

**Attachment N.1A**  
**Transportation Technical Analysis Methodology**

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# ***West Seattle Link Extension***

## Transportation Technical Analysis Methodology

**September 2024**

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# Contents

|          |   |            |
|----------|---|------------|
| <b>1</b> | <b>INTRODUCTION .....</b>   | <b>1-1</b> |
| <b>2</b> | <b>GUIDING REGULATIONS, PLANS, AND/OR POLICIES.....</b>           | <b>2-1</b> |
| <b>3</b> | <b>DATA NEEDS AND SOURCES .....</b>                               | <b>3-1</b> |
| <b>4</b> | <b>STUDY AREA AND AREA OF EFFECT .....</b>                        | <b>4-1</b> |
| 4.1      | Regional .....  | 4-1        |
| 4.2      | Transit .....   | 4-1        |
| 4.3      | Arterials and Local Streets .....                                 | 4-1        |
| 4.3.1    | P.M. Peak Hour Analysis .....                                     | 4-1        |
| 4.3.2    | A.M. Traffic Analysis .....                                       | 4-12       |
| 4.3.3    | Construction Period Traffic Analysis .....                        | 4-12       |
| 4.4      | Parking .....   | 4-13       |
| 4.5      | Non-motorized Facilities and Modes .....                          | 4-13       |
| 4.6      | Safety .....  | 4-13       |
| 4.7      | Navigation .....  | 4-13       |
| 4.8      | Freight .....   | 4-14       |
| <b>5</b> | <b>ASSUMPTIONS AND TOOLS .....</b>                                | <b>5-1</b> |
| 5.1      | Analysis Years and Environmental Impact Statement Conditions..... | 5-1        |
| 5.1.1    | Evaluation Conditions .....                                       | 5-1        |
| 5.1.2    | Future Transportation Network Assumptions .....                   | 5-2        |
| 5.2      | Analysis Tools and Processes .....                                | 5-3        |
| 5.2.1    | Travel Demand Forecasting Models and Process .....                | 5-3        |
| 5.2.2    | Traffic Operations Analysis Tools .....                           | 5-7        |
| 5.2.3    | Other Tools .....   | 5-7        |
| <b>6</b> | <b>AFFECTED ENVIRONMENT .....</b>                                 | <b>6-1</b> |
| <b>7</b> | <b>TRANSPORTATION RESOURCE ANALYSIS AND MEASURES .....</b>        | <b>7-1</b> |
| 7.1      | Assessment Methods and Analysis Thresholds .....                  | 7-1        |
| 7.2      | Regional and Corridor Traffic .....                               | 7-2        |
| 7.2.1    | Operations .....  | 7-2        |
| 7.2.2    | Construction.....   | 7-4        |
| 7.3      | Transit .....   | 7-4        |
| 7.3.1    | Operations .....  | 7-4        |

|           |   |             |
|-----------|---|-------------|
|           | 7.3.2 Construction.....                                 | 7-6         |
| 7.4       | Arterial and Local Street Traffic.....                  | 7-7         |
|           | 7.4.1 Operations .....                                  | 7-7         |
|           | 7.4.2 Construction.....                                 | 7-11        |
| 7.5       | Parking .....   | 7-13        |
|           | 7.5.1 Operations .....                                  | 7-13        |
|           | 7.5.2 Construction.....                                 | 7-13        |
| 7.6       | Non-motorized Facilities and Modes .....                | 7-13        |
|           | 7.6.1 Operations .....                                  | 7-13        |
|           | 7.6.2 Construction.....                                 | 7-15        |
| 7.7       | Safety .....  | 7-15        |
|           | 7.7.1 Operations .....                                  | 7-15        |
|           | 7.7.2 Construction.....                                 | 7-16        |
| 7.8       | Navigation .....  | 7-16        |
| 7.9       | Freight .....   | 7-16        |
|           | 7.9.1 Operations .....                                  | 7-16        |
|           | 7.9.2 Construction.....                                 | 7-17        |
| 7.10      | Indirect Effects.....                                   | 7-17        |
| 7.11      | Cumulative Effects .....                                | 7-17        |
| <b>8</b>  | <b>MITIGATION MEASURES.....</b>                         | <b>8-1</b>  |
|           | 8.1 Regional .....                                      | 8-1         |
|           | 8.2 Transit .....                                       | 8-1         |
|           | 8.3 Arterials and Local Streets .....                   | 8-1         |
|           | 8.4 Parking .....                                       | 8-2         |
|           | 8.5 Non-motorized Facilities and Modes .....            | 8-2         |
|           | 8.6 Safety .....  | 8-2         |
|           | 8.7 Navigation .....                                    | 8-2         |
|           | 8.8 Freight .....                                       | 8-3         |
| <b>9</b>  | <b>PROPOSED FIGURES, MAPS, OR OTHER DATA.....</b>       | <b>9-1</b>  |
| <b>10</b> | <b>DOCUMENTATION.....</b>                               | <b>10-1</b> |
| <b>11</b> | <b>DATA DEVELOPED FOR USE BY OTHER DISCIPLINES.....</b> | <b>11-1</b> |
|           | 11.1 Air Quality Analysis Data .....                    | 11-1        |
|           | 11.2 Noise Analysis Data .....                          | 11-1        |
|           | 11.3 Energy Analysis Data .....                         | 11-1        |

|           |   |             |
|-----------|---|-------------|
| 11.4      | Economics .....   | 11-1        |
| 11.5      | Environmental Justice and Social Impact Analysis Data ..... | 11-1        |
| <b>12</b> | <b>REFERENCES .....</b>                                     | <b>12-1</b> |

## List of Figures

|             |  |     |
|-------------|--|-----|
| Figure 4-1. | General Study Area and Screenlines .....   | 4-2 |
| Figure 4-2. | Study Intersections – SODO Segment .....   | 4-3 |
| Figure 4-3. | Study Intersections – Duwamish Segment .....   | 4-5 |
| Figure 4-4. | Study Intersections – Delridge Segment .....   | 4-7 |
| Figure 4-5. | Study Intersections – West Seattle Junction Segment .....  | 4-9 |
| Figure 5-1. | Sound Transit Ridership Forecasting Model and Puget Sound Regional Council-based Regional Model Relationship ..... | 5-4 |

## List of Tables

|            |  |      |
|------------|--|------|
| Table 4-1. | Study Intersections – SODO Segment .....   | 4-4  |
| Table 4-2. | Study Intersections – Duwamish Segment .....                                     | 4-6  |
| Table 4-3. | Study Intersections – Delridge Segment .....                                     | 4-8  |
| Table 4-4. | Study Intersections – West Seattle Junction Segment .....                        | 4-10 |
| Table 4-5. | Intersection Analysis Screening Process .....                                    | 4-11 |
| Table 5-1. | EIS Evaluation Conditions .....  | 5-1  |
| Table 7-1. | Transportation Measures by Transportation Resource .....                         | 7-1  |
| Table 7-2. | Level of Service Definitions for Signalized and Unsignalized Intersections ..... | 7-8  |
| Table 7-3. | Default Synchro Parameters and Assumptions .....                                 | 7-9  |

## List of Appendices

|   |  |
|---|--|
| A | Future Transportation Project List               |
| B | Transit Service Integration Technical Memorandum |
| C | Regional Model Details                           |

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## Acronyms and Abbreviations

|        |  |
|--------|--|
| EIS    | Environmental Impact Statement           |
| L.O.S. | level of service                         |
| M.O.S. | minimum operable segment                 |
| mph    | miles per hour                           |
| VHD    | vehicle hours of delay                   |
| VHT    | vehicle hours of travel                  |
| VMT    | vehicle miles of travel                  |
| WSBLE  | West Seattle and Ballard Link Extensions |

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# 1 INTRODUCTION

This Transportation Methodology Report for the West Seattle Link Extension Environmental Impact Statement (EIS) describes the methods and assumptions that will be used to analyze project effects on the surrounding transportation system. The analysis results will be documented in the Transportation chapter of the West Seattle Link Extension Final EIS and Transportation Technical Report appendix. The West Seattle and Ballard Link Extensions (WSBLE) Draft EIS for this project, published in January 2022, reflected an existing year condition of 2019. For consistency, the Final EIS will continue to use 2019 as the base year.

The intent of the Transportation Technical Report is to inform the public about the potential transportation effects of the project, provide analysis to support informed decision-making, and identify where mitigation might be necessary to reduce potential project impacts. The West Seattle Link Extension environmental analysis will proceed in parallel to a variety of other project development efforts, including but not limited to further design refinements to the project alternatives, including conceptual construction plans, refinement of the transit integration plans, and station area planning to integrate the project with the surrounding community. These efforts provide additional opportunities for collaboration among Sound Transit, partner agencies, and the community.

This transportation analysis will identify and evaluate project alternatives' potential impacts for the following transportation elements during both operations and construction:

- Regional transportation, including vehicle miles of travel, vehicle hours of travel, vehicle hours of delay, and mode share
- Transit services, including regional and local services, bus and light rail ridership, and transit operations
- Arterial and local street system, including corridor analysis, intersection level of service (L.O.S.), property access and local traffic circulation
- Parking, including the loss of parking due to the alignments and potential hide-and-ride parking impacts near stations
- Non-motorized (bicycle and pedestrian) facilities around stations and on major bicycle or pedestrian trails affected by the alignment(s)
- Safety (all modes)
- Navigation of navigable waterways and airport airspace
- Freight (truck, rail, and water)

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## 2 GUIDING REGULATIONS, PLANS, AND/OR POLICIES

In addition to the relevant regulations, plans, and policies considered in all environmental analyses, the transportation analysis will be guided by laws and regulations that include the following:

- *Code of Federal Regulations* 23 Part 450 (implementing United States Code 23 Section 111, which requires the U.S. Secretary of Transportation to approve access revisions to the Interstate System)
- *Code of Federal Regulations* 23 Part 710 (Right-of-Way Regulations for Federally Assisted Transportation Programs)
- City of Seattle Director's Rules
- "Seattle Streets Illustrated," online Right-of-Way Improvements Manual (City of Seattle 2022a)
- *Traffic Control Manual* (City of Seattle 2018)

Analysis of local transportation impacts will also be guided by the policy direction established in the numerous plans and policy documents adopted within the project corridor, including the following:

- *2016 Washington State Public Transportation Plan* (Washington State Department of Transportation [WSDOT] 2016a)
- *2022 Washington State Freight System Plan* (WSDOT 2022a)
- *Regional Transportation Plan – 2022-2050* (Puget Sound Regional Council 2022)
- *METRO CONNECTS King County Metro Long-Range Plan* (King County Metro 2021a)
- *Strategic Plan for Public Transportation 2021–2031* (King County Metro 2021b)
- *2016 King County Comprehensive Plan* (King County 2020)
- *Seattle 2035: Comprehensive Plan, Managing Growth to Become an Equitable and Sustainable City 2015-2035* (City of Seattle 2022b)
- *Transit Master Plan* (City of Seattle 2016a)
- *City of Seattle, Washington, 2021-2026 Proposed Capital Improvement Program* (City of Seattle 2021a)
- *City of Seattle Freight Master Plan* (City of Seattle 2016b)
- *Seattle Pedestrian Master Plan: 2018-2022 Implementation Plan and Progress Report* (City of Seattle 2017a)
- *Seattle Pedestrian Master Plan Implementation Plan and Progress Report* (City of Seattle 2021b)
- *Seattle Bicycle Master Plan: 2017-2021 Implementation Plan* (City of Seattle 2017b)
- *Seattle Bicycle Master Plan – 2021-2024 Implementation Plan* (City of Seattle 2021c)
- *Port of Seattle 2018 – 2022 Long Range Plan: Achieving the Century Agenda* (Port of Seattle 2017)
- *Terminal 91 2018 Traffic Monitoring Study* (Port of Seattle 2018b)
- *Port of Seattle Capital Investment Plan (2019-2023 Maritime Budget Blueprint)* (Port of Seattle 2018a)
- *Port of Seattle Container Terminal Access Study (CTAS) Throughput, Rail, and Truck Volumes for Growth Scenarios for Sensitivity Analysis* (Heffron Transportation, Inc. 2015)

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### 3 DATA NEEDS AND SOURCES

A variety of data will be assembled to analyze the transportation-related effects of the project alternatives within the study areas defined in Chapter 4, Study Area and Area of Effect. As noted in Chapter 1, Introduction, 2019 will remain the existing year condition for the Final EIS. Supplemental data collection for the Final EIS will be undertaken only for new areas of study. These data sets may include the following:

- Existing a.m. and p.m. peak hour turning-movement counts for intersections identified per Section 4.3, Arterials and Local Streets. Counts for the existing conditions year will be collected from local and state agencies (City of Seattle and King County) if available. For locations that do not have counts available or where available data do not include the necessary information to conduct the analysis, new counts will be taken for 2 hours during the a.m. and p.m. peak periods. The new counts will include automobiles, trucks, buses, pedestrians, and bicyclists. All peak hour turning-movement counts will be factored to the existing conditions analysis year (2019) using available historical data trends. At non-intersection areas (if any), such as mid-block U-turn locations or mid-block pedestrian crossing locations, a short-duration vehicle count ("short-count"), which is typically 30 minutes or less, will be collected during the a.m. and/or p.m. peak periods to understand the impacts of any proposed traffic circulation changes with the project alternatives.
- Daily traffic counts in the study area, as available, will be collected from local jurisdictions. These counts will be factored to the existing conditions analysis year.
- Physical characteristics of the existing street system will be noted, including functional use, lane geometry, traffic signal timing and phasing patterns, and other parameters necessary to conduct traffic operations analysis (such as the proximity of bus stops, speed limits, transit signal priority, other transit-supportive infrastructure such as bus-only lanes and queue jumps, and presence of public and restricted on-street parking). Where available, these data will be obtained from local agencies and will be field-verified as appropriate.
- On- and off-street public parking supply, existing parking restrictions, and weekday public parking utilization survey data will be obtained from the City of Seattle and the Port of Seattle, and augmented by field visits where appropriate. This will include truck parking.
- Pedestrian and bicycle volumes in the study area will be collected from local jurisdictions as available. Where data are not available for areas of high pedestrian and bicycle activity in the study area (including station areas, activity centers, and major non-motorized facilities such as regional trails), a.m. and p.m. pedestrian and bicycle volumes will be collected. The data collection effort will cover the intersections identified per Section 4.3.
- Existing and planned pedestrian and bicycle facilities in each station area will be inventoried by either field visits or available information from agencies (such as City of Seattle geographic information system data). This inventory will include identification of school walk routes and any barriers (such as waterways and major arterials and freeways with limited crossings) to pedestrian or bicycle travel within each station area. The general sidewalk condition within the 10-minute walkshed of each station area will be qualitatively assessed. The pedestrian and bicycle facility assessment will be based on the road and pathway networks defined by 10-minute travelsheds rather than a Euclidean radius buffer.

- Existing and planned transit route information in the study area will be obtained from the local and regional transit agencies and compiled. This task will include information on selected routes that serve the project corridor. The bus route information will include service areas, hours of service (including schedule/frequency), reliability, passenger load, and on-street layover locations. Passenger load information will be collected at selected screenline locations. Transit reliability information will be collected for selected routes at key destinations that serve the project corridor.
- Collision data for 2017 to 2021 will be obtained for the study area intersections (signalized and unsignalized). Collision data for roadway segments (between intersections) may be collected where elevated light rail alternatives would be running within or immediately adjacent to a roadway and will include vehicles, pedestrians, and cyclists. These data will be collected from local and state agencies.
- Existing truck routes, over-dimension routes, and any truck restrictions will be identified.
- Existing freight rail, facilities, and operational information will be collected as available from BNSF Railway, Union Pacific Railroad, and private businesses.
- A navigation impact report is being developed separately for the Duwamish crossing and will be used for navigable waterways analysis.
- Obstruction evaluation/airport airspace analysis is being developed separately for the Duwamish Waterway crossing.
- Local, regional, and state agency capital and/or transportation improvement plans or transportation facilities plans, and other planned improvements in proximity to a light rail alignment or station area will be reviewed and summarized. This effort will include identification of all “committed” improvements assumed for the No Build Alternative.
- Relevant plans and studies conducted by public agencies and private entities.

## 4 STUDY AREA AND AREA OF EFFECT

The general study area for the transportation analysis is 0.5 mile from the project alternatives except where noted in this section.

### 4.1 Regional

Analysis of system-wide traffic impacts will address the project alternatives' regional effects within Puget Sound Regional Council and Sound Transit district boundaries and the project-specific study area (Figures 4-1 and 4-2). The area of effect is expected to be the same as the study area.

### 4.2 Transit

The transit analysis will be conducted for existing and future transit services as documented in the transit integration plan, which is being updated for the Final EIS by Sound Transit and King County Metro. The extent of this analysis would be the general study area and study screenlines (see Figure 4-1). For more geographically dispersed transit measures such as system ridership, the study area expands to encompass the relevant regional transit system.

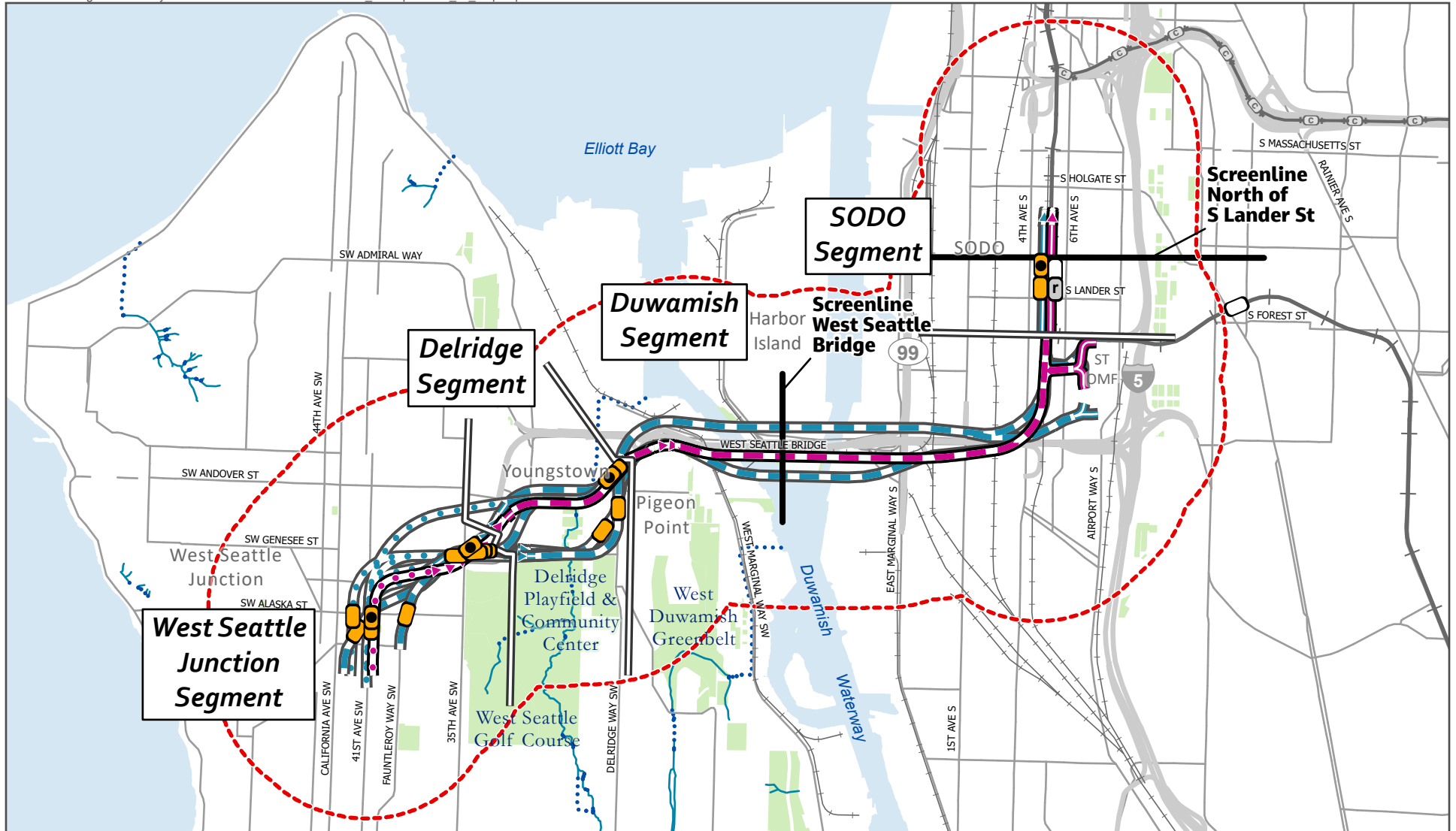
### 4.3 Arterials and Local Streets

The arterial and local street analysis will focus on locations where traffic circulation, access, and operations are most likely to be affected by the project alternatives. The specific intersections to be studied will vary by time period and relationship to the project, as described further in this section. Additional intersections may be added as the project progresses, for example with the identification of new/relocated bus layover locations with the potential to impact traffic operations.

#### 4.3.1 P.M. Peak Hour Analysis

A preliminary set of 42 study intersections (Figures 4-2 through 4-5 and Tables 4-1 through 4-4) have been identified for quantitative p.m. peak operational analysis based on their proximity to station areas and other locations where the project may result in long-term changes to traffic operations. For conditions under the minimum operable segment (M.O.S.) from SODO Station to Delridge Station, only study intersections identified in the Delridge Station area will be evaluated for the Preferred Alternative for both a.m. and p.m. peak hours.

Additional intersections may be added to the intersections identified in these figures and tables if they meet one or more of the criteria in Table 4-5. Counts collected for new study intersections will be factored to approximate 2019 base year conditions. To determine the factor, 2022 counts will be collected at a representative sample of intersections that were analyzed in the WSBLE Draft EIS and compared to the 2019 count at the same location.



Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Tunnel
- Retained Cut

Station (● Indicates Preferred Alternative)

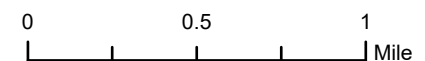
- New
- Relocated
- Existing

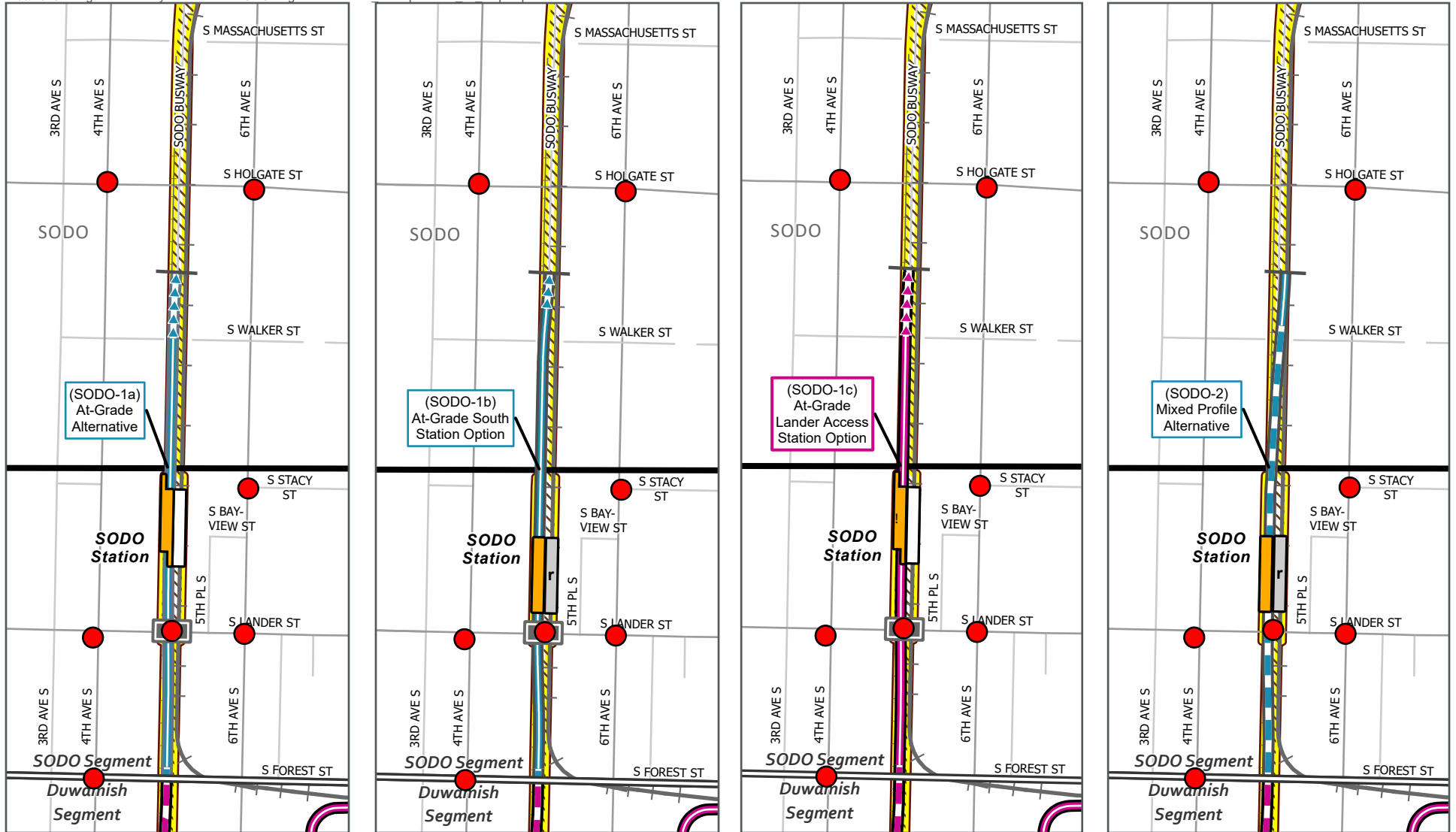
- Segment Line
- Existing Link Light Rail
- East Link Light Rail (Under Construction)
- Railroad
- Stream
- Piped Stream
- Park

- Screenlines
- Study Area

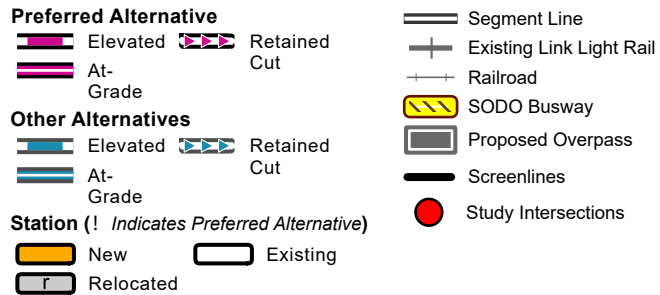
**FIGURE 4-1**  
**Study Area and Screenlines**

*West Seattle Link Extension*



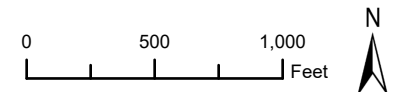


Source: City of Seattle, King County (2023).



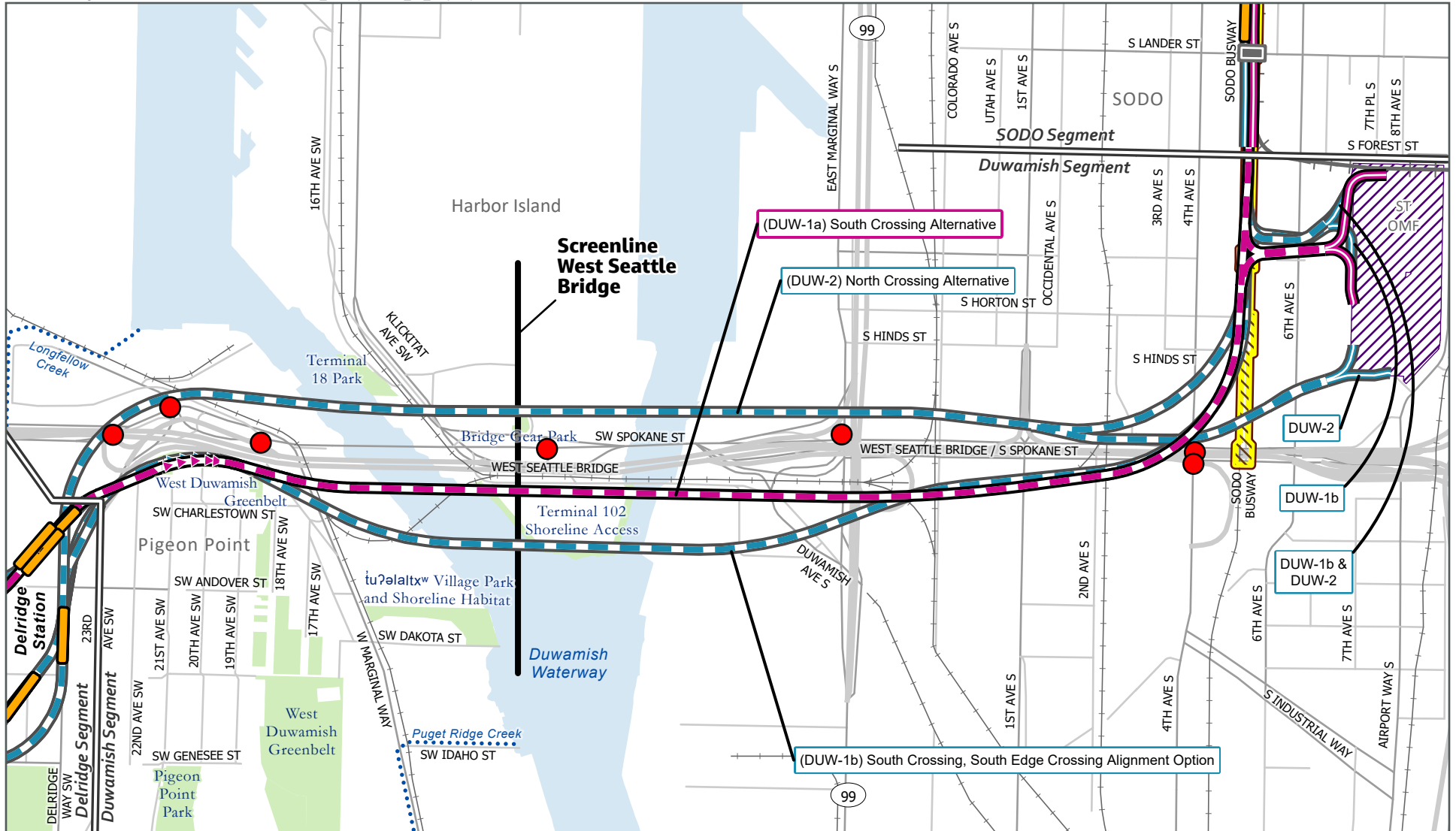
**FIGURE 4-2**  
**Study Area**  
**SODO Segment**

*West Seattle Link Extension*

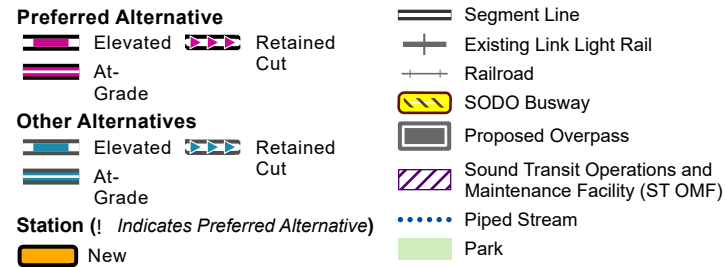


**Table 4-1. Study Intersections – SODO Segment**

| Intersection Identification Number | Intersection Name  |
|------------------------------------|--|
| 2035                               | 4th Avenue South and South Lander Street                 |
| 2036                               | 6th Avenue South and South Lander Street                 |
| 2048                               | 6th Avenue South and South Holgate Street                |
| 2071                               | South Holgate Street and 4th Avenue South                |
| 2078                               | SODO Busway/South Lander Street                          |
| 2079                               | SODO Busway/South Lander Street mid-block crossing (new) |

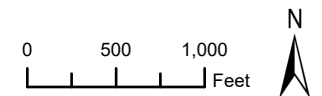


Source: City of Seattle, King County (2023).



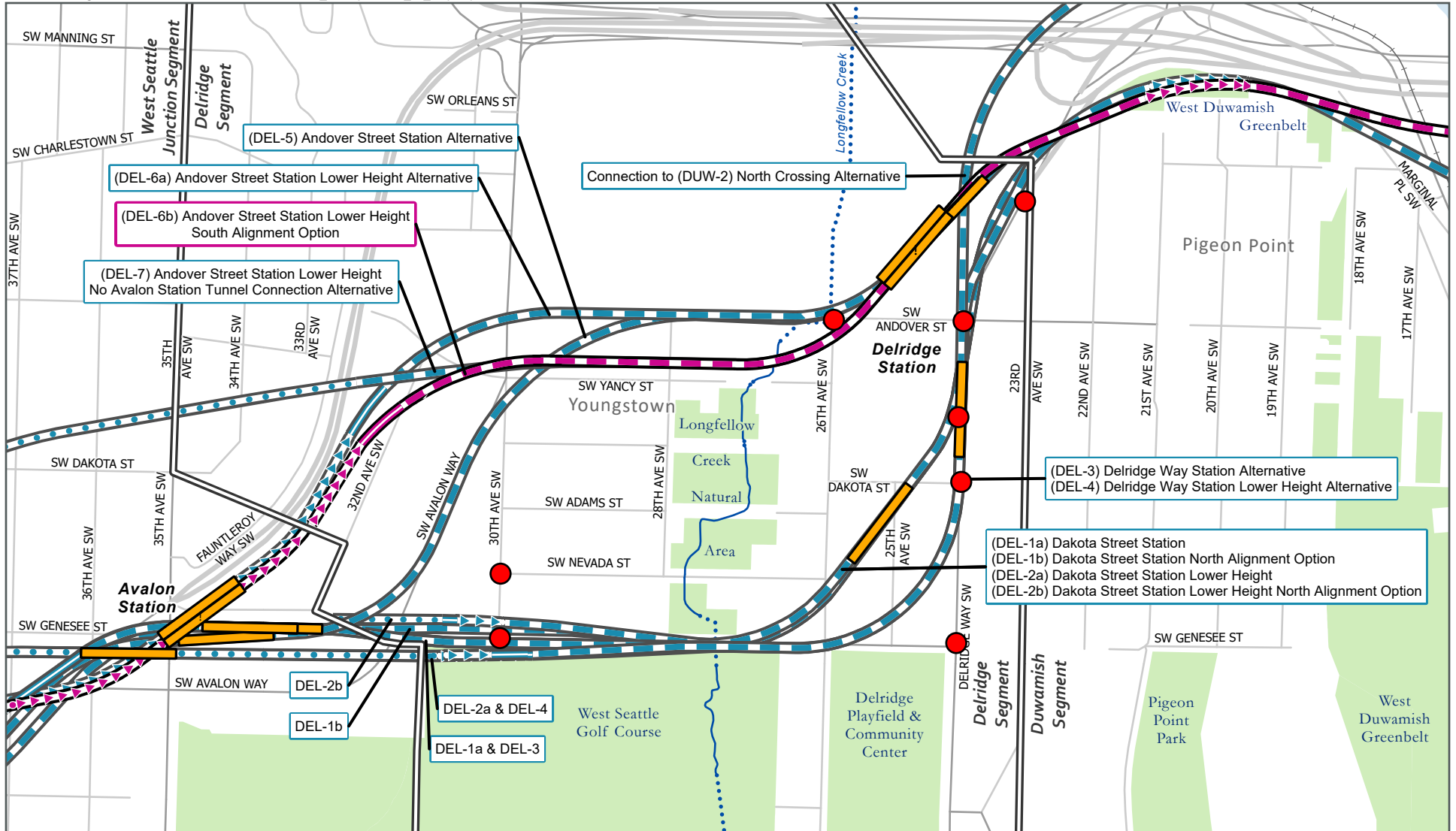
**FIGURE 4-3**  
**Study Area**  
**Duwamish Segment**

*West Seattle Link Extension*



**Table 4-2. Study Intersections – Duwamish Segment**

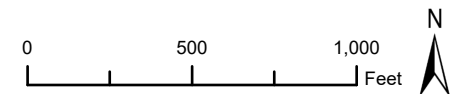
| Intersection Identification Number | Intersection Name  |
|------------------------------------|--|
| 1014                               | West Marginal Way/Chelan Avenue and Southwest Spokane Street |
| 1015                               | Chelan Avenue Southwest and Southwest Spokane Street         |
| 1016                               | Southwest Spokane Street and West Marginal Way/Terminal 5    |
| 1017                               | Southwest Spokane Street and 11th Avenue Southwest           |
| 2034                               | 4th Avenue South and South Spokane Street (North)            |
| 2045                               | East Marginal Way and South Spokane Street                   |
| 2079                               | 4th Avenue South and South Spokane Street (South)            |



Source: City of Seattle, King County (2023).

**FIGURE 4-4**  
**Study Area**  
**Delridge Segment**

*West Seattle Link Extension*







**Table 4-3. Study Intersections – Delridge Segment**





| <b>Intersection Identification Number</b> | <b>Intersection Name</b>  |
|---|---|
| 1007                                      | Southwest Dakota Street and Delridge Way Southwest                                      |
| 1028                                      | Southwest Genesee Street and Delridge Way Southwest                                     |
| 1029                                      | Delridge Way Southwest and Southwest Andover Street                                     |
| 1039                                      | Delridge Way Southeast and 23rd Avenue Southeast/Realigned Southwest Charlestown Street |
| 1052                                      | 26th Avenue Southwest and Southwest Andover Street                                      |
| 1054                                      | 30th Avenue Southwest and Southwest Nevada Street                                       |
| 1058                                      | 30th Avenue Southwest and Southwest Genesee Street                                      |
| 1059                                      | Southwest Charlestown Street and Southwest Andover Street                               |

Note: These study intersections are the only locations that will be evaluated for the M.O.S.


**Preferred Alternative**

|   |          |   |              |
|---|----------|---|--------------|
|  | Elevated |  | Tunnel       |
|  | At-Grade |  | Retained Cut |

**Other Alternatives**

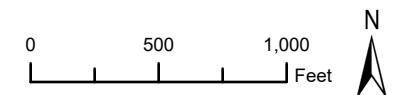
|   |          |   |              |
|---|----------|---|--------------|
|  | Elevated |  | Tunnel       |
|  | At-Grade |  | Retained Cut |

**Station (** *Indicates Preferred Alternative* **)**

 New

● Study Intersections  
— Screenlines

### West Seattle Link Extension



**Table 4-4. Study Intersections – West Seattle Junction Segment**

| Intersection Identification Number | Intersection Name   |
|------------------------------------|---|
| 1001                               | 44th Avenue Southwest and Southwest Alaska Street                           |
| 1002                               | 42nd Avenue Southwest and Southwest Alaska Street                           |
| 1003                               | 42nd Avenue Southwest and Southwest Oregon Street                           |
| 1004                               | Southwest Avalon Way and Fauntleroy Way Southwest and 36th Avenue Southwest |
| 1005                               | 35th Avenue Southwest and Southwest Avalon Way                              |
| 1013                               | Fauntleroy Way Southwest and 35th Avenue Southwest                          |
| 1020                               | Fauntleroy Way Southwest and Southwest Alaska Street                        |
| 1022                               | Southwest Avalon Way and Southwest Genesee Street                           |
| 1026                               | Southwest Alaska Street and California Avenue Southwest                     |
| 1027                               | 41st Avenue Southwest and Southwest Alaska Street                           |
| 1009                               | California Avenue Southeast and Southwest Edmunds Street                    |
| 1012                               | Fauntleroy Way Southwest and Southwest Oregon Street                        |
| 1031                               | 42nd Avenue Southwest and Southwest Edmunds Street                          |
| 1032                               | 41st Avenue Southwest and Southwest Edmunds Street                          |
| 1035                               | Southwest Alaska Street and 38th Avenue Southwest                           |
| 1036                               | Fauntleroy Way Southwest and 38th Avenue Southwest                          |
| 1037                               | 40th Avenue Southwest and Southwest Oregon Street                           |
| 1055                               | Southwest Avalon Way and Station Driveway (new)                             |
| 1056                               | 38th Avenue Southwest and Southwest Oregon Street                           |
| 1057                               | 38th Avenue Southwest and Southwest Genesee Street                          |

**Table 4-5. Intersection Analysis Screening Process**

| Parameter                       | Threshold Value   | Description  |
|---------------------------------|---|--|
| Critical Volumes                | 5%  | Travel forecasting indicates that the total volume for any movement between the Build Alternatives and the No Build Alternative would exceed the threshold value.  |
| Change in Non-motorized Volumes | A 100% increase or greater at intersections with less than 100 total pedestrians in the peak hour and with total pedestrian volumes greater than 5% of the total entering vehicle volumes at the intersection | The pedestrian and bicycle volume increase over the no build conditions where it is likely the number of activated pedestrian phases would noticeably increase or have additional conflicts with turning traffic. Intersections with over 100 pedestrians during the peak hour are likely to already exhibit pedestrian walk phases during most, if not all, signal phases and have conflicts with turning traffic and therefore additional pedestrian activity would have less impact on the existing conditions. Intersections with pedestrian volumes less than 5% of the total entering vehicular volume during the peak hour typically serve all signal phases and would not incur additional delay with more pedestrian activations. |
| Change in Intersection Geometry | Changes in the number of lanes (and/or designation)   | Changes in intersection geometry resulting in the addition or deletion of a lane in any approach would change the capacity of the intersection and could affect L.O.S.   |
| Change in Intersection Control  | Traffic signal installation/modification  | The addition of a traffic control device, such as a signal, or signal phasing that would affect the capacity for some traffic movements and could change the overall L.O.S.  |
| Crosswalk Lengths               | Increased crossing distance   | Green traffic signal time would be extended, and pedestrian clearances would be longer.  |
| Intersection L.O.S.             | Intersection operates at or below L.O.S. E or within 10% of L.O.S. E  | Locations meeting this threshold criterion with the No Build Alternative would be analyzed in the build condition.   |

### **4.3.2 A.M. Traffic Analysis**

Quantitative analysis for the a.m. period will also be conducted at intersections within the study area for the existing, no build, and Preferred Alternative conditions. For the other alternatives, the a.m. analysis will only be conducted for the 2042 full build and M.O.S. in the following situations:

- a) The a.m. L.O.S. is L.O.S. D or worse and either the intersection delay or the total intersection volumes are higher in the a.m. peak hour than in the p.m. peak hour, and
- b) Any one of the criteria in Table 4-5 are met.

In other words, if the a.m. peak has lower volumes and delay than the p.m. peak and operates at L.O.S. C or better, then the p.m. analysis will present an adequately conservative assessment of project impacts and an a.m. quantitative analysis will not be performed. These are the same criteria used for the WSBLE Draft EIS.

Final confirmation of intersections to be studied will be documented in updates to this report and coordinated with agencies.

### **4.3.3 Construction Period Traffic Analysis**

Roadways and intersections within the project study area that are likely to be substantially affected by construction-related operational changes will also be analyzed quantitatively for the a.m. and p.m. peak hours for the Preferred Alternative to represent potential traffic conditions during construction. In cases where the roadway construction impact mainly affects a particular travel direction, an a.m. peak hour analysis could be conducted, as agreed to between Sound Transit and relevant local jurisdictions. No additional traffic operations analysis will be completed for alternatives other than the Preferred Alternative beyond what is documented in the WSBLE Draft EIS, unless the alternatives have changed.

Quantitative traffic analysis will be performed for minor arterials or greater that have long-term (1-year or longer) lane closures to determine potential traffic diversion from the project impact, including construction-related truck traffic. Intersections coincident with principal or minor arterial roadway segments will be analyzed further using Synchro software to determine the degree of impact to L.O.S. if they are forecasted to have the following:

- a) A volume to capacity ratio of 0.9 or higher under the construction condition, and
- b) A volume to capacity ratio increase of 10 percent or more from the construction impact

In areas where this screening process results in potential redundancies, such as multiple construction phases or closely-spaced intersections, the construction phase or intersection with the potential for highest impact will be selected for analysis. Locations will be reviewed and finalized in consultation with partner agencies.

In addition to the construction period traffic analysis, construction impacts will be identified for all other modes and elements included in this report. That information is described further in Chapter 7, Transportation Resource Analysis and Measures.

## **4.4 Parking**

The study area and area of effect for parking will generally be limited to one block on either side of the above-grade light rail alignment and stations, and within 0.25-mile walking distance of stations for the hide and ride analysis. Parking supply data compiled for the WSBLE Draft EIS will be used for the Final EIS, and new data only collected for segments of the alignment or station areas not covered by prior alternatives analysis. Curb use data will include the number of spaces by type (for example, time-limited parking, free parking, loading zone, food trucks, etc.) and location (for example, block face). For all areas, more detail related to type of parking will be provided including documenting Americans with Disabilities Act-compliant parking and the various types of load zones.

Parking utilization data collected for the WSBLE Draft EIS will also continue to be used for the Final EIS, and reflected parking occupancy within 0.25 mile of each station where unrestricted parking exists that could accommodate hide-and-ride use. New occupancy data will only be collected for station study areas outside of the downtown core not covered by the prior analysis. New data will include a space occupancy count by block face or lot taken once during weekday mid-morning or mid-afternoon hours. This time period represents typical conditions for peak commute-oriented parking demand.

## **4.5 Non-motorized Facilities and Modes**

Non-motorized facilities will be documented and project impacts qualitatively assessed within an approximately 10-minute walk or ride from stations. This equates to approximately 0.5 miles for pedestrian facilities and 1.5 miles for bicycle facilities as measured along the network.

The study area for the quantitative pedestrian level of service analysis will be the sidewalks and intersection corners and crossings within one block--approximately 300 feet--of each station entrance (the study area may exceed one block or 300 feet from the station depending on the location of transfer points or nearby pedestrian generators). If a capacity impact is identified on a facility within the one-block radius, the analysis will be carried out to the adjacent facilities until no capacity impact is observed. Specific facilities that have been identified as potential chokepoints outside the one-block radius may also be analyzed (for example, nearby bridge crossings). In addition, any project elements (such as guideways) that would intersect with pedestrian and bicycle facilities along the length of the corridor will be identified.

