

North Corridor Transit Project


Extending mass transit from Northgate to Lynnwood

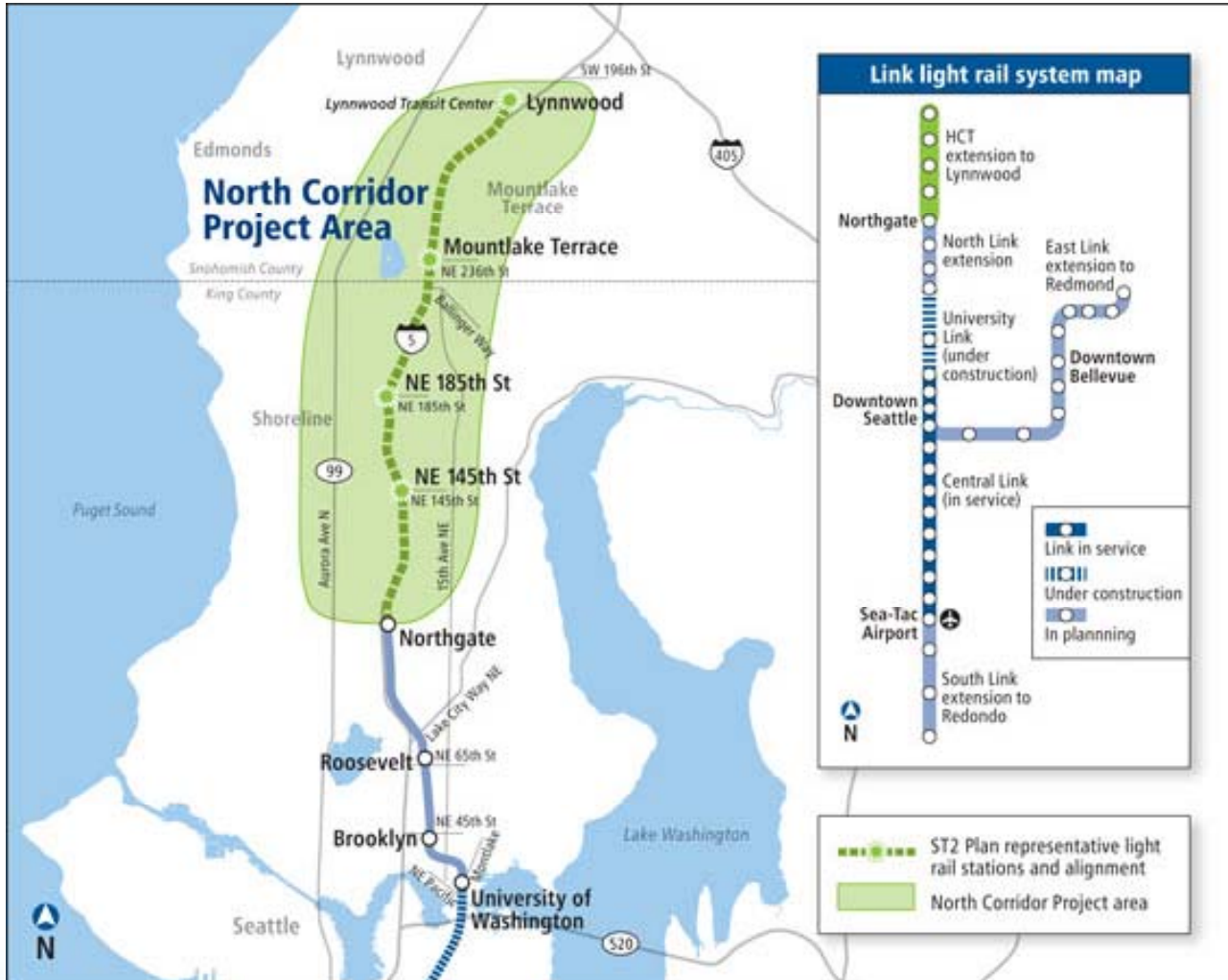
Sound Transit Board Briefing

December 16, 2010



Purpose of today's briefing

- Explain the alternatives analysis process
 - Summarize public input to date
 - Frame the alternatives
 - Share results of the initial evaluation
 - Confirm alternatives to advance for further work
 - Next steps
- 



The North Corridor is the general area between Northgate and Lynnwood

What is the project?

