

**MOTION NO. M2012-17**
**Identifying Lynnwood Link Extension Alternatives for Detailed Study in a Draft Environmental Impact Statement**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>	<b>PHONE:</b>
Capital Committee	04/12/12	Recommendation to Board	Ric Ilgenfritz, PEPD Executive Director	(206) 398-5239
Board	04/26/12	Final Action	<b>Matt Shelden, Light Rail Project Development Manager</b>	(206) 398-5292

**PROPOSED ACTION**

Identifying the light rail route and station alternatives for detailed study in the Lynnwood Link Extension Draft Environmental Impact Statement.

**KEY FEATURES**

- Identifies the light rail route and station alternatives to be studied in detail in the Lynnwood Link Extension Draft Environmental Impact Statement (DEIS) from the range of alternatives evaluated as follows:

**Segment A: Northgate through NE 185<sup>th</sup> Street Station**

Alternative A1: At-grade/elevated to NE 145<sup>th</sup> and NE 185<sup>th</sup> east side stations

Alternative A2: At-grade/elevated to NE 145<sup>th</sup> east side and NE 185<sup>th</sup> west side stations

Alternative A3: Mostly elevated to NE 145<sup>th</sup> and NE 185<sup>th</sup> east side stations

Alternative A4: Mostly elevated to NE 145<sup>th</sup> east side and NE 185<sup>th</sup> west side stations

Alternative A5: At-grade/elevated to NE 130<sup>th</sup>, NE 155<sup>th</sup> and NE 185<sup>th</sup> east side stations

Alternative A6: At-grade/elevated to NE 130<sup>th</sup> and NE 155<sup>th</sup> east side and NE 185<sup>th</sup> west side stations

Alternative A7: Mostly elevated to NE 130<sup>th</sup>, NE 155<sup>th</sup> and NE 185<sup>th</sup> east side stations

Alternative A8: Mostly elevated to NE 130<sup>th</sup> and NE 155<sup>th</sup> east side and NE 185<sup>th</sup> west side stations

Alternative A9: At-grade/elevated to NE 145<sup>th</sup> and NE 175<sup>th</sup> east side stations

Alternative A10: At-grade/elevated to NE 130<sup>th</sup>, NE 145<sup>th</sup> and NE 185<sup>th</sup> east side stations

Alternative A11: Mostly elevated to NE 130<sup>th</sup>, NE 145<sup>th</sup> and NE 185<sup>th</sup> east side stations

**Segment B: NE 185<sup>th</sup> Street to 212<sup>th</sup> Street SW**

Alternative B1: East side to Mountlake Terrace Transit Center to median

Alternative B2: East side to Mountlake Terrace Transit Center to west side

Alternative B2a: East side to Mountlake Terrace Transit Center to west side with 220<sup>th</sup> station

Alternative B3: East side to Mountlake Terrace Transit Center to east side

Alternative B4: East side to Mountlake Terrace Freeway Station to median

Alternative B5: West side to Mountlake Terrace Freeway Station to median

Alternative B6: West side to Mountlake Terrace Transit Center to median

Alternative B7: West side to Mountlake Terrace Transit Center to west side

Alternative B7a: West side to Mountlake Terrace Transit Center to west side with 220<sup>th</sup> station

Alternative B8: West side to Mountlake Terrace Transit Center to east side

### **Segment C: 212<sup>th</sup> Street SW to Lynnwood Transit Center**

Alternative C1: 52<sup>nd</sup> Avenue W to 200<sup>th</sup> Street station

Alternative C2: 52<sup>nd</sup> Avenue W to Lynnwood Transit Center station

Alternative C3: I-5 to Lynnwood Park & Ride station

- The light rail route and station alternatives identified for study will undergo conceptual engineering level of design to support Environmental Impact Statement (EIS) analyses. Alignments, profiles, and station locations will be refined within the general route and station areas during conceptual engineering.
- During the design and environmental review of the alternatives identified for detailed study, route and station development workshops will be held to engage affected communities in the project development process and get feedback on alignment, profile and station design issues. Sound Transit will also seek to avoid, minimize or mitigate potential impacts of the project as design progresses.

### **PROJECT DESCRIPTION**

The Lynnwood Link Extension project extends light rail from Northgate Station in the City of Seattle to the Lynnwood Transit Center in the City of Lynnwood. The project also serves the cities of Shoreline and Mountlake Terrace. The project will extend light rail along the Interstate 5 corridor with stations, alignment, and profiles to be determined following the issuance of the Final EIS and Board selection of the project to be built.

### **FISCAL INFORMATION**

Not applicable to this action.

### **SMALL BUSINESS PARTICIPATION**

Not applicable to this action.

### **EQUAL EMPLOYMENT WORKFORCE PROFILE**

Not applicable to this action.

### **BACKGROUND**

The Lynnwood Link Extension Project, formerly known as the North Corridor [High Capacity] Transit Project, extends the Link system from Northgate Station to Lynnwood Transit Center as part of ST2 authorized by voters in November 2008. The project will extend light rail facilities and service from King County into Snohomish County between the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood.

Sound Transit intends to apply for federal funding to help pay for this extension through the Federal Transit Administration's (FTA) New Starts grant program. The FTA requires that projects seeking New Starts funding complete an alternatives analysis (AA). Sound Transit completed the AA Report and State Environmental Policy Act (SEPA) Addendum in 2011, culminating in adoption of Motion No. M2011-87. Motion No. M2011-87 narrowed the modes and corridors for further study in the EIS process to light rail along the Interstate 5 (I-5) corridor, and excluded from further consideration other modes and corridors. Motion No. M2011-87 also approved clearance of Phase Gate 2 – Identify Alternatives.

Before committing federal funds to the Lynnwood Link Extension, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the SEPA. The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, has determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

Early environmental scoping was conducted in 2010 in conjunction with the AA process, and additional scoping was conducted in the fall of 2011. During scoping, Sound Transit received comments on the project's proposed purpose and need, and the range of alternatives and impacts to be evaluated in the EIS. The formal scoping comment period for the project ended October 31, 2011. The process involved a 30-day comment period, an agency scoping meeting and three scoping open houses at which the public had the opportunity to review the AA results and comment on what should be studied in the EIS. Public and agency input from that process informed the identification and definition of preliminary light rail route and station alternatives that have since been evaluated to determine which should be advanced for study in the EIS. Evaluation results were discussed with agencies and the public in March 2012 at ten meetings in the affected communities, and with the Capital Committee at its April 12, 2012 meeting. The findings from the evaluation process are described in the *Lynnwood Link Extension Light Rail Alternatives Evaluation Board Briefing Book*, as amended by adding Appendix C. The alternatives identified in this action will proceed into further environmental review. But inclusion of an alternative in the environmental review process does not guarantee that the alternative can be selected. The viability of newly proposed alternatives that have not been evaluated under the ST 2 Plan criteria is contingent on the analysis to be conducted during the environmental review process.

## **ENVIRONMENTAL COMPLIANCE**

Environmental review for the Lynnwood Link Extension project has occurred in several phases. Light rail and other potential high capacity transit improvements in the North Corridor were broadly evaluated in 2005 (along with other potential regional transit system enhancements) in the 2005 Supplemental EIS (SEIS) for the Regional Transit Long-Range Plan. Like the 1993 EIS it supplements, the 2005 SEIS provided plan-level environmental review under the SEPA of various potential high capacity transit modes and corridors. A SEPA Addendum to the 2005 SEIS was prepared in September 2011 to support narrowing the focus to light rail in the I-5 corridor.

The next step in the environmental review process is to prepare the project-level Environmental Impact Statement consistent with both the NEPA and SEPA requirements. This more detailed project-level environmental review will evaluate potential alignment, station location, and profile alternatives for the Lynnwood Link Extension project in the I-5 corridor.

SSK

## **TIME CONSTRAINTS**

Delaying identification of alternatives to be studied in the EIS could delay the start of the DEIS and conceptual engineering development and subsequent publication of the DEIS.

## **LEGAL REVIEW**

PW 4/6/12

## **MOTION NO. M2012-17**

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the light rail route and station alternatives to study in detail in the Lynnwood Link Extension Draft Environmental Impact Statement.

### **BACKGROUND:**

The Lynnwood Link Extension, formerly known as the North Corridor [High Capacity] Transit Project, will extend the light rail system from Northgate Station to Lynnwood Transit Center as part of the ST2 Regional Transit System Plan adopted by the Sound Transit Board in July 2008. Voters within the Sound Transit district authorized local taxes to implement the plan and project in November 2008. The project will extend regional light rail facilities and service from King County into Snohomish County between the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood.

Sound Transit intends to apply for federal funding to help pay for this extension through the Federal Transit Administration's (FTA) New Starts grant program. The FTA requires that projects seeking New Starts funding complete an alternatives analysis (AA) to compete for New Starts funding. Sound Transit completed the AA Report and SEPA Addendum in 2011, culminating in adoption of Motion No. M2011-87 narrowing the modes and corridors for further study in the draft environmental impact statement (DEIS) process to light rail along the Interstate 5 (I-5) corridor, and excluding from further consideration other modes and corridors.

Before committing federal funds to the Lynnwood Link Extension, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

Early environmental scoping was conducted in 2010 in conjunction with the AA process, and additional scoping was conducted in the fall of 2011. During scoping comments were received on the project's proposed purpose and need and the range of alternatives and impacts to be evaluated in the DEIS. The formal scoping comment period for the project ended October 31, 2011. The process involved a 30-day comment period, an agency scoping meeting, and three scoping open houses where the public had the opportunity to review the AA results and comment on what should be studied in the EIS. Public and agency input from that process informed the identification and definition of preliminary light rail route and station alternatives along I-5 that have since been evaluated to determine which should be advanced for further study in the DEIS. Evaluation results were discussed with agencies and the public in March 2012 at ten meetings in the affected communities, and with the Capital Committee at its April 12, 2012 meeting.

**MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority to study in detail the following light rail routes and stations in the Draft Environmental Impact Statement, as described in the Lynnwood Link Extension Light Rail Alternatives Evaluation Board Briefing Book, as amended by adding Appendix C:

**Segment A: Northgate through NE 185th Street Station**

- Alternative A1: At-grade/elevated to NE 145th and NE 185th east side stations
- Alternative A3: Mostly elevated to NE 145th and NE 185th east side stations
- Alternative A5: At-grade/elevated to NE 130th, NE 155th and NE 185th east side stations
- Alternative A7: Mostly elevated to NE 130th, NE 155th and NE 185th east side stations
- Alternative A10: At-grade/elevated to NE 130th, NE 145th and NE 185th east side stations
- Alternative A11: Mostly elevated to NE 130th, NE 145th and NE 185th east side stations

**Segment B: NE 185th Street to 212th Street SW**

- Alternative B1: East side to Mountlake Terrace Transit Center to median
- Alternative B2: East side to Mountlake Terrace Transit Center to west side
- Alternative B2a: East side to Mountlake Terrace Transit Center to west side with 220th station
- Alternative B4: East side to Mountlake Terrace Freeway Station to median


**Segment C: 212th Street SW to Lynnwood Transit Center**

- Alternative C1: 52nd Avenue W to 200th Street station
- Alternative C2: 52nd Avenue W to Lynnwood Transit Center station
- Alternative C3: I-5 to Lynnwood Park & Ride station

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 26, 2012.

  
Julia Patterson  
Board Vice Chair

ATTEST:

  
Marcia Walker  
Board Administrator



Lynnwood Link Extension

# **Sound Transit Board Briefing Book Light Rail Alternatives Evaluation**

Northgate to Lynnwood

**April 2012**



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# Table of Contents

Introduction .....	4
Project Background .....	4
Alternatives Development .....	5
The AA I-5 Alternative .....	5
Alternatives Suggested During Scoping.....	6
Other Alternatives.....	6
Alternatives Evaluation.....	7
Public Input.....	8
Evaluation Results .....	8
Performance of the AA I-5 Alternative .....	9
Segment A	
Alternative A1: At-grade/elevated to 145 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	11
Alternative A2: At-grade/elevated to 145 <sup>th</sup> east side and 185 <sup>th</sup> west side stations .....	12
Alternative A3: Mostly elevated to 145 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	14
Alternative A4: Mostly elevated to 145 <sup>th</sup> east side and 185 <sup>th</sup> west side stations .....	15
Alternative A5: At-grade/elevated to 130 <sup>th</sup> , 155 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	17
Alternative A6: At-grade/elevated to 130 <sup>th</sup> and 155 <sup>th</sup> east side and 185 <sup>th</sup> west side stations ....	19
Alternative A7: Mostly elevated to 130 <sup>th</sup> , 155 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	21
Alternative A8: Mostly elevated to 130 <sup>th</sup> and 155 <sup>th</sup> east side and 185 <sup>th</sup> west side stations .....	23
Segment B	
Alternative B1: East side to Mountlake Terrace Transit Center to median .....	25
Alternative B2: East side to Mountlake Terrace Transit Center to west side.....	27
Alternative B2a: East side to Mountlake Terrace Transit Center to west side with 220 <sup>th</sup> Station .....	29
Alternative B3: East side to Mountlake Terrace Transit Center to east side .....	31
Alternative B4: East side to Mountlake Terrace Freeway Station to median.....	33
Alternative B5: West side to Mountlake Terrace Freeway Station to median.....	35
Alternative B6: West side to Mountlake Terrace Transit Center to median.....	37
Alternative B7: West side to Mountlake Terrace Transit Center to west side.....	39
Alternative B7a: West side to Mountlake Terrace Transit Center to west side with 220 <sup>th</sup> Station .....	41
Alternative B8: West side to Mountlake Terrace Transit Center to east side .....	43
Segment C	
Alternative C1: 52 <sup>nd</sup> Ave W to 200 <sup>th</sup> Street station .....	45
Alternative C2: 52 <sup>nd</sup> Ave W to Lynnwood Transit Center station .....	47
Alternative C3: I-5 to Lynnwood Park & Ride station.....	49
Appendix A: Environmental Scoping Summary Report	
Appendix B: March 2012 Drop-In Session Summary	



## INTRODUCTION

This briefing book evaluates the light rail route and station alternatives along I-5 between the Northgate and the Lynnwood Transit centers that are being considered for further design and analysis in the Draft Environmental Impact Statement (DEIS). Staff will brief the Sound Transit Board Capital Committee at their April 12<sup>th</sup> meeting and seek identification of the light rail alternatives to be included in the DEIS at the Board meeting on April 26, 2012.

### Project Background

Sound Transit intends to extend the Link light rail system from the planned interim terminus at Northgate Transit Center to the Lynnwood Transit Center, as shown in Figure 1. The Lynnwood Link Extension project is an element of Sound Transit's adopted Long-Range Plan and is part of the Sound Transit 2 (ST2) Plan for regional transit investments approved by voters in 2008. The project is also included in the region's Metropolitan Transportation Plan (Puget Sound Regional Council's *Transportation 2040*). These plans anticipate the eventual extension of mass transit service north to Everett, connecting to a regional system serving other markets to the south and east, such as University of Washington, Capitol Hill, downtown Seattle, Bellevue, Redmond and SeaTac.

Sound Transit completed an Alternative Analysis (AA) in accordance with FTA New Starts guidelines in 2011. The AA developed and evaluated a range of transit mode and route alternatives to provide high capacity transit service between Northgate and the Lynnwood Transit Center. The performance of these alternatives was analyzed for transportation effectiveness, supportive land use and economic development effects, preservation of a healthy environment, cost & constructability, New Starts grant program competitiveness, and Sound Transit program affordability. The analysis and evaluation was documented in the *Alternatives Analysis Report and SEPA Addendum, September 2011*.

Sound Transit also gathered public input during the formulation of the alternatives to be considered in the AA and environmental review. Early environmental scoping was conducted in 2010 in conjunction with the AA process, and additional scoping was conducted in the fall of 2011. From September 30 to October 31, 2011, Sound Transit and the Federal Transit Administration (FTA) conducted public scoping for the North Corridor Transit Project EIS. Three scoping public meetings and one agency scoping meeting were held to solicit comments on the AA results and on the alternatives to be evaluated in the EIS. More than 240 people attended the public meetings, and staff from thirteen agencies and tribes attended the agency scoping meeting.

In December 2011 in Motion 2011-87, the Sound Transit Board narrowed the range of alternatives to be developed and studied in the EIS to light rail along I-5. Other modes and corridors were excluded from further study.

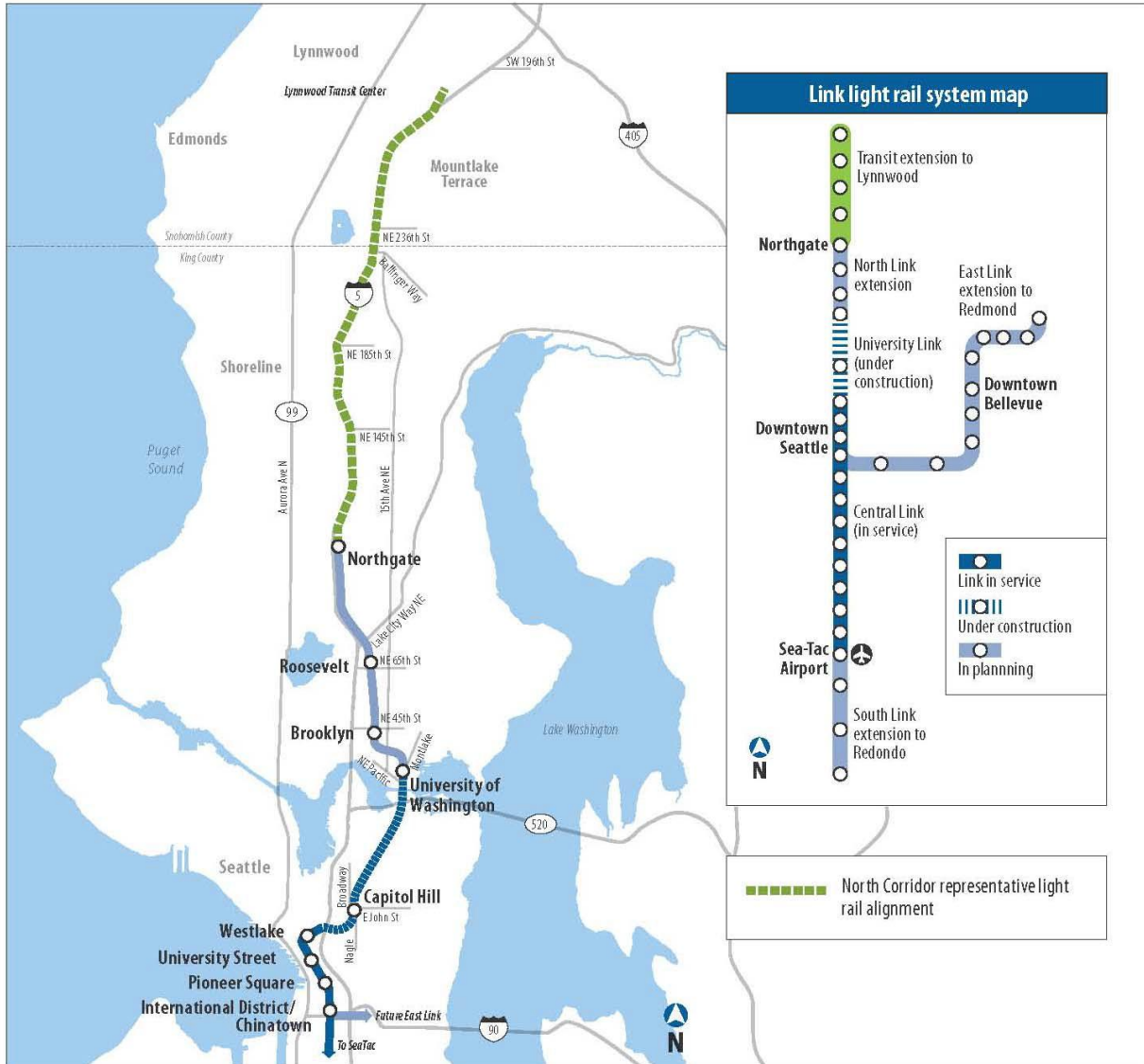


Figure 1: Lynnwood Link Extension Project Vicinity Map

Since that action, Sound Transit has further analyzed a variety of potential I-5 light rail alignment and station alternatives for the purpose of defining the alternatives to be studied in the EIS. The alternatives evaluated were identified through public and agency scoping comments or by the technical team

## ALTERNATIVES DEVELOPMENT

### The AA I-5 Alternative

One light rail alignment, profile and station access alternative along I-5 was defined and evaluated during the AA for comparison to other corridor and mode alternatives. The AA I-5 alternative has been carried forward for the purpose of assessing the relative advantages and disadvantages of additional I-5 light rail alignment and station alternatives identified through the EIS scoping process.

The AA I-5 alternative assumes that double track light rail guideway would be extended along the east side of I-5 from the end of the Northgate Station tail tracks to Mountlake Terrace in a mix of retained cut, retained fill and elevated profile, with an elevated station at NE 145<sup>th</sup> Street, a retained cut station at NE 185<sup>th</sup> Street and an elevated station at the Mountlake Terrace Transit Center. From there it would cross the northbound lanes of I-5 on elevated structure to the median where it would run in retained cut/retained fill profile to just south of the Lynnwood Transit Center. It would then cross the southbound lanes of I-5 on elevated structure and run on elevated guideway to an elevated station at the Lynnwood Transit Center. Expanded park and ride would be provided at NE 145<sup>th</sup> Street, NE 185<sup>th</sup> Street and Lynnwood Transit Center. The AA I-5 alternative is shown in Figure 2.

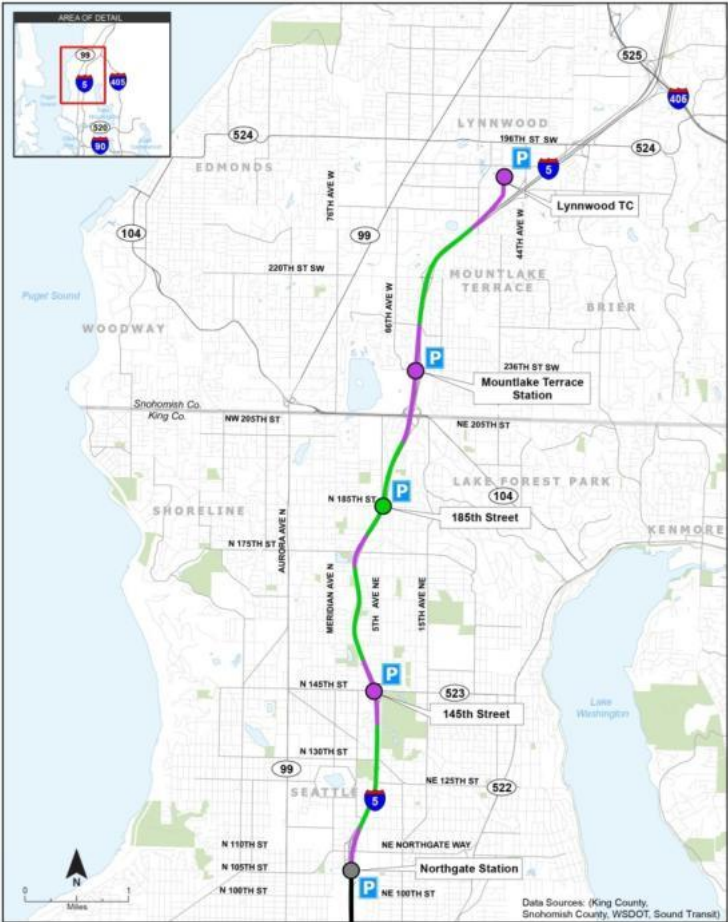


Figure 2: AA I-5 Alternative

## ALTERNATIVES EVALUATION

All alternatives were first evaluated to identify any issues that could disqualify them from further analysis. Considerations included consistency with the approved ST2 program, station accessibility, major infrastructure development constraints, and Sound Transit policies and design guidance.

### Alternatives Suggested During Scoping

Several light rail station and alignment alternatives were suggested through scoping and are shown in Figures 3 and 4. Scoping comments are discussed in more detail in the *North Corridor Transit Project Environmental Scoping Summary Report* in Appendix A.

### Other Alternatives

Along the I-5 corridor, light rail guideway could conceivably be placed along either side of the freeway or in the median. There are also numerous locations that could be considered for stations. A number of light rail station, alignment and profile alternatives have been considered aside from the AA I-5 alternative and the alternatives suggested through scoping.

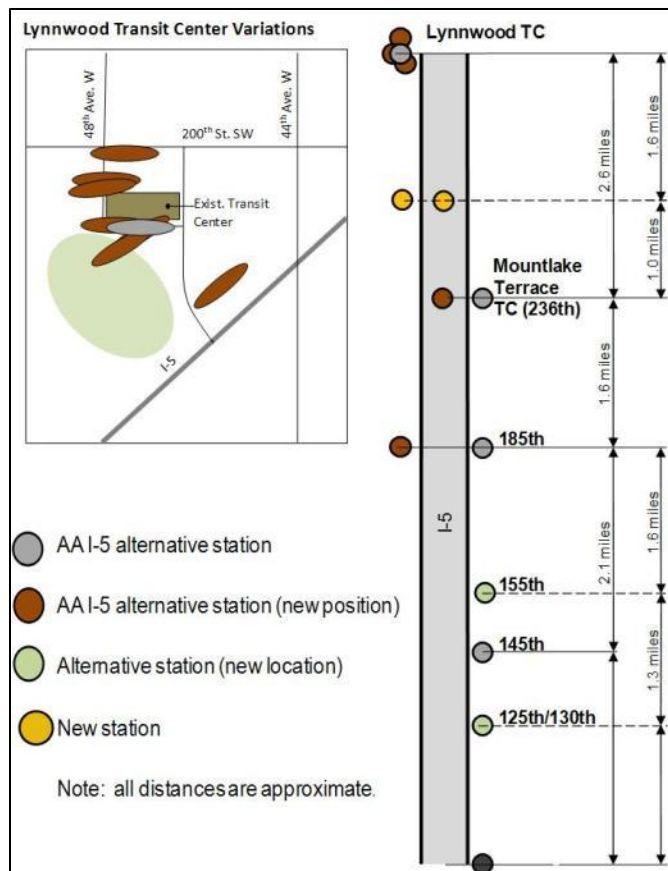


Figure 3: Station Alternatives

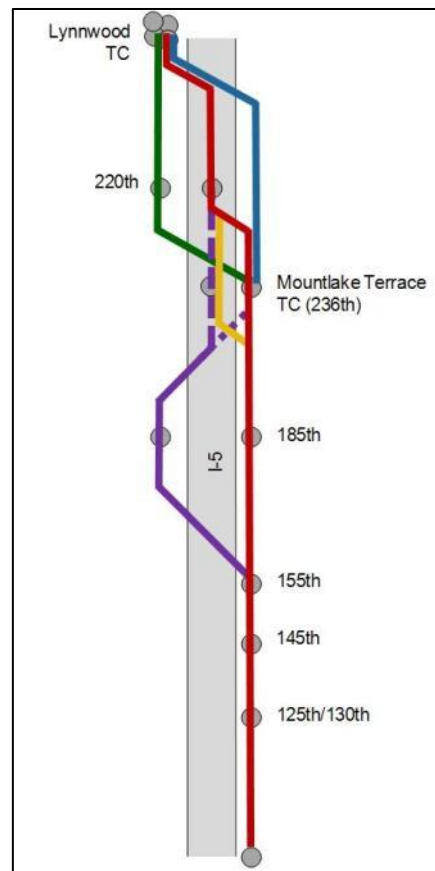


Figure 4: Alignment Alternatives

Those alternatives that passed the initial evaluation were analyzed further using the following evaluation criteria:

- Transportation performance (light rail travel time, pedestrian/bicycle access, bus access, automobile access)
- Ridership potential
- Environmental effects (noise, traffic, parks/recreation area and section 4(f)/6(f) resources, historic/Section 106 resources, wetland/ ecosystems/ water resources, visual, environmental justice)
- Station area development potential (existing land use and transit oriented development potential)
- Cost implications (capital and operations)
- Constructability (design deviations and I-5 impacts)
- Right-of-way/property implications (magnitude and types)

Evaluation was done as a comparison of the performance of each alternative relative to performance of the AA I-5 alternative. Each alternative was generally rated as performing better than, worse than or similar to that alternative, or having higher, lower or similar potential impacts or benefits.

