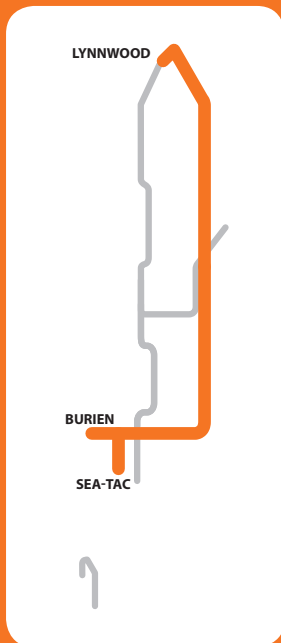


ST3 CANDIDATE PROJECT: I-405 BUS RAPID TRANSIT

Corridor Options

- Bus operates in I-405 Express Toll Lanes



MAP KEY

- LOWER CAPITAL OPTION
- INTENSIVE CAPITAL OPTION
- BRT STATION
- EXISTING FACILITY

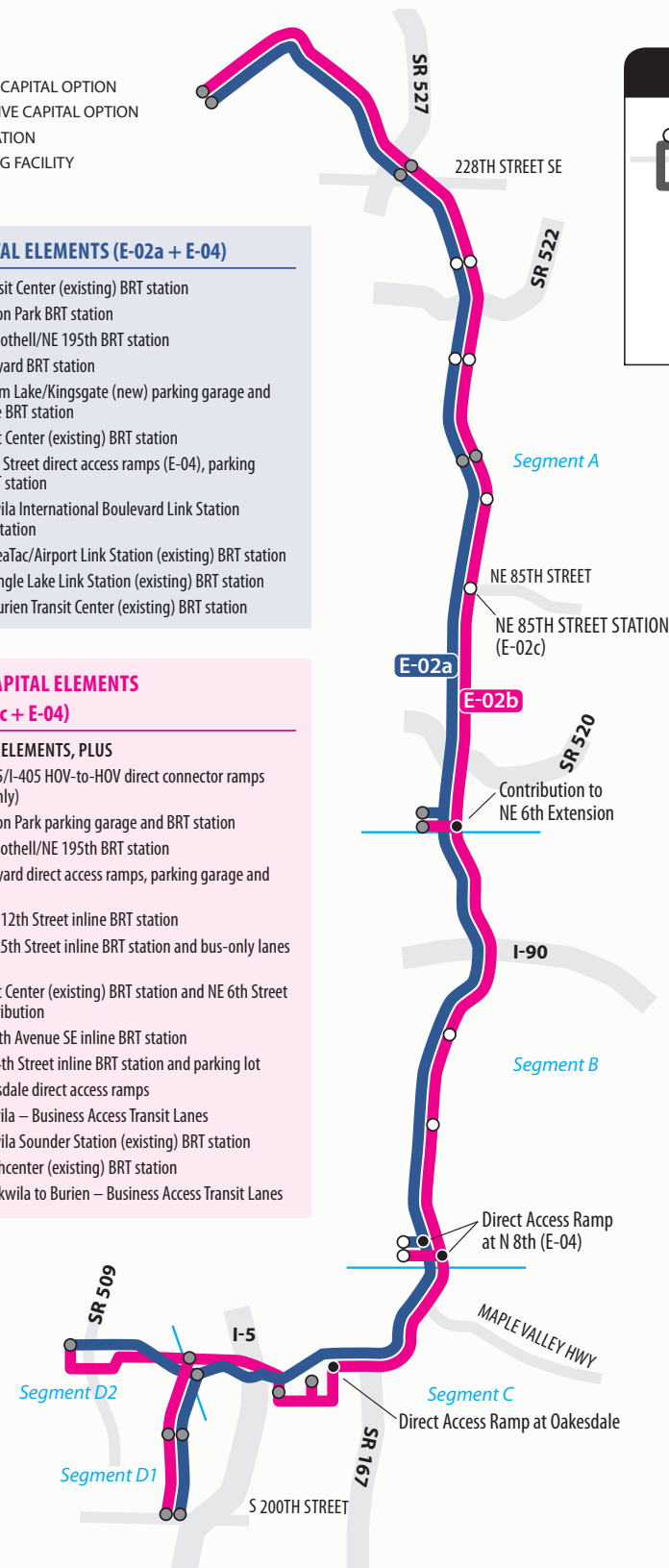
LOWER CAPITAL ELEMENTS (E-02a + E-04)

