



# Lynnwood Link Extension Project Update

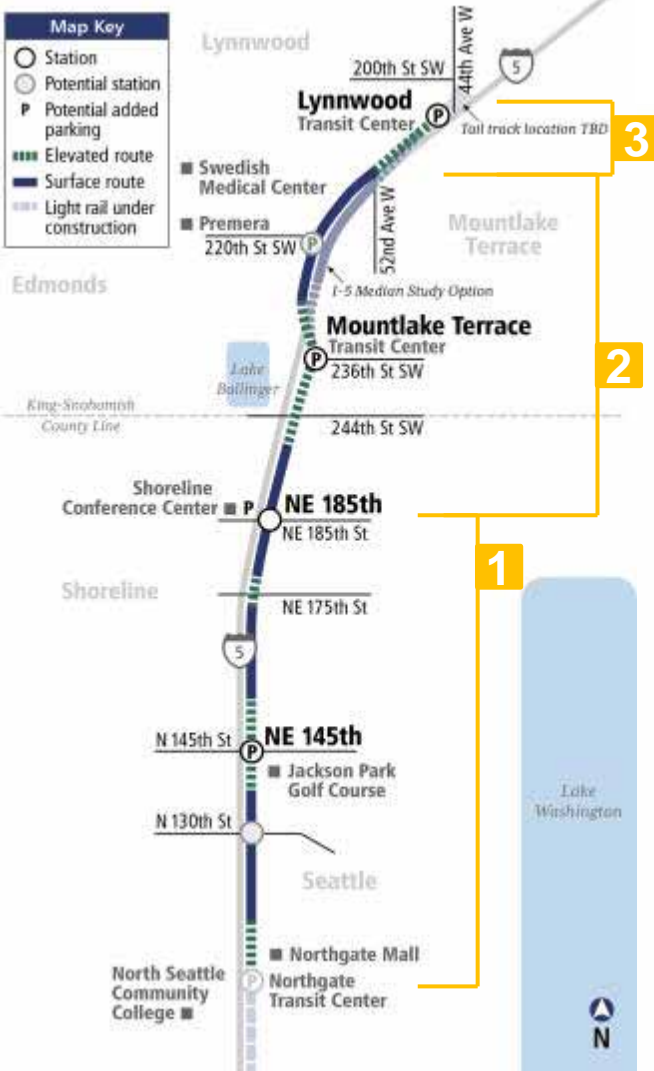
June 2, 2014 Shoreline City Council

# Schedule



## FTA New Starts Grant Timeline

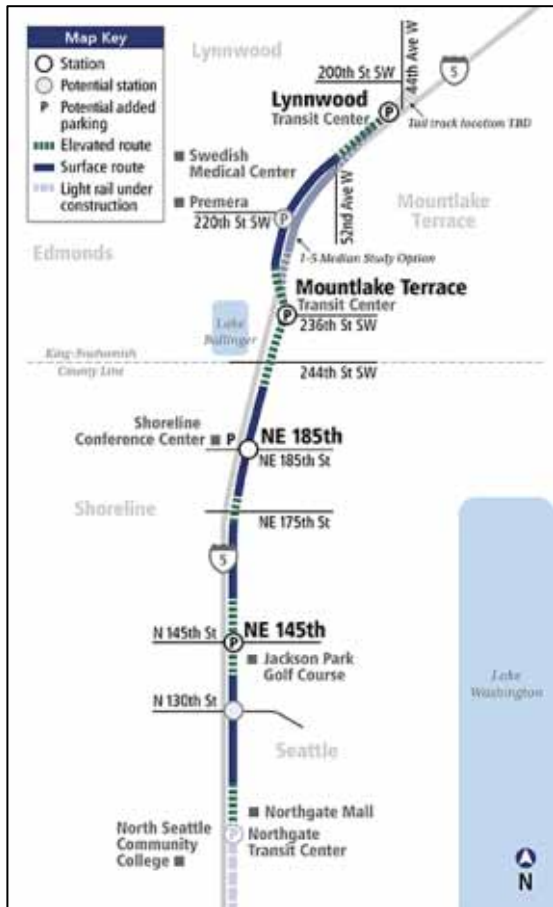
- Apply 2015
- Full funding grant agreement 2018
- Appropriations 2018-2023



# The Preferred Alternative

- 1 Northgate to NE 185<sup>th</sup> Street:**
  - At-grade and elevated with stations at NE 145<sup>th</sup> and NE 185<sup>th</sup> streets
  - Station at NE 145<sup>th</sup> street with northbound on-ramp moved north
  - Parking garage located on west side of I-5 for NE 185<sup>th</sup> station
- 2 NE 185<sup>th</sup> through Mountlake Terrace:**
  - Eastside of I-5 to Mountlake Terrace Transit Center station to west side of I-5
- 3 Lynnwood:** Westside of I-5 to Lynnwood Park and Ride station