## **PUBLIC INPUT**

Sound Transit conducted an extensive outreach program including both early scoping and environmental scoping, ongoing agency engagement via an Interagency Technical Working Group (ITWG) of cities, counties and regional, state and transit agencies, and briefings to the Sound Transit Board and other stakeholders at key points in the AA and EIS processes to date. The alternatives defined, screened and evaluated in this briefing book were identified in part from public comments received during the EIS scoping process conducted in October 2011, which included three public meetings and one agency meeting with over 250 attendees and almost 70 written comments. Scoping comments are discussed in more detail in the *North Corridor Transit Project Environmental Scoping Summary Report* in Appendix A.

The alternatives and screening results have been shared with the ITWG and individual jurisdictions/agencies, and were shared with the public in March 2012 via 10 informal drop-in sessions throughout corridor. About 450 people participated in those sessions and about 150 written comments were received. Comments from the drop-in sessions are summarized in the *March 2012 Drop-In Session Summary* in Appendix B.

## **EVALUATION RESULTS**

This section depicts and describes the station and alignment alternatives that were evaluated in detail in three project segments and assesses their performance relative to the AA I-5 alternative. The project segments are:

*Segment A: Northgate through NE 185<sup>th</sup> Street Station*

*Segment B: NE 185<sup>th</sup> Street to 212<sup>th</sup> Street SW*

*Segment C: 212<sup>th</sup> Street SW to Lynnwood Transit Center*

The depictions and descriptions of the alternatives are neither definitive nor final. They are based on the current early level of design (approximately 2%) and station access programming. They are intended to show the differences between alternatives when compared to the AA I-5 alternative and other alternatives in the same segment sufficient for the Board to identify the most promising alternatives for further evaluation in the EIS. A full evaluation of the alternatives identified by the Board for further study will be provided in the EIS.

### **Performance of the AA I-5 Alternative**

The tables below summarize the performance of the AA I-5 alternative in each segment. This alternative is the basis of comparison for the other alternatives.

### Segment A: Northgate through NE 185<sup>th</sup> Street Station

Criteria	Performance
<b>Transportation Performance</b>	Good travel time performance. 145 <sup>th</sup> and 185 <sup>th</sup> Street stations provide good bus and vehicle access, fair pedestrian and bike access.
<b>Ridership Potential</b>	Moderate ridership potential based on residential and population nearby, with parking provided at both stations.
<b>Potential Environmental Effects</b>	Generally moderate with higher effects in sensitive areas (streams and wetlands) and in areas of limited right of way, and potential property, park, historic, noise, visual and traffic impacts.
<b>Development Potential</b>	Low. High proportion of single-family development pattern. Limited development opportunities nearby.
<b>Cost Implications (2010\$ M)</b>	Segment cost not calculated independently; total AA I-5 alternative cost is \$1.4 - \$1.6 billion (2010\$).
<b>Constructability</b>	Constrained areas for construction and staging.
<b>ROW Implications</b>	Narrow WSDOT right-of-way provides some room to accommodate light rail but some private properties will need to be acquired in some areas along the alignment, and at stations.

### Segment B: NE 185<sup>th</sup> Street to 212<sup>th</sup> Street SW

Criteria	Performance
<b>Transportation Performance</b>	Good travel time performance, but could have reduced operational speeds related to crossing I-5. Good bus and vehicle access to Mountlake Terrace Transit Center station. Fair pedestrian and bicycle access to station.
<b>Ridership Potential</b>	High ridership potential.
<b>Potential Environmental Effects</b>	Overall low to moderate level of impacts because much of the alignment is in the freeway median. Localized wetlands, noise and ecosystem impacts, mostly north of the Mountlake Terrace Transit Center.
<b>Development Potential</b>	Moderate development potential at Mountlake Terrace Transit Center Station, close proximity to designated Town Center.
<b>Cost Implications (2010\$ M)</b>	Segment cost not calculated independently; total AA I-5 alternative cost is \$1.4 - \$1.6 billion (2010\$).
<b>Constructability</b>	Low potential for design deviations and I-5 impacts, but could have staging implications related to crossing I-5.
<b>ROW Implications</b>	Low potential for property impacts because most of the alignment remains within I-5 right of way.

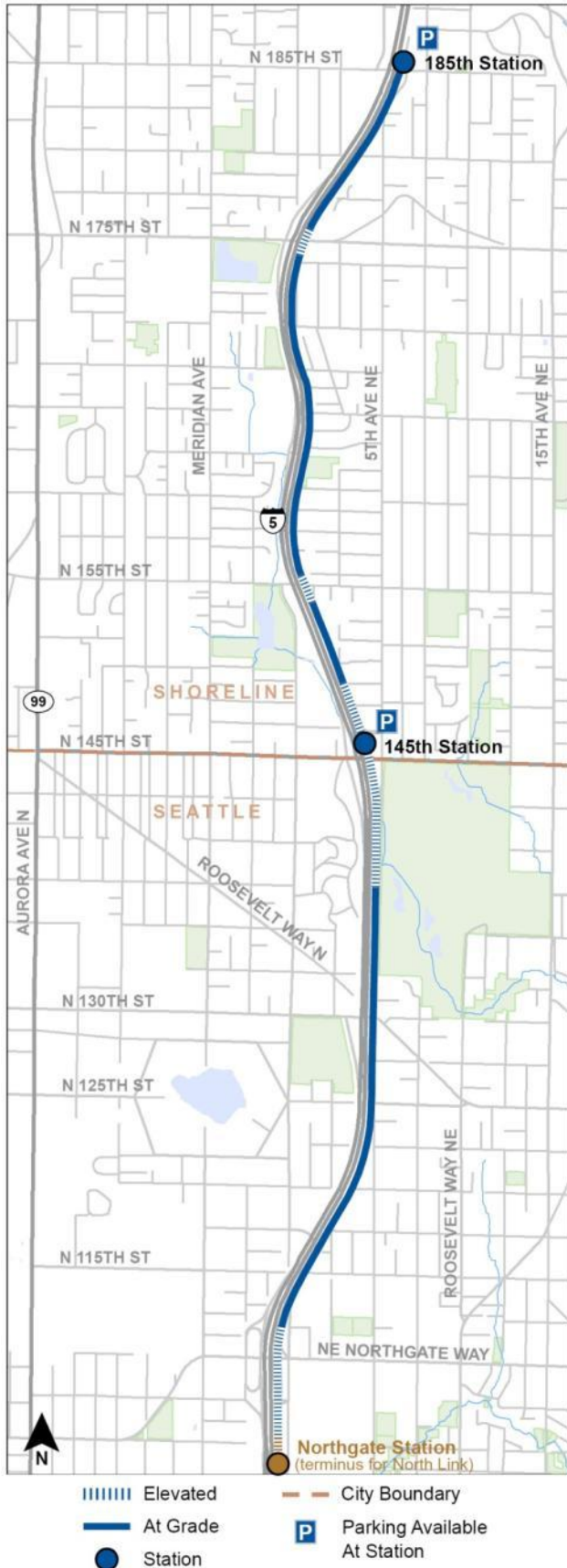
### Segment C: 212<sup>th</sup> Street SW to Lynnwood Transit Center

Criteria	Performance
<b>Transportation Performance</b>	Good travel time performance. Good bus, vehicular, pedestrian and bicycle access at Lynnwood Transit Center.
<b>Ridership Potential</b>	High ridership potential.
<b>Potential Environmental Effects</b>	Higher levels of impacts, including to ecosystems from an elevated crossing of a stream and wetlands area, and visual, noise and

	potential displacement impacts to commercial and residential properties, and impacts related to the elevated guideway through Scriber Creek Park
<b>Development Potential</b>	High development potential at Lynnwood Transit Center and adjacent Lynnwood City Center. Mix of land uses compatible with existing zoning and City Center plan.
<b>Cost Implications (2010\$ M)</b>	Segment cost not calculated independently; total AA I-5 alternative cost is \$1.4 - \$1.6 billion (2010\$).
<b>Constructability</b>	Difficult to construct where it crosses the wetlands and park.
<b>ROW Implications</b>	Crosses a large parcel owned by Edmonds School District, which has development plans for the affected site, and alignment requires portions of several commercial and multifamily residential parcels, with potential displacements.



**A1: AT-GRADE/ELEVATED TO 145<sup>TH</sup> AND 185<sup>TH</sup> EAST SIDE STATIONS**



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 117<sup>th</sup> Street, then in retained cut/fill to north of 130<sup>th</sup> Street, then elevated to north of 145<sup>th</sup> Street, then retained cut/fill to 185<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Street.

**Stations:** An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 145<sup>th</sup> Street. A retained cut/fill station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

**Relative pros and cons of this alternative:**

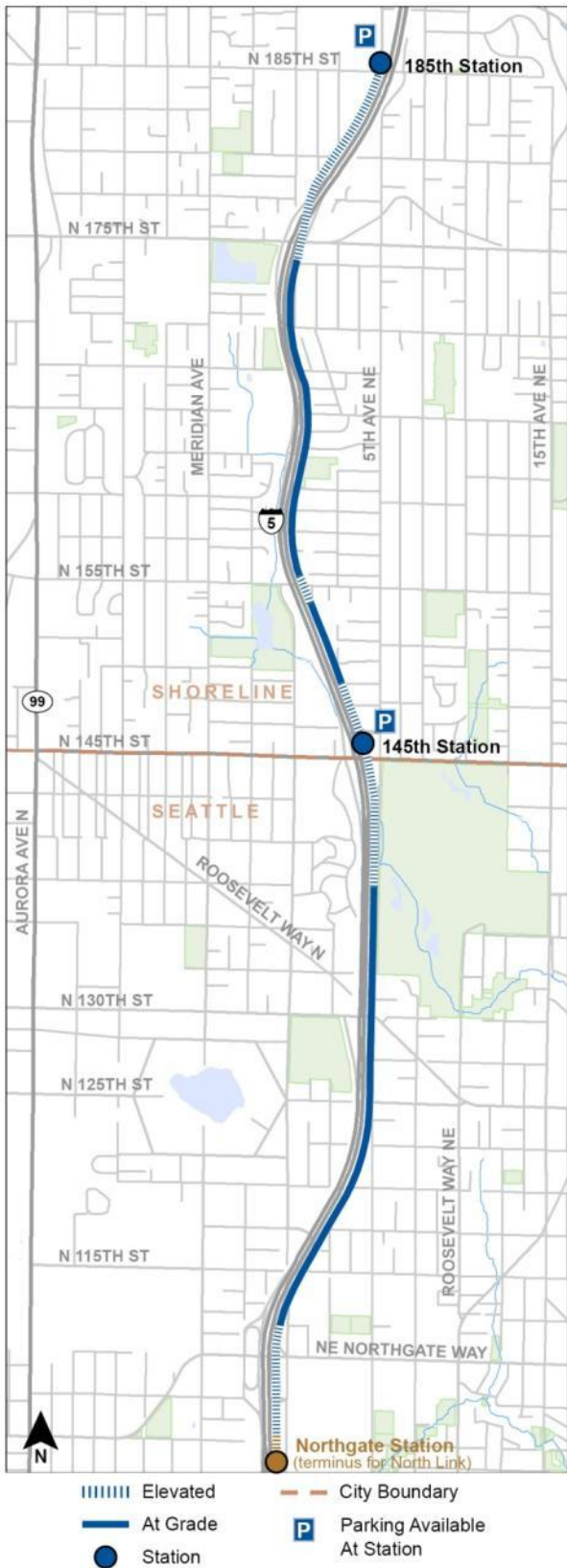
- Provides regional service coverage in North Seattle and Shoreline
- 145<sup>th</sup> Street station serves both local and freeway access and provides opportunities to feed existing commuter buses to rail
- 185<sup>th</sup> Street station serves local access needs and supports potential redevelopment near the station
- Guideway profile optimized to reduce cost and provide additional flexibility to avoid some environmental impacts such as ecosystems

**Evaluation results:**

Criteria	Performance Compared to the AA I-5 Alternative
Transportation Performance	Similar
Ridership Potential	Similar
Potential Environmental Effects	Similar
Development Potential	Similar
Cost Implications	Similar
Constructability	Similar
ROW Implications	Similar



**A2: AT-GRADE/ELEVATED TO 145<sup>TH</sup> EAST SIDE AND 185<sup>TH</sup> WEST SIDE STATIONS**



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 117<sup>th</sup> Street, then in retained cut/fill from to north of 130<sup>th</sup> Street, then elevated to north of 145<sup>th</sup> Street, then retained cut/fill to 175<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Street. North of 175<sup>th</sup> Street the guideway crosses I-5 on elevated structure to the west side and runs on elevated structure to 185<sup>th</sup> Street.

**Stations:** An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 145<sup>th</sup> Street. An elevated or retained cut station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

**Relative pros and cons of this alternative:**

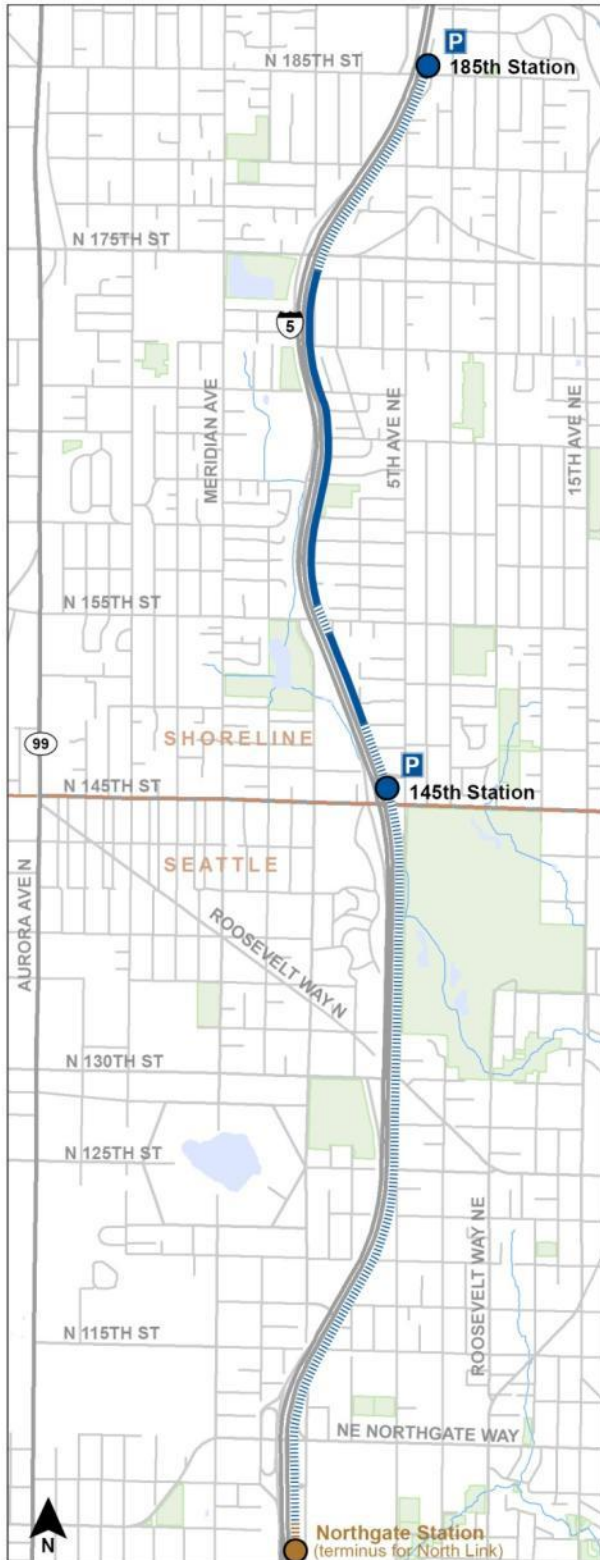
- Service coverage and station access similar to A1
- Guideway profile optimized to reduce cost (except for I-5 crossing), but I-5 crossing increases potential visual and historic impacts
- Places the 185<sup>th</sup> Street station slightly closer to potential transit-oriented development opportunities

**Evaluation results:** (see next page)

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Slight improvement in access at 185 <sup>th</sup> Street due to station being closer to presumed park and ride sites and bus service.
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Similar except for higher potential visual and historic impacts. However, a west side alignment increases impacts into Segment B.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$40M to \$50M more, plus potential additional costs in Segment B, depending on alternative.
<b>Constructability</b>	Substantially more difficult due to staging constraints and traffic impacts related to crossing I-5; also adds additional I-5 crossing in Segment B.
<b>ROW Implications</b>	Slightly less

**A3: MOSTLY ELEVATED TO 145<sup>TH</sup> AND 185<sup>TH</sup> EAST SIDE STATIONS**



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 145<sup>th</sup> Street, then retained cut/fill to south of 175<sup>th</sup> Street except for an elevated crossing of 155<sup>th</sup> Street, then elevated to 185<sup>th</sup> Street.

**Stations:** An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 145<sup>th</sup> Street. An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

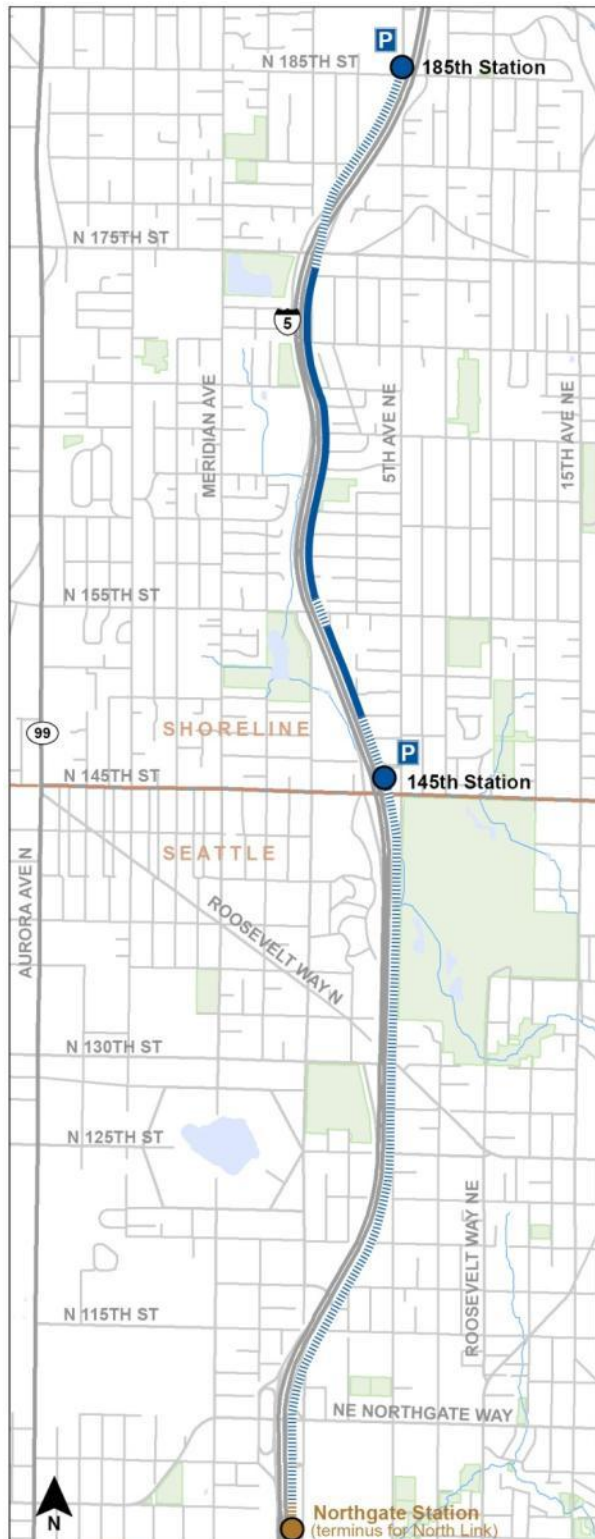
**Relative pros and cons of this alternative:**

- Service coverage and station access similar to A1
- More elevated guideway could reduce potential impacts to I-5 bridges and ramps, some properties and some environmental resources, but increases costs

**Evaluation results:**

Criteria	Performance Compared to the AA I-5 Alternative
Transportation Performance	Similar
Ridership Potential	Similar
Potential Environmental Effects	Similar
Development Potential	Similar
Cost Implications (2010 \$)	\$90M to \$105M more
Constructability	Potentially less difficult by avoiding 117 <sup>th</sup> and 130 <sup>th</sup> St. bridges
ROW Implications	Lower potential for property impacts

## A4: MOSTLY ELEVATED TO 145<sup>TH</sup> EAST SIDE AND 185<sup>TH</sup> WEST SIDE STATIONS



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 145<sup>th</sup> Street, then retained cut/fill to south of 175<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Streets. North of 175<sup>th</sup> Street the guideway crosses I-5 on elevated structure to the west side and runs on elevated structure to 185<sup>th</sup> Street.

**Stations:** An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 145<sup>th</sup> Street. An elevated or retained cut station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

### Relative pros and cons of this alternative:

- Service coverage and station access similar to A1
- More elevated guideway could reduce potential impacts to I-5 bridges and ramps, some properties and some environmental resources, but increases costs
- Places the 185<sup>th</sup> Street station slightly closer to potential transit-oriented development opportunities
- I-5 crossing and west side elevated structure increases potential visual and historic impacts

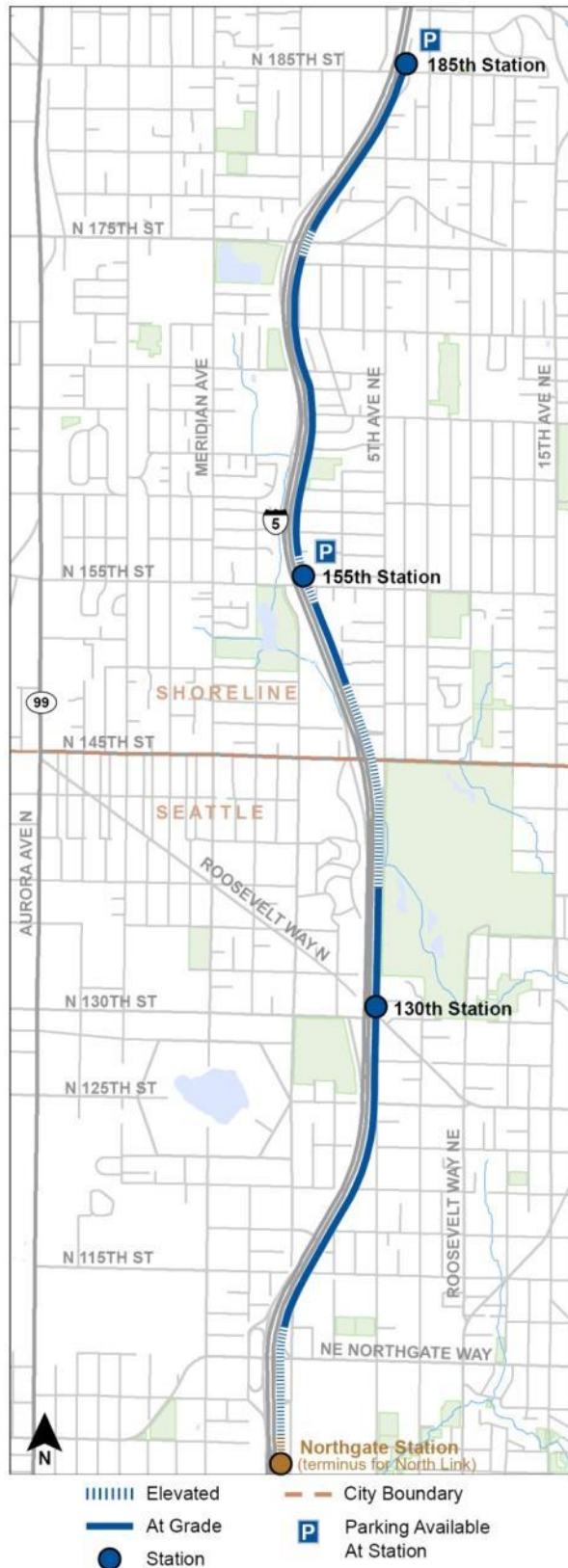
**Evaluation results:** (see next page)

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Slight improvement in access at 185 <sup>th</sup> Street due to station being closer to presumed park and ride sites and bus service.
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Similar, with higher visual and historic impacts and lower ecosystem impacts due to elevated structures. However, a west side alignment increases impacts into Segment B.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$105M \$120M more
<b>Constructability</b>	Substantially more difficult due to staging constraints and traffic impacts related to crossing I-5; also adds additional I-5 crossing in Segment B.
<b>ROW Implications</b>	Slightly less



## A5: AT-GRADE/ELEVATED TO 130<sup>TH</sup>, 155<sup>TH</sup> AND 185<sup>TH</sup> EAST SIDE STATIONS



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 117<sup>th</sup> Street, then in retained cut/fill to north of 130<sup>th</sup> Street, then elevated to north of 145<sup>th</sup> Street, then retained cut/fill to 185<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Street.

**Stations:** A retained cut/fill station with on-street bus facilities would be located at 130<sup>th</sup> Street. An elevated station would straddle 155<sup>th</sup> Street with up to 500 park and ride stalls and on-street bus facilities nearby. A retained cut/fill station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

### Relative pros and cons of this alternative:

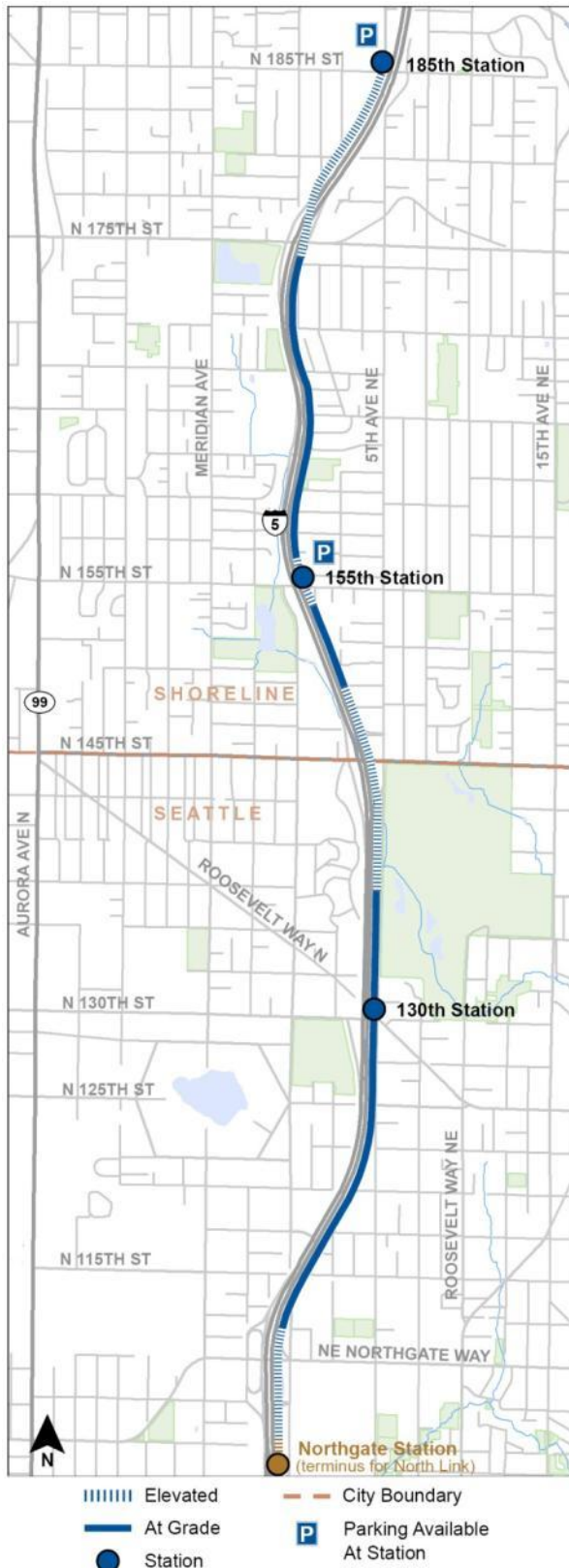
- Three stations provide more service coverage and ridership potential in this segment than the two stations included in Alternatives A1 through A4.
- Station at 130<sup>th</sup> Street has more apparent opportunity for transit oriented development, but less opportunity for access from the freeway
- 185<sup>th</sup> Street station serves local access needs and supports potential redevelopment near the station
- Guideway profile optimized to reduce cost and provide additional flexibility to avoid some environmental impacts such as ecosystems

**Evaluation results:** (see next page)

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Travel times would be slightly slower due to added station
<b>Ridership Potential</b>	Moderate Increase as result of doubling population within walking distance due to added station
<b>Potential Environmental Effects</b>	Similar. Potential for higher historic impacts; lower ecosystem impacts
<b>Development Potential</b>	Slightly better. 130 <sup>th</sup> Street Station is within 0.5 miles of existing commercial node. Otherwise, predominantly single-family surrounds stations.
<b>Cost Implications (2010\$ M)</b>	\$40M to \$45M more
<b>Constructability</b>	Slightly more difficult, due to wider section at 130 <sup>th</sup> Street Station and fewer staging areas available at 130 <sup>th</sup> and 155 <sup>th</sup> compared to 145 <sup>th</sup> Street.
<b>ROW Implications</b>	Similar with localized differences in station areas

**A6: AT-GRADE/ELEVATED TO 130<sup>TH</sup> AND 155<sup>TH</sup> EAST SIDE AND 185<sup>TH</sup> WEST SIDE STATIONS**



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 117<sup>th</sup> Street, then in retained cut/fill from north of 130<sup>th</sup> Street, then elevated to north of 145<sup>th</sup> Street, then retained cut/fill to 175<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Street. North of 175<sup>th</sup> Street the guideway crosses I-5 on elevated structure to the west side and runs on elevated structure to 185<sup>th</sup> Street.