## **4.6 Safety**

The safety study area is defined as an approximately one-block radius around the alignment and stations (about 300 feet).

## **4.7 Navigation**

The study area for navigable waterways will be based on the study area established for the Navigation Impact Report. The area of effect is expected to be from Elliott Bay to mile 5 of the Duwamish Waterway for the Duwamish Waterway.

The study area for airspace navigation impacts will be defined by the requirements of the Federal Aviation Administration Obstruction Evaluation/Airport Airspace Analysis.

## **4.8 Freight**

The study area for truck freight is similar to that for regional and local roadways, with the focus on major and minor truck streets, intermodal highway and seaport connectors, and first/last mile connectors. It also identifies the City's designated over-legal routes and exclusion areas such as the Downtown Traffic Control Zone. Information from the parking analysis will be used to identify commercial load zones and overnight truck parking in affected areas.

The study area for rail freight will include tracks, yards, access points, and associated rail freight infrastructure affected by the alignments within the general 0.5-mile study area buffer. The study area for water-based freight will be similar to or the same as that for navigable waterways, including terminals, marinas, and associated water freight infrastructure. The area of effect is expected to be the same as the study area.

## 5 ASSUMPTIONS AND TOOLS

### 5.1 Analysis Years and Environmental Impact Statement Conditions

#### 5.1.1 Evaluation Conditions

The EIS analysis will be developed for the conditions and years shown in Table 5-1. The existing and No Build conditions will provide a point of comparison against the build (project alternatives) and construction conditions. This comparison determines project benefits and impacts based on the measures described in Chapter 7, Transportation Resource Analysis and Measures.

**Table 5-1. EIS Evaluation Conditions**

| Condition                    | 2019 | 2032 | 2042 | Notes   |
|------------------------------|------|------|------|---|
| Existing                     | X    |      |      | Includes land use, roadway, and transit network conditions for the year 2019. Analysis from the WSBLE Draft EIS will be included in the Final EIS, supplemented for new study areas or as described in Chapter 7. |
| No Build                     |      | X    | X    | Based on travel demand forecasts and an assumed list of constructed background projects and transit service modifications.  |
| Construction                 |      | X    |      | A quantitative and qualitative construction year analysis will be conducted based on an estimate of when construction would occur in the future.  |
| M.O.S.                       |      |      | X    | The West Seattle Link Extension M.O.S. would run between SODO and Delridge stations. The Ballard Link Extension is assumed to be operating.   |
| Build (Project Alternatives) |      |      | X    | The horizon year condition assumes both the West Seattle and Ballard Link extensions are constructed and operating.   |

Based on the project's schedule and available traffic forecasting data, the transportation analysis will focus on the following three distinct years:

- **2019: Existing Conditions.** Reflects land use, roadway, and transit network conditions for the year 2019, consistent with the WSBLE Draft EIS.
- **2032: Construction.** 2032 is the proposed year for analysis of construction period impacts of the West Seattle Link Extension project, which will be nearing completion at that time.

- **2042: Build and M.O.S.** The proposed horizon analysis year of 2042 is consistent with regional planning, including Sound Transit long-range planning, and assumes the full build of the Sound Transit 3 system, which is planned for completion by 2041. This horizon year would use the Puget Sound Regional Council 2040 land uses factored to 2042 and roadway network assumptions.

In the two future analysis years, the p.m. peak period (4 p.m. to 6 p.m.) will be evaluated and the analysis will focus on the peak hour within that period. This period is considered the timeframe when traffic impacts are the highest; therefore, the analysis will be of the worst-case traffic conditions. The a.m. peak hour (hour with highest volume between 7 a.m. and 9 a.m.) will be analyzed for the existing and future years under certain conditions (see Section 4.3.2, A.M. Traffic Analysis).

### 5.1.2 Future Transportation Network Assumptions

Between now and the years 2032 and 2042, capital projects will be constructed in the region that may affect transportation conditions, such as by altering travel patterns, roadway operations and safety, and non-motorized access and connections. The Final EIS analysis assumes completion of state, regional, and local projects if they:

- Are reasonably foreseeable
- In officially-adopted plans
- Have either completed environmental review or are funded or permitted

Appendix A, Future Transportation Project List, lists the assumed background projects to be constructed between now and the future analysis year. The information in Appendix A was compiled based on the following sources:

- WSDOT Connecting Washington Package and Washington State Highway System Plan (WSDOT 2018)
- WSDOT 2022-2025 Statewide Transportation Improvement Program (WSDOT 2022b)
- *Regional Transportation Plan 2022-2050* (Puget Sound Regional Council 2022)
- Seattle Department of Transportation *Move Seattle* Strategic Plan (City of Seattle 2015)
- Sound Transit Sound Transit 2 and Sound Transit 3 programs (Sound Transit 2008, 2016)
- *METRO CONNECTS King County Metro Long-Range Plan* (King County Metro 2021a)
- West Seattle Link Extension Transit Service Integration technical memorandum (Appendix B)
- Relevant local agency capital improvement plans and transportation improvement plans
- Port of Seattle Long-Range Plan (Port of Seattle 2017)
- Seattle Pedestrian Master Plan (City of Seattle 2017a) and Bicycle Master Plan (City of Seattle 2017b)
- *Seattle Bicycle Master Plan: 2017-2021 Implementation Plan* (City of Seattle 2017b)
- *Seattle Bicycle Master Plan – 2021-2024 Implementation Plan* (City of Seattle 2021c)
- Port of Seattle *Container Terminal Access Study (CTAS) Throughput, Rail, and Truck Volumes for Growth Scenarios for Sensitivity Analysis* (Heffron Transportation, Inc. 2015)

- *Final Environmental Impact Statement, Terminal 5 Cargo Wharf Rehabilitation, Berth Deepening, and Improvements* (Port of Seattle 2016)
- Port of Seattle Duwamish Overnight Truck Parking Study (Heffron Transportation, Inc. 2018)
- *City of Seattle Freight Master Plan* (City of Seattle 2016b)

Future transit service assumptions are documented in Appendix B, the Transit Service Integration Technical Memorandum. This memorandum was developed by Sound Transit and King County Metro.<sup>1</sup>

## **5.2 Analysis Tools and Processes**

This section describes the analysis tools and modeling process that will be used to conduct the transportation analysis for the EIS.

### **5.2.1 Travel Demand Forecasting Models and Process**

The transportation analysis will use the following regional travel demand models to support the assessment of future conditions:

- a) The Sound Transit Incremental Ridership Model, to produce transit ridership forecasts
- b) A Puget Sound Regional Council-based regional travel demand model, to calculate regional and study area traffic volume growth and other associated traffic metrics

These models provide data for the regional measures, transit system and local and arterial traffic operations analysis, as well as for a variety of other environmental analyses.

While the transit ridership and travel demand models will be run independently of one another, they use many of the same data sources, including land use, costs and transit networks. Figure 5-1 illustrates the relationship between the two demand models.

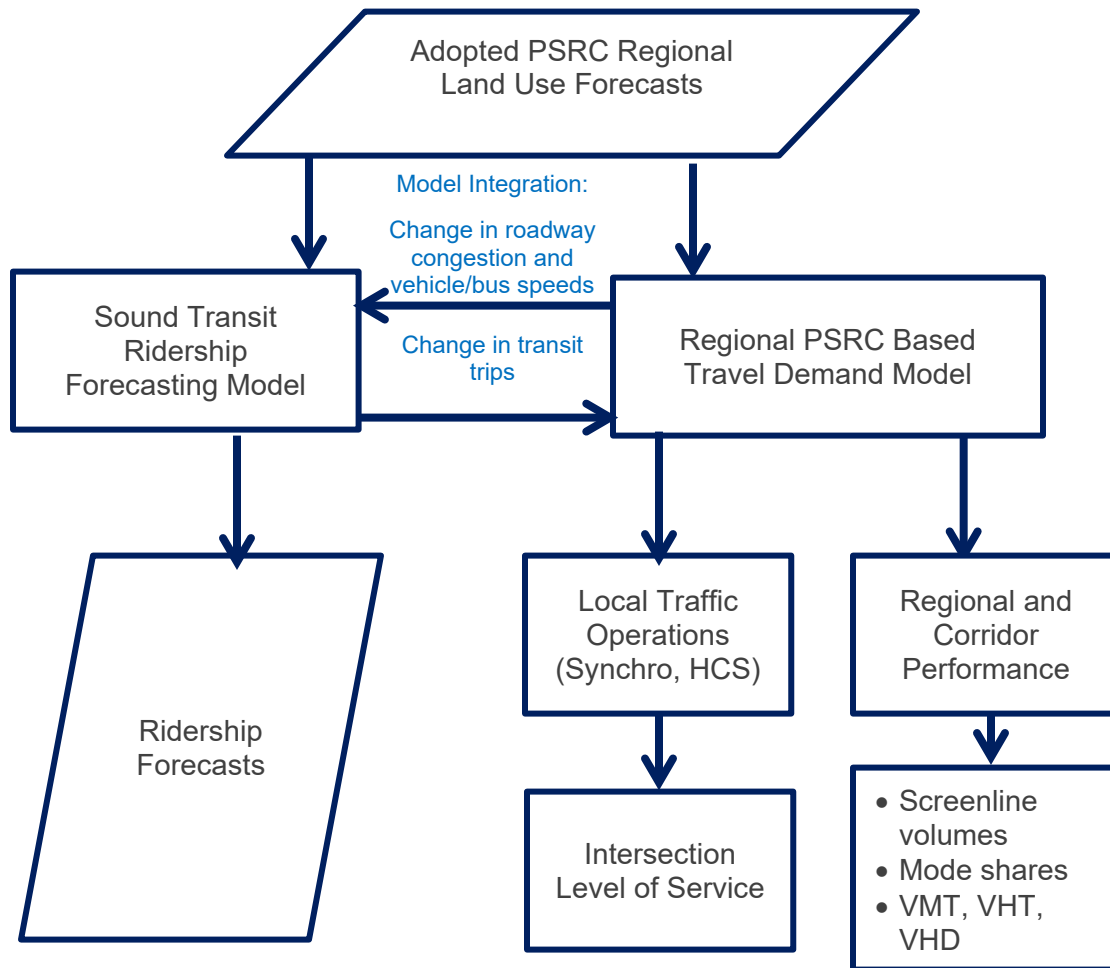
#### **5.2.1.1 Sound Transit Incremental Ridership Model**

The current version of the Sound Transit Incremental Ridership Model uses analytical ridership forecasting procedures developed over three decades of incremental methods applications.

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<sup>1</sup> The Sound Transit team coordinated with King County Metro regarding potential updates to the transit service hour and regional transit network assumptions, based on King County Metro's most recent long-range planning efforts (Metro Connects Interim, which was approved after the WSBLE Draft EIS). King County Metro identified an increase in service hours and several projects that differed from WSBLE Draft EIS assumptions (Northgate Link restructure, North Eastside Mobility Project, and Renton Kent Auburn Area Mobility Plan). Within the context of an environmental document, the team determined that the assumptions should remain the same absent a reasonably foreseeable funding source for the additional service hours. Because no funding source has been identified, the Sound Transit team has decided to retain the same service hours assumptions between the Draft and Final EISs. The route refinements around Northgate, North Eastside, and Renton-Kent-Auburn do not meaningfully affect transit integration for the West Seattle Link Extension or overall system ridership and are also not being updated to maintain consistency with the WSBLE Draft EIS.

**Figure 5-1. Sound Transit Ridership Forecasting Model and Puget Sound Regional Council-based Regional Model Relationship**



Note: This model will be updated to reflect the latest adopted Puget Sound Regional Council land use forecasts available at the beginning of the EIS process. It is assumed this will be the Land Use Vision Version 2 land use scenario released in 2017.

HCS = Highway Capacity Software; PSRC = Puget Sound Regional Council; VHD = vehicle hours of delay; VHT = vehicle hours of travel; VMT = vehicle miles of travel

During this period, the methods have been subjected to substantial external review, including three independent expert review panels and four cycles of review by the Federal Transit Administration over the course of New Starts grant applications for Link light rail projects (Federal Transit Administration 2013). As previously noted, the Sound Transit and Puget Sound Regional Council modeling procedures are the foundation of the transportation technical analysis and are interrelated and complementary. The Sound Transit ridership model uses data from the Puget Sound Regional Council modeling process to establish measures of change in external factors, including population and economic growth, and highway congestion. For more detailed information about the Sound Transit Incremental Ridership Model, see Sound Transit's Transit Ridership Forecasting Methodology Report (Sound Transit 2021).

The current model version is 2016/2017-based, using land use data (from Puget Sound Regional Council 2017 Land Use Vision, Version 2), along with ORCA card tap and passenger count data within the general incremental modeling framework. The version of the model being used was updated using service levels and average weekday ridership counts from late September 2016 to late March 2017, reflecting data after the opening of the University Link (U-link) extension. The Sound Transit model will be used to produce rail and bus ridership forecasts for use in the EIS and will be part of a post-processing step to provide adjustments to the regional traffic model.

### ***Transit Ridership Forecasting Process***

The Sound Transit Incremental Ridership Model will be used to perform the transit ridership (bus and rail) forecasts for the West Seattle Link Extension. The transit ridership output from this model is used to analyze transit impacts as well as provide information used to analyze the regional system, traffic and roadway operations, station areas, and the non-motorized system.

The existing and future transit systems are documented in the Transit Service Integration Technical Memorandum (Appendix B) developed by King County Metro and Sound Transit. This technical memorandum is the basis for coding the foreseeable transit services and networks for the future No Build Alternative and Build Alternatives in the ridership model. The No Build Alternative assumes all Sound Transit 3 projects other than West Seattle Link Extension are completed, including the Ballard Link Extension, Downtown Redmond Link Extension, Lynnwood Link Extension, Everett Link Extension, Federal Way Link Extension, and Tacoma Dome Link Extension. Further changes to transit network assumptions may be made in collaboration with agency partners as the project design (including entrance location, layover and curb space provision, and similar) is refined.

The Final EIS will include an estimate of system-wide daily ridership that accounts for possible changes in ridership due to changes in commuter behavior accelerated by the novel coronavirus of 2019 (COVID-19) pandemic. This estimate will be developed by applying a growth/reduction factor based on observed travel patterns since 2020 combined with anticipated future trends.

#### **5.2.1.2 Puget Sound Regional Council-based Four-county Regional Travel Demand Model**

The regional traffic model that will be used in this analysis has been developed specifically for the four-county Puget Sound Regional Council area as a refinement of the Puget Sound Regional Council trip-based travel demand model. The model is rooted in the latest Puget Sound Regional Council 4k model (v4.1.0, summer 2018) and includes enhancements to the roadway network to reflect conditions within the project corridor. Details related to these enhancements can be found in Appendix C, Regional Model Details, of this methodology report.

The land use inputs used in the regional model, consistent with those used for the Sound Transit ridership model, are based on the Puget Sound Regional Council 2017 Land Use Vision, Version 2. These forecasts are used as control totals for all land use estimates within the region but land use distribution modifications have been made in the regional model based on specific data provided by the City of Seattle. In addition, the traffic forecasts will be reviewed with recent agency development projects, such as the Port of Seattle environmental documents listed in Section 5.2.2, Traffic Operations Analysis Tools, to ensure the forecasts are reasonable.

## **Regional Travel Demand Model Process**

### Future No Build (Baseline) Travel Demand Conditions

For the future no build conditions, the regional traffic demand model will be run and trip tables assigned to networks by time of day. Differences in traffic volumes from the model assignments will be applied to the observed traffic volume counts to develop estimated future p.m. peak hour and daily traffic forecasts. In addition, volumes will be post-processed in the vicinity of major planned development and redevelopment projects to ensure traffic effects of these developments are adequately represented.

### Future Build Travel Demand Conditions

The regional traffic demand model will be used to generate traffic volumes for the build conditions based on the integration of transit ridership forecasts developed for the project alternatives from the Sound Transit Incremental Ridership Model. The projected changes to transit demand associated with the project alternatives will be incorporated into the regional traffic demand model. This is accomplished by adjusting the vehicle trip demand matrices from the regional model and reassigning those trips to reflect changes in travel patterns and volumes. This process is illustrated on Figure 5-1. This process will only be used to produce traffic volumes for the build condition at the regional and corridor and sub-area system levels (for example, vehicle miles of travel [VMT], vehicle hours of travel [VHT], vehicle hours of delay [VHD], and screenline data, categorized by vehicle class where appropriate).

To develop traffic volumes for the build condition used in the arterial and local level analysis (that is, intersection analysis near stations), the traffic volumes developed for the no build condition will be used as a base, with additional volumes added to reflect the vehicle traffic anticipated to be generated by the project. This is explained further in Chapter 7, Transportation Resource Analysis and Measures.

#### **5.2.1.3 Station Area Trip Generation**

Park-and-rides are not proposed at light rail transit stations for this project. However, trip generation at transit stations and other Sound Transit facilities will be developed for various modes of travel, including the following:

- Auto trips – Drop-off/pick-up, and transportation network company trips (for example, taxis and ride-sharing companies)
- Transit trips – Number of buses serving a station, and the number of riders accessing a station by bus
- Walk/bike trips – Walk to transit/bike to transit trips

The trip-generation estimates will be based on several sources. One consideration is the Sound Transit mode-of-access survey for the U-link light rail extension collected in spring 2019. The mode-of-access survey collected data for the full length of the light rail line from University of Washington Station to Angle Lake Station. In addition, national data from such sources as the *BART Station Profile Study* (Bay Area Rapid Transit 2015) will be considered. The BART study is a comprehensive mode-of-access and egress survey of Bay Area Rapid Transit rail users in the San Francisco Bay area. Available research and data related to transportation network company trips to and from transit stations will also be considered.

Information on bus service for each station will be developed by Sound Transit and King County service planners as part of the project's transit service integration plan, which relies on the Metro Connects service vision, modified as needed to reflect the characteristics of each alternative. This plan includes changes in local transit circulation to and from the station area, which will be incorporated into the overall trip generation. The Final EIS transit integration plan will be refined based on King County Metro's Metro Connects update, which was adopted in November 2021.

The vehicle and non-motorized (pedestrian and bicycle) trips associated with the light rail station ridership forecasts for the alternative with the highest ridership at that station will be used for evaluating the station area effects. Exceptions may be made at locations where there are substantial differences between alternatives (for example, one has bus transfer opportunities and one does not); in these cases, two different trip-generation scenarios may be developed at these locations. Trips will be assigned to the non-motorized and vehicular networks around the station locations based on existing and anticipated future circulation patterns.

#### **5.2.1.4 Construction Condition**

The effects of construction will be assessed both quantitatively and qualitatively (see Sections 7.2 through 7.11). Estimates of future roadway volumes under the construction period condition for the quantitative analyses will be estimated using the 2032 travel demand forecasts (see Section 5.2). The travel demand model roadway network will be modified to reflect construction period conditions, including reroutes and capacity-reducing rechannelizations with durations of greater than one year. See Section 4.3.3, Construction Period Traffic Analysis, for more details about the construction study area.

### **5.2.2 Traffic Operations Analysis Tools**

The study area intersections listed in Section 4.3, Arterials and Local Streets, will be assessed using Synchro software (version 11). Synchro is a traffic modeling program designed for analyzing intersection traffic operations and optimizing traffic signal timings. Synchro reports average vehicle delay, allowing calculation of L.O.S. consistent with the *Highway Capacity Manual* (Transportation Research Board 2016) definitions. Synchro also estimates average and 95th percentile queue lengths.

### **5.2.3 Other Tools**

Mode-of-access tools including geographic information system-based software will be used to define the study areas described in Chapter 4, Study Area and Area of Effect. As existing travel behaviors continue to change and travel behaviors emerge that provide mobility options and choices for travelers, such as rideshare vehicles, additional analysis software and/or tools may be developed to provide support for evaluation measures related to these behaviors. Depending on the nature of project impacts, VISSIM microsimulation modeling could also be used to further understand traffic operations in future project phases as agreed to by Sound Transit and relevant agencies.

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## **6     AFFECTED ENVIRONMENT**

The affected environment for transportation will document existing conditions in year 2019 for each element of the transportation system evaluated within the study area. These elements include regional and corridor traffic, transit, arterials and local streets, parking, non-motorized facilities and modes, safety, navigation, and freight. Particular focus for these modes will be on transportation facilities in the vicinity of proposed transit stations because these will be the primary site-specific traffic generators.

The methods for documenting the existing conditions for these transportation elements are generally the same as those described for the Environmental Impacts sections. Existing conditions information will be both quantitative and qualitative and will be displayed both graphically and in a tabular format as appropriate.

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## 7 TRANSPORTATION RESOURCE ANALYSIS AND MEASURES

This section discusses the transportation analysis and measures that will be documented in the EIS to understand the affected environment and the direct impacts of the No Build Alternative and Build Alternatives. Direct impacts include measures to assess the long-term impacts as well as short-term impacts during construction. This section also includes the analysis and measures used to determine indirect and cumulative impacts on the transportation system.

### 7.1 Assessment Methods and Analysis Thresholds

The analysis and measures in this section are presented by the specific transportation resource that will be documented in the Transportation chapter and Transportation Technical Report of the EIS. The transportation analysis presented in these documents will be performed at three assessment levels, depending on resource: regional, corridor and sub-area, and local.

Regional measures are defined as within the study area and beyond and are considered region-wide (for example, King County or beyond). Measures at the corridor and sub-area level are intended to provide information for the study area or a specific segment within it. Measures at the local level would provide information specific to a certain location, transit route or transportation facility. Table 7-1 summarizes the transportation analysis measures; the following sections provide more detail on individual modes.

**Table 7-1. Transportation Measures by Transportation Resource**

| Transportation Resource       | Assessment Level      | Measures  |
|-------------------------------|-----------------------|---|
| Regional and Corridor Traffic | Regional              | Growth rate, VMT, VHT, VHD  |
|                               | Corridor and sub-area | Growth rate, vehicle and freight volumes, volume to capacity ratio/L.O.S., person trips, mode share                                 |
| Transit                       | Regional              | System-wide annual and daily transit trips and boardings, total annual and daily light rail boardings.                              |
|                               | Corridor and sub-area | Project ridership, station and station area boardings and alightings  |
|                               | Local                 | Frequency, span, passenger load, reliability, stop and layover modifications, transfers, route performance (including travel times) |

| Transportation Resource             | Assessment Level | Measures  |
|-------------------------------------|------------------|---|
| Arterials and Local Streets Traffic | Local            | Access and local circulation, intersection L.O.S., and queue lengths  |
| Parking                             |                  | Parking/curbspace impacts near stations and elevated and at-grade guideways. Includes spaces removed, current parking supply and restrictions, estimated parking demand, potential hide & ride impacts, and assessment of drop-off/pick-up areas needs based on estimated forecasts   |
| Non-motorized Facilities and Modes  |                  | Pedestrian and bicycle access (including facility type), circulation and facility gaps surrounding stations, barriers, sidewalk and curb ramp condition, school walk route impacts, pedestrian L.O.S. and bicycle parking at stations by type (e.g., lockers, racks, cages)   |
| Safety                              |                  | Historical intersection and roadway collision type and frequency; safety assessment of project effects on all modes   |
| Navigation                          |                  | Impact to waterway navigation and an Obstruction Evaluation/Airport Airspace Analysis   |
| Freight                             |                  | Impact to navigable airspace for nearby airports  |
| Construction                        |                  | Impact of the alignment on freight terminals, access, delays, routing, marine waterways, rail facilities, business loading zones and access, and truck parking  |
|                                     |                  | Quantitative and qualitative assessment of impacts to traffic operations, circulation and access, transit operations, property access, non-motorized travel, parking supply, freight, and marine navigation (if applicable) associated with transportation facility closures; include estimation of construction-related traffic, truck routes, and staging areas |

Measures for assessing these transportation elements, discussed in the following sections, will be both quantitative and qualitative, and results will be displayed both graphically and in tabular format as appropriate.

## 7.2 Regional and Corridor Traffic

### 7.2.1 Operations

#### 7.2.1.1 Regional Traffic

##### ***Evaluation Measures***

Information from the regional model developed for this study will be the key data source for this analysis. The following types of data will be produced for 2042 to analyze the effect of project alternatives on regional or system-wide traffic characteristics:

- Growth rate – the annual growth rate for vehicle and freight traffic in the region
- VMT – Total average daily vehicle and freight miles traveled on the regional roadway system

- VHT – Total average daily vehicle and freight hours traveled on the regional roadway system
- VHD – Total average daily vehicle and freight hours of delay on the regional roadway system, which indicates the total level of congestion

### ***Evaluation Approach***

Information from the regional model will be used to generate the long-term-condition VMT, VHT, and VHD data for the No Build Alternative and build alternative(s). This model will be run in an iterative process with the Sound Transit Incremental Ridership Model, with roadway traffic volumes reflecting changes in transit ridership as described in Section 5.2.1, Travel Demand Forecasting Models and Process. Matrices of vehicle trips and travel times on an origin-destination pair level from the model will be used to quantify estimated VHT, and matrices of vehicle trips and hours of delay per trip will be used to quantify the impact of project alternatives on VHD.

Short-term changes in regional traffic during construction will not be assessed unless there are direct construction impacts on a regional facility, such as state highways.

#### **7.2.1.2 Corridor Traffic**

### ***Evaluation Measures***

The following measures used to evaluate effects within a corridor and/or sub-area of the study area will be based on a screenline-level analysis for the p.m. peak hour. Screenlines are imaginary lines drawn across one or more roadways to compare aggregate changes in traffic conditions. The following data will be included for each screenline:

- Vehicle volumes
- Vehicle volume to capacity ratio/L.O.S.
- Person trips – The number of person trips across screenlines
- Mode share – The proportion of vehicle and person trips at screenlines taken by transit (bus and rail) versus personal auto

### ***Evaluation Approach***

The analysis of traffic impacts in various segments of the corridor will involve comparing traffic conditions on the highway and local street system at selected screenlines for each alternative, with the exception of the growth rate measure, which is an area measure based on transportation analysis zones within the study area.

The screenline comparisons will provide a snapshot of traffic operations along each corridor. A map and table will be used to present data at five screenline locations, as shown on Figure 4-1 and Figure 4-2:

- West Seattle Bridge (north-south)
- North of South Lander Street (east-west)

Information for each screenline will be generated from the project's regional model and Sound Transit's ridership model and will include p.m. peak hour and daily values. The volume to capacity ratio at the screenlines may be expressed as a generalized facility-based L.O.S.

## **7.2.2 Construction**

Construction impacts will be qualitatively and quantitatively assessed to determine if the project's construction would have any impact on the regional and corridor traffic measures. These could include potential traffic diversions to regional roadways due to temporary closures of arterial streets or freeway ramps.

## **7.3 Transit**

### **7.3.1 Operations**

#### **7.3.1.1 Regional Transit**

This section describes those analyses that assess transit performance at the regional/system-wide scale.

##### ***Evaluation Measures***

- Annual system-wide transit (bus + rail) linked trips
- Daily system-wide transit (bus + rail) linked trips
- Annual Link light rail system boardings
- Daily Link light rail system boardings

##### ***Evaluation Approach***

The Sound Transit ridership model will be used to produce system-wide linked trip and boardings forecasts under existing conditions, as well as for the No Build Alternative and Build Alternatives. Ridership forecast results will be provided as direct outputs from the ridership model. See Appendix A, Future Transportation Project List, for a list of projects assumed for the no build conditions.

#### **7.3.1.2 Corridor Transit**

This section describes the corridor and sub-area analyses that will evaluate projected changes to transit services (light rail and bus) by the Build Alternatives.

##### ***Evaluation Measures***

- Project ridership
- Station boardings and alightings
- Transit travel times

##### ***Evaluation Approach***

The Sound Transit ridership model will be used to produce forecasts of daily ridership for the full West Seattle Link Extension project. Project ridership, sometimes referred to as trips-on-project, is a tally of all linked trips beginning and/or ending at a project station.

The ridership model will also be the data source for a.m. peak, p.m. peak, and daily station-level boardings and alightings forecasts for the No Build, M.O.S., and Build alternatives. Post-processing will be applied to model outputs to generate distinct estimates for the a.m. and p.m. peaks, in addition to daily ridership. Post-processing will also be used to subdivide the raw model outputs into more detailed modal categories, with estimates for walk, bike, pick-up/drop-off, transportation network companies such as Uber and Lyft, and transfer trips.

Transit travel times for the a.m. and p.m. peak periods will be calculated for the existing condition using King County Metro automatic vehicle location data, with a representative bus route (the RapidRide C Line) serving as a proxy for the project. For future conditions, the Sound Transit Ridership model and operational model will be used to forecast peak travel times for the No Build Alternative and Build Alternatives. Because the ridership model produces a single peak period forecast, a single set of inbound and outbound travel times will be presented for the p.m. peak; a.m. peak travel times are assumed to be similar to the p.m. with the directions reversed.

### **7.3.1.3 Local Transit**

Transit quality of service for bus and rail will be qualitatively and quantitatively assessed for existing and future conditions. The approach will follow the methodology and guidelines presented in the *Transit Capacity and Quality of Service Manual*, 3rd Edition (National Academies of Sciences, Engineering, and Medicine 2013), and supplemented with the King County Metro service standards and guidelines where appropriate. Transit quality of service information will either be reported at the screenlines, or at station areas within the study area.

#### ***Evaluation Measures***

The evaluation will document the transit service effects for existing conditions and No Build Alternative and Build Alternatives. This will include the following:

- Transit L.O.S.
  - Frequency
  - Span (daily hours of service)
  - Passenger load
  - Reliability
- Route performance, for key routes near affected station areas and where the alignments permanently impact street operations. This may include quantitative metrics such as travel time.
- Permanent closures or relocations of stops, layover spaces, and comfort stations
- Permanent changes to transit infrastructure like bus lanes, signals, and overhead catenary system wires
- Transfer conditions (bus to rail and rail to rail)

#### ***Evaluation Approach***

Expected changes in transit service performance and routing with the Build Alternatives will be identified and compared to the transit service performance and routing under no build conditions. The analysis also will document permanent changes to transit facilities and equipment, such as stops and stations, overhead catenary system, transit pathways that may require pavement upgrades, layover, and comfort station access. Replacement transit facilities and equipment will be identified for the Build Alternatives in collaboration between King County Metro and Sound Transit.

Frequency will be reported at screenlines for the a.m. and p.m. peak hours using a seat-weighted average of route headways. Span will be reported for transit lines crossing screenlines and serving proposed stations, for both weekdays and the weekend. Existing frequency and span L.O.S. will be based on published route schedules, while L.O.S. for the future conditions will be based on the Transit Service Integration Technical Memorandum (Appendix B) produced by Sound Transit in collaboration with King County Metro. Reliability will be reported by transit line, at screenlines, for the a.m. and p.m. peak hours for the existing condition and qualitatively assessed for future years. Existing condition a.m. and p.m. passenger load level of service will be calculated using automatic passenger counter data from King County Metro; inbound and outbound future passenger load L.O.S. estimates will be produced for the p.m. peak, at screenlines, using the Sound Transit Incremental Ridership Model. The Sound Transit model produces a single peak period forecast, so a.m. peak loads are assumed to be similar to the p.m., with the directions reversed (Figure 4-1 and Figure 4-2). Where applicable, results will be presented along with the L.O.S. thresholds from King County Metro and the *Transit Capacity and Quality of Service Manual* (National Academies of Sciences, Engineering, and Medicine 2013) to understand the changes with the project.

Changes to the transfer environment will be documented where the Build Alternatives affect transfers between transit vehicles compared to the no build condition. The transfer environment changes will focus on changes in travel time between key bus to bus and bus to rail transfers based on typical walk and vertical circulation speeds. A qualitative description of the difference in the transfer environment will also be provided, focusing on the walking environment between the transit vehicles. The approximate number of rail to rail and bus to rail transfers will be documented for each station and alternative to highlight the magnitude of transfers.

### **7.3.2 Construction**

This analysis will evaluate the potential short-term impacts to regional, corridor and local transit together. Transit impacts during construction will be coordinated with Sections 7.2, Regional and Corridor Traffic, Section 7.4, Arterial and Local Street Traffic, and Section 7.6, Non-motorized Facilities and Modes. Construction impacts to transit will consider both the transit service and transit rider. Construction scenario analysis for alternatives other than the Preferred Alternative that were previously documented in the Draft EIS will not be repeated unless those construction plans have materially changed. The construction condition evaluation would document the potential modifications to roadway capacity and operations during construction on transit service and the ability to access the system during construction. This would include construction activities that could require temporary transit reroutes, closure or relocation of transit stops, layover, comfort station access, and impacts to overhead catenary system and bus base access.

Specific to the Preferred Alternative, a more expansive documentation of potential mitigation measures to any construction impacts will be documented. Mitigation measures will be prepared in consultation with Sound Transit, King County Metro, and the City of Seattle, as appropriate. Based on the results of the construction capacity and roadway operations analysis and the transit facilities impact analysis, specific mitigation measures could include the following:

- Transit priority treatments on permanent and temporary transit pathways
- Temporary layover facilities
- Temporary bus stop and transit access needs
- Comfort station access
- Temporary bus base access changes

A focus of the construction analysis under the Preferred Alternative will be the documentation of additional bus service hours (for both revenue and non-revenue service) caused by construction impacts to roadways and traffic operations. The calculation for additional bus service hours will be prepared on an average weekday basis using the peak hour traffic operations analysis result, which will be scaled to all-day conditions using peak hour factors and bus frequency data.

## **7.4 Arterial and Local Street Traffic**

### **7.4.1 Operations**

#### **7.4.1.1 Property Access and Local Circulation**

This evaluation will assess permanent local area traffic circulation impacts associated with the Preferred Alternative, including access to properties. No additional analysis will be conducted for alternatives other than the Preferred Alternative beyond what is documented in the Draft EIS, unless the alternatives have changed. Refer to Section 7.4.2, Construction, for construction impacts to property access and local circulation.

##### ***Evaluation Measures***

The evaluation will document any physical change to the traffic patterns and movements along with changes in property access. This will evaluate only vehicle movements; refer to Section 7.3, Transit, and Section 7.6, Non-motorized Facilities and Modes, for how those modes will be evaluated for the project.

##### ***Evaluation Approach***

This qualitative assessment will include factors such as the following:

- Effect of potential street closures on localized traffic movement
- Loss of access (such as left turns) to and from driveways
- Changes in property access

#### **7.4.1.2 Intersection Operations (including Station Area Traffic Analysis)**

##### ***Evaluation Measures***

Effects on intersection operations will be evaluated based on the analysis years identified in Table 5-1 (see section 4.3 for locations and conditions analyzed). L.O.S. measures the quality of traffic operations at an intersection. As described in Table 7-2, L.O.S. ratings range from A to F. L.O.S. A represents the lowest amount of delay and L.O.S. F the highest amount of delay. Queue lengths will be reported at intersections that operate below (failing) the agency's L.O.S. threshold.

Agency transportation goals and L.O.S. standards are developed as part of each agency's comprehensive planning efforts. Although agencies accept different levels of congestion, a delay-based intersection L.O.S. analysis is typically conducted for impacts analyses and is proposed for this project. Delay is expressed in terms of average delay (in seconds) per vehicle as a result of the intersection operations.

In the absence of an adopted City of Seattle L.O.S. threshold policy for intersection operations, L.O.S. E will be used as a guide to determine when coordination with the City of Seattle is required to discuss project-related impacts on intersections. This threshold was selected in coordination with City of Seattle.

**Table 7-2. Level of Service Definitions for Signalized and Unsignalized Intersections**

| L.O.S. | Average Control Delay<br>(seconds per vehicle) |                            | Traffic Flow Characteristics                              |
|--------|--|----------------------------|---|
|        | Signalized Intersections                       | Unsignalized Intersections |   |
| A      | Less than or equal to 10                       | Less than or equal to 10   | Virtually free flow; completely unimpeded.                |
| B      | Greater than 10 to 20                          | Greater than 10 to 15      | Stable flow with slight delays; less freedom to maneuver. |
| C      | Greater than 20 to 35                          | Greater than 15 to 25      | Stable flow with delays; less freedom to maneuver.        |
| D      | Greater than 35 to 55                          | Greater than 25 to 35      | High density but stable flow.                             |
| E      | Greater than 55 to 80                          | Greater than 35 to 50      | Operating conditions at or near capacity; unstable flow.  |
| F      | Greater than 80                                | Greater than 50            | Forced flow; breakdown conditions.                        |

Source: Transportation Research Board 2016.

### **Evaluation Approach**

Synchro (version 11.0) software will be used to determine the projected peak hour L.O.S. for the analysis years identified in Table 5-1 at the intersections identified in Section 4.3, Arterials and Local Streets. The Synchro software report will be used to summarize average intersection delay, L.O.S., and volume to capacity ratios (the *Highway Capacity Manual* 6th Edition [2016] will be used unless unavailable for the configuration under study, in which case the *Highway Capacity Manual 2000* [1997] will be used). The signalized intersections' L.O.S. will be defined in terms of average intersection delay. The L.O.S. at an unsignalized intersection is also defined in terms of delay, but only for the worst operating movement, which is typically on the minor street (that is, stop controlled) approaches. For unsignalized intersections that are stop-controlled on each approach, the average intersection delay is reported. The 95th percentile vehicle queue lengths will be reported from Synchro for intersections not meeting agency L.O.S. standards or with direct physical project impacts, as agreed to with the relevant jurisdictions, to understand if the Build Alternatives impact vehicle queues beyond the storage length. The impacts of special events would be described qualitatively, with descriptions of when and how frequently they would occur and assessments of congestion levels during those periods.

Default assumption values for the analysis will be developed for intersections where actual values are not available. These will include assumptions with respect to saturation flow rates, geometry, traffic, and signalization conditions. Table 7-3 provides assumptions for existing and future year (No Build Alternative and Build Alternatives) input values and assumptions when data are not available.

**Table 7-3. Default Synchro Parameters and Assumptions**

| Arterial Intersection Parameter           | Existing Year 2019  | Future Analysis Years  |
|---|---|--|
| Peak Hour Factor                          | From count and for entire intersection; otherwise:<br>If total entering vehicles is greater than or equal to 1,000, 0.92.<br>If total entering vehicles is less than 1,000, 0.90. | Use 0.95 for all intersections except where the existing peak hour factor is greater than 0.95 or less than 0.70. Use the existing peak hour factor in cases where the peak hour factor is greater than 0.95.<br>If the existing peak hour factor is less than 0.70, then increase factor by 0.20. |
| Conflicting Pedestrians per Hour          | From traffic count.   | For the No Build Alternative, apply growth rate calculated from ridership model.<br>For the build condition, add the number of pedestrians based on the station ridership and mode-of-access forecasts.  |
| Area Type                                 | Capacity adjusting inputs will be based on field data to account for reduced roadway capacities in urban areas.   | Same as existing.  |
| Ideal Saturation Flow (for all movements) | Varies by project segment. 1,200 for main West Seattle corridors, otherwise 1,750.  | Same as existing.  |
| Lane Utilization                          | Default software assumptions unless data/engineering judgment suggests otherwise.   | Same as existing, except where the lane configuration would be affected by the project.  |
| Lane Width                                | Existing lane widths. Assume 11 feet if no information available.   | Same as existing, unless improvements proposed; then use agency standards/plans.   |
| Percent Heavy Vehicles                    | From count, otherwise 3%.   | Same as existing. Except at locations where Heavy Vehicles are added due to background projects.   |
| Percent Grade                             | From field/elevation data<br>OR<br>Flat approach = 0%.<br>Moderate Grade on approach = 3%.<br>Steep grade on approach = 6%  | Same as existing.  |
| Parking Maneuvers per Hour                | Assume 15 maneuvers per hour wherever street parking exists.  | Same as existing, or as modified by the project (for example, if on-street parking were removed).  |
| Bus Blockages                             | From count, otherwise headway information provided by transit agencies.   | Same as existing unless there is a noticeable change in number of peak hour buses (based on future King County Metro/Sound Transit bus networks developed for project).  |

| Arterial Intersection Parameter                | Existing Year 2019  | Future Analysis Years  |
|--|---|--|
| Intersection Signal Phasing and Coordination   | From agency signal-phasing sheets or their existing analysis files. | <p>Signal coordination for existing signals: same as existing with optimized offsets.</p> <p>Signal phasing for existing signals: Optimized based on L.O.S. and access/geometry.</p> <p>For signalized intersections constructed as part of the project: Synchro-optimized signal timings based on L.O.S., access/geometry, and nearby signal coordination.</p> <p>Left-turn adjustments: Left turns, if permitted in existing, will be examined for a protected phase based on L.O.S., access/geometry, safety, and agency guidance.</p> <p>For build: Any left-turn conflict with at-grade light rail will include a separate lane and have protected phasing. Left turns will be restricted (or protected with a gate or similar treatment) at unsignalized intersections. For elevated light rail, mid-block left turns may be restricted. Higher left turn volumes will be considered if mid-block restrictions are part of the project.</p> <p>Pedestrian crossing times: Flash Don't Walk for all existing and new signals calculated as crosswalk length divided by 3.0 feet per second minus yellow and all red time. Walk time is no less than time to cross the street, including distance to the push button, assuming a 2.5 feet per second walking speed minus (Flashing Don't Walk + yellow + red) time.</p> <p>Leading Pedestrian Intervals for all phases with permissive left or right turns in conflict with a crosswalk assumed at all existing and new signals. Modeled with 2.5-second "Lost Time Adjust."</p> |
| Transit Queue Jumps                            | From agency signal-phasing sheets.                                  | Same as existing, or as modified by the project.   |
| Intersection Signal Timing Optimization Limits | Not applicable.   | Between 60 and maximum of 180 seconds and compliant with Seattle Department of Transportation January 27, 2021 policy memorandum, "SDOT Policy for Traffic Signal Cycle Time, and Pedestrian Signal Timing and Actuation," which generally limits maximum cycle length to 90 seconds Downtown Seattle; 120 seconds in an urban village neighborhood or on a neighborhood connector; 150 seconds in an urban village main arterial or connector; and 180 seconds on an industrial access street.  |

| Arterial Intersection Parameter | Existing Year 2019   | Future Analysis Years   |
|---------------------------------|--|---|
| Minimum Green Time              | Per signal timing cards.   | Existing signals: Same as existing.<br>New signals: 7 seconds   |
| Yellow and All Red Time         | Per signal timing cards.   | Existing Signals: Same as existing.<br>New signals: Yellow = 3 seconds for posted speed of 25 miles per hour (mph); 3.5 seconds for posted speed of 30 mph; 4.0 seconds for posted speed >30 mph, and all red = minimum 1.5 second and increased for wider intersections. |
| High-occupancy-vehicle Lanes    | Lane Utilization Method. <sup>a</sup>  | Same as existing.   |
| Right Turn on Red               | Allow (unless signed otherwise). No right turn on red in Downtown Seattle, based on observed peak hour congestion levels and number of pedestrian crossings. | No right turn on red.   |
| Right-turn Overlaps             | Per signal timing cards.   | Identify if used.   |

<sup>a</sup> This methodology assumes intersection lane designations will be coded exactly as shown in the field. Shared through (that is, high-occupancy-vehicle) and right-turn lanes will be coded as a general-purpose traffic lane because Synchro does not have a special method for high-occupancy-vehicle lane analysis. To account for lower high-occupancy-vehicle lane volumes, the lane utilization factors will be adjusted to reflect this condition.

Note: Delay-based L.O.S. results will be reported from Synchro's *Highway Capacity Manual* 6th Edition or *Highway Capacity Manual* 2000 (Transportation Research Board 2016, 1997) software reports.

## 7.4.2 Construction

The assessment of construction-related transportation impacts on local and arterial streets will focus primarily on corridors near the light rail alignment or on streets that could be substantially affected by construction with any of the Build Alternatives. Exact analysis locations and conditions will be determined by Sound Transit with input from partner agencies, including the City of Seattle, when construction plans for the Final EIS alternatives become available. In general, the analysis will focus on the locations and time periods with the greatest potential for construction-related impacts. Construction scenario analysis for alternatives other than the Preferred Alternative that were previously documented in the Draft EIS will not be repeated unless those construction plans have materially changed. This will be coordinated with Sound Transit staff and staff from local jurisdictions, as appropriate.

The construction analysis will consider the following:

- Changes in roadway capacity, including potential lane closures, roadway modifications, areas of construction activity adjacent to travel lanes, or other reductions to capacity as a result of project construction activity
- Identification of access and impacts from potential construction staging areas on roadway operations

- Assessment of potential for traffic diversion related to road closures, and options for traffic detours
- Estimation of construction truck traffic along potential haul routes
- Impacts on emergency services

The analysis will be summarized in a tabular format to identify the following:

- Impact location(s)
- Street characteristics
- Type of construction activity including likely duration of impact to roadways (characterized as full or partial closures for short-term or long-term periods) on local and arterial roadways
- Level of construction traffic (characterized as high, moderate, or low); high truck traffic is generally associated with major fill, excavation, and concrete work
- Availability and identification of potential detour routes including ability to accommodate oversize loads if needed
- Potential for detoured traffic to affect a residential neighborhood (This is characterized as high, medium, or low and is related to both potential for road closures and options for traffic detour.)
- Loss of on- and off-street public parking or other transportation-related changes to curbspace allocation (this may be characterized as “yes” for parking loss and “no” for no parking loss, including loading zones)

The traffic operations analysis during expected construction closures may evaluate new intersections in addition to select study intersections evaluated under permanent conditions. Construction study intersections will be agreed upon prior to analysis with City agencies and Sound Transit. Study intersections may include the following:

- 1st Avenue South and South Holgate Street
- 1st Avenue South and South Lander Street
- 1st Avenue South and South Spokane Street
- 6th Avenue South and South Spokane Street
- Southwest Avalon Way and Southwest Yancy Street
- 26th Avenue Southwest and Southwest Genesee Street
- Southwest Alaska Street and 35th Avenue Southwest
- Southwest Alaska Street and 38th Avenue Southwest
- Southwest Alaska Street and 37th Avenue Southwest
- Fauntleroy Way and 37th Avenue Southwest
- Southwest Alaska Street and 40th Avenue Southwest
- California Avenue Southwest and Southwest Genesee Street
- 42nd Avenue Southwest and Southwest Dawson Street
- 40th Avenue Southwest and Southwest Edmunds Street

## **7.5 Parking**

Demand for parking by transit riders will likely vary depending on location throughout the study area based on parking availability and cost. While park-and-ride lots are not planned with this project, an assessment of drop-off/pick-up activity and informal parking near station areas will be conducted through analysis of existing mode-of-access survey information and data from Sound Transit for similar station areas. These data will be used to estimate the impact of driving and/or parking for stations along the corridor.