- ST2 presumes light rail along I-5 open by 2023
- Competing for FTA “New Starts” grant
- Now examining multiple mode and routes consistent with FTA alternatives analysis (AA) requirements
- 3-phase project development process:
 - Alternatives analysis: narrow alternatives for DEIS
 - DEIS & conceptual engineering: select locally-preferred alternative & obtain FTA permission to enter PE
 - FEIS & preliminary engineering: obtain ROD & FTA permission to enter final design

2010 - 2011: Alternatives Analysis

Develop, evaluate & narrow alternatives

Public comment:
Early public scoping

Public comment:
Environmental scoping on
narrowed alternatives

ST identifies Environmental
Impact Statement (EIS)
alternatives

2011 - 2014:

Environmental Review & Preliminary Engineering

Prepare preliminary
engineering & final EIS

ST identifies
preferred
alternative

FTA grants permission
to begin preliminary
engineering

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

Prepare final design

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

Project schedule


Alternatives analysis process

- Identify alternatives: rail, bus, other?
- Initially assess against project purpose & need
 - Set aside those that don't meet it
- Evaluate reasonable alternatives in detail
- Review results with public, then advance most promising alternatives to a DEIS
- Sound Transit Board selects the locally preferred alternative following DEIS

Early scoping & outreach

- Interagency technical working group
- Early AA scoping 9/27 – 10/27
- 3 public workshops: North Seattle, Shoreline, Lynnwood
 - Mailer to 130,000 households; website; ads
- 1 agency scoping meeting
- Over 200 workshop participants
- Over 260 responses to on-line survey
- Over 90 comments via mail & e-mail

What did we ask?

- What activity areas should a mass transit extension serve?
 - Is the purpose and need for the project well-defined?
 - Are we proposing to use the right criteria to evaluate alternatives?
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What we heard – major themes

- Light rail preferred over bus
- Access is key: parking, pedestrian, bike, E-W transit
- I-5 & SR 99 are preferred route alternatives
 - I-5 faster, more direct & efficient
 - SR 99 better land use/economic development potential
 - Less interest in 15th Avenue
- Many ideas for stations
- Desire for system to go further north in ST2