**Stations:** A retained cut/fill station with on-street bus facilities would be located at 130<sup>th</sup> Street. An elevated station would straddle 155<sup>th</sup> Street with up to 500 park and ride stalls and on-street bus facilities nearby. An elevated or retained cut station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

**Relative pros and cons of this alternative:**

- Service coverage, station access, ridership and transit-oriented development opportunities similar to A5
- Places the 185<sup>th</sup> Street station slightly closer to potential transit-oriented development opportunities
- Guideway profile optimized to reduce cost (except for I-5 crossing), but I-5 crossing increases potential visual and historic impacts

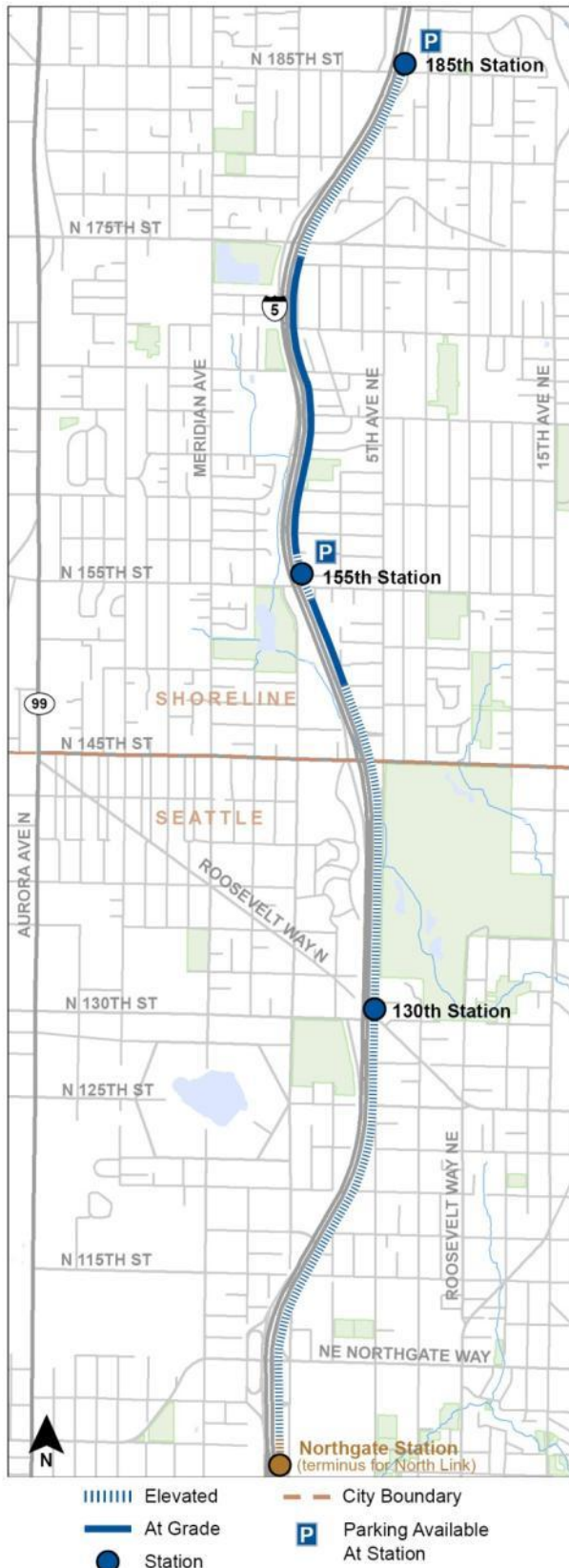
**Evaluation results:** (see next page)



**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Travel times would be slightly slower due to added station. Slight improvement in access at 185 <sup>th</sup> Street due to station platform being closer to parking garage and bus service.
<b>Ridership Potential</b>	Moderate Increase as result of doubling population within walking distance due to added station
<b>Potential Environmental Effects</b>	Similar. Potential for higher historic and visual impacts, lower ecosystem impacts. Westside alignment increases impacts moving into Segment B.
<b>Development Potential</b>	Slightly better. 130 <sup>th</sup> Street Station is within 0.5 miles of existing commercial node. Otherwise, predominantly single-family surrounds stations.
<b>Cost Implications (2010\$ M)</b>	\$80M to \$95M more, plus additional costs in Segment B depending on alternative.
<b>Constructability</b>	Substantially more difficult due to staging constraints and traffic impacts related to crossing I-5; also adds additional I-5 crossing in Segment B.
<b>ROW Implications</b>	Slightly less

## A7: MOSTLY ELEVATED TO 130<sup>TH</sup>, 155<sup>TH</sup> AND 185<sup>TH</sup> EAST SIDE STATIONS



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 145<sup>th</sup> Street, then retained cut/fill to south of 175<sup>th</sup> Street except for an elevated crossing of 155<sup>th</sup> Street, then elevated to 185<sup>th</sup> Street.

**Stations:** An elevated station with on-street bus facilities would be located at 130<sup>th</sup> Street. An elevated station would straddle 155<sup>th</sup> Street with up to 500 park and ride stalls and on-street bus facilities nearby. An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

### Relative pros and cons of this alternative:

- Service coverage, station access, ridership and transit-oriented development opportunities similar to A5
- More elevated guideway could reduce potential impacts to I-5 bridges and ramps, some properties and some environmental resources, but increases costs

**Evaluation results:** (see next page)

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Travel times would be slightly slower due to added station
<b>Ridership Potential</b>	Moderate Increase as result of doubling population within walking distance due to added station
<b>Potential Environmental Effects</b>	Similar. Higher potential for visual impacts but more ability to reduce ecosystem impacts.
<b>Development Potential</b>	Slightly better. 130 <sup>th</sup> Street Station is within 0.5 miles of existing commercial node. Otherwise, predominantly single-family surrounds stations.
<b>Cost Implications (2010\$ M)</b>	\$120M to \$135M more
<b>Constructability</b>	Potentially less difficult if 117 <sup>th</sup> and 130 <sup>th</sup> St. bridges are avoided, but there are fewer staging areas available at 130 <sup>th</sup> and 155 <sup>th</sup> compared to 145 <sup>th</sup> Street.
<b>ROW Implications</b>	Similar, with localized differences in station areas

**A8: MOSTLY ELEVATED TO 130<sup>TH</sup> AND 155<sup>TH</sup> EAST SIDE AND 185<sup>TH</sup> WEST SIDE STATIONS**



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 145<sup>th</sup> Street, then retained cut/fill to south of 175<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Streets. North of 175<sup>th</sup> Street the guideway crosses I-5 on elevated structure to the west side and runs on elevated structure to 185<sup>th</sup> Street.

**Stations:** An elevated station with on-street bus facilities would be located at 130<sup>th</sup> Street. An elevated station would straddle 155<sup>th</sup> Street with up to 500 park and ride stalls and on-street bus facilities nearby. An elevated or retained cut station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

**Relative pros and cons of this alternative:**

- Service coverage, station access, ridership and transit-oriented development opportunities similar to A5
- More elevated guideway could reduce potential impacts to I-5 bridges and ramps, some properties and some environmental resources, but increases costs
- Places the 185<sup>th</sup> Street station slightly closer to potential transit-oriented development opportunities

**Evaluation results:** (see next page)

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Travel times would be slightly slower due to added station. Slight improvement in access at 185 <sup>th</sup> Street due to station platform being closer to parking garage and bus service.
<b>Ridership Potential</b>	Moderate Increase as result of doubling population within walking distance due to added station
<b>Potential Environmental Effects</b>	Higher potential for noise, historic and visual impacts, with potential reduction in ecosystem impacts. A west side alignment increases impacts moving into Segment B.
<b>Development Potential</b>	Slightly better. 130 <sup>th</sup> Street Station is within 0.5 miles of existing commercial node. Otherwise, predominantly single-family surrounds stations.
<b>Cost Implications (2010\$ M)</b>	\$130M to \$150M more, plus possible additional costs in Segment B, depending on alternative
<b>Constructability</b>	Substantially more difficult due to staging constraints and traffic impacts related to crossing I-5; also adds additional I-5 crossing in Segment B.
<b>ROW Implications</b>	Similar, but with localized differences in station areas

## B1: EAST SIDE TO MOUNTLAKE TERRACE TRANSIT CENTER TO MEDIAN



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on retained cut/fill to about NE 200<sup>th</sup> Street, then elevated to the Mountlake Terrace Transit Center. Some elevated guideway would be necessary near NE 185<sup>th</sup> Street to connect if the 185<sup>th</sup> Street station were elevated. North of Mountlake Terrace, the guideway would cross the northbound lanes of I-5 on elevated structure then transition to retained cut/fill in the median of I-5 near 230<sup>th</sup> Street SW, then run in retained cut/fill in the median to 212<sup>th</sup> Street SW.

**Stations:** An elevated station would be located at the Mountlake Terrace Transit Center along with expanded on- and off-street bus facilities. The existing 880 park and ride stalls would be maintained but not expanded.

### Relative pros and cons of this alternative:

- The station is located at the existing focus of transit service and access for the city at the transit center, leveraging existing transit investment
- The station placement is closest to the Mountlake Terrace city center and nearby transit-oriented development opportunities
- No clear continuing transit purpose for the adjacent freeway station when bus service is restructured in response to light rail service
- Median alignment between Mountlake Terrace and Lynnwood is the least expensive guideway option

**Evaluation results:** (see next page)

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Similar
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	Similar
<b>Constructability</b>	Similar
<b>ROW Implications</b>	Similar



## B2: EAST SIDE TO MOUNTLAKE TERRACE TRANSIT CENTER TO WEST SIDE



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on retained cut/fill to about NE 200<sup>th</sup> Street, then elevated to the Mountlake Terrace Transit Center. Some elevated guideway would be necessary near NE 185<sup>th</sup> Street to connect if the 185<sup>th</sup> Street station were elevated. North of Mountlake Terrace, the guideway would cross the northbound and southbound lanes of I-5 on elevated structure then to the west side of the freeway, then runs in retained cut/fill to south of 220<sup>th</sup> Street SW, then largely on elevated structure to 212<sup>th</sup> Street SW.

**Stations:** An elevated station would be located at the Mountlake Terrace Transit Center along with expanded on- and off-street bus facilities. The existing 880 park and ride stalls would be maintained but not expanded.

### Relative pros and cons of this alternative:

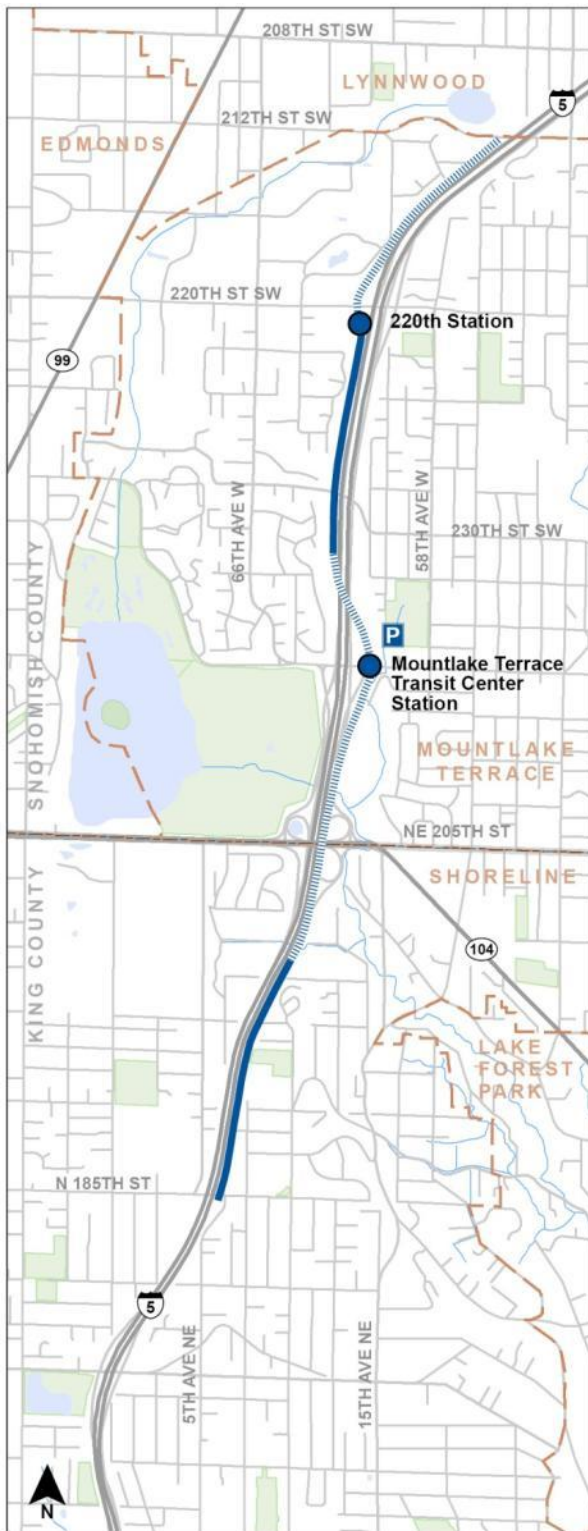
- Station access and transit-oriented development opportunities similar to B1
- Crossing over the entire I-5 freeway to the west side near Mountlake Terrace Transit Center can be accomplished more directly and on shorter, less expensive structures than with the split crossing required in some other alternatives
- West side alignment between Mountlake Terrace and Lynnwood provides the opportunity for a future station at 220<sup>th</sup> Street
- No clear continuing transit purpose for the adjacent freeway station when bus service is restructured in response to light rail service
- Fewer potential environmental impacts than an east side alignment between Mountlake Terrace and Lynnwood



**Evaluation Results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Higher level of impacts, including higher ecosystems, noise and visual due to alignment on the west side of the freeway.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$65M to \$85M more
<b>Constructability</b>	Improvement due to single crossing of I-5. Also, construction staging outside of the highway is better than in median.
<b>ROW Implications</b>	Moderate increase in need for additional properties outside I-5 ROW.

**B2A: EAST SIDE TO MOUNTLAKE TERRACE TRANSIT CENTER TO WEST SIDE WITH 220<sup>TH</sup> STATION**



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on retained cut/fill to about NE 200<sup>th</sup> Street, then elevated to the Mountlake Terrace Transit Center. Some elevated guideway would be necessary near NE 185<sup>th</sup> Street to connect if the 185<sup>th</sup> Street station were elevated. North of Mountlake Terrace, the guideway would cross the northbound and southbound lanes of I-5 on elevated structure then to the west side of the freeway, then runs in retained cut/fill to south of 220<sup>th</sup> Street SW, then largely on elevated structure to 212<sup>th</sup> Street SW.

**Stations:** An elevated station would be located at the Mountlake Terrace Transit Center along with expanded on- and off-street bus facilities. The existing 880 park and ride stalls would be maintained but not expanded. An at-grade/elevated station would be located just south of 220<sup>th</sup> Street SW.

**Relative pros and cons of this alternative:**

- A 220<sup>th</sup> station was not included in the voter-approved ST2 Plan and might require plan amendment to add it to this extension
- Station access and transit-oriented development opportunities enhanced by addition of second station in this segment near higher density residential and employment area
- Crossing over the entire I-5 freeway to the west side near Mountlake Terrace Transit Center can be accomplished more directly and on shorter, less expensive structures than with the split crossing required in some other alternatives
- No clear continuing transit purpose for the adjacent freeway station when bus service is restructured in response to light rail service

- Fewer potential environmental impacts than an east side alignment between Mountlake Terrace and Lynnwood

**Evaluation Results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Travel times would be slightly slower due to added station but system access would be improved
<b>Ridership Potential</b>	Higher due to added station
<b>Potential Environmental Effects</b>	Higher level of impacts, including higher ecosystems, noise and visual due to alignment on the west side of the freeway. Station at 220 <sup>th</sup> could increase potential for historic impacts.
<b>Development Potential</b>	Greater due to added station in higher density residential and employment area
<b>Cost Implications (2010\$ M)</b>	\$110M to \$130M more
<b>Constructability</b>	Improvement due to single crossing of I-5. Also, construction staging outside of the highway is better than in median.
<b>ROW Implications</b>	Moderate increase in need for additional properties outside I-5 ROW.

### B3: EAST SIDE TO MOUNTLAKE TERRACE TRANSIT CENTER TO EAST SIDE



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on retained cut/fill to about NE 200<sup>th</sup> Street, then elevated to the Mountlake Terrace Transit Center. Some elevated guideway would be necessary near NE 185<sup>th</sup> Street to connect if the 185<sup>th</sup> Street station were elevated. North of Mountlake Terrace, the guideway would continue largely on elevated structure along the east side of I-5 to 212<sup>th</sup> Street SW.

**Stations:** An elevated station would be located at the Mountlake Terrace Transit Center along with expanded on- and off-street bus facilities. The existing 880 park and ride stalls would be maintained but not expanded.

**Relative pros and cons of this alternative:**

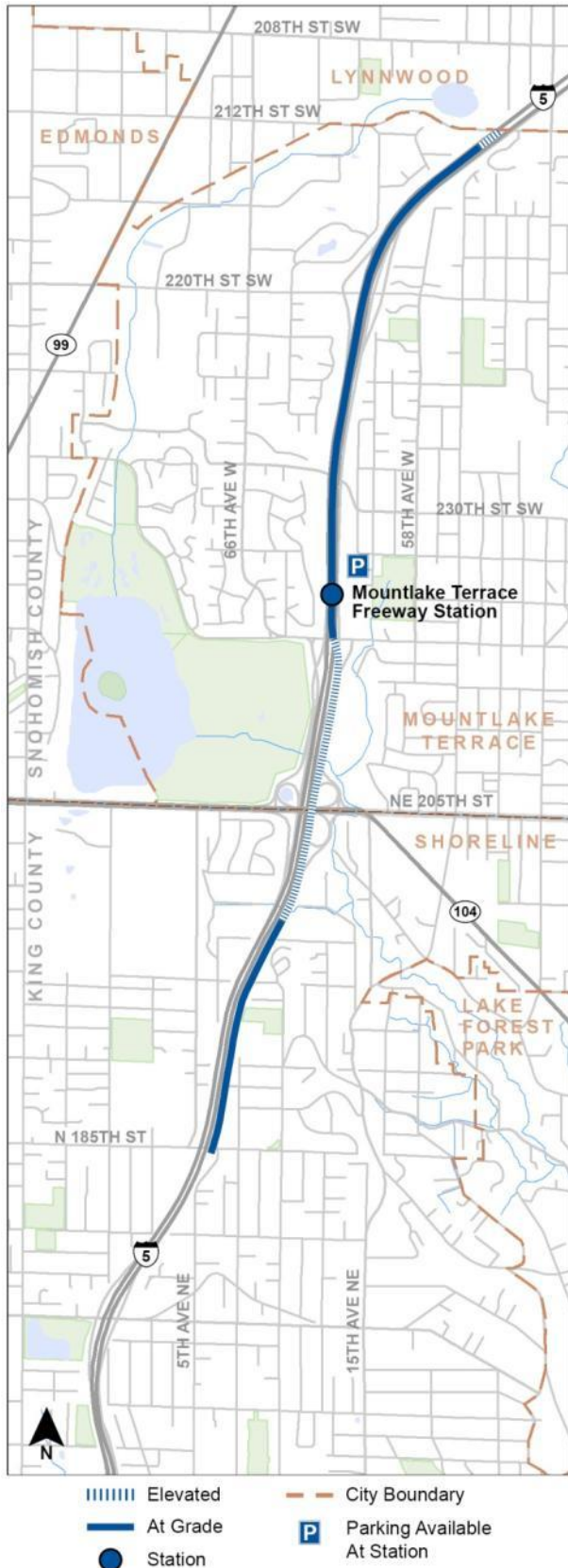
- Station access and transit-oriented development opportunities similar to B1
- Crossing over the entire I-5 freeway to the west side near 212<sup>th</sup> Street SW can be accomplished more directly and on shorter, less expensive structures than with the split crossing required in some other alternatives
- No clear continuing transit purpose for the adjacent freeway station when bus service is restructured in response to light rail service

**Evaluation results:** (see next page)

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Higher potential for noise, visual, and ecosystems impacts due to extended section along I-5 through a greenbelt separating I-5 from residential neighborhoods.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$65M to \$85M more
<b>Constructability</b>	Improvement, due to single crossing of I-5. Also, construction staging outside of the highway is better than in median
<b>ROW Implications</b>	Moderate increase in need for additional properties outside of I-5 ROW.

## B4: EAST SIDE TO MOUNTLAKE TERRACE FREEWAY STATION TO MEDIAN



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on retained cut/fill to about NE 200<sup>th</sup> Street, then elevated to about 240<sup>th</sup> Street SW. Some elevated guideway would be necessary near NE 185<sup>th</sup> Street to connect if the 185<sup>th</sup> Street station were elevated. From 240<sup>th</sup> Street, the guideway would cross the northbound lanes of I-5 on elevated structure then transition to retained cut/fill in the median of I-5 south of the 236<sup>th</sup> Street SW overpass, then run at grade in the median to the Mountlake Terrace Freeway Station. From the station it would run in retained cut/fill in the median to 212<sup>th</sup> Street SW.

**Stations:** The existing at-grade Mountlake Terrace Freeway Station would be extended and converted to light rail use, including a new pedestrian bridge over the northbound lanes of I-5 at the north end of the platform to tie into the Mountlake Terrace street grid at 232<sup>nd</sup> Street SW. The existing 880 stall park and ride and adjacent transit center would be utilized without further improvement, but on-street bus facilities near the transit center would be expanded.

### Relative pros and cons of this alternative:

- Reusing the freeway station saves capital cost and provides a continuing transit purpose for the facility when bus services are restructured in response to new light rail service
- Guideway geometry required to access the median of I-5 south of 236<sup>th</sup> Street SW would introduce speed restrictions and some delay to the system
- Transit-oriented development opportunities similar to B1, but station access would require longer walks to the station in middle of the freeway.

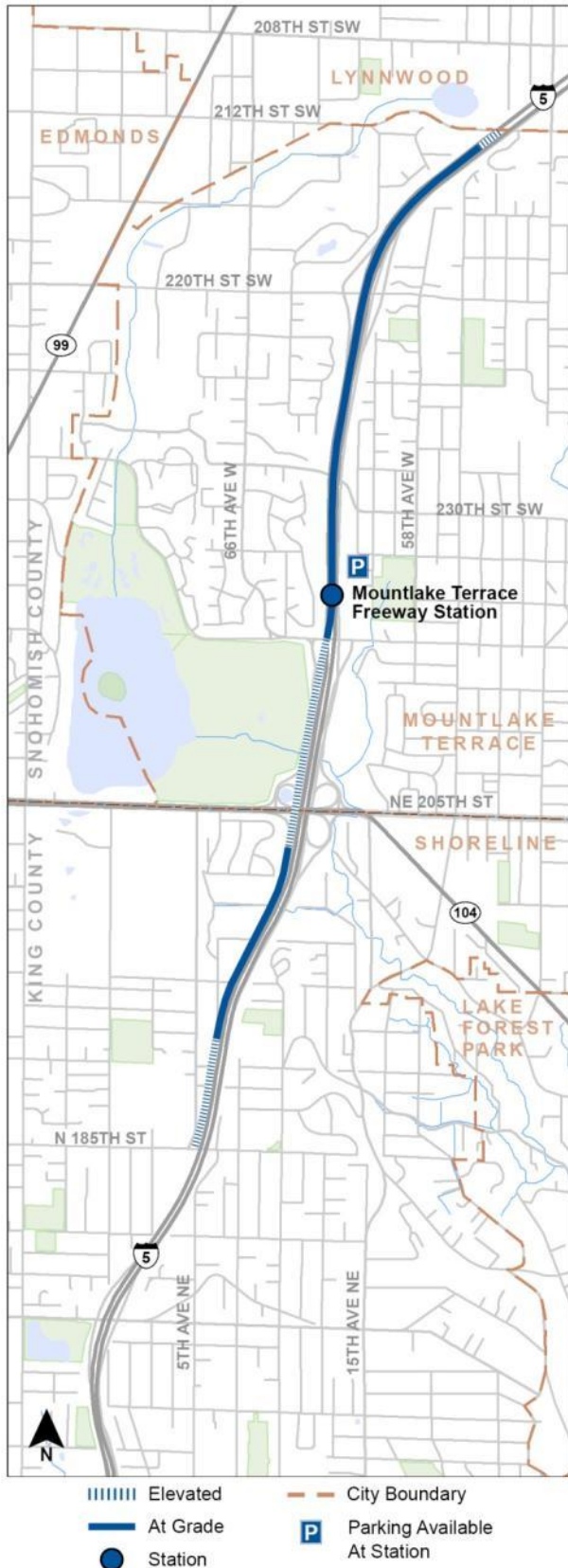
- Avoids construction disruption of the Mountlake Terrace Transit Center

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Slightly lower due to increased walk distance (approximately 800 feet) between station platform and parking and bus transfer at Mountlake Terrace, and poorer platform waiting environment.
<b>Ridership Potential</b>	Small reduction due to longer walk access to station platform.
<b>Potential Environmental Effects</b>	Generally reduced because alignment avoids localized noise and ecosystem impacts north of Mountlake Terrace Transit Center, but would have higher visual and ecosystem impacts associated with the second pedestrian bridge.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$30M Less
<b>Constructability</b>	Substantially more difficult, due to deviations, reduced speeds, and median construction related to crossing into median to the Mountlake Terrace Freeway Station.
<b>ROW Implications</b>	Similar



## B5: WEST SIDE TO MOUNTLAKE TERRACE FREEWAY STATION TO MEDIAN



**Guideway:** The guideway runs along the west side of I-5, in WSDOT rights-of-way wherever possible, elevated from the west side 185<sup>th</sup> Street station, transitioning to retained cut/fill to about NE 200<sup>th</sup> Street, then elevated to about 240<sup>th</sup> Street SW. From 240<sup>th</sup> Street, the guideway would cross the southbound lanes of I-5 on elevated structure then transition to retained cut/fill in the median of I-5 south of the 236<sup>th</sup> Street SW overpass, then run at grade in the median to the Mountlake Terrace Freeway Station. From the station it would run in retained cut/fill in the median to 212<sup>th</sup> Street SW. *This alternative would only be connected with Segment A alternatives that include a west side station at NE 185<sup>th</sup> Street.*

**Stations:** The existing at-grade Mountlake Terrace Freeway Station would be extended and converted to light rail use, including a new pedestrian bridge over the northbound lanes of I-5 at the north end of the platform to tie into the Mountlake Terrace street grid at 232<sup>nd</sup> Street SW. The existing 880 stall park and ride and adjacent transit center would be utilized without further improvement, but on-street bus facilities near the transit center would be expanded.

### Relative pros and cons of this alternative:

- This alternative requires that the guideway cross all lanes of I-5 two times between Northgate and Lynnwood, with added cost and construction impacts
- Reusing the freeway station saves capital cost and provides a continuing transit purpose for the facility when bus services are restructured in response to new light rail service
- Guideway geometry required to access the median of I-5 south of 236<sup>th</sup> Street SW would introduce speed restrictions and delay to the system



- Transit-oriented development opportunities similar to B1, but station access would require longer walks to the station in middle of the freeway.
- Avoids construction disruption of the Mountlake Terrace Transit Center

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Slightly lower due to increased walk distance (approximately 800 feet) between station platform and parking and bus transfer at Mountlake Terrace, and poorer platform waiting environment.
<b>Ridership Potential</b>	Small reduction due to longer walk access to station platform.
<b>Potential Environmental Effects</b>	Increased due to higher visual and ecosystem impacts along the west side from 185th, and higher visual and ecosystem impacts associated with second pedestrian bridge.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$15M to \$20M More
<b>Constructability</b>	Substantially more difficult, due to deviations, reduced speeds, and median construction related to crossing into median to the Mountlake Terrace Freeway Station.
<b>ROW Implications</b>	Similar.