# Refinements & further study



## Lynnwood

- Preferred alternative re-alignment
- Additional parking at Lynnwood Transit Center

## Mountlake Terrace

- Segment B preferred alternative re-alignment (I-5 west side)
- Station/future station at 220<sup>th</sup> Street SW
- Additional parking at Mountlake Terrace Transit Center

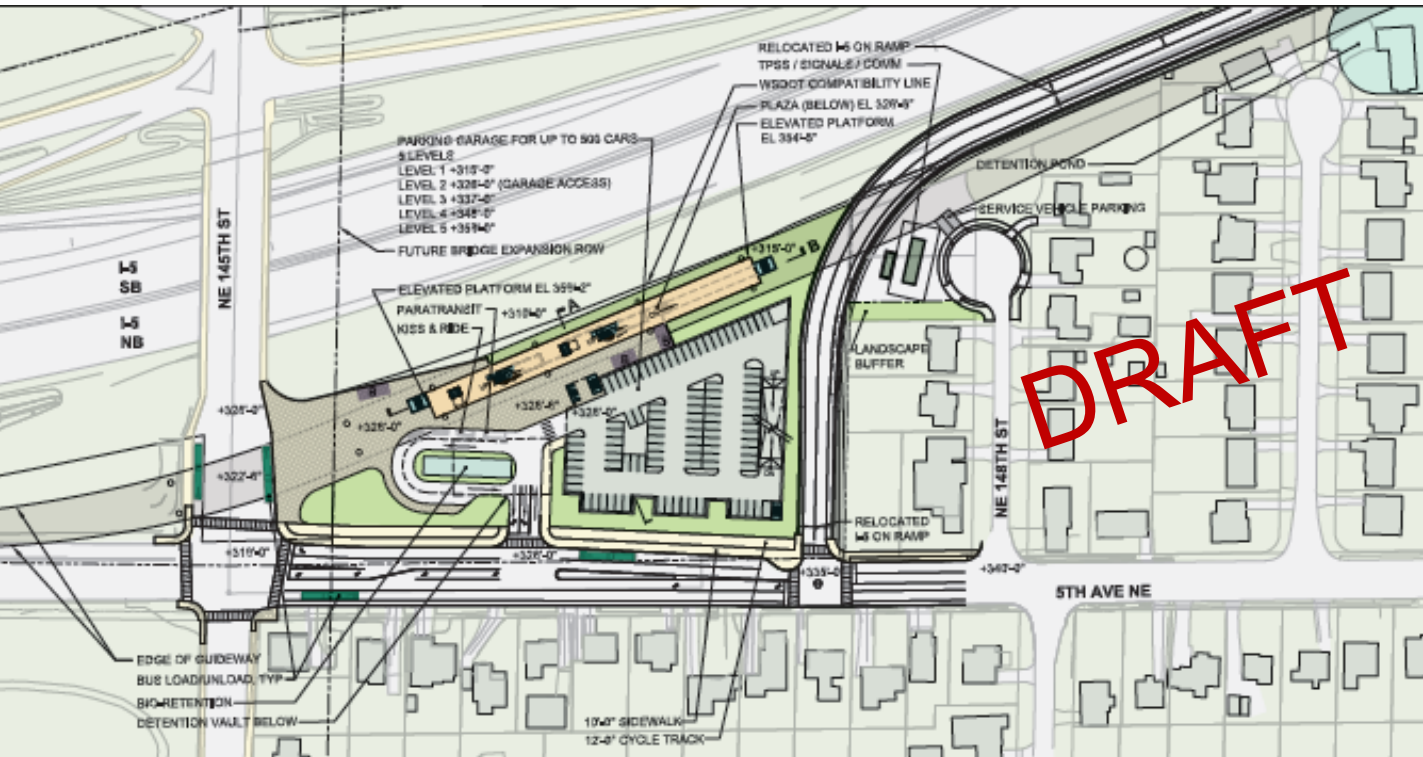
## Shoreline

- NE 185<sup>th</sup> Street hybrid alignment/station/garage alternative
- 185<sup>th</sup> Street bridge pedestrian improvements

## Seattle

- Station/future station at NE 130<sup>th</sup> Street
- Maintaining access to the Latvian Church

# 145<sup>th</sup> Street station area



## Station highlights:

- Elevated center platform station
- 500 stall parking garage
- Relocation of the I-5 northbound on-ramp to the north of the parking garage
- Sited to leave space to accommodate future plans for the 145<sup>th</sup> and I-5 interchange