### **7.5.1 Operations**

#### **7.5.1.1 Evaluation Measures**

Analysis of the impacts of the project on existing on- and off-street public parking will consider roads where permanent facilities would be in the right-of-way and roadways around stations. The analysis will consider the loss of existing public on- and off-street parking supply and the potential for hide-and-ride parking.

#### **7.5.1.2 Evaluation Approach**

Parking impacts will be evaluated based on parking supply affected by the alignment and the potential for hide-and-ride parking within 0.25 mile of stations where unrestricted parking exists.

Along the alignment, conceptual design drawings for each Build Alternative will be used to determine the number of parking spaces that could be lost due to the project. The potential loss of existing parking spaces will be presented by both location and type. Off-street parking lots affected by the project will also be identified. The propensity of station areas to attract hide-and-ride parking will be analyzed based on parking restrictions, and potential walkshed to available on-street parking.

### **7.5.2 Construction**

The assessment of construction-related parking impacts will consider the following:

- Changes in roadway parking restrictions
- Impacts to on- and off-street public parking supply, including truck parking
- Potential additional temporary loss of off-street parking due to construction staging, as well as construction worker parking

## **7.6 Non-motorized Facilities and Modes**

### **7.6.1 Operations**

#### **7.6.1.1 Evaluation Measures**

The non-motorized facility and modes section will evaluate pedestrian and bicycle access, circulation and facility gaps surrounding stations, barriers, sidewalk and curb ramp condition, and school walk route impacts. The assessment of future non-motorized (pedestrian and bicycle) facilities will address the following issues:

- Pedestrian access and circulation within a 10-minute walk of the proposed station including identification of currently missing and funded new sidewalk sections for city arterials.
- Direct (physical) effects on pedestrian and bicycle facilities along the alignment of each alternative. This would include identifying any barriers the Build Alternatives might create to non-motorized movements.
- Identification of existing physical barriers for non-motorized (pedestrian and bicycle) movements accessing proposed stations, such as topography, waterways and major arterials with limited crossings.
- Qualitatively describe, where appropriate, special event non-motorized conditions at stations.
- Identification of deficiencies in the existing and funded regional bicycle paths and routes within a 10-minute ride of proposed station locations, and a general classification of how major multi-use trails/paths are used (that is, by commuters or recreational users). Facilities that are suitable for all ages and abilities (e.g., protected bicycle lanes, neighborhood greenways, trails) will be identified and differentiated from other bicycle facilities such as standard bike lanes and sharrows.
- Bicycle parking needs.

#### 7.6.1.2 Evaluation Approach

The evaluation of non-motorized facilities and modes will be conducted through an inventory of the existing and planned future non-motorized facilities surrounding each proposed station as identified in the evaluation measures (planned future facilities will be limited to those reasonably foreseeable projects that have funding or are otherwise committed as identified by the City of Seattle). This will identify existing and future gaps in the non-motorized network, and other barriers as applicable (for example, topography). Special designations such as school walking routes will be noted. For the Preferred Alternative, pedestrian facilities will be mapped within a one block radius of each station entrance including an indication of their condition and width. The condition of the pedestrian network will be described based on field observations as well as City of Seattle geographic information system (GIS) data summarizing the condition of sidewalk segments and curb ramps.

Using the regional travel demand and transit ridership forecasts as an input, future estimated pedestrian volumes will be generated for each station and assigned to the non-motorized facilities within one block of each station entrance. This will be conducted for both the No Build Alternative and Build Alternatives. This assignment of the pedestrian forecasts will identify any physical barriers that limit access to the stations.

A quantitative pedestrian L.O.S. analysis will also be conducted for sidewalks and intersection corners and crossings within one block (approximately 300 feet) of each proposed station entrance (the study area may exceed one block or 300 feet from the station depending on the location of transfer points or nearby pedestrian generators). The *Transit Capacity and Quality of Service Manual* (National Academies of Sciences, Engineering, and Medicine 2013) and *Highway Capacity Manual* (Transportation Research Board 2016) methodology for determining sidewalk L.O.S. will be used for this analysis. This methodology is based on the average pedestrian space and average flow rate. If a capacity impact is identified on a facility within the one-block radius, the analysis will be carried out to the adjacent facilities until the capacity impact is no longer observed. Specific facilities that have been identified as potential chokepoints outside the one-block radius may also be analyzed (for example, nearby bridge crossings).

Bicycle facilities providing access between the station and surrounding neighborhoods will also be described. Capacities by bicycle facility type (for example, typical capacity of a bicycle lane) will be estimated based on the *Highway Capacity Manual* (Transportation Research Board 2016) and compared to the magnitude of riders expected to access the station by bicycle as well as available bicycle counts.

## **7.6.2 Construction**

Non-motorized construction analysis will be coordinated with Section 7.4, Arterial and Local Street Traffic, considering the potential pedestrian or bicycle facility impacts (on roadways or non-motorized facilities) as a result of project construction activity that could close or modify these facilities. This analysis will summarize the impact location, type of facility and construction activity, including likely duration of impact (that is, short-term versus long-term).

## **7.7 Safety**

Potential effects of the project on safety will be qualitatively assessed for all modes within the study area, including general traffic, transit, freight, bicycle, pedestrian and waterway vessel modes.

### **7.7.1 Operations**

#### **7.7.1.1 Evaluation Measures**

Operations will be evaluated based on the following:

- Qualitative effects of the project on general-purpose traffic, transit, freight, and non-motorized safety
- Volumes at affected locations

#### **7.7.1.2 Evaluation Approach**

The analysis will begin by assessing historical and existing safety conditions in the study area. Collision data and local safety analyses/designations (for example, Seattle Department of Transportation High Injury Streets, Seattle Bicycle and Pedestrian Safety Analysis, Seattle Pedestrian Master Plan prioritization score, Seattle Bicycle Master Plan Project prioritization score and planned 2024 bicycle network, and Vision Zero pedestrian and bicycle exposure maps) will be reviewed and summarized to identify any safety deficiencies, collision patterns, and areas of high exposure or risk.

For all Build Alternatives, a safety assessment will be conducted at locations where the project would modify roadway geometry or channelization, such as through placement of columns in the right-of-way, or substantially change the flow of vehicles and/or non-motorized users (none of the Build Alternatives would operate within active street rights-of-way). At locations that meet these criteria, a qualitative assessment will be conducted documenting how the project could affect collision frequency and type. Locations that also have local safety-related designations (for example, Vision Zero High Injury Streets, Pedestrian Master Plan Priority Investment Network, Bicycle Master Plan priority locations and Planned Bicycle Master Plan Projects 2021-2024, Seattle Department of Transportation Bike and Pedestrian Safety Analysis Phase Top 20 Priority Bicycle and Pedestrian Locations, and Safe Routes to School Program Schools Ranked for Walkway and Crosswalk Projects) will be identified and, where applicable, additional detail will be provided on

how the project would affect the factors that influenced their designation (for example, any segment within 0.5 mile of new light rail transit stops will be a candidate for Priority Investment Network designation for the Pedestrian Master Plan). Any safety effects due to station trip activities will be also be qualitatively assessed based on projected changes in traffic volumes and queue lengths, modal conflicts, changes in non-motorized travel patterns, and proposed roadway design.

For the Preferred Alternative, an in-depth assessment will be conducted at affected locations, considering safety-related factors such as speed limit, configuration, turning movements, conflict points, access, and non-motorized facilities. This will first inform project design, with the goal of avoiding problems and improving safety overall. Any project-related impacts that cannot be addressed through the integration of safety mitigation strategies within design will be noted and volumes quantified when possible (for example, the change in the number of users passing through a given conflict point), and with mitigation identified where needed. Mitigation proposed in other sections of the Final EIS (for example, for non-motorized facilities and modes) may also serve as mitigation for the purposes of this section and if so will be noted as such.

## **7.7.2 Construction**

The operations analysis described in Section 7.7.1, Operations, will also be conducted for the construction condition in coordination with Section 7.6, Non-motorized Facilities and Modes. Construction impacts will be assessed for the Preferred Alternative and will include safety-oriented operational considerations such as channelization, temporary facilities and crossings, and similar.

## **7.8 Navigation**

Navigation impact reports will be prepared for the Duwamish Waterway and Salmon Bay, and the findings will be summarized in the Transportation Technical Report. The navigation impact reports will be based on information from agency coordination, waterway user interviews and surveys, historical navigation patterns, and additional economic or freight cargo research if needed. The reports will document existing and future navigational needs as well as potential impacts to navigation from each alternative, including effects on navigation channels and navigation to and from the shoreline where applicable.

An obstruction evaluation/airport airspace analysis will be developed per Federal Aviation Administration requirements.

This assessment of potential impacts will include direct long-term impacts during operations as well as impacts during construction on marine and air transportation and navigation.

## **7.9 Freight**

### **7.9.1 Operations**

#### **7.9.1.1 Evaluation Measures**

Evaluation measures will include the following:

- Truck operations – Changes in congestion levels and/or intersection delay along potentially impacted facilities (see Section 4.8, Freight).

- Truck access – Physical impacts on truck routes (e.g. grades and turning radii), loading zones, truck parking, and access to Port terminals and local businesses
- Freight rail impact – Physical impacts to freight rail corridors or port intermodal facilities, and other impacts that may affect rail operations.
- Water-based freight – Physical impacts on water-based freight-related properties, both upland and in-water (when applicable), and other impacts that may affect water-based freight operations. The nature and degree of those impacts will be addressed primarily in the navigation impact reports (see Section 7.8, Navigation).

#### **7.9.1.2 Evaluation Approach**

Traffic impacts of the Build Alternatives on facilities in the freight study area (see Section 4.8, Freight) will be quantitatively assessed per the methodology described in Section 4.3.3, Construction Period Traffic Analysis. Other aspects of freight operations will be qualitatively assessed. This assessment will focus on truck movement and truck routing impacts as well as the potential impact to freight rail corridors and facilities, port terminals and marine freight traffic.

The assessment of freight mobility will focus on designated major truck routes and over-legal routes, access to these freight terminals, loss of on-street loading zones or truck parking, and/or modifications of truck access to local businesses.

The assessment of freight rail impacts will focus on physical changes proposed within, above or below railroad right-of-way.

The assessment of water-based freight will be coordinated with the information in Section 7.8, Navigation.

#### **7.9.2 Construction**

The assessment of freight impact during construction will include analysis of freight trucks, freight rail, and water-based freight. The construction impacts will consider the impacts on intermodal and port terminal facilities, and impact to access and circulation if streets designated for trucks (for example, major or minor truck streets or designated over-legal routes) are affected by construction. The analysis will also address impact to commercial load zones and overnight truck parking. This assessment will be coordinated with the construction impacts identified in Section 7.4, Arterial and Local Street Traffic, and Section 7.8, Navigation. See Section 4.3.3 for more details on the construction condition roadway analysis.

### **7.10 Indirect Effects**

Indirect effects are those project effects that occur later in time or some distance from the project. Typical indirect transportation effects are those associated with changes in land use development over time. The land use changes are described in the EIS Land Use chapter. The associated potential impacts to transportation will be discussed qualitatively.

### **7.11 Cumulative Effects**

The cumulative transportation effects of the project are already generally analyzed through traffic modeling and ridership modeling that incorporates past and reasonably foreseeable future actions and projected growth. To the extent overlapping project-related construction activities are known during the development of the FEIS, the construction analysis will account for roadway closures that may occur concurrently.

A qualitative assessment will address additional cumulative transportation effects for specific reasonably foreseeable future plans or proposals that have not completed environmental review or are not fully funded for construction (and therefore are not directly accounted for in the modeling), but could foreseeably be built by the horizon year. These may include, but are not limited to, consideration of effects from actions such as the following:

- Highway/lane management, such as from the implementation of tolls on state and/or local facilities, that could further alter travel behavior in the corridor
- Construction activities from other transportation projects that could affect or be influenced by the project construction activities
- Local developments and public infrastructure projects that could contribute to cumulative traffic delays on local arterial streets over the construction period

## 8 MITIGATION MEASURES

The development of potential mitigation measures options will be coordinated with the relevant federal, state and local agencies and jurisdictions to identify strategies that may already be under consideration but that could benefit the project.

### 8.1 Regional

Mitigation would be determined if any substantial impacts were identified to the measures evaluated within Section 7.2, Regional and Corridor Traffic. A substantial impact is defined as an increase of 10 percent or greater.<sup>2</sup>

### 8.2 Transit

The performance of the transit system will be assessed under the build, no build, and construction conditions using analysis results and L.O.S. standards as stated in Section 7.3, Transit.

The objective of the transit service integration plan collaboratively developed between King County Metro and Sound Transit is to be revenue neutral or positive, therefore potential mitigation for transit service hours or fleet is not expected with the project. Project-related operational delays, facility impacts, and mitigation identified as part of the traffic analysis conducted near the station areas and alignments will be reviewed to determine if there are needed transit speed and reliability improvements and/or improvement to supporting facilities (such as layover, comfort stations, transit access, and similar) in impacted locations (see Section 8.3).

At these locations, impacts will be reviewed and potential mitigation, design changes, and/or service revisions will be determined collaboratively by King County Metro and Sound Transit. Mitigation measures will be developed to address impacts that would occur during both the construction period and the permanent condition.

### 8.3 Arterials and Local Streets

Potential mitigation to property access and local circulation will be developed to address impacts to the roadway system and individual properties caused by the project. This could include project impacts that create substantial out-of-direction travel or that would substantially limit access to areas or properties through road closures or barriers to travel created by the project.

For intersection operations, if the intersection L.O.S. is D or higher under the build condition, then that intersection is considered to meet City of Seattle best practices guidance. If traffic changes associated with the build condition cause an intersection to degrade from L.O.S. D or higher to L.O.S. E or F, Sound Transit will coordinate with the City of Seattle on potential improvements, if feasible, that could be implemented as potential mitigation. If the intersection already operates at L.O.S. E or worse in the No Build Alternative, then Sound Transit would coordinate with the City of Seattle on potential improvements, if feasible, if the overall intersection delay and/or L.O.S. noticeably degrades (that is, greater than 10 percent increase in the delay) with the build alternative. In these situations, if mitigation is agreed to by the relevant agencies, then the project is only obligated to bring the operating condition back to the overall intersection delay levels in the no build condition.

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<sup>2</sup> Threshold is based on model calibration guidance from the Federal Highway Administration. Variations of up to 10 percent from observed volumes are considered typical for an appropriately calibrated model. An increase of greater than 10 percent would exceed this threshold and would therefore be considered an effect of the project.

In addition, depending on the agreement with the relevant jurisdictions, potential mitigation may be determined if the project extends queue lengths further than in the No Build Alternative and beyond the storage provided. Potential mitigation might include operational changes to signal phasing or timing, use of intelligent transportation systems or upgraded signal infrastructure, turn movement modifications, transit improvements, or physical modification such as restriping, extending or adding turn lanes.

Mitigation measures will be developed to address construction impacts on the local and arterial roadway system with respect to property access, circulation, and roadway operations. The limitation of impacts to special events will be a consideration in the development of the conceptual construction plan.

## **8.4 Parking**

Potential parking mitigation will be identified where the project permanently or temporarily (for example, during construction) removes public parking, including loading zones, and where there is the potential for hide-and-ride parking activity in neighborhoods surrounding the stations. Areas with a high potential for hide-and-ride activity will be identified, with potential mitigation strategies to reduce the likelihood of this activity as was conducted for previous Link extension such as East Link and Northgate Link; these may include Restricted Parking Zones, installation of parking regulation signs and pavement markings, prohibition of parking, and installation of pedestrian and motorist wayfinding signs. And as with those projects, a pre-project opening parking study will be conducted to determine location-specific hide & ride mitigation strategies.

Parking loss for private parking will be addressed as a property acquisition impact.

## **8.5 Non-motorized Facilities and Modes**

Potential improvements will be identified to mitigate potential direct (long-term and construction) impacts from the Build Alternatives on the non-motorized system. This will consider capacity impacts to pedestrian and bicycle facilities surrounding station areas and direct impacts to the pedestrian and bicycle facilities such as the loss or restriction of bikeways and Americans with Disabilities Act-accessible pedestrian routes.

## **8.6 Safety**

Potential improvements will be identified to mitigate potential direct (long-term and construction) impacts from the Build Alternatives on the safety of the transportation system. This will consider degradation of safety to transit riders, arterial and local streets, non-motorized modes (pedestrians and bicyclists) and freight travel. Mitigation proposed in other sections of the Final EIS (for example, for non-motorized facilities and modes) may also serve as mitigation for the purposes of this section and if so will be noted as such.

## **8.7 Navigation**

Any mitigation measures identified in the Navigation Impact Report or the Obstruction Evaluation/Airport Airspace Analysis necessary to address impacts to navigation during operations or construction will be identified.

## **8.8 Freight**

Potential improvements will be identified to mitigate potential direct (long-term and construction) impacts from the Build Alternatives on freight. This will consider impacts to freight operations, including access and circulation along affected roadways, detours for affected truck and over-legal routes, commercial load zones, overnight truck parking, rail and intermodal facilities, Port terminals, and waterways.

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## **9 PROPOSED FIGURES, MAPS, OR OTHER DATA**

Potential figures include, but are not limited to, the following:

- Study area(s)
- Screenlines
- Freight infrastructure including routes, facilities, yards, and rail lines
- Transit routes and services
- Intersection L.O.S.
- Walk, bike, and transit-sheds
- Existing and future non-motorized facilities

Potential tables and graphs include, but are not limited to, the following:

- Screenline information, such as volume to capacity ratio
- Station mode of access
- Station ridership
- Pedestrian L.O.S.

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## **10 DOCUMENTATION**

For the West Seattle Link Extension Final EIS, the transportation discipline will develop the following documentation:

- EIS chapter
- Transportation Technical Report

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## **11 DATA DEVELOPED FOR USE BY OTHER DISCIPLINES**

Specific types of transportation data will also be developed for use in analyzing project impacts on other environmental resources.

### **11.1 Air Quality Analysis Data**

To support the air quality impact analysis, the following types of data will be produced:

- Daily VMT estimates by speeds for two areas: study area and regional system. These estimates will be provided in a tabular format for greenhouse gas analyses.

The above information will be provided for existing conditions (2019) and the horizon year (2042)

### **11.2 Noise Analysis Data**

To support the noise impact analysis, the following types of data will be produced:

- Existing (2019) and horizon year (2042) p.m. peak hour Synchro model files and general system-wide vehicle classification information (that is, heavy vehicle percentage)

### **11.3 Energy Analysis Data**

To determine operational energy impacts, the following types of data for year 2042 will be produced:

- Daily regional VMT and VHT
- Daily light rail transit VMT

### **11.4 Economics**

To support the economics analysis, the following information will be provided:

- Changes in business access
- Parking and loading zone impacts
- Construction detour routes
- Long-term effects on general and freight mobility
- Changes in freight navigation

### **11.5 Environmental Justice and Social Impact Analysis Data**

To support the environmental justice and social impact analysis, a variety of data will be produced, including the following:

- Estimated travelsheds, derived from the travel demand model, to assist in the identification of study areas for the environmental justice and social impact analyses
- Estimated travel times to selected destinations (for example, Seattle-Tacoma International Airport, Seattle central business district, University of Washington, Northgate, Lynnwood, Redmond and Bellevue) for use in the analysis of access to employment centers, educational institutions and medical services for environmental justice populations

- Analysis of relevant temporary and permanent impacts, such as relocation of disabled parking spaces or designated parking at social services
- Permanent and temporary changes in transit and traffic operations, circulation, and access on corridor roadways and potential mitigation

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## **APPENDIX A**

### **Future Transportation Project List**

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# Attachment A-1

## Levy to Move Seattle Program

### Future Project Assumptions

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**Table A-1. Levy to Move Seattle Program No-Build Transportation Project Assumptions**

| Sponsor | Project ID | Project Title                       | Description   | 2032 | 2042 |
|---------|------------|-------------------------------------|---|------|------|
| SDOT    | TC-367200  | Fauntleroy Way SW Boulevard Project | <ul style="list-style-type: none"> <li>Fauntleroy Way between 35th Ave SW and SW Alaska St</li> <li>Maintains two lanes of traffic in each direction on Fauntleroy Way</li> <li>New sidewalks, crosswalks, and shortened crossings at side streets, created by realigning skewed intersections</li> <li>One-way protected bike lane on either side of the street (0.29-mile), connecting to the existing bike network at Avalon Way and Alaska St</li> </ul>  | x    | x    |
| SDOT    |            | RapidRide H Line                    | <p>Delridge Way SW is one of seven new corridors where SDOT is partnering with King County Metro to upgrade existing bus routes to Metro RapidRide service and improve connections for people walking and biking (Upgrading Metro Route 120 into the RapidRide H Line). As part of this project:</p> <ul style="list-style-type: none"> <li>Sidewalks, street crossings, and paths for getting to stop will be improved for pedestrians and bikes, and for those with limited mobility.</li> <li>SDOT plans to improve access to transit along Delridge Way SW and is including bicycle and pedestrian improvements as part of the project. These may include upgraded crosswalks and intersections, new crosswalks, better connection to nearby greenways, and a possible protected bike lane on Delridge Way SW.</li> </ul> | x    | x    |
| SDOT    | SEA-213    | RapidRide Rainier Line              | SDOT will build a new bus rapid transit (BRT)/RapidRide corridor along Rainier Ave S. Key features of the project include a series of roadway improvements that are expected to improve transit travel times by approximately 22%: business access and transit (BAT) lanes or exclusive transit-only lanes, signal modifications, channelization changes, and transit signal priority (TSP). The scope of work will also include transit stop amenities and supporting bicycle and pedestrian infrastructure that improve the customer experience for all users and help draw choice riders to transit: real-time arrival information, lighting, wayfinding, off-board fare payment options, sidewalks, and bicycle facilities, payment options, sidewalks, and bicycle facilities.   | x    | x    |
| SDOT    |            | Center City Bike Network            | The Center City Bike Network supports a vibrant Seattle by designing a safer, more predictable traveling experience for people walking, biking and driving downtown. SDOT is studying and prioritizing locations for a protected bicycle lane network in downtown Seattle. This work builds on outreach and data collected as part of Seattle's 2014 Bicycle Master Plan. This includes two-way protected bicycle lane on 4th Ave from Main St to Vine St, and 2nd Ave protected bike lane extension to Dearborn.   | x    | x    |
| SDOT    | SEA-215    | Roosevelt RapidRide                 | A new bus rapid transit (BRT)/RapidRide corridor along Roosevelt Way, Eastlake Ave, and Fairview Ave: This project will expand King County Metro's RapidRide brand. The project includes key features such as business access and transit (BAT) lanes or exclusive transit-only lanes, signal modifications, channelization changes,  | x    | x    |

| Sponsor | Project ID | Project Title                                  | Description  | 2032 | 2042 |
|---------|------------|--|--|------|------|
|         |            |  | bus stop consolidation, parking changes, bus bulbs, transit signal priority (TSP), bicycle and pedestrian access improvements, and protected bike lanes and/or parallel neighborhood greenways. Improvements will also include transit stop amenities such as real-time arrival information, lighting, wayfinding, off-board fare payment options, and bicycle and pedestrian access, lighting, wayfinding, off-board fare payment options, and bicycle and pedestrian access improvements.  |      |      |
| SDOT    |            | SW Avalon Way & 35th Ave SW                    | Redesign SW Avalon Way (SW Spokane St - Fauntleroy Way SW) to add protected bike lanes, remove the center turn lane, maintain the transit lane, remove 12 parking spaces, add time restrictions to 23 parking spaces, pedestrian improvements and other infrastructure upgrades on all streets including accessible curb ramps and sidewalks, and upgraded street crossings.   | x    | x    |
| SDOT    |            | East Marginal Way Corridor Improvement Project | <ul style="list-style-type: none"> <li>• North Segment (S Atlantic St to S Spokane St): 2-way protected bike lane on the east side of the street between S Atlantic St and S Horton St, Multi-use path on the west side of the street between S Horton St and S Spokane St</li> <li>• Central Segment (S Spokane St and S Nevada St, where the SR-99 structure returns to the surface): TBD</li> <li>• South Segment (Duwamish Ave S to 1 Ave S- it is part of SR 99): A new multi-use path on the west side of the street from north of Duwamish Ave S to Diagonal Ave S, Pedestrian improvements at each existing traffic signal, constructing missing sidewalks on the east side of the street, Transit stop improvements</li> </ul>  | x    | x    |
| SDOT    | SEA-203    | Lander St Bridge                               | From 1st Ave S and 4th Ave S: Build an east-west bridge over the north-south BNSF mainline railroad, including a bridge structure with 4 vehicle travel lanes (2 in each direction), pedestrian and bicycle facilities, intersection improvements, ITS elements to improve signal operations, and other infrastructure enhancements.   | x    | x    |
| SDOT    |            | 23rd Ave E Vision Zero Project                 | This multi-phase project will reconstruct sidewalks, enhance the pedestrian environment, reconstruct pavement, upgrade signalized intersections, upgrade controller cabinets to meet transit signal priority (TSP) needs, and accommodate Intelligent Transportation Systems (ITS) upgrades. Activities include the following: install ITS to provide travel time information; install fiber communication as needed along the corridor to relay information back to the Traffic Management Center; and install poles for support of future trolley wires in two gap segments of the trolley network. The project will also include design and construction of a 3-lane cross section (with 4 lanes at isolated intersections) between John Street and Rainier Ave South, as well as a greenway facility on a parallel street to facilitate north-south bicycle travel. Phases 1 and 2 are complete. Phase 3 of the project which completes the improvements between John St. and State Route 520 remains on indefinite hold due to funding constraints. An interim Vision Zero project will construct new traffic signals, parking modifications, new curb ramps, traffic calming, speed reduction, pedestrian safety, and transit stop improvements in the Phase 3 project area. | x    | x    |

| Sponsor | Project ID | Project Title                   | Description  | 2032 | 2042 |
|---------|------------|---------------------------------|--|------|------|
| SDOT    | SEA-222    | Bell St Protected Bike Lane     | The project includes construction of a protected bike lane (PBL) on Bell St from 5th Ave to Denny Way, and traffic calming features to support 2-way bicycle travel in Bell Street Park from 5th Ave to 2nd Ave.   | x    | x    |
| SDOT    |            | NW Market St 2020 Paving        | 32nd Ave NW / NW 54th St / NW Market St between 32nd Ave NW / NW Market St and 24th Ave NW- (06- mile)-BL (will be coordinated with project Burke Gilman Trail Missing Link).  | x    | x    |
| SDOT    |            | Burke Gilman Trail Missing Link | This project extends the Burke-Gilman Trail from its current terminus at Eighth Avenue NW to Golden Gardens Park. The segment from Eighth Avenue NW to 11th Avenue NW was constructed in 2001. The Ballard Locks to NW 60th Street segment was constructed in 2005. The NW 60th Street to Golden Gardens segment was constructed in 2008. The "Missing Link" segment from 11th Avenue NW to the Ballard Locks was planned for construction in 2011 and 2012 but has been delayed due to ongoing litigation. Project completion is anticipated in 2024.   | x    | x    |
| SDOT    | TC367810   | Delridge Multimodal Corridor    | This project improves pavement conditions, enhances safety, and improves traffic operation for all modes. The project will add transit lanes and improve transit speed and reliability. It includes protected bike lanes, sidewalk improvements, and amenities for walkers and transit riders along the corridor. It will streamline traffic operations and improve multimodal connections between transit, freight, pedestrians, and general- purpose vehicles.   | x    | x    |
| SDOT    | SEA-205    | Center City Connector           | The Center City Connector is a 1.27-mile segment of the Seattle Streetcar that will link two existing streetcar lines: The First Hill and South Lake Union Streetcars. The project includes the purchase of 10 new streetcar vehicles as well as new streetcar tracks, sidewalk upgrades, and various streetscape improvements. Project scope includes deployment of new zero- emission vehicles, roadway re-channelization to provide exclusive streetcar right-of-way, and new transit stations to enhance connections to existing and planned transit corridors. Construction in this project is a multiyear phase. | x    | x    |

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Attachment A-2  
Future State Transportation  
Improvement Plan Project  
Assumptions

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**Table A-2. State Transportation Improvement Plan No Build Project Assumptions**

| Sponsor | Project ID  | Project Title  | Description  | 2032 | 2042 |
|---------|-------------|--|--|------|------|
| SDOT    | SEA-168     | First Hill Streetcar - Broadway Extension                          | Implement the First Hill Streetcar Line segment from Denny Way north to E Aloha St and extend the protected bike lane on east side of street. Streetcar service will provide connections to Pioneer Square, China Town/International District, First Hill, Link Light Rail, and Capitol Hill. The project phase from S Jackson St to Denny Way is in operation.  | x    | x    |
| SDOT    | SEA-200     | Madison Corridor Bus Rapid Transit                                 | Construct a high-capacity transit project from the Downtown and First Hill-Capitol Hill regional urban centers to Madison Valley, including dedicated transit lanes, level-boarding stations, left-door boarding, off-board fare payment, and real-time arrival information. Project scope includes transit signal priority, deployment of new zero-emission vehicles, and pedestrian/bicycle infrastructure improvements including protected bike lanes as well as sidewalk repairs and upgrades. In addition to the termini on Madison from 1st Avenue to Martin Luther King Jr Way, the project route also runs from 1st Avenue at Madison to 1st Avenue at Spring Street, Spring Street from 1st Avenue to 9th Avenue, and Spring Street at 9th Avenue to Madison at 9th Avenue (from 1st Ave to Martin Luther King Jr Way).   | x    | x    |
| SDOT    | SEA-195     | N 34th Street Protected Bicycle Lanes and Protected Intersections  | N 34th St: Design and build a protected bicycle facility for 0.34 miles on N 34th St, comprised of protected bicycle lanes for the full extent and protected intersections at Stone Way N and Troll Avenue N.  | x    | x    |
| SDOT    | SEA-202     | Melrose Avenue E Protected Bicycle Lanes and Neighborhood Greenway | From University St to Harvard Ave E: Design and build a continuous bicycle facility approximately 0.94 miles along Minor Avenue, Melrose Avenue E, and Lakeview Boulevard E. The facility will be comprised of a protected bicycle lane on Melrose Avenue between Pine Street and E Denny Way, a neighborhood greenway on Melrose Avenue E between E Denny Way and E Roy Street, a neighborhood greenway on Melrose Ave between E Pine St and E Pike St, a neighborhood greenway on Minor Ave between E Pike St and University St. Neighborhood greenway elements will include a raised crosswalk at Pine St, a raised intersection at Pike St, and limited concrete panel replacement for bike safety. The project will provide a connection to the existing Melrose Trail and extend south through the Capitol Hill and First Hill neighborhoods. The project will realign the NB I-5 Olive Way on-ramp at Melrose Ave, including replacing existing ramp meter and signal elements (signal pole, span wire, signal heads, APS, signal controller, loops). | x    | x    |
| WSDOT   | WDNW - 1140 | I-405/NE 132nd Street Interchange - New Interchange                | Construct half-diamond interchange with ramps at NE 132nd Street.  | x    | x    |

| Sponsor | Project ID     | Project Title   | Description  | 2032 | 2042 |
|---------|----------------|---|--|------|------|
| WSDOT   | WDNW<br>- 1114 | I-405/Renton to Bellevue - Corridor Widening & Express Toll Lanes (Stage 2) | This project continues the widening of the I-405 corridor between Renton and Bellevue, including the implementation of Express Toll Lanes (ETL) and rebuilding impacted interchanges. Project improvements include the following: - The I-405 Renton to Bellevue ETL project will create a dual lane express toll lane system between SR 167 and NE 6th Street in Bellevue. The project will add one lane in both directions from the SR 167 interchange to the I-90 interchange and add a northbound lane from the I-90 interchange to NE 6th Street. This new lane will be paired with the existing HOV lane to create the dual-lane express toll lane system. - Construct a transit/HOV direct access ramp at NE. 44th Street in Renton (MP 8.00) in coordination with Sound Transit. - Improve four interchanges: NE Park Drive, NE 44th Street, 112th Avenue SE, and Main Street. - Replace four bridges: I-405 over May Creek, NE 44th, 112th Avenue SE, and Main Street. - Construct one new bridge: southbound I-405 over Coal Creek Parkway. - Widen three existing bridges: Sunset Boulevard NE, NE Park Drive, and SE 8th Street. - Improve fish passage crossing barriers as identified through the environmental process; potentially two at Gypsy Creek, and at two unnamed streams near I- 405 MP 7.80. - Construct a new pedestrian/bicycle path in areas where the existing Lake Washington Loop trail will be impacted. - This project will modify local roadways and pedestrian and bicycle facilities related to the interchange improvements and I-405 widening, install sign bridges, install ITS, install a toll system, install and/or replace noise walls, and construct storm water management facilities. | x    | x    |
| WSDOT   | WDNW<br>- 1138 | I-5/Everett to SR 528 - Peak Use Shoulder Lane & Interchange Improvements   | NB I-5 between Everett and Marysville experiences severe congestion during peak travel periods. Minor widening of the roadway and re-striping NB I-5 to create <b>four lanes, with one designated HOV only</b> , will improve mobility and increase highway capacity. This project will also complete the half-interchange at SR 529 by constructing a new NB I-5 Off-ramp to SR 529 and a new SB on-ramp from SR 529 to I-5.  | x    | x    |
| WSDOT   | WDNW<br>- 2006 | I-90/SR 18 Interchange to Deep Creek - Widening & Interchange Improvements  | The I-90/SR 18 interchange experiences severe congestion during AM/PM peak commute periods. This congestion impacts access to and from the City of Snoqualmie and contributes to delay in the transport of trucked goods to and from the ports of Tacoma and Seattle. Truck traffic circulating through the existing weigh station adds to the severity of the congestion at this interchange. Queues regularly extend to mainline I-90 during peak hours, increasing the risk of rear end collisions. By re-constructing the interchange, eliminating the weigh station, and widening SR 18, safety and mobility will be improved...  | x    | x    |
| WSDOT   | WD520-3        | SR 520/I-5 to Floating Bridge - Bridge Replacement and HOV                  | SR 520 from I-5 to Lake Washington: The project will reconstruct the SR 520 corridor from I-5 to the new Evergreen Point Floating Bridge, resulting in a 6-lane corridor including two HOV lanes and a new, second bascule bridge across the Montlake Cut. This is a multiyear project and the programming reflects the funds available within the span of the regional TIP.   | x    | x    |
| WSDOT   |                | SR 518 Des Moines Interchange Improvement                                   | WSDOT is working with the city of Burien to add a new two-lane off-ramp (pdf 135 kb) from eastbound SR 518 to Des Moines Memorial Drive.   | x    | x    |

| Sponsor | Project ID | Project Title                           | Description  | 2032 | 2042 |
|---------|------------|---|--|------|------|
| WSDOT   |            | SR 167/SR 509<br>Puget Sound<br>Gateway | The SR 167 and SR 509 extensions will complete the missing highway system links to I-5 that offer commuter and freight mobility benefits through added capacity and improved connectivity. | x    | x    |

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Attachment A-3  
PSRC 2018 Regional  
Transportation Plan Future  
Project Assumptions

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The transportation modeling and analysis is based on the most current version of the Puget Sound Regional Council Regional Transportation Plan – 2018. The project list for the Regional Transportation Plan – 2018 includes local, regional and State projects in the Puget Sound Region.

For this analysis the project assumed as part of the No-Build (background) condition only include projects in PSRC's financial "constrained" plan. These background projects are considered to be reasonably foreseeable in the future and are either approved, conditionally approved, or candidate projects. The full list can be found at the following location: <https://www.psrc.org/sites/default/files/rtp-appendixg-regionalcapacityprojectlist.pdf>.

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Attachment A-4  
Sound Transit (ST2) Future  
Project Assumptions

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**Table A-4. ST2 No-Build Transit Project Assumptions**

| Sponsor       | Project ID | Project Title   | Description   | 2032 | 2042 |
|---------------|------------|---|---|------|------|
| Sound Transit | E01-02     | Link LRT: Seattle to Downtown Bellevue/Overlake Hospital/Redmond Terminal Station         | This project extends light rail from International District/Chinatown Station in downtown Seattle to Redmond Technology Center. The project includes ten new stations at I-90/Rainier (Judkins Park), Mercer Island P&R, South Bellevue P&R, East Main Street, Bellevue Transit Center, N.E. 8th Street (Wilburton), Spring District/120th, Bel-Red/130th, Overlake Village P&R and Overlake Transit Center (Redmond Technology Center). Project includes new parking facility at Bel-Red/130th Station (+/- 300 spaces) and expanded parking at South Bellevue and Redmond Technology Center stations (totaling +/- 1500 and +/- 300 spaces respectively). | x    | x    |
| Sound Transit | N06        | Link LRT - Extension from University of Washington to Northgate (Seattle)                 | This project extends light rail from University of Washington Station to Northgate in Seattle, with new stations at University District, Roosevelt, and Northgate Transit Center. Expanded parking is included at Northgate Station.  | X    | x    |
| Sound Transit | N39        | Link LRT: Northgate to Lynnwood TC  | This project extends light rail from Northgate Station to Lynnwood Transit Center. The project includes four new stations at N. 145th Street, N. 185th Street, Mountlake Terrace Transit Center, and Lynnwood Transit Center. A new parking facility is included at N. 185th (+/- 500 spaces), and expanded parking is included at N. 145th and Lynnwood stations (by +/- 500 spaces at each).  | x    | x    |
| Sound Transit | S28        | Link LRT: Extension from South 200th to Kent-Des Moines Road via SR 99 1                  | Construct an approximately 2.3-mile extension of the Central Link light rail system from S. 200th Street to a new station near Kent-Des Moines Road (S. 240th St). The project will include all necessary components such as infrastructure, systems, and stations. For prototypical cost estimating purposes, the alignment is assumed to be aerial structure primarily along SR-99.<br><br>The Kent-Des Moines Station will include a new 500 stall regional park-and-ride. The final alignment and station location will be determined through project level design and environmental review.  | x    | x    |
| Sound Transit | S29A       | Link LRT: Extension from Kent-Des Moines Road to S 272nd Street via SR 99 2               | Continue extension of the Central Link light rail system for 2.5 miles from Kent-Des Moines Station (S. 240th St) to S. 272nd Street (at existing Redondo Heights Park-and-Ride lot), including a new station at S. 272nd Street. The project will include all necessary components such as infrastructure, systems, and stations. For prototypical costing purposes, the alignment is assumed to be aerial along SR 99. The S. 272nd St Station will include a new 500 stall garage (within Redondo Heights Park-and-Ride). The final alignment and station locations will be determined through project level design and environmental review.            | x    | x    |
| Sound Transit | S7b        | Link LRT: Extension of Tacoma Link to Tacoma General Hospital with Tacoma Link Technology | This project will more than double the length of Tacoma Link, starting with a relocated Theater District station, and adding six new stations. These will connect to popular destinations such as Old City Hall, the Stadium District, Wright Park and major medical facilities before reaching its new Hilltop neighborhood terminus. Tracks will run in   | x    | x    |

| Sponsor       | Project ID | Project Title                     | Description  | 2032 | 2042 |
|---------------|------------|-----------------------------------|--|------|------|
|               |            | (Hilltop Tacoma Link Extension)   | existing road lanes and will be compatible with on-street parking and existing bicycle facilities. Platforms will be located in the center roadway. The project also includes expansion of the Operations and Maintenance Facility located on East 25th Street to accommodate storage of five new light rail vehicles.   |      |      |
| Sound Transit | S18b       | Sounder - Auburn Station Access   | Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 500 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems. | x    | x    |
| Sound Transit | S109       | Sounder - Kent Station Access     | Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 450 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems. | x    | x    |
| Sound Transit |            | S. 200th Park and Ride            | 630 new stalls   | x    | x    |
| Sound Transit | S21        | Puyallup Station improvements     | Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 600 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems. | x    | x    |
| Sound Transit | S22        | South Tacoma Station improvements | Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 400 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems. | x    | x    |
| Sound Transit | S23b       | Lakewood Station improvements     | Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 600 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems. | x    | x    |

| Sponsor       | Project ID | Project Title               | Description  | 2032 | 2042 |
|---------------|------------|-----------------------------|--|------|------|
| Sound Transit | S20        | Sumner Station improvements | Station/transit center access improvements. Make new improvements or modifications at or adjacent to the station/transit center that improve access for transit users. Potential improvements include pedestrian and bicycle support facilities, parking management and capacity expansion (up to 400 spaces), facilities and systems that enhance operation and access to the station/transit center by bus and other public transport systems, and information and wayfinding systems. | x    | x    |

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Attachment A-5  
ST3 Plan Future Project  
Assumptions

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**Table A-5. ST3 Plan No-Build Transit Project Assumptions**

| Sponsor       | Project ID | Project Title  | Description   | 2032 | 2042 |
|---------------|------------|--|---|------|------|
| Sound Transit | 5681       | Infill Light Rail Station: South Boeing Access Road              | This project builds a new infill station on the Link light rail line in the vicinity of South Boeing Access Road and I-5.   |      | x    |
| Sound Transit | 5680       | Infill Light Rail Station: South Graham Street                   | This project builds a new infill station on the Link light rail line in the vicinity of South Graham Street.  |      | x    |
| Sound Transit | 2524       | Redmond Technology Center Station to Downtown Redmond Light Rail | This project extends East Link to downtown Redmond, as described in Sound Transit Board Resolution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations, one with parking at southeast Redmond and a second in downtown Redmond.  | x    | x    |
| Sound Transit | 2529       | South Kirkland to Issaquah Light Rail                            | This project builds light rail from south Kirkland to Issaquah with four new stations at south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah, with one provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built.   |      | x    |
| Sound Transit | 2519       | Lynnwood to Everett Light Rail                                   | This project extends light rail from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center with both elevated and at-grade sections. The project includes six new stations at West Alderwood Mall, Ash Way, 128th /Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built. |      | x    |
| Sound Transit | 5679       | Infill Light Rail Station: Northeast 130th Street                | This project builds a new infill station at I-5 and NE 130th Street along the Lynnwood Link Extension.  |      | x    |
| Sound Transit |            | Kent/Des Moines to Federal Way Transit Center Light Rail         | This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way.  | x    | x    |
| Sound Transit |            | Federal Way Transit Center to Tacoma Dome Light Rail             | This project extends light rail from the Federal Way Transit Center to Tacoma via I-5 with four new stations in the south Federal Way, Fife and east Tacoma areas, and at the Tacoma Dome Station.  | x    | x    |
| Sound Transit | 4075       | Tacoma Link Extension to Tacoma Community College                | This project extends Tacoma Link from downtown Tacoma to Tacoma Community College with six new stations.  |      | x    |

| Sponsor       | Project ID | Project Title  | Description   | 2032 | 2042 |
|---------------|------------|--|---|------|------|
| Sound Transit |            | Souder North Parking   | This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Souder Stations.   | x    | x    |
| Sound Transit | 4087       | Souder South Capital Improvements Program  | This project establishes a program of capital elements that would be used to meet growing demand for Souder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity.  |      | x    |
| Sound Transit | 2533       | Souder Expansion to DuPont   | This project extends Souder commuter rail service from Lakewood to DuPont with two new stations at Tillicum and DuPont.   |      | x    |
| Sound Transit | 2527       | I-405 Bus Rapid Transit  | This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and ten stations, including a new transit center in South Renton and new stations at Northeast 85th Street with BAT lanes extending toward Downtown Kirkland and at Northeast 44th Street in Renton.   | x    | x    |
| Sound Transit | 5359       | Northeast 145th Street and SR 522 Bus Rapid Transit                              | This project establishes Bus Rapid Transit (BRT) from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature Business Access Transit (BAT) lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell. | x    | x    |
| Sound Transit |            | North Sammamish Park-and-Ride  | This project builds a surface park-and-ride in north Sammamish. The site for the park-and-ride will be determined in coordination with the City of Sammamish.   | x    | x    |
| Sound Transit |            | King County Metro Rapid Ride C and D and Madison Street Capital Improvements Bus | This project provides a capped contribution to help design and implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as early deliverables to provide improved speed and reliability in advance of light rail starting operations to these areas. The project also includes a contribution to funding for Madison Street BRT in Seattle.  | x    | x    |

| Sponsor       | Project ID | Project Title  | Description   | 2032 | 2042 |
|---------------|------------|--|---|------|------|
| Sound Transit |            | Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, I-90, SR 518, and SR 167                             | This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible.                      | x    | x    |
| Sound Transit |            | Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)                          | This project provides a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue in Tacoma.   | x    | x    |
| Sound Transit |            | ST Express Bus Service   | This project funds operations for ST Express regional bus service maintaining interim express bus service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs.<br><br>Frequent service between Lakewood and Tacoma Dome Station is included. | x    | x    |
| Sound Transit |            | Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County Cities and Sumner Sounder Station | This project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.  | x    | x    |
| Sound Transit |            | Bus Operations and Maintenance Facility  | This project would construct a new bus operations and maintenance facility to accommodate a portion of the existing and future bus fleet required for ST3 BRT and ST Express bus service. The facility would be located in the vicinity of the I-405/SR 522 corridors.  | x    | x    |

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Attachment A-6  
King County Metro METRO  
CONNECTS Plan Future Project  
Assumptions