## B6: WEST SIDE TO MOUNTLAKE TERRACE TRANSIT CENTER TO MEDIAN



**Guideway:** The guideway runs along the west side of I-5, in WSDOT rights-of-way wherever possible, elevated from the west side 185<sup>th</sup> Street station and across I-5 to the east side near NE 190<sup>th</sup> Street, then generally elevated to Mountlake Terrace Transit Center. North of Mountlake Terrace, the guideway would cross the northbound lanes of I-5 on elevated structure then transition to retained cut/fill in the median of I-5 near 230<sup>th</sup> Street SW, then run in retained cut/fill in the median to 212<sup>th</sup> Street SW. *This alternative would only be connected with Segment A alternatives that include a west side station at NE 185<sup>th</sup> Street.*

**Stations:** An elevated station would be located at the Mountlake Terrace Transit Center along with expanded on- and off-street bus facilities. The existing 880 park and ride stalls would be maintained but not expanded.

### Relative pros and cons of this alternative:

- This alternative requires that the guideway cross all lanes of I-5 three times between Northgate and Lynnwood, with added cost and construction impacts
- Station access and transit-oriented development opportunities similar to B1
- No clear continuing transit purpose for the adjacent freeway station when bus service is restructured in response to light rail service
- Median alignment between Mountlake Terrace and Lynnwood is the least expensive guideway option

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Overall similar but with higher visual impacts from sections along the west side of I-5 and then transitioning to the east prior the Mountlake Terrace Transit Center.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$50M to \$60M more
<b>Constructability</b>	Substantially more difficult due to staging constraints and traffic impacts related to crossing I-5.
<b>ROW Implications</b>	Overall similar, but higher potential for increased property impacts from the west/east crossing south of the Mountlake Terrace Transit Center.

**B7: WEST SIDE TO MOUNTLAKE TERRACE TRANSIT CENTER TO WEST SIDE**



**Guideway:** The guideway runs along the west side of I-5, in WSDOT rights-of-way wherever possible, elevated from the west side 185<sup>th</sup> Street station and across I-5 to the east side near NE 190<sup>th</sup> Street, then generally elevated to Mountlake Terrace Transit Center. North of Mountlake Terrace, the guideway would cross the northbound and southbound lanes of I-5 on elevated structure then to the west side of the freeway, then run in retained cut/fill to south of 220<sup>th</sup> Street SW, then largely on elevated structure to 212<sup>th</sup> Street SW. *This alternative would only be connected with Segment A alternatives that include a west side station at NE 185<sup>th</sup> Street.*

**Stations:** An elevated station would be located at the Mountlake Terrace Transit Center along with expanded on- and off-street bus facilities. The existing 880 park and ride stalls would be maintained but not expanded.

**Relative pros and cons of this alternative:**

- This alternative requires that the guideway cross all lanes of I-5 three times between Northgate and Lynnwood, with added cost and construction impacts
- Station access and transit-oriented development opportunities similar to B1
- No clear continuing transit purpose for the adjacent freeway station when bus service is restructured in response to light rail service
- Crossing back over the entire I-5 freeway to the west side near Mountlake Terrace Transit Center can be accomplished more directly and on shorter, less expensive structures than with the split crossing required in some other alternatives

- West side alignment between Mountlake Terrace and Lynnwood provides the opportunity for a future station at 220<sup>th</sup> Street
- Fewer potential environmental impacts than an east side alignment between Mountlake Terrace and Lynnwood.

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Markedly increased, including higher visual impacts along the west side from 185 <sup>th</sup> to the Mountlake Terrace Transit Center. To the north, higher visual, ecosystem and noise impacts, including for the transition back to the west side and along the west side greenbelt up to S. 220 <sup>th</sup> Street. Higher ecosystem impacts also near S. 212 <sup>th</sup> Street.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$110M to \$140M more
<b>Constructability</b>	Substantially more difficult due to additional crossing of I-5
<b>ROW Implications</b>	Moderate increase in need for additional properties outside of I-5 ROW.

**B7A: WEST SIDE TO MOUNTLAKE TERRACE TRANSIT CENTER TO WEST SIDE WITH 220<sup>TH</sup> STATION**



**Guideway:** The guideway runs along the west side of I-5, in WSDOT rights-of-way wherever possible, elevated from the west side 185<sup>th</sup> Street station and across I-5 to the east side near NE 190<sup>th</sup> Street, then generally elevated to Mountlake Terrace Transit Center. North of Mountlake Terrace, the guideway would cross the northbound and southbound lanes of I-5 on elevated structure then to the west side of the freeway, then run in retained cut/fill to south of 220<sup>th</sup> Street SW, then largely on elevated structure to 212<sup>th</sup> Street SW. *This alternative would only be connected with Segment A alternatives that include a west side station at NE 185<sup>th</sup> Street.*

**Stations:** An elevated station would be located at the Mountlake Terrace Transit Center along with expanded on- and off-street bus facilities. The existing 880 park and ride stalls would be maintained but not expanded.

**Relative pros and cons of this alternative:**

- A 220<sup>th</sup> station was not included in the voter-approved ST2 Plan and might require plan amendment to add it to this extension
- This alternative requires that the guideway cross all lanes of I-5 three times between Northgate and Lynnwood, with added cost and construction impacts
- Station access and transit-oriented development opportunities enhanced by addition of second station in this segment near higher density residential and employment area
- No clear continuing transit purpose for the adjacent freeway station when bus service is restructured in response to light rail service
- Crossing back over the entire I-5 freeway to the west side near Mountlake Terrace Transit



Center can be accomplished more directly and on shorter, less expensive structures than with the split crossing required in some other alternatives

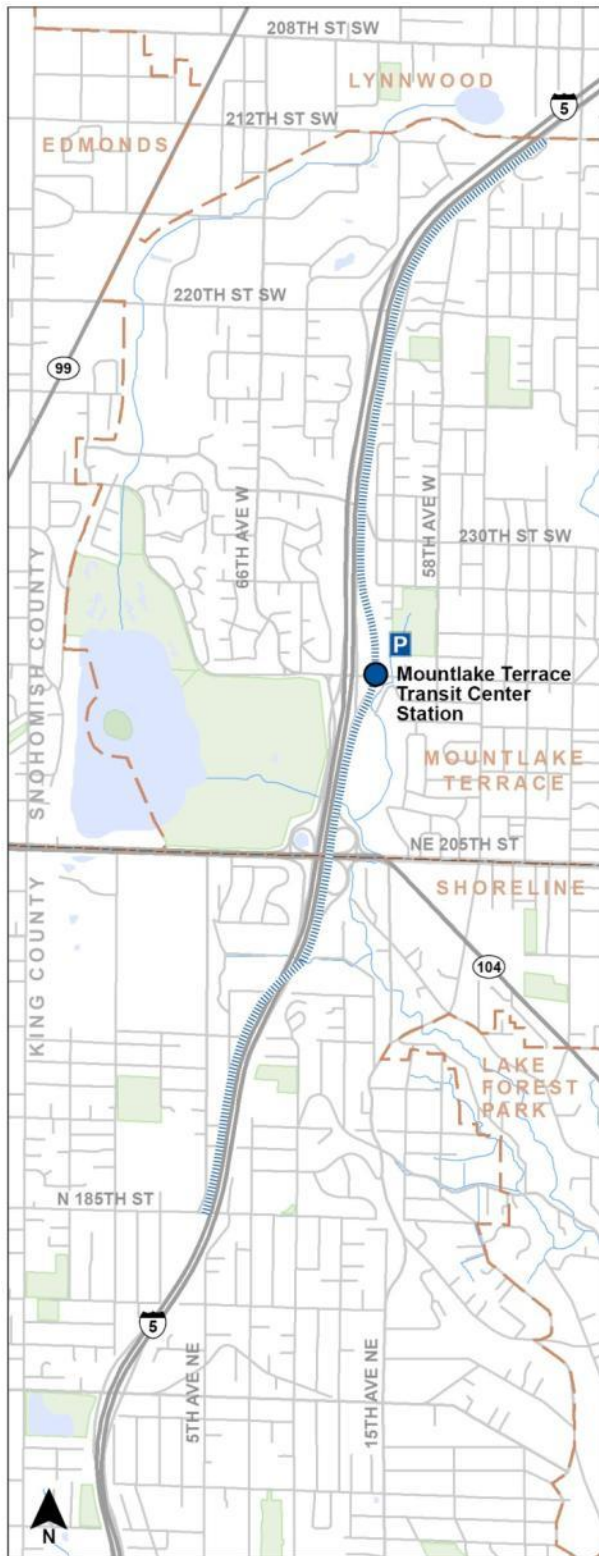
- West side alignment between Mountlake Terrace and Lynnwood provides the opportunity for a future station at 220<sup>th</sup> Street
- Fewer potential environmental impacts than an east side alignment between Mountlake Terrace and Lynnwood.

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Travel times would be slightly slower due to added station but system access would be improved
<b>Ridership Potential</b>	Higher due to added station
<b>Potential Environmental Effects</b>	Markedly increased, including higher visual impacts along the west side from 185 <sup>th</sup> to the Mountlake Terrace Transit Center. To the north, higher visual, ecosystem and noise impacts, including for the transition back to the west side and along the west side greenbelt up to S. 220 <sup>th</sup> Street. Higher ecosystem impacts also near S. 212 <sup>th</sup> Street. Station at 220 <sup>th</sup> could increase potential for historic impacts.
<b>Development Potential</b>	Greater due to added station in higher density residential and employment area
<b>Cost Implications (2010\$ M)</b>	\$150M to \$180M more
<b>Constructability</b>	Substantially more difficult due to additional crossing of I-5
<b>ROW Implications</b>	Moderate increase in need for additional properties outside of I-5 ROW.



## B8: WEST SIDE TO MOUNTLAKE TERRACE TRANSIT CENTER TO EAST SIDE



**Guideway:** The guideway runs along the west side of I-5, in WSDOT rights-of-way wherever possible, elevated from the west side 185<sup>th</sup> Street station and across I-5 to the east side near NE 190<sup>th</sup> Street, then generally elevated to Moundlake Terrace Transit Center. North of Moundlake Terrace, the guideway would continue largely on elevated structure along the east side of I-5 to 212<sup>th</sup> Street SW. *This alternative would only be connected with Segment A alternatives that include a west side station at NE 185<sup>th</sup> Street.*

**Stations:** An elevated station would be located at the Moundlake Terrace Transit Center along with expanded on- and off-street bus facilities. The existing 880 park and ride stalls would be maintained but not expanded.

### Relative pros and cons of this alternative:

- This alternative requires that the guideway cross all lanes of I-5 three times between Northgate and Lynnwood, with added cost and construction impacts
- Station access and transit-oriented development opportunities similar to B1
- No clear continuing transit purpose for the adjacent freeway station when bus service is restructured in response to light rail service
- Crossing over the entire I-5 freeway to the west side near 212<sup>th</sup> Street SW can be accomplished more directly and on shorter, less expensive structures than with the split crossing required in some other alternatives

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Markedly increased due to higher visual and ecosystem impacts along the west side from 185th, and higher visual, ecosystem, and potential noise impacts, including for the transition to the east side and along the eastside greenbelt to the north.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$110M to \$140M more
<b>Constructability</b>	Substantially more difficult, due to additional crossing of I-5
<b>ROW Implications</b>	Moderate increase in need for additional properties outside of I-5 ROW.

## C1: 52<sup>ND</sup> AVE W TO 200<sup>TH</sup> STREET STATION



**Guideway:** From 212<sup>th</sup> Street SW, the guideway would turn north along the east side of 52<sup>nd</sup> Avenue W on elevated guideway and then turn east along the south side of 200<sup>th</sup> Street SW to a terminal station east of 48<sup>th</sup> Avenue W. The guideway would extend 700-1,000 feet beyond the station to provide trail track space to turn around and park trains that are out of service.

**Stations:** an elevated terminal station would be located on 200<sup>th</sup> Street SW east of 48<sup>th</sup> Avenue W, approximately two blocks north of the Lynnwood Transit Center. Up to 500 park and ride stalls would be added at the adjacent ~1,400 stall Lynnwood Park and Ride lot, and the Lynnwood Transit Center and on-street bus facilities would be expanded if necessary.

### Relative pros and cons of this alternative:

- This station site is closest to the Lynnwood City Center and the alignment is well situated for future extension to the north along the Alderwood Mall Parkway corridor.
- Passengers transferring between the rail station and bus transit center would have a two block walk
- This alignment alternative would directly impact Scriber Creek park and multifamily residences along 200<sup>th</sup> Street SW
- Elevated guideway along 200<sup>th</sup> Street SW could be a barrier to development of adjacent properties

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar
<b>Ridership Potential</b>	Slight increase due to station proximity to a higher level of population and employment.
<b>Potential Environmental Effects</b>	Higher noise and visual impacts due to longer sections adjacent to residential areas. Higher potential for property impacts, including to multifamily residential areas. Reduced park and ecosystem impacts but direct impacts remain.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$22 to \$29 More
<b>Constructability</b>	Improved due to shorter wetland crossing and accessibility from the local roads
<b>ROW Implications</b>	Higher impacts, including to multi-family residential complex, but avoids Edmonds School District property.

## C2: 52<sup>ND</sup> AVE W TO LYNNWOOD TRANSIT CENTER STATION



**Guideway:** From 212<sup>th</sup> Street SW, the guideway would turn north along the east side of 52<sup>nd</sup> Avenue W on elevated guideway and then turn east along the 202<sup>nd</sup> Street SW right-of-way along the south side of Scriber Creek Park to a terminal station at Lynnwood Transit Center. The guideway would extend 700-1,000 feet beyond the station to provide space to turn around and park trains that are out of service.

**Stations:** An elevated terminal station would be located adjacent to the south edge of the Lynnwood Transit Center. Up to 500 park and ride stalls would be added at the adjacent ~1,400 stall Lynnwood Park and Ride lot, and the Lynnwood Transit Center and on-street bus facilities would be expanded if necessary.

### Relative pros and cons of this alternative:

- This station site is adjacent to the Lynnwood Transit Center and would provide the most convenient bus-rail transfers.
- Future extension of the line to the north would likely impact hotel(s) east of 44<sup>th</sup> Avenue W
- This alignment alternative would pass near Scriber Creek park and multifamily residences along 202<sup>th</sup> Street SW, and would cross a major wetland complex

**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Similar, with reduced effects in several areas. Avoids impacts to Edmonds School District property, but could displace other commercial uses. Increased visual and noise impacts and similar to slightly reduced park and ecosystem impacts.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$7 to \$10 More
<b>Constructability</b>	Slightly improved due to shorter wetland crossing
<b>ROW Implications</b>	Higher Impacts

### C3: I-5 TO LYNNWOOD PARK & RIDE STATION



**Guideway:** From 212<sup>th</sup> Street SW, this alternative would cross over I-5 and parallel the north side of I-5 on elevated structure and cross over the Lynnwood HOV direct access ramp, then turn northeast to a terminal station in the Lynnwood Park and Ride. The guideway would extend 700-1,000 feet beyond the station and over 44<sup>th</sup> Avenue W to provide space to turn around and park trains that are out of service.

**Stations:** An elevated terminal station would be located in the southeast corner of the Lynnwood Park and Ride lot. Up to 500 park and ride stalls would be added to the ~1,400 stall Lynnwood Park and Ride lot, and the Lynnwood Transit Center would be re-located closer to the rail station and expanded if necessary.

#### Relative pros and cons of this alternative:

- This alternative has the shortest and lowest cost guideway, but has higher costs associated with relocating the Lynnwood Transit Center.
- This alternative has the fewest potential environmental impacts because it is located away for residential properties, has the shortest wetland crossing and avoids impacts to Scriber Creek Park.
- Future extension of the line to the north would likely impact hotel(s) east of 44<sup>th</sup> Avenue W



**Evaluation results:**

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Similar, although lower pedestrian access due to longer walk distances from residential and mixed use areas to the north and east.
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Lower. Generally avoids the wetland, stream, visual, and noise impacts of the AA alternative. Avoids some potential displacements, but could affect one to two more commercial uses.
<b>Development Potential</b>	Similar
<b>Cost Implications (2010\$ M)</b>	\$27 to \$33 More
<b>Constructability</b>	Slightly improved due to shorter wetland crossings but more difficult over direct access ramp and 44 <sup>th</sup> Ave. W.
<b>ROW Implications</b>	Reduces overall number of affected properties although some larger commercial properties could still be affected.

**APPENDIX A**  
**ENVIRONMENTAL SCOPING SUMMARY REPORT**



# North Corridor Transit Project Environmental Scoping Summary Report



**SOUND TRANSIT**

401 South Jackson Street  
Seattle, WA 98104-2826

December 2011

 **North Corridor  
Transit Partners**  
PARAMETRIX + PARSONS BRINCKERHOFF



## Table of Contents

<b>Acronyms and Abbreviations .....</b>	<b>ii</b>
<b>Introduction .....</b>	<b>1</b>
<b>North Corridor Transit Project Overview .....</b>	<b>1</b>
The Scoping Process .....	2
Notices and Advertisements .....	3
Background Materials .....	4
Public and Agency Scoping Meetings .....	5
Public Meetings.....	5
Agency Meeting.....	6
<b>Summary of Comments Received .....</b>	<b>6</b>
Comments from the General Public .....	7
Comments from Agencies and Jurisdictions.....	10
Local Jurisdictions .....	10
County and Regional Agencies .....	12
State.....	13
Federal .....	13
Organizations.....	14
Project Correspondence Received After the Close of the Scoping Comment Period....	14
<b>Next Steps.....</b>	<b>16</b>
<b>List of Figures</b>	
Figure 1. North Corridor Transit Project Schedule .....	2
<b>Attachments</b>	
Attachment A – Parties Providing Scoping Comments	
Attachment B – Agency Meeting Attendees	

## Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FTA	Federal Transit Authority
NEPA	National Environmental Policy Act
NOI	Notice of Intent
PSRC	Puget Sound Regional Council
SEPA	State Environmental Policy Act
Sound Transit	Central Puget Sound Regional Transit Authority
SR	State Route
TOD	transit-oriented development
WSDOT	Washington State Department of Transportation

## INTRODUCTION

From September 30 to October 31, 2011, Sound Transit (the Central Puget Sound Regional Transit Authority) and the Federal Transit Administration (FTA) conducted public scoping for the North Corridor Transit Project Environmental Impact Statement (EIS). Sound Transit is proposing the North Corridor Transit Project to connect to the regional light rail system in the Northgate neighborhood of Seattle, with alternatives to extend light rail northward to the cities of Shoreline, Mountlake Terrace, and Lynnwood.

Scoping supports the environmental review process requirements of the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). FTA and Sound Transit have determined that the project has the potential to result in significant environmental effects, and an EIS is needed. Scoping allows the public, agencies, and tribes to learn about and provide comments to help guide the EIS review for the proposed project.

This Scoping Summary Report summarizes the scoping process and the comments Sound Transit and FTA received. Sound Transit and FTA are considering the comments as they identify the range of alternatives and potential environmental issues to be evaluated in the EIS.

## NORTH CORRIDOR TRANSIT PROJECT OVERVIEW

The North Corridor generally follows I-5 between Northgate and Lynnwood. While it is the major north-south route through the state of Washington, I-5 also serves a large commuter market between Snohomish and King counties and the City of Seattle. The corridor falls within an urban area that is constrained by Puget Sound to the west and Lake Washington to the east. There is a large north/south commuter market in this area that travels between the communities in Snohomish and King Counties, toward Seattle or north to Everett, where many of the region's jobs are located.

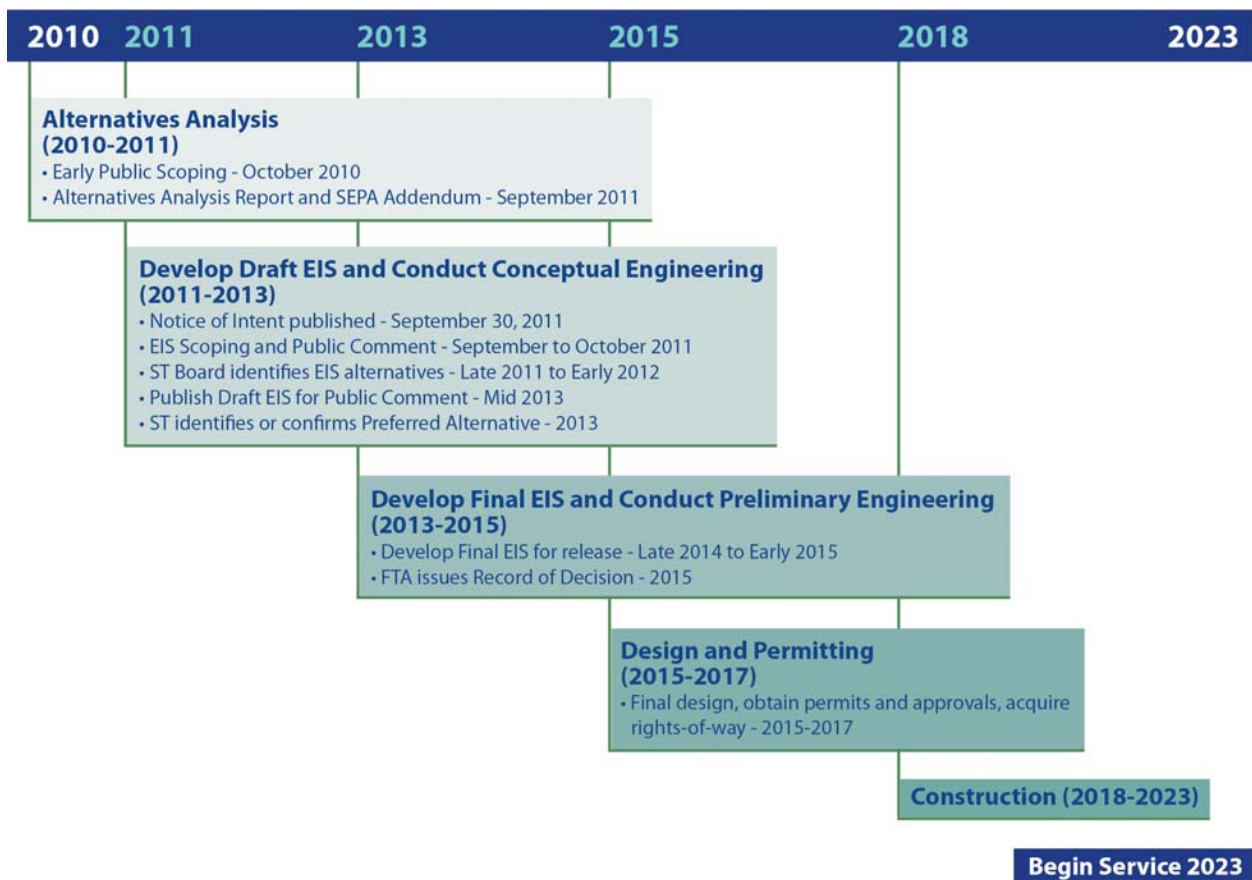
The North Corridor Transit Project is an element of Sound Transit's adopted Long-Range Plan and is part of the ST2 Plan for regional transit investments approved by voters in 2008. The project is also in the region's Metropolitan Transportation Plan (Puget Sound Regional Council's *Transportation 2040*). All of these plans anticipate the eventual extension of mass transit service north to Everett, connecting to a regional system serving other markets to the south, such as University of Washington, Capitol Hill, downtown Seattle, and SeaTac.



The start of the EIS phase for the North Corridor Transit Project is building on the results of an Alternatives Analysis Sound Transit performed in 2010-2011 that included early public and agency scoping in October 2010. The Alternatives Analysis developed and evaluated a range of alternatives to improve transit in the corridor, and resulted in an Alternatives Analysis Report and SEPA Addendum that identified the most promising alternatives for further study. The Alternatives Analysis also served as an addendum to Sound Transit’s Supplemental EIS on the Regional Transit Long-Range Plan (June 2005).

Figure 1 shows the overall schedule Sound Transit expects for the North Corridor project, from the initial planning and environmental review steps through to final design and construction, leading to the planned start of transit service in 2023.

**Figure 1. North Corridor Transit Project Schedule**



## The Scoping Process

The NEPA and SEPA scoping process began with formal notices to prepare an EIS, accompanied by advertisements and other public notices and outreach materials. For NEPA, a Notice of Intent (NOI) to prepare an EIS was published in the Federal Register on

September 29, 2011. For SEPA, a scoping notice was published in the State's SEPA register on September 30, 2011. Sound Transit also provided links to the notices at [www.soundtransit.org/NCTP](http://www.soundtransit.org/NCTP).

The scoping comment period was held from September 30 to October 31, 2011. During this time, Sound Transit and FTA asked the public to provide comments on the proposed purpose and need statement, environmental issues for evaluation in the EIS, and the alternatives being considered for study in the draft EIS.

Scoping was conducted by Sound Transit and FTA in consultation with other agencies, including the Washington State Department of Transportation; Federal Highway Administration; the cities of Seattle, Shoreline, Mountlake Terrace, Edmonds, and Lynnwood; King and Snohomish counties; Community Transit; affected tribes; and other regional, state and federal agencies. The scoping approach was also developed to be consistent with FTA's regulations for implementing NEPA, as defined in 23 CFR 450.318(b)(2)(iv).

## Notices and Advertisements

In addition to the formal EIS scoping notices, Sound Transit and FTA used several other public notice and involvement tools to notify and engage the public and agencies during scoping:

- Direct mail postcards to approximately 103,000 addresses in the corridor (with translated information also provided)
- Email notices on September 30 and October 6, 2011 to more than 1,000 addresses
- Advertisements in the Seattle Times and other print and online media
- Printed posters and postcards dropped off at many public locations in the corridor (such as at libraries, city halls, and community centers)
- Notices on Sound Transit's project website at [www.soundtransit.org/NCTP](http://www.soundtransit.org/NCTP), accompanied by a Scoping Information Report (September 2011)

The print advertisements were placed in the Seattle Times and local North Corridor area newspapers announcing the upcoming public meetings. Advertisements in print and online publications, along with a number of media stories, were published by:

- tu Decides
- Snohomish County Business Journal
- Publicola
- Seattle Transit Blog
- MLT News
- Shoreline News
- The Herald
- Progressive Railroading
- The Weekly Herald
- My Edmonds News

To help reach a full range of community members, meeting notification materials were translated into Spanish, Russian, traditional Chinese and Korean. Sound Transit also placed notices in online blogs, Sound Transit's Twitter feed, and Sound Transit's Facebook page. Staff prepared press releases to generate news articles to further create awareness about the project and its public involvement opportunities.

In addition, Sound Transit staff met with seven organizations and elected bodies (city councils) in the project area before or during the scoping period. During the scoping period, Sound Transit also conducted a live-streamed online panel discussion called "Tech Talk" on October 7<sup>th</sup>, which was focused on the results of the Alternatives Analysis. Tech Talk was a moderated discussion of comments and questions raised by on-line participants. The discussion covered the project background and schedule, the findings of the project's Alternatives Analysis, and the merits and attributes of potential light rail alternatives. It also covered issues such as land use, transportation performance, design, and environmental effects. This informational session was advertised by email (September 30 and October 6, 2011) and on local area transportation-related blogs. During the session, Sound Transit staff also encouraged the participants to attend the public scoping meetings and submit formal comments.

## **Background Materials**

To provide additional information about why Sound Transit is proposing the North Corridor Transit Project and how the EIS will be conducted, the agency produced the following publications and made them available on the project website and at public meetings prior to the start of scoping:

- *Scoping Information Report*: a summary of the current environmental scoping effort, which provides a planning history of the project, the results of the recent Alternatives Analysis, the draft purpose and need statement, the range of alternatives being considered for study in the EIS, the potential environmental topics to be reviewed in the EIS, and the project schedule.
- *Draft Coordination Plan*: a summary of the plan to engage the public, agencies and tribes throughout the environmental review process.
- *Alternatives Analysis Report and SEPA Addendum*: a summary document and complete technical report describing the initial study Sound Transit conducted to define the most promising alternatives now being considered for further review in the EIS, along with alternatives to be dropped from further consideration.

## Public and Agency Scoping Meetings

Three public meetings and one agency meeting were held during the scoping period. More than 240 people attended the public meetings. Staff from thirteen of the 40 invited agencies and tribes attended the agency meeting.

