

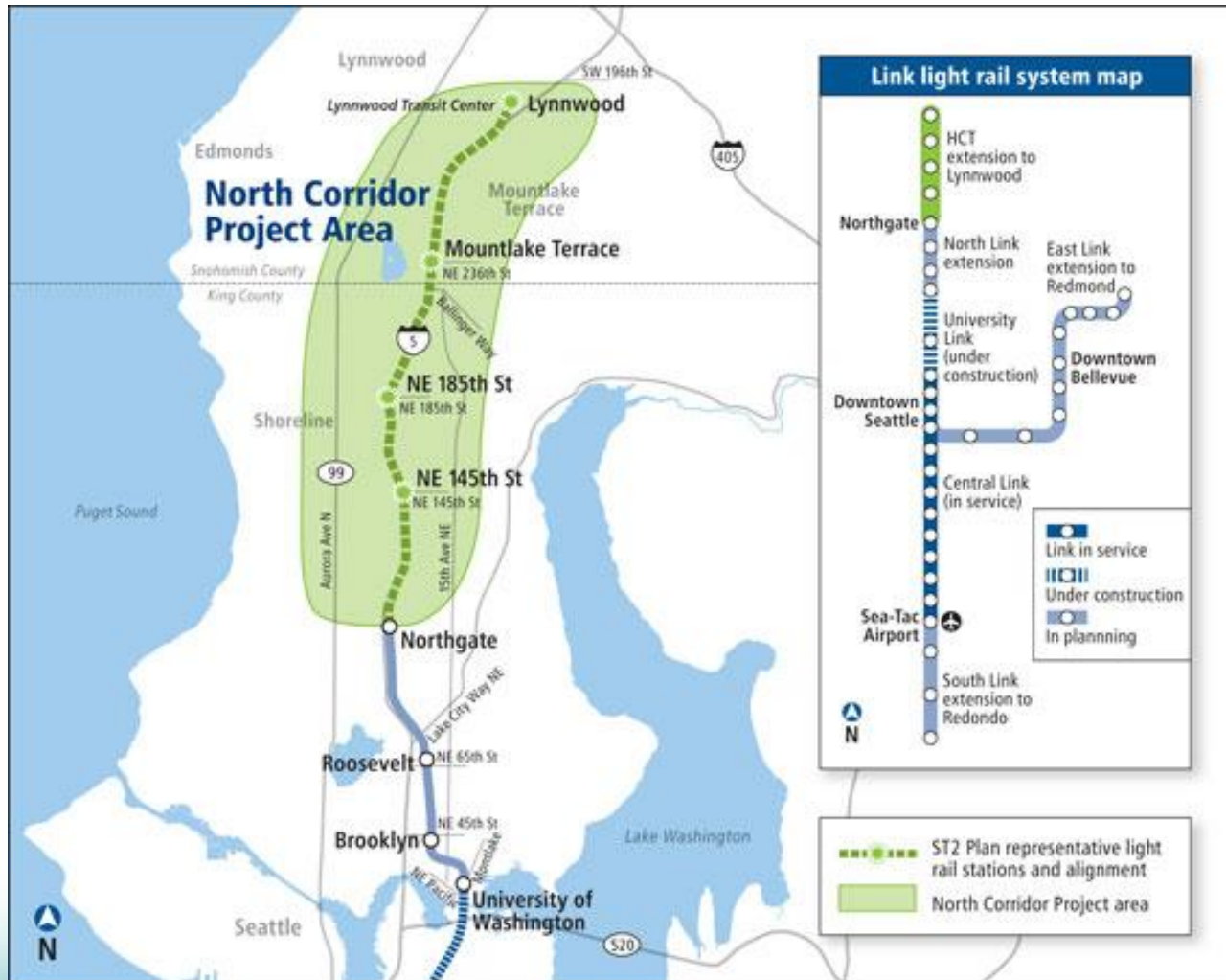
North Corridor Transit Project

Extending mass transit from Northgate to Lynnwood

Sound Transit Capital Committee Briefing

