

A low-angle, upward-looking photograph of a Sound Transit train car. The train is white with teal and blue decorative graphics. Several windows are visible, some reflecting the sky. The train is positioned under a glass and steel station canopy. The overall scene is brightly lit, suggesting a sunny day.

Sound Transit: Long-Range Plan Update & High Capacity Transit Corridor Studies

 **SOUND TRANSIT**

Process to update the plan

Scoping

Oct. 25-Nov. 25, 2013

Public Involvement

Identify alternatives to study

Dec. 2013

Draft SEIS development

Jan.-June 2014

Draft SEIS comment period

Jun.-Jul. 2014

Public Involvement

Final SEIS development

Sep.-Nov. 2014

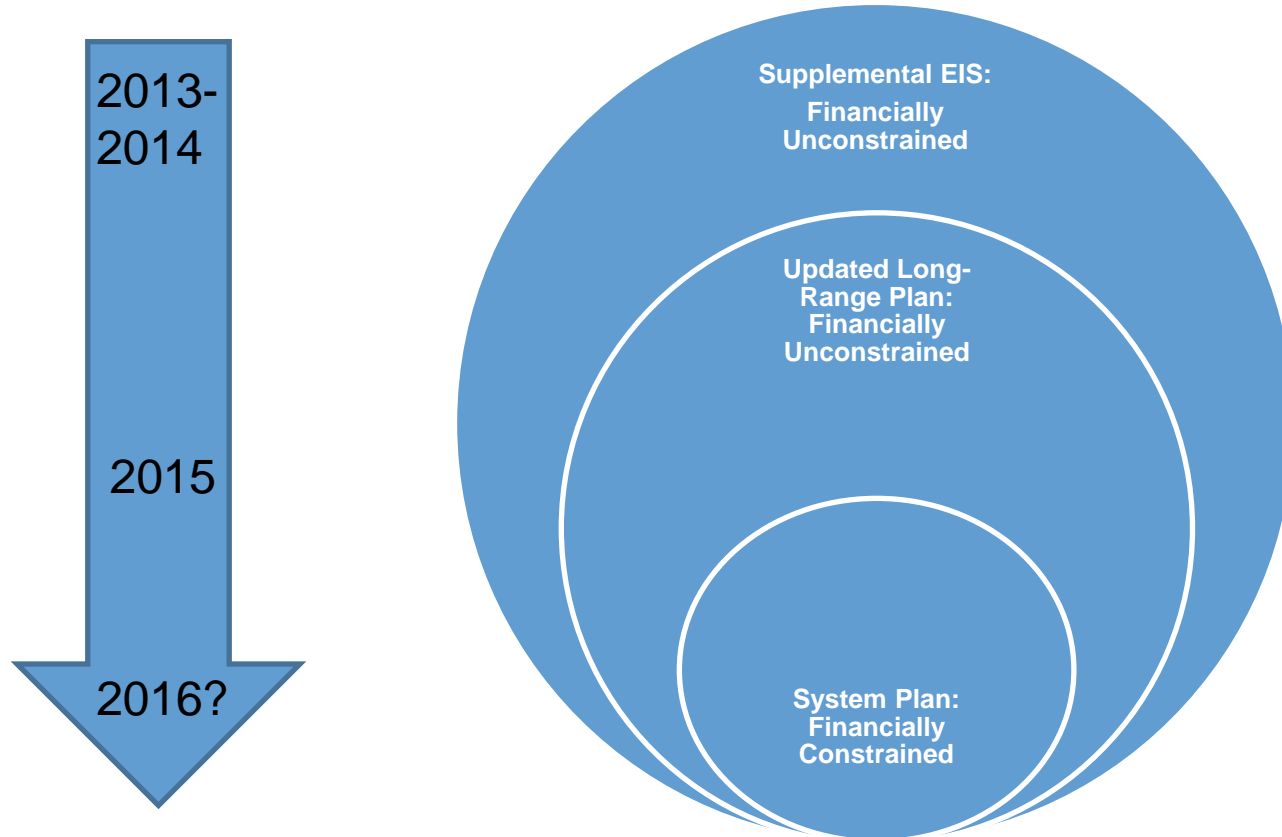
Adoption of the updated LRP

Dec. 2014

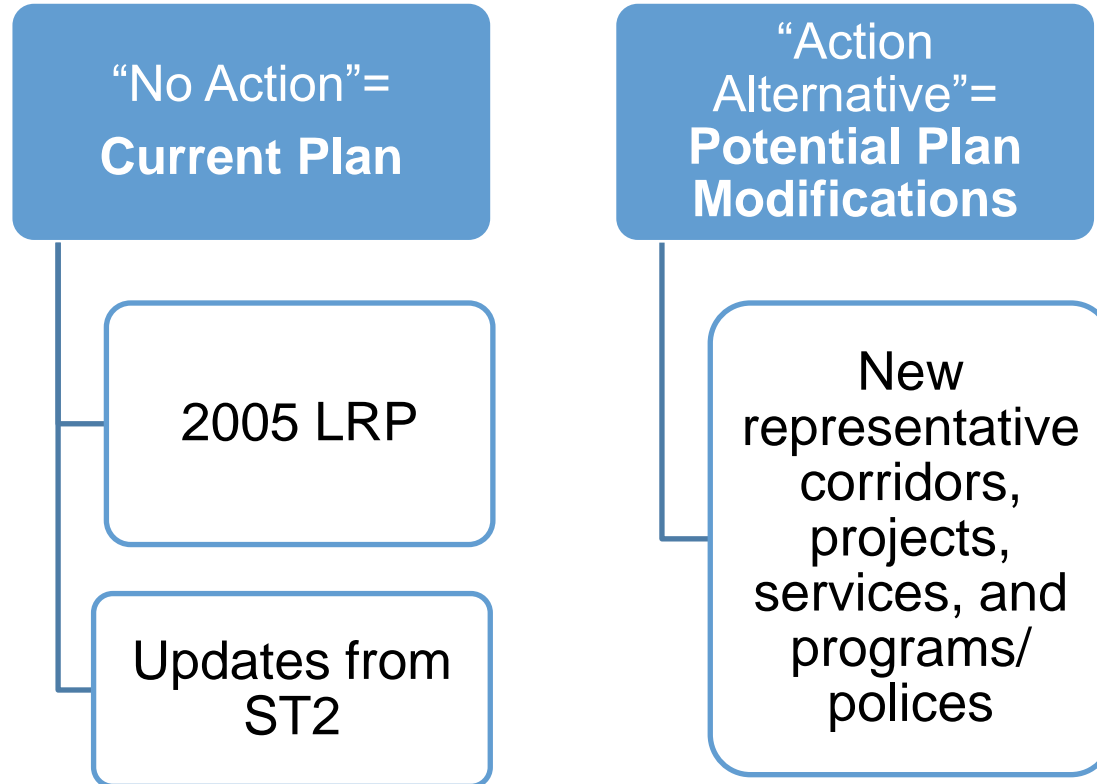


We are here

Long-Range Planning and System Development Process



LRP Alternatives for Study in the SEIS



Current Plan (No-Action): 2005 LRP with ST2 Updates

- **Within Seattle City Includes:**
 - Potential rail in Interstate corridors and to Ballard and the University District
 - BRT in Interstate and State Hwy Corridors
 - ST2-related updates
 - LRT extensions in the planning phases
 - East Link



Potential Plan Modifications from Scoping Process: New LRT, HCT, and Commuter Rail Corridors

- Corridors:
 - To be studied in SEIS **in addition to** (not in place of) corridors already included in the Current Plan
 - Potential modifications for Board to consider when updating the LRP



Plan Modifications Alternative From Scoping Process: Bus Rapid Transit and ST Express Bus

- Corridors:
 - To be studied in SEIS **in addition to** (not in place of) corridors already included in the Current Plan
 - Potential modifications for Board to consider when updating the LRP