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**Table A-6. King County Metro METRO CONNECTS Plan No-Build Transit Project Assumptions**

| Sponsor           | Project ID | Project Title   | Description  | 2030 | 2040 |
|-------------------|------------|-----------------|--|------|------|
| King County Metro | RR 40      | RR 40           | To Lake City/ From Seattle CBD/ Via Ballard. Upgrade Route 40 to RapidRide line.           | x    | x    |
| King County Metro |            | 1012            | To Ballard/ From Children's Hospital/ Via Wallingford. Upgrade Route 44 to RapidRide line. | x    | x    |
| King County Metro |            | RR 120          | To Burien TC/ From Seattle CBD/ Via Westwood Village. Upgrade Route 120 to RapidRide line. | x    | x    |
| King County Metro |            | 1059            | To Madison Valley/ From Seattle CBD/ Via E Madison St. Madison Street RapidRide line.      | x    | x    |
| King County Metro |            | 1071            | To SLU/ From Mount Baker/ Via Seattle CBD. New RapidRide route.                            | x    | x    |
| King County Metro |            | C Line          | To SLU/ From Westwood/ Via West Seattle. Route revisions and improvements.                 | x    | x    |
| King County Metro |            | D Line          | To Northgate/ From Seattle CBD/ Via Ballard. Route revisions and improvements.             | x    | x    |
| King County Metro |            | E Line          | To Shoreline/ From Seattle CBD/ Via SR 99. Route revisions and improvements.               | x    | x    |
| King County Metro |            | 1010 (D Line)   | To Fremont/ From Lake City/ Via Ballard. Route revisions and improvements.                 |      | x    |
| King County Metro |            | 1012            | To Ballard/ From Children's Hospital/ Via Wallingford. Route revisions and improvements.   |      | x    |
| King County Metro |            | 1043 (C Line)   | To Alki/ From Burien/ Via West Seattle. Route revisions and improvements.                  |      | x    |
| King County Metro |            | 1059            | To Madison Valley/ From Seattle CBD/ Via E Madison St. Route revisions and improvements.   |      | x    |
| King County Metro |            | 1061            | To Uptown/ From Madison Park/ Via Capitol Hill. Upgrade route to RapidRide.                |      | x    |
| King County Metro |            | 1202            | To Seattle CBD/ From Sand Point/ Via Green Lake. Upgrade route to RapidRide                |      | x    |
| King County Metro |            | 1993 (Route 40) | To Northgate/ From Seattle CBD/ Via Ballard. Upgrade route to RapidRide.                   |      | x    |

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Attachment A-7  
Seattle Capital Improvement Plan  
(CIP) Future Project Assumptions

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**Table A-7. Seattle CIP No-Build Future Transportation Project Assumptions**

| Sponsor | Project ID | Project Title                                      | Description  | 2032 | 2042 |
|---------|------------|--|--|------|------|
| SDOT    | TC367070   | Cheshiahud Lake Union Trail Project                | This project completes Fairview trail improvements and establishes the History Trail. The project addresses the challenges presented along the Fairview Avenues N and E corridors. This may include implementing a new separated bike/pedestrian path along Fairview Avenue N to the south of the old steam plant to Lake Union Park and improving the shared route along Fairview Avenue E to the University Bridge. This will substantially complete the needed physical improvements along the trail. Three street-end parks will be improved through volunteer efforts. The Museum of History and Industry (MOHAI) and the Center for Wooden Boats (CWB) will implement interpretive elements for the History Trail. A cycle track will be constructed on Westlake Avenue North.                                       | x    | x    |
| SDOT    | TC367640   | Columbia Two-Way Street Improvements               | his project consists of reconstructing Columbia between 1st & 3rd to a two-way roadway. Elements of the design and construction project will include, but is not limited to, pavement reconstruction/overlay, striping, signals, curb, sidewalk, drainage and other elements necessary to deliver a two-way roadway for transit  | x    | x    |
| SDOT    | TC367110   | Mercer Corridor Project West Phase                 | This project converts Mercer Street to a two-way street between Dexter Ave and Elliott Ave West. The Mercer underpass at Aurora Ave will be widened to allow for six travel lanes and a bicycle/pedestrian shared use path between Dexter Ave and 5th Ave North. Roy Street, between Fifth Ave N and Queen Anne Ave, will also be converted to a two-way street with on-road bicycle lanes.  | x    | x    |
| SDOT    | TC366050)  | Alaskan Way Viaduct Replacement/Waterfront Rebuild | This project designs and constructs the rebuilt Alaskan Way/Elliott Way surface streets and the adjoining pedestrian promenade along the Seattle waterfront following the demolition of the Alaskan Way Viaduct. The State of Washington has built a deep bore tunnel to replace the Alaskan Way Viaduct (Viaduct) and has relocated State Route (SR) 99 into the tunnel. The City of Seattle is responsible for the Alaskan Way/Elliott Way surface street and the promenade. The project also includes replacement of and improvements to four key connections impacted by the Viaduct removal, namely Seneca Street, Columbia Street, and the Marion Street and Lenora pedestrian bridges.<br><br>This project is part of the overall waterfront improvement program. Construction of these improvements began in 2019. | x    | x    |
| SDOT    | TC367630   | Overlook Walk and East- West Connections Project   | Removing the Alaskan Way Viaduct provides the opportunity for the City to improve key connections between the downtown core and the waterfront. The specific east/west streets targeted for improving connections include: Bell Street, King Street, Union Street, Pike Street, Pine Street, Main Street, Washington Street, Yesler Way, and Railroad Way. In addition to these east/west street connections, the waterfront improvement program also includes Overlook Walk, which would provide a pedestrian oriented connection between the waterfront, the Aquarium and Pike Place Market with ADA access, views, and public open spaces. This project is part of the overall waterfront improvement program.  | x    | x    |

Attachment A-8  
SDOT Implementation Plans  
Future Project Assumptions

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**Table A-8. SDOT Bike Implementation Plan No-Build Future Project Assumptions**

| SDOT Plan Type | Project Title  | Description   | 2032 | 2042 |
|----------------|--|---|------|------|
| Ped            | Various locations  | Various pedestrian enhancements city-wide. Pedestrian improvements within the WSBLE study area will be included in project assumptions.             | x    | x    |
| Bike           | Pike-Pine Mobility Improvements  | From 8th Ave to Broadway (2021)<br>All bike facilities are on the left-hand side of the street to reduce conflicts with transit and general traffic | x    | x    |
| Bike           | Chinatown / International District- Judkins Park Neighborhood Greenway | S King St / 7th Ave (N-S connection to S Dearborn St) between 5th Ave S and 20th Pl S- NGW (1.25-mile)  | x    | x    |
| Bike           | Valley Street PBL  | Valley St between 9th Ave N and Fairview Ave N- PBL (0.25-mile)   | x    | x    |
| Bike           | SoDo Trail Extension   | SoDo Trail / E3 Busway between S Forest St and S Spokane St -TRL (0.42-mile)  | x    | x    |
| Bike           | West Seattle Neighborhood Green Way                                    | 34th Ave SW between SW Roxbury St and S Edmunds St- NGW (3.61-mile)   | x    | x    |
| Bike           | 12th Ave S PBL   | 12th Ave S between E Yesler Way and S Charles St -PBL (0.53-mile)   | x    | x    |

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Attachment A-9  
New Projects – CIP, STIP, RTP

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**Table A-9. New Projects – CIP, STIP, RTP**

| Sponsor           | Project ID | Project Title                            | Description   | 2032 | 2042 |
|-------------------|------------|--|---|------|------|
| Seattle           | 5636       | 2nd Avenue Protected Bike Lane Extension | Create protected bike lane facilities to enhance active transportation opportunities within a complex urban environment. Project includes relocation and reassignment of rights-of-way uses for transit and general purpose traffic, safety and operational improvements, and supporting multimodal infrastructure. This project extends north and south from the existing facility.  | x    | x    |
| Seattle           | 5637       | 4th / 5th Avenue Protected Bike Lane     | Create protected bike lane facilities to enhance active transportation opportunities within a complex urban environment. Project includes relocation and reassignment of rights-of-way uses for transit and general purpose traffic, safety and operational improvements, and supporting multimodal infrastructure. May include two-way protected bike lanes or a one-way pair.   | x    | x    |
| Seattle           | 5638       | Pine - Pike Protected Bike Lane          | Create protected bike lane facilities to enhance active transportation opportunities within a complex urban environment. Project includes relocation and reassignment of rights-of-way uses for transit and general purpose traffic, safety and operational improvements, and supporting multimodal infrastructure.   | x    | x    |
| Seattle           | 5711       | Thomas Street Project                    | <b>Establish Thomas Street as the principal connection</b> between Seattle Center, Uptown and the South Lake Union urban villages through the construction of a multi-use pathway between the north sidewalk and the vehicle travel lanes. This revised cross section will utilize the Thomas Street right of way to prioritize safety for people walking, biking and using transit to connect with the dense employment and entertainment hubs in these urban villages. Safety will be enhanced through the construction of a protected intersection at Dexter Ave N and a separation of the bike facility from the streetcar tracks between Westlake Ave N and Terry Ave N. The citywide bicycle network will be knit together by connecting the north-south routes along Dexter Ave N and 9th Ave N to this east-west connection. The separated multi-use pathway will extend from 5th Ave N to Fairview Ave N, further connection to the Eastlake Ave N protected bike lane will be made using a combination of neighborhood greenway and protected bike lanes. | x    | x    |
| King County Metro | 5732       | ID# 1049: Kent Tukwila Seattle           | Construct a new RapidRide line connecting Kent to Seattle via Tukwila. This project will include the following elements: New transit only or BAT lanes on existing or new right of way along the proposed routing to maintain high transit travel speed; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops. This project will connect at least two Regional Growth Centers, Kent and Tukwila, along with other jobs and amenities in the Manufacturing Industrial Center of Kent and North Tukwila. It also increases access to other regional transit services including the Sounder station in Kent and Link Light Rail in Seattle.                  | x    | x    |

| Sponsor           | Project ID | Project Title                                    | Description  | 2032 | 2042 |
|-------------------|------------|--|--|------|------|
| King County Metro | 5733       | ID# 1028/3101: Crossroads Bellevue U District    | Create a new RapidRide line by modifying the existing B Line and extending it west to the University of Washington. This project will include the following elements: New transit only or BAT lanes on existing or new right of way along the proposed routing to maintain high transit travel speed; Major intersection investments at priority intersections to improve traffic flow, transit reliability and increase transit speeds; New transit signal priority at many of the signalized intersections along the route; upgraded passenger amenities with better information and passenger safety to facilitate greater transit use and remove barriers of existing use by building RapidRide stations, Enhanced RapidRide stops, and standard RapidRide stops. This project will connect two Regional Growth Centers, Bellevue and University District, along with other jobs and amenities in Crossroads and the growing Bel-Red district. It also increases access to other regional transit services including Link Light Rail in Bellevue and the University of Washington. | x    | x    |
| King County Metro | 5738       | West Seattle Mobility Transit Hub                | This project will plan, site, permit, design and construct a mobility hub facility that could accommodate vehicle parking and transit bus/shuttles, bike and pedestrian access for transit connections to Water Taxi service operating at Seacrest Dock. This project is complementary to and independent of the proposed West Seattle Terminal Replacement project.   | x    | x    |
| Seattle           | 5754       | West Marginal Way Vision Zero Projects           | Install 2-way protected bike lane for 0.5 miles to connect regional bike network gap. This will require the removal of the curbside southbound travel lane. Add new pedestrian crossing traffic signal to Herring's House Park driveway to facilitate safe and comfortable pedestrian crossing between the Duwamish Longhouse and west side parks (historic and cultural significance). Add new sidewalk on west side of street between the existing Duwamish Trail Crossing signal (midblock signal) and Alaska St SW to provide direct ADA access to Duwamish Longhouse.   | x    | x    |
| Seattle           | 5755       | Seattle Transit Priority Lanes                   | Design and build transit priority travel lanes. Convert existing lanes or right-of-way into dedicated lanes, increase visibility and compliance, support with transit signal priority, capital construction, or other efforts as needed to improve transit travel times and reliability. Improvements are focused on transit lanes along Seattle's Frequent Transit Network where routes encounter significant delay, but may include transit-and-freight lanes, convertible lanes, and other lane conversions that maximize the usefulness of the right-of-way.   | x    | x    |
| SDOT              | MC-TR-C078 | Route 44 Transit-Plus Multimodal Corridor        | This project will implement speed and reliability improvements along the Route 44 corridor. This project seeks to improve and make reliable the connection between the University of Washington, Wallingford, and Ballard. The project may add bus lanes, pedestrian improvements, channelization changes, signal modifications, transit signal priority, and new adaptive signals.  | x    | x    |
| SDOT              | MC-TR-C053 | Route 7 Transit-Plus Multimodal Corridor Project | This project, in partnership with King County Metro, will make street improvement on Rainier Ave which could include key features: dedicated bus lanes and queue jumps; and improvements to crossings and transit connections to help people access transit safely.  | x    | x    |

| Sponsor | Project ID | Project Title  | Description  | 2032 | 2042 |
|---------|------------|--|--|------|------|
| WSDOT   | MET-255    | Route 36 Speed and Reliability Corridor Improvements | Design and construct transit speed, reliability, and access improvements along Metro Route 36, a trolley bus route, operating between Othello Link Light Rail Station and Downtown Seattle (12th Ave S and S Jackson St) via Beacon Hill. Improvements may include transit signal priority, bus-only lanes, signage, bus zone bulb-outs, bus stop consolidation and optimization, improved lighting, crosswalk and sidewalk improvements, and other treatments. The project will design and implement Overhead Contact System modifications needed to accommodate the proposed improvements to maintain trolley bus operations. Funding  | x    | x    |
| WSDOT   | SEA-241    | 23rd Ave Bus Rapid Transit                           | The City of Seattle will design and construct improvements to increase transit speed and reliability, as well as transit passenger access and convenience, along 23rd/24th Ave and E Montlake Pl, possibly Montlake Blvd, Pacific St and 15th Ave NE, as part of the Route 48 Transit Plus Multimodal Corridor (TPMC) Project. Primary project elements include transit speed and reliability improvements, such as bus only or Business Access Transit (BAT) lanes, queue jumps, channelization and signal optimization for buses, and transit signal priority. Work may also include pedestrian-scale lighting, sidewalk and curb ramp upgrades, communication infrastructure, and other similar elements.   | x    | x    |
| WSDOT   | SEA-235A   | Alaskan Way Protected Bike Lane                      | This project will build a protected bike lane on Alaskan Way between Virginia St and Broad St. This facility will connect the Elliott Bay Trail to the Waterfront Park Promenade and Bike Path to provide a continuous bike facility along Seattle's central waterfront. The project includes adjusting the current lane widths to accommodate the new bike lane.  | x    | x    |
| WSDOT   | SEA-215a   | Fairview Ave N Multimodal Improvements               | Widening Fairview Ave N between Valley St and Yale Ave N to accommodate an additional lane (allowing for a southbound transit only lane for streetcar and buses), replacing and upgrading signals, upgrading bus stops to accommodate future RapidRide stations, and re-channelizing the corridor. This project is related to the Roosevelt Rapid Ride project (SEA-215).  | x    | x    |
| WSDOT   | SEA-240    | Northgate to Downtown Transit Improvements           | The City of Seattle will construct transit spot improvements and multimodal corridor improvements along King County Metro Route 40 to improve connections to major destinations in North and Central Seattle including Northgate, Greenwood, Crown Hill, Ballard, Fremont, South Lake Union, and Downtown Seattle. Key features of the enhanced Route 40 corridor include: bus priority lanes, pavement improvements, traffic signal optimization, bus stop rebalancing, additional bus stops, and bicycle and pedestrian upgrades.  | x    | x    |
| WSDOT   | SEA-215    | RapidRide J Line                                     | Seattle will build a new bus rapid transit (BRT) / RapidRide corridor along Roosevelt Way, 11th Ave NE, Eastlake Ave, Fairview Ave, Stewart St, and Virginia St. This project will expand King County Metro's RapidRide brand. The project includes key features such as business access and transit (BAT) lanes or exclusive transit-only lanes, signal modifications, channelization changes, bus stop consolidation, parking changes, bus bulbs, transit signal priority (TSP), bicycle and pedestrian access improvements, and protected bike lanes and/or parallel neighborhood greenways. Improvements will also include transit stop amenities such as real-time arrival information, lighting, wayfinding, and bicycle and pedestrian access improvements. This project is related to the Fairview Ave N Multimodal Improvements project (SEA-215A). | x    | x    |

| Sponsor | Project ID | Project Title                                  | Description  | 2032 | 2042 |
|---------|------------|--|--|------|------|
| WSDOT   | SEA-242    | RapidRide Roosevelt (J-Line), Eastlake Segment | The RapidRide Roosevelt (J-Line), Eastlake Segment, is a critical component to the RapidRide Roosevelt (J-Line) Project. This project is a partnership between the City of Seattle (City) and King County Metro to implement bus rapid transit (BRT) serving Seattle's Eastlake neighborhood between Downtown Seattle and Roosevelt neighborhoods. The project will also improve pedestrian and bicycle connections and access to RapidRide stations, and will improve safety for both non-motorized and motorized travelers along the Eastlake segment by filling gaps between existing bike lanes. | x    | x    |



# ***West Seattle Link Extension***

## **APPENDIX B**

### **Transit Service Integration Technical Memorandum**

The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact [FTAWebAccessibility@dot.gov](mailto:FTAWebAccessibility@dot.gov).

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# ***West Seattle and Ballard***

Link Extensions

## West Seattle Link Extension Transit Service Integration Technical Memorandum

**December 2023**

## Revision History

| Version | Phase | Title  | Date       | Notes, As Required |
|---------|-------|--|------------|--------------------|
| 1       |       | South Segment Transit Service Integration Technical Memorandum               | 10/10/2023 |                    |
| 2       |       | West Seattle Link Extension Transit Service Integration Technical Memorandum | 12/11/2023 |                    |

# Table of Contents

|          |  |            |
|----------|--|------------|
| <b>1</b> | <b>INTRODUCTION.....</b>                                   | <b>1-1</b> |
| 1.1      | Overview.....  | 1-1        |
| <b>2</b> | <b>REGIONAL BUS NETWORK.....</b>                           | <b>2-1</b> |
| 2.1      | Metro Connects 2050 Transit Service Network .....          | 2-1        |
| <b>3</b> | <b>WSLE STATION TRANSIT INTEGRATION.....</b>               | <b>3-1</b> |
| 3.1      | Alaska Junction Station.....                               | 3-3        |
| 3.1.1    | Bus Route Pathways and Active Bus Stop/Bay Locations ..... | 3-3        |
| 3.1.2    | Bus Stop Elements.....                                     | 3-3        |
| 3.1.3    | Layover Areas .....  | 3-3        |
| 3.1.4    | Paratransit Areas.....                                     | 3-4        |
| 3.1.5    | Pick-up/Drop-Off.....                                      | 3-4        |
| 3.1.6    | Overall Transit Transfer Environment .....                 | 3-4        |
| 3.2      | Avalon Station.....  | 3-4        |
| 3.2.1    | Bus Route Pathways and Active Bus Stop/Bay Locations ..... | 3-5        |
| 3.2.2    | Bus Stop Elements.....                                     | 3-5        |
| 3.2.3    | Layover Areas .....  | 3-6        |
| 3.2.4    | Paratransit Areas.....                                     | 3-6        |
| 3.2.5    | Pick-up/Drop-Off.....                                      | 3-6        |
| 3.2.6    | Overall Transit Transfer Environment .....                 | 3-7        |
| 3.3      | Delridge Station .....                                     | 3-7        |
| 3.3.1    | Bus Route Pathways and Active Bus Stop/Bay Locations ..... | 3-8        |
| 3.3.2    | Bus Stop Elements.....                                     | 3-8        |
| 3.3.3    | Layover Areas .....  | 3-8        |
| 3.3.4    | Pick-up/Drop-Off.....                                      | 3-9        |
| 3.3.5    | Overall Transit Transfer Environment .....                 | 3-9        |
| 3.4      | SODO Station .....   | 3-10       |
| 3.4.1    | Bus Route Pathways and Active Bus Stop/Bay Locations ..... | 3-10       |
| 3.4.2    | Bus Stop Elements.....                                     | 3-11       |
| 3.4.3    | Layover Areas .....  | 3-11       |
| 3.4.4    | Paratransit Areas.....                                     | 3-11       |
| 3.4.5    | Pick-up/Drop-Off.....                                      | 3-12       |
| 3.4.6    | Overall Transit Transfer Environment .....                 | 3-12       |

4 MINIMUM OPERABLE SEGMENT.....4-1

Figures

Figure 2-1 – Metro Connects 2050 Bus Network..... 2-1

Figure 3-1 – Alaska Junction Station Area ..... 3-2

Figure 3-2 – Alaska Junction Station Bus Routes..... 3-3

Figure 3-3 – Avalon Station Area ..... 3-5

Figure 3-4 – Avalon Station Bus Routes..... 3-6

Figure 3-5 – Delridge Station Area ..... 3-7

Figure 3-6 – Delridge Station Bus Routes ..... 3-9

Figure 3-7 – SODO Station Area..... 3-10

Figure 3-8 – SODO Station Bus Routes ..... 3-11

Figure 4-1 – Delridge Station MOS Bus Routes ..... 4-2

Appendices

Appendix A Station Area Transit Integration Diagrams

## **Acronyms and Abbreviations**

|        |                                |
|--------|--------------------------------|
| BLE    | Ballard Link Extension         |
| EIS    | Environmental Impact Statement |
| M.O.S. | Minimum Operable Segment       |
| ST3    | Sound Transit 3 Plan           |
| WSLE   | West Seattle Link Extension    |

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# 1 INTRODUCTION

## 1.1 Overview

Transit integration is a core component of the West Seattle Link Extension (WSLE) to ensure that people can safely and conveniently connect between new Link service and other transit modes like buses and paratransit. Transit integration is part of overall station planning where seamless connections to Link from all modes are integrated into the station access planning and design process. Specifically, transit integration includes:

- Refining bus routes to better connect with Link stations
- Optimizing the location of bus bays and paratransit locations to minimize access times between bus/paratransit and rail and to also minimize conflicts between transit transfers and other modes (e.g., bicycles accessing the station, pick-up/drop-off, and other people traveling in the area)
- Identifying areas for bus layover within or near the station that balance the needs of the transit operator (minimizing deadhead time), the bus driver (the need for a comfort station or break area), and adjacent land uses (potential impacts of layover buses)

This memorandum describes the process to refine bus routes, station transit integration details, and layover. The transit integration work informs station design, preliminary engineering, and the environmental impact findings.

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## 2 REGIONAL BUS NETWORK

A major element of transit integration is alignment with the planned future bus network. Even with future light rail extensions, the majority of the transit access in the region will be provided by local bus service (and paratransit for those unable to access traditional transit). Connecting bus routes with the Link extensions in an efficient way maximizes the value of the light rail investment and allows bus operators to further extend their coverage. This chapter summarizes the planned bus network from King County Metro (Metro) which is the only transit agency that has definitive planned bus service in the WSLE area. Sound Transit Express Bus Service could be provided in the study area, but service is re-evaluated annually and many Sound Transit Express Bus routes are expected to be truncated as light rail service expands farther north, east, and south.

### 2.1 Metro Connects 2050 Transit Service Network

Metro's Long Range Plan, *Metro Connects*, includes a proposed 2050 fixed-route bus network. An overview of this network within the WSLE area is shown in Figure 1.

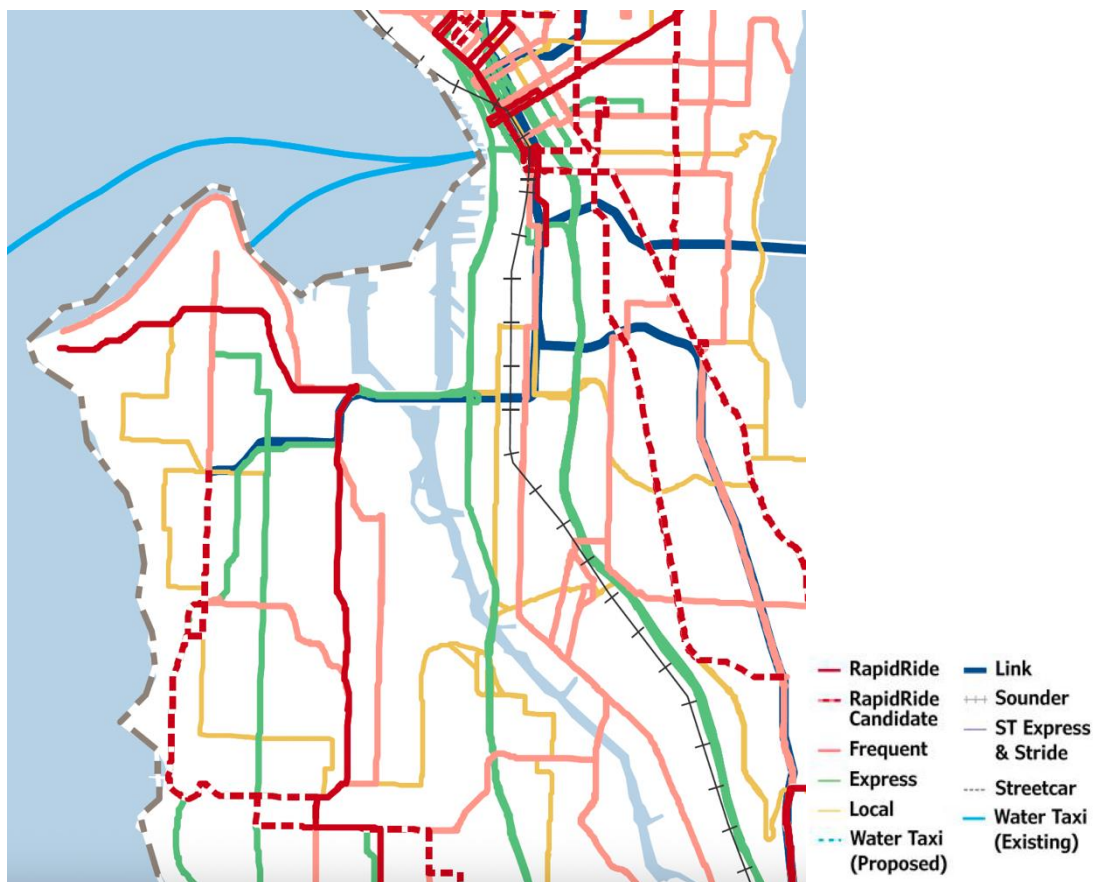


Figure 2-1 – Metro Connects 2050 Bus Network

Figure 2-1 shows that the *Metro Connects* bus network assumes completion of the ST3 light rail network and the future bus routes would leverage connections and transfers at the new light rail stations. Relevant to WSLE is that the full Metro Connects route restructure would require completion of the Ballard Link Extension (BLE) project, which would facilitate a “single-seat ride” on light rail from West Seattle to downtown Seattle. The full Metro Connects network shown in Figure 2-1 would not be implemented until BLE is constructed and the 3 Line runs between West Seattle and Lynnwood/Everett.

A specific example of bus/rail transit integration assuming completion of the WSLE and BLE projects is reflected on the West Seattle Bridge, which has no RapidRide service between West Seattle and downtown. Today’s RapidRide H line that runs along Delridge Way and across the West Seattle Bridge to downtown would instead be redirected to Admiral Junction with downtown-bound riders transferring to Link. Similarly the *Metro Connects* version of RapidRide C terminates at the Alaska Junction light rail station. This restructure limits route redundancy with Link light rail and allows Metro to reallocate bus service to improve coverage and frequency. This type of bus route restructure is similar to recent changes as the 1 Line has been extended to Northgate. Note that until BLE is constructed, some bus routes are expected to continue to operate into downtown Seattle (such as the RapidRide H Line) to ensure that passengers do not need to transfer multiple times to reach downtown.<sup>1</sup>

*Metro Connects* identifies the large-scale bus route restructuring that is planned to occur as Link is extended, however, detailed transit routing, bus stop/paratransit locations, and layover near stations were not within the scope of *Metro Connects*. This memorandum further incorporates the *Metro Connects* bus network refinements with the station planning being prepared for WSLE. This memorandum advances transit integration beyond the level presented in the DEIS; however, additional refinement between Sound Transit, Metro, and the City of Seattle will occur as the WSLE project moves from preliminary engineering to final design. The station transit integration concepts presented in this memorandum are consistent with those presented in the WSLE FEIS.

---

<sup>1</sup> Metro Connects 2050 reflects Metro’s long-range transit plan and is not a detailed service plan. Metro engages in a public process in advance of any large service change. These typically occur a year or two in advance of Link service opening (this could occur in conjunction with WSLE and again with BLE).

### 3 WSLE STATION TRANSIT INTEGRATION

This section describes the transit integration details at each of the WSLE stations. Specifically, the following elements will be described for each station:

- **Bus route pathways immediately adjacent to the station:** Sound Transit and Metro collaborated on ways to refine the bus pathways near WSLE stations to optimize the bus transfer environment while being mindful of deviations and delays to passengers not accessing light rail.
- **Active bus stop/bay locations:** Active bus stops are located as close as possible to station entrances with a priority placed on routes that have the highest forecast transfer activity between bus and rail. Considerations around safety, visibility, traffic operations, and paratransit access are taken into consideration when identifying bus stop locations.
- **Bus stop elements:** Metro's *Transit Facilities Guidelines* document specifies the required/desired elements at bus stops including, but not limited to: clear areas, bus stop signs, shelters/awnings, benches, etc. This memorandum does not provide detail about every design element, but focuses on the larger elements such as shelters/awnings and benches. Generally, elements such as clear areas, bicycle parking, trash cans, etc. are incorporated into the station design.
- **Layover areas (if applicable):** Some stations serve as the terminus of bus routes. Terminating bus routes require a layover area and a driver comfort station/accessibile bathroom/break room. Layover areas are sometimes integrated into the station and sometimes on-street curb space is used for layover. As a general rule, locating layover as close as possible to the first/final stop of the bus route minimizes transit operating costs.
- **Paratransit areas:** All Sound Transit stations include a paratransit loading area. Terminus stations include accommodations for two paratransit vehicles. Sound Transit desires to have paratransit activity occur as close as possible to the station entrance but in a location that will accommodate a paratransit vehicle waiting to assist a passenger into/out of the station.
- **Pick-up/drop-off:** Some passengers will be picked-up or dropped-off at the station in a vehicle. Examples include a family member dropping off a passenger or a passenger using a TNC. Pick-up/drop-off areas are intended to be away from major streets to minimize conflicts with traffic and buses. Pick-up/drop-off areas are also located away from bicycle routes identified by the City of Seattle. Pick-up/drop-off space is managed by the City of Seattle and the locations and number of required spaces is coordinated with City staff.
- **Summary of the transit transfer environment:** A qualitative description of the overall transit transfer environment around each station.

### 3.1 Alaska Junction Station

The preferred alternative for the Alaska Junction Station is a tunnel under 41st Avenue SW with entrances on either side of SW Alaska Street. See Figure 3-1 for a diagram of the station area.

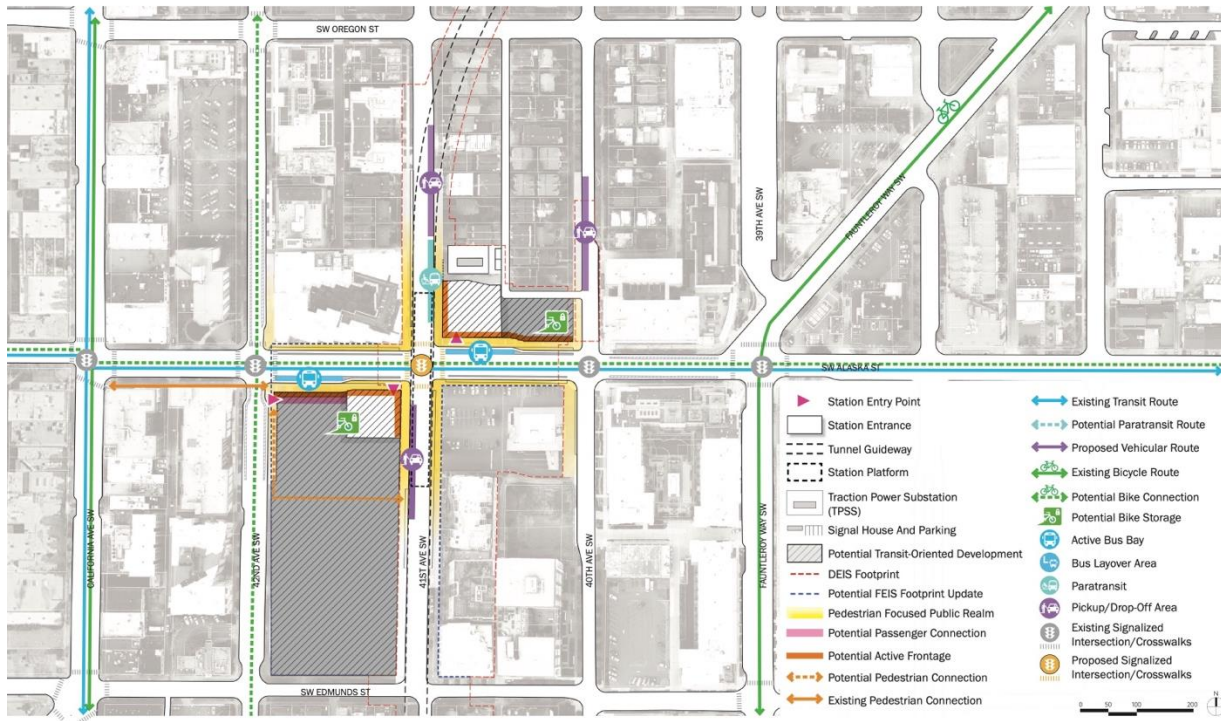


Figure 3-1 – Alaska Junction Station Area

#### 3.1.1 Bus Route Pathways and Active Bus Stop/Bay Locations

Metro, the City of Seattle, and Sound Transit identified pathways for the *Metro Connects* bus routes that are proposed to serve the Alaska Junction Station. The bus route pathways are shown on Figure 3-2. The legend summarizes the *Metro Connects* route numbers and main destinations of the bus routes. About 58% of total daily light rail boardings at Alaska Junction will be from bus-rail transfers.

Two routes, RapidRide Route 1043 (which is similar to Metro's current RapidRide C Line and Route 131) and local Route 3400 (which does not have a comparable current route) would terminate at the station. For these two routes, a conceptual loop to turn back into service is shown along Fauntleroy Way SW, SW Edmonds Street, and 40th Avenue SW, although the exact routing would depend on the location of layover (see next section). Local Route 3034 (which is similar to the current Route 50) would operate along SW Alaska Street. All three of these routes (1043, 3034, and 3400) would be served by a pair of bus stops along SW Alaska Street immediately in front of the station entrances.

Route 1040 (similar to the current Route 128), is proposed as a frequent all-day route that operates along California Avenue SW. This route is served by a pair of bus stops on California

Avenue SW, far side of SW Alaska Street. Sound Transit and Metro explored rerouting Route 1040 to stop in front of the station along SW Alaska Street, but determined that the deviation would be too long and that the primary bus-rail transfer market would be accommodated by RapidRide Route 1043.

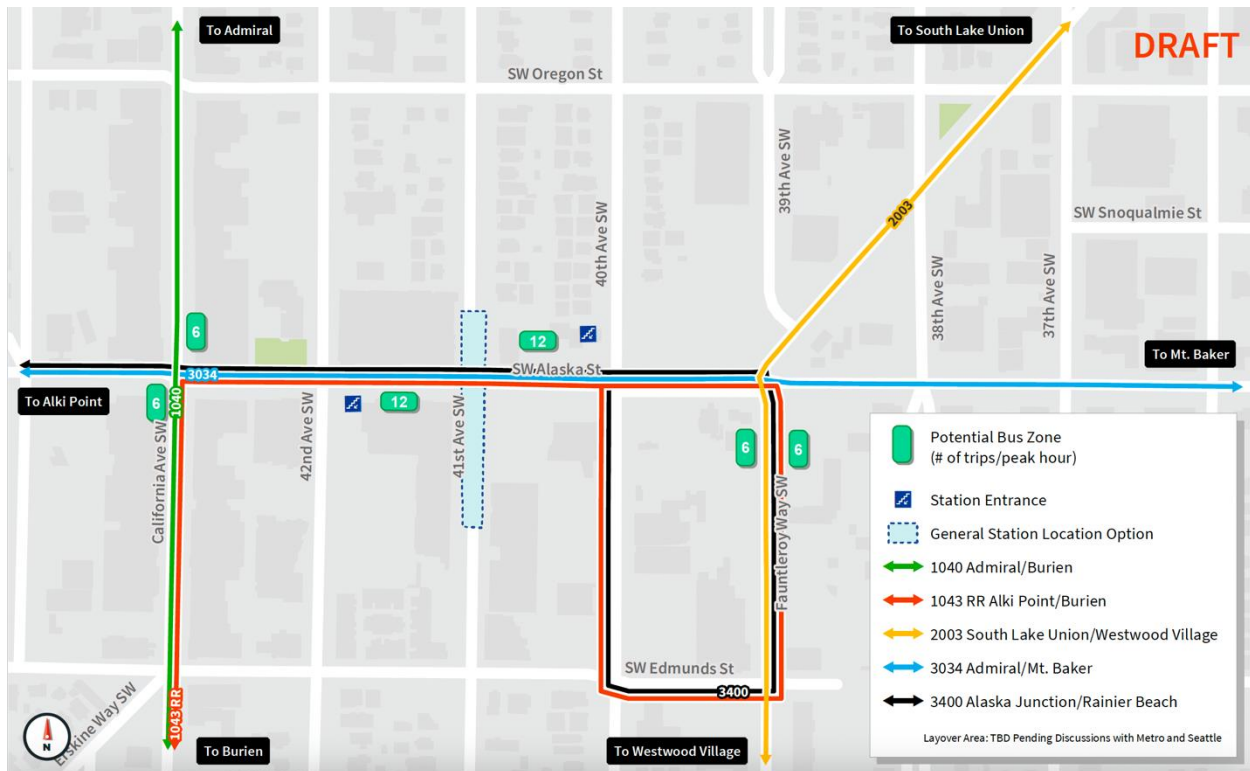


Figure 3-2 – Alaska Junction Station Bus Routes

### 3.1.2 Bus Stop Elements

The Alaska Junction Station is located in a relatively dense urban setting and therefore the bus stops along SE Alaska Street are anticipated to have bus stop elements that include integrated weather protection as part of the station design and leaning rails in lieu of benches. The bus stops along California Avenue SW are not in the Sound Transit station area and would be managed by Metro. Based on forecast ridership, it is likely that the California Avenue SW stops would include shelters and benches, unless there are opportunities to integrate the stops within adjacent buildings.

### 3.1.3 Layover Areas

Metro and Sound Transit have agreed that there is a need to layover up to four buses at a time in the Alaska Junction Station area. However, at the time of writing, a specific location for layover has not been identified. Several on-street options as well as the potential to integrate layover into the preferred station design are being explored. As preliminary engineering activities continue, the agencies will work to finalize layover.

### **3.1.4 Paratransit Areas**

As a terminal station, Alaska Junction must be able to accommodate two paratransit vehicles. As shown in Figure 3-1, paratransit is envisioned to be located along 41st Avenue SW, immediately north of SW Alaska Street near the northern station entrance. Similar to the bus stops along SW Alaska Street, paratransit waiting areas are also envisioned to have weather protection built-into the station building.

### **3.1.5 Pick-up/Drop-Off**

Alaska Junction Station is forecast to have approximately 8-10% of total peak period boardings or alightings accessing light rail via pick-up/drop-off. To accommodate this activity, the City of Seattle has identified pick-up/drop-off loading areas to accommodate up to six vehicles at any given time on 41st Avenue SW and 40th Avenue SW, north and south of SW Alaska Street. The pick-up/drop-off areas avoid the neighborhood greenway on 42nd Avenue SW.

### **3.1.6 Overall Transit Transfer Environment**

Most transit transfers between buses and rail are expected to occur at the bus stops along SW Alaska Street immediately in front of the station. To reduce potential conflicts with the bike lane along SW Alaska Street, the bike lane is proposed to be rerouted behind a new bus island built adjacent to the station entrances. Transfers to Route 1040 along California Avenue SW will require walking one block over to the station entrance near 42nd Avenue SW, which could require crossing both California Avenue SW and SW Alaska Street. The pedestrian environment in the Alaska Junction station area has well-traveled, retail-oriented sidewalks, and signalized crosswalks. Paratransit and pick-up/drop-off are all near station entrances with no need to cross busy streets.

## **3.2 Avalon Station**

The preferred alternative for the Avalon Station is a trench that straddles either side of 35th Avenue SW. There would be station entrances on either side of 35th Avenue SW south of Fauntleroy. See Figure 3-3 for a diagram of the station area.

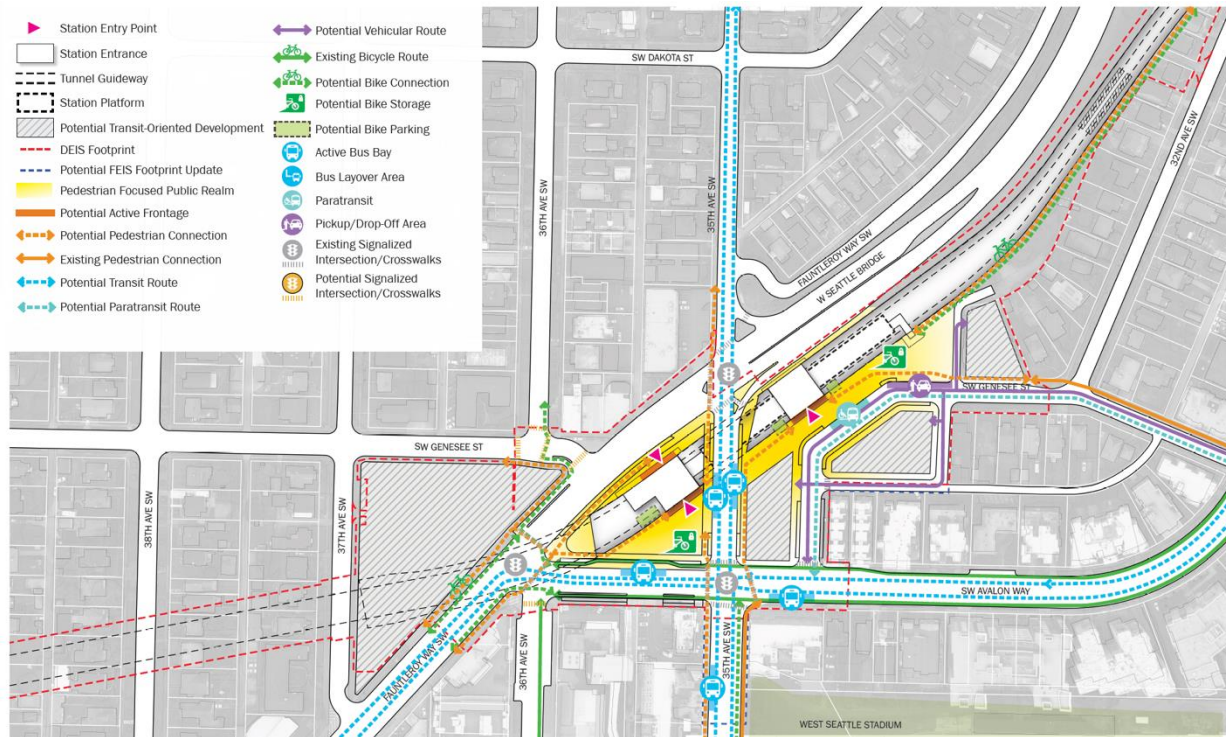


Figure 3-3 – Avalon Station Area

### 3.2.1 Bus Route Pathways and Active Bus Stop/Bay Locations

The bus pathways for the routes serving the Avalon Station are shown on Figure 3-4. The legend summarizes the *Metro Connects* route numbers and main destinations of the bus routes.

The bus stops for the Avalon Station would be located along 35th Avenue SW, immediately in front of the station entrances for Route 2021 (similar to current Route 21). Routes 2003 (which is similar to the current RapidRide C Line) would have stops on either side of SW Avalon Way near the station. Route 3034 (similar to the current Route 50) would have bus stops on SW Avalon Way just east of 35th Avenue SW (shared with Route 2003) and on 35th Avenue SW just south of SW Avalon Way.

Avalon Station is forecast to have lower overall ridership than Alaska Junction Station and fewer bus transfers, so less overall bus-rail activity is expected. About 40% of the total boardings at Avalon Station are expected to be bus-rail transfers.

### 3.2.2 Bus Stop Elements

The bus stops along 35th Avenue SW will be near or directly in front of the station buildings or adjacent transit-oriented development. This presents the opportunity to integrate weather protection and seating or leaning rails into the station/building design. However, stand-alone shelters are also an option at this location.