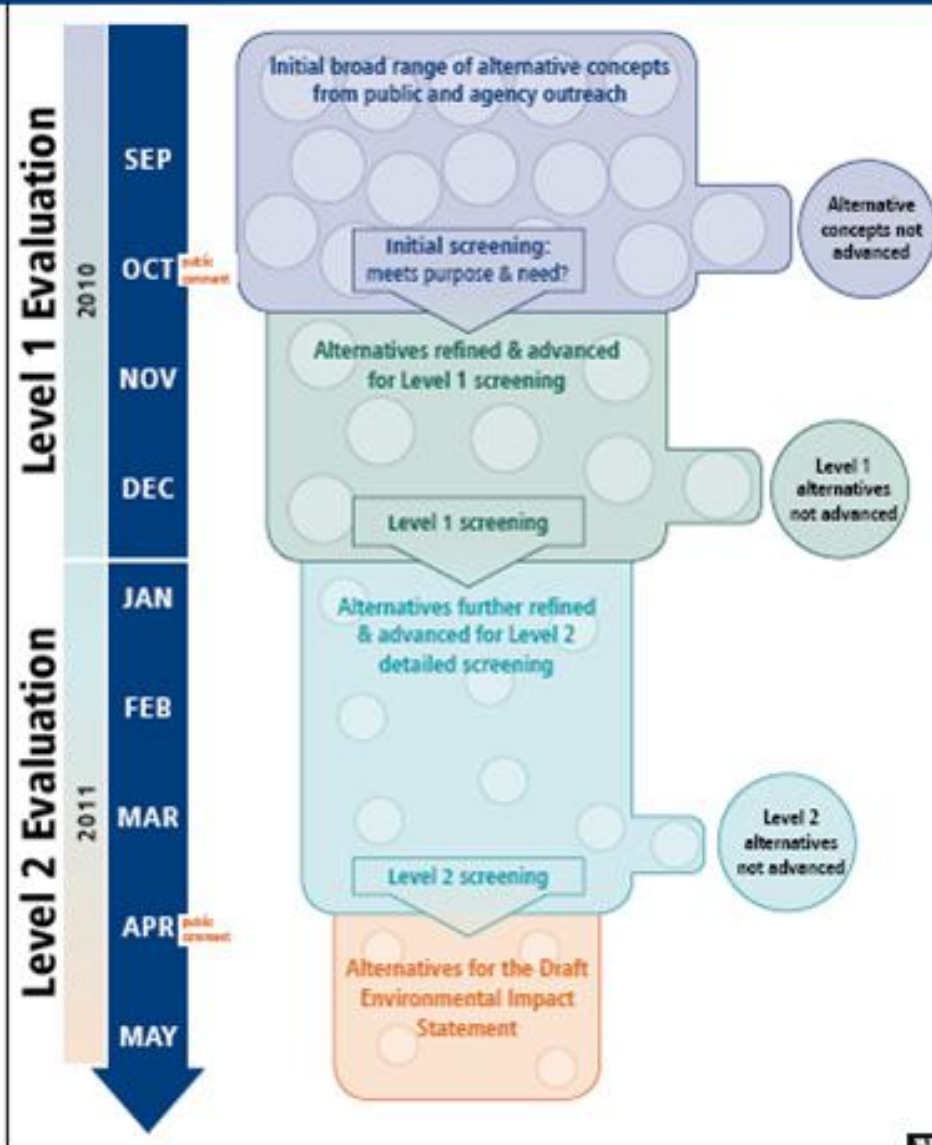
April 14, 2011

Today's briefing



- Share results of Level 1 evaluation
- Identify alternatives for Level 2 evaluation