- » Lynnwood Transit Center (existing) BRT station
- » Bothell – Canyon Park BRT station
- » Bothell – UW Bothell/NE 195th BRT station
- » Bothell – Brickyard BRT station
- » Kirkland – Totem Lake/Kingsgate (new) parking garage and (existing) inline BRT station
- » Bellevue Transit Center (existing) BRT station
- » Renton – N 8th Street direct access ramps (E-04), parking garage and BRT station
- » Tukwila – Tukwila International Boulevard Link Station (existing) BRT station
- » Segment D1: SeaTac/Airport Link Station (existing) BRT station
- » Segment D1: Angle Lake Link Station (existing) BRT station
- » Segment D2: Burien Transit Center (existing) BRT station

INTENSIVE CAPITAL ELEMENTS (E-02b + E-02c + E-04)

LOWER CAPITAL ELEMENTS, PLUS

- » Lynnwood – I-5/I-405 HOV-to-HOV direct connector ramps (SE quadrant only)
- » Bothell – Canyon Park parking garage and BRT station
- » Bothell – UW Bothell/NE 195th BRT station
- » Bothell – Brickyard direct access ramps, parking garage and BRT station
- » Kirkland – NE 112th Street inline BRT station
- » Kirkland – NE 85th Street inline BRT station and bus-only lanes (E-02c)
- » Bellevue Transit Center (existing) BRT station and NE 6th Street Extension contribution
- » Bellevue – 112th Avenue SE inline BRT station
- » Renton – NE 44th Street inline BRT station and parking lot
- » Renton – Oakesdale direct access ramps
- » Renton to Tukwila – Business Access Transit Lanes
- » Tukwila – Tukwila Sounder Station (existing) BRT station
- » Tukwila – Southcenter (existing) BRT station
- » Segment D2: Tukwila to Burien – Business Access Transit Lanes



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



* RELIES ON WSDOT TO MANAGE THE EXPRESS TOLL LANES TO PROVIDE SPEED AND RELIABILITY FOR BUSES

	LOWER CAPITAL OPTION	INTENSIVE CAPITAL OPTION	LOWER CAPITAL OPTION	INTENSIVE CAPITAL OPTION
	ST3 Candidate Project E-02a + E-04		ST3 Candidate Project E-02b + E-02c + E-04	
	Length: 37.1 Miles	Length: 37.9 Miles	Length: 40.4 Miles	Length: 40.6 Miles
	To Burien TC	To Angle Lake	To Burien TC	To Angle Lake
REGIONAL LIGHT RAIL SPINE	NO	NO	NO	NO
RIDERSHIP (DAILY PROJECT RIDERS)	13,000—18,000	13,000—18,000	13,000—18,000	13,000—18,000
CAPITAL COST (2014 \$ M)	\$317—\$341	\$323—\$348	\$2,174—\$2,326	\$1,961—\$2,099
ANNUAL O&M COST (2014 \$ M)	\$43.02	\$45.58	\$45.68	\$48.24
TRAVEL TIME (MIN)	100	105	105	110
RELIABILITY*	MEDIUM	MEDIUM	MEDIUM-HIGH	MEDIUM-HIGH
SYSTEM INTEGRATION	MEDIUM	MEDIUM	MEDIUM	MEDIUM
EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW	MEDIUM-LOW	MEDIUM-LOW	MEDIUM-LOW
PERCENT OF NON-MOTORIZED ACCESS	20—80%	20—80%	20—80%	20—80%
CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	7 CENTERS	7 CENTERS	7 CENTERS	7 CENTERS
PLANS AND POLICIES	MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM	MEDIUM
MARKET SUPPORT	MEDIUM	MEDIUM	MEDIUM	MEDIUM
LAND USE AND DEVELOPMENT/TOD POTENTIAL				
ACTIVITY UNITS				
	POP PER ACRE (2014/2040)	8 / 13	7 / 12	6 / 10
	EMP PER ACRE (2014/2040)	13 / 22	13 / 22	11 / 18
	POP+EMP PER ACRE (2014/2040)	21 / 35	20 / 34	17 / 28
MINORITY/LOW-INCOME	39% / 13%	42% / 14%	37% / 11%	40% / 12%
SOCIOECONOMIC BENEFITS				
	POPULATION (2014/2040)	34,800 / 57,300	35,700 / 59,600	46,000 / 73,100
	EMPLOYMENT (2014/2040)	60,000 / 99,200	63,800 / 109,200	78,100 / 127,400