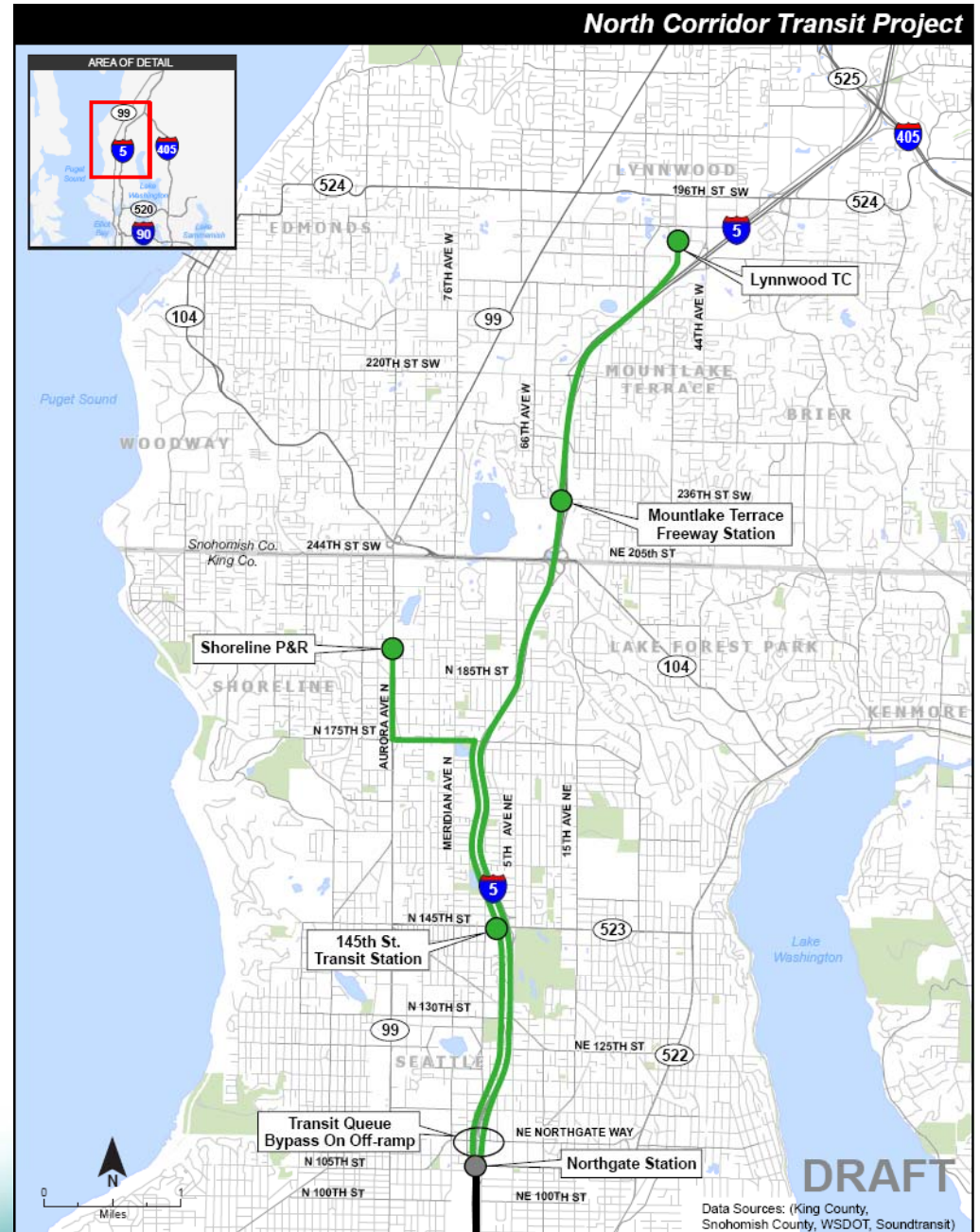
TSM “Best Bus” Alternative

New / improved bus routes

Higher service levels

Low-cost capital
improvements

- Expand park & rides
- Traffic signal priority
- Queue jumps



- New Express Bus Route
- Potential Express Bus Stop*
- North Link LRT
- North Link Station