ALTERNATIVES ANALYSIS EVALUATION FRAMEWORK



Screening process

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

Initial screening

Alternatives Considered: *Alternatives Dropped:*

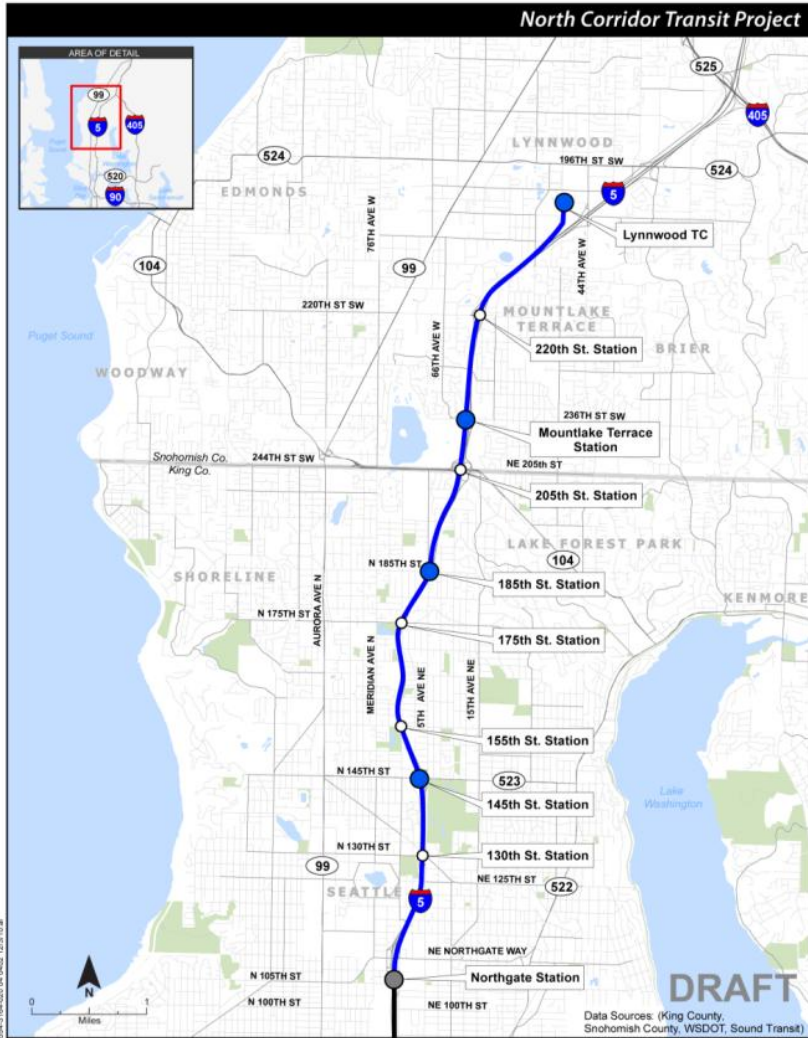
- TSM
 - I-5 light rail
 - SR 99 light rail
 - 15th Ave light rail
 - I-5 BRT
 - Multi-corridor BRT
- 15th Ave light rail
 - SR 99 at-grade light rail

Level 1 evaluation

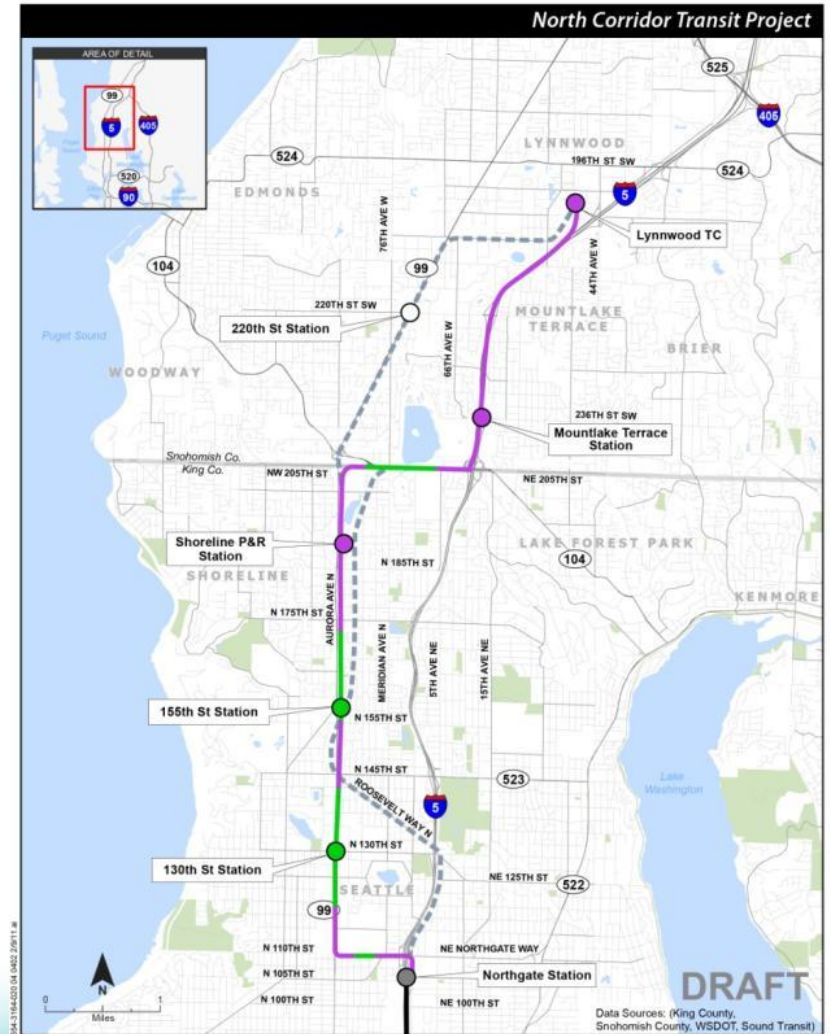
- Developed more detailed information for remaining alternatives
 - Ridership forecasts
 - Capital & operating cost estimates
 - Environmental impact risk areas
- Evaluated against Level 1 criteria

