



# Lynnwood Link Extension\*

*Extending light rail from Northgate to Lynnwood*

Capital Committee Briefing

April 12, 2012

\* formerly known as the North Corridor Transit Project

## 2010 - 2011: Alternatives Analysis

Develop, evaluate & narrow alternatives

**Public comment:**  
Early public scoping  
(Oct. 2010)

**Public comment:**  
Environmental scoping on  
narrowed alternatives  
(Oct. 2011)

ST Board identifies  
Environmental Impact  
Statement (EIS) alternatives

## 2012 - 2014: Environmental Review & Preliminary Engineering

Prepare preliminary  
engineering & final EIS

FTA grants permission  
to begin preliminary  
engineering

ST identifies  
preferred  
alternative

Prepare draft EIS

**Issue draft EIS for  
public comment**

Issue final EIS and  
ST selects project  
to be built &  
operated

FTA issues record of  
decision (ROD) and  
grants permission to  
begin final design

## 2015 - 2017: Final Design & Permitting

Obtain permits &  
acquire rights-of-way

Apply for FTA grant

Secure FTA grant

## 2017 - 2023: Construction & Service Startup

Test systems & service

Build project

**2023: Target  
Start of Service**

FTA: Federal Transit Administration  
ST: Sound Transit

We are here

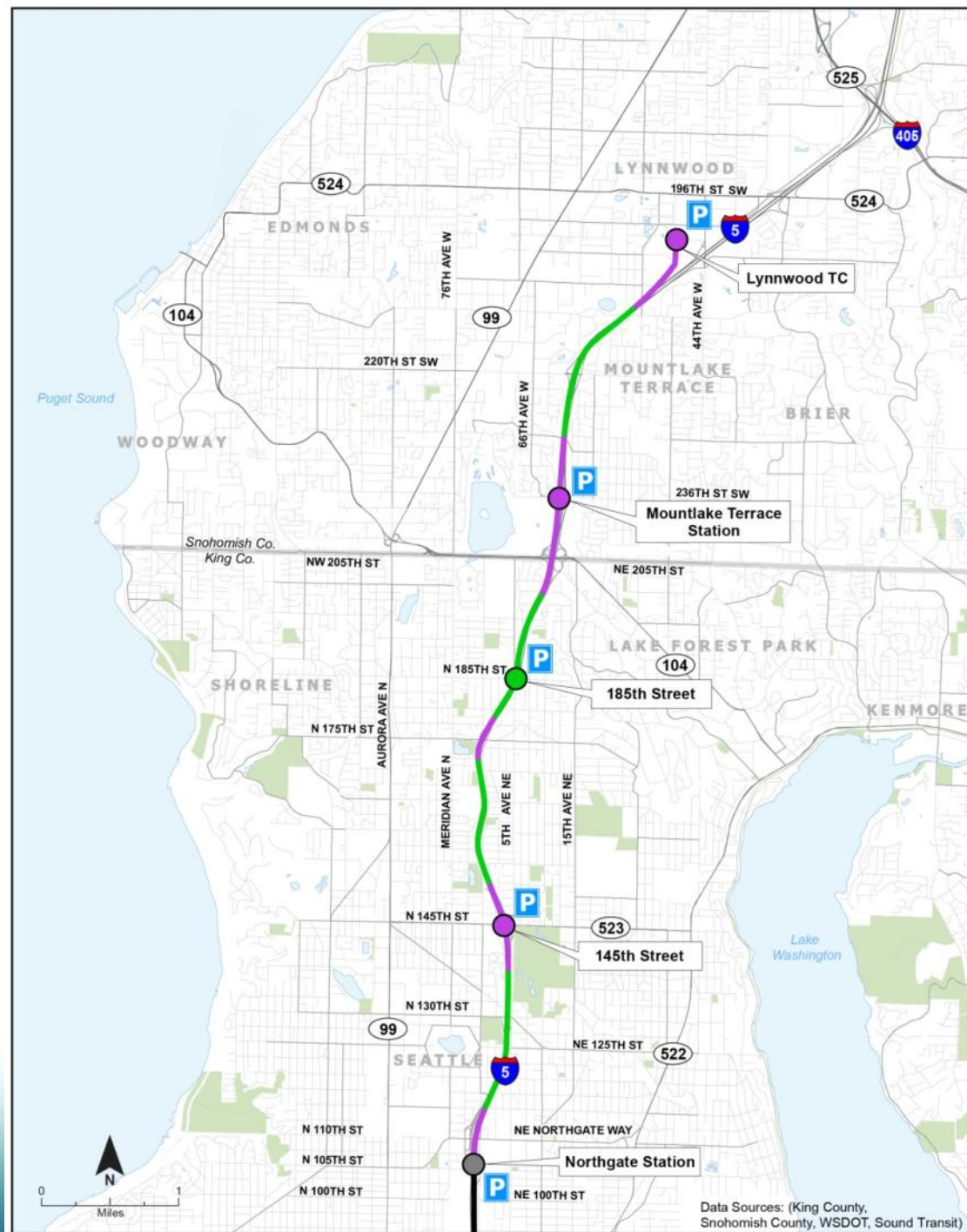
# Lynnwood Link Extension project schedule

