	
CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	3 CENTERS	4 CENTERS	4 CENTERS	3 CENTERS	
	PLANS AND POLICIES	MEDIUM	MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM-HIGH
	MARKET SUPPORT	HIGH	HIGH	HIGH	HIGH
LAND USE AND DEVELOPMENT/TOD POTENTIAL	POP PER ACRE (2014/2040)	21 / 30	22 / 33	22 / 33	22 / 30
	ACTIVITY UNITS EMP PER ACRE (2014/2040)	64 / 94	65 / 98	65 / 97	62 / 94
	POP+EMP PER ACRE (2014/2040)	85 / 124	87 / 131	87 / 130	84 / 124
	MINORITY/LOW-INCOME	30% / 17%	32% / 17%	32% / 17%	28% / 16%
SOCIOECONOMIC BENEFITS	POPULATION (2014/2040)	55,600 / 78,300	69,600 / 105,900	69,500 / 105,900	64,500 / 90,000
	EMPLOYMENT (2014/2040)	170,500 / 249,800	206,400 / 310,300	205,300 / 308,500	183,200 / 277,100