I-5 light rail

SR 99 light rail



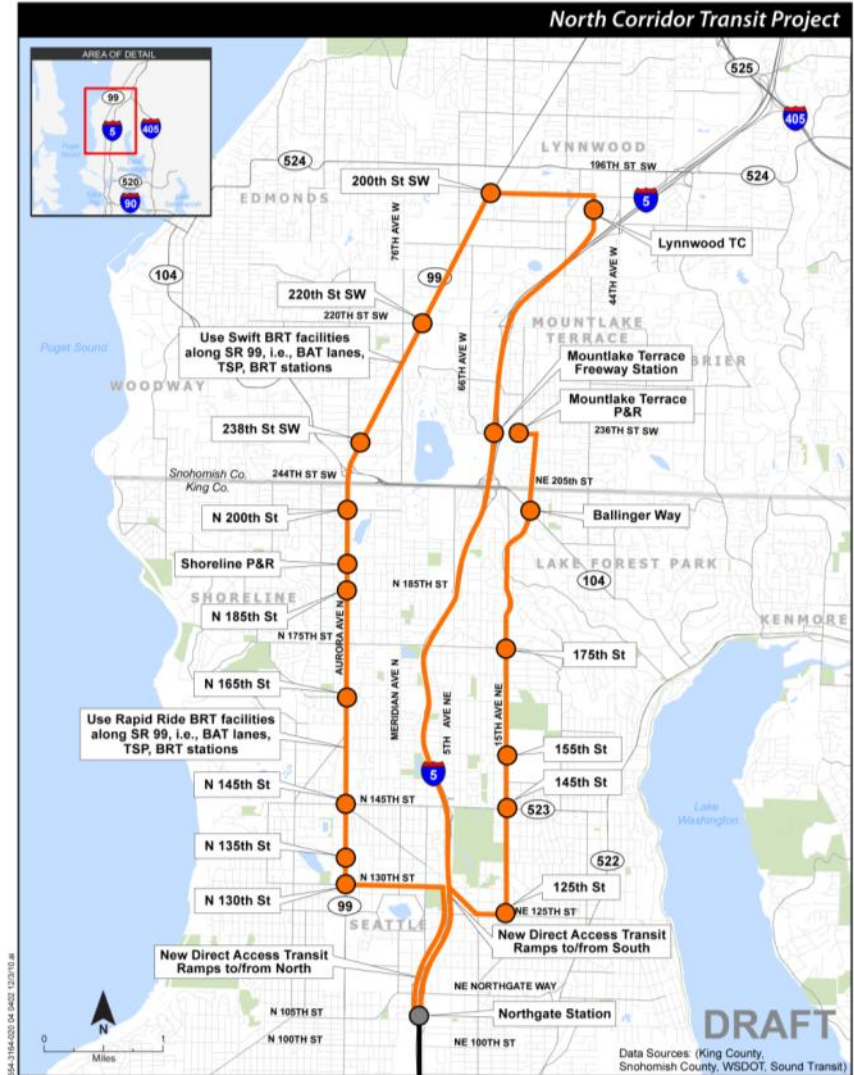
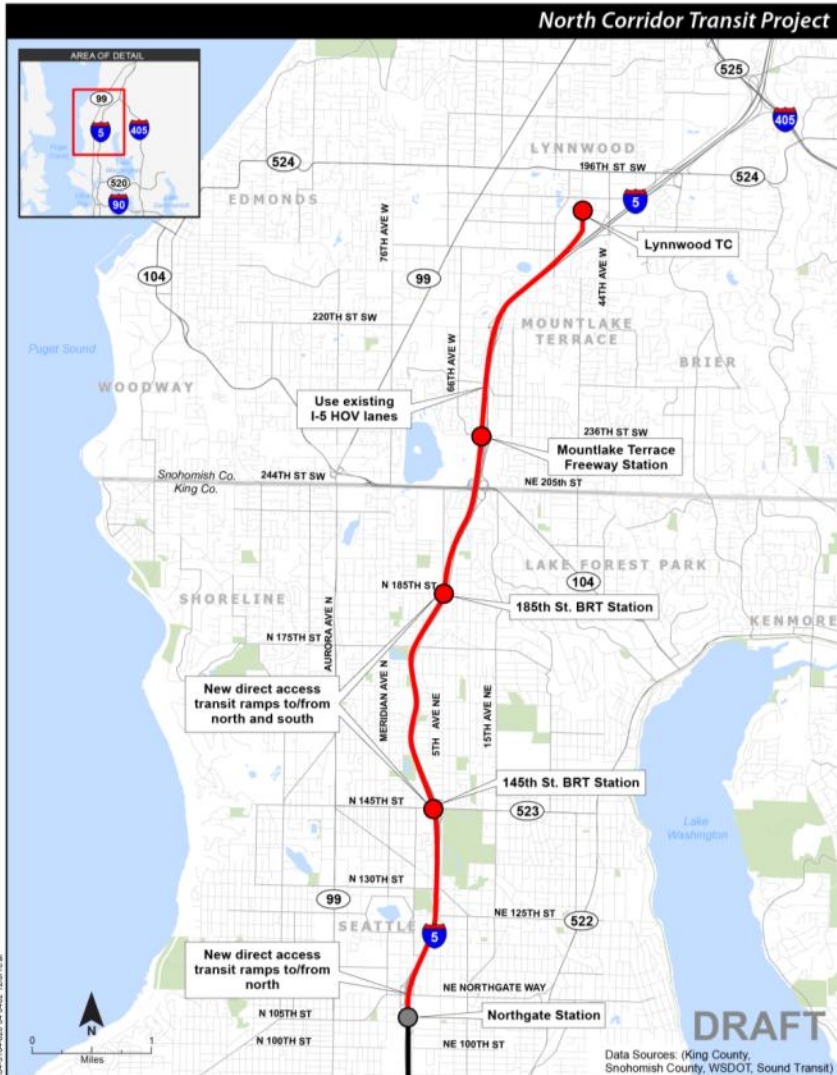
- Light Rail Route
 - Proposed Light Rail Station*
 - North Link Light Rail
 - Potential Light Rail Station Variation
 - North Link Station
- *ST2 Representative Alignment has 4 Light Rail Stations