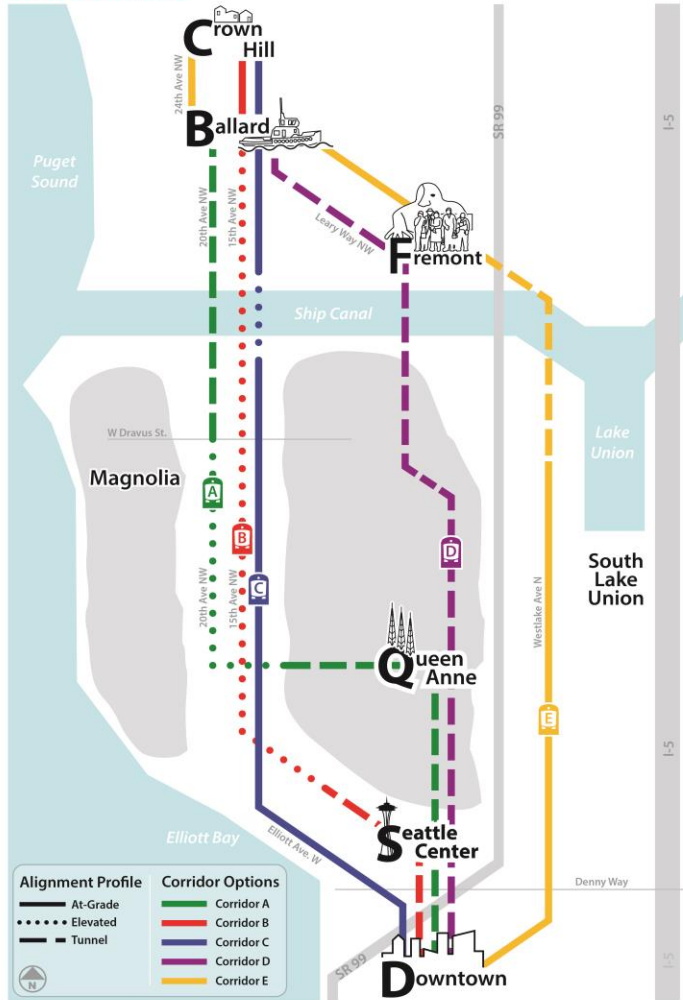


HCT Corridor Studies

- High-level, technical and conceptual
 - Designed to provide information on possible options
- Focused on the purpose stated in ST2
 - “Inform the Sound Transit Board’s consideration of potential updates to Sound Transit’s Long-Range Plan”



