

Lynnwood Link Extension

Staff DEIS Comments

Council Briefing
September 30, 2013



Project & Schedule

July 2013: Publish DEIS

September 2013: Close of DEIS comment period

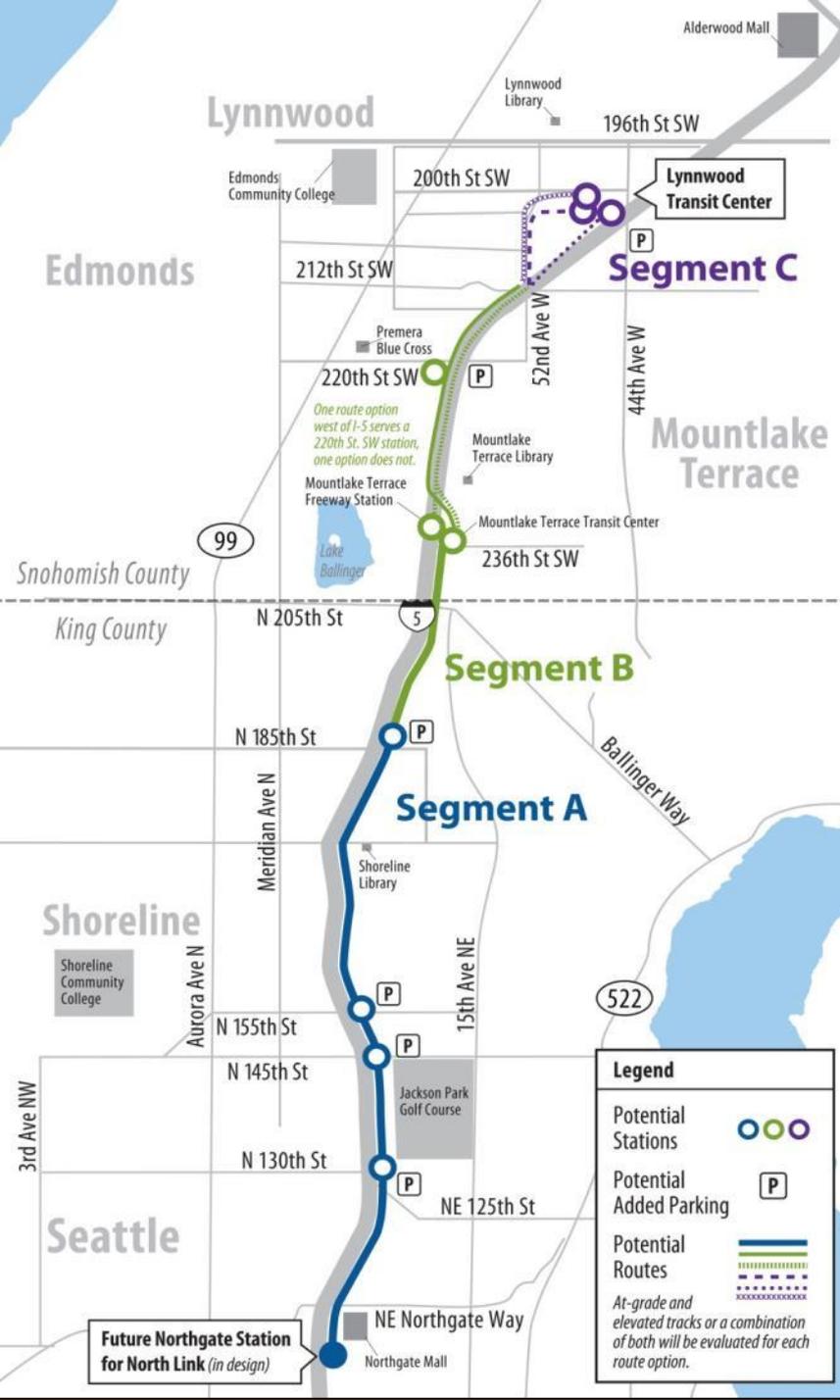
Late 2013: ST Board identifies preferred alternative

Late 2013 – mid 2015: FEIS and preliminary engineering for preferred alternative; FTA approvals