# Project status





- 2010 – 2011: Alternatives Analysis (AA) and EIS scoping completed
- December 2011: range of DEIS alternatives narrowed to light rail along I-5 (Motion 2011-87)
- Winter 2011-2012: I-5 light rail alternatives evaluated and shared with public
- **Today: discuss results and seek Board direction on alternatives for the DEIS**

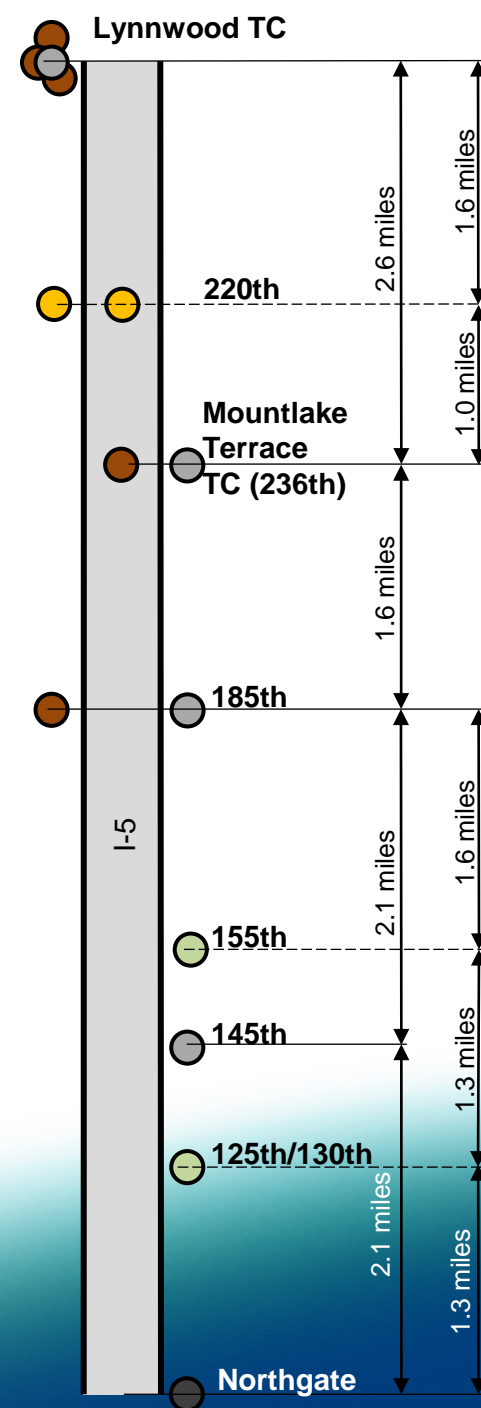
# I-5 light rail from Alternatives Analysis (AA)