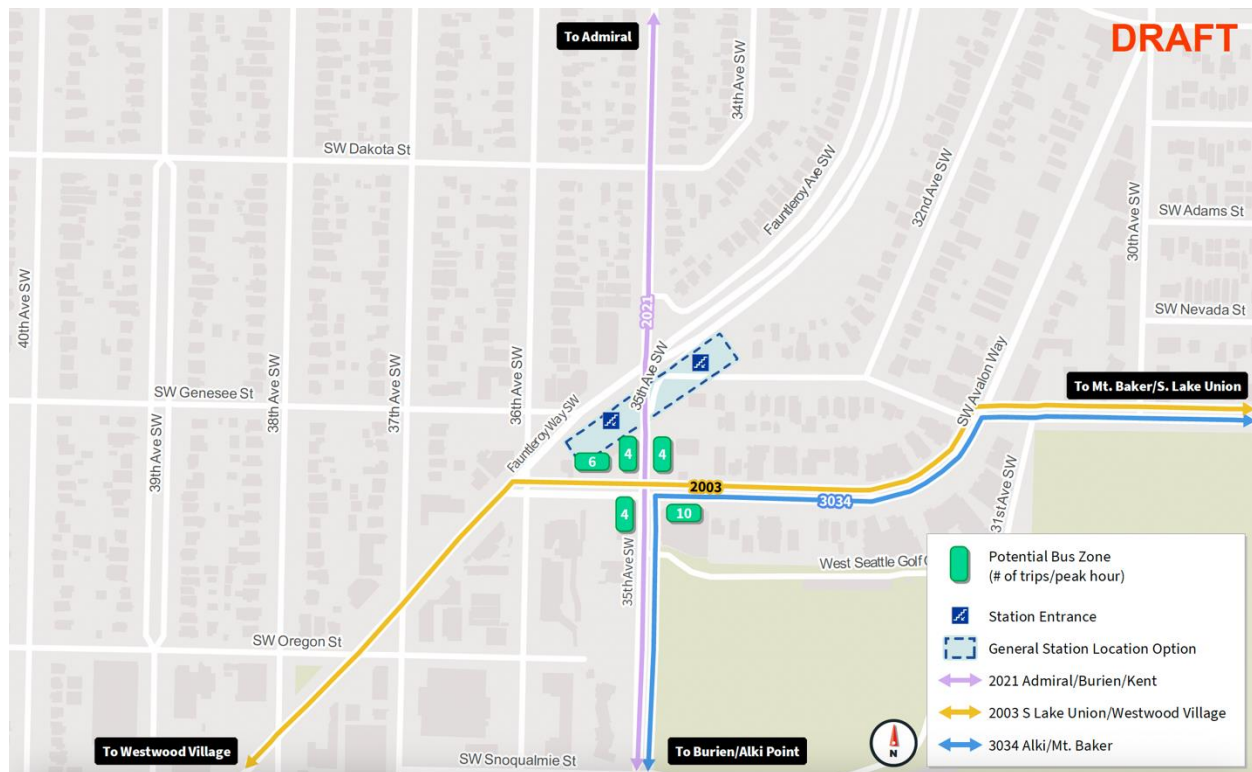
The bus stop on the north side of SW Avalon Way will also be integrated into the station footprint. However, given the configuration of the station and adjacent bike lane, a shelter with a bench may be the best configuration at this location. The bus stop on 35th Avenue SW south of SW Avalon Way can utilize the existing Metro bus stop at that location, which includes a shelter and bench. The bus stop on SW Avalon Way east of 35th Avenue SW is in a relatively narrow sidewalk area and ongoing work is being coordinated to determine what bus stop elements are to be included at that location.

### 3.2.3 Layover Areas

Avalon Station is not the terminus of any routes; there is no layover near the station.

### 3.2.4 Paratransit Areas

One paratransit loading area is located near the northeast station entrance on SW Genesee Street. Weather protection and seating for paratransit access can be integrated into the station or as a stand-alone shelter.



### Figure 3-4 – Avalon Station Bus Routes

### 3.2.5 Pick-up/Drop-Off

Pick-up and drop-off is located near the paratransit loading area on SW Genesee Street. About 8-10% of peak hour boardings/alightings at the station are expected to be from pick-up/drop-off activities. The City of Seattle has identified the need to accommodate up to five pick-up/drop-off vehicles.

### 3.2.6 Overall Transit Transfer Environment

Avalon Station is not a major bus-rail transfer point for WSLE. Most transfers would occur either at Alaska Junction or Delridge Station. Of the bus routes that serve the Avalon Station, only Route 2021 does not also connect to either Alaska Junction or Delridge Station. For Route 2021, the bus-rail transfer would be very convenient with bus stops along 35th Avenue SW immediately adjacent to station entrances with no need to cross any streets to reach the platform. Routes 2003 and 3034 would require crossing SW Avalon Way to access a bus stop (in at least one direction of travel). The street environment around the Avalon Way Station features active street uses and a strong sidewalk and bicycle lane environment.

An ongoing discussion with King County Metro through the FEIS process is whether there will be bus stops along SW Avalon Way or if Route 2003 will travel along 35th Avenue SW which would allow the bus stops for Routes 2003 and 3034 to be consolidated at the existing RapidRide stops located along 35th Avenue SW, just south of SW Avalon Way. This issue is expected to be resolved in the Preliminary Engineering phase of the project.

### 3.3 Delridge Station

The preferred alternative for the Delridge Station is an elevated station located northwest of the SW Andover Street and Delridge Way SW intersection. See Figure 3-5 for a diagram of the station area.

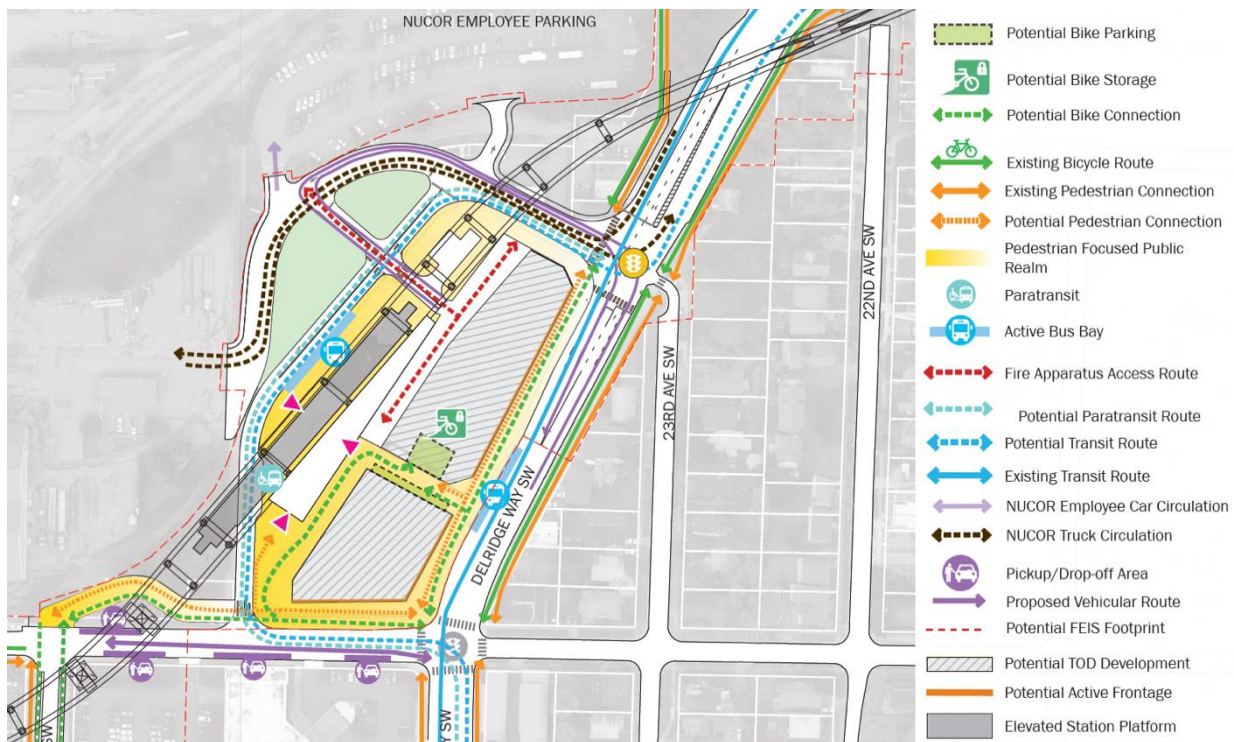


Figure 3-5 – Delridge Station Area

### 3.3.1 Bus Route Pathways and Active Bus Stop/Bay Locations

The bus pathways for the routes serving the Delridge Station are shown on Figure 3-6. The legend summarizes the *Metro Connects* route numbers and main destinations of the bus routes. Delridge Station has the highest total number of bus-rail transfers of any of the WSLE stations. Bus-rail transfers make up 86% of total daily boardings, so bus-rail integration is key for this station.

All the bus pathways for routes serving the Delridge Station are along Delridge Way SW, with some of the routes turning on or off Delridge Way SW at SW Genesee Street. At the station, northbound buses will turn from Delridge Way SW to enter the station area via a northbound transit-only roadway that accesses the station via SW Andover Street with buses returning to Delridge Way SW via a new traffic signal at SW Charlestown Street. The northbound bus stop is along the transit only road. Southbound buses would stop immediately in front of the station on Delridge Way SW north of SW Andover Street.

### 3.3.2 Bus Stop Elements

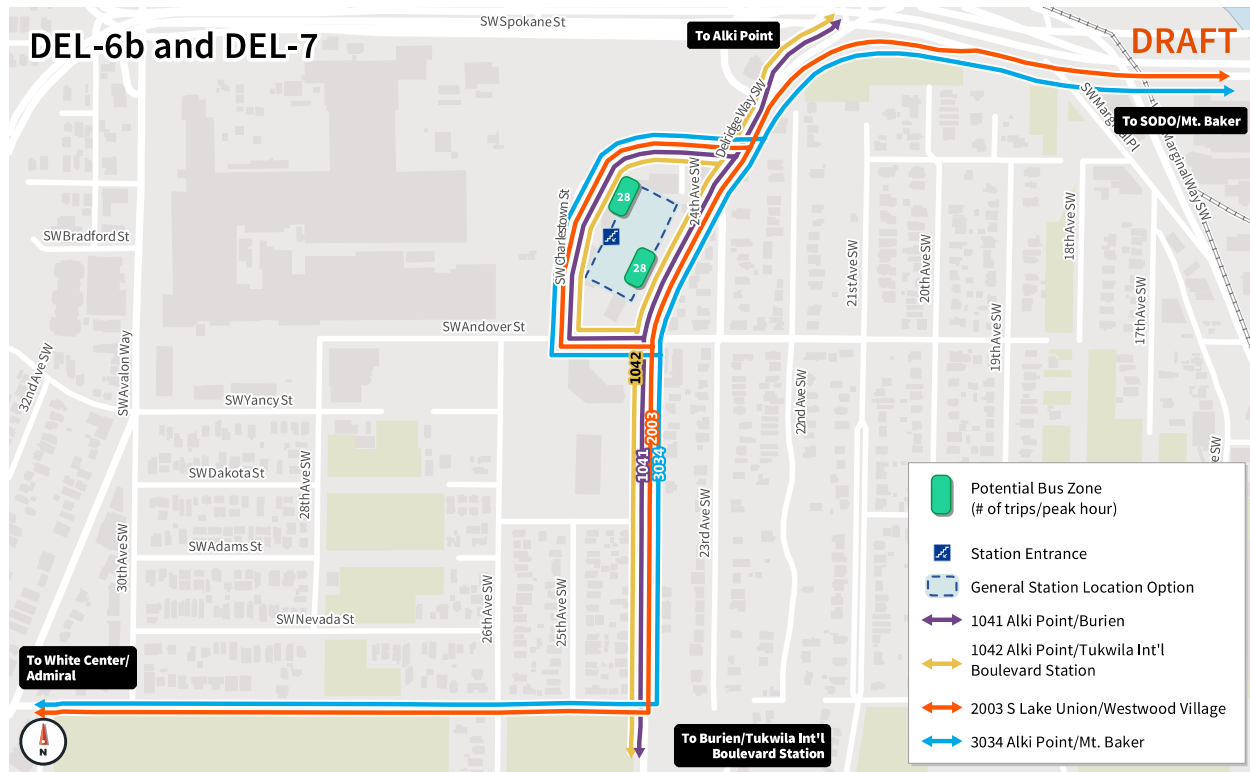
The northbound bus stops along the loop road are currently envisioned to include shelters and benches. Similarly, the southbound bus stop on Delridge Way SW is also planned to include shelters and benches. However, depending on the timing of the adjacent transit-oriented development, weather protection and seating could be built into the buildings.

### 3.3.3 Layover Areas

Delridge Station is not the terminus of any routes and therefore there is no layover near the station.

#### 3.3.3.1 Paratransit Areas

One paratransit loading area is located adjacent to the station entrance on the transit-only road.



**Figure 3-6 – Delridge Station Bus Routes**

### 3.3.4 Pick-up/Drop-Off

Pick-up and drop-off is located on both sides of SW Andover Street, although more curb space is devoted to pick-up/drop-off on the south side of the street to avoid conflicts with buses and paratransit vehicles entering the station. Pick-up/drop-off is not expected to be a substantial mode of access to the station with up to 5% of peak period boardings/alightings originating from pick-up/drop-off activity. The City of Seattle has identified the need to accommodate six pick-up/drop-off vehicles at Delridge Station.

### 3.3.5 Overall Transit Transfer Environment

As noted, Delridge Station is unique along the WSLE line with nearly 90% of all light rail riders transferring to/from buses. Route 1041, which is similar to the current RapidRide H Line has the highest ridership of all those serving the Delridge Station. During peak periods, Route 1041 buses will be either dropping relatively large loads of passengers, or picking up heavy bus loads of passengers. Bus stops are immediately adjacent to the station and require no street crossings.

The environment around Delridge Station is less built-up than Alaska Junction or Avalon Stations, but in general, there are sidewalks connecting the station to the surrounding neighborhood. The area between the station and Delridge Way SW is also envisioned to have future transit-oriented development, which will add more activity to the station area.

Delridge Station is also near the Delridge Connector trail and is at the terminus of the 26th Avenue SW greenway.

### 3.4 SODO Station

The preferred alternative for the SODO Station is an at-grade station located next to the existing 1 Line SODO Station near S Lander Street. See Figure 3-7 for a diagram of the SODO Station area.

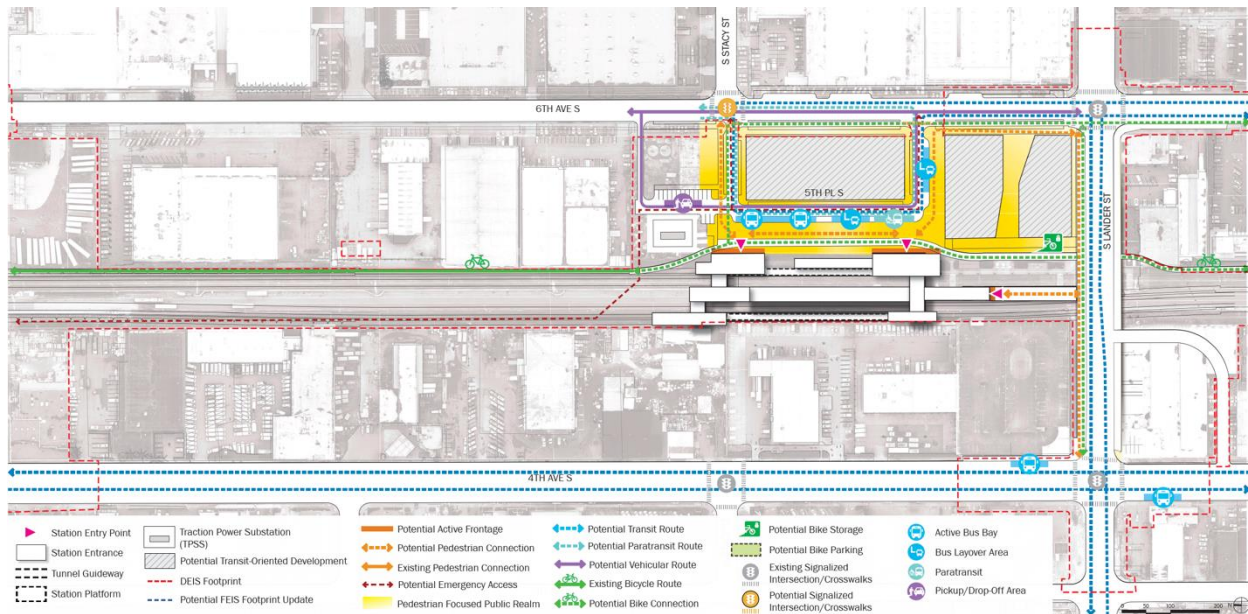


Figure 3-7 – SODO Station Area

#### 3.4.1 Bus Route Pathways and Active Bus Stop/Bay Locations

The bus pathways for the routes serving the SODO Station are shown on Figure 3-8. The legend summarizes the *Metro Connects* route numbers and main destinations of the bus routes. SODO Station includes platforms for both the 1 Line (Tacoma to Ballard) and 3 Line (West Seattle to Everett). Given this opportunity to transfer between Link lines, 61% of the daily light rail boardings are comprised of rail-rail transfers. The next largest share of boardings—18%—is from bus-rail transfers.

The SODO Station is served by buses on 4th Avenue S and S Lander Street. Bus-rail transfer volumes are evenly split amongst the S Lander Street buses, which are generally assumed to serve the station via a new bus loop located just north of S Lander Street, accessed via 6th Avenue S and the 4th Avenue S buses. The final pathway for Route 3034, which is similar to the current Route 50, has not been finalized with Metro or the City of Seattle. If Route 3034 does not serve the bus loop, potential bus stops near the S Lander Street and 6th Avenue S intersection have also been identified. The final pathway and stop configuration will be confirmed as part of preliminary engineering.

Two bus routes along 4th Avenue S also serve the station: Route 101 (Renton to Downtown Seattle) and Route 1088, similar to the current Route 124/131/132. These routes would not divert to serve the SODO Station bus loop, but would instead stop along 4th Avenue S near S Lander Street at existing bus stops.

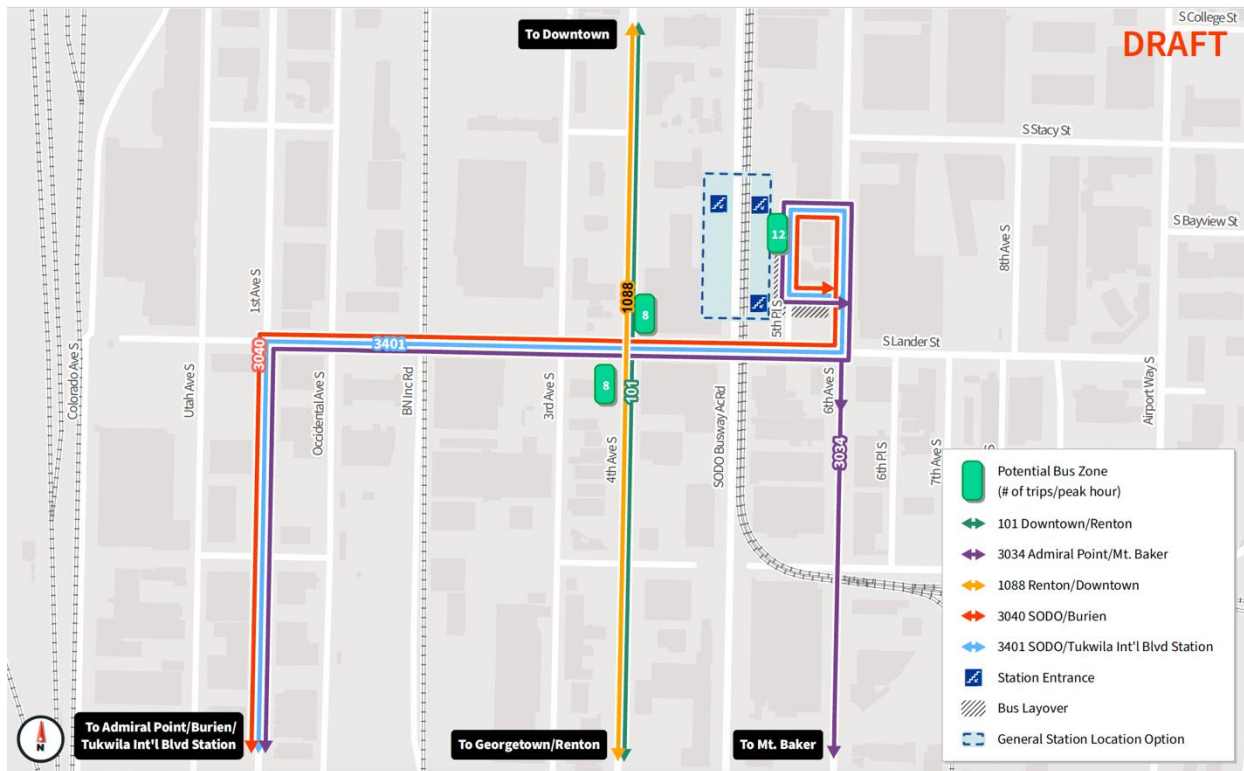


Figure 3-8 – SODO Station Bus Routes

### 3.4.2 Bus Stop Elements

The bus stops along the station bus loop would include shelters and benches. The existing bus shelters/benches are anticipated to remain for the 4th Avenue S bus stops.

### 3.4.3 Layover Areas

SODO Station is the terminus of Route 3040 and Route 3401. Layover has been identified within the bus loop. The station would also include a comfort station for drivers.

### 3.4.4 Paratransit Areas

One paratransit loading area is included in the bus loop.

### **3.4.5 Pick-up/Drop-Off**

Pick-up and drop-off is located within the station area in an off-street parking area located north of the bus loop. Sound Transit has identified a total of 16 off-street parking stalls that can be used for a combination of pick-up/drop-off, security, and maintenance vehicles. These off-street parking/loading stalls would be managed by Sound Transit.

### **3.4.6 Overall Transit Transfer Environment**

Most of the transit transfers will occur between the two Link light rail lines. These transfers will be accommodated entirely within the station by either cross-platform movements or grade-separated movements between platforms. About half of the bus-rail transfers will also be entirely contained within the site with the bus stops integrated into the station bus loop. The other half of transfers would occur within a short walk/roll between the bus stops on 4th Avenue S.

Accessing the southbound bus stop on 4th Avenue S will require the crossing of both S Lander Street and 4th Avenue S at a large and busy intersection. Reaching the platform from S Lander Street will also require climbing the grade on the S Lander Street overpass of the Link light rail tracks. From there, station access is proposed at the top of the S Lander Street overpass, which will have elevator/stair/escalator access to the platform. Sound Transit is also investigating the possibility of an at-grade access to the west station platform directly from 4th Avenue S.

## 4 MINIMUM OPERABLE SEGMENT

The WSLE Minimum Operable Segment (M.O.S.) would operate between SODO Station and Delridge Station. Under this configuration, the station configurations would be similar to the preferred alternative at each location:

- SODO Station at-grade with side-by-side rail platforms and a bus loop east of the station accessed from 6th Avenue S
- Delridge Station with an elevated configuration located northwest of the Delridge Way S and S Andover Street intersection and a northbound transit-only road accessed from S Andover Street

Bus route pathways, bus stop locations, bus stop elements, layover areas, paratransit, and pick-up/drop-off at SODO station would be no different for the M.O.S. compared to the preferred alternative.

Delridge Station under the M.O.S. would have a different transit service pattern because Link would no longer serve the Alaska Junction or Avalon Stations. To ensure strong connections between Link and the bus network, Metro identified that Routes 1043, 2021, and 3034 would extend from Alaska Junction/Avalon to Delridge Station. All three of these routes would also terminate at Delridge Station under the M.O.S. and would therefore require space to layover up to six coaches. Sound Transit, Metro, and the City of Seattle have not identified where layover would be located under the M.O.S., but there are opportunities for both on- and off-street layover under this scenario. If the M.O.S. is selected, additional collaboration would occur to identify layover areas. Figure 4-1 shows the bus route pathways for Delridge Station under the M.O.S. condition.

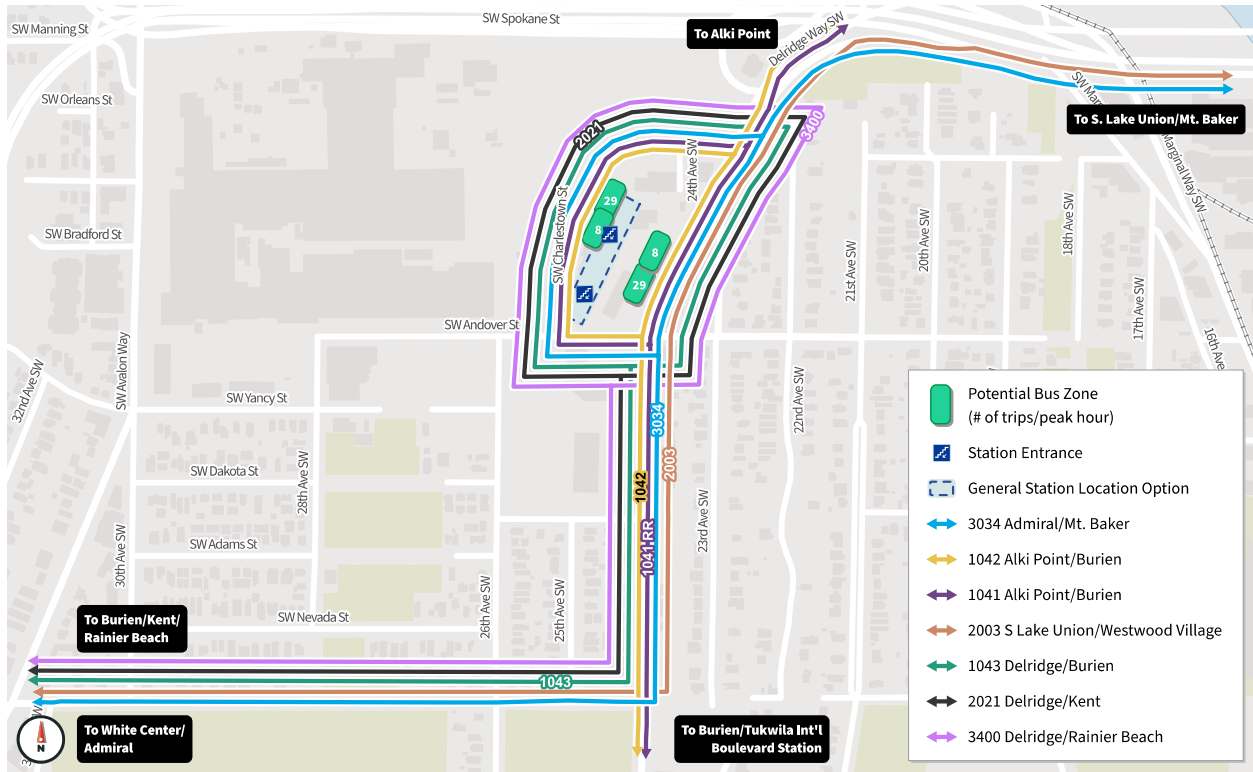


Figure 4-1 – Delridge Station MOS Bus Routes



# APPENDIX A

## **Station Area Transit Integration Diagrams**

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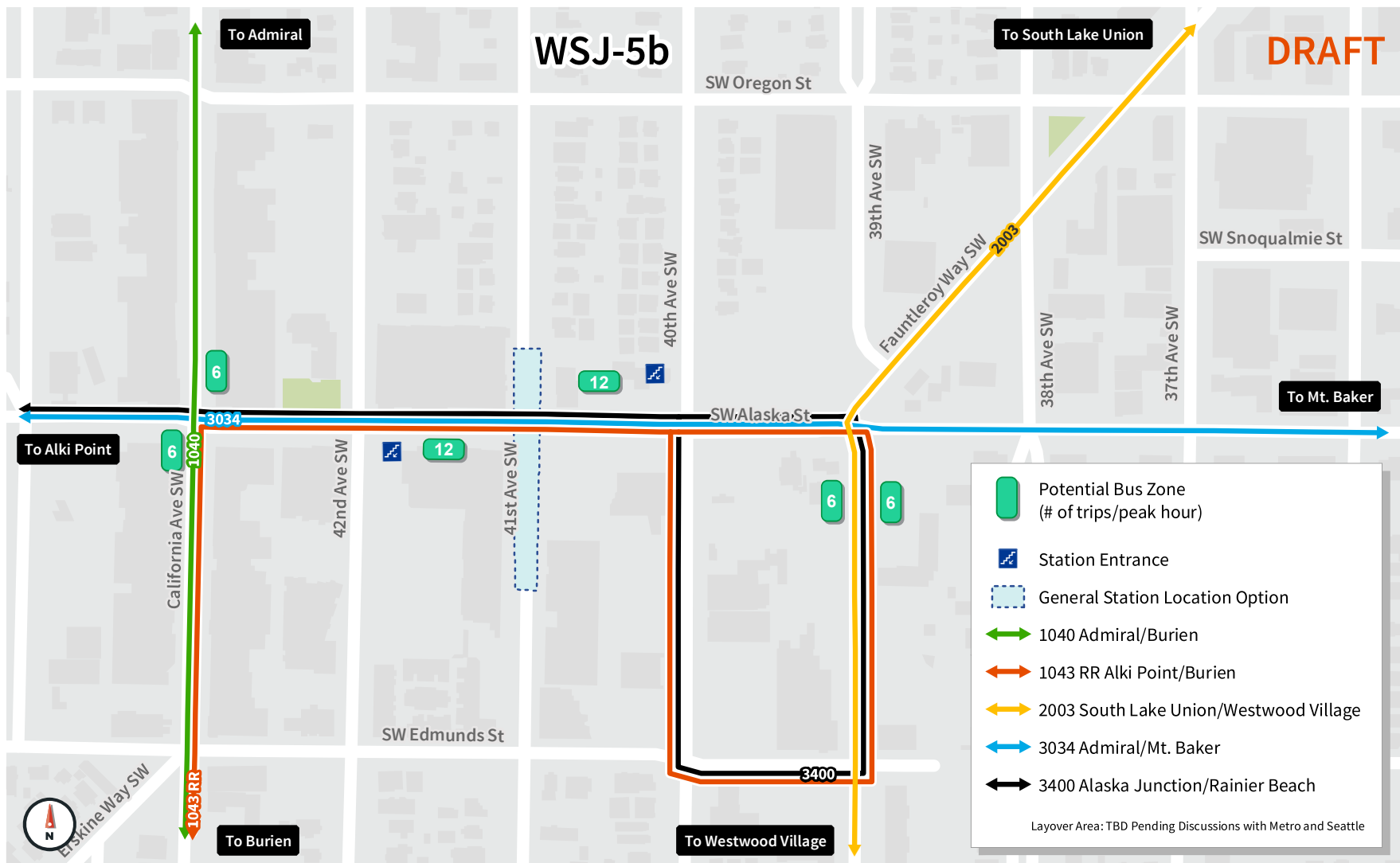
# ***West Seattle and Ballard***

## **Link Extensions**

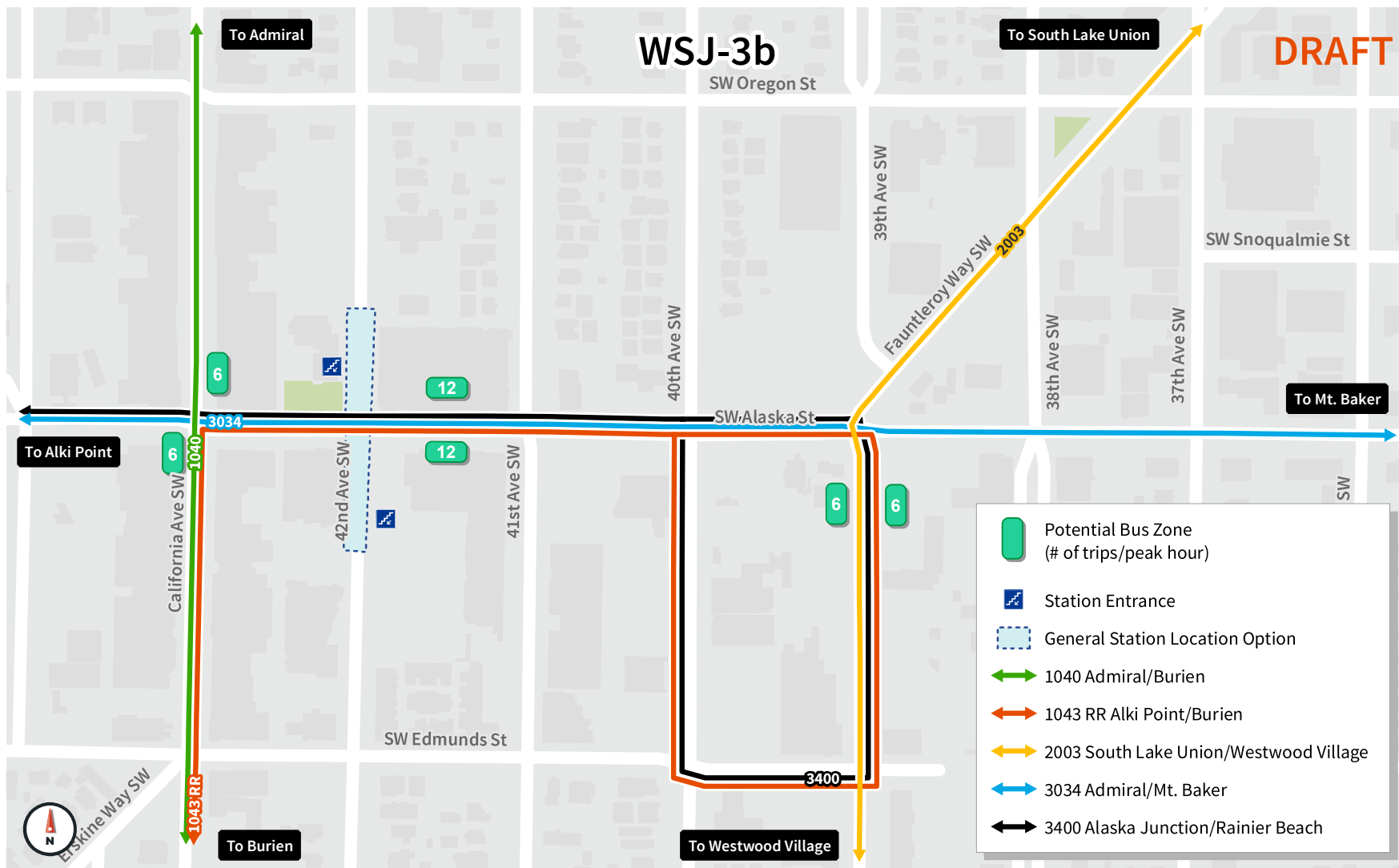
December 2023

The following pages include the station area transit integration profiles developed by Sound Transit, the consultant team, and King County Metro.

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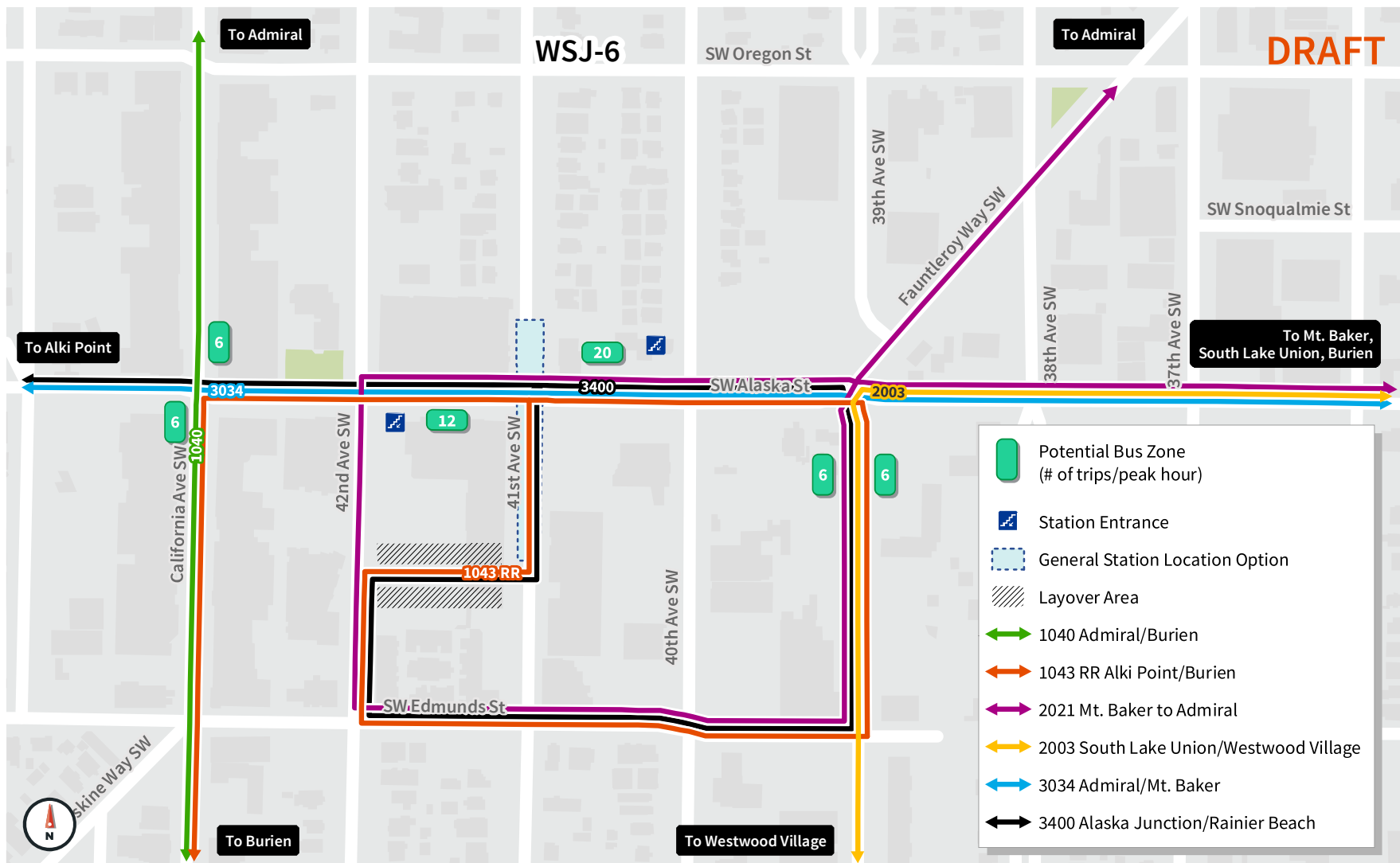






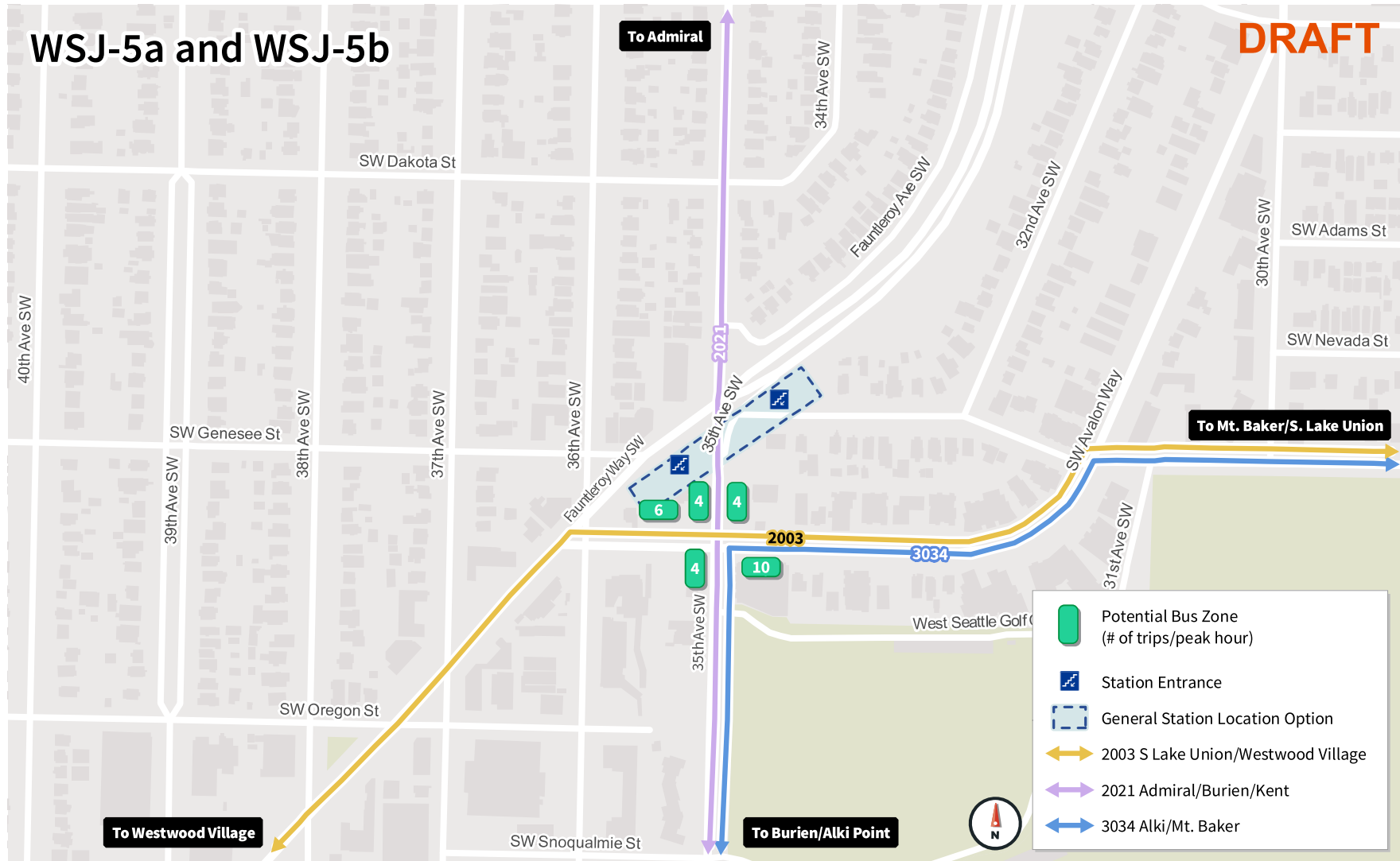






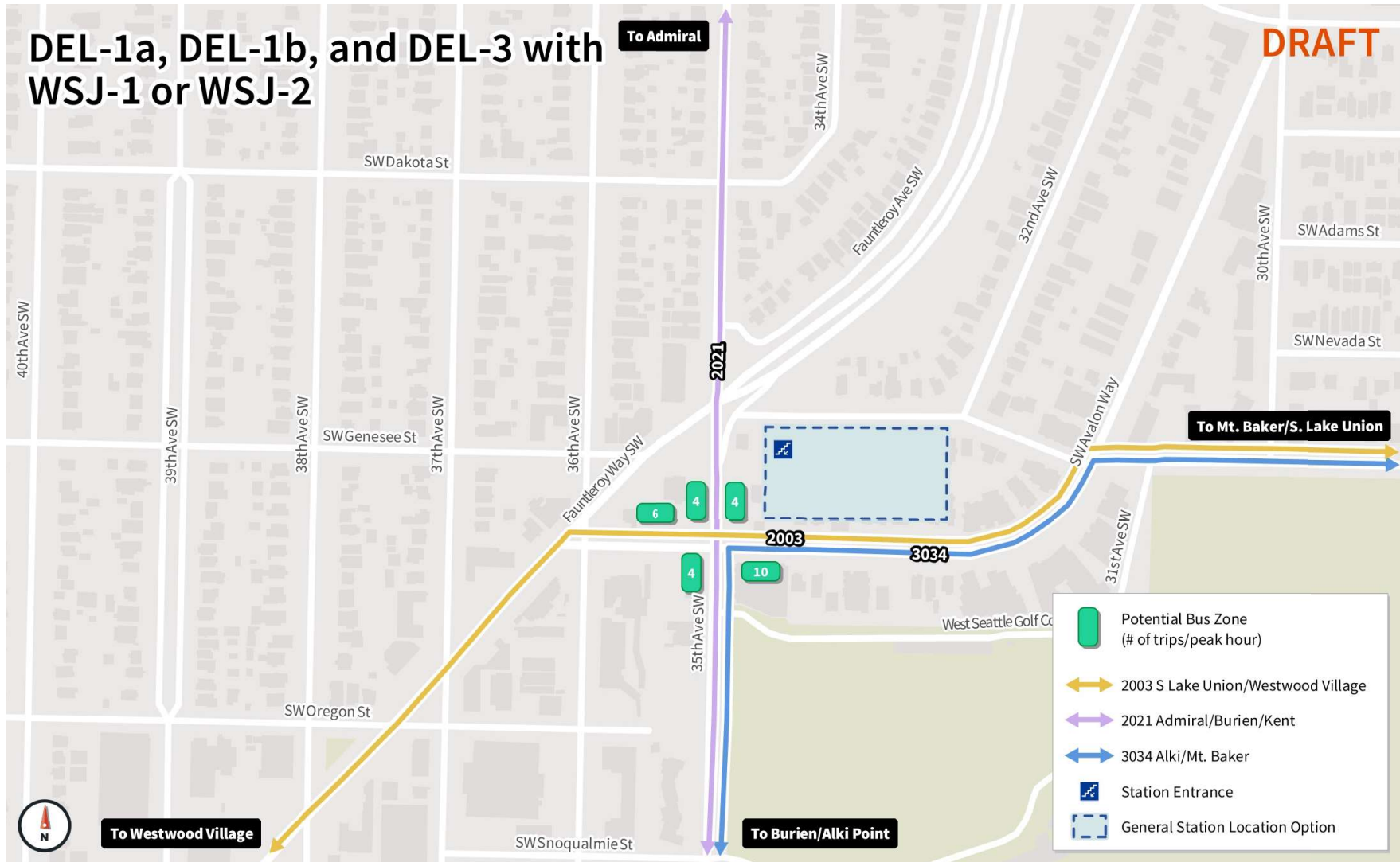
# WSJ-5a and WSJ-5b

**DRAFT**



# DEL-1a, DEL-1b, and DEL-3 with WSJ-1 or WSJ-2

DRAFT



# DEL-2a and DEL-4 with WSJ-3a

DRAFT



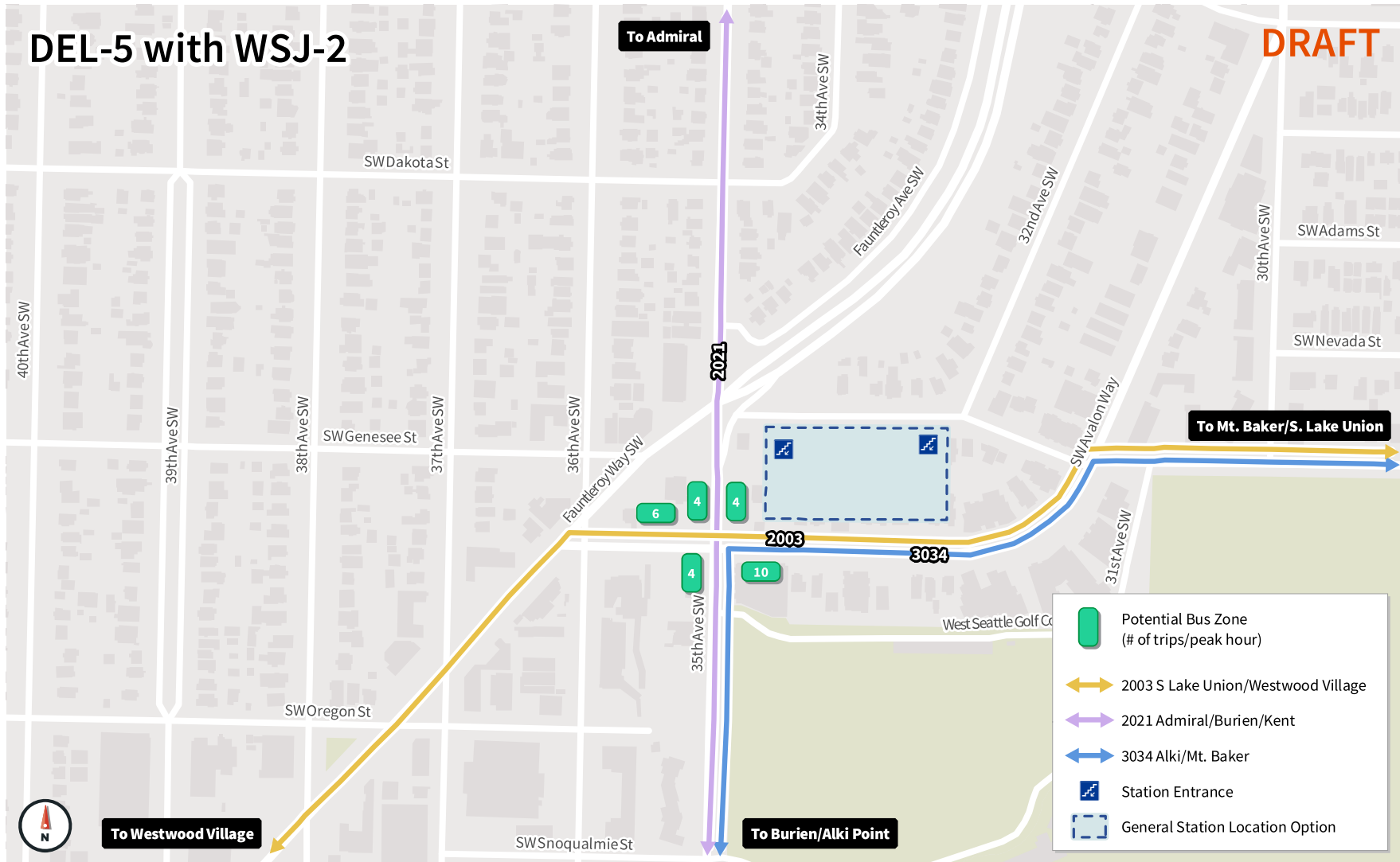
# DEL-2b with WSJ-3a

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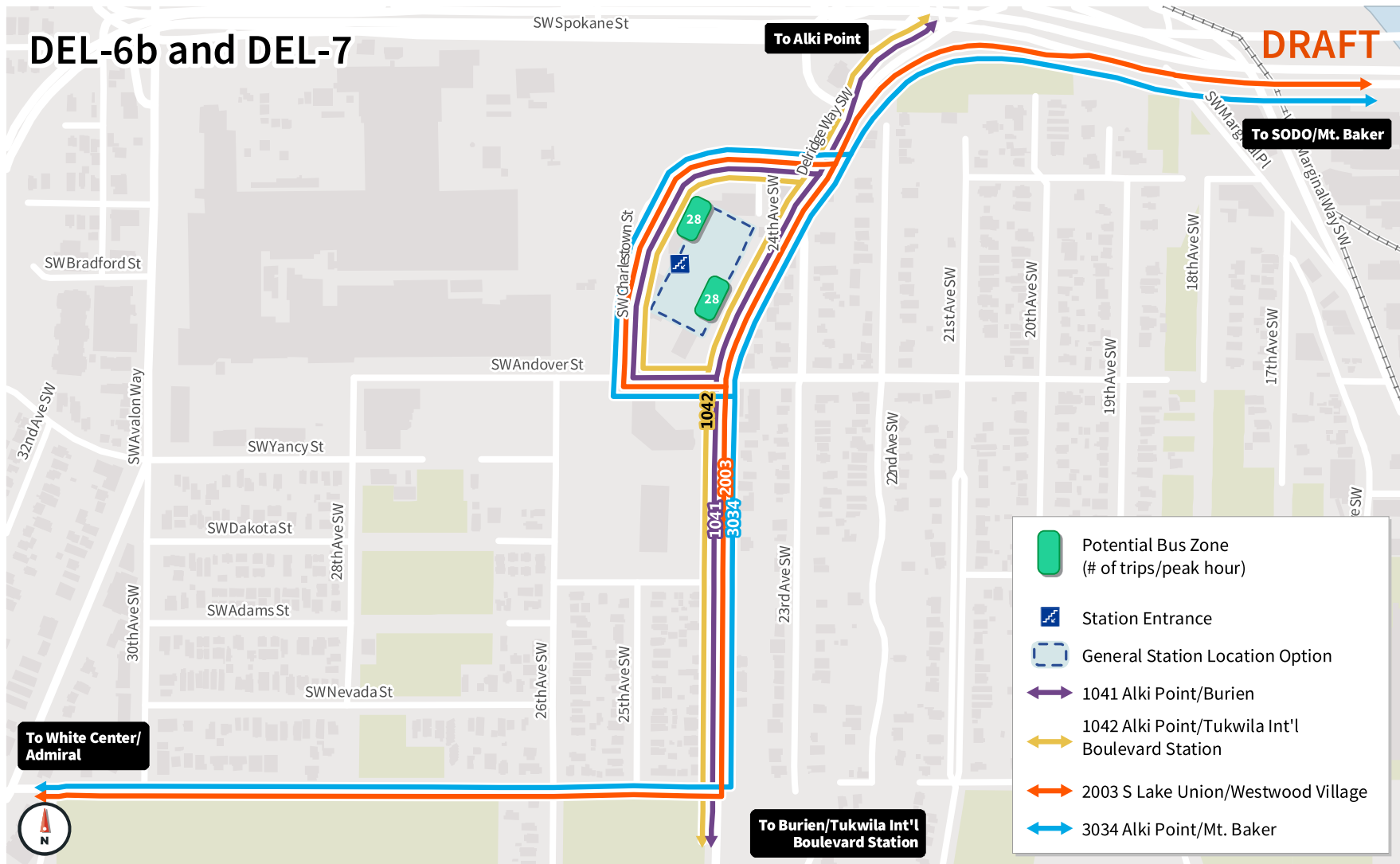


