

I-405 BUS RAPID TRANSIT

I-405 BRT ELEMENTS

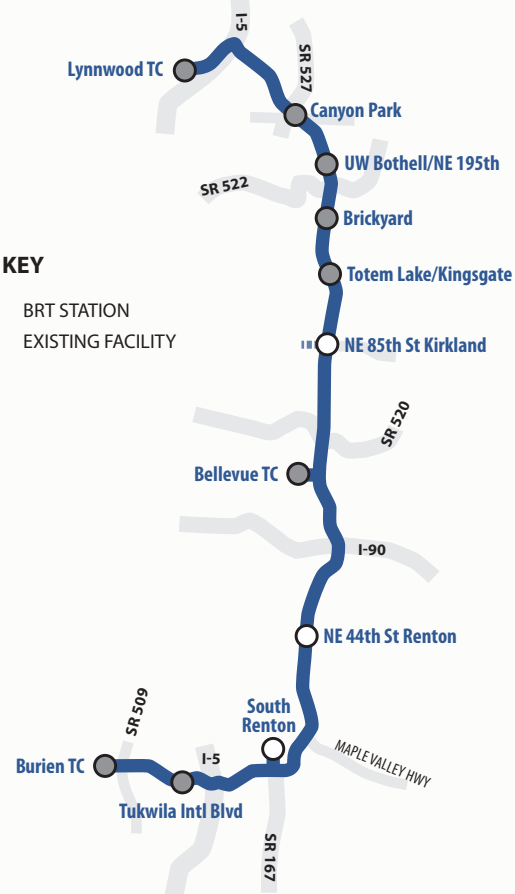
- » Lynnwood Transit Center (existing) BRT station
- » Bothell – Canyon Park (existing) BRT station
- » Bothell – UW Bothell/NE 195th (existing) BRT station
- » Bothell – Brickyard (existing) BRT station
- » Kirkland – Totem Lake/Kingsgate (new) parking garage and (existing) inline BRT station
- » Kirkland – NE 85th Street (new) BRT station
- » Kirkland – Bus-only lanes on NE 85th Street from I-405 to 6th Street
- » Bellevue Transit Center (existing) BRT station
- » Renton – NE 44th Street (new) BRT station and direct access ramps with (new) parking lot
- » Renton – South Renton (new) BRT station with transit center and (new) parking garage
- » Tukwila – Tukwila International Boulevard Link Station (existing) BRT station
- » Tukwila to Burien – Bus-only lanes on SR 518 and other transit priority treatments
- » Burien Transit Center (existing) BRT Station

* The I-405 BRT project definition includes separate operating lines north and south connecting in downtown Bellevue and does not double count the transfers between the two lines at Bellevue.

Alignments and stations shown are representative and are identified for purposes of cost estimating, ridership forecasting and other evaluation measures.

MAP KEY

- BRT STATION
- EXISTING FACILITY



LENGTH (MILES)	38	
REGIONAL LIGHT RAIL SPINE	NO	
RIDERSHIP (DAILY PROJECT RIDERS)	15,000—18,000*	
CAPITAL COST (2014 \$ M)	\$812—\$869	
ANNUAL O&M COST (2014 \$ M)	\$26	
TRAVEL TIME (MIN)	87	
RELIABILITY	MEDIUM	
SYSTEM INTEGRATION	MEDIUM	
EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW	
PERCENT OF NON-MOTORIZED ACCESS	20—85%	
CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	7 CENTERS	
LAND USE AND DEVELOPMENT/TOD POTENTIAL	PLANS AND POLICIES	MEDIUM
	MARKET SUPPORT	MEDIUM
	POP PER ACRE (2014/2040)	7 / 12
	ACTIVITY UNITS	12 / 21
	POP+EMP PER ACRE (2014/2040)	19 / 33
SOCIOECONOMIC BENEFITS	MINORITY/LOW-INCOME	39% / 12%
	POPULATION (2014/2040)	37,400 / 65,800
	EMPLOYMENT (2014/2040)	66,300 / 111,000