<b>Public Meetings</b>		
October 11, 2011 6 p.m. - 8 p.m.	Shoreline Conference Center 18560 1 <sup>st</sup> Avenue NE Shoreline, WA 98155	100 (86 signed in)
October 13, 2011 6 p.m. - 8 p.m.	Embassy Suites 20610 44th Avenue W Lynnwood, WA 98036	55 (43 signed in)
October 18, 2011 6 p.m. - 8 p.m.	Ingraham High School 1819 N. 135 <sup>th</sup> Street Seattle, WA 98133	30 (26 signed in)
<b>Agency and Tribal Meeting</b>		
October 11, 2011 2 p.m. - 4 p.m.	Shoreline Conference Center 18560 1 <sup>st</sup> Avenue NE Shoreline, WA 98155	13 agencies

### Public Meetings

The public meetings used an “open house” format combined with a presentation and Question and Answer session. Each meeting had a sign in area, a comment area, and information stations with display posters and background written materials (such as the project’s *Scoping Information Report*, *Alternatives Analysis Report* and *SEPA Addendum*, and fact sheets). There were also several interactive stations to help the public note specific areas of the corridor. Each station had project staff to answer questions and listen to participants.



In the presentations, Sound Transit and FTA staff described the project and its history to date, and took questions from the audience. Some of the more common topics were:

- Station locations
- Park and rides
- Service levels
- Elevated versus surface sections
- Federal funding
- Project schedule
- Alternatives Analysis findings
- Bus service, including east-west connections
- Ridership
- Land use plans and transit-oriented development
- Economic and environmental impacts



## Agency Meeting

The agency meeting had a similar format to the public meetings, but was designed to help agencies and tribes identify their level of interest and future involvement in the EIS process as the project moves forward. (There are additional federal requirements guiding how agencies and tribes are to be engaged in the EIS process, as described in the project's *Draft Coordination Plan*.) Thirteen agencies attended the agency scoping meeting. See Attachment B for a list of attendees.

## SUMMARY OF COMMENTS RECEIVED

From September 30 through October 31, 2011, Sound Transit and FTA received 69 comment submittals from individuals, 14 comment submittals from jurisdictions and agencies, and 3 from organizations.

The majority of the comments Sound Transit and FTA received were positive.

All the jurisdictions, agencies and organizations with written comments either supported the proposed project or offered advice on the project's next steps into the environmental process. None of these parties were opposed to the proposed project.

Seven of the agencies and jurisdictions specifically indicated support for an I-5 alternative, as did all of the organizations that commented.

One agency (King County Department of Transportation) supported carrying a SR 99 alternative and an I-5 alternative into the EIS, primarily because of the potential differences in transit-oriented development potential for the alignments. (After the close of the comment

period, the King County Department of Transportation wrote an additional letter noting its preference for an I-5 alternative.)

Several other agencies, including the cities of Seattle, Edmonds, Lynnwood, Mountlake Terrace, Everett, and Community Transit, noted concerns about a SR 99 elevated alternative's impacts, costs, ridership or ability to meet other purpose and need objectives.

More than 75 percent of the public's (individuals) comments supported the proposed project or one or more of the light rail alternatives Sound Transit and FTA are considering for the EIS.

About 45 percent of the commenters expressed support for a specific alignment, including one or both of the alternatives.

From all general public comments, about 35 percent supported an I-5 light rail alternative, while 3 percent were opposed.

About 13 percent supported a SR 99 light rail alternative, and 7 percent were opposed.

About 5 percent (or 3 of the commenters) were opposed to the proposed project, including one party who preferred Bus Rapid Transit instead of light rail. The remaining 21 percent did not indicate a clear preference or focused on environmental or other issues.

The other comments varied, but included suggestions about route or station locations, environmental or land use factors, and the purpose and need for the project. A number of commenters asked for Sound Transit to move ahead more quickly to build the project.

## **Comments from the General Public**

During the scoping period, Sound Transit and FTA received 69 comments from members of the public through written forms at the public meeting, the online form, email, or direct mail.

Fifty-two of the comments indicated general support for the project. Twenty-four expressed support for the I-5 alignment, while eight supported the SR 99 alignment.

Three individuals opposed the project as a whole. One person opposed Sound Transit in general and the potential for new taxes, stating that light rail has not been cost effective. Two people who opposed light rail, expressed support for a bus system or bus-only lanes.

The 17 comments supporting an I-5 alignment focused on travel time benefits, the problems of congestion, and the need for enough parking to meet demand.

The two comments opposed to an I-5 alignment suggested the project's focus should be on creating more opportunities for transit-oriented development and related environmental benefits, including energy savings and reduced greenhouse gas emissions. They believed SR 99 offered more potential for this, while I-5 offered less or no potential.

The eight comments opposed to an SR 99 alignment noted the environmental impacts of construction, particularly economic impacts to businesses, but they also cited cost as a factor.

Many of the remaining comments from the public provided general opinions about the proposed project and its purpose, suggestions about the alternatives, and primary areas of environmental concern, including wetlands, noise and vibration, visual impacts and construction.

There were only a few comments about the project's "purpose and need", which is the formal statement of why the project is proposed and why Sound Transit believes it is needed. However, a number of commenters described why they supported the project and how they expected to use it. A summary of these comments is provided below.

### General Project

- Project schedule is too long
- Adequate commuter parking must be included; some park-and-rides already at capacity (for instance, Lynnwood Transit Center)
- East/west transit service is important to get commuters to light rail stations
- At-grade trains are slow trains, so ours must not be at-grade
- Need good light rail service all day, not just commuter times
- Will coach amenities include tables and outlets, comfortable seats, and safe standing room?
- Initial train service was minimal, parking was minimal, and travel time was excessive
- Travel efficiency and cost are most important considerations
- Prefer route with more car parking and stations
- Consider Shoreline's "town center" density plans and how that would affect ridership forecasts
- Make sure stations are walkable and accessible, including some with no parking
- The project should emphasize benefits to transit-oriented development, walkability, community equity, environmental and other factors, in addition to transportation

### Suggestions about Alternatives

- Add station at 130<sup>th</sup> to I-5 alignment
- Reconsider stations that offer better walkability than those just along I-5 interchanges
- Reconsider stations at 15<sup>th</sup>/145<sup>th</sup> and 15<sup>th</sup>/175<sup>th</sup> stations that offer better walkability and transit-oriented development (TOD) than those along I-5
- Lynnwood Transit Center access needs modification, and needs more walkable areas – hard to access in SOV
- Light rail should extend to Alderwood Mall, Lynnwood Convention Center, and Lynnwood City Center



- Place a walkable, accessible station closer to Lynnwood City Center or Alderwood Mall
- Extend as far north as possible, such as to Ash Way to serve more commuters and reduce traffic at Lynnwood
- Use Interurban Trail land for alignment; already paid for and dedicated for transit
- 220<sup>th</sup> & SR 99 should be served; highest residential and employment density in south Snohomish County
- Northgate park-and-ride should be rebuilt in manner of Hammersmith Station in London, with better connections, mixed uses, and amenities
- Extend SR 99 alignment into Edmonds/Lynnwood with some combination of 208<sup>th</sup>, Interurban corridor, and 200<sup>th</sup> St to Lynnwood transit center
- Look at placing SR 99 alignment diagonally through NW Hospital campus to reduce travel distance.
- Consider different Shoreline station location; such as at the Shoreline Park-and-Ride, near 185<sup>th</sup>, and near the urban villages identified by the Shoreline community. Stations should emphasize walk up, bike up, and transfers, not huge parking lots
- Place pedestrian-only stop near I-5 & 196<sup>th</sup> to be consistent with Lynnwood's City Center Plan
- Park-and-rides should have: bus stops, bicycle spaces, electric vehicle outlets, camera monitoring for security, snack bar, restrooms, alternative energy for power needs, pay phone
- Consider staggered stops; run more trains but skip some stations
- SR 99 alignment should be placed on west side of road
- Consider a mix of Express Bus on I-5 between Lynnwood and Northgate, linked to a limited stop light rail route using SR 99 to connect Lynnwood to Northgate

#### Concerns about Impacts

- Noise, traffic, parks and visual impacts from light rail along I-5, where noise and traffic impacts are already high
- Parking impacts if stations do not provide enough parking, especially in areas where demand already exceeds supply
- Impacts to businesses along a SR 99 alignment, including displacements and loss of business (also noted as reasons a SR 99 alternative should not be studied further)
- Impacts in Lynnwood due to increased traffic and pedestrians
- General project impacts on residences, but especially noise, visual, changes to sound walls or access
- Noise and vibration impacts on residences
- Property acquisition process questions
- Streams and wetlands adjacent to I-5, including at NE 145<sup>th</sup> Street, near Mountlake Terrace, and near Lynnwood

- Wildlife – preserve greenbelts and/or avenues used to navigate the area
- Impacts of increased pressure for growth around station areas, with further impacts to the remaining natural areas

#### Purpose and Need

- Include TOD and environmental benefits as a key purpose of the system
- Endorse community equity and benefits elements to low income and minority populations as part of the project purpose
- Endorse the need for improvements to travel time, speed, reliability for transit riders

### **Comments from Agencies and Jurisdictions**

Fourteen agencies provided comments during the scoping period. This included nine local jurisdictions (city or county governments or districts), a transit agency, one regional agency, one state agency, and two federal agencies.

#### **Local Jurisdictions**

##### City of Edmonds

The City's letter discussed the Alternatives Analysis and voiced general support for the project. The letter noted the City may later indicate a preference for an alignment alternative. However, if a SR 99 alternative is included in the EIS, the City would want to have the option for a route to continue along SR 99 north of 205<sup>th</sup>/244<sup>th</sup> Street into the City of Edmonds. (After the close of the comment period, the City provided an updated letter identifying I-5 as their preferred alternative.)

##### City of Everett

Everett's letter encouraged including an I-5 light rail alignment in the EIS. The letter noted concerns with SR 99 impacts, including business disruption, higher costs, lower ridership, and lack of connection to existing transit facilities investments such as at NE 145<sup>th</sup> Street. The City encouraged Sound Transit to select an alignment that would support light rail to Snohomish County and Everett, with the least cost, highest ridership, and best chance for receiving federal funding.

##### City of Lynnwood

The City noted its longstanding support for the North Corridor project and a regional transit investment to connect to the city center as a regionally designated growth center. The City included its adopted resolution endorsing an I-5 light rail alternative, noting overall transportation and environmental performance and cost effectiveness. The City also identified concerns with a SR 99 alignment, including lower overall benefits, higher costs, conflicts with Bus Rapid Transit investments, impacts, and delays or conflicts with future plans

to extend service to Everett. The City noted its interest in a future station closer to the core of the city center area. Lynnwood also provided comments for the EIS's treatment of impacts, including construction, parks, and property acquisitions.

#### City of Mountlake Terrace

Mountlake Terrace's letter voiced continued support for placing light rail along the I-5 corridor, and encouraged Sound Transit to identify an I-5 light rail alternative as a preliminary preferred alternative. It also identified concerns for the higher costs and impacts of a SR 99 alternative. The letter noted the I-5 alternative's ability to achieve the greatest number of riders at the smallest capital cost, and endorsed the general findings of the Alternatives Analysis. The City also noted the importance of a light rail investment to its vision for creating a vibrant, mixed use area within walking distance to a future light rail station near I-5 and 236<sup>th</sup> Street SW, and identified its own planning and environmental efforts toward creating transit-oriented development nearby.

#### City of Seattle

The City's letter voiced support for the project's proposed purpose and need statement and acknowledged Sound Transit's coordination with corridor jurisdictions during the Alternatives Analysis. The City concurred with the Alternatives Analysis findings, and supported limiting the range of alternatives to an I-5 light rail alternative and a no-build alternative if Sound Transit identifies an I-5 light rail alternative as the locally preferred alternative.

#### City of Shoreline

The City of Shoreline provided a detailed letter attaching its scoping comments on impacts and issues for Sound Transit to consider in the EIS, along with adopted Guiding Principles the City plans to use for its own decisions about light rail. The letter indicated that the Shoreline City Council will be identifying its preference for a specific alignment later in November, but they were very supportive of the proposed extension of light rail to Shoreline. The City's Guiding Principles include transportation, land use, economic, social, cost and impact considerations. The City's scoping comments addressed issues such as potential alignments and station locations (including studying a potential station at I-5/NE 185th Street on the west side of I-5), costs, travel times, ridership, access (including avoiding or upgrading bike/pedestrian crossing the freeway at NE 195th Street), social equity, land use, and transit feeder service. It also discussed noise, visual and traffic impacts and mitigation measures. (The City also provided a similar letter to the Chairman of the Sound Transit Board. After the close of the scoping period, the City wrote an additional letter to inform Sound Transit and FTA that the City Council had identified the I-5 alignment as the City's preferred alignment.)

### Lynnwood Public Facilities District

This City development district encouraged Sound Transit to site a station within walking distance of the Lynnwood Convention Center and noted the importance of the center to the economic vitality of Lynnwood.

## **County and Regional Agencies**

### Puget Sound Regional Council

The regional council provided a detailed letter noting the importance of high capacity transit to the region's integrated strategy for growth management, transportation and economic development. The letter suggested additional factors to consider for the purpose and need and related objectives, including the ability to focus growth to create walkable, compact and transit-oriented communities and to support regional growth and activity areas. In addition, PSRC provided comments on the scope of EIS alternatives and analysis, including ways to measure access by mode, a variety of station sites and attributes, and the identification of potential mitigation measures.

### King County

The King County Department of Transportation provided scoping comments on the purpose and need, range of alternatives, environmental factors and potential project evaluation criteria. The County suggested expanding the project's purpose to include providing a catalyst for desired growth, such as walkable, transit-oriented communities. The County's comments on alternatives supported including both the I-5 and the SR 99 alternatives. The letter suggested a range of alternatives was needed to help weigh the balance between leveraging existing transportation investments against the different types of land use along an I-5 versus a SR 99 alignment. The County's comments on alternatives recommended evaluating both I-5 and SR 99 in the EIS, and a range of alternative station locations along SR 99.

For the I-5 Alternative, the County suggested station locations should be evaluated at NE 155th Street and NE 130th Street. (After the close of the comment period, the County wrote an additional letter noting its preference for an I-5 alternative because of the I-5 alignment's higher ridership, lower cost, and because it would complement the County's and Community Transit's investment in bus rapid transit service on SR 99. King County stated they plan to implement the RapidRide E line on SR 99 between downtown Seattle and the King/Snohomish counties in 2013.)

For the SR 99 Alternative, the County suggested possible station locations should be evaluated at:

- NW Hospital at N 115th Street
- N 130th Street

- N 145th Street
- N 160th Street
- N 175th Street
- N 185th Street
- Shoreline Park-and-Ride
- SW 216th Street, and
- SW 202nd Street

### Snohomish County

Snohomish County's letter indicated overall support for the project but did not specifically endorse an alternative. The County suggested considering an array of factors in analyzing EIS alternatives, such as the ability to support long range plans to extend to Everett, travel time and ridership, number of stations, and regional service versus a local service focus. The letter also discussed station-area issues, including multimodal access (east-west transit access, and pedestrian and bicycle facilities), evaluating impacts to local land uses, park and ride capacity, and local land use effects.

### Community Transit

Community Transit's letter thanked Sound Transit for engaging them in the Alternatives Analysis and emphasized their interest in fulfilling a shared vision for effective regional and local transit. The letter voiced support for the purpose and need and noted the importance of the regional investment to allow more of their resources to focus on connecting centers and feeding the regional system. The agency also supported the I-5 alternative because it best supports the purpose and need, and they identified concerns with the ability of SR 99 elevated light rail alternative to efficiently and cost-effectively meet future travel demand. The letter concluded with comments on the Alternatives Analysis report and Community Transit's services, facilities and plans.

## **State**

### Department of Archaeology and Historic Preservation

The Department wrote regarding its role under the National Historic Preservation Act and related federal regulation and asked for continued opportunities to be involved as the project develops.

## **Federal**

### Environmental Protection Agency

The EPA's letter was received from Region 10 in Seattle, and focused on environmental scoping and analysis issues and procedures. EPA provided a list of additional resources to

consider in developing methods and conducting the analysis. The agency offered suggestions on areas such as indirect and cumulative effects, water quality, aquatic resources, climate change, ecosystems, air quality, Environmental Justice, endangered species, tribal consultations, historic properties, and human health.

#### Advisory Council on Historic Preservation

The Advisory Council acknowledged the invitation to participate in the EIS, offered general guidance for the project's review of historic resources effects, and noted its ability to participate in the project later if impacts to historic resources are identified.

### **Organizations**

#### Snohomish County Committee for Improved Transportation

The Committee expressed support for light rail and the I-5 alignment. Cost and travel time are of particular interest to the organization.

#### Shoreline Chamber of Commerce

The Chamber of Commerce Board of Directors agreed to only support the I-5 alignment for light rail, noting they found it to be the best option for the businesses and citizens of Shoreline.

#### Snohomish County Infrastructure Coordination Committee

The Committee indicated that the I-5 alternative has clear advantages for the County, including cost, feasibility, and connections to regional centers. They also suggested that going into the EIS process with a preliminary preferred alternative will save time and money.

### **Project Correspondence Received After the Close of the Scoping Comment Period**

After the close of the comment period (October 31, 2011), Sound Transit received additional letters from six parties addressing scoping-related issues. Several of these parties had submitted letters earlier during the comment period (City of Shoreline, City of Edmonds, and King County Department of Transportation) and wanted to provide updates or new information. While the scoping summary does not count these letters received after the end of the comment period as formal scoping comments, their key points are summarized below.

#### City of Shoreline

Following up on an earlier letter provided during scoping, the City of Shoreline wrote to inform Sound Transit and FTA that the Shoreline City Council had unanimously identified the I-5 alignment as the City's preferred alignment on November 14, 2011.

### Washington State Department of Transportation

WSDOT provided a letter thanking Sound Transit for its coordination during the Alternatives Analysis and stating the concept placing light rail within the I-5 right-of-way would be a feasible alternative for further study in the EIS. WSDOT also emphasized the importance of ensuring safe access to and from light rail stations and avoiding adverse impacts to highway operations.

### King County Department of Transportation

The King County Department of Transportation provided an additional letter to convey its support for the I-5 alternative identified in the Alternatives Analysis. The Department noted that its scoping period letter discussing both SR 99 and I-5 alternatives was focusing on strategies for improving the EIS if either alternative was chosen, and did not indicate a preferred alternative. The letter also described the benefits of the I-5 alternative, including its potential to complement bus rapid transit investments already being made along the SR 99 corridor.

### City of Edmonds

The City supplemented its earlier scoping period letter with a letter to the Sound Transit Board conveying its support and preference for an I-5 alternative, based on the I-5 alternative described in the Alternatives Analysis. The City noted the 2008 public vote approving Sound Transit investments that included the light rail extension to Lynnwood and also identified the benefits of the I-5 alternative.

### Edmonds School District

The school district wrote regarding its plans for three properties near the corridor and encouraged the project to develop alternatives that could avoid impacting the properties. While the District did not take a position on any of the alternatives under consideration, it stated that the properties were important components of its long-range property plan approved by voters in 2006. The District's properties include land to be developed as a District Support Site, located south of the Lynnwood Transit Center; the "Melody Hill" site located on the southwest corner of I-5/SW 220<sup>th</sup> Street SW in Mountlake Terrace; and the Evergreen Elementary School site at 236<sup>th</sup> Street SW in Mountlake Terrace. The District noted the latter two properties were important for revenue generation for the District's capital program.

### Aurora Avenue Merchants Association

The association, which represents 515 business members located along SR 99 between 65<sup>th</sup> Street NW and 145<sup>th</sup> Street NW, wrote to express support for an I-5 light rail alignment and opposition to a SR 99 alignment. The association noted costs, travel time, environmental

impacts, and construction and community disruption impacts as key factors behind its position.

## NEXT STEPS

**Identifying the Draft EIS Alternatives and the Scope of the EIS** – The public and agency comments received during scoping will help Sound Transit (at the direction of the Sound Transit Board) and FTA finalize the purpose and need for the project and identify the issues and alternatives to be considered in the Draft EIS.

In late 2011 or early 2012, the Sound Transit Board is expected to consider a motion to provide direction on the range of alternatives to be studied in the Draft EIS. The consideration of any motions will be conducted in regularly scheduled meetings of the Board and will be open to the public.

**Draft EIS** – Upon direction of the Sound Transit Board and in consultation with FTA, work on the Draft EIS is expected to begin in early 2012. The Draft EIS will take about 12 to 18 months to complete and issue for public and agency review, leading to publication in about mid-2013. The Draft EIS will be available for a minimum 45-day public comment period that will include public hearings.

After the close of the Draft EIS public comment period, the Sound Transit Board will consider public comments as well as the information in the Draft EIS when it identifies the preferred alternative for the Final EIS.

**Final EIS** – The Final EIS will complete the analysis of the preferred alternative along with the other proposed build alternatives and No-Build Alternative, and it will respond to the comments received on the Draft EIS. Work on the Final EIS is expected to begin in late 2013 with publication scheduled for 2014.

**Record of Decision** – After the publication of the Final EIS, FTA is expected to release a Record of Decision (ROD). The ROD documents findings by FTA that the project has met the requirements of NEPA and related environmental regulations. It describes the project, alternatives considered, the public opportunity to comment, the public comments and responses, the basis for the decision to approve the project, and mitigation measures required.



## **Attachment A – Parties Providing Scoping Comments**

Scoping comments were received between September 30, 2011 and October 31, 2011 from the following agencies, organizations, and public individuals.

### **Federal Agency**

Advisory Council on Historic Preservation (ACHP)

United States Environmental Protection Agency, Region 10 (EPA)

### **State Agency**

Washington State Department of Archaeology and Historic Preservation

### **Regional Agency**

Puget Sound Regional Council (PSRC)

### **Local Agency**

City of Edmonds

City of Lynnwood, Community Development

City of Mountlake Terrace

City of Shoreline

City of Seattle

King County

Lynnwood Public Facilities District

Snohomish County

### **Organization**

Shoreline Chamber of Commerce

Snohomish County Tomorrow, Infrastructure Coordination Committee

Economic Alliance & Snohomish County Committee for Improved Transportation

**Public**

Allen, Jim	Kelly, Shay
Anonymous 1	Knoke, Mark
Anonymous 2	Kulseth, Greg
Anonymous 3	Laura
Anonymous 4	Lawson, Rich
Ballard, Marilyn	Levin, Joe
Battey, Chris & Sora	Link, S.T
Bauer, Andrew	Lumansoc, Gerry
Beisse, Mark	Matway, Melanie
Betz-Zall, Jonathan	McCaig, Gary
Bond, Donna	Miner, Randy
Buss, Alison	mlumansoc
Callahan, Kevin S.	Morgan, Paul
Cannon, Ed & Doris	Moss, Donna
Cecil, Michael	Murti, Deven Bjorn
Chamness, David	O'Donald, Julie
Clute, Brian	Palmer, Paula
DeRepentigny, Mike	r2d2griff
Dewhirst, John S.	Peterson, Dan
DiPeso, Wendy	Peterson, Jan
Donohue, Kellen	Rocco, Frank
Fraker, Tracy	Rogers, Mark
Frare, Therese	Shaw, Jim
Fulford-Foster, Jeremiah	SIG516AR
Genin, Laura	Sinnott, Larry
Gilcreest, Ralph	Spinney, Tom
Goodman, Eric	S.R
Gosse, J.	Stumpf, Fred L.
Gould, Tim	talbotjs
Gstead	Usen, Mike
Hale, Patricia	Wasikowski, Joseph
Halvorson, Erik	Wijayratne, Ramona
Ham, Ken	Wilkie, Mary Anne
Henthorn, Carl	Zeitlen, Patty
Ingreham, Larry	

## Attachment B – Agency Meeting Attendees

Agency Scoping Meeting  
 2:00 p.m. – 4:00 p.m.  
 October 11, 2011  
 Shoreline Conference Center

### Attendees:

Name	Title	Organization
Allan Giffen	Director, Planning and Community Development	City of Everett
Tom Hingson	Director, Transportation Services	Everett Transit
Carrie Deichl	Environmental Protection Specialist	FTA
Dan Drais	Environmental Protection Specialist	FTA
Gil Cerise	Senior Transit Planner	PSRC
Janiene Lambert	City Center Program Manager	City of Lynnwood
Steve Butler	Director, Community Development	City of Mill Creek
Bert Hauss	Transportation Engineer	City of Edmonds
Stephen Clifton	Director, Economic Development	City of Edmonds
Liz Gotterer	Transit Planner	King County Metro
Mike Usen	Senior Transit Environmental Planner	King County Metro
Jay Larson	Transportation Specialist	Snohomish County
David True	Manager, Capital Development	Community Transit
June Devoll	Manager, Strategic Planning and Grants	Community Transit
Alicia McIntire	Senior Transportation Planner	City of Shoreline
Dylan Counts	Sound Transit Liaison	WSDOT

**APPENDIX B**  
**MARCH 2012 DROP-IN SESSION SUMMARY**

## Background & Summary

In March 2012, the North Corridor Transit Project outreach team and technical staff conducted outreach in the project area to engage residents about project progress. This outreach builds on a fall 2011 comment period, compliant with NEPA (National Environmental Policy Act) and SEPA (State Environmental Policy Act) scoping requirements and procedures. Since then, the Sound Transit Board identified the I-5 corridor route and light rail mode as the most promising for further study.

The North Corridor Transit Project will extend light rail from Northgate to Lynnwood, and is a component of the 2008 ST2 package approved by Puget Sound voters. To plan this route and seek competitive federal grant funding from the Federal Transit Administration, an Alternatives Analysis process (requirement of New Starts guidelines), was completed in 2011 to determine the corridor and mode for mass transit expansion beyond Northgate.

The next step is to determine alternatives for analysis in a draft Environmental Impact Statement. Between December 2011 and March 2012, the technical team completed preliminary work to explore alternative routes and stations. To “show our work” and explore these options with the public, the project team engaged in a round of outreach in March 2012, at ten casual, drop-in venues. Through this effort, the project team engaged in over 450 discussions in the project area.

## Outreach Overview & Purpose

Ten drop-in sessions held between March 13 and March 24 provided an informal opportunity for the public to speak to members of the project team and ask questions related to I-5 alignment(s) and potential station locations. The sessions were held at locations across north Seattle, Edmonds, Mountlake Terrace, Shoreline and Lynnwood. The objectives of the drop-in sessions included:

- **Engage:** Provide an informal opportunity for the public to speak to members of the project team and ask questions.
- **Educate:** Provide Sound Transit and North Corridor Transit Project background information.
- **Update:** Provide information on project status and how input has informed corridor selection to date.
  - Explain I-5 selection as most promising alternative corridor.
  - Provide detailed information on potential station locations.
- **Get local:** Offer opportunity for input on exact station location, and offer opportunity for input on station access.
- **Go “where people are”:** Host events in locations where Sound Transit could achieve the above objectives while residents were already out and about.
- **Identify:** How input will be used, next steps, the overall project schedule, and opportunity for public involvement.

## Themes and Take-aways from Engagement

- Overall, there is general support and excitement, and growing knowledge of, the North Corridor project.
- Specific recommendations and preferences about potential station locations are taking shape. For instance, the N. 185<sup>th</sup> St. station area received the most comments as a single station. However, given the “either/or” options of N. 145<sup>th</sup> St. with N. 155<sup>th</sup> St. and either N. 125<sup>th</sup> St. or N. 130<sup>th</sup> St., that combination of stations elicited three times as many comments.

- There is general support of the I-5 corridor for alternatives, with minimal SR 99 commentary about why it's no longer an option or how the decision was made to look at I-5.
- Questions and concerns were common related to potential future transit-oriented development, pedestrian and bike access to stations, to make the route as successful as possible, or in contrast, due to neighborhood effects.
- Decision-making and timing is a personal topic. Participants asked questions about timing of decision making, construction and completion for personal decision-making and daily commutes. This was especially relevant to those participants who have concerns about real estate required for light rail construction.

## Participation

Project team members engaged approximately **456** individuals over the course of the ten sessions.

Visitors to the sessions responded well to the casual meeting format and the opportunity to talk one-on-one with project staff. Anecdotally, approximately two-thirds of participants attended because they received a postcard or were notified in another way. However, these drop-in sessions also reached a wide spectrum of the community, that included those who might not attend a large public meeting. Occasionally, project staff received questions about the format, as some members of the public expected a formal presentation.

In addition to citizens, several elected officials and staff from local jurisdictions and agencies attended multiple sessions. These included representatives from Mountlake Terrace, Shoreline, Edmonds, Community Transit, Edmonds School District, and WSDOT.