# DEL-5 with WSJ-2

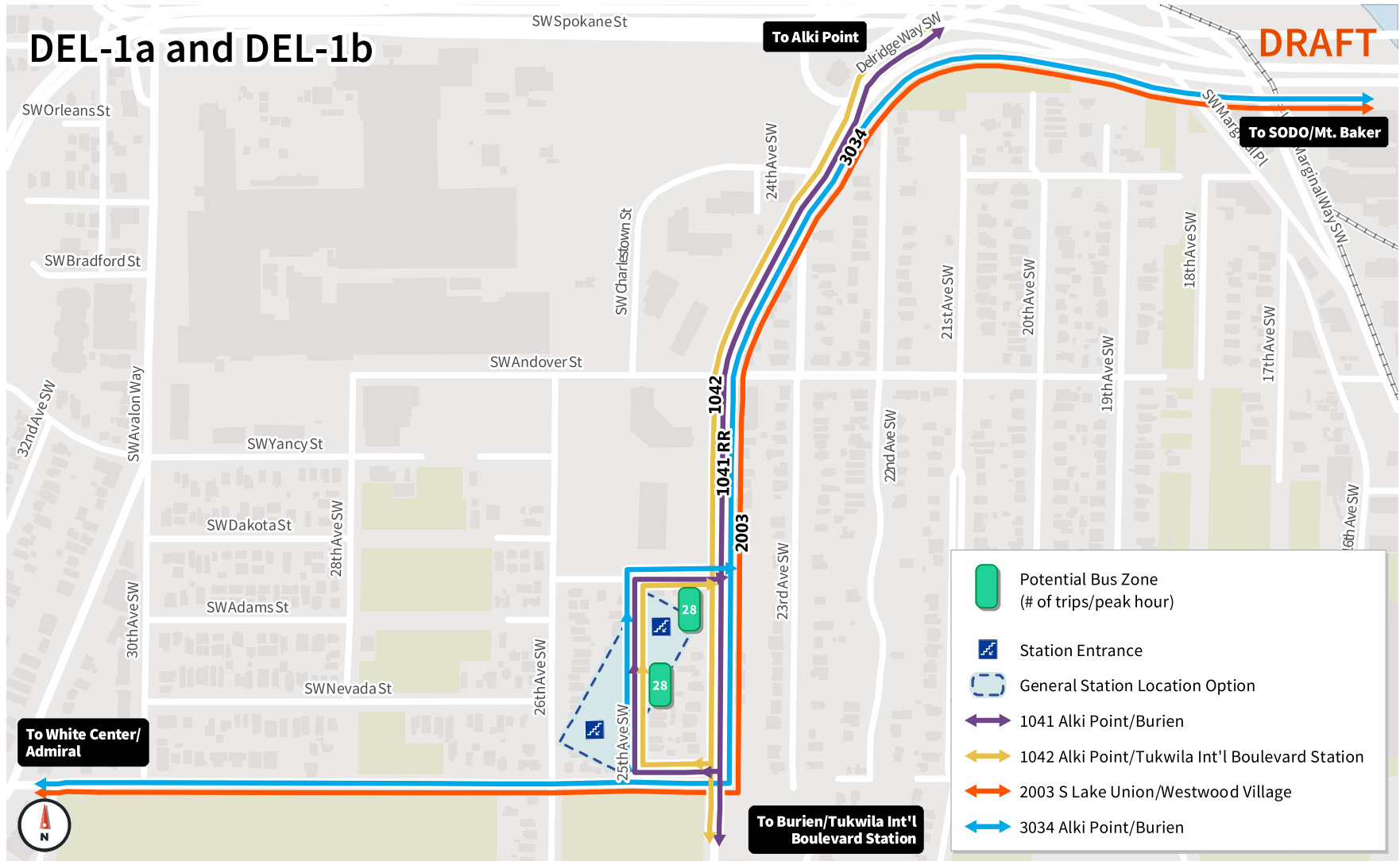
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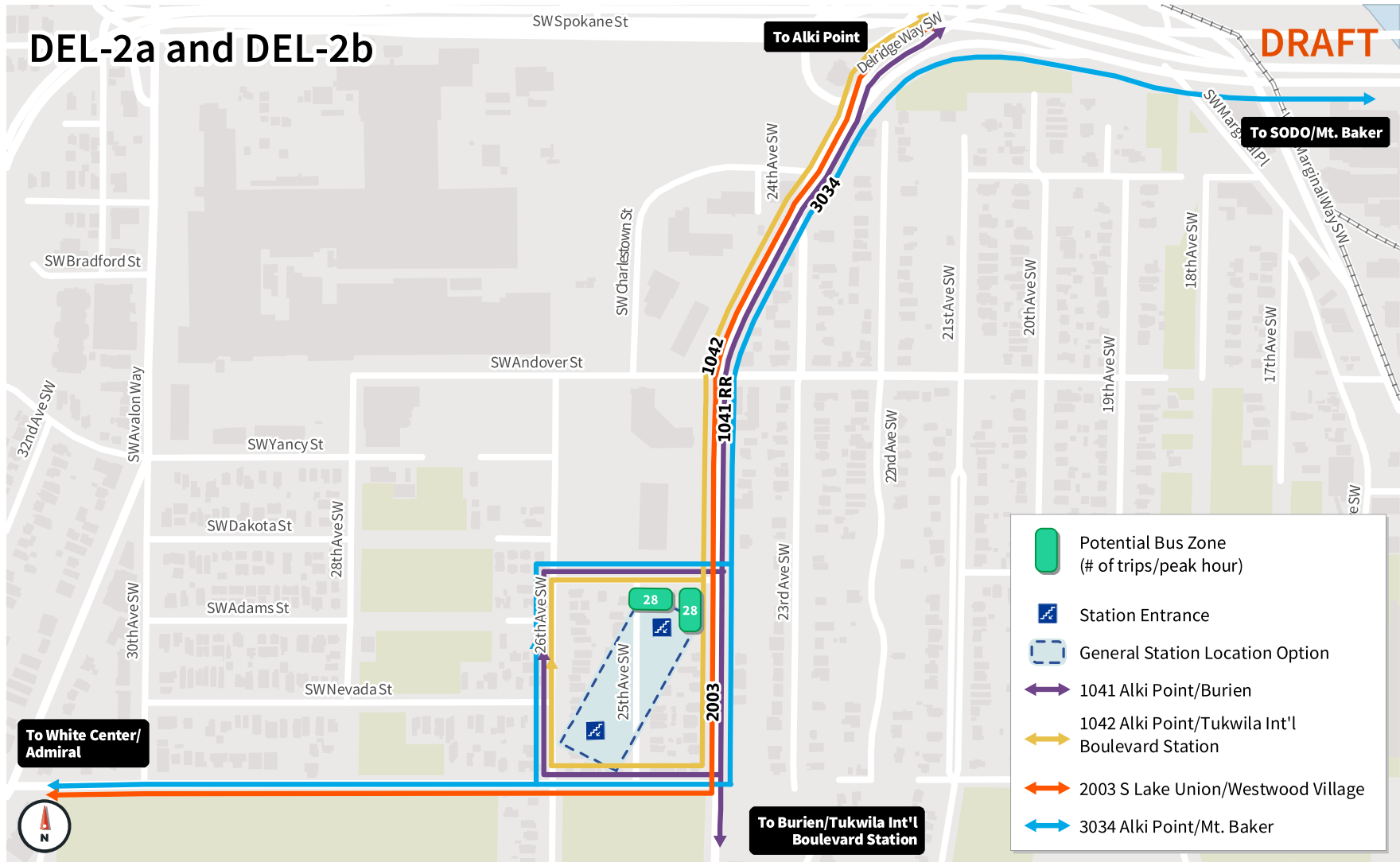
# DEL-6b and DEL-7



# DEL-1a and DEL-1b



# DEL-2a and DEL-2b

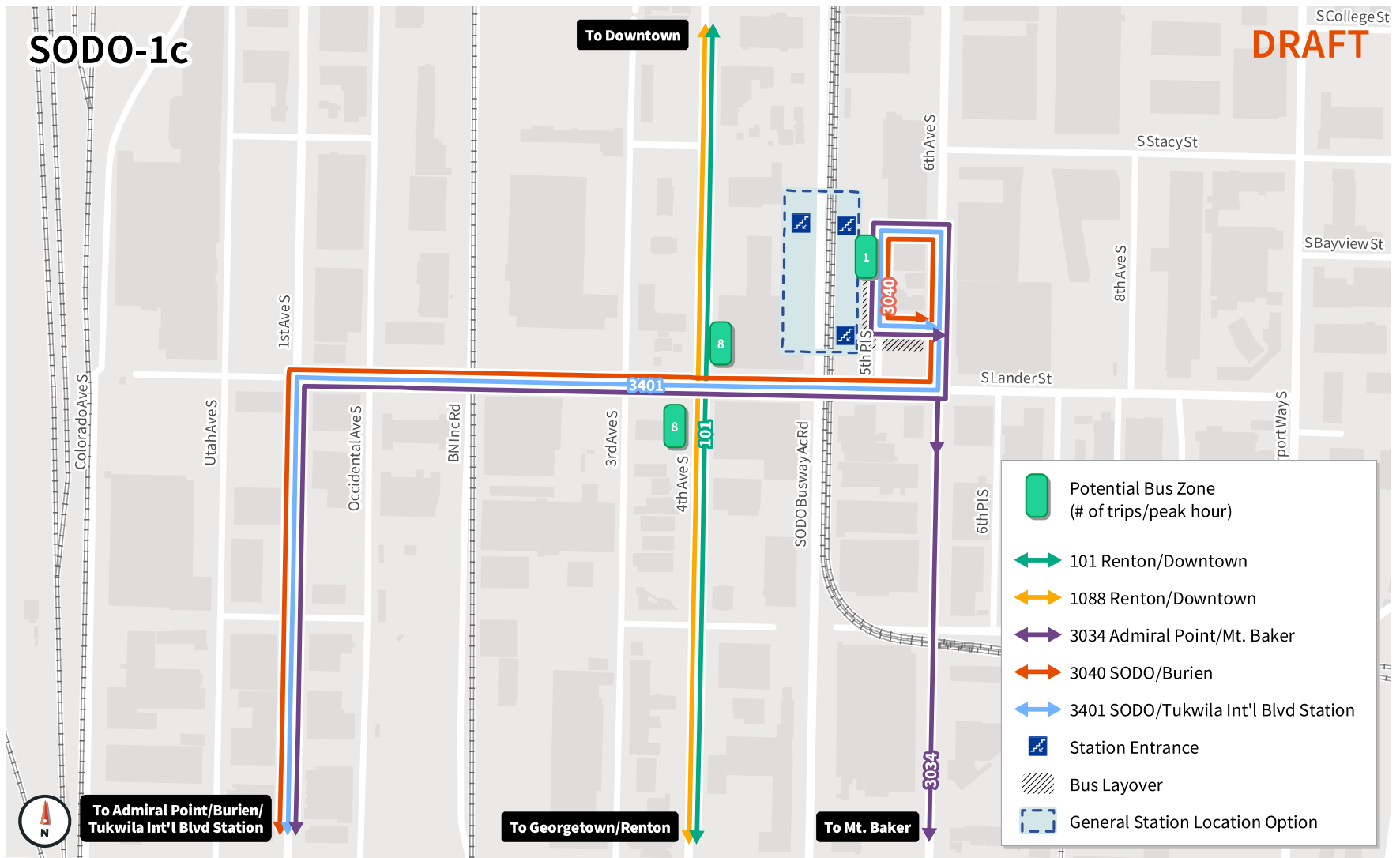


# DEL-3 and DEL-4



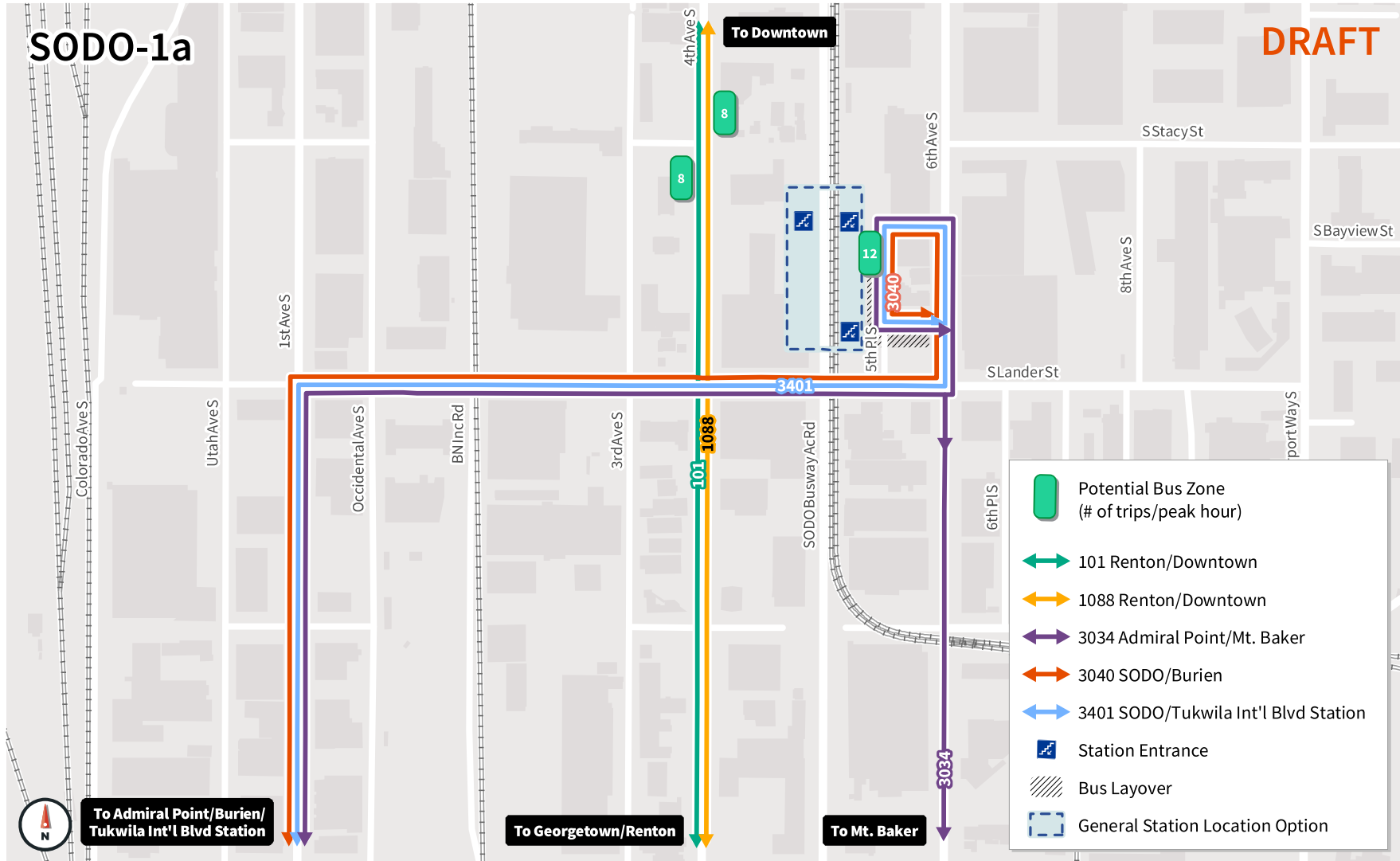
# DEL-5 and DEL-6a

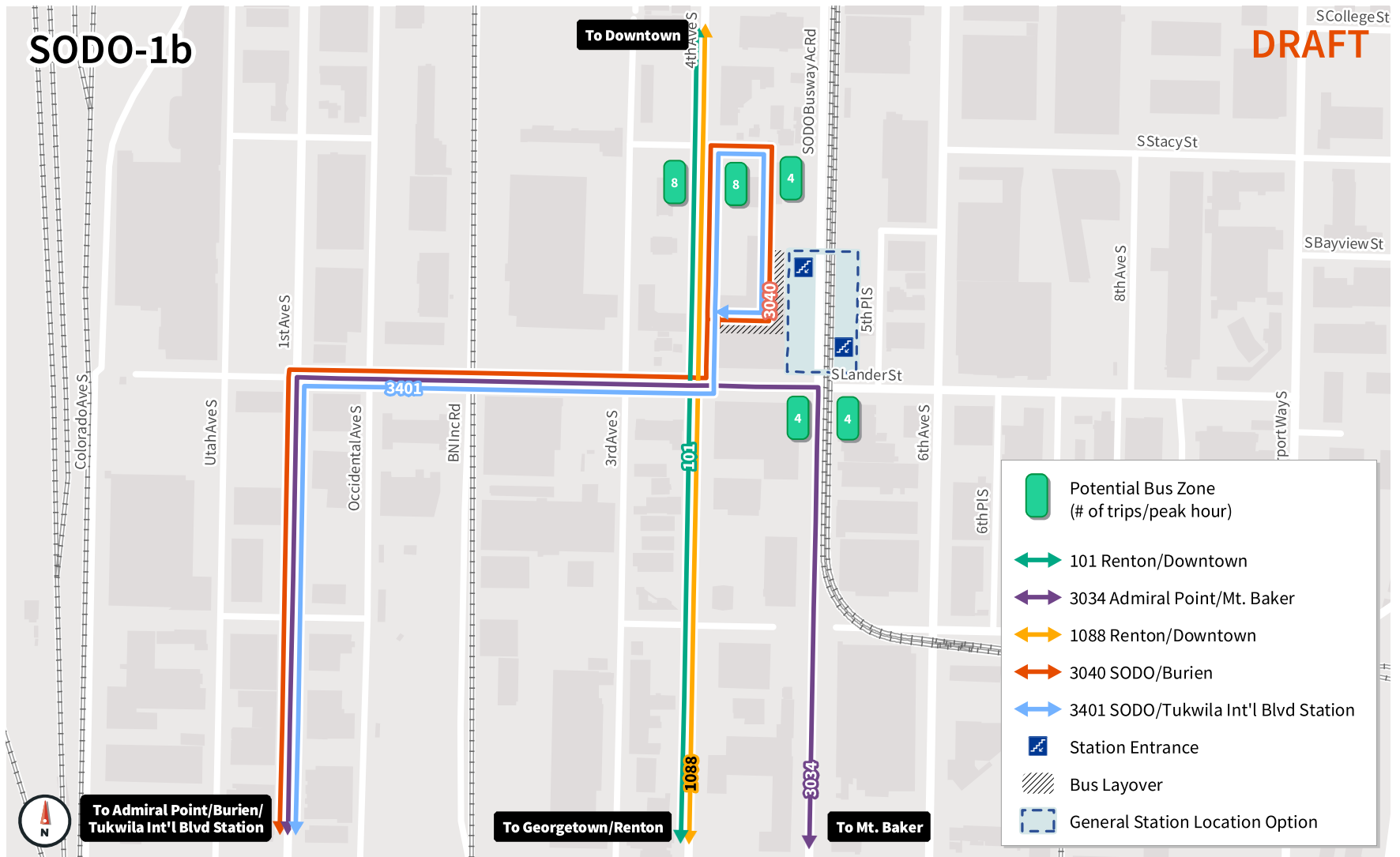




# SODO-1a

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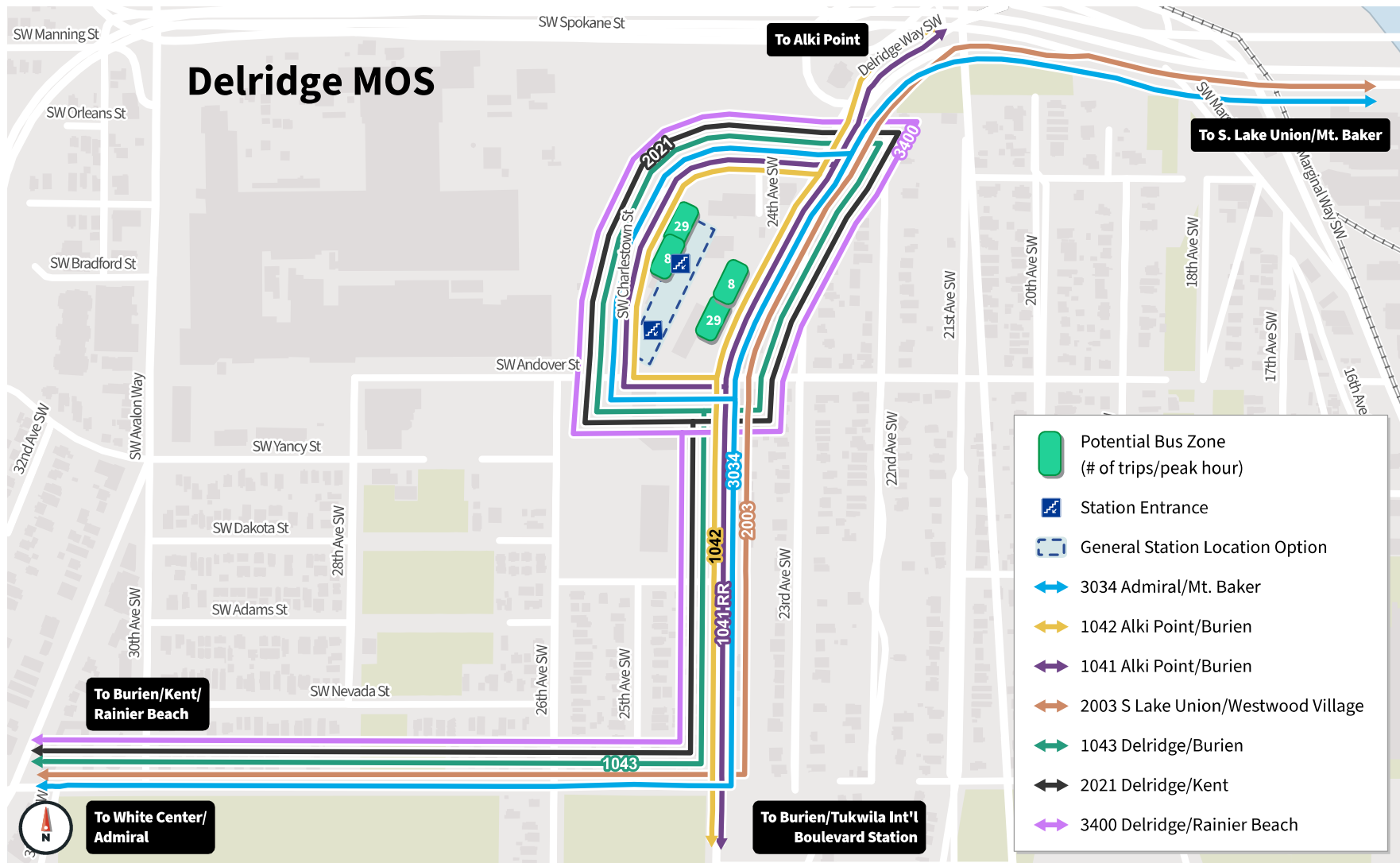




# SODO-2

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# ***West Seattle Link Extension***

## **APPENDIX C**

### **Regional Model Details**

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## APPENDIX C

### REGIONAL MODEL DETAILS

The following information provides additional details related to the use of the regional model that has been developed for projects in the Seattle area for the West Seattle Link Extension Project .

#### C.1 List of Projects that Utilized Regional Model

The regional model has been used in several regional and local jurisdictional analyses since 2015 including the following projects:

- I-405 Tolling Corridor Analysis
- SR 509 and SR 167 completion projects
- Washington State Department of Transportation (WSDOT) Gateway project
- FastTrack (or new name) grant application

In addition, the regional model has recently been used to provide multi-modal travel forecasts to support the following studies:

- Seattle Comprehensive Transportation Plan
- SR 99 Toll and Revenue Study
- Alaskan Way Viaduct Replacement Project
- I-90/Front Street Interchange Justification Report (Issaquah)

#### C.2 Land Use, Highway, and Modeling Assumptions

The regional model base year for this project will be 2019. The City of Seattle has created year 2015 and 2035 socioeconomic land use estimates for various planning activities, including their Comprehensive Plan, mandatory housing affordability analysis, and the Key Arena environmental impact statement. The year 2019 assumptions for land use will combine the land use estimates developed by the City of Seattle with the Puget Sound Regional Council (PSRC) LUV.2 forecasts for the rest of the four-county region (King, Pierce, Snohomish, and Kitsap Counties). The regional 2019 forecast analysis zone land use distribution may be modified to be consistent with jurisdictional assumptions on smaller area (transportation analysis zone [TAZ]) land use distribution.

The base and future year regional model will be modified for the WSBLE analysis to reflect the unique characteristics of the study area and the inputs to the model that represent these characteristics. The TAZ system will be refined/expanded to provide enhanced network detail for traffic forecasts and analysis, including estimation of active transportation trips and extraction of turning movement forecasts at the key intersections to be analyzed.

The underlying regional model includes 1,293 TAZs overall, with 218 TAZs within the city of Seattle. The number of TAZs within Seattle has been expanded to 260 TAZs for this study, each of which includes boundaries that will allow for easy incorporation of the latest City of Seattle current and future land use estimates.

Detail in the network will be added to reflect the 260 TAZs in Seattle. In addition to TAZs and connectors that provide for the assignment of trips onto the network, expanded network detail will include Seattle's Vision Zero Plan refinements that reduce speed limits to enhance street safety and mobility. Network modifications will include reducing the speed limit on all residential streets from 25 to 20 miles per hour, and on streets in the center city from 30 to 25 miles per hour.

### C.3 Highway Model Calibration and Validation

The examination of the existing highway conditions will be based on the observed travel data collected for this study during the fall of 2018 and spring of 2019. The data to be collected are described in Section 3, Data Needs and Sources.

The base year data will also be used to support the regional model's validation effort. The base year auto volume estimates from the regional model will be validated using the 2018-2019 counts in the study area. The validation will be done across several screenlines in the study area. Potential vehicle and person trip screenlines for highway validation, which are different than those used for project evaluation purposes, are:

- Lake Washington bridges
- Ship Canal
- N and NW 85th Street
- Madison Street
- Spokane Street/West Seattle Bridge
- South of Cloverdale

### C.4 Future No Build (Baseline) and Build Highway Conditions

The future year highway conditions will be the same for both the build and no build assumptions. Table C-1 provides a high-level look at some of the key project assumptions in 2032 and 2042 networks. The project list (Appendix A) includes state, regional, and local projects that are anticipated to be funded within the 2042 timeframe, as well as other projects that are part of PSRC's *Regional Transportation Plan – 2018* (adopted May 31, 2018). Some of the projects are not currently funded but have been reviewed through an environmental process and would not likely influence the travel patterns and operations along the study corridors. The WSDOT Gateway Program is a major infrastructure improvement that is not fully funded but that is included in the network.

The regional 2042 future year full build assumptions for transit include the following:

- Light rail: 5 lines, 116 miles, with 80+ stations (Sound Transit)
- Commuter rail: 2 lines, 89 miles, with 15 stations (Sound Transit)
- Passenger-only ferry: 8 routes (King County Department of Transportation and Kitsap Transit)
- Bus rapid transit: 42 lines (Sound Transit and King County Metro)
- Streetcar: 3 lines (Seattle Department of Transportation)

Table C-1. Build Alternative Regional Network Components

| Projects/Programs  | Horizon Years          |                 | Comments   |
|--|------------------------|-----------------|--|
|  | 2032<br>(Construction) | 2042<br>(Build) |  |
| <b>Roadway</b>   |                        |                 |  |
| User fees (PSRC policy)                                      | X                      | X               | The financial strategy includes road usage charge system combined with express toll lanes and other pricing mechanisms.<br><i>The Regional Transportation Plan - 2018</i> (PSRC, 2018) |
| SR 520 – I-5   | X                      | X               | Montlake Blvd. to I-5 (2029).  |
| I-405 express toll lanes                                     | X                      | X               | (pending tolling authorization)  |
| Puget Sound Gateway program                                  | X <sup>a</sup>         | X <sup>b</sup>  | SR 167, SR 509, and I-5.   |
| <b>Local Agencies</b>  |                        |                 |  |
| Seattle: South Lander Street                                 | X                      | X               | Grade separation.  |
| Capital Improvement Programs/Transportation Facilities Plans | X                      | X               | Typically, 6-year (or near-term) funding commitments.  |
| Comprehensive/Transportation Plans                           | X                      | X               | Typically, 15- to 20-year list of funded and unfunded projects. Funded projects included as part of capital improvement plan/transportation facilities plan lists.                     |
| <b>Puget Sound Regional Council</b>                          |                        |                 |  |
| Regional Transportation Plan 2018                            | X                      | X               | See project list in Appendix A.  |
| <b>Transit</b>   |                        |                 |  |
| Sound Transit:   |                        |                 |  |
| ST3 Program  | X                      | X               | Approved November 2016.  |
| ST2 Program  | X                      | X               | Approved November 2008.  |

**Table C-1. Build Alternative Regional Network Components**

| Projects/Programs                       | Horizon Years          |                 | Comments |
|---|------------------------|-----------------|----------|
|   | 2032<br>(Construction) | 2042<br>(Build) |          |
| King County Metro:                      |                        |                 |          |
| 6-year Service Implementation Plans     | X                      | X               |          |
| METRO CONNECTS (2025/2040) <sup>c</sup> | X                      | X               |          |

<sup>a</sup> Phase 1 of Gateway Program.

<sup>b</sup> Completion of Gateway program.

<sup>c</sup> Metro CONNECTS components to be included in future scenarios will be identified in collaboration with King County Metro

**Attachment N.1B**  
**Existing and Future Transit Routes**  
**and Levels of Service**

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**Table N.1B-1. Frequency Level of Service Thresholds**

| Average Headways     | Category            | L.O.S. |
|----------------------|---------------------|--------|
| Less than 5 minutes  | Very Frequent       | A      |
| 5 to 10 minutes      | Frequent            | A      |
| 11 to 15 minutes     | Relatively Frequent | B      |
| 16 to 30 minutes     | Checking Schedules  | C      |
| 31 to 59 minutes     | Checking Schedules  | D      |
| 60 minutes           | Hourly              | E      |
| More than 60 minutes | Undesirable         | F      |

Source: Adapted from Transportation Research Board 2013.

L.O.S. = level of service

**Table N.1B-2. Peak Period Frequency – 2019**

| Route Number  | Screenlines Crossed | Peak-Only Route? | A.M. Peak Headway (minutes) | A.M. Peak Frequency Level of Service | P.M. Peak Headway (minutes) | P.M. Peak Frequency Level of Service |
|---------------|---------------------|------------------|-----------------------------|--------------------------------------|-----------------------------|--------------------------------------|
| 21            | 1,2                 | No               | 9                           | A                                    | 9                           | A                                    |
| 37            | 1,2                 | Yes              | 60                          | E                                    | 60                          | E                                    |
| 50            | 1                   | No               | 22                          | C                                    | 20                          | C                                    |
| 55            | 1,2                 | Yes              | 24                          | C                                    | 22                          | C                                    |
| 56            | 1,2                 | Yes              | 27                          | C                                    | 30                          | C                                    |
| 57            | 1,2                 | Yes              | 48                          | D                                    | 48                          | D                                    |
| 116           | 1,2                 | Yes              | 24                          | C                                    | 34                          | D                                    |
| 118           | 1,2                 | Yes              | 60                          | E                                    | 48                          | D                                    |
| 119           | 1,2                 | Yes              | 60                          | E                                    | 60                          | E                                    |
| 120           | 1,2                 | No               | 8                           | A                                    | 9                           | A                                    |
| 125           | 1,2                 | No               | 22                          | C                                    | 20                          | C                                    |
| C Line        | 1,2                 | No               | 6                           | A                                    | 6                           | A                                    |
| Link (1 Line) | 2                   | No               | 8                           | A                                    | 8                           | A                                    |
| 101           | 2                   | No               | 18                          | C                                    | 13                          | B                                    |
| 102           | 2                   | Yes              | 24                          | C                                    | 20                          | C                                    |
| 124           | 2                   | No               | 17                          | C                                    | 14                          | B                                    |
| 131           | 2                   | No               | 17                          | C                                    | 30                          | C                                    |
| 132           | 2                   | No               | 27                          | C                                    | 27                          | C                                    |
| 150           | 2                   | No               | 14                          | B                                    | 17                          | C                                    |
| 178           | 2                   | Yes              | 34                          | D                                    | 30                          | C                                    |
| 177           | 2                   | Yes              | 30                          | C                                    | 27                          | C                                    |

Source: King County Metro 2019a.

**Table N.1B-3. Peak Period Frequency – 2042 No Build Alternative**

| Route Number  | Screenlines Crossed | Peak-Only Route? | A.M. Peak Headway | A.M. Peak Frequency Level of Service | P.M. Peak Headway | P.M. Peak Frequency Level of Service |
|---------------|---------------------|------------------|-------------------|--------------------------------------|-------------------|--------------------------------------|
| 21            | 1,2                 | No               | 15                | B                                    | 15                | B                                    |
| 50            | 1                   | No               | 15                | B                                    | 15                | B                                    |
| 55            | 1,2                 | Yes              | n/a               | n/a                                  | 28                | C                                    |
| 56            | 1,2                 | Yes              | 30                | C                                    | 40                | D                                    |
| 57            | 1,2                 | Yes              | 30                | C                                    | 34                | D                                    |
| 125           | 1,2                 | No               | 25                | C                                    | 25                | C                                    |
| H Line        | 1,2                 | No               | 8                 | A                                    | 8                 | A                                    |
| C Line        | 1,2                 | No               | 9                 | A                                    | 9                 | A                                    |
| Link (1 Line) | 2                   | No               | 5                 | A                                    | 5                 | A                                    |
| 101           | 2                   | No               | 15                | B                                    | 15                | B                                    |
| 113           | 2                   | Yes              | 45                | D                                    | 30                | C                                    |
| 131           | 2                   | No               | 29                | C                                    | 29                | C                                    |
| 162           | 2                   | Yes              | 20                | C                                    | 20                | C                                    |
| 1088          | 2                   | No               | 15                | B                                    | 15                | B                                    |
| 2016          | 2                   | No               | 15                | B                                    | 15                | B                                    |
| 2207          | 2                   | No               | 12                | B                                    | 8                 | A                                    |
| 2402          | 2                   | No               | 15                | B                                    | 15                | B                                    |
| 2614          | 2                   | No               | 15                | B                                    | 15                | B                                    |

Source: West Seattle Link Extension Final EIS, Attachment N.1A, Transportation Technical Analysis Methodology Report, Appendix B, Transit Service Integration Technical Memorandum.

n/a = not applicable

**Table N.1B-4. Peak Period Frequency – All 2042 Build Alternatives Except Alternatives DEL-7/WSJ-6 (No Avalon) and M.O.S.**

| Route Number | Screenlines Crossed | Peak-Only Route? | A.M. Peak Headway | A.M. Peak Frequency Level of Service | P.M. Peak Headway | P.M. Peak Level of Service |
|--------------|---------------------|------------------|-------------------|--------------------------------------|-------------------|----------------------------|
| 2003         | 1,2                 | No               | 10                | A                                    | 10                | A                          |
| 3034         | 1                   | No               | 15                | B                                    | 15                | B                          |
| 101          | 2                   | No               | 15                | B                                    | 15                | B                          |
| 162          | 2                   | Yes              | 20                | C                                    | 20                | C                          |
| 1088         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2016         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2207         | 2                   | No               | 12                | B                                    | 8                 | A                          |
| 2402         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2614         | 2                   | No               | 15                | B                                    | 15                | B                          |

Source: West Seattle Link Extension Final EIS, Attachment N.1A, Transportation Technical Analysis Methodology Report, Appendix B, Transit Service Integration Technical Memorandum.

M.O.S. = minimum operable segment

**Table N.1B-5. Peak Period Frequency – 2042 Build Except Alternatives  
DEL-7/WSJ-6 (No Avalon)**

| Route Number | Screenlines Crossed | Peak-Only Route? | A.M. Peak Headway | A.M. Peak Frequency Level of Service | P.M. Peak Headway | P.M. Peak Level of Service |
|--------------|---------------------|------------------|-------------------|--------------------------------------|-------------------|----------------------------|
| 2003         | 1,2                 | No               | 15                | B                                    | 15                | B                          |
| 3034         | 1                   | No               | 15                | B                                    | 15                | B                          |
| 1088         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2016         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2207         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2614         | 2                   | No               | 8                 | A                                    | 8                 | A                          |

Source: West Seattle Link Extension Final EIS, Attachment N.1A, Transportation Technical Analysis Methodology Report, Appendix B, Transit Service Integration Technical Memorandum.

**Table N.1B-6. Peak Period Frequency 2042 Build M.O.S.**

| Route Number | Screenlines Crossed | Peak-Only Route? | A.M. Peak Headway | A.M. Peak Frequency Level of Service | P.M. Peak Headway | P.M. Peak Level of Service |
|--------------|---------------------|------------------|-------------------|--------------------------------------|-------------------|----------------------------|
| H Line       | 1,2                 | No               | 8                 | A                                    | 8                 | A                          |
| 2003         | 1,2                 | No               | 10                | A                                    | 10                | A                          |
| 3034         | 1                   | No               | 15                | B                                    | 20                | C                          |
| 101          | 2                   | No               | 15                | B                                    | 15                | B                          |
| 162          | 2                   | Yes              | 20                | C                                    | 20                | C                          |
| 1088         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2016         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2207         | 2                   | No               | 12                | B                                    | 8                 | A                          |
| 2402         | 2                   | No               | 15                | B                                    | 15                | B                          |
| 2614         | 2                   | No               | 15                | B                                    | 15                | B                          |

Source: West Seattle Link Extension Final EIS, Attachment N.1A, Transportation Technical Analysis Methodology Report, Appendix B, Transit Service Integration Technical Memorandum.

**Table N.1B-7. Span Level of Service Thresholds**

| L.O.S. | Hours of Service | Description                                       |
|--------|------------------|---|
| A      | more than 18     | Night or "owl" service provided.                  |
| B      | 15 to 18         | Late evening service provided.                    |
| C      | 12 to 14         | Early evening service provided.                   |
| D      | 7 to 11          | Daytime service provided.                         |
| E      | 4 to 6           | Peak hour service only or limited midday service. |
| F      | less than 4      | Very limited or no service.                       |

Source: Adapted from Transportation Research Board 2013.

**Attachment N.1B**  
**Existing and Future Transit Routes and Levels of Service**

**Table N.1B-8. Span of Service – 2019**

| Route         | Screenlines Crossed | Weekday Total Hours of Service | Weekday Span Level of Service | Weekend Total Hours of Service | Weekend Span Level of Service |
|---------------|---------------------|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| 21            | 1, 2                | 20                             | A                             | 19                             | A                             |
| 37            | 1, 2                | 3                              | F                             | n/a                            | n/a                           |
| 50            | 1                   | 19                             | A                             | 19                             | A                             |
| 55            | 1, 2                | 6                              | E                             | n/a                            | n/a                           |
| 56            | 1, 2                | 8                              | D                             | n/a                            | n/a                           |
| 57            | 1, 2                | 8                              | D                             | n/a                            | n/a                           |
| 116           | 1, 2                | 5                              | E                             | n/a                            | n/a                           |
| 118X          | 1, 2                | 13                             | C                             | 9                              | D                             |
| 119X          | 1, 2                | 8                              | D                             | n/a                            | n/a                           |
| 120           | 1, 2                | 22                             | A                             | 21                             | A                             |
| 125           | 1, 2                | 17                             | B                             | 12                             | C                             |
| C Line        | 1, 2                | 24                             | A                             | 24                             | A                             |
| Link (1 Line) | 2                   | 20                             | A                             | 22                             | A                             |
| 101           | 2                   | 18                             | B                             | 16                             | B                             |
| 102           | 2                   | 5                              | E                             | n/a                            | n/a                           |
| 124           | 2                   | 22                             | A                             | 22                             | A                             |
| 131           | 2                   | 18                             | B                             | 18                             | B                             |
| 132           | 2                   | 20                             | A                             | 19                             | A                             |
| 150           | 2                   | 19                             | A                             | 19                             | A                             |
| 177           | 2                   | 7                              | D                             | n/a                            | n/a                           |
| 178           | 2                   | 7                              | D                             | n/a                            | n/a                           |

Source: King County Metro 2019a.