*ST2 Representative Alignment has 4 LRT Stations

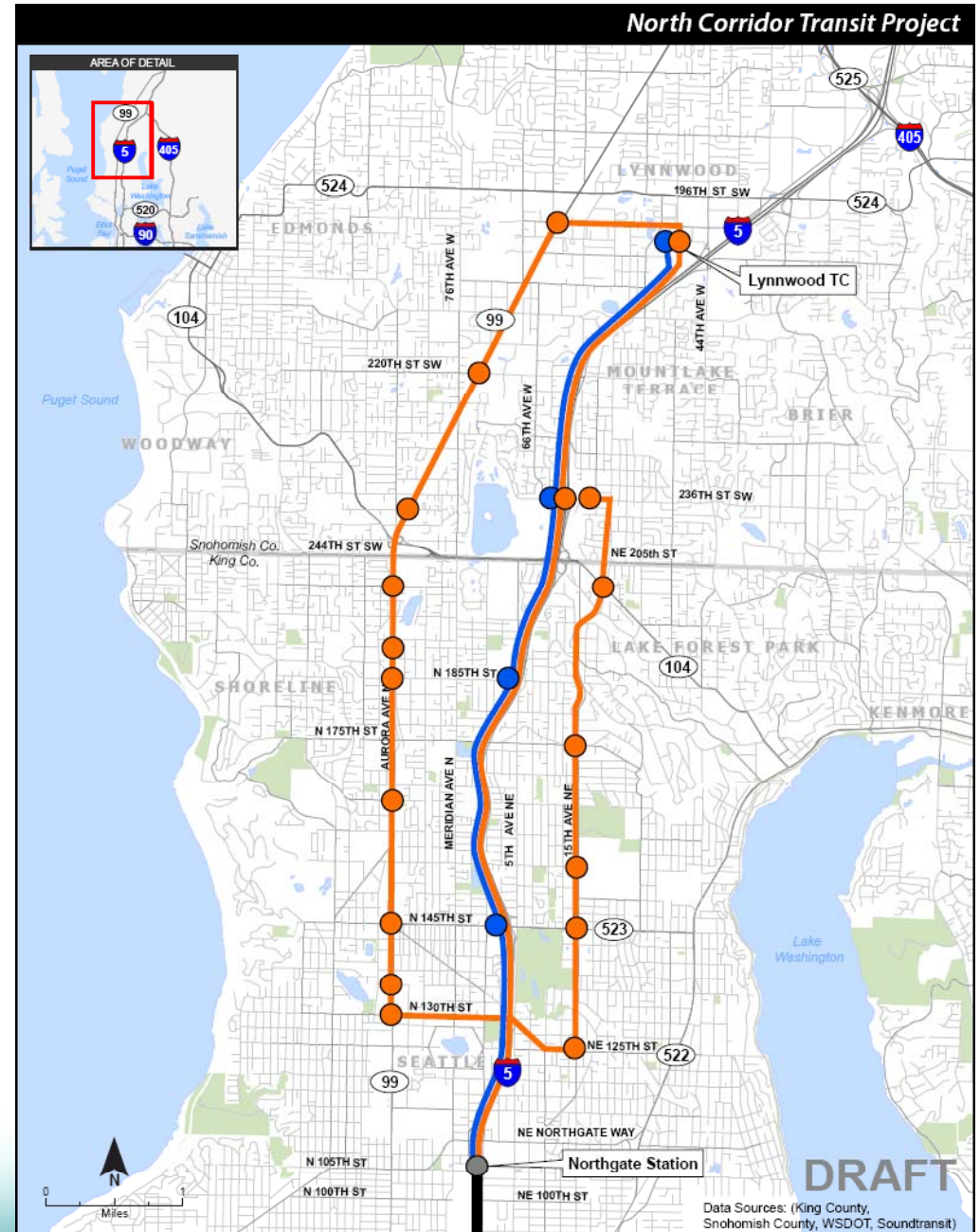
BRT Alternatives

I-5 Trunk

- Mirror I-5 light rail
- DA ramps at all stations
- Expand P&Rs & TCs
- HOV lane operation

Multi-Route

- I-5 with less capital, plus
- SR 99 & 15th Ave routes
- Use Swift/RapidRide facilities along SR 99