2015 thru 2017: Final design, permitting, property acquisition

2018 thru 2023: Construction & testing

2023: Start service



SDOT & DPD DEIS Comments

- Focused on alignment and station access in Seattle
- Alignment recommendation supports ST Sustainability Plan
 - Reduce noise and long-term visual impacts
 - Reduce private property impacts
 - Replace the 117th St. bridge benefitting bike & pedestrians
 - Improve NE 130th St. freeway off-ramp
- Station recommendations support:
 - Highest ridership potential
 - Good bus, bike, and pedestrian access

Alignments Evaluated in the DEIS

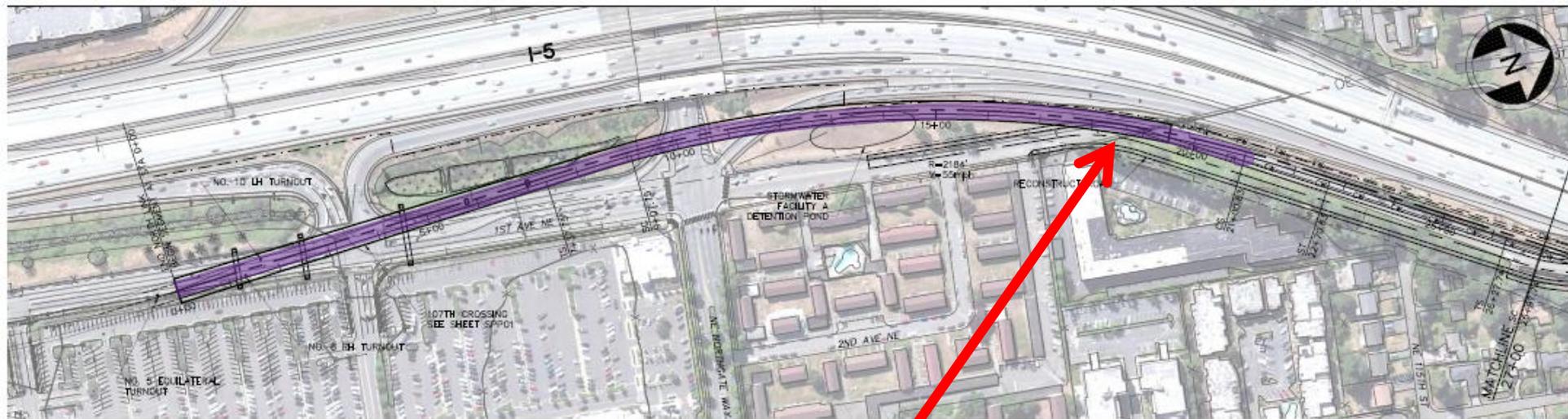
Six Segment A alignments evaluated

- Two configurations:
 - Mostly at-grade
 - Mostly elevated
- Alignments include different station paring

Key Characteristics of the Segment A Alternatives						
	A1	A3	A5	A7	A10	A11
Profile						
Mostly At-grade	•		•		•	
Mostly Elevated		•		•		•
Stations*						
130th			G	E	G	E
145th	E	E			E	E
155th			E	E		
185th	G	E	G	E	G	E
*E = Elevated; G = At-grade						

Alignment

- Recommend the A1 alignment (through Seattle)
 - Primarily at-grade, closest to I-5
 - Realigns 1st Ave. NE



 *Elevated alignment*

 *Realignment of 1st Ave. NE*

A1 Alignment

- Replaces the NE 117th Street Bridge
 - Significant improvement to substandard bike & pedestrian facilities
 - Coordinate with Northgate Station improvements
- Maintain access to the Latvian Church



Latvian Evangelical Lutheran Church

Elevated & At-grade

- View from the Latvian Evangelical Lutheran Church
- Long-term visual impact is reduced with the at-grade alignment