**Table N.1B-9. Span of Service – 2042 No Build Alternative**

| Route       | Screenlines Crossed | Peak-Only Route? | Weekday Total Hours of Service | Weekday Span Level of Service | Weekend Total Hours of Service | Weekend Span Level of Service |
|-------------|---------------------|------------------|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| 21          | 1,2                 | No               | 20                             | A                             | 19                             | A                             |
| 50          | 1                   | No               | 19                             | A                             | 18                             | B                             |
| 55          | 1,2                 | Yes              | 2                              | F                             | n/a                            | n/a                           |
| 56          | 1,2                 | Yes              | 7                              | D                             | n/a                            | n/a                           |
| 57          | 1,2                 | Yes              | 3                              | F                             | n/a                            | n/a                           |
| 125         | 1,2                 | No               | 17                             | B                             | 12                             | C                             |
| H Line      | 1,2                 | No               | 19                             | A                             | 10                             | D                             |
| C Line      | 1,2                 | No               | 24                             | A                             | 24                             | A                             |
| Link 1 Line | 2                   | No               | 20                             | A                             | 20                             | A                             |
| 101         | 2                   | No               | 19                             | A                             | 10                             | D                             |
| 113         | 2                   | Yes              | 4                              | E                             | n/a                            | n/a                           |
| 131         | 2                   | No               | 18                             | B                             | 18                             | B                             |
| 162         | 2                   | Yes              | 13                             | C                             | n/a                            | n/a                           |
| 1088        | 2                   | No               | 19                             | A                             | 10                             | D                             |
| 2016        | 2                   | No               | 17                             | B                             | n/a                            | n/a                           |
| 2207        | 2                   | No               | 17                             | B                             | n/a                            | n/a                           |
| 2402        | 2                   | No               | 19                             | A                             | n/a                            | n/a                           |
| 2614        | 2                   | No               | 15                             | B                             | n/a                            | n/a                           |

Source: West Seattle Link Extension Final EIS, Attachment N.1A, Transportation Technical Analysis Methodology Report, Appendix B, Transit Service Integration Technical Memorandum.

**Table N.1B-10. Span of Service – All 2042 Build Alternatives Except DEL-7/WSJ-6 (No Avalon) and M.O.S.**

| Route         | Screenlines Crossed | Peak-Only Route? | Weekday Total Hours of Service | Weekday Span Level of Service | Weekend Total Hours of Service | Weekend Span Level of Service |
|---------------|---------------------|------------------|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| 3 Line        | 1,2                 | No               | 20                             | A                             | 20                             | A                             |
| 2003          | 1,2                 | No               | 19                             | A                             | n/a                            | n/a                           |
| 3034          | 1                   | No               | 19                             | A                             | 10                             | D                             |
| Link (1 Line) | 2                   | No               | 20                             | A                             | 20                             | A                             |
| 101           | 2                   | No               | 19                             | A                             | 10                             | D                             |
| 162           | 2                   | Yes              | 7                              | D                             | n/a                            | n/a                           |
| 1088          | 2                   | No               | 19                             | A                             | 10                             | D                             |
| 2016          | 2                   | No               | 17                             | B                             | n/a                            | n/a                           |
| 2207          | 2                   | No               | 17                             | B                             | n/a                            | n/a                           |
| 2402          | 2                   | No               | 19                             | A                             | n/a                            | n/a                           |
| 2614          | 2                   | No               | 15                             | B                             | n/a                            | n/a                           |

Source: West Seattle Link Extension Final EIS, Attachment N.1A, Transportation Technical Analysis Methodology Report, Appendix B, Transit Service Integration Technical Memorandum.

**Table N.1B-11. Span of Service – 2042 Build Except Alternatives DEL-7/WSJ-6 (No Avalon)**

| Route         | Screenlines Crossed | Peak-Only Route? | Weekday Total Hours of Service | Weekday Span Level of Service | Weekend Total Hours of Service | Weekend Span Level of Service |
|---------------|---------------------|------------------|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| 2003          | 1,2                 | No               | 15                             | B                             | n/a                            | n/a                           |
| 3034          | 1                   | No               | 16                             | B                             | n/a                            | n/a                           |
| Link (3 Line) | 1,2                 | No               | 20                             | A                             | 20                             | A                             |
| Link (1 Line) | 2                   | No               | 20                             | A                             | 20                             | A                             |
| 1088          | 2                   | No               | 19                             | A                             | n/a                            | n/a                           |
| 2016          | 2                   | No               | 15                             | B                             | n/a                            | n/a                           |
| 2207          | 2                   | No               | 15                             | B                             | n/a                            | n/a                           |
| 2402          | 2                   | No               | 15                             | B                             | n/a                            | n/a                           |
| 2614          | 2                   | No               | 15                             | B                             | n/a                            | n/a                           |

Source: West Seattle Link Extension Final EIS, Attachment N.1A, Transportation Technical Analysis Methodology Report, Appendix B, Transit Service Integration Technical Memorandum.

**Table N.1B-12. Span of Service – 2042 M.O.S.**

| Route         | Screenlines Crossed | Peak-Only Route? | Weekday Total Hours of Service | Weekday Span Level of Service | Weekend Total Hours of Service | Weekend Span Level of Service |
|---------------|---------------------|------------------|--------------------------------|-------------------------------|--------------------------------|-------------------------------|
| Link (3 Line) | 1,2                 | No               | 20                             | A                             | 20                             | A                             |
| H Line        | 1,2                 | No               | 19                             | A                             | 10                             | D                             |
| 2003          | 1,2                 | No               | 19                             | A                             | n/a                            | n/a                           |
| 3034          | 1                   | No               | 19                             | A                             | 10                             | D                             |
| Link (1 Line) | 2                   | No               | 20                             | A                             | 20                             | A                             |
| 101           | 2                   | No               | 19                             | A                             | 10                             | D                             |
| 162           | 2                   | Yes              | 7                              | D                             | n/a                            | n/a                           |
| 1088          | 2                   | No               | 19                             | A                             | 10                             | D                             |
| 2016          | 2                   | No               | 17                             | B                             | n/a                            | n/a                           |
| 2207          | 2                   | No               | 17                             | B                             | n/a                            | n/a                           |
| 2402          | 2                   | No               | 19                             | A                             | n/a                            | n/a                           |
| 2614          | 2                   | No               | 15                             | B                             | n/a                            | n/a                           |

Source: West Seattle Link Extension Final EIS, Attachment N.1A, Transportation Technical Analysis Methodology Report, Appendix B, Transit Service Integration Technical Memorandum.

**Table N.1B-13. Reliability Level of Service Thresholds (Headway Adherence)**

| Headway Coefficient of Variation | Passenger Experience                      | L.O.S. |
|----------------------------------|---|--------|
| 0.00 to 0.21                     | Service provided like clockwork           | A      |
| 0.22 to 0.30                     | Vehicles slightly off headway             | B      |
| 0.31 to 0.39                     | Vehicles often off headway                | C      |
| 0.40 to 0.52                     | Irregular headways with some bus bunching | D      |
| 0.53 to 0.74                     | Frequent bus bunching                     | E      |
| more than or equal to 0.75       | Most buses bunched                        | F      |

Source: Adapted from Transportation Research Board 2013.

Note: Headway adherence L.O.S. applies only to transit routes with headways of 10 minutes or less.

**Table N.1B-14. A.M. Peak Period Peak Direction (Inbound) Reliability – 2019**

| Screenline | Route  | Stop Name   | Headway (minutes)          | On-Time Performance <sup>a</sup> Percentage | Coefficient of Variation of Headway Adherence <sup>b</sup> | L.O.S. <sup>c</sup> |
|------------|--------|---|----------------------------|---|--|---------------------|
| 1          | 21     | Southwest Spokane Street & Chelan Avenue Southwest  | 16                         | 91%   | n/a  | B                   |
| 1          | 21E    | 35th Avenue Southwest & Southwest Avalon Way        | 9                          | n/a   | 0.73   | E                   |
| 1          | 55     | Southwest Avalon Way & Southwest Charlestown Street | 18                         | 81%   | n/a  | D                   |
| 1          | 56     | Southwest Admiral Way & Southwest City View Street  | 27                         | 81%   | n/a  | D                   |
| 1          | 57     | Southwest Admiral Way & Southwest City View Street  | 20                         | 99%   | n/a  | A                   |
| 1          | 116E   | Fauntleroy Way Southwest & Southwest Oregon Street  | 17                         | 74%   | n/a  | F                   |
| 1          | 118E   | Fauntleroy Way Southwest & Southwest Oregon Street  | 118                        | 65%   | n/a  | F                   |
| 1          | 119E   | Fauntleroy Way Southwest & Southwest Oregon Street  | Low Frequency <sup>d</sup> | 82%   | n/a  | D                   |
| 1          | 120    | Delridge Way Southwest & Southwest Andover Street   | 8                          | n/a   | 0.69   | E                   |
| 1          | 125    | Delridge Way Southwest & Southwest Andover Street   | 22                         | 91%   | n/a  | B                   |
| 1          | C Line | Southwest Avalon Way & Southwest Yancy Street       | 6                          | n/a   | 0.62   | E                   |
| 2          | 21     | 1st Avenue South & South Lander Street              | 16                         | 79%   | n/a  | E                   |
| 2          | 21E    | 35th Avenue Southwest & Southwest Avalon Way        | 9                          | n/a   | 0.73   | E                   |
| 2          | 55     | Southwest Avalon Way & Southwest Charlestown Street | 18                         | 81%   | n/a  | D                   |
| 2          | 56     | Southwest Admiral Way & Southwest City View Street  | 27                         | 81%   | n/a  | D                   |
| 2          | 57     | Southwest Admiral Way & Southwest City View Street  | 20                         | 99%   | n/a  | A                   |
| 2          | 101    | SODO Busway & South Lander Street                   | 18                         | 68%   | n/a  | F                   |
| 2          | 102    | SODO Busway & South Lander Street                   | 13                         | 24%   | n/a  | F                   |
| 2          | 116E   | 1st Avenue South & South Spokane Street             | 17                         | 58%   | n/a  | F                   |
| 2          | 118E   | 1st Avenue South & South Lander Street              | 118                        | 33%   | n/a  | F                   |
| 2          | 119E   | 1st Avenue South & South Lander Street              | Low Frequency <sup>d</sup> | 32%   | n/a  | F                   |
| 2          | 120    | Delridge Way Southwest & Southwest Andover Street   | 8                          | n/a   | 0.69   | E                   |

**Attachment N.1B**  
**Existing and Future Transit Routes and Levels of Service**

| Screenline | Route  | Stop Name   | Headway (minutes) | On-Time Performance <sup>a</sup> Percentage | Coefficient of Variation of Headway Adherence <sup>b</sup> | L.O.S. <sup>c</sup> |
|------------|--------|---|-------------------|---|--|---------------------|
| 2          | 124    | Airport Way South & South Lander Street           | 16                | 63%   | n/a  | F                   |
| 2          | 125    | Delridge Way Southwest & Southwest Andover Street | 22                | 91%   | n/a  | B                   |
| 2          | 131    | 4th Avenue South & South Lander Street            | 17                | 75%   | n/a  | F                   |
| 2          | 132    | 4th Avenue South & South Lander Street            | 27                | 80%   | n/a  | E                   |
| 2          | 150    | SODO Busway & South Lander Street                 | 13                | 57%   | n/a  | F                   |
| 2          | 177    | SODO Busway & South Lander Street                 | 28                | 28%   | n/a  | F                   |
| 2          | 178    | SODO Busway & South Lander Street                 | 25                | 25%   | n/a  | F                   |
| 2          | 190    | SODO Busway & South Lander Street                 | 17                | 21%   | n/a  | F                   |
| 2          | C Line | Southwest Avalon Way & Southwest Yancy Street     | 6                 | n/a   | 0.62   | E                   |

Source: King County Metro 2019b.

<sup>a</sup> Reliability is calculated based on On-Time Performance for transit routes with headways less frequent than 10 minutes.

<sup>b</sup> Reliability is calculated based on Headway Adherence for transit routes with headways of 10 minutes or less.

<sup>c</sup> The L.O.S. definition for transit reliability is defined in Transportation Research Board 2003 and is listed in Tables A1 and A2. The screenline L.O.S. is calculated as the weighted average of L.O.S. scores of all routes within the screenline group, weighted by the number of trips during the p.m. peak period. The L.O.S. score is translated from a letter scale of A to F to a number scale of 1 to 6 in the calculation.

<sup>d</sup> "Low Frequency" is noted if a route only makes one trip during the p.m. peak period and the headway value is therefore uncalculatable.

**Table N.1B-15. P.M. Peak Period Peak Direction (Outbound) Reliability – 2019**

| Screenline | Route  | Stop Name                                  | Headway (minutes)          | On-Time Performance <sup>a</sup> Percentage | Coefficient of Variation of Headway Adherence <sup>b</sup> | L.O.S. <sup>c</sup> |
|------------|--------|--|----------------------------|---|--|---------------------|
| 1          | 21     | 1st Avenue South and South Hanford Street  | 15                         | 53%   | n/a  | F                   |
| 1          | 21E    | 1st Avenue South and South Jackson Street  | 19                         | 28%   | n/a  | F                   |
| 1          | 37     | 1st Avenue South and South Jackson Street  | 30                         | 27%   | n/a  | F                   |
| 1          | 55     | 1st Avenue South and South Jackson Street  | 18                         | 57%   | n/a  | F                   |
| 1          | 56     | 1st Avenue South and South Jackson Street  | 32                         | 27%   | n/a  | F                   |
| 1          | 57     | 1st Avenue South and South Jackson Street  | 34                         | 18%   | n/a  | F                   |
| 1          | 116E   | 1st Avenue South and South Hanford Street  | 23                         | 41%   | n/a  | F                   |
| 1          | 118E   | 1st Avenue South and South Hanford Street  | Low Frequency <sup>d</sup> | 23%   | n/a  | F                   |
| 1          | 119E   | 1st Avenue South and South Hanford Street  | Low Frequency <sup>d</sup> | 43%   | n/a  | F                   |
| 1          | 120    | 1st Avenue South and South Jackson Street  | 8                          | n/a   | 0.51   | D                   |
| 1          | 125    | 1st Avenue South and South Jackson Street  | 21                         | 39%   | n/a  | F                   |
| 1          | C Line | 1st Avenue South and South Jackson Street  | 6                          | n/a   | 0.62   | E                   |
| 2          | 21     | 1st Avenue South and South Stacy Street    | 15                         | 51%   | n/a  | F                   |
| 2          | 21E    | 1st Avenue South and South Jackson Street  | 19                         | 28%   | n/a  | F                   |
| 2          | 55     | 1st Avenue South and South Jackson Street  | 18                         | 57%   | n/a  | F                   |
| 2          | 56     | 1st Avenue South and South Jackson Street  | 32                         | 27%   | n/a  | F                   |
| 2          | 57     | 1st Avenue South and South Jackson Street  | 34                         | 18%   | n/a  | F                   |
| 2          | 101    | SODO Busway and South Holgate Street       | 14                         | 70%   | n/a  | F                   |
| 2          | 102    | SODO Busway and South Holgate Street       | 13                         | 73%   | n/a  | F                   |
| 2          | 116E   | 1st Avenue South and South Atlantic Street | 23                         | 75%   | n/a  | E                   |
| 2          | 118E   | 1st Avenue South and South Atlantic Street | Low Frequency <sup>d</sup> | 86%   | n/a  | C                   |
| 2          | 119E   | 1st Avenue South and South Atlantic Street | Low Frequency <sup>d</sup> | 63%   | n/a  | F                   |
| 2          | 120    | 1st Avenue South and South Jackson Street  | 8                          | n/a   | 0.51   | D                   |

**Attachment N.1B**  
**Existing and Future Transit Routes and Levels of Service**

| Screenline | Route  | Stop Name                                 | Headway (minutes) | On-Time Performance <sup>a</sup> Percentage | Coefficient of Variation of Headway Adherence <sup>b</sup> | L.O.S. <sup>c</sup> |
|------------|--------|---|-------------------|---|--|---------------------|
| 2          | 124    | Airport Way South and South Stacy Street  | 15                | 62%   | n/a  | F                   |
| 2          | 131    | 4th Avenue South and South Walker Street  | 30                | 51%   | n/a  | F                   |
| 2          | 132    | 4th Avenue South and South Walker Street  | 30                | 73%   | n/a  | F                   |
| 2          | 150    | SODO Busway and South Holgate Street      | 16                | 73%   | n/a  | F                   |
| 2          | 177    | SODO Busway and South Holgate Street      | 28                | 80%   | n/a  | D                   |
| 2          | 178    | SODO Busway and South Holgate Street      | 23                | 74%   | n/a  | F                   |
| 2          | 190    | SODO Busway and South Holgate Street      | 22                | 75%   | n/a  | F                   |
| 2          | C Line | 1st Avenue South and South Jackson Street | 6                 | n/a   | 0.62   | E                   |

Source: King County Metro 2019b.

<sup>a</sup> Reliability is calculated based on On-Time Performance for transit routes with headways less frequent than 10 minutes.

<sup>b</sup> Reliability is calculated based on Headway Adherence for transit routes with headways of 10 minutes or less.

<sup>c</sup> The L.O.S. definition for transit reliability is defined in Transportation Research Board 2003 and is listed in Tables A1 and A2. The screenline L.O.S. is calculated as the weighted average of L.O.S. scores of all routes within the screenline group, weighted by the number of trips during the p.m. peak period. The L.O.S. score is translated from a letter scale of A to F to a number scale of 1 to 6 in the calculation.

<sup>d</sup> "Low Frequency" is noted if a route only makes one trip during the p.m. peak period and the headway value is therefore uncalculatable.

**Table N.1B-16. Passenger Load Level of Service Thresholds (Bus)**

| Passenger Load Factor | Comments                               | L.O.S. |
|-----------------------|--|--------|
| 0.00 to 0.50          | No passengers need sit next to another | A      |
| 0.51 to 0.75          | Passengers can choose where to sit     | B      |
| 0.76 to 1.00          | All passengers can sit                 | C      |
| 1.01 to 1.25          | Comfortable standee load for design    | D      |
| 1.26 to 1.50          | Maximum schedule load                  | E      |
| more than 1.5         | Crush load                             | F      |

Source: Adapted from Transportation Research Board 2013.

**Table N.1B-17. A.M. Peak Passenger Load Level (Bus) – 2019**

| Route  | Screenline | Direction | Seats per Bus | Average Load (passengers per bus) | Average Load Factor | Level of Service |
|--------|------------|-----------|---------------|-----------------------------------|---------------------|------------------|
| 21     | 1          | Inbound   | 58            | 30                                | 0.52                | B                |
| 21E    | 1          | Inbound   | 58            | 43                                | 0.75                | B                |
| 55     | 1          | Inbound   | 48            | 37                                | 0.78                | C                |
| 56     | 1          | Inbound   | 54            | 37                                | 0.69                | B                |
| 57     | 1          | Inbound   | 58            | 51                                | 0.88                | C                |
| 116E   | 1          | Inbound   | 38            | 32                                | 0.84                | C                |
| 118E   | 1          | Inbound   | 27            | 20                                | 0.75                | B                |
| 119E   | 1          | Inbound   | 27            | 34                                | 1.26                | E                |
| 120    | 1          | Inbound   | 58            | 51                                | 0.87                | C                |
| 125    | 1          | Inbound   | 35            | 27                                | 0.76                | C                |
| C Line | 1          | Inbound   | 48            | 53                                | 1.11                | D                |
| 21     | 1          | Outbound  | 58            | 7                                 | 0.11                | A                |
| 120    | 1          | Outbound  | 58            | 9                                 | 0.15                | A                |
| 125    | 1          | Outbound  | 35            | 9                                 | 0.26                | A                |
| C Line | 1          | Outbound  | 48            | 8                                 | 0.17                | A                |
| 21     | 2          | Inbound   | 58            | 27                                | 0.46                | A                |
| 21E    | 2          | Inbound   | 58            | 43                                | 0.75                | B                |
| 55     | 2          | Inbound   | 48            | 37                                | 0.78                | C                |
| 56     | 2          | Inbound   | 54            | 37                                | 0.69                | B                |
| 57     | 2          | Inbound   | 58            | 51                                | 0.88                | C                |
| 101    | 2          | Inbound   | 56            | 38                                | 0.69                | B                |
| 102    | 2          | Inbound   | 56            | 41                                | 0.73                | B                |
| 116E   | 2          | Inbound   | 38            | 31                                | 0.81                | C                |
| 118E   | 2          | Inbound   | 27            | 17                                | 0.64                | B                |

**Attachment N.1B**

**Existing and Future Transit Routes and Levels of Service**

| Route  | Screenline | Direction | Seats per Bus | Average Load (passengers per bus) | Average Load Factor | Level of Service |
|--------|------------|-----------|---------------|-----------------------------------|---------------------|------------------|
| 119E   | 2          | Inbound   | 27            | 27                                | 1.00                | C                |
| 120    | 2          | Inbound   | 58            | 51                                | 0.87                | C                |
| 124    | 2          | Inbound   | 49            | 22                                | 0.45                | A                |
| 125    | 2          | Inbound   | 35            | 27                                | 0.76                | C                |
| 131    | 2          | Inbound   | 58            | 33                                | 0.56                | B                |
| 132    | 2          | Inbound   | 55            | 29                                | 0.53                | B                |
| 150    | 2          | Inbound   | 56            | 24                                | 0.42                | A                |
| 177    | 2          | Inbound   | 56            | 17                                | 0.30                | A                |
| 178    | 2          | Inbound   | 58            | 15                                | 0.25                | A                |
| 190    | 2          | Inbound   | 44            | 23                                | 0.51                | B                |
| C Line | 2          | Inbound   | 48            | 53                                | 1.11                | D                |
| 21     | 2          | Outbound  | 58            | 10                                | 0.17                | A                |
| 101    | 2          | Outbound  | 56            | 13                                | 0.24                | A                |
| 124    | 2          | Outbound  | 49            | 17                                | 0.35                | A                |
| 125    | 2          | Outbound  | 35            | 9                                 | 0.26                | A                |
| 131    | 2          | Outbound  | 58            | 22                                | 0.37                | A                |
| 132    | 2          | Outbound  | 55            | 28                                | 0.52                | B                |
| 150    | 2          | Outbound  | 56            | 23                                | 0.40                | A                |
| C Line | 2          | Outbound  | 48            | 8                                 | 0.17                | A                |

Source: King County Metro 2019c.

**Table N.1B-18. P.M. Peak Passenger Load (Bus) – 2019**

| Route  | Screenline | Direction | Seats per Bus | Average Load (passengers per bus) | Average Load Factor | Level of Service |
|--------|------------|-----------|---------------|-----------------------------------|---------------------|------------------|
| 21     | 1          | Inbound   | 58            | 9                                 | 0.16                | A                |
| 50     | 1          | Inbound   | 27            | 17                                | 0.62                | B                |
| 120    | 1          | Inbound   | 58            | 17                                | 0.30                | A                |
| 125    | 1          | Inbound   | 35            | 8                                 | 0.24                | A                |
| C Line | 1          | Inbound   | 48            | 15                                | 0.31                | A                |
| 50     | 1          | Outbound  | 27            | 8                                 | 0.30                | A                |
| 55     | 1          | Outbound  | 48            | 31                                | 0.65                | B                |
| 56     | 1          | Outbound  | 58            | 41                                | 0.71                | B                |
| 57     | 1          | Outbound  | 58            | 36                                | 0.63                | B                |
| 116E   | 1          | Outbound  | 39            | 22                                | 0.57                | B                |
| 118E   | 1          | Outbound  | 27            | 23                                | 0.85                | C                |
| 119E   | 1          | Outbound  | 27            | 11                                | 0.41                | A                |

**Attachment N.1B**

**Existing and Future Transit Routes and Levels of Service**

| Route  | Screenline | Direction | Seats per Bus | Average Load (passengers per bus) | Average Load Factor | Level of Service |
|--------|------------|-----------|---------------|-----------------------------------|---------------------|------------------|
| 120    | 1          | Outbound  | 58            | 46                                | 0.80                | C                |
| 125    | 1          | Outbound  | 35            | 23                                | 0.65                | B                |
| C Line | 1          | Outbound  | 48            | 55                                | 1.14                | D                |
| 21     | 1          | Outbound  | 58            | 27                                | 0.46                | A                |
| 21E    | 1          | Outbound  | 58            | 44                                | 0.76                | C                |
| 37     | 1          | Outbound  | 39            | 14                                | 0.37                | A                |
| 21     | 2          | Inbound   | 58            | 15                                | 0.25                | A                |
| 124    | 2          | Inbound   | 52            | 17                                | 0.33                | A                |
| 101    | 2          | Inbound   | 56            | 14                                | 0.25                | A                |
| 120    | 2          | Inbound   | 58            | 17                                | 0.30                | A                |
| 125    | 2          | Inbound   | 35            | 8                                 | 0.24                | A                |
| 131    | 2          | Inbound   | 58            | 24                                | 0.41                | A                |
| 132    | 2          | Inbound   | 58            | 22                                | 0.38                | A                |
| 150    | 2          | Inbound   | 56            | 21                                | 0.38                | A                |
| C Line | 2          | Inbound   | 48            | 15                                | 0.31                | A                |
| 21     | 2          | Outbound  | 58            | 24                                | 0.42                | A                |
| 21E    | 2          | Outbound  | 58            | 44                                | 0.76                | C                |
| 55     | 2          | Outbound  | 48            | 31                                | 0.65                | B                |
| 56     | 2          | Outbound  | 58            | 41                                | 0.71                | B                |
| 57     | 2          | Outbound  | 58            | 36                                | 0.63                | B                |
| 101    | 2          | Outbound  | 56            | 36                                | 0.65                | B                |
| 102    | 2          | Outbound  | 56            | 35                                | 0.62                | B                |
| 116E   | 2          | Outbound  | 39            | 18                                | 0.46                | A                |
| 118E   | 2          | Outbound  | 27            | 21                                | 0.76                | C                |
| 119E   | 2          | Outbound  | 27            | 10                                | 0.35                | A                |
| 120    | 2          | Outbound  | 58            | 46                                | 0.80                | C                |
| 124    | 2          | Outbound  | 50            | 22                                | 0.45                | A                |
| 125    | 2          | Outbound  | 35            | 23                                | 0.65                | B                |
| 131    | 2          | Outbound  | 58            | 43                                | 0.74                | B                |
| 132    | 2          | Outbound  | 58            | 31                                | 0.54                | B                |
| 150    | 2          | Outbound  | 56            | 33                                | 0.59                | B                |
| 177    | 2          | Outbound  | 58            | 25                                | 0.43                | A                |
| 178    | 2          | Outbound  | 58            | 25                                | 0.43                | A                |
| 190    | 2          | Outbound  | 39            | 19                                | 0.48                | A                |
| C Line | 2          | Outbound  | 48            | 55                                | 1.14                | D                |

Source: King County Metro 2019c.

**Table N.1B-19. Passenger Load (Bus) – 2042 No Build Alternative**

| Route                 | Screenline | Direction | Peak Headway | Seats per Bus | Peak Hour Seated Capacity | Peak Hour Load (passengers) | Peak Hour Load Factor | Level of Service |
|-----------------------|------------|-----------|--------------|---------------|---------------------------|-----------------------------|-----------------------|------------------|
| 21                    | 1          | Inbound   | 15           | 60            | 240                       | 133                         | 0.57                  | B                |
| 21                    | 1          | Outbound  | 15           | 60            | 240                       | 188                         | 0.78                  | C                |
| 23                    | 1          | Inbound   | 15           | 60            | 240                       | 54                          | 0.23                  | A                |
| 23                    | 1          | Outbound  | 15           | 60            | 240                       | 431                         | 1.80                  | F                |
| 50                    | 1          | Inbound   | 15           | 60            | 240                       | 51                          | 0.21                  | A                |
| 50                    | 1          | Outbound  | 15           | 60            | 240                       | 48                          | 0.20                  | A                |
| 55                    | 1          | Inbound   | 28           | 60            | 129                       | 0                           | 0.00                  | A                |
| 55                    | 1          | Outbound  | 28           | 60            | 129                       | 104                         | 0.81                  | C                |
| 56                    | 1          | Inbound   | 40           | 60            | 90                        | 0                           | 0.00                  | A                |
| 56                    | 1          | Outbound  | 40           | 60            | 90                        | 147                         | 1.64                  | F                |
| 57                    | 1          | Inbound   | 34           | 60            | 106                       | 0                           | 0.00                  | A                |
| 57                    | 1          | Outbound  | 34           | 60            | 106                       | 147                         | 1.64                  | F                |
| 125                   | 1          | Inbound   | 25           | 60            | 144                       | 20                          | 0.14                  | A                |
| 125                   | 1          | Outbound  | 25           | 60            | 144                       | 28                          | 0.20                  | A                |
| H Line                | 1          | Inbound   | 10           | 48            | 288                       | 119                         | 0.41                  | A                |
| H Line                | 1          | Outbound  | 10           | 48            | 288                       | 430                         | 1.49                  | E                |
| H line (peak overlay) | 1          | Outbound  | 15           | 48            | 192                       | 286                         | 1.49                  | E                |
| C Line                | 1          | Inbound   | 9            | 48            | 320                       | 100                         | 0.31                  | A                |
| C Line                | 1          | Outbound  | 9            | 48            | 320                       | 366                         | 1.14                  | D                |
| C Line (peak overlay) | 1          | Inbound   | 9            | 48            | 320                       | 0                           | 0.00                  | A                |
| C Line (peak overlay) | 1          | Outbound  | 9            | 48            | 320                       | 366                         | 1.14                  | D                |
| 21                    | 2          | Inbound   | 15           | 60            | 240                       | 154                         | 0.64                  | B                |

**Attachment N.1B**  
**Existing and Future Transit Routes and Levels of Service**

| Route  | Screenline | Direction | Peak Headway | Seats per Bus | Peak Hour Seated Capacity | Peak Hour Load (passengers) | Peak Hour Load Factor | Level of Service |
|--------|------------|-----------|--------------|---------------|---------------------------|-----------------------------|-----------------------|------------------|
| 21     | 2          | Outbound  | 15           | 60            | 240                       | 173                         | 0.72                  | B                |
| 23     | 2          | Inbound   | 15           | 60            | 240                       | 54                          | 0.23                  | A                |
| 23     | 2          | Outbound  | 15           | 60            | 240                       | 431                         | 1.80                  | F                |
| 55     | 2          | Inbound   | 28           | 60            | 129                       | 0                           | 0.00                  | A                |
| 55     | 2          | Outbound  | 28           | 60            | 129                       | 104                         | 0.81                  | C                |
| 56     | 2          | Inbound   | 40           | 60            | 90                        | 0                           | 0.00                  | A                |
| 56     | 2          | Outbound  | 40           | 60            | 90                        | 147                         | 1.64                  | F                |
| 57     | 2          | Inbound   | 34           | 60            | 106                       | 0                           | 0.00                  | A                |
| 57     | 2          | Outbound  | 34           | 60            | 106                       | 147                         | 1.39                  | E                |
| 102    | 2          | Inbound   | 30           | 60            | 120                       | 0                           | 0.00                  | A                |
| 102    | 2          | Outbound  | 30           | 60            | 120                       | 157                         | 1.31                  | E                |
| 113    | 2          | Inbound   | 30           | 60            | 120                       | 0                           | 0.00                  | A                |
| 113    | 2          | Outbound  | 30           | 60            | 120                       | 76                          | 0.63                  | B                |
| 125    | 2          | Inbound   | 25           | 60            | 144                       | 20                          | 0.14                  | A                |
| 125    | 2          | Outbound  | 25           | 60            | 144                       | 28                          | 0.20                  | A                |
| 131    | 2          | Inbound   | 29           | 60            | 124                       | 47                          | 0.37                  | A                |
| 131    | 2          | Outbound  | 29           | 60            | 124                       | 36                          | 0.29                  | A                |
| 143    | 2          | Inbound   | 30           | 60            | 120                       | 0                           | 0.00                  | A                |
| 143    | 2          | Outbound  | 30           | 60            | 120                       | 87                          | 0.73                  | B                |
| 150    | 2          | Inbound   | 30           | 60            | 120                       | 109                         | 0.91                  | C                |
| 150    | 2          | Outbound  | 30           | 60            | 120                       | 99                          | 0.83                  | C                |
| 159    | 2          | Inbound   | 45           | 60            | 80                        | 0                           | 0.00                  | A                |
| 159    | 2          | Outbound  | 45           | 60            | 80                        | 0                           | 0.00                  | A                |
| H Line | 2          | Inbound   | 10           | 60            | 360                       | 119                         | 0.33                  | A                |
| H Line | 2          | Outbound  | 10           | 60            | 360                       | 430                         | 1.19                  | D                |

**Existing and Future Transit Routes and Levels of Service**

| Route                 | Screenline | Direction | Peak Headway | Seats per Bus | Peak Hour Seated Capacity | Peak Hour Load (passengers) | Peak Hour Load Factor | Level of Service |
|-----------------------|------------|-----------|--------------|---------------|---------------------------|-----------------------------|-----------------------|------------------|
| H Line (peak overlay) | 2          | Outbound  | 15           | 60            | 240                       | 286                         | 1.19                  | D                |
| 1088                  | 2          | Inbound   | 15           | 60            | 240                       | 66                          | 0.28                  | A                |
| 1088                  | 2          | Outbound  | 15           | 60            | 240                       | 91                          | 0.38                  | A                |
| 2016                  | 2          | Inbound   | 15           | 60            | 240                       | 109                         | 0.46                  | A                |
| 2016                  | 2          | Outbound  | 15           | 60            | 240                       | 233                         | 0.97                  | C                |
| 2207                  | 2          | Inbound   | 8            | 60            | 450                       | 0                           | 0.00                  | A                |
| 2207                  | 2          | Outbound  | 8            | 60            | 450                       | 10                          | 0.02                  | A                |
| 2207 (peak overlay)   | 2          | Inbound   | 8            | 60            | 450                       | 0                           | 0.00                  | A                |
| 2207 (peak overlay)   | 2          | Outbound  | 8            | 60            | 450                       | 10                          | 0.02                  | A                |
| 2614                  | 2          | Inbound   | 15           | 60            | 240                       | 67                          | 0.28                  | A                |
| 2614                  | 2          | Outbound  | 15           | 60            | 240                       | 245                         | 1.02                  | D                |
| C Line                | 2          | Inbound   | 9            | 60            | 400                       | 100                         | 0.25                  | A                |
| C Line                | 2          | Outbound  | 9            | 60            | 400                       | 366                         | 0.91                  | C                |
| C Line (peak overlay) | 2          | Inbound   | 9            | 48            | 320                       | 0                           | 0.00                  | A                |
| C Line (peak overlay) | 2          | Outbound  | 9            | 48            | 320                       | 366                         | 1.14                  | D                |

Source: Sound Transit 2019.

**Table N.1B-20. Passenger Load (Bus) – All 2042 Build Alternatives Except Alternatives DEL-7/WSJ-6 (No Avalon) and M.O.S.**

| Route              | Screenline | Direction | Peak Headway | Seats per Bus | Peak Hour Seated Capacity | Peak Hour Load (passengers) | Peak Hour Load Factor | Level of Service |
|--------------------|------------|-----------|--------------|---------------|---------------------------|-----------------------------|-----------------------|------------------|
| 2003               | 1          | Inbound   | 10           | 60            | 360                       | 12                          | 0.03                  | A                |
| 2003               | 1          | Outbound  | 10           | 60            | 360                       | 211                         | 0.58                  | B                |
| 3034               | 1          | Inbound   | 15           | 60            | 240                       | 0                           | 0.00                  | A                |
| 3034               | 1          | Outbound  | 15           | 60            | 240                       | 10                          | 0.04                  | A                |
| 101                | 2          | Inbound   | 15           | 60            | 240                       | 56                          | 0.24                  | A                |
| 101                | 2          | Outbound  | 15           | 60            | 240                       | 246                         | 1.03                  | D                |
| 102                | 2          | Inbound   | 30           | 60            | 120                       | 0                           | 0.00                  | A                |
| 102                | 2          | Outbound  | 30           | 60            | 120                       | 158                         | 1.32                  | E                |
| 143                | 2          | Inbound   | 8            | 60            | 450                       | 0                           | 0.00                  | A                |
| 143                | 2          | Outbound  | 8            | 60            | 450                       | 89                          | 0.20                  | A                |
| 150                | 2          | Inbound   | 8            | 60            | 450                       | 109                         | 0.24                  | A                |
| 150                | 2          | Outbound  | 8            | 60            | 450                       | 97                          | 0.21                  | A                |
| 159                | 2          | Inbound   | 45           | 60            | 80                        | 0                           | 0.00                  | A                |
| 159                | 2          | Outbound  | 45           | 60            | 80                        | 0                           | 0.00                  | A                |
| 177                | 2          | Inbound   | 15           | 60            | 240                       | 0                           | 0.00                  | A                |
| 177                | 2          | Outbound  | 15           | 60            | 240                       | 10                          | 0.04                  | A                |
| 177 (peak overlay) | 2          | Inbound   | 15           | 60            | 240                       | 0                           | 0.00                  | A                |
| 177 (peak overlay) | 2          | Outbound  | 15           | 60            | 240                       | 10                          | 0.04                  | A                |
| 1088               | 2          | Inbound   | 15           | 48            | 192                       | 41                          | 0.21                  | A                |
| 1088               | 2          | Outbound  | 15           | 48            | 192                       | 70                          | 0.36                  | A                |
| 2003               | 2          | Inbound   | 10           | 60            | 360                       | 12                          | 0.03                  | A                |
| 2003               | 2          | Outbound  | 10           | 60            | 360                       | 211                         | 0.58                  | B                |
| 2016               | 2          | Inbound   | 15           | 60            | 240                       | 240                         | 1.00                  | C                |
| 2016               | 2          | Outbound  | 15           | 60            | 240                       | 108                         | 0.45                  | A                |

Source: Sound Transit 2019.

**Table N.1B-21. P.M. Peak Passenger Load (Bus) – 2042 Alternatives DEL-7/WSJ-6 (No Avalon)**

| Route | Screenline | Direction | Peak Headway (minutes) | Seats per Bus | Peak Hour Seated Capacity (passengers) | Peak Hour Load (passengers) | Peak Hour Load Factor | Level of Service |
|-------|------------|-----------|------------------------|---------------|--|-----------------------------|-----------------------|------------------|
| 2003  | 1          | Inbound   | 10                     | 60            | 360                                    | 14                          | 0.04                  | A                |
| 2003  | 1          | Outbound  | 10                     | 60            | 360                                    | 234                         | 0.65                  | B                |
| 3034  | 1          | Inbound   | 15                     | 60            | 240                                    | 2                           | 0.01                  | A                |
| 3034  | 1          | Outbound  | 15                     | 60            | 240                                    | 12                          | 0.05                  | A                |
| 2003  | 2          | Inbound   | 10                     | 60            | 360                                    | 14                          | 0.04                  | A                |
| 2003  | 2          | Outbound  | 10                     | 60            | 360                                    | 234                         | 0.65                  | B                |
| 2614  | 2          | Inbound   | 15                     | 60            | 240                                    | 56                          | 0.24                  | A                |
| 2614  | 2          | Outbound  | 15                     | 60            | 240                                    | 246                         | 1.03                  | D                |
| 102   | 2          | Inbound   | 30                     | 60            | 120                                    | 0                           | 0.00                  | A                |
| 102   | 2          | Outbound  | 30                     | 60            | 120                                    | 158                         | 1.32                  | E                |
| 2016  | 2          | Inbound   | 15                     | 60            | 240                                    | 108                         | 0.45                  | A                |
| 2016  | 2          | Outbound  | 15                     | 60            | 240                                    | 239                         | 1.00                  | C                |
| 1088  | 2          | Inbound   | 15                     | 48            | 192                                    | 41                          | 0.21                  | A                |
| 1088  | 2          | Outbound  | 15                     | 48            | 192                                    | 70                          | 0.36                  | A                |
| 143   | 2          | Inbound   | 15                     | 48            | 192                                    | 0                           | 0.00                  | A                |
| 143   | 2          | Outbound  | 15                     | 48            | 192                                    | 89                          | 0.46                  | A                |
| 150   | 2          | Inbound   | 30                     | 60            | 120                                    | 109                         | 0.91                  | C                |
| 150   | 2          | Outbound  | 30                     | 60            | 120                                    | 97                          | 0.80                  | C                |
| 159   | 2          | Inbound   | 45                     | 60            | 80                                     | 0                           | 0.00                  | A                |
| 159   | 2          | Outbound  | 45                     | 60            | 80                                     | 0                           | 0.00                  | A                |
| 2207  | 2          | Inbound   | 15                     | 60            | 192                                    | 0                           | 0.00                  | A                |
| 2207  | 2          | Outbound  | 15                     | 60            | 192                                    | 10                          | 0.05                  | A                |

Source: Sound Transit 2019.

**Table N.1B-22. P.M. Peak Passenger Load (Bus) -- 2042 M.O.S.**

| Route                 | Screenline | Direction | Peak Headway (minutes) | Seats per Bus | Peak Hour Seated Capacity (passengers) | Peak Hour Load (passengers) | Peak Hour Load Factor | Level of Service |
|-----------------------|------------|-----------|------------------------|---------------|--|-----------------------------|-----------------------|------------------|
| H Line                | 1          | Inbound   | 8                      | 48            | 360                                    | 36                          | 0.10                  | A                |
| H Line                | 1          | Outbound  | 8                      | 48            | 360                                    | 291                         | 0.81                  | C                |
| H (peak overlay)      | 1          | Inbound   | 8                      | 48            | 360                                    | 0                           | 0.00                  | A                |
| H (peak overlay)      | 1          | Outbound  | 8                      | 48            | 360                                    | 194                         | 0.54                  | B                |
| 2003                  | 1          | Inbound   | 10                     | 60            | 360                                    | 23                          | 0.07                  | A                |
| 2003                  | 1          | Outbound  | 10                     | 60            | 360                                    | 410                         | 1.14                  | D                |
| 3034                  | 1          | Inbound   | 15                     | 60            | 240                                    | 26                          | 0.11                  | A                |
| 3034                  | 1          | Outbound  | 15                     | 60            | 240                                    | 21                          | 0.09                  | A                |
| H Line                | 2          | Inbound   | 8                      | 48            | 360                                    | 36                          | 0.10                  | A                |
| H Line                | 2          | Outbound  | 8                      | 48            | 360                                    | 291                         | 0.81                  | C                |
| H Line (peak overlay) | 2          | Inbound   | 8                      | 48            | 360                                    | 0                           | 0.00                  | A                |
| H Line (peak overlay) | 2          | Outbound  | 15                     | 48            | 192                                    | 194                         | 1.01                  | D                |
| 2003                  | 2          | Inbound   | 10                     | 60            | 360                                    | 21                          | 0.06                  | A                |
| 2003                  | 2          | Outbound  | 10                     | 60            | 360                                    | 410                         | 1.14                  | D                |
| 2614                  | 2          | Inbound   | 15                     | 60            | 240                                    | 56                          | 0.24                  | A                |
| 2614                  | 2          | Outbound  | 15                     | 60            | 240                                    | 246                         | 1.03                  | D                |
| 2016                  | 2          | Inbound   | 15                     | 60            | 240                                    | 108                         | 0.45                  | A                |
| 2016                  | 2          | Outbound  | 15                     | 60            | 240                                    | 236                         | 0.98                  | C                |
| 2207                  | 2          | Inbound   | 8                      | 60            | 450                                    | 41                          | 0.09                  | A                |
| 2207                  | 2          | Outbound  | 8                      | 60            | 450                                    | 70                          | 0.15                  | A                |
| 2207                  | 2          | Inbound   | 8                      | 60            | 450                                    | 0                           | 0.00                  | A                |
| 2207                  | 2          | Outbound  | 8                      | 60            | 450                                    | 89                          | 0.20                  | A                |
| 150                   | 2          | Inbound   | 8                      | 60            | 450                                    | 96                          | 0.21                  | A                |

**Attachment N.1B**  
**Existing and Future Transit Routes and Levels of Service**

| Route              | Screenline | Direction | Peak Headway (minutes) | Seats per Bus | Peak Hour Seated Capacity (passengers) | Peak Hour Load (passengers) | Peak Hour Load Factor | Level of Service |
|--------------------|------------|-----------|------------------------|---------------|--|-----------------------------|-----------------------|------------------|
| 150                | 2          | Outbound  | 30                     | 60            | 120                                    | 107                         | 0.89                  | C                |
| 159                | 2          | Inbound   | 45                     | 60            | 80                                     | 0                           | 0.00                  | A                |
| 159                | 2          | Outbound  | 45                     | 60            | 80                                     | 0                           | 0.00                  | A                |
| 177                | 2          | Inbound   | 15                     | 60            | 240                                    | 10                          | 0.04                  | A                |
| 177                | 2          | Outbound  | 15                     | 60            | 240                                    | 0                           | 0.00                  | A                |
| 177 (peak overlay) | 2          | Inbound   | 15                     | 60            | 240                                    | 10                          | 0.04                  | A                |
| 177 (peak overlay) | 2          | Outbound  | 15                     | 60            | 240                                    | 0                           | 0.00                  | A                |

Source: Sound Transit 2019.