# 145<sup>th</sup> Street station area – Visual Simulations



**Existing and with station**  
NE 145<sup>th</sup> Street west of 5<sup>th</sup> Avenue NE  
View to the east

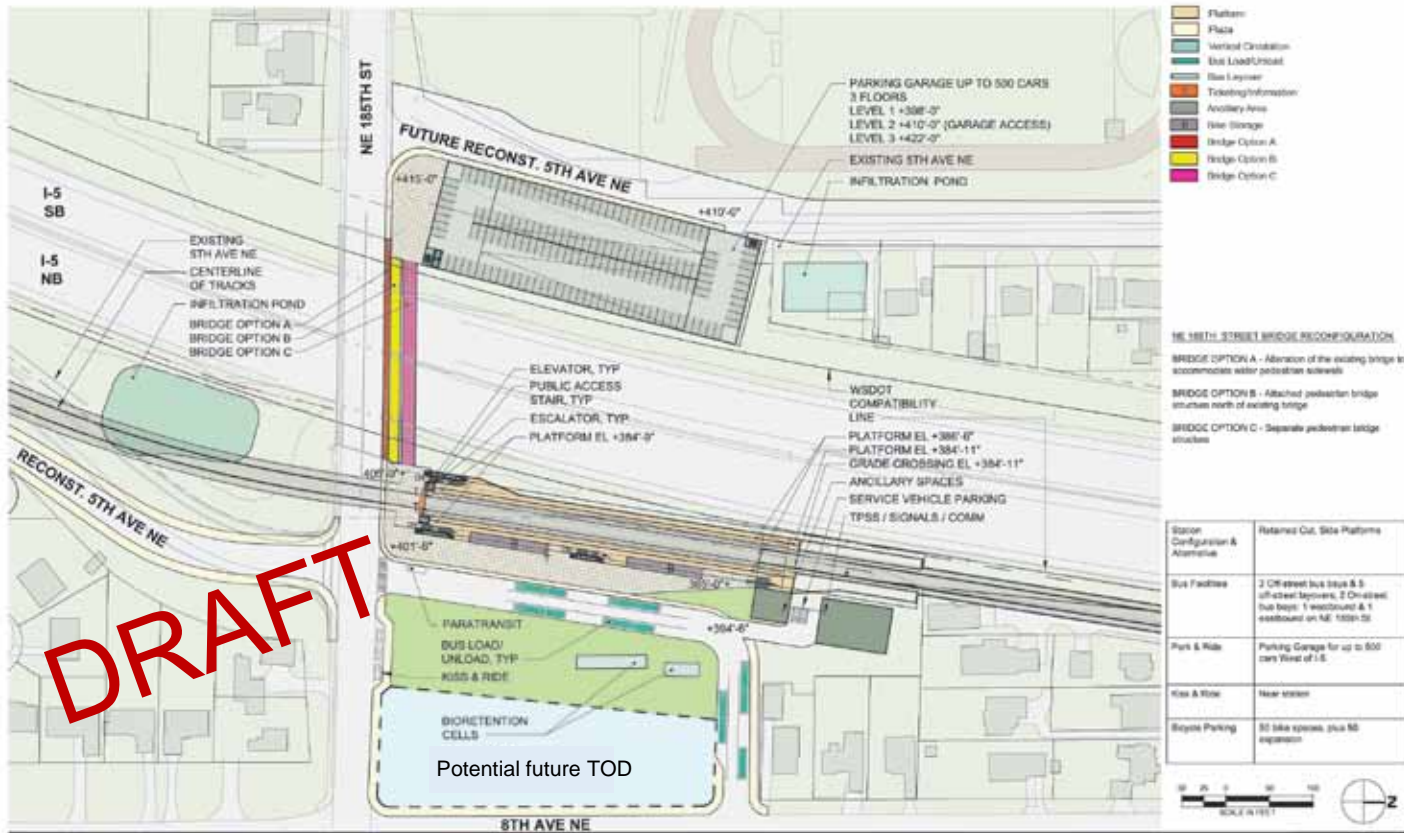


**Existing and with station**  
5<sup>th</sup> Avenue NE at NE 145<sup>th</sup> Street  
View to the north

# NE 185<sup>th</sup> Street station area

## Station highlights:

- New hybrid station scheme
- 3 ways to improve station-garage connection:
  - Current 185<sup>th</sup> bridge
  - Wider 185<sup>th</sup> bridge
  - Separate ped bridge
- Discussing joint-use garage with Shoreline School District