A variety of input was received: **154 written** comments and an additional **100 verbal** themes noted by project representatives. Contact information was collected through comment forms and sign-in sheets, with **134** individuals added to the project GovDelivery email list to receive future project updates.



## Notification

### *Postcard notice*

A saturation postcard was mailed to approximately 41,300 single family homes, apartments and businesses, hitting mailboxes beginning on February 29. The general distribution area included a half-mile area around the I-5 corridor, from Northgate to the Lynnwood Transit Center, including some areas further to the east and west.

Bundles of postcards were dropped off at dozens of area locations with high foot traffic, based on organization and stakeholder research in the project area. Approximately 30 locations were hosted for postcard delivery two weeks prior to the drop-in sessions, including:

- |                                       |                                   |                               |
|---------------------------------------|-----------------------------------|-------------------------------|
| • Shoreline Senior Center             | • Northgate Community Center      | • MLT Library                 |
| • Shoreline Recreation Center         | • Alderwood Mall                  | • Northgate Public Library    |
| • City of MLT Recreation Pavillion    | • Alderwood Boys & Girls Club     | • Lynnwood Community Services |
| • Alderwood Vocational Rehabilitation | • Plaza Latina                    | • Dale Turner YMCA            |
|                                       | • North Seattle Community College | • Safeway Pinehurst           |

- Roger's Marketplace
- Rancho Grande
- Korean Beef Soup
- European Food Store
- Jewel Box Café
- Ballinger Commons
- Shoreline Community Church
- Lynnwood Public Library
- H MART (Asian grocery)
- Community Health Center
- Top Food - Edmonds
- Top Food - Shoreline
- Bitter Lake Community Center
- Shoreline Library
- Lynnwood Recreation Center

Additionally, postcards were hung on community bulletin boards at the following locations:

- Starbucks Northgate
- Donut House Northgate
- Patty's Eggnest
- QFC Northgate
- Starbucks at 125<sup>th</sup>/15<sup>th</sup>
- Brown's Coffee House
- Starbucks SR 99/220<sup>th</sup>
- Garden Café
- Local Yolk
- Starbucks SR 99/205<sup>th</sup>
- Sky Nursery
- Safeway SR 99/155<sup>th</sup>
- Starbucks SR99/130<sup>th</sup>
- Starbucks SR99/185<sup>th</sup>

### Drop-in session postcard

**North Corridor Transit Project**

Sound Transit has been studying potential light rail routes and stations between Northgate and Lynnwood along Interstate 5 based on results of environmental scoping and community input received last summer and fall.

Recently the Sound Transit Board of Directors took a major step toward expanding mass transit to Lynnwood by confirming that light rail is the best mode of transit and I-5 is the right corridor to study based on ridership, travel times, service levels and cost.

Drop in to learn where the light rail route could be located along I-5, see where stations are being considered and ask questions of project staff.

For more information, email [northcorridor@soundtransit.org](mailto:northcorridor@soundtransit.org) or call Roger Iwata, Community Outreach Corridor Lead, at 206-689-4904.

**Light Rail Station Areas Under Consideration**

**Let's have a chat!**  
Drop in and talk to staff, learn more and provide your feedback:

**SEATTLE**  
Tuesday, March 13, 4-6:30 p.m.  
Bitter Lake Community Center  
13035 Linden Ave. N.  
Saturday, March 24, 11 a.m.-2 p.m.  
Safeway Pinehurst  
12318 15th Ave. N.E.

**SHORELINE**  
Wednesday, March 14, 4-6:30 p.m.  
Dale Turner YMCA  
19290 Aurora Ave. N.  
Thursday, March 15, 4-6:30 p.m.  
Shoreline Library  
345 N.E. 175th St.  
Friday, March 16, 11 a.m.-2 p.m.  
Top Food Market Street Café  
1201 N. 175th St.

**EDMONDS**  
Saturday, March 17, 11 a.m.-2 p.m.  
Top Food Market Street Café  
21900 Highway 99

**MOUNTLAKE TERRACE**  
Tuesday, March 20, 11 a.m.-2 p.m.  
Mountlake Terrace Library  
23300 58th Ave. W.  
Thursday, March 22, 4-6:30 p.m.  
Mountlake Terrace Recreation Pavilion  
5303 228th St. S.W.

Learn more online:  
[www.soundtransit.org/NCTP](http://www.soundtransit.org/NCTP)

### Community calendars

A community calendar announcement was e-mailed or posted when possible on the following calendars:

- Shoreline Patch
- Shoreline Currents
- Shoreline Area News
- City of Shoreline
- City of Everett
- City of Lynnwood
- City of Edmonds
- City of Mountlake Terrace
- Publicalendar (Publicola)
- Aurora Avenue Merchant's Association
- Snohomish County Tourism Bureau
- So. Snoco Chamber
- Everett Chamber of Commerce Snohomish County EDC
- Feet First
- City of Seattle calendar
- Tu Decides Calendar

### Community blog display ads

Ad space was purchased on local community blogs, including:

- My Edmonds News
- Lynnwood Today
- Seattle Transit Blog

**Website, email and social media notification**

Other notification tools were used, including:

- E-update to GovDelivery list (approximately 1,765 individuals)
- Sound Transit Twitter and Facebook pages (5,537 followers; 2,622 fans, respectively)
- Website updates (agency activities calendar and project website)

**Sample Tweets announcing the drop-in sessions.**



At least one participant visited as a result of the Twitter announcements.

**Earned Media**

The drop-in sessions garnered media attention outside of deliberate advertisements and calendar postings, with area media sources reporting on the project itself as well as the drop-in sessions. These included:

*Articles (print/online)*

- “Help Sound Transit Pick Light Rail Locations,” Everett Herald, March 16, 2012
- “Light Rail Along I-5: Informational Meeting Coming Up Next Week,” EdmondsPatch, March 7, 2012
- “North Corridor Meetings Start Tomorrow,” Seattle Transit Blog, March 12, 2012
- “Extending light rail from Northgate to Lynnwood,” Shoreline Area News, February 29, 2012
- “Reminder: More community drop-in sessions this week for northend light rail planning,” My Edmonds News, March 18, 2012



*TV News segments*

- King 5 News, March 15, 2012



- Q13 Fox News, March 16, 2012

## Drop in Set-up and Venues

Drop in venues were set up similarly to fairs and festivals: targeted materials, with easy-to-maneuver layout and nimble infrastructure. Booths were placed in high foot traffic areas, with a layout intended to be simple, inviting and graphics-based with maps to generate discussion. Materials included:

- Table-top roll-plots showing overall route map and relevant station locations with post-its and markers to comment.
- Quick screen banners to catch people’s attention in crowded areas, to pose a “What do you think” question, and identify the corridor and potential station locations.
- Project fact sheets and general Sound Transit service information.
- Four comment mechanisms:
  - **Verbal comments** were tracked by staff and summarized after each session.
  - **Written comment forms** were available and were the most popular method of commenting.
  - **Written comments** could be left on the roll-plot map to comment on specific locations.
  - **Electronic comments** could be made via an iPad, used several times as an alternative to the written comment form.
  - **Email comments** were also accepted.

The location of each drop in session was selected based on potential natural foot traffic, and proximity to potential station locations. Varying times (11 a.m.-2 p.m. and 4-6:30 p.m.) were used to coincide with busy times at each location and to accommodate varying potential attendee schedules. Drop-in sessions were hosted in locations where foot traffic was high in order to catch public attention without a formal invite.



**Drop-in session locations, date and time**

**SEATTLE**

Tuesday, March 13, 4-6:30 p.m.  
Bitter Lake Community Center  
13035 Linden Ave. N.

Saturday, March 24, 11 a.m.-2 p.m.  
Safeway Pinehurst  
12318 15th Ave. N.E.

**EDMONDS**

Saturday, March 17, 11 a.m.-2 p.m.  
Top Food Market Street Café  
21900 Highway 99

**MOUNTLAKE TERRACE**

Tuesday, March 20, 11 a.m.-2 p.m.  
Mountlake Terrace Library  
23300 58th Ave. W.

Thursday, March 22, 4-6:30 p.m.  
Mountlake Terrace Recreation Pavilion  
5303 228th St. S.W.

**SHORELINE**

Wednesday, March 14, 4-6:30 p.m.  
Dale Turner YMCA  
19290 Aurora Ave. N.

Thursday, March 15, 4-6:30 p.m.  
Shoreline Library  
345 N.E. 175th St.

Friday, March 16, 11 a.m.-2 p.m.  
Top Food Market Street Café  
1201 N. 175th St.

**LYNNWOOD**

Monday, March 19, 4-6:30 p.m.  
Lynnwood Recreation Center  
18900 44th Ave. W.

Wednesday, March 21, 4-6:30 p.m.  
Lynnwood Library  
19200 44th Ave. W.

## Key Themes from Feedback

The following key themes were developed based on a qualitative analysis of discussions and comments from the drop-in sessions.

- Individuals frequently expressed general support and excitement about the project. Many comments and questions were **general in nature to the North Corridor project**. Participants asked a broad range of questions regarding timing of station choices, final design and completion.
- Participants also consistently asked questions related to station **parking**. Specifically at stations areas that currently lack adequate parking facilities, such as N. 145<sup>th</sup> St.
- Several participants had concerns regarding **bus and vehicle connections** to the stations and encouraged alternative transportation to stations by increasing **east – west** bus service.
- **Pedestrian and bike access** was another issue that generated comments. Commenters requested infrastructure, including sidewalks and bike lanes, be added near stations.
- Several comments related to increasing **development** around stations and ensuring station locations and transit provide access to local business districts and dense residential areas.
- In total, all comments related to access – parking, pedestrian, bus, east-west connections, and development – constituted over 80 specific comments, one of the more frequent themes.
- General questions related to Sound Transit’s decision process also arose. Specifically, these came from residents located along the alignment and/or near potential stations expressing concern over **potential right-of-way acquisition**. Some of these residents, who are anxious about the process ahead, noted the location of their house on the roll-plot maps and provided input on their preference for station location and siting. They have questions and concerns related to timing and the property acquisition process. These property owners will continue to follow project progress.
- There was general **support of the I-5 alignment** with minimal commentary about SR 99 and why it is no longer an option.
- The roll-plot maps successfully facilitated a dialogue with participants about the project alignment and specific station locations. Many used the map to provide **input on station locations** and identify particular resources like parks, facilities, streams and topography. The most station-specific comments came in related to N. 145<sup>th</sup> St. vs. N. 125<sup>th</sup>/130<sup>th</sup> and N. 155<sup>th</sup> St. There is roughly an even split in preference between the two options. When mentioning N. 155<sup>th</sup> St., these commenters reflected a preference for N. 130<sup>th</sup> St. over N. 125<sup>th</sup> St.



## Themes by Topic Area

Specific comments and themes are addressed below, including comments on specific station areas. All verbatim comments can be found in Appendix A.

### General project questions and comments

*The most frequent general topic of conversation surrounded general project questions and comments (45 total). Participants were generally very excited and supportive of the project. Questions primarily related to when the project would be operational, when the final alternatives would be ready, accessibility for elderly and handicapped, noise reduction measures and environmental impacts. Representative comments include:*

- “Please do this as soon as possible! “
- “When will we have more info on the alternatives?”
- “Will it be elevated or at grade?”
- “How often will the trains run?”
- “The closer to existing park and rides and commercial the better.”
- “Are you considering transit time in your evaluation?”
- “We’ll use light rail all the time.”
- “This process is moving too slow!”
- “I’m very excited about this project. When will it be open?”
- “Hooray for light rail to Lynnwood!”
- “This is exciting. I have a small home of 35th and 208th PI SW. Looking forward to walking to transit center and taking fast transit to Seattle.”

### Parking Availability

*Approximately 25 comments received related to parking availability. Many participants asked that there be ample free parking at stations, as other transit centers fill up quickly. Simultaneously, participants were concerned about parking overflow on neighborhood streets surrounding potential station locations. Representative comments included:*

- “Please make sure there is parking near the transit stations.”
- “The biggest concern is parking.”
- “No land available for parking. People who can’t drive to station won’t ride the train.”

### East-West Bus and Vehicle Connections

*Approximately 15 comments received were related to east-west bus and vehicle connections. Many comments related to ensuring reliable, frequent east-west bus connections from stations, and providing bus connections to key transportation points. Representative comments include:*

- “Bus access to stations from E & W are key. Right now no service.”
- “Cross town buses are too infrequent.”
- “There should be buses running every 5 minutes running east-west along 130th St, 145th St, Northgate Way, etc.”

## Bike and Pedestrian Access

*Approximately 15 comments received were related to bike and pedestrian access. Comments said it important to promote pedestrian and bicycle access to stations by adding infrastructure (sidewalks, overpasses, bike lanes, etc.) so stations can be accessed by means other than a car. Participants provided specific suggestions for locations for improved pedestrian access (included in specific station input below).*

- “Consider pedestrian west to east of I-5 access to the light rail station.”
- “Neighborhood needs pedestrian improvements in conjunction with station development (very few sidewalks). Also work with City of Shoreline for prioritizing city-funded sidewalks in neighborhoods.”

## Development around stations

*Approximately 10 comments received were related to development around stations. Comments related to increasing transit oriented development and providing access to local business districts and dense residential areas. Representative comments include:*

- “Stations should be designed in a way to include shops, stores, living spaces.”
- “The development around the identified stations (Shoreline) will add to the economic growth of the community.”
- “Can't we integrate stations into some sort of complex? A station by itself is a waste of space and land.”

## Property acquisition

*At least 20 property owners adjacent to the project area attended the drop-in sessions and commented or asked questions. Shoreline drop-in sessions generated the most comments related to potential property acquisition.*

*Residents near alignment and stations have concerns about property acquisition and the uncertainty of station locations. There was a preference for stations that avoid property acquisition. Those in close proximity to the alignment have concerns about the impacts to property values. If property acquisition were required, there were concerns that assessed property values would be too low. Representative comments include:*

- “Please ensure against situation similar to Seattle Monorail Project in Ballard. If lots acquired by eminent domain and the project is abandoned, displaced property owners should be given right of first refusal to re-purchase their lots at or below the amount they were paid.”
- “When will properties be purchased?”
- “I would like to know that all our concerns about the land be given a serious thought and the consequences of progress not cost our homes.”
- “Please stay on the current WSDOT right of way... Please leave homes alone.”

## General service information and other ST topics

*Comments related generally to Sound Transit were also heard. A handful of visitors mentioned the independent study by James MacIsaac featured in the Weekly Herald (3/21/2012). Other comments included:*

- “Reinstate bus routes between Lynnwood Transit Center and Northgate until project is complete.”
- “Provide free parking at Northgate Station for all the local neighborhoods.”
- “What will light rail do to help with parking at the already crowded Northgate area?”
- “Important to have security at all light rail stations.”

- “Current seats on light rail are narrow and too hard.”
- “The walk from the Sea-Tac station to the terminal is too far. Moving sidewalks should be installed.”
- “Provide electric vehicle charging at stations.”
- “What has been given back to the Shoreline community as a result of I-5 being built, bus barn at N. 165<sup>th</sup> St., and 15<sup>th</sup> Ave. N. condensed to two lanes? All of which has impacted the quality of life.”

## Themes by Station Area

*The following comments summarize key themes and specific suggestions for each potential station location.*

### I-5 Route

*Approximately 35 comments received were related to the I-5 alignment. There was general support of the I-5 alternative with minimal SR 99 commentary about why it’s no longer an option or how the decision was made to look at I-5. Commenters expect the I-5 alignment to reduce traffic and congestion. Representative comments include:*

- “The closer to existing park and rides and commercial the better.”
- “There should be a pedestrian/bike bridge (over I-5 near Northgate).”
- “Alignment from Lynnwood to Downtown, and eventually Bellevue, will be very beneficial.”
- “I’d love light rail on I-5.”
- “I support the I-5 option, to consolidate traffic and minimize property impacts.”

### N. 125<sup>th</sup> St. Station Area

*Approximately 25 comments received were related to this station area. Seattle drop-in session visitors were the most likely to offer a preference for this station in combination with a N. 155<sup>th</sup> St. station, however overall, it did not show as preferable as N. 130<sup>th</sup> to commenters in terms of number of comments. Representative comments included:*

- “This station would serve Lake City.”
- “If we have N 125th St station area in further, it will help a lot of people in Northgate area especially patients going to Northwest hospital.”
- “I highly suggest putting a LINK station on the east side of I-5 at 125th St or 130th St. I live in Pinehurst and feel it would add so much to the community, and basically enable me not to have a car.”

### N. 130<sup>th</sup> St. Station Area

*Approximately 40 comments received were related to N. 130<sup>th</sup> St. Seattle drop-in session visitors were the most likely to offer a preference for this station in combination with a N. 155<sup>th</sup> St. station. Comments said the area is generally more walkable and accessible from surrounding neighborhoods, including two urban villages, and the area has more land available for growth. Representative comments included:*

- “N. 130<sup>th</sup> St. would be better than 145th--more land for growth around it.”
- “N. 130<sup>th</sup> St. crosses I-5 and N. 125<sup>th</sup> St. does not...important for pedestrians and cyclists.”
- “This station would serve Lake City.”

### N. 145<sup>th</sup> St. Station Area

Nearly 50 comments received were related to this station area. Shoreline and Seattle drop-in session visitors generated the most comments due to proximity to the station. Many thought the area would be a good spot for a station because of the many bus transfer stops, but there is also heavy traffic in the area. When commenting on 145<sup>th</sup>, there was a slight uptick of commenters stating a general preference for N. 145<sup>th</sup> St. station over N. 130<sup>th</sup> St./125<sup>th</sup> St. and N. 155<sup>th</sup> St. combination. However, those who preferred abandoning N. 145<sup>th</sup> stated the street is not pedestrian friendly, or that the area is already over-crowded with parking, so the potential station would need additional parking. They reflected that in general the existing park and ride facility generates commuters parking on neighborhood streets. Representative comments include:

- “N. 145<sup>th</sup> St. is too close to N. 130<sup>th</sup> St.”
- “Arterial has potential for a transit corridor.”
- “Station area is isolated from neighborhoods.”
- “I prefer station at N. 145<sup>th</sup> St. - more function position and on a very active street and the location is very accessible.”

### N. 155<sup>th</sup> St. Station Area

Approximately 40 comments received were related to N. 155<sup>th</sup> St. Seattle and Shoreline drop-in session visitors generated the most comments. They reflected that the area is walkable and accessible from several neighborhoods east and west of I-5, and stated that N. 155<sup>th</sup> St. is also an important corridor for cyclists. Many said the N. 155<sup>th</sup> St. area is residential with slower traffic, however expressed a concern about the increased traffic a station would bring. Representative comments include:

- “No easement/right-of-way for station. Wet lands. Park.”
- “No land available for parking.”
- “A station at N. 175<sup>th</sup> St. would provide better connectivity to North City and Aurora.”

### N. 185<sup>th</sup> St. Station Area (East or West)

Approximately 50 comments received were related to N. 185<sup>th</sup> St. Shoreline drop-in session visitors generated the most comments due to proximity. There was split preference between east/west side locations. Regardless of location, many asked for the incorporation of pedestrian improvements in conjunction with station development. There is some concern among residents related to increased traffic in the area and commuters parking in surrounding neighborhoods. Commenters also conveyed that area is also an important corridor for cyclists. Representative comments include:

- “Shoreline Stadium/Shoreline Conference Center could be used for shared parking.”
- “There isn't enough area to support the increase in traffic and the impact on the residents there would be very detrimental.”
- “I'm thrilled at the prospect of a station on east side of freeway at N 185<sup>th</sup>—that would be within walking distance of my house and therefore would get frequent use by me.”

### Mountlake Terrace Station Area

Approximately 20 comments received were related to this station area. Most offered a preference for a station east of I-5 at the existing transit center. Several noted this is a good station location because it is best to couple multiple transit modes at one station.

- “Current station should be enclosed.”
- “Create walkway west of Mountlake Terrace Transit Center to avoid N. 205<sup>th</sup> St./I-5/interchange.”
- “Create walkway to businesses near 15<sup>th</sup> Ave. N.E. and Ballinger Way N.E.”

#### 220<sup>th</sup> St. S.W. Station Area

*Approximately 10 written comments received were related to this station area, with Shoreline drop-in session visitors generating the most comments.*

- “Suggest not including a station at N.220<sup>th</sup> St. and keeping the alignment as straight as possible.”
- “This would serve Premera, which is the biggest employer in Mountlake Terrace.”

#### Lynnwood Transit Center Station Area

*Approximately 15 comments received were related to the Lynnwood Transit Center. Lynnwood drop-in session visitors generated the most comments due to proximity, however many Lynnwood comments were general in nature. Overall, this station likely did not generate many comments due to the assumption that the station will be incorporated into Lynnwood Transit Center in some form, and further analysis and design detail are required. Some commented that there should be easy access to the Alderwood Mall. There were some concerns about the potential station’s proximity to wetlands.*

- “Place station as far as possible from I-5 to increase walkability.”
- “Put Lynnwood Station as close as possible to the transit center.”
- “Will the Lynnwood station be located in the swamp?”

### **Next Steps**

The technical team will use the input compiled in a variety of ways:

- In combination with technical analysis, recommendations will be made to the Board of Directors for alternatives for further study in the draft Environmental Impact Statement.
- Continuing to develop alternatives – route development.
- Continuing to develop alternatives – station location detail and access improvements that can be made by Sound Transit or coordinating agencies (cities, King County Metro and Community Transit).

The team will continue to engage the public in the project area as the project progresses. While the next “formal” comment period is the draft Environmental Impact Statement (expected in Spring 2013), this outreach proved successful in the North Corridor project area and provided the team with ideas for future outreach. Specifically:

- Going “where people are” allowed the team to have detailed conversations, yet simultaneously catch people who may not have heard of the project. The project will continue to seek these outreach opportunities through fairs and festivals and other venues at appropriate junctures.
- Scheduling additional organizational briefings with neighborhoods and other groups in the corridor to continue to gather feedback and educate people about the project.
- Collaborating with the technical and environmental team and Sound Transit Real Estate, when the team has new information to share, to determine a best time to engage direct neighbors of the project about potential property impacts.





## APPENDIX A

### North Corridor Drop-in Sessions: By the Numbers

Date	Location	# of Visitors	Sign-Ins	Comment Forms	iPad Comments	Verbal Comments Noted	Roll Plot
March 13	Bitter Lake Community Center	33	N/A	15	1	14	16
March 14	Dale Turner YMCA	28	13	7	1	12	0
March 15	Shoreline Library	68	38	22	0	5	29
March 16	Top Food – Shoreline	68	9	17	0	20	6
March 17	Top Food – Edmonds	28	10	3	0	15	0
March 19	Lynnwood Recreation Center	42	19	4	0	10	0
March 20	Mountlake Terrace Library	21	11	1	0	12	0
March 21	Lynnwood Library	49	16	5	0	8	0
March 22	Mountlake Terrace Recreation Pavilion	76	10	7	0	11	0
March 24	Safeway Pinehurst	43	9	16	0	10	0
Email Comments		N/A	N/A	4	N/A	N/A	N/A
<b>TOTAL</b>		<b>456</b>	<b>135</b>	<b>101</b>	<b>2</b>	<b>117</b>	<b>51</b>

The table below shows the number of comments (written and verbal) received about specific station locations and topics organized by the drop-in session city where the comment was received.

Number of comments received by city and topic*							
	Lynnwood (3/19, 3/21)	Shoreline (3/14, 3/15, 3/16)	Mountlake Terrace (3/20, 3/22)	Edmonds (3/17)	Seattle (3/13, 3/34)	Email	Totals
Total Comments Received at Drop-In Locations	28	120	32	17	71	4	n/a
I-5 route at:	4	15	3	3	9	1	35
N. 125th St. Station Area	1	5	2	1	14	1	24
N. 130th St. Station Area	1	14	1	0	23	1	40
N. 145th St. Station Area	1	27	2	2	16	1	49
N. 155th St. Station Area	1	22	3	0	14	1	41
N. 185th St. Station Area (E or W)	2	34	3	2	4	2	47
Mountlake Terrace Station Area	1	10	3	1	7	1	23
220th St. S.W. Station Area	1	4	1	0	3	0	9
Lynnwood Transit Center Station Area	4	4	0	1	5	1	15
Property Acquisition	0	16	2	0	4	0	22
Parking/Access	6	34	5	4	22	2	73
Development around stations	2	5	0	0	3	0	10
North Corridor related questions (general)	5	13	13	3	11	0	45
Study Area	2	9	1	1	8	1	22
General Sound Transit	0	4	0	2	4	0	10

\*Please note, while 154 total written comments were received during this outreach series. Any one of these comments could address multiple topics, as reflected above.



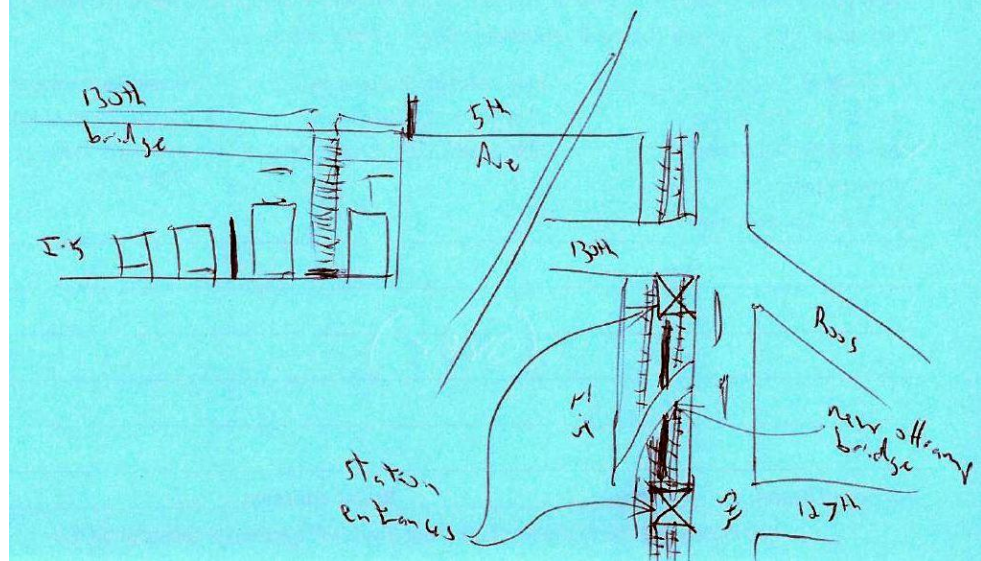
## APPENDIX B

### Verbatim Comments

The following are comments received via comment forms, iPad online comment form, rollplot, and conversations with project representatives organized by drop-in session location.

*Please note: Verbal comments are notations of comments heard, summarized by project representatives. Verbal comments should not be construed as verbatim comments, and could be repeats of general sentiments expressed in written comments received.*

Source	Comment
<b>Bitter Lake Community Center, Seattle Tuesday, March 13, 4-6:30 p.m.</b>	
Comment Form	I think if we have N 125th St station area in further, it will help a lot of people in Northgate area especially patients going to Northwest hospital.
Comment Form	Biggest concern is ridership – hitting projected numbers. Please be sure to work with Metro, King County, Seattle, Snohomish County to increase east-west bus connections and to increase TOD/density. Hitting ridership numbers is imperative if we are to pass ST III.
Comment Form	I prefer a station at NE 130 <sup>th</sup> St over NE 125 <sup>th</sup> St because 130 <sup>th</sup> crosses I-5 and 125 <sup>th</sup> does not. Not important for drivers but important for pedestrians and cyclists, and presumably a future Metro bus route could travel on 130 <sup>th</sup> to link with light rail service. Regarding the proposed station at 155 <sup>th</sup> , it seems a station at 175 <sup>th</sup> would provide better connectivity to North City and Aurora.
Comment Form	1. New multi living homes on east side of I-5, 2. Deep unsuitable material in 145 <sup>th</sup> /5 NE, 3. Old garbage dump east side of I-5 at NE 165 <sup>th</sup> St
Comment Form	I highly suggest putting a LINK station on the east side of I-5 at 125 <sup>th</sup> St or 130 <sup>th</sup> St. I live in Pinehurst and feel it would add so much to the community, and basically enable me not to have a car. Also, I would suggest some express trains from SeaTac to the North Seattle area (only stopping at a few major stops).
Comment Form	Please stay on the current WASH DOT right of way. Prefer station N of 130 <sup>th</sup> at Park and Ride. Please leave homes alone. Prefer station at 145 <sup>th</sup> .
Comment Form	N. 145 <sup>th</sup> St station area is isolated from neighborhoods. N. 130 <sup>th</sup> and 155 <sup>th</sup> stations would be more walkable and accessible from several neighborhoods east and west of I-5. Having 130 <sup>th</sup> and 155 <sup>th</sup> (pair) provides a more pedestrian focus whereas 145 <sup>th</sup> , a more drive to park and ride facility.
Comment Form	The I-5 route will destroy the Bitter Lake Urban Village. 145 <sup>th</sup> St is NOT a good location for a station as it is very condensed already and there will be immediate pressure to create an urban village around the station (Roosevelt) which will make things even worse. No area for commuter parking here either (if Snohomish Co. can have HUGE commuter parking, we should be able to as well).
Comment Form	130 <sup>th</sup> would be better than 145 <sup>th</sup> --more land for growth around it, plus a good cross-city bus route to Bitter Lake and Lake City. The south side of 130 <sup>th</sup> would be better than the north side, for greater walkshed.