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



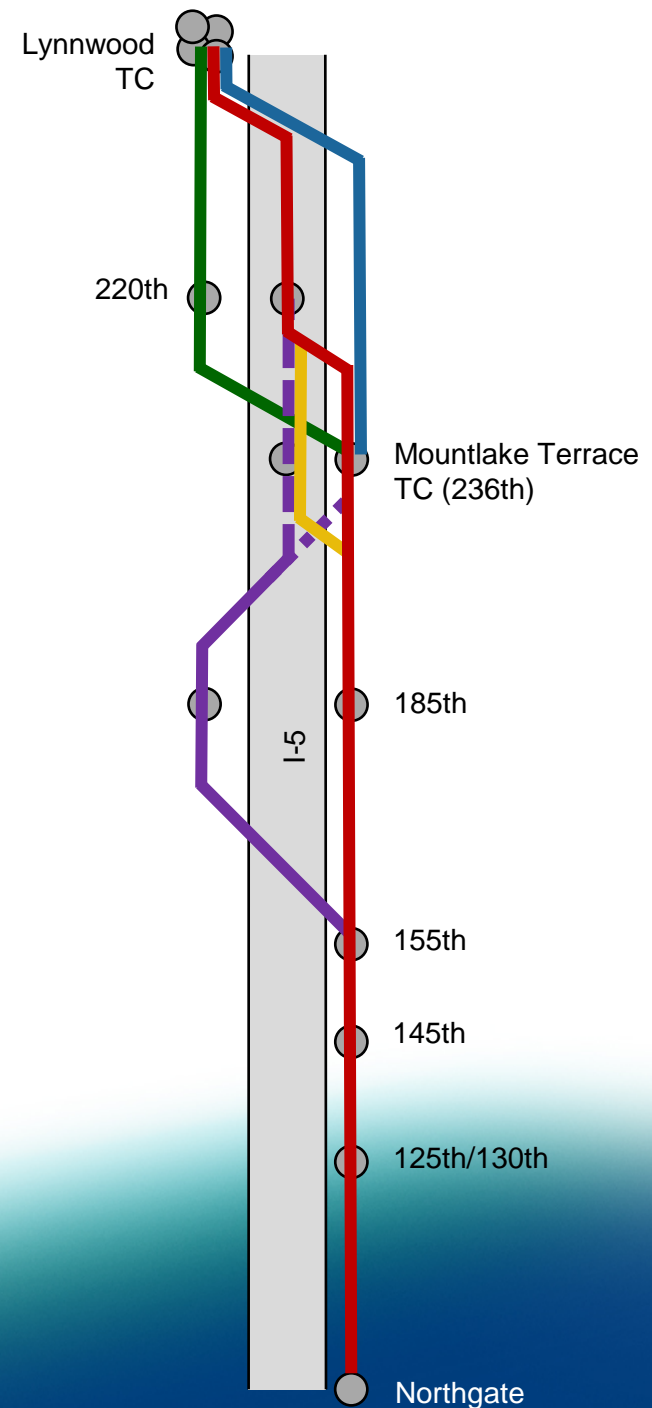
# Station alternatives suggested through scoping

-  AA I-5 alternative station (ST2 definition)
-  New AA station position
-  Alternative to AA station (new location)
-  New station added to program



# Alignments to connect alternative stations

- AA I-5 light rail alternative
- 185th Station, west of I-5, connecting to median or east side of I-5
- Mountlake Terrace Freeway Station to Lynnwood Transit Center, median of I-5
- Mountlake Terrace Transit Center to Lynnwood Transit Center west of I-5
- Mountlake Terrace Transit Center to Lynnwood Transit Center east of I-5