# 185<sup>th</sup> Street station area – Visual Simulation



## Existing

NE 185<sup>th</sup> Street west of 5<sup>th</sup> Avenue NE  
View to the east

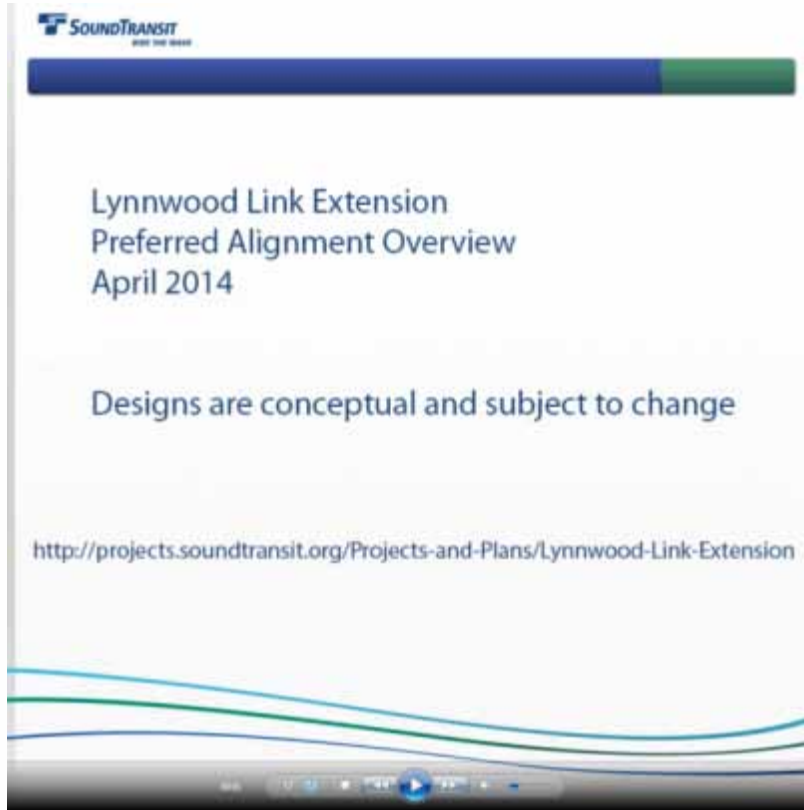


## Proposed garage location

NE 185<sup>th</sup> Street west of 5<sup>th</sup> Avenue NE  
View to the east

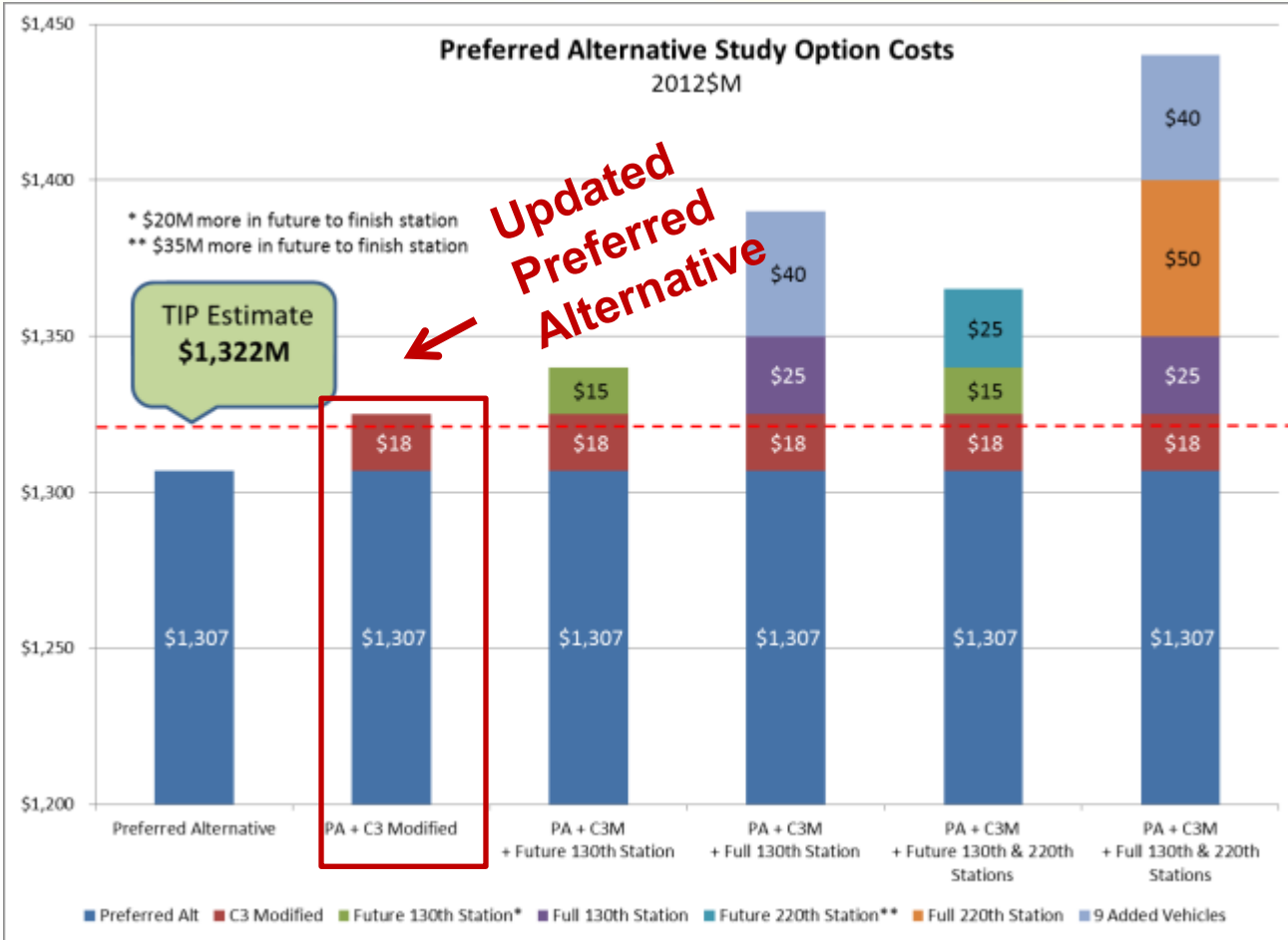


# Preferred Alignment Video Simulation



- Approximately 5 minutes in total length without stopping

# Costs



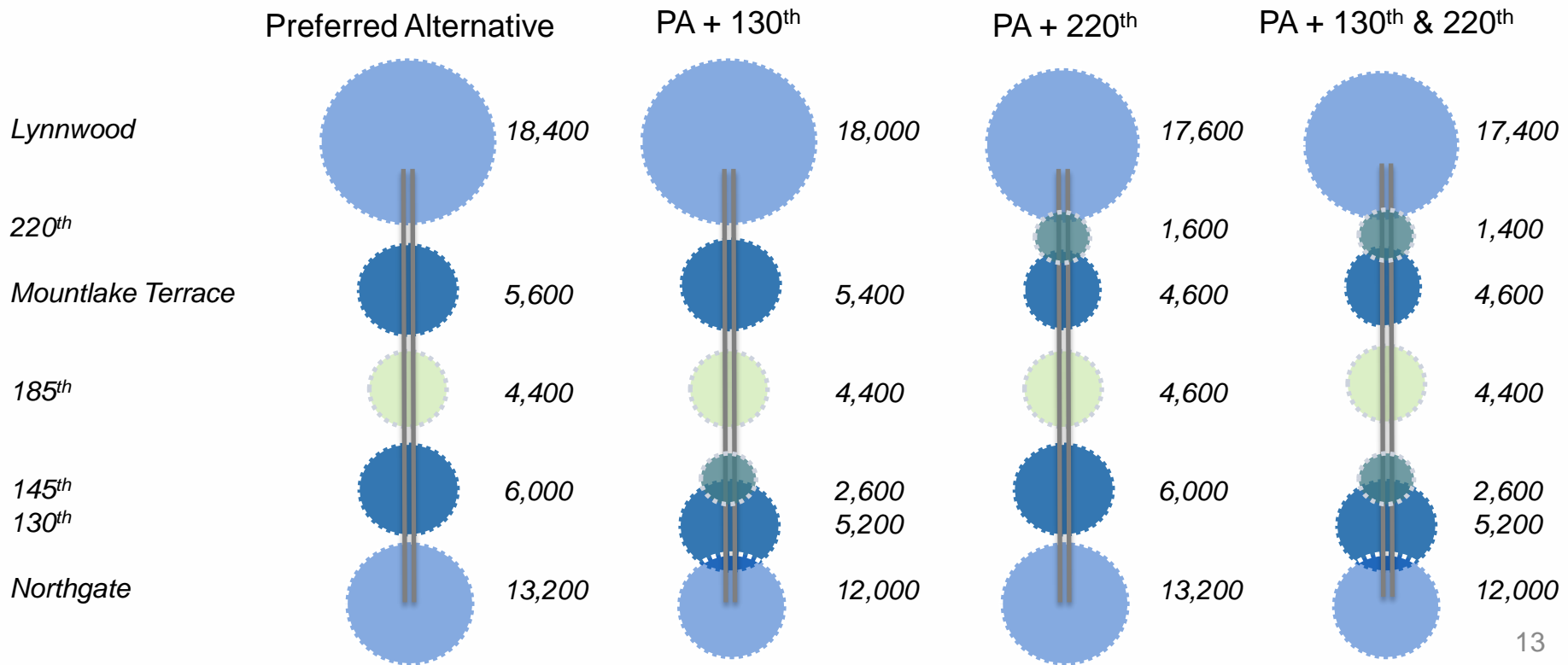
# Next steps

- **Remainder of 2014**
  - Prepare the Final EIS
  - Complete preliminary engineering & update cost estimates
  - Perform constructability & risk reviews and value engineering
  - Explore project delivery strategies
  - Obtain preliminary FTA New Starts project rating
- **Early 2015**
  - Publish the Final EIS
  - Board selects the project to be built
  - Obtain FTA & FHWA Records of Decision
  - Apply to FTA for New Starts Engineering authority
- **Mid 2015**
  - Begin final design