- Elevated Light Rail
 - Potential At-Grade Segment
 - Elevated Light Rail Station*
 - Potential for At-Grade Station
 - North Link Light Rail
 - North Link Station
 - Possible Sub-Alternatives (profile undetermined)
 - Possible Sub-Alternatives Station (profile undetermined)
- *ST2 Representative Alignment has 4 Light Rail Stations

I-5 trunk BRT

Multi-corridor BRT



Level 1 findings

(figures subject to change in next level screening)

	I-5 LRT	SR 99 LRT	I-5 BRT	MC 99 BRT
Project riders	50,600/day	46,200/day	20,800/day	25,100/day
New riders	5.9 M/yr	5.2 M/yr	2.2 M/yr	2.6 M/yr
Travel time (Lynnwood to Northgate)	14 minutes	21 minutes	25 minutes	24 minutes
Travel time savings	5.9 M hours/yr	4.9 M hours/yr	1.9 M hours/yr	2.3 M hours/yr
ROW needs	Low (except WSDOT)	High	Low	Low
Capital costs (2010 \$M rounded)	\$1,500– 1,750	\$1,850 – 2,150	\$600 - 700	\$450 - 550
Operating costs (2010 \$M)	\$21/yr	\$26/yr	\$18/yr	\$36/yr

Level 1 conclusions

- Drop I-5 BRT
 - Multi-corridor BRT has higher ridership and travel time savings and lower capital costs
- Refine remaining alternatives
- More work needed on land use, economic development potential & environmental impacts

Next steps

- Level 2 alternatives
 - TSM/Baseline
 - L1: I-5 light rail
 - L2: SR 99 light rail
 - B2: Multi-corridor BRT
- Back in summer with results
- EIS scoping follows
- Board selection of EIS alternatives in fall