Ballard to Downtown Seattle Transit Expansion

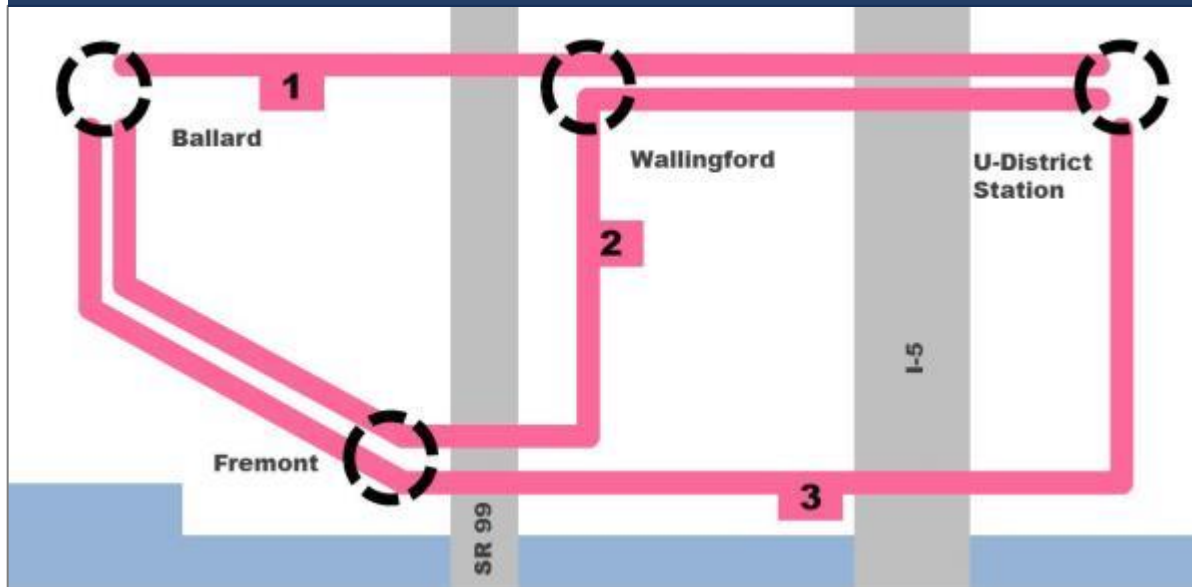


	Corridor A	Corridor B	Corridor C	Corridor D	Corridor E
Travel Time (minutes)	13-15	11-13	15-19	12-14	17-21
Conceptual Capital Cost*	\$3.2 - \$3.6 B	\$2.4 - 2.8 B	\$0.8-1.2 B	\$3.2-3.6 B	\$0.8-1.2 B
Ridership*	24-28k	22-26k	14-18k	26-30k	14-18k

- Connect centers within City improving TOD potential
- Tunnel options provide faster travel time but are more complex
- Final report posted at: soundtransit.org/ballardstudy

*Draft Conceptual capital costs for the purpose of comparison only; costs and ridership are from downtown Seattle to Market St.

Options



#1 Options: U District to Ballard via Wallingford

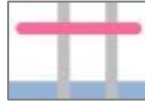
#2 Options: U District to Ballard via Wallingford and Fremont

#3 Options: U District to Ballard via Fremont

- #2 provides strongest travel market and development potential
- Tunnels provide reliability and travel time improvements, but are very costly and complex
- At-grade or elevated options that achieve speed and reliability would have larger potential traffic and ROW impacts.

Options

#1 U District – Wallingford – Ballard



#2 U District – Wallingford – Fremont – Ballard



#3 U District – Fremont – Ballard



	LRT: U District to Ballard via Wallingford tunnel	BRT: U District to Ballard via Wallingford via 50th	LRT: U District to Ballard via Wallingford and Fremont	BRT: U District to Ballard via Fremont	LRT: U District to Ballard via Fremont
Average Daily Ridership	22-26k	14-17k	23-28k	10-12k	20-26k
Travel Time (minutes)	6-9	18-22	9-11	14-19	10-13
Conceptual Capital Cost*	\$1.4 - \$1.9 B	\$159 - \$206 M	\$1.2 - \$1.7 B	\$288 - \$387 M	\$1.1 - \$1.6 B

*Draft Conceptual capital costs for the purpose of comparison only

South King County HCT Corridor Alternatives: Connecting From Downtown Seattle

- Three concepts considered:
 - Alternative A: Specifically referenced in ST2
 - Alternative B: Serve strong potential transit markets with separate HCT options
 - Alternative C: Serving strongest potential market with LRT
- Connect designated centers and urban villages within the corridor, where growth is planned to occur
- All alternatives consider connection to future Ballard to Downtown extension



South King County HCT Corridor Alternatives: Connecting From Downtown Seattle

	A3: LRT Downtown to Renton (via Delridge)	A4: BRT Downtown to Renton (via Delridge)	A5: LRT Downtown to Renton (via Alaska Junction)	B2: BRT Downtown to Renton (via South Park) and to White Center (via Alaska Junction)	B4: LRT Downtown to Renton (via South Park) and to White Center (via Alaska Junction)	C 5: LRT Downtown to White Center (via Alaska Junction)
Average Daily Ridership	63-77K	30-37k	65-79k	50-66k	85-103k	19-33k
Travel Time (minutes)	37-46	73-89	38-47	38-46	38-47	18-21
Conceptual Capital Cost*	\$4.6 - \$6.1 B	\$1.9 - \$2.4 B	\$6.2 - \$8.2 B	\$3.3 - \$4.4 B	\$6.7 - \$8.9 B	\$3.5 - \$4.6 B

*Draft Conceptual capital costs for the purpose of comparison only

Next Steps

- **August - November 2014:** Complete Final SEIS
- **October** – Long-Range Plan Workshop #2
- **December 2014:** Board considers changes to Long-Range Plan and possible adoption by resolution
- **2015:** LRP updated; Board considers whether to begin System Plan development



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 single symbol. 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 large, stylized wave graphic in shades of blue and teal. The vehicle has several dark windows and some small white signs.