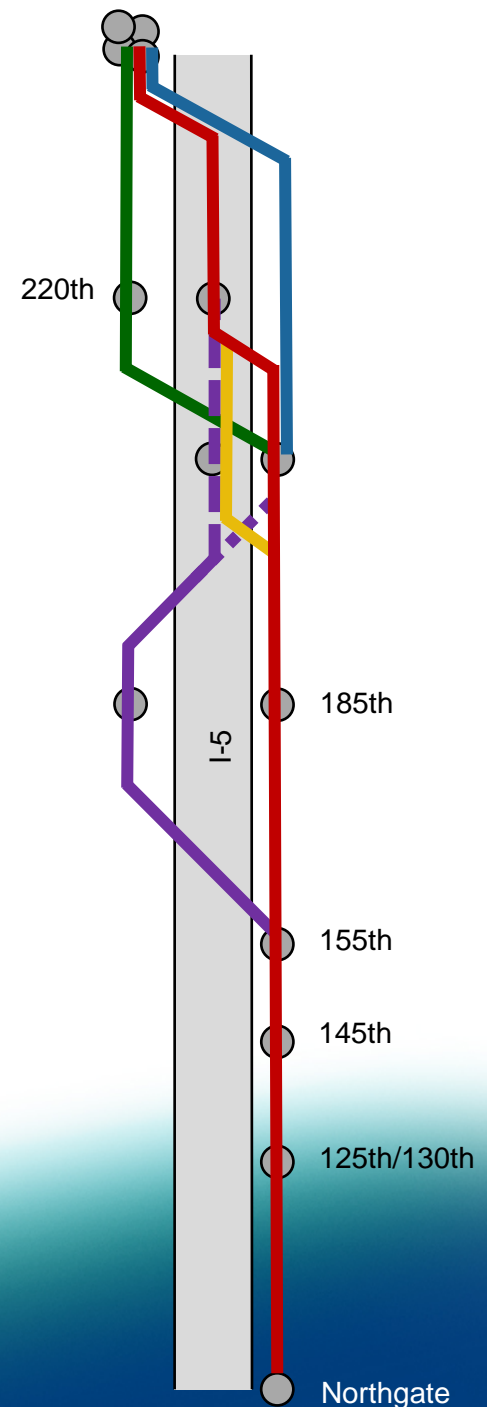


# Evaluation

- Performance in comparison to AA I-5 alternative
- Criteria
  - Transportation performance
  - Ridership potential
  - Environmental effects
  - Station area development/TOD potential
  - Cost implications
  - Constructability
  - Right-of-way/property implications
- Findings summarized in Board Briefing Book

# Findings

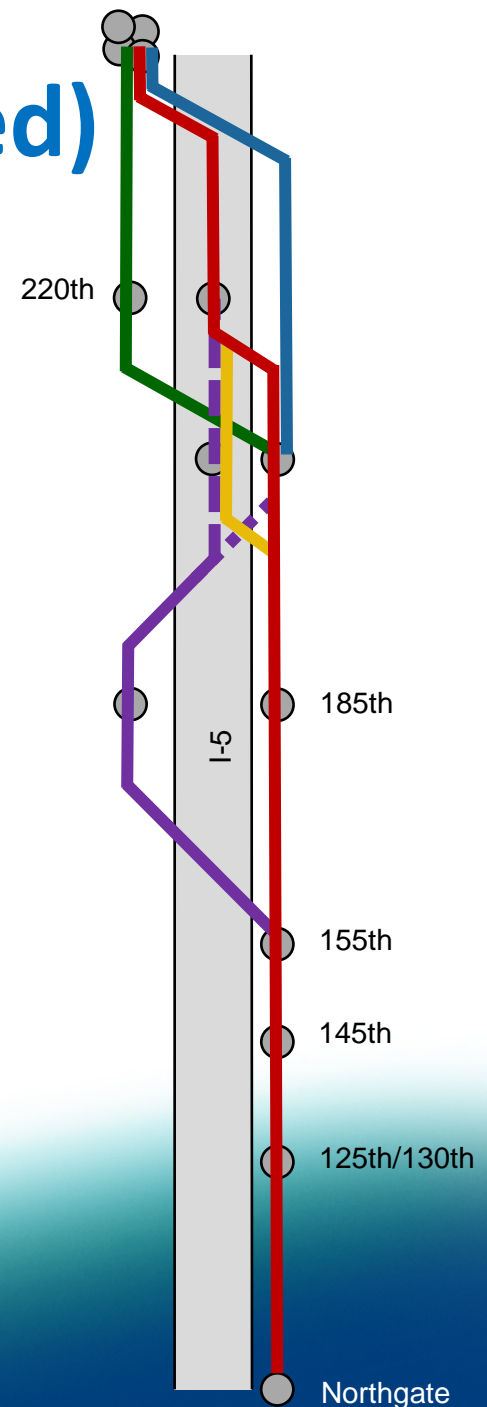
- At-grade or elevated: at-grade generally less expensive but takes more space; elevated may avoid some impacts to existing I-5 infrastructure
- 145<sup>th</sup> or 130<sup>th</sup> + 155<sup>th</sup> stations: 2 stations could replace service coverage and might provide more ridership & TOD potential, but at higher cost
- 185<sup>th</sup> St. station & connecting alignments: west side difficult & expensive to construct; few benefits v. east side





# Findings (continued)

- Mountlake Terrace to Lynnwood: east side alignment has higher environmental impacts but no advantages over median or west side
- 220<sup>th</sup> St. station: added scope & cost; would not replace another station
- Some Lynnwood Transit Center alternatives: several options have higher environmental impacts but no advantages over other alternatives



# March 2012 public “drop-ins”

- 10 informal drop-in sessions in North Seattle, Shoreline, Mountlake Terrace, and Lynnwood
  - Mailer to ~ 40,000 households; website; ads; e-list
  - ~ 450 participants; 150 written comments
- Shared I-5 light rail alternatives and discussed evaluation
- Comment themes
  - General excitement and support for the project
  - Increasing property owner interest and concern
  - Parking and connecting transit service concerns