The image features a dark grey horizontal banner across the center. On the left side of the banner is the Sound Transit logo, which consists of a stylized white 'S' and 'T' combined into a square shape. To the right of the logo, the words 'SOUNDTRANSIT' are written in a bold, white, sans-serif font. Below 'SOUNDTRANSIT', the slogan 'RIDE THE WAVE' is written in a smaller, white, sans-serif font. The background of the entire image is a close-up of a transit vehicle with a white upper section and a blue lower section, separated by a wavy teal and blue graphic. The vehicle has several dark windows and some small white signs.

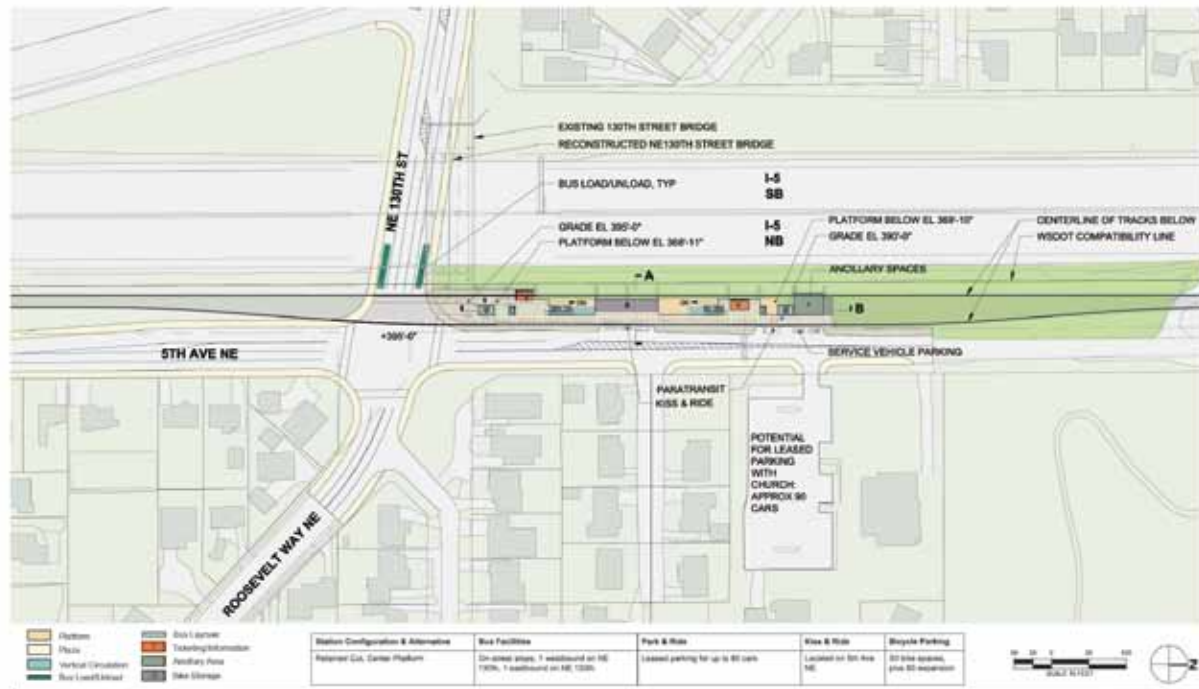
**SOUNDTRANSIT**  
RIDE THE WAVE

# 2035 daily boardings



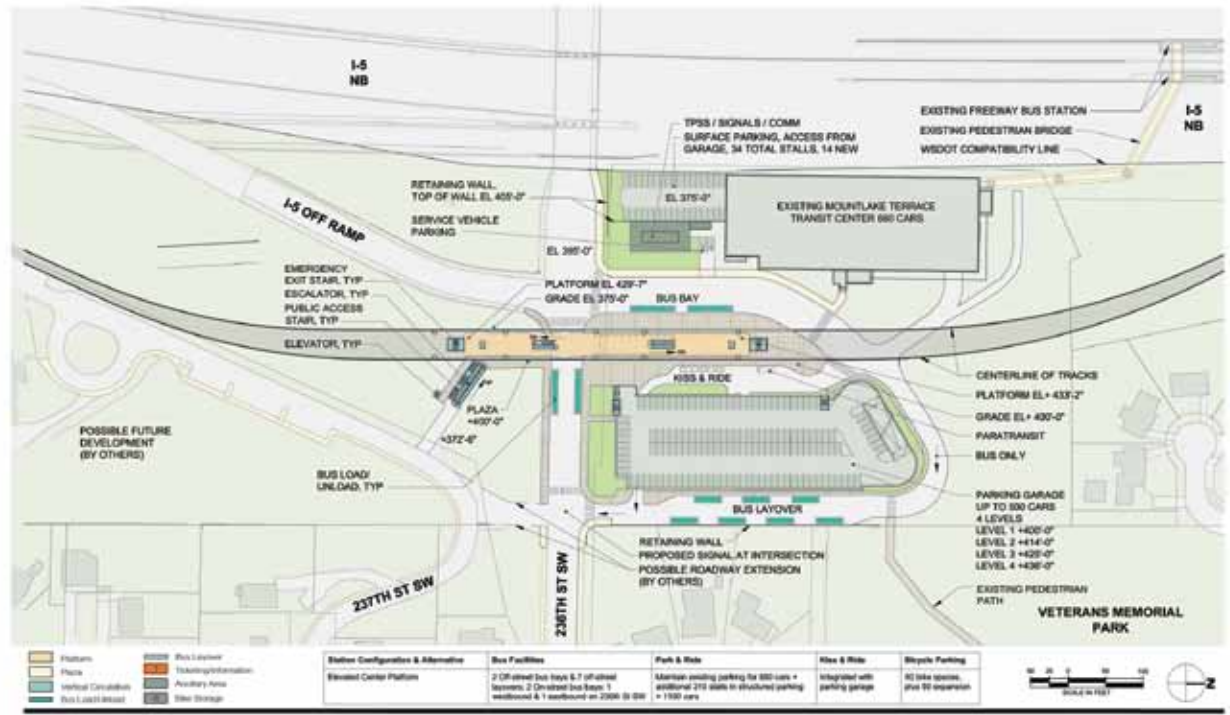
# NE 130<sup>th</sup> Street station

- Revised Metro bus connections = more station boardings, but not more system boardings
- Building station now costs ~\$25M
- Allowing for future station costs ~\$15M now, another ~\$20M later

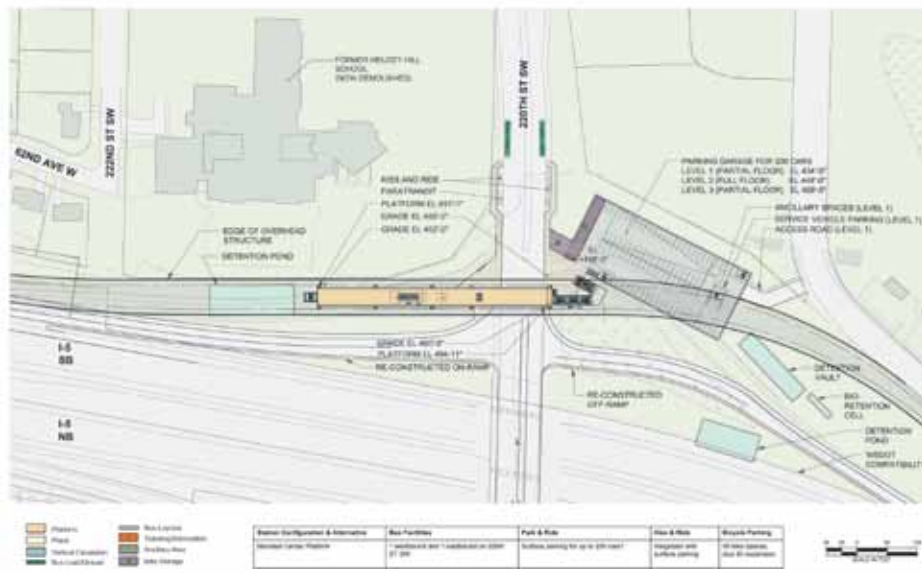


# Mountlake Terrace station added parking

- 880 stalls today in garage and surface lots; generally full
- 2 sites for another garage
- 500 stall garage would cost ~\$25M
- Not currently programmed