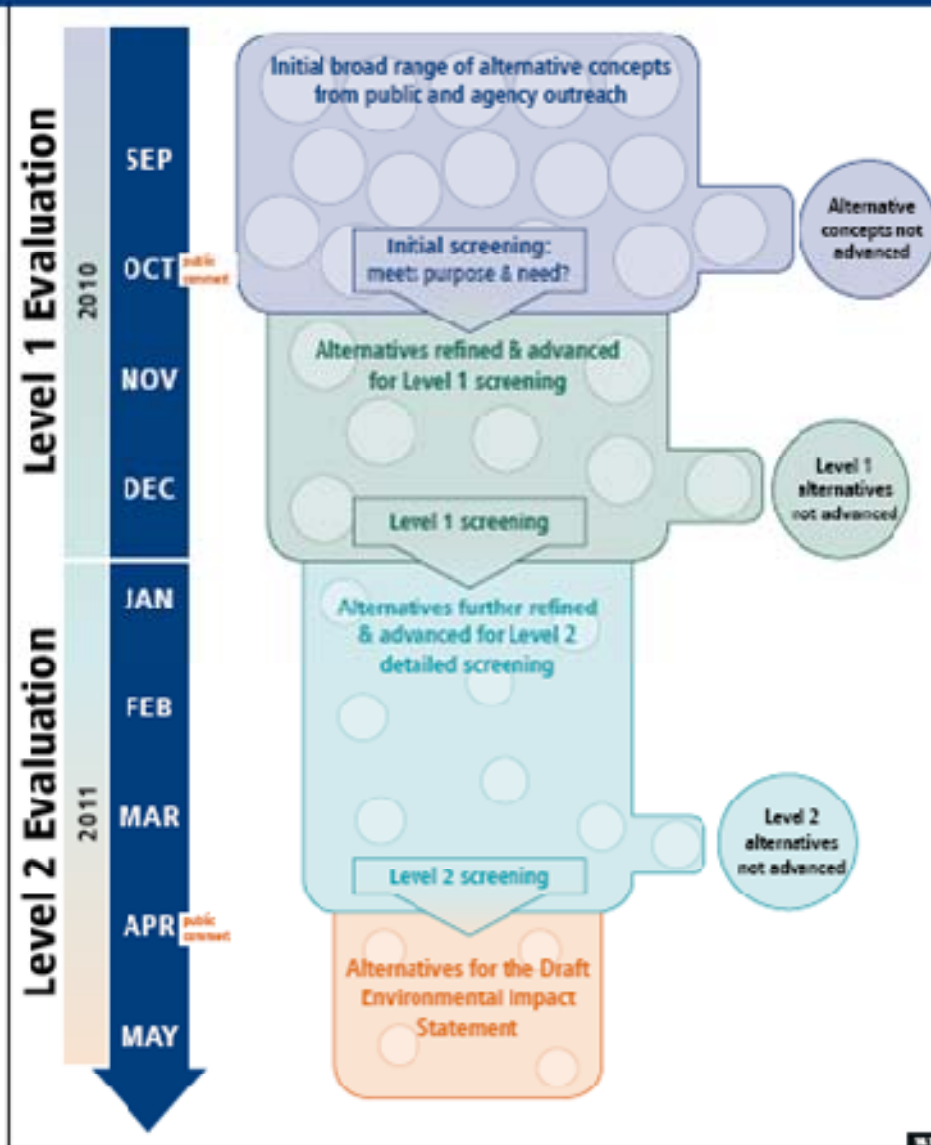


North Link Light Rail Service
SR 99/I-5/15th Avenue NE BRT Alternative
I-5 BRT Alternative

North Link Station
Potential BRT Station*

*ST2 Representative Alignment has 4 LRT Stations

ALTERNATIVES ANALYSIS EVALUATION FRAMEWORK



Screening process


- Initial screening
- Level 1 screening
- Level 2 screening
- Board selects alternatives to advance to DEIS

Initial screening criteria


- Consistency with ST Long Range Plan
- Travel time
- Reliability
- Capacity
- Regional system connectivity
- Land use & economic development compatibility
- Extraordinary cost considerations
- Environmental considerations
- Regional growth center accessibility

	<i>Travel Time</i>	<i>Reliability</i>	<i>Capacity</i>	<i>Regional System Connectivity</i>	<i>Land Use & Economic Development Compatibility</i>	<i>Extraordinary Cost Considerations</i>	<i>Environmental Considerations</i>			<i>Regional Growth Center Accessibility</i>		<i>Preliminary Recommendation</i> ✓ = Advance x = Drop
TSM: TSM/Baseline	○	○	○	○	○	○	○	○	○	○	○	✓
L1: I-5 Light Rail	●	●	●	●	○	◐	◐	◐	○	●	●	✓
L2E: SR 99 Light Rail (elevated)	◐	●	●	●	◐	●	◐	◐	◐	◐	●	✓
L2G: SR 99 Light Rail (at-grade)	◐	◐	◐	◐	◐	◐	●	◐	◐	○	◐	
L3E: 15th Ave Light Rail (elevated)	◐	●	●	●	○	●	●	◐	◐	◐	●	x
L3G: 15th Ave Light Rail (at-grade)	◐	◐	◐	◐	○	◐	●	●	◐	◐	◐	x
B1: I-5 BRT	◐	◐	◐	○	○	◐	◐	◐	○	◐	○	✓
B2: I-5 / SR 99 / 15th Ave NE BRT	◐	◐	◐	○	●	◐	◐	◐	○	◐	○	✓

Alternatives to move forward

- TSM/bus baseline
 - I-5 elevated & mixed profile light rail
 - SR 99 elevated & mixed profile light rail
 - I-5 trunk BRT
 - Multi-route BRT (I-5/SR 99/15th Ave.)
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Alternatives to drop now

- Lake City Way light rail
 - 15th Avenue elevated light rail
 - 15th Avenue mixed profile light rail
 - SR 99 “pure” at-grade light rail
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Next steps

- Drop some alternatives from further consideration and document - [Now](#)
- Develop more detailed information for Level 1 screening of remaining alternatives – [Winter](#)
 - Ridership forecasts
 - Capital & operating cost estimates
 - Environmental impact risk areas
- Evaluate against Level 1 criteria - [Winter](#)

Next steps - continued

- Possibly drop more alternatives from consideration; advance most promising to Level 2 evaluation – Spring
- Evaluate against Level 2 criteria - Spring
- Share results with public during EIS scoping – Spring/Summer
- Summarize scoping comments and AA results for Board & FTA - Summer
- Board selects alternatives to advance in DEIS, with FTA concurrence – Fall 2011