# Recent city input

- Mountlake Terrace: supports analysis of both transit center and freeway station locations; consider future 220<sup>th</sup> station
- Seattle: would like 130<sup>th</sup> station studied further
- Shoreline: supports 145<sup>th</sup> and 185<sup>th</sup> east side stations; examine 130<sup>th</sup> & 155<sup>th</sup> independently; study parking options
- Edmonds: supports future 220<sup>th</sup> station

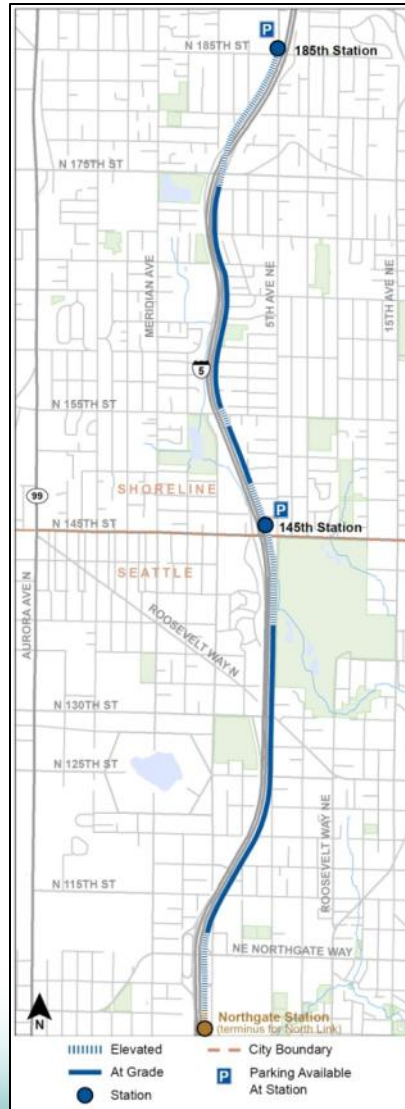
# Schedule & next steps

- June 1: EIS alternatives designs frozen for environmental analysis
- June – Spring 2013: prepare & publish DEIS
- Summer 2013: Board identifies preferred alternative & initial application to FTA for New Starts funding
- Late 2013 – 2014: preliminary engineering
- 2015-2017: final design, permitting, ROW acquisition
- 2018-2023: construction; start service in 2023

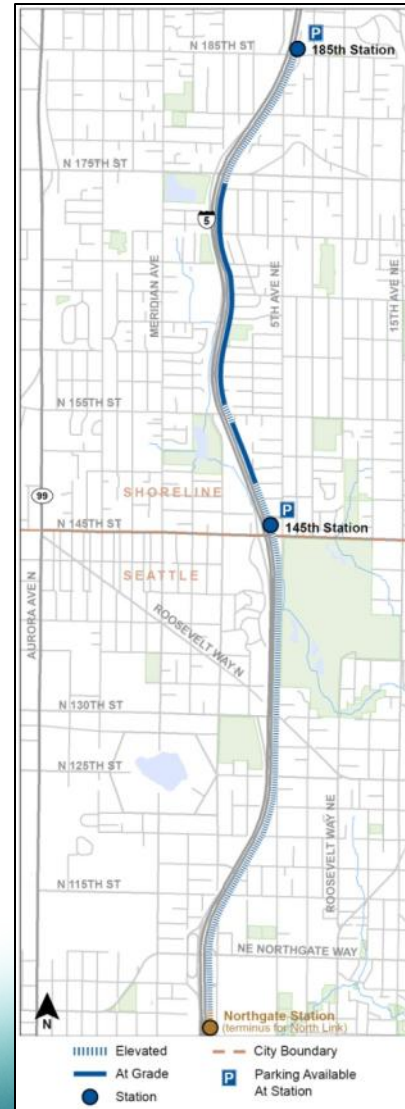
# Northgate – 185<sup>th</sup>: 2 stations



A1



A2



A3



A4



# 185<sup>th</sup> – 212<sup>th</sup>: from east side of I-5



B1

B2

B2a

B3

B4

# 185<sup>th</sup> – 212<sup>th</sup>: from west side of I-5



B5



B6



B7



B7a



B8



# Lynnwood