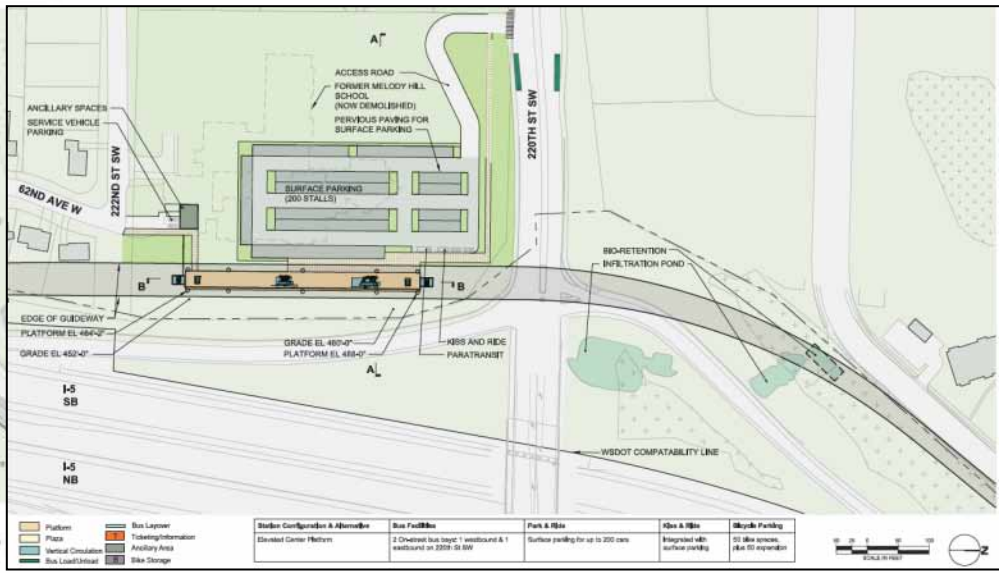


# Segment B preferred alternative refinement



## Current preferred alternative

- Elevated with garage entirely in WSDOT right of way
- Requires relocating freeway ramps
- Station ~\$50M now, or \$25M now + \$35M later if phased

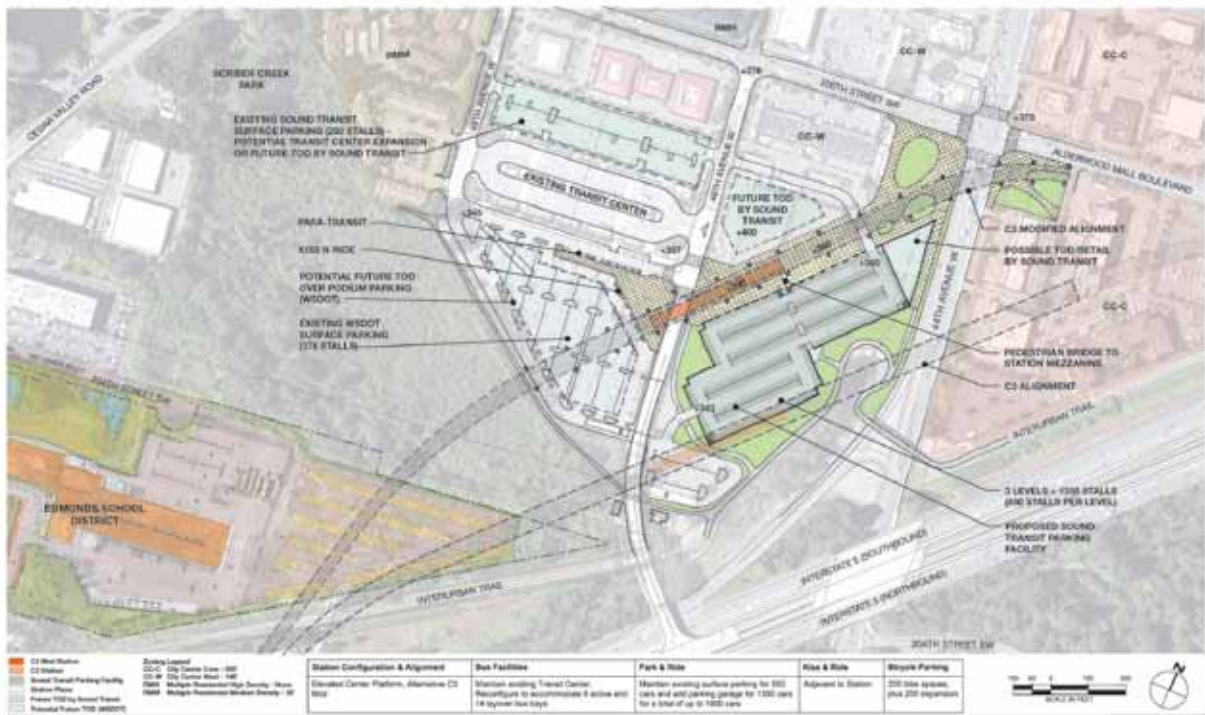


## Potential re-alignment

- Elevated with surface parking on old school site
- Does not relocate ramps but more property impacts
- Station costs the same, but alignment ~\$10M cheaper



# Lynnwood station area



## C3 Modified v. C3

### Pros

- Closer to transit center
- Preserves more TOD opportunity
- Reduces utility impacts
- Lynnwood supports

### Cons

- Costs ~\$18M more
- More property impacts
- More wetland impacts

### Added parking

- Additional garage floor (450 stalls) costs ~ \$22M