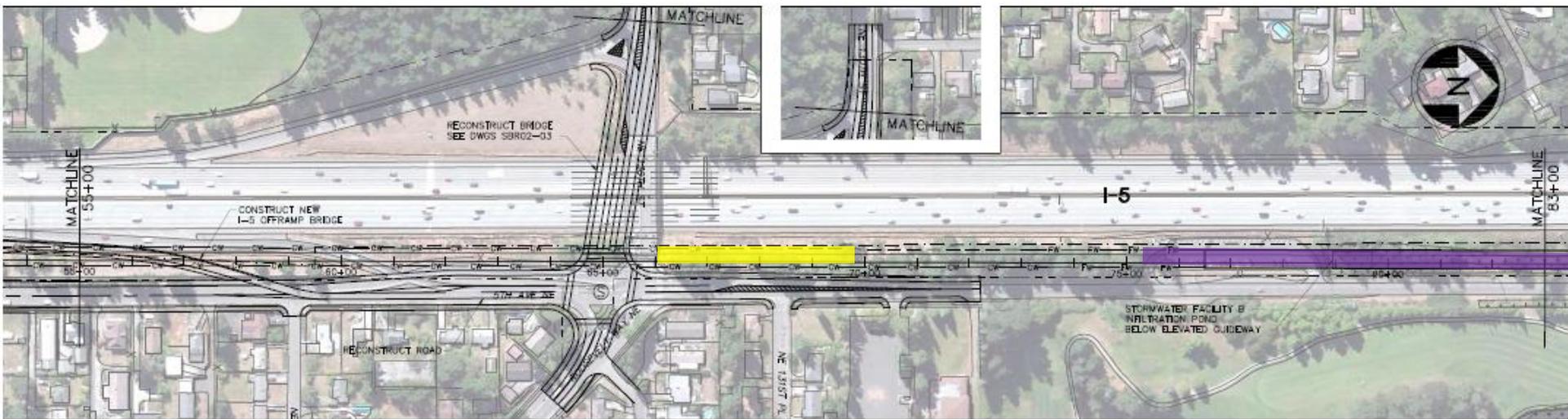
Elevated & At-grade

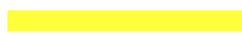
- View from NE 115th St. at 3rd Avenue NE
- View to the west



A1 Alignment (cont)

- Reconfigures NE 130th St. and freeway ramps
 - Addresses a high accident location at 130th
- Realigns portions of 5th Ave. NE