Source	Comment
	Lynnwood: as far as possible from I-5 for greater walkshed.
Comment Form	I am very concerned about environmental issues, in particular the Thornton Creek Watershed. Please be careful of the system and wreak no further harm during construction. The creek system is a hallmark of NE Seattle and Shoreline as well. It also serves vital infrastructure functions. When the projects are finished the tributaries should also function on enhanced open space and greenbelts, more vital than before. Thank you!
Comment Form	I favor option 1 over 2, and 1a over 1b, that is, 155 <sup>th</sup> over 145 <sup>th</sup> , and 130 <sup>th</sup> over 125 <sup>th</sup> . 130 <sup>th</sup> better serves both sides of I-5, and better serves transit, future if not present. 130 <sup>th</sup> is on a direct route between 2 urban villages, making it ripe for an east-west bus route. 145 <sup>th</sup> is too close to 130 <sup>th</sup> making 155 <sup>th</sup> better. 155 <sup>th</sup> has more walkable destinations. 145 <sup>th</sup> is too busy to be pedestrian friendly. --- I urge you to use some of your pedestrian/bicycle access funds and work with the city to create a sidewalk west of I-5 on Roosevelt, then 135 <sup>th</sup> . This is the shortest route to Ingraham HS, but Roosevelt currently is muddy and/or unsafe for peds. This diagonal street can extend the "walkshed" to more blocks. Working with WSDOT to connect Roosevelt to 130 <sup>th</sup> at I-5 with a ped. Path would be ideal, but is not necessary. --- Consider building the alignment level and straight so that an infill station can be added in the future to serve Northwest Hospital/Northgate North. --- I used to work near Ballinger Way and 15 <sup>th</sup> . The transit, bicycle, and ped. Options for getting there are all poor. Please, please work with Mountlake Terrace to create a ped/bike path heading due south from the Mountlake Terrace station, where the elementary school used to be. This path can serve the office building, cinema, extended stay hotel, and other businesses.
Comment Form	<p data-bbox="428 989 1170 1020">{{Drawing suggesting station entrances and location of 130th station}}</p> 
iPad	I like the plans that I have seen so far but Think that a station at 130th would draw lots of ridership along with a station at 155th. A station at 145th might be good for bus connections but is blocked by the golf course and it would be hard to draw walk on riders. I don't want a huge reliance on park and rides to get to link Light Rail as it would cost Sound Transit more than improving bus connections. As far as the north part, I would suggest not including a station at 220th and keeping the alignment as straight as possible (using the median freeway station at MT) to achieve the least possible travel time between Lynnwood and Northgate Transit Centers. Thanks for the informational open house.
Roll Plot	You are on the right track

Source	Comment
Roll Plot	Is a walkway possible here to avoid walking through 205th/I-5/Interchange? (West side of Mountlake Terrace Transit Center)
Roll Plot	Walkway to businesses near 15th and Ballinger (east side of Mountlake Terrace Transit Center)
Roll Plot	Do NOT put a station here at 145th. Thank you.
Roll Plot	Hill (near east side of 155th/I-5)
Roll Plot	Hill (near west side of 145th/I-5)
Roll Plot	High auto traffic (145th/I-5)
Roll Plot	Noted location of Thornton Creek (east of I-5)
Roll Plot	Sidewalk to Ingraham High School and Helene Madison pool on Roosevelt and 135th
Roll Plot	Stations with entrances at 130th and 127th. Below 130th? Included drawing.
Roll Plot	Potential future station near bridge over I-5, to serve Northwest Hospital and the north end of Northgate neighborhood. Please build straight and level, if possible, to allow future station. (East side of I-5, South of 130th St Station area)
Roll Plot	Need east-west bus route between urban villages
Roll Plot	Do not use NSCC parking lot to replace NG parking!
Roll Plot	Ped/bike bridge (over I-5 near Northgate)
Roll Plot	Off ramp over station? Station over everything? (Drew potential alignment and station location)
Roll Plot	Noted urban village location at Aurora and N 130th St
Verbal	I live at 126th St
Verbal	I live at 8th and 127th
Verbal	What are the dimensions of the stations?
Verbal	What impact will you have on the new public housing?
Verbal	155th doesn't seem connected to anything and 145th is connected but a nightmare!
Verbal	How high is the voltage on the wires?
Verbal	It looks encouraging!
Verbal	East/West connections most critical for bus/making project work
Verbal	130th more logical than 125th
Verbal	Update website with comment form
Verbal	When will you know more?
Verbal	Is Northlink "real"?
Verbal	What is elevated vs. not?
Verbal	How will you deal with overpasses? Interchanges?
<b>Dale Turner YMCA, Shoreline Wednesday, March 14, 4-6:30 p.m.</b>	
Comment Form	I need will lot of my computer online for googlemail.com. I want to say thank you for your time. Have a nice day. I would like you're hope me good time today. {{sic}}
Comment Form	Buses fleet New MCI buses 2012 delivery?
Comment Form	Light rail route from Lynnwood to Seattle/Bellevue/SeaTac from home Lynnwood and work YMCA light rail open 2023 Lynnwood.
Comment Form	Neighborhood needs pedestrian improvements in conjunction with station development (very few sidewalks) also work with City of Shoreline for prioritizing city-funded sidewalks in

Source	Comment
	neighborhoods.
Comment Form	Good to see this finally starting. I support the I-5 option, to consolidate traffic and minimize property impacts.
Comment Form	Our neighborhood is very close to the I-5 corridor. We are concerned about noise, soil erosion, elevated rails in our yards, property values and views.
iPad	Consider adding non rush hour direction trains to Boeing Everett and Mukilteo. Many drivers could get off the road if more trains run
Verbal	I'd love light rail on I-5, I'm so excited. When will this start?
Verbal	Wheelchair access at the stations is very important.
Verbal	Make it easy to get the bikes on board the trains.
Verbal	My home could be affected by the station to the east of N 185th St.
Verbal	The City of Mountlake Terrace likes the alignment next to the transit center.
Verbal	This is very good.
Verbal	When will homes and properties be purchased?
Verbal	When will homes be valued for purchase? My mortgage is for more than my home's worth.
Verbal	What is the eminent domain process?
Verbal	I like the station at N 155th Street but would also be happy with it at N. 145th Street.
Verbal	How large will the footprint of the tracks be?
Verbal	I really think we should be on SR 99 to serve more metropolitan areas.
Verbal	What is Sound Transit? How is it different than Metro?
Verbal	Need to have east-west service improved, especially to Shoreline Community College.
<b>Thursday, March 15, 4-6:30 p.m. Shoreline Library</b>	
Comment Form	My preference is station at N 155th St.
Comment Form	Preferred stations are checked above to give better regional access to local business districts and dense residential areas for Shoreline, Lake City, Lake Forest Park, Edmonds and Mountlake Terrace. I am a local resident and business owner on Aurora.
Comment Form	The 145th St station seems to make more sense rather than the combined 130th and 155th option. However, I do not find the 145th overpass to be pedestrian friendly. This is the reason I have never used the Metro stops at 145th. The sidewalk on the overpass is too narrow and the railing over I-5 is too low - not a comfortable place to walk for anyone with a fear of heights and fear of speeding cars. I think the overpass should be made wider to better accommodate pedestrians and bikes. The railings could be made much higher. If these amenities were made, considering the number of bus routes on 145th, the station would be well used.
Comment Form	While I support light rail, I oppose the construction of a station at 185th St. There isn't enough area to support the increase in traffic and the impact on the residents there would be very detrimental.
Comment Form	Please ensure against situation similar to Seattle Monorail Project in Ballard. If lots acquired by eminent domain and the project is abandoned, displaced property owners should be given right of first refusal to re-purchase their lots at or below the amount they were paid.
Comment Form	Concerned about multi-modal access to stations from the east side of the I-5 alignment for Lake Forest Park residents. Topography in this area has prevented efficient bus service, so park and ride facilities adjacent to stations is very important.



Source	Comment
Comment Form	Put stations at P&R lots (existing ones) easy transfers to other modes. Put at 145 - P&R lot can transition in the long term to TOD. Bus access to stations from E & W are key. Right now no service. On South LRT line, no one can get there unless drive. Put at grade as much as possible. ID areas of potential high levels of noise and plan early to mitigate in neighborhoods.
Comment Form	Having stations at 155th and 130th/125th would seem to indicate a slower speed. Also, 145th seems to be a nexus for transfer stops. How much more will cost increase for 2 stations vs. one? I'm okay with 185th eastside with improvements for accessibility and walking.
Comment Form	It would be a lot of help.
Comment Form	This would be great to expand it and convenient.
Comment Form	Your route shows this project as going through my house that I have owned and improved on since 1974. And the way the county keeps depreciating land values, this scares me! I am totally against this project. Either down the middle of I-5 or through the park, dump, bus station.
Comment Form	North Corridor stations in general. One of the problems I see is that all the stations are located in areas that just don't promote commerce. By this, I mean when you get off at these stations you have to drive to stores and shops. These stations should be designed in a way to include shops, stores, living spaces. Can't we integrate stations into some sort of complex? A station by itself is a waste of space and land.
Comment Form	Is my home at 363 NE 178th St, corner of 5th Avenue NE, clear enough or impacted by the right-of-way??
Comment Form	Need more info, 11300 1st Ave NE #222, Seattle WA 98125
Comment Form	Need more information. 11300 1st NE #202, 98125 206-367-7016
Comment Form	I want to know how long before they take it down like they did with the Interurban. 206-364-5557.
Comment Form	Want to know what area from 5th Ave NE to freeway the station will be. How much property would you take?
Comment Form	I will like to know that all our concern about the land being give a serious thought and the consequences of progress not cost our homes. {{sic}}
Comment Form	The biggest concern is parking
Comment Form	Please work with Shoreline, WSDOT and Sound Transit on the proposed improvements to 145. This arterial has potential for a transit corridor. Don't be deterred by current conditions.
Comment Form	I think the two stations should be 145th and 185th on west side.
Roll Plot	Future special service until so anytime by 2030 new Everett Station
Roll Plot	We thankful would maybe to the future united or it willing can't see to future about Everett link light rail station center. {{sic}}
Roll Plot	I would unlike reknew it to try I might be however so long away into trip on link light rail. I will be available are learning how to planner I'll maybe be new wife - a new life was what I think about. New Lynnwood link lightrail I'd looking this likely us those on the street P&R city of Lynnwood on 44th Ave W until 2021-23. {{sic}}
Roll Plot	I like the 220th Street Station - closer to my home.
Roll Plot	Live in Shoreline, work at Premera - 220th in MLT. Would like a station there. Biggest employer in MLT.
Roll Plot	Yes for MLT P&R stop - couple as many modes as possible at 1 stop
Roll Plot	ID any areas of rail ahead of time where there may be noise - plan early for noise-reduction

Source	Comment
	for neighborhoods.
Roll Plot	No on west side of N. 185th. No - stadium too close, traffic congestion.
Roll Plot	Stadium/center complex foundation for parking. West side 185th
Roll Plot	185th West Site could provide less busy area for expand a commute grow. Good choice 185th.
Roll Plot	185th Yes - traffic/circulation concerns - enough capacity for buses (every 40 blocks Ngate 145th and 185th).
Roll Plot	I think that the 185th would be great yet how would it effect parking or current traffic.
Roll Plot	I like 155th and 185th
Roll Plot	Like 155th with additional parking.
Roll Plot	Not through my HOUSE. 170th and 1st NE
Roll Plot	No! 155th Yes 145 on eastside!
Roll Plot	145th Yes - needs P+R lot can yes as a potential TOD in future
Roll Plot	Parking - 145th with ample parking is better than 155th with parking but none at 130th, with bus service currently, people will drive to stations.
Roll Plot	Dual stations! 155th and 125th or 130th
Roll Plot	I prefer station at 145th more function position and on very active street (145) and location very accessible.
Roll Plot	510 and 511 stop here, 145th a good option!
Roll Plot	Prefer more stops vs. less.
Roll Plot	Shoreline Center/current parking lot by football stadium is opportunity site for shared parking structure. Rail parking by day during the week. School district activity nights and weekends.
Roll Plot	A transit station at 185th (west) would provide better access to the center of Shoreline and access to the business district on Aurora and Shoreline Center
Roll Plot	Crossing over to west side is an unnecessary cost. Put station on east side. (N. 185 <sup>th</sup> St.)
Roll Plot	No land available for parking. People who can't drive to station won't ride the train. (N. 155 <sup>th</sup> St.)
Roll Plot	No easement/right-of-way for station. Wet lands. Park. (N. 155 <sup>th</sup> St.)
Roll Plot	Park and ride at 145th is filled over capacity! Plenty of rider potential for rail. Parking overflows out on to 5th. Bus riders even park as far north as 165th and 5th in the business area and catch the bus to go south. Business area/bus rider parking got so bad that 2 years ago Shoreline posted 2 hour parking limits
Roll Plot	Please work with Shoreline, WSDOT and Metro on the improvements planned for 145th. This arterial should have potential as a transit corridor.
Verbal	I need to find the timeline online for the project.
Verbal	I want a community information meeting with Ridgecrest (400 emails/blog)
Verbal	Would like easy access for LFP residents
Verbal	What will keep this from taking homes?
Verbal	When will you know more?
<b>Top Food Market Street Café, Shoreline Friday, March 16, 11 a.m.-2 p.m.</b>	
Comment Form	Prefer these two stops in the Shoreline area. Parking is needed at the stations – very important!
Comment Form	One can not talk to Metro planners only by complaint filing—Northgate via NW Hospital via



Source	Comment
	Aurora and Washelli to I-5 at 145 <sup>th</sup> then north to station at N. 175 <sup>th</sup> . The major arterial from Shoreline City Center and North City.
Comment Form	I'm thrilled at the prospect of a station on east side of freeway at N 185 <sup>th</sup> —that would be within walking distance of my house and therefore would get frequent use by me.
Comment Form	Parking in the neighborhoods by commuters. Will a parking garage be built or will we have to fight for parking in front of our own homes?
Comment Form	Concerns around street parking impact and street congestion. Also concerned about additional noise, as we live close to the proposed station location.
Comment Form	Lid from NE 155 <sup>th</sup> to 185 <sup>th</sup> sound suppression/decibel reduction over non-suppressible 20 block I-5 stretch--NE 155 <sup>th</sup> to NE 185 <sup>th</sup> a natural drainage to Twin Ponds and Pevealy {{sic}} Pond to Jackson via east side of I-5.
Comment Form	Please provide ample parking for older and disabled people who live too far for walking (and cross town busses are too infrequent!)
Comment Form	I commuted for work to the University District for over 25 years and to downtown for about a year. During those times I tried to use the bus and leave my car at home. I found that bus schedules tripled my commute time (to the U-District) and did not offer good options to make the downtown commute a consistent one. I ended up driving to work in the U-District and then later driving to Northgate to catch a bus when I worked downtown. My opinion is that if the light rail solution depends on bringing riders to the stations on buses, it will be extremely important to coordinate options and schedules so that people are able to get to the job and get back home in a manner that benefits their entire day. It can't make them be late for work if there is just one bus and it cannot significantly increase their travel time compared to driving. I love the idea of using light rail as an option. I've visited other large cities and used transportation systems to travel the cities. When they work well, it's so much easier than using a car.
Comment Form	As an owner of an electric vehicle I would like to see both L2 and L3 charging available at these stations. L3 or DC fast charging in particular is critical for fast on demand charging, taking only 30 minutes. It would seem logical that with the high energy power lines being put in for the train that fast charges could perhaps feed off of it.
Comment Form	If funds allow the 145 <sup>th</sup> , 155 <sup>th</sup> , E. 185 <sup>th</sup> would be cost/benefit. More riders. About time folks!
Comment Form	My home has been in my family 50+ years. We have endured the freeway being built, the bus barn built at 165 <sup>th</sup> , and 15 <sup>th</sup> Ave NE street being condensed to 2 lanes—all of which has impacted the quality of our life. No sound barrier wall built along I-5 as once promised, increased traffic on 5 <sup>th</sup> Ave NE. The noise level from the freeway itself is almost unbearable (add the airline traffic above in this area also). What has been given back to this Shoreline Community? I only see our quality of life (and now our homes) taken away from us. I am truly disgusted with WSDOT and Sound Transit. What can you say or to do change my mind?
Comment Form	I think this is a great idea and project. I support it! Please consider my vote for a 130 <sup>th</sup> Station and a 155 <sup>th</sup> Station. I think 145 <sup>th</sup> would be ok if traffic can be mitigated somehow. Also, please consider pedestrian west to east of I-5 access to the light rail station.
Comment Form	Traffic on 5 <sup>th</sup> Ave. between 175 <sup>th</sup> and 185 <sup>th</sup> ever since that 4 way stop was put in on 10 <sup>th</sup> , traffic on 5 <sup>th</sup> has increased, because cars do not need to stop at 180 <sup>th</sup> . The speed of these cars has also increased. People use 5 <sup>th</sup> as a thru-way to or from the freeway. This is a concern right now. If there is a station put in, traffic would most likely increase. Would a stop be put in at 5 <sup>th</sup> and 180 <sup>th</sup> to help control the speed of these drivers and traffic? It is especially a concern because there are school bus stops on 5 <sup>th</sup> in this area. I have witnessed cars speed North down 5 <sup>th</sup> then take a right so wide that they end up in the oncoming lane, or so

Source	Comment
	tight, they end up on the shoulder. A danger to both cars and pedestrians as there is no sidewalk. They also rarely stop for pedestrians in or at the crosswalk at 5 <sup>th</sup> and 180 <sup>th</sup> . I really hope this is looked at. Thank you.
Comment Form	Suggest to plant more trees along I-5 (within the coverage of the project) or add other structures that will minimize the noise that already is a problem for us who live closest to the freeway. Otherwise I believe the project, overall, is good for the community.
Comment Form	With traffic through Shoreline, that is far heavier, this is a necessary project; the development around the identified stations (Shoreline) will add to the economic growth of the community; hopefully all considerations could be given to Shoreline's elderly and disabled population.
Comment Form	I am very excited about light rail in my community however the possibility of a station at 155 <sup>th</sup> would be unacceptable. I live off of 155 <sup>th</sup> and 8 <sup>th</sup> NE and use 155 <sup>th</sup> daily. This street is a quiet, slow, residential thoroughfare that serves 2 major Shoreline parks and an elementary school. Increased traffic on 155 <sup>th</sup> would potentially lead to car/pedestrian accidents for those reasons. 145 <sup>th</sup> and 185 <sup>th</sup> are the obvious options for stops within shoreline. The fact that Metro would "prefer" (and now uses) 155 <sup>th</sup> is only due to 145 <sup>th</sup> being in such poor shore and congested during peak hours. 145 <sup>th</sup> , being a "state highway" and part of an alternative route over Lake Washington, should make it a major hub of transportation. It needs improvements to accommodate, Metro bus service and a large light rail station. Thanks.
Comment Form	If you can get people to the stations efficiently by mass transit or provide parking—great. Otherwise it is better to drive my car to the Northgate Transit Center and take the 41 or 303 to Seattle. The east-west traffic flow is best for N 130 <sup>th</sup> St Station. It would be great to have good east-west mass transit to the freeway station. The time it takes to ride mass transit needs to be near what it takes to drive my car.
Roll Plot	NE 156th to NE 160th and Ridgecrest Park
Roll Plot	Natural water course near Twin Ponds - natural drainage
Roll Plot	145th and 155th is a excellent choice. 130th s/b included if funds are available
Roll Plot	Prefer 155th!
Roll Plot	Put station at 145th OR 155th/130th
Roll Plot	Future station at 220th
Verbal	155th not a good spot
Verbal	When is Ulink open?
Verbal	Is it I-5 for sure?
Verbal	My house is right there - 185th
Verbal	Traffic on 5th ave increasing or speeding
Verbal	Should go to the mall
Verbal	185th concern - has been narrowed and more congested on West Side
Verbal	More trees or noise mitigation
Verbal	Will the stations be elevated?
Verbal	Ridgecrest - want to know major issues
Verbal	Where will people park?
Verbal	I'm worried people will park on street near my house!
Verbal	Stated mechanism needed researching acquisition/in case of failure to complete project.
Verbal	Need better connections to Shoreline Community College

Source	Comment
Verbal	Very nice forum - very convenient
Verbal	The less stations, the better
Verbal	Fix map so 175 <sup>th</sup> is center of community
Verbal	155 <sup>th</sup> – lid from 155 <sup>th</sup> to 185 <sup>th</sup>
Verbal	1500 parking spots for whole corridor!
Verbal	185 <sup>th</sup> would be good!
<b>Top Food Market Street Café, Edmonds Saturday, March 17, 11 a.m.-2 p.m.</b>	
Comment Form	I prefer stations at the locations checked (I-5 route, N. 145 <sup>th</sup> St., N. 185 <sup>th</sup> St., Mountlake Terrace Station Area, Lynnwood Transit Center Station Area)
Comment Form	145th is logical place for a station and park and ride
Comment Form	North Corridor – good to have security person at stations where needed. I was impressed that there was a security person at one of the stations along Martin Luther Kid Way. I was also impressed that a security officer checked passengers for tickets. Three people were escorted off of train. If possible, I would like to have enclosed waiting areas with visibility all-around. This would help in our cool, wet climate and encourage more passengers. Please use 1% for arts fund and donations to make stations as beautiful as possible. Current seats on light rail are too narrow and too hard. Great windows (large) on the trains now. Very enjoyable ride! When my husband and I traveled on the light rail for the first time 2 weeks ago, we only saw one couple who was obviously going to the airport (they have wheeled suitcases). I thought more people would use the train to go to the airport. One problem at the airport, is that people have to walk a long way to the terminal. It would help to add clear walls (glass) to protect people against the cold and wind. It is a long way to get to walk to the airport for disabled people. It would be helpful to add seats along the walk for resting. (We traveled from the University Station to the airport and walked around to the airport and then returned to the West Lake Mall stop. Then returned by bus to the Kenmore park and ride. University District Stop: I would support having a security officer there fulltime because of the crime problems in the U. District and because the stop will be underground. I support the current 20-hour service with a 4-hour closure for clean up because that will discourage transients from camping at the stations. North Corridor: I supposed the proposed 4 stops so that travel is as quick as possible to downtown Seattle and the airport. Please work with Community Transit to provide direct bus service between the light rail stop and the Edmonds ferry.
Verbal	Completion date?
Verbal	Will there be any impacts to wildlife/wetlands
Verbal	Will there be security in the U-Link tunnel station?
Verbal	When will we have more info on the alts?
Verbal	Support 4 stations so it's faster
Verbal	East-west connections
Verbal	Indifferent to whether stations are on east/west--not potentially impacted
Verbal	Owner, just want quickest route to downtown
Verbal	Would like to see a good connection to Edmonds ferry
Verbal	I-5 a no-brainer
Verbal	Build fast!

Source	Comment
Verbal	Prefer 145 <sup>th</sup>
Verbal	Put Lynnwood Station as close as possible to the transit center
Verbal	155 <sup>th</sup> —no! 145 <sup>th</sup> better for future development and connecting buses.
<b>Lynnwood Recreation Center, Lynnwood Monday, March 19, 4-6:30 p.m.</b>	
Comment Form	Hooray LR to Lynnwood!
Comment Form	I would prefer the route to the transit area closest to the I-5. This mitigates wetland issues and allows a continuation to Lynnwood City Center (future station) park III without condemnation or removal of existing businesses. Thank you. Planning Commissioner.
Comment Form	This is exciting. I have a small home of 35th and 208th PI SW. Looking forward to walking to transit center and taking fast transit to Seattle.
Comment Form	#1 125th is redundant, us #3 the 145th station. Forget the #2 130th station also and #4 the 155th station seem excessive. Definitely need the 185th, #6 MLT and possibly the 220th station. My preference is for the 185th station to be on the east side of I-5.
Verbal	Much interest in seeing this go to Ash Way
Verbal	VOA property at 164th--much potential for senior riders
Verbal	Smoky Point – up to
Verbal	Shortest points between transfer and actual station—short walks!
Verbal	Closer to existing park and ride and commercial the better
Verbal	SNOTRAC: Sunrise Services—private corporation – Senior Housing
Verbal	SNOTRAC: Stillaguamish Tribe – Snohomish County Human Services
Verbal	What's the start of service date?
Verbal	Would existing 511 be discontinued?
Verbal	Heard from Twitter, thought I'd stop by!
<b>Mountlake Terrace Library Tuesday, March 20, 11 a.m.-2 p.m.</b>	
Comment Form	Keep the rail to the east to the MLT park and ride lot.
Verbal	How much additional parking?
Verbal	Timeline for the project?
Verbal	East or west of the freeway
Verbal	Property acquisition
Verbal	This is very exciting
Verbal	Great way to increase value
Verbal	Are these all set in stone?
Verbal	Need to increase east-west service
Verbal	How fast/how often?
Verbal	Will this impact the HOV lanes?
Verbal	This process is moving too slow!
Verbal	Are you considering transit time in your evaluation?

Source	Comment
<b>Lynnwood Library Wednesday, March 21, 4-6:30 p.m.</b>	
Comment Form	I like it. It is exactly what I wanted and advocated.
Comment Form	I like to ride train right now. That is very helpful. Good start. Thank you.
Comment Form	Please make sure there is parking near the transit stations! Thank you!
Comment Form	Just a general comment that I'm very excited that these are plans to extend the Link to the north. Thanks.
Comment Form	This is a much-needed project, though it won't be finished for at least 11 years. In the interim, it would be helpful to reinstate a bus routes between Lynnwood Transit Center (or Ash Way) and Northgate. I used to take the bus but now I drive...
Comment Form	Send graphics!
Verbal	This is great but it won't be adequate. Need to be more like NY City.
Verbal	Very excited about this project. When will it be open?
Verbal	Will the Lynnwood station be located in the swamp?
Verbal	This project isn't worth it. Cap it at Northgate and give Seattle what it wants.
Verbal	More east-west options during off peak times
Verbal	How much?
Verbal	How will TOD be affected by the alignment near I-5?
Verbal	I love this project! It can't come soon enough
<b>Mountlake Terrace Recreation Pavilion Thursday, March 22, 4-6:30 p.m.</b>	
Comment Form	Hurry! Want this now! ☺ Parking availability is biggest concern
Comment Form	N/NE 185th and N/NE 155th St are important east-west corridors for bicyclists and drivers who live/work on the "north end." Travel times east-west on those 2 streets are 1/3 to 1/2 the time it takes on N. 205th, N/NE 175th and N/NE 145th streets. (This has little to do with access to LINK light rail. If stations are built at NE 155th or NE 185th please preserve as much as possible the current east-west corridor travel times. I would like to be contacted about this issue as are likely to get little feedback on this issue. The fewer stations the better, for feaster train times. Therefore I prefer "Option 2" with a station at NE 145th St and NOT at 155th, 130th or 125th Streets.
Comment Form	I think it's great expanding light rail out to Mountlake Terrace. I feel it will ease traffic and provide additional alternatives to driving.
Comment Form	Hoping to see current freeway median bus stop converted to light rail and station more enclosed than current design. Extremely cold, loud and fumes from roadway.
Comment Form	Please do this as soon as possible! I will pay whatever I need to. We'll use light rail all the time.
Comment Form	The flyer stop seems like a more natural choice for the light rail station than the transit center.
Comment Form	Very excited about light rail in Mountlake Terrace at 220th
Verbal	We're really excited about this!
Verbal	When will it be ready?
Verbal	When will decisions about alignments be made? And Stations?
Verbal	Will it be elevated?

Source	Comment
Verbal	Are these all being considered?
Verbal	I like having two stations (155 <sup>th</sup> and 130 or 125) instead of just one (145)
Verbal	We're so behind on the times
Verbal	Sounds like a great idea!
Verbal	Make sure you have parking!
Verbal	Edmonds School District would like a briefing
Verbal	Good idea!
<b>Safeway Pinehurst Saturday, March 24, 11 a.m.-2 p.m.</b>	
Comment Form	We are a walking community. There is no room for more traffic in our area between 145th and 175th and 5th ave. Ridgecrest Park is heavily used as well as Paramount Park. Crest Theater and the Shoreline Library are all used by our community. This is not an industrial area. We love our homes and our community. We don't want to move.
Comment Form	2 support the 125th/130th and 155th option. My experience is that stops do not add materially to the schedule and having the two stations would provide better access.
Comment Form	Not within the scope of this project. However: A "moving sidewalk" should be added to the Sea-Tac Station. This is too far for elderly, disabled to have a suitcase!
Comment Form	How far east will this project go and what will lightrail do to help with parking in an already very crowded parking area
Comment Form	I-5 at 175th Route should be on east side because of Ronald Bog. Strongly prefer 2 stations at 125/130 and 155.
Comment Form	Yeah! Hurry it up! ☺ We'll use it.
Comment Form	There should be buses running every 5 minutes running east-west along 130th St, 145th St, Northgate Way, etc. Then anyone living in North Seattle is close enough to a light rail station and won't have to drive to a park and ride.
Comment Form	I would really like there to be free parking next to the light rail station so that people that live farther away can and will take the light rail rather than driving. Please also keep the light rail as affordable as possible.
Comment Form	There should be a station at 130th St and 155th St. There are a lot of people that live by 130th who would benefit from being close to a station.
Comment Form	Please provide free parking at Northgate Station for all the local neighborhoods.
Comment Form	I live in the 125th St area. I can see that 145th is a bigger priority, but without a station at 125th/130th that area it is going to be awkwardly served. Especially since I assume bus #41 could be cut. A new bus route along 125th/130th could also serve Lake City efficiently, especially if the new bike lanes are removed.
Comment Form	I read there was a independent study done and it show this was not cost effective it would be better to use buses on I-5. How far from the freeway will you be buying homes?
Comment Form	Voting for 130th Station. Would be great for Pinehurst, Waller Lake, and surrounding neighborhood.
Comment Form	I don't want to have to walk to I-5 to catch my bus (Route 77 and 73, which stop closer to my house). It would be too inconvenient for me.
Verbal	When is it expected to start?
Verbal	Will my property be in the right of way?
Verbal	Will this replace buses?
Verbal	What side of freeway will this be on?



Source	Comment
Verbal	There should be a moving sidewalk to the light rail at the airport.
Verbal	Escalator at Pioneer Square station is too narrow.
Verbal	Will a station at 130 <sup>th</sup> be on 5 <sup>th</sup> ? Will it be in the right of way?
Verbal	Will it be elevated or at grade?
Verbal	I'm excited about this project. Glad it's on I-5.
Verbal	Will parking be elevated in structures or in lots?
<b>Project Email</b>	
Email	We are unable to attend the meetings this week as we are in Oklahoma, but we own a house at I-5 and 185th. Can you share with us the plans for this area? Thanks for the card in the mail about the open houses coming up.
Email	About the light rail extension to Mountlake Terrace, my comment is that I would like to see a station at N. 185th St. I also see that shuttle buses running east/west across each of the stations, would make this train more useful to most people. Parking needs to be available, but that won't serve everyone. As far as how I'll use it, I'm an East Shoreline resident. By the time this line is finished I hope to retire from work, however it would be wonderful to be able to take the train to the University and to downtown. Thank you.
Email	The three most important stops (not the only stops) for me would be: * Mountlake Terrace * Lynnwood Transit Center * Alderwood Mall (end of line)
Email	Thank you for taking time this weekend to talk to me about the potential light rail station options in N Seattle for the North Corridor Transit Project. If it jogs your memory, I'm the tall English guy with long curly hair and a beard :)  With projects like these, there's never a perfect place for any option, and yet, for our city to thrive and grow in the future, this is a necessary project and so somewhere has to be chosen. My preferred option is definitely the original proposal at 145th, and not just because I live very close to the option at 130th. I believe it could be made to be a viable option as long as my concerns about parking can be addressed, and would be incredibly convenient for me, I just think that 145th will be cheaper, and more convenient for more people than 2 stations N and S of it.  Below, I've listed what I hope come across as balanced thoughts both positive and negative for each option we discussed. Please let me know if any of this is unclear or raises further questions from you.  I look forward to the results from the EIA's and the subsequent direction this sends the project group.  Best Regards  Gavin Jewell

Source	Comment
	<p>529 NE 130th Street.</p> <p>Feedback on proposed Light Rail extension; stations at 125th, 130th, or 145th:</p> <p>125<sup>th</sup>            Good E transit links with routes 41 and 252.            No parking            Poor E/W access - would not serve Haller Lake at all without additional freeway bridge.            Would not serve Shoreline.</p> <p>130<sup>th</sup>            Poor transit links E/W (buses)            Poor transit links N/S (buses)            Good Parking options at Park n Ride to North (Jackson Park Golf Course)            Large Church Parking Lot to North            Highly residential area            Close-by very quiet neighborhood (NE 130th and surrounding) currently has zero on-street parking - risk of significant (i.e. any) disruption high without controls even with parking at park n ride and church            Close-by neighborhood very low crime, peaceful, of architectural significance            If station built in freeway cutting, unobtrusive visually and audibly to neighborhood            Large grassy area on E side of freeway between on-ramp and freeway may offer good alternative space and better serve Haller Lake residents            Additional traffic through already busy, accident prone and pedestrian unfriendly 130th/5th intersection likely to increase            Potential for Trail visitors to traverse local neighborhood for unofficial trail entry despite official access on 5th Ave &amp; 145th</p> <p>145<sup>th</sup>            Good local transit links N/S and E/W - plenty of buses.            Jackson Park Perimeter Trail official entrance located here in anticipation of future light rail station            Close-by existing park and ride areas to north AND south            Large available square footage area within existing transit/freeway boundaries            Situated on existing large busy arterial for good access without adding much impact to quiet neighborhoods.            Near School area (Lakeside Upper School)            Would serve both Pinehurst and Shoreline, Haller Lake and Lake City</p> <p>155<sup>th</sup>            I don't know this area well - but is highly residential Shoreline, with potential for large impact from station traffic.            Close to Parkwood and Evergreen schools            Some parking at close-by Twin Ponds Park and possibly local church            Appears to be plenty of space, at least on E side of freeway with no competition from on-ramps            Would serve Shoreline well, but not Pinehurst</p>



April 23, 2012

TO: Sound Transit Boardmembers

FROM: Marcia Walker, Board Administration Manager

SUBJECT Motion No M2012-17: Identifying the light rail route and station alternatives for detailed study in the Lynnwood Link Extension Draft Environmental Impact Statement.

At the April 12 Capital Committee meeting, Boardmembers considered Motion No. M2012-17, identifying the light rail route and station alternatives to study in detail in the Lynnwood Link Extension Draft Environmental Impact Statement (DEIS). An amendment listing the alternatives to be studied for Segment A, Segment B and Segment C was approved (Alternatives below). The Capital Committee requested that additional information about some of the alternatives be provided. Information on Alternatives A9, A10, and A11 can be found in Appendix C of the Lynnwood Link Extension Light Rail Alternatives Evaluation Board Briefing Book.

The Alternatives selected for further study in the Lynnwood Link Extension DEIS are:

**Segment A: Northgate through NE 185th Street Station**

- Alternative A1: At-grade/elevated to NE 145th and NE 185th east side stations
- Alternative A2: At-grade/elevated to NE 145th east side and NE 185th west side stations
- Alternative A3: Mostly elevated to NE 145th and NE 185th east side stations
- Alternative A4: Mostly elevated to NE 145th east side and NE 185th west side stations
- Alternative A5: At-grade/elevated to NE 130th, NE 155th and NE 185th east side stations
- Alternative A6: At-grade/elevated to NE 130th and NE 155th east side and NE 185th west side stations
- Alternative A7: Mostly elevated to NE 130th, NE 155th and NE 185th east side stations
- Alternative A8: Mostly elevated to NE 130th and NE 155th east side and NE 185th west side stations
- Alternative A9: At-grade/elevated to NE 145th and NE 175th east side stations
- Alternative A10: At-grade/elevated to NE 130th, NE 145th and NE 185th east side stations
- Alternative A11: Mostly elevated to NE 130th, NE 145th and NE 185th east side stations

**Segment B: NE 185th Street to 212th Street SW**

- Alternative B1: East side to Mountlake Terrace Transit Center to median
- Alternative B2: East side to Mountlake Terrace Transit Center to west side
- Alternative B2a: East side to Mountlake Terrace Transit Center to west side with 220th station
- Alternative B3: East side to Mountlake Terrace Transit Center to east side
- Alternative B4: East side to Mountlake Terrace Freeway Station to median
- Alternative B5: West side to Mountlake Terrace Freeway Station to median
- Alternative B6: West side to Mountlake Terrace Transit Center to median
- Alternative B7: West side to Mountlake Terrace Transit Center to west side
- Alternative B7a: West side to Mountlake Terrace Transit Center to west side with 220th station

Alternative B8: West side to Mountlake Terrace Transit Center to east side

**Segment C: 212th Street SW to Lynnwood Transit Center**

Alternative C1: 52nd Avenue W to 200th Street station

Alternative C2: 52nd Avenue W to Lynnwood Transit Center station

Alternative C3: I-5 to Lynnwood Park & Ride station

Based on the amendments made at the Capital Committee, the following statement has also been added at the end of the Background section of the staff report:

The alternatives identified in this action will proceed into further environmental review. But inclusion of an alternative in the environmental review process does not guarantee that the alternative can be selected. The viability of newly proposed alternatives that have not been evaluated under the ST 2 Plan criteria is contingent on the analysis to be conducted during the environmental review process.

C



Lynnwood Link Extension

# **Sound Transit Board Briefing Book Light Rail Alternatives Evaluation**

Northgate to Lynnwood

**April 2012**

**APPENDIX C**



## APPENDIX C

# Table of Contents

Introduction .....	4
Project Background .....	4
Alternatives Development .....	5
The AA I-5 Alternative .....	5
Alternatives Suggested During Scoping.....	6
Other Alternatives.....	6
Alternatives Evaluation.....	7
Public Input .....	8
Evaluation Results .....	8
Performance of the AA I-5 Alternative .....	9
Segment A	
Alternative A1: At-grade/elevated to 145 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	11
Alternative A2: At-grade/elevated to 145 <sup>th</sup> east side and 185 <sup>th</sup> west side stations .....	12
Alternative A3: Mostly elevated to 145 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	14
Alternative A4: Mostly elevated to 145 <sup>th</sup> east side and 185 <sup>th</sup> west side stations .....	15
Alternative A5: At-grade/elevated to 130 <sup>th</sup> , 155 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	17
Alternative A6: At-grade/elevated to 130 <sup>th</sup> and 155 <sup>th</sup> east side and 185 <sup>th</sup> west side stations ....	19
Alternative A7: Mostly elevated to 130 <sup>th</sup> , 155 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	21
Alternative A8: Mostly elevated to 130 <sup>th</sup> and 155 <sup>th</sup> east side and 185 <sup>th</sup> west side stations .....	23
Alternative A9: At-grade/elevated to 145 <sup>th</sup> and 175 <sup>th</sup> east side stations .....	Appx C
Alternative A10: At-grade/elevated to 130 <sup>th</sup> , 145 <sup>th</sup> and 185 <sup>th</sup> east side stations .....	Appx C
Alternative A11: Mostly elevated to 130 <sup>th</sup> , 145 <sup>th</sup> and 185 <sup>th</sup> east side stations.....	Appx C
Segment B	
Alternative B1: East side to Mountlake Terrace Transit Center to median .....	25
Alternative B2: East side to Mountlake Terrace Transit Center to west side.....	27
Alternative B2a: East side to Mountlake Terrace Transit Center to west side with 220 <sup>th</sup> Station .....	29
Alternative B3: East side to Mountlake Terrace Transit Center to east side .....	31
Alternative B4: East side to Mountlake Terrace Freeway Station to median.....	33
Alternative B5: West side to Mountlake Terrace Freeway Station to median.....	35
Alternative B6: West side to Mountlake Terrace Transit Center to median.....	37
Alternative B7: West side to Mountlake Terrace Transit Center to west side.....	39
Alternative B7a: West side to Mountlake Terrace Transit Center to west side with 220 <sup>th</sup> Station .....	41
Alternative B8: West side to Mountlake Terrace Transit Center to east side .....	43
Segment C	
Alternative C1: 52 <sup>nd</sup> Ave W to 200 <sup>th</sup> Street station .....	45
Alternative C2: 52 <sup>nd</sup> Ave W to Lynnwood Transit Center station .....	47
Alternative C3: I-5 to Lynnwood Park & Ride station.....	49
Appendix A: Environmental Scoping Summary Report	
Appendix B: March 2012 Drop-In Session Summary	
Appendix C: Alternatives A9, A10 and A11 Added by the Sound Transit Capital Committee	

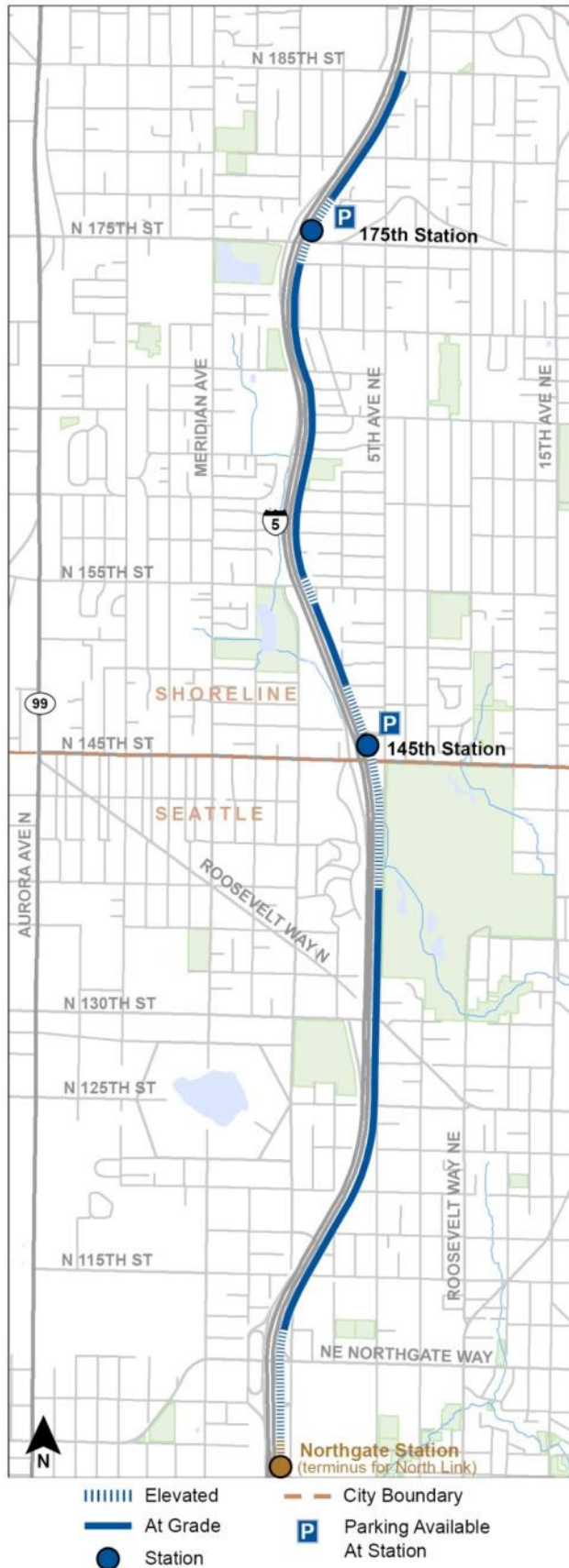
**APPENDIX C**

**APPENDIX C**

**ALTERNATIVES A9, A10 and A11 ADDED BY THE  
SOUND TRANSIT CAPITAL COMMITTEE**

## APPENDIX C

### A9: AT-GRADE/ELEVATED TO 145<sup>TH</sup> AND 175<sup>TH</sup> EAST SIDE STATIONS



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 117<sup>th</sup> Street, then in retained cut/fill to north of 130<sup>th</sup> Street, then elevated to north of 145<sup>th</sup> Street, then retained cut/fill to 175<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Street. North of 175<sup>th</sup> Street the guideway runs in retained cut/fill to 185<sup>th</sup> Street.

**Stations:** An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 145<sup>th</sup> Street. An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 175<sup>th</sup> Street.

#### Relative pros and cons of this alternative:

- Provides regional service coverage in North Seattle and Shoreline
- 145<sup>th</sup> Street and 175<sup>th</sup> Street stations serve both local and freeway access and provides opportunities to feed existing commuter buses to rail, but all day bus service is limited
  - NE 175<sup>th</sup> Street congestion hinders access to the station
  - Walk access more difficult from west of I-5 due to freeway ramp crossings, hills and freeway undercrossing
  - Higher potential for traffic impacts due to existing congestion
  - Guideway profile optimized to reduce cost and provide additional flexibility to avoid some environmental impacts

**Evaluation results:** (see next page)

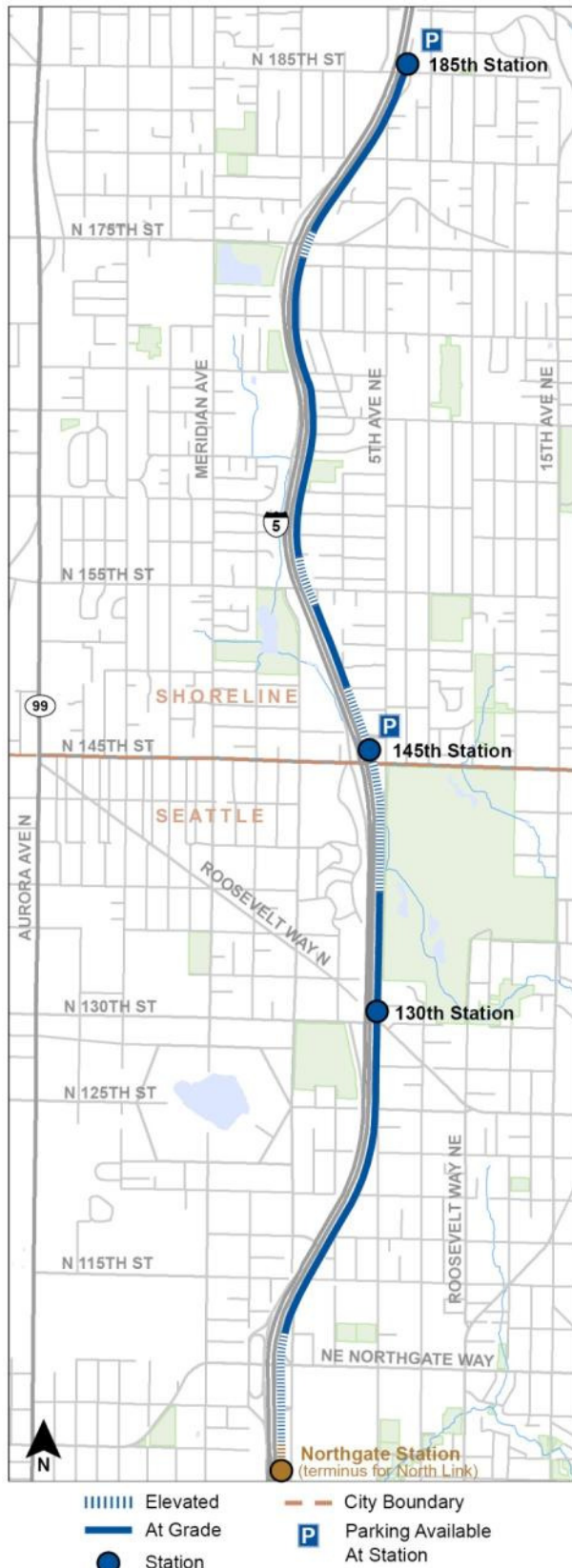
## APPENDIX C

### Evaluation results:

Criteria	Performance Compared to the AA I-5 Alternative
<b>Transportation Performance</b>	Improved regional auto access with proximity to I-5 interchange, although park and ride market is predominantly local. Auto and bus access affected by traffic congestion and backups at interchange ramps. Less desirable pedestrian and bicycle environment to and from the west due to presence of high volume ramps and intersections, hilly terrain, and crossing under I-5. Reduced existing bus access at 175 <sup>th</sup> with peak period-only service, compared with all-day service at 185 <sup>th</sup> .
<b>Ridership Potential</b>	Similar
<b>Potential Environmental Effects</b>	Similar, except for higher potential for traffic congestion impacts due to a park and ride and station on NE 175 <sup>th</sup> Street, which is currently congested. The 175 <sup>th</sup> Station increases property and visual impacts to nearby residential areas, while neighborhood impacts in the NE 185 <sup>th</sup> street area would be reduced.
<b>Development Potential</b>	Similar overall, but constrained on west side of I-5 by Ronald Bog.
<b>Cost Implications (2010\$ M)</b>	\$10M to \$15M more, which includes savings of less complicated construction around NE 185 <sup>th</sup> Street.
<b>Constructability</b>	Similar overall; increase in impacts at 175 <sup>th</sup> is offset by reductions at 185 <sup>th</sup> .
<b>ROW Implications</b>	Similar overall. A station at NE 175 <sup>th</sup> would reduce property needs at NE 185 <sup>th</sup> Street, but increase them at NE 175 <sup>th</sup> Street.

## APPENDIX C

### A10: AT-GRADE/ELEVATED TO 130<sup>TH</sup>, 145<sup>TH</sup> AND 185<sup>TH</sup> EAST SIDE STATIONS



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, generally on elevated structure from Northgate Station to north of 117<sup>th</sup> Street, then in retained cut/fill to north of 130<sup>th</sup> Street, then elevated to north of 145<sup>th</sup> Street, then retained cut/fill to 175<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Street. North of 175<sup>th</sup> Street the guideway runs in retained cut/fill to 185<sup>th</sup> Street.

**Stations:** A retained cut/fill station with on-street bus facilities would be located at NE 130<sup>th</sup> Street. An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 145<sup>th</sup> Street. An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

#### Relative pros and cons of this alternative:

- Three stations provide more service coverage and ridership potential in this segment than the two stations included in Alternatives A1 through A4.
- Added station adds cost
- 130<sup>th</sup> Street station has more apparent opportunity for transit oriented development
- 145<sup>th</sup> Street station serves both local and freeway access and provides opportunities to feed existing commuter buses to rail, but all day bus service is limited
- Potential for closely-spaced 130<sup>th</sup> and 145<sup>th</sup> Street stations to compete for riders
- 185<sup>th</sup> Street station serves local access needs and supports potential redevelopment near the station
  - Guideway profile optimized to reduce cost and provide additional flexibility to avoid some environmental impacts such as ecosystems

**Evaluation results:** (see next page)



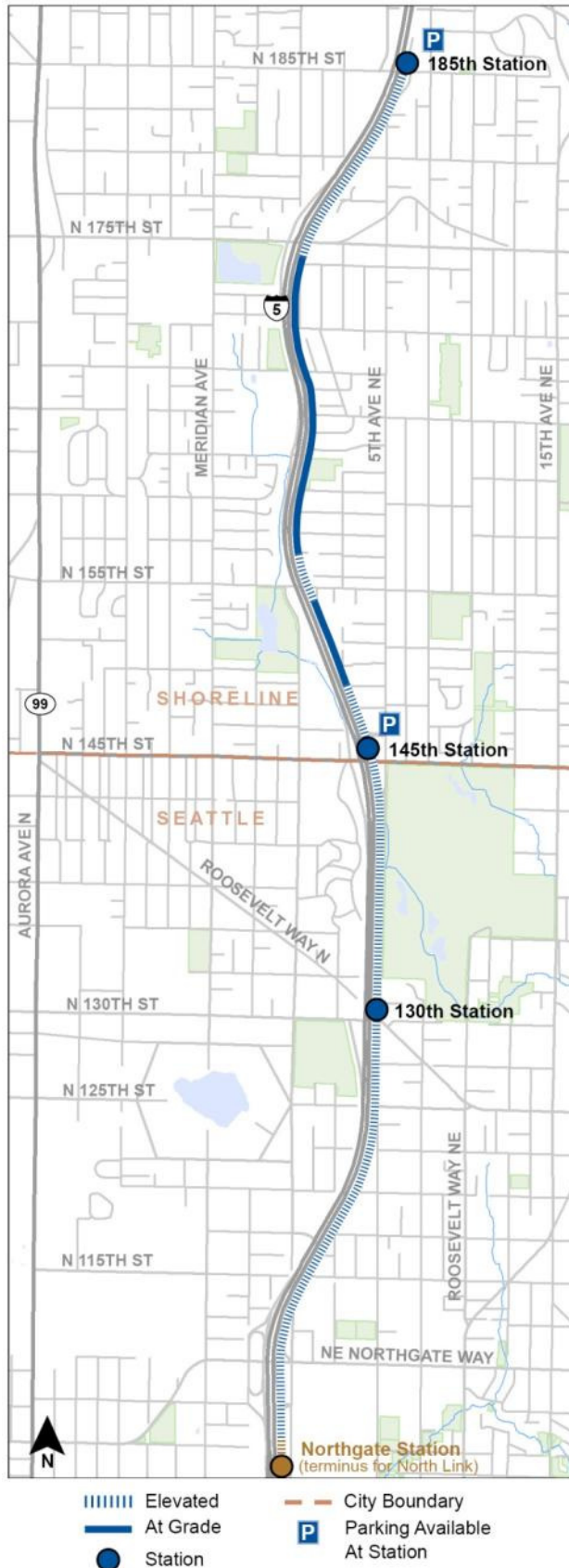
## APPENDIX C

### Evaluation results:

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Travel times would be slower due to added station
<b>Ridership Potential</b>	Moderate increase as result of increased population within walking distance of three stations instead of two
<b>Potential Environmental Effects</b>	Similar
<b>Development Potential</b>	Slightly better. 130 <sup>th</sup> Street Station is within 0.5 miles of existing commercial node. Otherwise, predominantly single-family development surrounds stations.
<b>Cost Implications (2010\$ M)</b>	\$40M to \$45M more
<b>Constructability</b>	Slightly more difficult, due to wider section at 130 <sup>th</sup> Street Station and fewer staging areas available at 130 <sup>th</sup> .
<b>ROW Implications</b>	Similar.

## APPENDIX C

### A11: MOSTLY ELEVATED TO 130<sup>TH</sup>, 145<sup>TH</sup> AND 185<sup>TH</sup> EAST SIDE STATIONS



**Guideway:** The guideway runs along the east side of I-5, in WSDOT rights-of-way wherever possible, on elevated structure from Northgate Station to north of 145<sup>th</sup> Street, then retained cut/fill to 175<sup>th</sup> Street except for elevated crossings of 155<sup>th</sup> and 175<sup>th</sup> Street. North of 175<sup>th</sup> Street the guideway runs primarily on elevated structure to 185<sup>th</sup> Street.

**Stations:** An elevated station with on-street bus facilities would be located at NE 130<sup>th</sup> Street. An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 145<sup>th</sup> Street. An elevated station with up to 500 park and ride stalls and on-street bus facilities would be located at NE 185<sup>th</sup> Street.

#### Relative pros and cons of this alternative:

- Service coverage, station access, ridership and transit-oriented development opportunities similar to A10
- Added station adds cost
- Potential for closely-spaced 130<sup>th</sup> and 145<sup>th</sup> Street stations to compete for riders
- More elevated guideway could reduce potential impacts to I-5 bridges and ramps, some properties and some environmental resources, but increases costs

**Evaluation results:** (see next page)

## APPENDIX C

### Evaluation results:

<b>Criteria</b>	<b>Performance Compared to the AA I-5 Alternative</b>
<b>Transportation Performance</b>	Travel times would be slower due to added station
<b>Ridership Potential</b>	Moderate increase as result of increased population within walking distance of three stations instead of two
<b>Potential Environmental Effects</b>	Similar to slightly less.
<b>Development Potential</b>	Slightly better. 130 <sup>th</sup> Street Station is within 0.5 miles of existing commercial node. Otherwise, predominantly single-family development surrounds stations.
<b>Cost Implications (2010\$ M)</b>	\$120M to \$135M more
<b>Constructability</b>	Potentially less difficult because northbound off-ramp would not be rebuilt at 130 <sup>th</sup> Ave. However, there are fewer staging areas available at 130 <sup>th</sup> .
<b>ROW Implications</b>	Similar to slightly less.