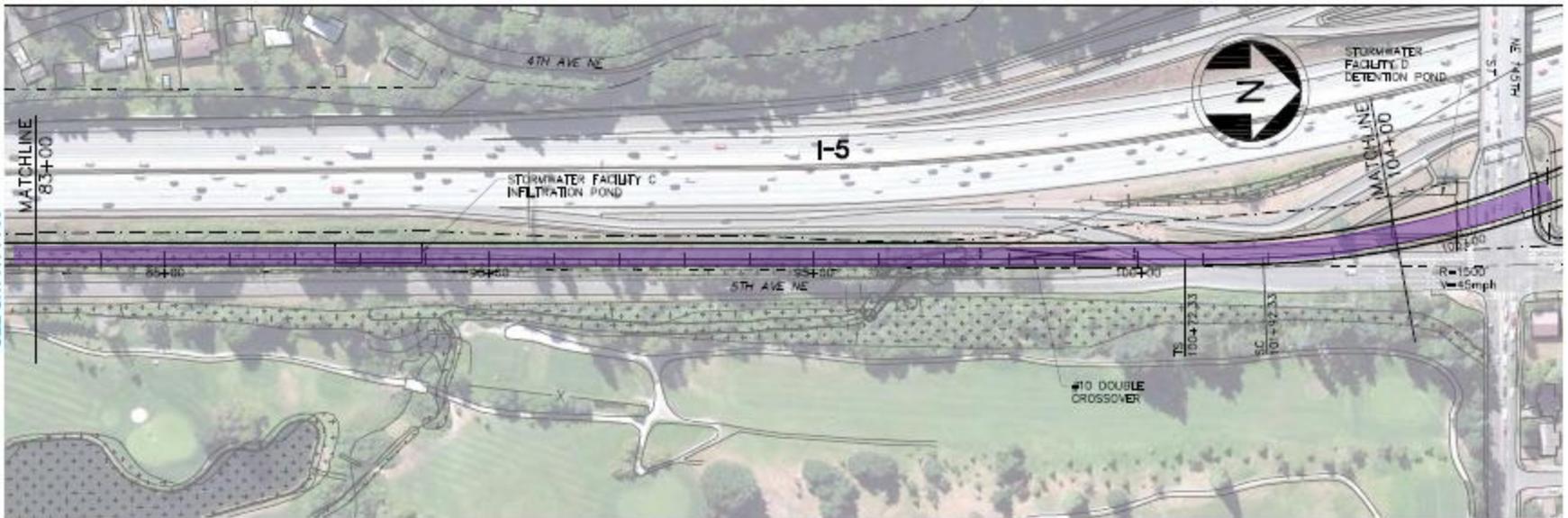


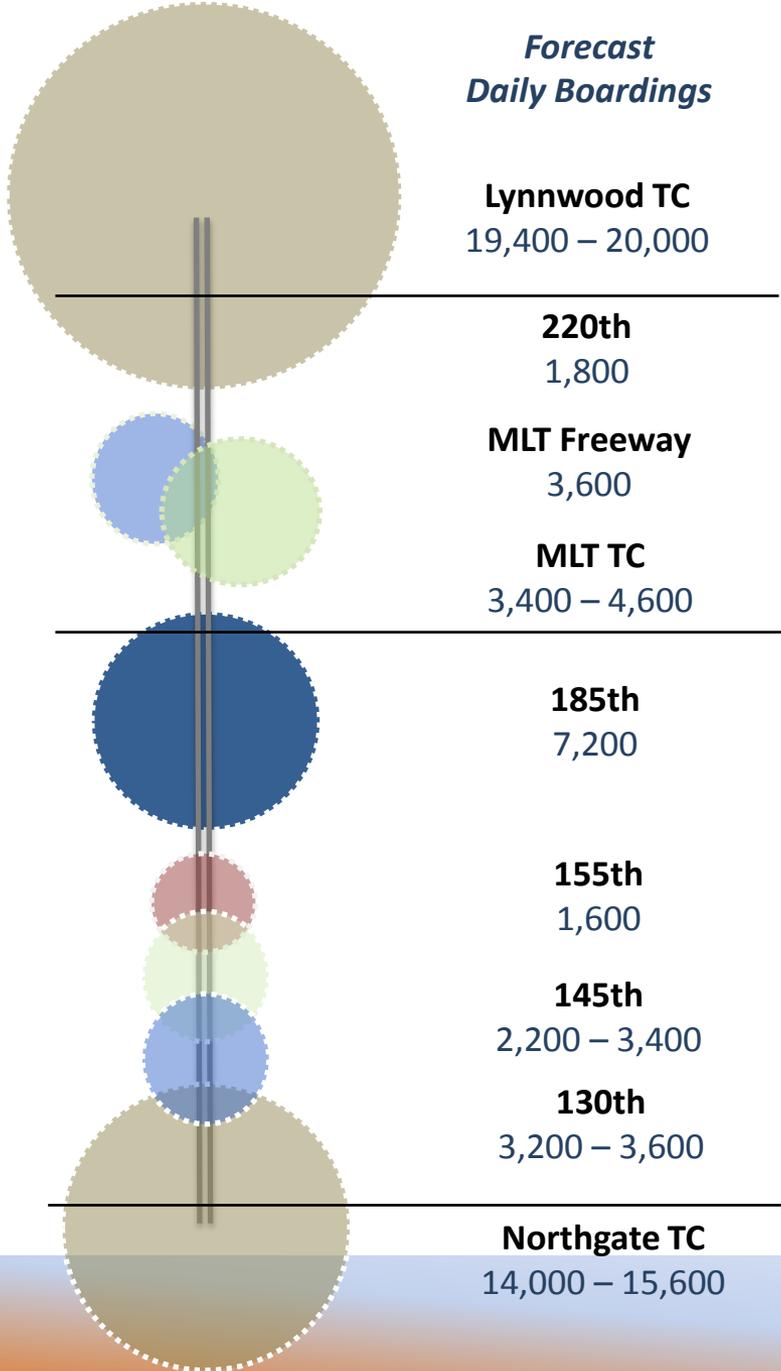
 130th St. Station

 Elevated alignment

A1 Alignment (cont)

- Elevated alignment continues to 145th St. Station





Stations

- Four Segment A stations evaluated in the DEIS
 - 130th Street
 - 145th Street
 - 155th Street
 - 185th Street

Stations (cont)

Recommend 130th Street Station (no SOV parking)

- Provides reliable, bus, bike and pedestrian access
- No full freeway interchange or large parking facility
- Strong ridership: 3,200 average daily riders when paired with 145th Station (2,200 average daily riders)
- DEIS shows a 130th Station reducing bus/drive access into congested areas at 145th and Northgate

130th St. Station

- Good connections to the Bitter Lake Village and Lake City Urban Hubs
- Supported by planned cycle tracks on 130th, Roosevelt Way, 125th and 5th Avenue NE
- Limited TOD opportunities at the immediate station
- Introduces an additional station in Segment A
- King County Metro supports:
 - 130th St. Station as a bus feeder station
 - 145th St. Station as a drive access station

Discussion