Note: The a.m. peak forecasts are identical to the p.m. peak, with values and directions reversed (i.e., p.m. peak inbound L.O.S. = a.m. peak outbound L.O.S.).

**Table N.1B-23. Passenger Load Level of Service Thresholds (Rail)**

| L.O.S. | Square Feet per Passenger | Comments                                    |
|--------|---------------------------|---|
| A      | more than 10.8            | At most some passengers must stand          |
| B      | 8.2 to 10.8               | No Passengers need to stand next to another |
| C      | 5.5 to 8.1                | Passengers can choose where to stand        |
| D      | 3.9 to 5.4                | Comfortable standee load for design         |
| E      | 2.2 to 3.8                | Maximum schedule load                       |
| F      | less than 2.2             | Crush load                                  |

Source: Adapted from Transportation Research Board 2013.

**Table N.1B-24. A.M. Peak Passenger Load (Light Rail) – 2019**

| Line   | Screenline | Direction | Peak Headway (minutes) | Average Passenger Load (per car) | Average Square Feet per Standing Passenger | Level of Service |
|--------|------------|-----------|------------------------|----------------------------------|--|------------------|
| 1 Line | 2          | Inbound   | 8                      | 103                              | 11.3                                       | A                |
| 1 Line | 2          | Outbound  | 8                      | 98                               | 13.7                                       | A                |

Source: King County Metro 2019c.

**Table N.1B-25. P.M. Peak Passenger Load (Light Rail) – 2019**

| Line   | Screenline | Direction | Peak Headway (minutes) | Average Passenger Load (per car) | Average Square Feet per Standing Passenger | Level of Service |
|--------|------------|-----------|------------------------|----------------------------------|--|------------------|
| 1 Line | 2          | Inbound   | 8                      | 123                              | 6.6  | C                |
| 1 Line | 2          | Outbound  | 8                      | 117                              | 7.5  | C                |

Source: King County Metro 2019c.

**Table N.1B-26. P.M. Peak Passenger Load (Light Rail) – 2042 No Build Alternative**

| Line   | Screenline | Direction | Peak Headway (minutes) | Average Passenger Load (per car) | Average Square Feet per Standing Passenger | Level of Service |
|--------|------------|-----------|------------------------|----------------------------------|--|------------------|
| 1 Line | 2          | Inbound   | 5                      | 45                               | 325  | A                |
| 1 Line | 2          | Outbound  | 5                      | 180                              | 3.1  | E                |

Source: Sound Transit 2019.

Note: The a.m. peak forecasts are identical to the p.m. peak, with values and directions reversed (i.e., p.m. peak inbound L.O.S. = a.m. peak outbound L.O.S.).

**Table N.1B-27. P.M. Peak Passenger Load (Light Rail) – All 2042 Build Alternatives Except M.O.S.**

| Line   | Screenline | Direction | Peak Headway (minutes) | Average Passenger Load (per car) | Average Square Feet per Standing Passenger | Level of Service |
|--------|------------|-----------|------------------------|----------------------------------|--|------------------|
| 3 Line | 1          | Inbound   | 6                      | 16                               | 325  | A                |
| 3 Line | 1          | Outbound  | 6                      | 61                               | 325  | A                |
| 1 Line | 2          | Inbound   | 5                      | 40                               | 325  | A                |
| 1 Line | 2          | Outbound  | 5                      | 173                              | 3.3  | E                |
| 3 Line | 2          | Inbound   | 6                      | 21                               | 325  | A                |
| 3 Line | 2          | Outbound  | 6                      | 70                               | 325  | A                |

Source: Sound Transit 2019.

Note: The a.m. peak forecasts are identical to the p.m. peak, with values and directions reversed (i.e., p.m. peak inbound L.O.S. = a.m. peak outbound L.O.S.).

**Table N.1B-28. P.M. Peak Passenger Load (Light Rail) – 2042 M.O.S.**

| Line   | Screenline | Direction | Peak Headway | Average Passenger Load (per car) | Average Square Feet per Standing Passenger | Level of Service |
|--------|------------|-----------|--------------|----------------------------------|--|------------------|
| 3 Line | 1          | Inbound   | 6            | 12                               | 325  | A                |
| 3 Line | 1          | Outbound  | 6            | 40                               | 325  | A                |
| 1 Line | 2          | Inbound   | 5            | 40                               | 325  | A                |
| 1 Line | 2          | Outbound  | 5            | 168                              | 3.5  | E                |
| 3 Line | 2          | Inbound   | 6            | 18                               | 325  | A                |
| 3 Line | 2          | Outbound  | 6            | 56                               | 325  | A                |

Source: Sound Transit 2019.

Note: The a.m. peak forecasts are identical to the p.m. peak, with values and directions reversed (i.e., p.m. peak inbound L.O.S. = a.m. peak outbound L.O.S.).

## References

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# **Attachment N.1C**

## **Existing and Future Intersection Levels of Service**

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# Attachment N.1C

## Existing and Future Intersection Levels of Service

**Table N.1C-1. Level of Service Definitions for Signalized Intersections**

| Level of Service | Average Delay<br>(seconds per vehicle) | Traffic Flow Characteristics   |
|------------------|--|--|
| A                | <10                                    | Most vehicles arrive during the green phase and do not stop at all.  |
| B                | >10 to ≤20                             | Most vehicles stop, causing higher delay.  |
| C                | >20 to ≤35                             | Vehicles stopping is significant, but many still pass through the intersection without stopping.   |
| D                | >35 to ≤55                             | Many vehicles stop, and the influence of congestion becomes more noticeable.   |
| E                | >55 to ≤80                             | Very few vehicles pass through without stopping.   |
| F                | >80                                    | Considered unacceptable to most drivers. Intersection is not necessarily over capacity, even though arrivals exceed capacity of lane groups. |

Source: Transportation Research Board, *Highway Capacity Manual: 6th Edition*.

**Table N.1C-2. Level of Service Definitions for Unsignalized Intersections**

| Level of Service | Average Delay<br>(seconds per vehicle) | Traffic Flow Characteristics   |
|------------------|--|--|
| A                | <10                                    | Little or no traffic delays.   |
| B                | >10 to ≤15                             | Short traffic delays.  |
| C                | >15 to ≤25                             | Average traffic delays.  |
| D                | >25 to ≤35                             | Long traffic delays.   |
| E                | >35 to ≤50                             | Very long traffic delays.  |
| F                | >50                                    | Queueing on minor approaches and not enough gaps of suitable size to allow safe crossing of major streets. Signalization should be investigated at this point, but warrants must be satisfied before implementation. |

Source: Transportation Research Board, *Highway Capacity Manual: 6th Edition*.

**Table N.1C-3. Existing A.M. Peak Hour Intersection Level of Service**

| Segment | Intersection   | Level of Service | Delay |
|---------|--|------------------|-------|
| SODO    | 4th Avenue South & South Lander Street                               | D                | 39.6  |
| SODO    | 6th Avenue South & South Lander Street                               | B                | 12.3  |
| SODO    | 6th Avenue South & South Holgate Street                              | B                | 19.2  |
| SODO    | 4th Avenue South & South Holgate Street                              | D                | 35.8  |
| SODO    | 6th Avenue South & South Stacy Street (T.W.S.C.)                     | B                | 12.8  |
| SODO    | SODO Busway & South Lander Street                                    | B                | 11.4  |
| DUW     | East Marginal Way & South Spokane Street                             | A                | 6.1   |
| DUW     | 4th Avenue South & South Spokane Street (North)                      | A                | 8.8   |
| DUW     | 4th Avenue South & South Spokane Street (South)                      | D                | 46.2  |
| DUW     | West Marginal Way/Chelan Avenue Southwest & Southwest Spokane Street | D                | 48    |
| DUW     | Chelan Avenue Southwest & Southwest Spokane Street                   | B                | 12.7  |
| DUW     | Southwest Spokane Street & West Marginal Way/Terminal 5              | A                | 3.3   |
| DUW     | Southwest Spokane Street & 11th Avenue Southwest                     | A                | 6.9   |
| DEL     | Southwest Dakota Street & Delridge Way Southwest (T.W.S.C.)          | D                | 26.7  |
| DEL     | Southwest Genesee Street & Delridge Way Southwest                    | F                | 86.4  |
| DEL     | Southwest Andover Street & Delridge Way Southwest                    | F                | 234.9 |
| DEL     | Delridge Way Southwest & 23rd Avenue Southwest (T.W.S.C.)            | C                | 24.5  |
| WSJ     | 44th Avenue Southwest & Southwest Alaska Street (A.W.S.C.)           | A                | 8.4   |
| WSJ     | 42nd Avenue Southwest & Southwest Alaska Street                      | B                | 16.1  |
| WSJ     | 42nd Avenue Southwest & Southwest Oregon Street                      | B                | 12    |
| WSJ     | California Avenue Southwest & Southwest Edmunds Street               | D                | 40.3  |
| WSJ     | Fauntleroy Way Southwest & Southwest Oregon Street                   | B                | 17.5  |
| WSJ     | Fauntleroy Way Southwest & Southwest Alaska Street                   | D                | 53.2  |
| WSJ     | California Avenue Southwest & Southwest Alaska Street                | F                | 80    |
| WSJ     | 41st Avenue Southwest & Southwest Alaska Street (T.W.S.C.)           | B                | 10.6  |
| WSJ     | Fauntleroy Way Southwest & Southwest Avalon Way                      | C                | 23    |
| WSJ     | 35th Avenue Southwest & Southwest Avalon Way                         | B                | 16.8  |
| WSJ     | Fauntleroy Way Southwest & 35th Avenue Southwest                     | F                | 186.2 |
| WSJ     | Southwest Avalon Way & Southwest Genesee Street                      | F                | 119.3 |
| WSJ     | 42nd Avenue Southwest and Southwest Edmunds Street (A.W.S.C.)        | A                | 9.8   |
| WSJ     | 41st Avenue Southwest and Southwest Edmunds Street (T.W.S.C.)        | B                | 13.2  |
| WSJ     | Southwest Alaska Street and 38th Avenue Southwest (T.W.S.C.)         | C                | 15.4  |

**Attachment N.1C**  
**Existing and Future Intersection Levels of Service**

| Segment | Intersection  | Level of Service | Delay |
|---------|---|------------------|-------|
| WSJ     | Fauntleroy Way Southwest and 38th Avenue Southwest (T.W.S.C.) | <i>E</i>         | 41.7  |
| WSJ     | 40th Avenue Southwest and Southwest Oregon Street (T.W.S.C.)  | C                | 19    |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as two-way stop-controlled (T.W.S.C.) or all-way stop-controlled (A.W.S.C.).

Results are reported using Highway Capacity Manual (H.C.M.) 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-4. Existing P.M. Peak Hour Intersection Level of Service**

| Segment | Intersection   | Level of Service | Delay |
|---------|--|------------------|-------|
| SODO    | 4th Avenue South & South Lander Street                               | D                | 51.2  |
| SODO    | 6th Avenue South & South Lander Street                               | B                | 14.7  |
| SODO    | 6th Avenue South & South Holgate Street                              | C                | 26.3  |
| SODO    | 4th Avenue South & South Holgate Street                              | C                | 29.5  |
| SODO    | 6th Avenue South & South Stacy Street (T.W.S.C)                      | B                | 13.3  |
| SODO    | SODO Busway & South Lander Street                                    | B                | 11.3  |
| DUW     | East Marginal Way & South Spokane Street                             | A                | 6.1   |
| DUW     | 4th Avenue South & South Spokane Street (North)                      | A                | 8.6   |
| DUW     | 4th Avenue South & South Spokane Street (South)                      | B                | 19.6  |
| DUW     | West Marginal Way/Chelan Avenue Southwest & Southwest Spokane Street | D                | 52    |
| DUW     | Chelan Avenue Southwest & Southwest Spokane Street                   | B                | 11.5  |
| DUW     | Southwest Spokane Street & West Marginal Way/Terminal 5              | A                | 5.3   |
| DUW     | Southwest Spokane Street & 11th Avenue Southwest                     | A                | 9.4   |
| DEL     | Southwest Dakota Street & Delridge Way Southwest (T.W.S.C.)          | C                | 17.8  |
| DEL     | Southwest Genesee Street & Delridge Way Southwest                    | D                | 36.1  |
| DEL     | Southwest Andover Street & Delridge Way Southwest                    | <i>F</i>         | 109.5 |
| DEL     | Delridge Way Southwest & 23rd Avenue Southwest (T.W.S.C.)            | C                | 15.9  |
| WSJ     | 44th Avenue Southwest & Southwest Alaska Street (A.W.S.C.)           | A                | 9.1   |
| WSJ     | 42nd Avenue Southwest & Southwest Alaska Street                      | C                | 21.7  |
| WSJ     | 42nd Avenue Southwest & Southwest Oregon Street                      | B                | 13.6  |
| WSJ     | California Avenue Southwest & Southwest Edmunds Street               | <i>E</i>         | 73    |
| WSJ     | Fauntleroy Way Southwest & Southwest Oregon Street                   | C                | 24.3  |

**Attachment N.1C**  
**Existing and Future Intersection Levels of Service**

| Segment | Intersection  | Level of Service | Delay |
|---------|---|------------------|-------|
| WSJ     | Fauntleroy Way Southwest & Southwest Alaska Street            | D                | 51.2  |
| WSJ     | California Avenue Southwest & Southwest Alaska Street         | <i>E</i>         | 74.2  |
| WSJ     | 41st Avenue Southwest & Southwest Alaska Street (T.W.S.C.)    | B                | 14.2  |
| WSJ     | Fauntleroy Way Southwest & Southwest Avalon Way               | D                | 40.2  |
| WSJ     | 35th Avenue Southwest & Southwest Avalon Way                  | D                | 42.4  |
| WSJ     | Fauntleroy Way Southwest & 35th Avenue Southwest              | <i>E</i>         | 59.8  |
| WSJ     | Southwest Avalon Way & Southwest Genesee Street               | <i>F</i>         | 117.2 |
| WSJ     | 42nd Avenue Southwest and Southwest Edmunds Street (A.W.S.C.) | B                | 13    |
| WSJ     | 41st Avenue Southwest and Southwest Edmunds Street (T.W.S.C.) | C                | 20.5  |
| WSJ     | Southwest Alaska Street and 38th Avenue Southwest (T.W.S.C.)  | D                | 26.8  |
| WSJ     | Fauntleroy Way Southwest and 38th Avenue Southwest (T.W.S.C.) | <i>F</i>         | >300  |
| WSJ     | 40th Avenue Southwest and Southwest Oregon Street (T.W.S.C.)  | C                | 19.5  |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-5. SODO Segment 2042 A.M. Peak Hour Intersection Level of Service**

| Intersection                            | No Build Level of Service | No Build Delay | SODO-1c Level of Service | SODO-1c Delay  | SODO-1a Level of Service | SODO-1a Delay  | SODO-1b Level of Service | SODO-1b Delay  | SODO-2 Level of Service | SODO-2 Delay   |
|---|---------------------------|----------------|--------------------------|----------------|--------------------------|----------------|--------------------------|----------------|-------------------------|----------------|
| 4th Avenue South & South Lander Street  | <i>F</i>                  | 94.9           | <i>F</i>                 | 96.6           | <i>F</i>                 | 95.1           | <i>F</i>                 | 85.8           | <i>F</i>                | 92.3           |
| 6th Avenue South & South Lander Street  | B                         | 17.6           | B                        | 18.3           | B                        | 18.3           | B                        | 18.6           | B                       | 17             |
| 6th Avenue South & South Holgate Street | C                         | 24.4           | C                        | 24.6           | C                        | 24.6           | C                        | 24.6           | C                       | 23.7           |
| 4th Avenue South & South Holgate Street | <i>E</i>                  | 72.5           | <i>E</i>                 | 75.8           | <i>E</i>                 | 70.2           | <i>E</i>                 | 72.5           | <i>E</i>                | 68.4           |
| 6th Avenue South & South Stacy Street   | C                         | 15             | A                        | 5.7            | not applicable           | not applicable | A                        | 7              | not applicable          | not applicable |
| SODO Busway & South Lander Street       | B                         | 17.6           | not applicable           | not applicable | not applicable           | not applicable | not applicable           | not applicable | C                       | 20             |

**Notes:**

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-6. SODO Segment 2042 P.M. Peak Hour Intersection Level of Service**

| Intersection                            | No Build<br>Level of<br>Service | No<br>Build<br>Delay | SODO-1c<br>Level of<br>Service | SODO-1c<br>Delay | SODO-1a<br>Level of<br>Service | SODO-1a<br>Delay | SODO-1b<br>Level of<br>Service | SODO-1b<br>Delay | SODO-2<br>Level of<br>Service | SODO-2<br>Delay |
|---|---------------------------------|----------------------|--------------------------------|------------------|--------------------------------|------------------|--------------------------------|------------------|-------------------------------|-----------------|
| 4th Avenue South & South Lander Street  | <i>F</i>                        | 111.5                | <i>F</i>                       | 113              | <i>F</i>                       | 111              | <i>F</i>                       | 91               | <i>F</i>                      | 110.9           |
| 6th Avenue South & South Lander Street  | C                               | 21.5                 | C                              | 23.5             | C                              | 24.1             | C                              | 25               | C                             | 23.5            |
| 6th Avenue South & South Holgate Street | C                               | 24.5                 | C                              | 24.5             | C                              | 24.5             | C                              | 24.5             | C                             | 24.4            |
| 4th Avenue South & South Holgate Street | <i>F</i>                        | 96.7                 | <i>F</i>                       | 96.6             | <i>F</i>                       | 85.9             | <i>F</i>                       | 100.9            | <i>F</i>                      | 96.4            |
| 6th Avenue South & South Stacy Street   | C                               | 16.5                 | A                              | 8.1              | not applicable                 | not applicable   | A                              | 7.8              | not applicable                | not applicable  |
| SODO Busway & South Lander Street       | C                               | 20.4                 | not applicable                 | not applicable   | not applicable                 | not applicable   | not applicable                 | not applicable   | C                             | 20.2            |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with the City of Seattle.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-7. Duwamish Study Intersections Evaluated Under SODO Segment 2042 A.M. Peak Hour Intersection Level of Service**

| Intersection                                    | No Build Level of Service | No Build Delay | SODO-1a Level of Service | SODO-1a Delay | SODO-1b Level of Service | SODO-1b Delay | SODO-1c Level of Service | SODO-1c Delay | SODO-2 Level of Service | SODO-2 Delay |
|---|---------------------------|----------------|--------------------------|---------------|--------------------------|---------------|--------------------------|---------------|-------------------------|--------------|
| East Marginal Way & South Spokane Street        | B                         | 16.3           | B                        | 16.9          | B                        | 16.9          | B                        | 16.9          | B                       | 12           |
| 4th Avenue South & South Spokane Street (North) | C                         | 32.7           | D                        | 35.2          | D                        | 35.2          | C                        | 32.1          | C                       | 34.5         |
| 4th Avenue South & South Spokane Street (South) | C                         | 32.7           | D                        | 35.2          | D                        | 35.2          | C                        | 32.1          | C                       | 34.5         |

**Notes:**

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Delay is measured by average seconds of delay per vehicle.

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Table N.1C-8. Duwamish Study Intersections Evaluated Under Delridge Segment 2042 A.M. Peak Hour Intersection Level of Service

| Intersection   | No Build<br>Level of<br>Service | No Build<br>Delay | DEL-1a-1b-2a-2b<br>Level of Service | DEL-1a-1b-2a-2b<br>Delay | DEL-3<br>Level of<br>Service | DEL-3<br>Delay | DEL-4<br>Level of<br>Service | DEL-4<br>Delay | DEL-5<br>Level of<br>Service | DEL-5<br>Delay | DEL-6a<br>Level of<br>Service | DEL-6a<br>Delay | DEL-6b<br>Level of<br>Service | DEL-6b<br>Delay | DEL-7<br>Level of<br>Service | DEL-7<br>Delay |
|--|---------------------------------|-------------------|-------------------------------------|--------------------------|------------------------------|----------------|------------------------------|----------------|------------------------------|----------------|-------------------------------|-----------------|-------------------------------|-----------------|------------------------------|----------------|
| West Marginal Way/Chelan Avenue Southwest & Southwest Spokane Street | D                               | 35.2              | D                                   | 36.7                     | D                            | 36.7           | D                            | 36.5           | D                            | 38.4           | D                             | 36              | D                             | 37.9            | D                            | 36.3           |
| Chelan Avenue Southwest & Southwest Spokane Street                   | B                               | 14.1              | D                                   | 35.7                     | D                            | 35.7           | D                            | 35.9           | D                            | 36.1           | D                             | 36.1            | D                             | 35.7            | D                            | 35.7           |
| Southwest Spokane Street & West Marginal Way/Terminal 5              | C                               | 26.9              | C                                   | 28.4                     | C                            | 28.4           | C                            | 28.3           | C                            | 28.5           | C                             | 28.5            | C                             | 29.2            | C                            | 29.2           |
| Southwest Spokane Street & 11th Avenue Southwest                     | <i>E</i>                        | 69.7              | <i>E</i>                            | 67.9                     | <i>E</i>                     | 67.9           | <i>E</i>                     | 68.3           | <i>E</i>                     | 67.9           | <i>E</i>                      | 67.9            | <i>E</i>                      | 67.9            | <i>E</i>                     | 67.9           |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

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**Table N.1C-9. Duwamish Study Intersections Evaluated Under SODO Segment 2042 P.M. Peak Hour Intersection Level of Service**

| Intersection                                    | No Build Level of Service | No Build Delay | SODO-1a Level of Service | SODO-1a Delay | SODO-1b Level of Service | SODO-1b Delay | SODO-1c Level of Service | SODO-1c Delay | SODO-2 Level of Service | SODO-2 Delay |
|---|---------------------------|----------------|--------------------------|---------------|--------------------------|---------------|--------------------------|---------------|-------------------------|--------------|
| East Marginal Way & South Spokane Street        | A                         | 9.3            | A                        | 9.2           | A                        | 9.2           | A                        | 9.2           | A                       | 9.2          |
| 4th Avenue South & South Spokane Street (North) | C                         | 33.8           | C                        | 33.2          | C                        | 33.3          | D                        | 36            | C                       | 33.2         |
| 4th Avenue South & South Spokane Street (South) | C                         | 33.8           | C                        | 33.2          | C                        | 33.3          | D                        | 36            | C                       | 33.2         |

**Notes:**

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Delay is measured by average seconds of delay per vehicle.

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Table N.1C-10. Duwamish Study Intersections Evaluated Under Delridge Segment 2042 P.M. Peak Hour Intersection Level of Service

| Intersection   | No Build<br>Level of<br>Service | No Build<br>Delay | DEL-1a-1b-2a-2b<br>Level of Service | DEL-1a-1b-2a-2b<br>Delay | DEL-3<br>Level of<br>Service | DEL-3<br>Delay | DEL-4<br>Level of<br>Service | DEL-4<br>Delay | DEL-5<br>Level of<br>Service | DEL-5<br>Delay | DEL-6a<br>Level of<br>Service | DEL-6a<br>Delay | DEL-6b<br>Level of<br>Service | DEL-6b<br>Delay | DEL-7<br>Level of<br>Service | DEL-7<br>Delay |
|--|---------------------------------|-------------------|-------------------------------------|--------------------------|------------------------------|----------------|------------------------------|----------------|------------------------------|----------------|-------------------------------|-----------------|-------------------------------|-----------------|------------------------------|----------------|
| West Marginal Way/Chelan Avenue Southwest & Southwest Spokane Street | D                               | 38.3              | D                                   | 38.5                     | D                            | 39.4           | D                            | 39.4           | D                            | 39.1           | D                             | 39.1            | D                             | 35              | D                            | 39.3           |
| Chelan Avenue Southwest & Southwest Spokane Street                   | B                               | 13.8              | C                                   | 26.5                     | C                            | 26.5           | C                            | 26.5           | C                            | 26.5           | C                             | 26.5            | C                             | 26.5            | C                            | 26.4           |
| Southwest Spokane Street & West Marginal Way/Terminal 5              | D                               | 39.5              | D                                   | 43.2                     | D                            | 44             | D                            | 44             | D                            | 43.9           | D                             | 43.9            | D                             | 43.9            | D                            | 43.8           |
| Southwest Spokane Street & 11th Avenue Southwest                     | B                               | 16.6              | C                                   | 23.7                     | C                            | 23.7           | C                            | 23.6           | C                            | 23.7           | C                             | 23.7            | C                             | 23.7            | C                            | 23.7           |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Delay is measured by average seconds of delay per vehicle.

Table N.1C-11. Delridge Segment 2042 A.M. Peak Hour Intersection Level of Service

| Intersection  | No Build<br>Level of<br>Service | No Build<br>Delay | DEL-1a-1b-2a-2b<br>Level of Service | DEL-1a-1b-2a-2b<br>Delay | DEL-3<br>Level of<br>Service | DEL-3<br>Delay    | DEL-4<br>Level of<br>Service | DEL-4<br>Delay    | DEL-5<br>Level of<br>Service | DEL-5<br>Delay    | DEL-6a<br>Level of<br>Service | DEL-6a<br>Delay   | DEL-6b<br>Level of<br>Service | DEL-6b<br>Delay   | DEL-7<br>Level of<br>Service | DEL-7<br>Delay    |
|---|---------------------------------|-------------------|-------------------------------------|--------------------------|------------------------------|-------------------|------------------------------|-------------------|------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|------------------------------|-------------------|
| Southwest Dakota Street &<br>Delridge Way Southwest<br>(T.W.S.C.) | <i>F</i>                        | 114.6             | <i>F<sup>a</sup></i>                | 225.1                    | <i>F<sup>a</sup></i>         | 218.7             | <i>F<sup>a</sup></i>         | 195.7             | <i>F<sup>a</sup></i>         | 133.9             | <i>F<sup>a</sup></i>          | 133.9             | <i>F<sup>a</sup></i>          | 259               | <i>F<sup>a</sup></i>         | 259               |
| Southwest Genesee Street<br>& Delridge Way Southwest              | <i>E</i>                        | 61                | <i>E</i>                            | 52.5                     | <i>E</i>                     | 65.7              | <i>E</i>                     | 57.8              | <i>E</i>                     | 61.1              | <i>E</i>                      | 61.1              | <i>E<sup>a</sup></i>          | 73                | <i>E<sup>a</sup></i>         | 73                |
| Southwest Andover Street &<br>Delridge Way Southwest              | <i>F</i>                        | 93                | <i>F<sup>a</sup></i>                | 113.1                    | <i>F<sup>a</sup></i>         | 110.8             | <i>F<sup>a</sup></i>         | 121               | <i>F<sup>a</sup></i>         | 193.3             | <i>F<sup>a</sup></i>          | 193.3             | <i>F</i>                      | 85.0              | <i>F</i>                     | 95.8              |
| Delridge Way Southwest &<br>23rd Avenue Southwest<br>(T.W.S.C.)   | B                               | 10                | B                                   | 14.6                     | D                            | 27.4              | D                            | 28.2              | D                            | 34.8              | D                             | 34.8              | B                             | 17                | <b>B</b>                     | 17                |
| Southwest Andover Street &<br>26th Avenue Southwest<br>(A.W.S.C)  | <i>F</i>                        | 91                | <i>F</i>                            | 91.2                     | <i>F</i>                     | 91                | <i>F</i>                     | 92.1              | <i>F</i>                     | 92.1              | <i>F</i>                      | 92.1              | C                             | 24.0              | C                            | 24.0              |
| Southwest Andover Street &<br>Charlestown Street<br>(T.W.S.C.)    | <i>E</i>                        | 37                | <i>E</i>                            | 37                       | <i>E</i>                     | 36.9              | <i>E</i>                     | 36.9              | <i>E</i>                     | 36.9              | <i>E</i>                      | 36.9              | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |
| 30th Avenue Southwest &<br>Southwest Genesee Street<br>(T.W.S.C.) | B                               | 10.3              | B                                   | 10.4                     | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |
| 30th Avenue Southwest &<br>Southwest Nevada Street<br>(T.W.S.C.)  | A                               | 8.8               | A                                   | 8.9                      | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

<sup>a</sup> Indicates an impacted intersection. An impacted intersection in the Build Alternative is expected to degrade from Level of Service D or better in the No Build Alternative to Level of Service E or F with the project or, if it already operates at Level of Service E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

Table N.1C-12. Delridge Segment 2042 P.M. Peak Hour Intersection Level of Service

| Intersection   | No Build<br>Level of<br>Service | No Build<br>Delay | DEL-1a-1b-2a-2b<br>Level of Service | DEL-1a-1b-2a-2b<br>Delay | DEL-3<br>Level of<br>Service | DEL-3<br>Delay    | DEL-4<br>Level of<br>Service | DEL-4<br>Delay    | DEL-5<br>Level of<br>Service | DEL-5<br>Delay    | DEL-6a<br>Level of<br>Service | DEL-6a<br>Delay   | DEL-6b<br>Level of<br>Service | DEL-6b<br>Delay   | DEL-7<br>Level of<br>Service | DEL-7<br>Delay    |
|--|---------------------------------|-------------------|-------------------------------------|--------------------------|------------------------------|-------------------|------------------------------|-------------------|------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|------------------------------|-------------------|
| Southwest Dakota<br>Street & Delridge Way<br>Southwest (T.W.S.C.)    | <i>E</i>                        | 47.5              | <i>F<sup>a</sup></i>                | 55.3                     | <i>F<sup>a</sup></i>         | 104.1             | <i>F<sup>a</sup></i>         | 104.1             | <i>F<sup>a</sup></i>         | 57                | <i>F<sup>a</sup></i>          | 57                | <i>F<sup>a</sup></i>          | 54.3              | <i>F<sup>a</sup></i>         | 55.4              |
| Southwest Genesee<br>Street & Delridge Way<br>Southwest              | C                               | 27.7              | C                                   | 31.5                     | C                            | 29.9              | C                            | 29.9              | C                            | 28.9              | C                             | 28.9              | D                             | 37                | D                            | 37                |
| Southwest Andover<br>Street & Delridge Way<br>Southwest              | <i>F</i>                        | 140               | <i>F<sup>a</sup></i>                | 187.6                    | <i>F<sup>a</sup></i>         | 187.3             | <i>F<sup>a</sup></i>         | 187.3             | <i>F<sup>a</sup></i>         | 278.5             | <i>F<sup>a</sup></i>          | 278.5             | <i>E</i>                      | 58                | <i>E</i>                     | 58                |
| Delridge Way<br>Southwest & 23rd<br>Avenue Southwest<br>(T.W.S.C.)   | A                               | 9                 | A                                   | 9.3                      | A                            | 8.6               | A                            | 8.6               | B                            | 11.5              | B                             | 11.5              | <i>F<sup>a</sup></i>          | 107               | <i>F<sup>a</sup></i>         | 107               |
| Southwest Andover<br>Street & 26th Avenue<br>Southwest (A.W.S.C)     | D                               | 29                | D                                   | 29.3                     | D                            | 29                | D                            | 29                | D                            | 29                | D                             | 29                | D                             | 29                | D                            | 29                |
| Southwest Andover<br>Street & Charlestown<br>Street (T.W.S.C.)       | <i>E</i>                        | 37                | <i>E</i>                            | 37.3                     | <i>E</i>                     | 36.9              | <i>E</i>                     | 36.9              | <i>E</i>                     | 37.4              | <i>E</i>                      | 37.4              | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |
| 30th Avenue<br>Southwest &<br>Southwest Genesee<br>Street (T.W.S.C.) | B                               | 10.4              | B                                   | 10.6                     | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |
| 30th Avenue<br>Southwest &<br>Southwest Nevada<br>Street (T.W.S.C.)  | A                               | 9.1               | A                                   | 9.2                      | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

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Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

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Delay is measured by average seconds of delay per vehicle.

<sup>a</sup> Indicates an impacted intersection. An impacted intersection in the Build Alternative is expected to degrade from Level of Service D or better in the No Build Alternative to Level of Service E or F with the project or, if it already operates at Level of Service E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

Table N.1C-13. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour Intersection Level of Service

| Intersection   | No Build<br>Level of<br>Service | No Build<br>Delay | DEL-1a-1b-2a-2b<br>Level of Service | DEL-1a-1b-2a-2b<br>Delay | DEL-3<br>Level of<br>Service | DEL-3<br>Delay    | DEL-4<br>Level of<br>Service | DEL-4<br>Delay    | DEL-5<br>Level of<br>Service | DEL-5<br>Delay    | DEL-6a<br>Level of<br>Service | DEL-6a<br>Delay   | DEL-6b<br>Level of<br>Service | DEL-6b<br>Delay   | DEL-7<br>Level of<br>Service | DEL-7<br>Delay    |
|--|---------------------------------|-------------------|-------------------------------------|--------------------------|------------------------------|-------------------|------------------------------|-------------------|------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|------------------------------|-------------------|
| Southwest Dakota<br>Street & Delridge Way<br>Southwest (T.W.S.C.)  | <i>F</i>                        | 114.6             | <i>F<sup>a</sup></i>                | 185.9                    | <i>F<sup>a</sup></i>         | 167               | <i>F<sup>a</sup></i>         | 154.8             | <i>F<sup>a</sup></i>         | 180.6             | <i>F<sup>a</sup></i>          | 180.6             | <i>F<sup>a</sup></i>          | 147.3             | <i>F<sup>a</sup></i>         | 147.3             |
| Southwest Genesee<br>Street & Delridge Way<br>Southwest            | <i>E</i>                        | 61                | <i>D</i>                            | 49.4                     | <i>D</i>                     | 54.7              | <i>E</i>                     | 62.8              | <i>D</i>                     | 58.8              | <i>D</i>                      | 58.8              | <i>E<sup>a</sup></i>          | 77                | <i>D</i>                     | 58.6              |
| Southwest Andover<br>Street & Delridge Way<br>Southwest            | <i>F</i>                        | 93                | <i>F<sup>a</sup></i>                | 103.6                    | <i>F<sup>a</sup></i>         | 111.7             | <i>F</i>                     | 99.1              | <i>F<sup>a</sup></i>         | 122.5             | <i>F<sup>a</sup></i>          | 122.5             | <i>F</i>                      | 87                | <i>F</i>                     | 87                |
| Delridge Way<br>Southwest & 23rd<br>Avenue Southwest<br>(T.W.S.C.) | B                               | 10                | B                                   | 14.5                     | D                            | 25.2              | D                            | 25.2              | D                            | 26.5              | D                             | 27                | B                             | 17                | B                            | 17                |
| Southwest Andover<br>Street & 26th Avenue<br>Southwest (A.W.S.C)   | <i>F</i>                        | 91                | <i>F</i>                            | 91.1                     | <i>F</i>                     | 91                | <i>F</i>                     | 91.1              | <i>F</i>                     | 91.1              | <i>F</i>                      | 92.1              | C                             | 23.0              | C                            | 23.0              |
| Southwest Andover<br>Street & Charlestown<br>Street (T.W.S.C.)     | <i>E</i>                        | 37                | <i>E</i>                            | 37                       | <i>E</i>                     | 36.9              | <i>E</i>                     | 36.9              | <i>E</i>                     | 36.9              | <i>E</i>                      | 36.9              | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |
| 30th Avenue Southwest<br>& Southwest Genesee<br>Street (T.W.S.C.)  | B                               | 10.3              | B                                   | 10.3                     | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |
| 30th Avenue Southwest<br>& Southwest Nevada<br>Street (T.W.S.C.)   | A                               | 8.8               | A                                   | 8.9                      | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |

Notes:

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<sup>a</sup> Indicates an impacted intersection. An impacted intersection in the Build Alternative is expected to degrade from Level of Service D or better in the No Build Alternative to Level of Service E or F with the project or, if it already operates at Level of Service E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

M.O.S. = minimum operable segment

Table N.1C-14. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour Intersection Level of Service

| Intersection  | No Build<br>Level of<br>Service | No Build<br>Delay | DEL-1a-1b-2a-2b<br>Level of Service | DEL-1a-1b-2a-2b<br>Delay | DEL-3<br>Level of<br>Service | DEL-3<br>Delay | DEL-4<br>Level of<br>Service | DEL-4<br>Delay | DEL-5<br>Level of<br>Service | DEL-5<br>Delay | DEL-6a<br>Level of<br>Service | DEL-6a<br>Delay | DEL-6b<br>Level of<br>Service | DEL-6b<br>Delay | DEL-7<br>Level of<br>Service | DEL-7<br>Delay |
|---|---------------------------------|-------------------|-------------------------------------|--------------------------|------------------------------|----------------|------------------------------|----------------|------------------------------|----------------|-------------------------------|-----------------|-------------------------------|-----------------|------------------------------|----------------|
| Southwest Dakota Street & Delridge Way Southwest (T.W.S.C.) | <i>E</i>                        | 47.5              | <i>F<sup>a</sup></i>                | 87.5                     | <i>F<sup>a</sup></i>         | 72.6           | <i>F<sup>a</sup></i>         | 69.7           | <i>F<sup>a</sup></i>         | 69.7           | <i>F<sup>a</sup></i>          | 69.7            | <i>F<sup>a</sup></i>          | 59.9            | <i>F<sup>a</sup></i>         | 59.9           |
| Southwest Genesee Street & Delridge Way Southwest           | C                               | 27.7              | C                                   | 32.1                     | D                            | 46.7           | D                            | 46.7           | D                            | 43.4           | D                             | 43.4            | D                             | 36              | D                            | 43.5           |
| Southwest Andover Street & Delridge Way Southwest           | <i>F</i>                        | 140               | <i>F<sup>a</sup></i>                | 184.8                    | <i>F<sup>a</sup></i>         | 174.9          | <i>F<sup>a</sup></i>         | 174.7          | <i>F<sup>a</sup></i>         | 162.5          | <i>F<sup>a</sup></i>          | 162.5           | <i>E</i>                      | 62              | <i>E</i>                     | 62             |
| Delridge Way Southwest & 23rd Avenue Southwest (T.W.S.C.)   | A                               | 9                 | A                                   | 9.4                      | A                            | 8.6            | A                            | 8.6            | A                            | 9.4            | A                             | 9.4             | <i>F<sup>a</sup></i>          | 107             | <i>F<sup>a</sup></i>         | 107            |
| Southwest Andover Street & 26th Avenue Southwest (A.W.S.C.) | D                               | 29                | D                                   | 29.4                     | D                            | 29             | D                            | 29             | D                            | 29             | D                             | 29              | B                             | 17              | B                            | 17             |
| Southwest Andover Street & Charlestown Street (T.W.S.C.)    | <i>E</i>                        | 37                | <i>E</i>                            | 37.3                     | <i>E</i>                     | 36.9           | <i>E</i>                     | 36.9           | <i>E</i>                     | 37.4           | <i>E</i>                      | 37.4            | not applicable                | not applicable  | not applicable               | not applicable |
| 30th Avenue Southwest & Southwest Genesee Street (T.W.S.C.) | B                               | 10.4              | B                                   | 10.6                     | not applicable               | not applicable | not applicable               | not applicable | not applicable               | not applicable | not applicable                | not applicable  | not applicable                | not applicable  | not applicable               | not applicable |
| 30th Avenue Southwest & Southwest Nevada Street (T.W.S.C.)  | A                               | 9.1               | A                                   | 8.6                      | not applicable               | not applicable | not applicable               | not applicable | not applicable               | not applicable | not applicable                | not applicable  | not applicable                | not applicable  | not applicable               | not applicable |

Notes:

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Table N.1C-15. West Seattle Junction Segment 2042 A.M. Peak Hour Intersection Level of Service

| Intersection  | No Build<br>Level of<br>Service | No<br>Build<br>Delay | WSJ-1 Level<br>of Service | WSJ-1<br>Delay | WSJ-2 Level<br>of Service | WSJ-2<br>Delay | WSJ-3a<br>Level of<br>Service | WSJ-3a<br>Delay | WSJ-3b<br>Level of<br>Service | WSJ-3b<br>Delay | WSJ-4 Level<br>of Service | WSJ-4<br>Delay | WSJ-5a<br>Level of<br>Service | WSJ-5a<br>Delay | WSJ-5b<br>Level of<br>Service | WSJ-5b<br>Delay | WSJ-6<br>Level of<br>Service | WSJ-6<br>Delay    |
|---|---------------------------------|----------------------|---------------------------|----------------|---------------------------|----------------|-------------------------------|-----------------|-------------------------------|-----------------|---------------------------|----------------|-------------------------------|-----------------|-------------------------------|-----------------|------------------------------|-------------------|
| 44th Avenue<br>Southwest &<br>Southwest Alaska<br>Street (A.W.S.C.) | A                               | 9.6                  | A                         | 9.4            | A                         | 9.3            | A                             | 9.5             | A                             | 9.4             | A                         | 9              | A                             | 9               | A                             | 9               | A                            | 9.4               |
| 42nd Avenue<br>Southwest &<br>Southwest Alaska<br>Street            | B                               | 17.9                 | B                         | 19.3           | B                         | 18.3           | B                             | 17.8            | B                             | 19.5            | B                         | 18             | B                             | 18              | B                             | 18              | B                            | 18                |
| 42nd Avenue<br>Southwest &<br>Southwest<br>Oregon Street            | B                               | 12.8                 | B                         | 12.7           | B                         | 13.3           | B                             | 13              | B                             | 13.2            | B                         | 12.9           | B                             | 12.9            | B                             | 13              | B                            | 13                |
| California Avenue<br>Southwest &<br>Southwest<br>Edmunds Street     | E                               | 62.9                 | E                         | 62.3           | E                         | 55.7           | E                             | 56.5            | E                             | 59.8            | E                         | 57             | E                             | 57              | E                             | 57.6            | E                            | 57.6              |
| Fauntleroy Way<br>Southwest &<br>Southwest<br>Oregon Street         | D                               | 47.9                 | D                         | 43.3           | F <sup>a</sup>            | 87.8           | D                             | 43.3            | D                             | 43.3            | D                         | 43.3           | D                             | 43.3            | D                             | 44.2            | D                            | 44.2              |
| Fauntleroy Way<br>Southwest &<br>Southwest Alaska<br>Street         | F                               | 93.1                 | F                         | 91.3           | F <sup>a</sup>            | 136.7          | F                             | 87.3            | F                             | 86.4            | F                         | 90.2           | F                             | 90.2            | F                             | 88              | F                            | 88                |
| California Avenue<br>Southwest &<br>Southwest Alaska<br>Street      | F                               | 84.3                 | F                         | 81.2           | E                         | 78.1           | F                             | 86.5            | F                             | 79.2            | E                         | 78             | E                             | 78              | E                             | 77.7            | E                            | 77.7              |
| 41st Avenue<br>Southwest &<br>Southwest Alaska<br>Street (T.W.S.C.) | B                               | 10.7                 | C                         | 20.9           | B                         | 11.1           | B                             | 18.9            | B                             | 13.5            | C                         | 20.2           | C                             | 20.2            | B                             | 10.9            | B                            | 11.2              |
| Fauntleroy Way<br>Southwest &<br>Southwest Avalon<br>Way            | B                               | 12.3                 | B                         | 15.1           | B                         | 15.1           | B                             | 15.1            | B                             | 15.1            | B                         | 15.1           | B                             | 15.1            | B                             | 15.1            | not<br>applicable            | not<br>applicable |
| 35th Avenue<br>Southwest &<br>Southwest Avalon<br>Way               | B                               | 11.2                 | B                         | 13             | B                         | 13             | B                             | 10.5            | B                             | 10.5            | B                         | 13             | B                             | 11.1            | B                             | 11.1            | not<br>applicable            | not<br>applicable |
| Fauntleroy Way<br>Southwest & 35th<br>Avenue<br>Southwest           | F                               | 267.7                | F                         | 266.8          | F                         | 266.8          | F                             | 269             | F                             | 269             | F <sup>a</sup>            | 266.8          | F                             | 270.4           | F                             | 217.9           | not<br>applicable            | not<br>applicable |

| Intersection  | No Build Level of Service | No Build Delay | WSJ-1 Level of Service | WSJ-1 Delay    | WSJ-2 Level of Service | WSJ-2 Delay | WSJ-3a Level of Service | WSJ-3a Delay   | WSJ-3b Level of Service | WSJ-3b Delay   | WSJ-4 Level of Service | WSJ-4 Delay    | WSJ-5a Level of Service | WSJ-5a Delay   | WSJ-5b Level of Service | WSJ-5b Delay   | WSJ-6 Level of Service | WSJ-6 Delay    |
|---|---------------------------|----------------|------------------------|----------------|------------------------|-------------|-------------------------|----------------|-------------------------|----------------|------------------------|----------------|-------------------------|----------------|-------------------------|----------------|------------------------|----------------|
| Southwest Avalon Way & Southwest Genesee Street               | C                         | 27.8           | C                      | 23.8           | C                      | 23.8        | C                       | 26.7           | C                       | 26.7           | C                      | 23.8           | C                       | 27.5           | C                       | 27.5           | not applicable         | not applicable |
| 42nd Avenue Southwest and Southwest Edmunds Street (A.W.S.C.) | A                         | 9.6            | A                      | 9.6            | A                      | 10          | A                       | 9.8            | B                       | 10.2           | A                      | 9.6            | A                       | 9.6            | A                       | 9.8            | A                      | 9.8            |
| 41st Avenue Southwest and Southwest Edmunds Street (T.W.S.C.) | A                         | 8.5            | A                      | 9              | A                      | 8.5         | A                       | 8.8            | A                       | 9              | A                      | 9              | A                       | 9              | A                       | 8.8            | A                      | 9              |
| Southwest Alaska Street and 38th Avenue Southwest (T.W.S.C.)  | C                         | 15.1           | not applicable         | not applicable | C                      | 18.9        | not applicable          | not applicable | not applicable          | not applicable | not applicable         | not applicable | not applicable          | not applicable | not applicable          | not applicable | not applicable         | not applicable |
| Fauntleroy Way Southwest and 38th Avenue Southwest (T.W.S.C.) | C                         | 15.5           | not applicable         | not applicable | C                      | 18.2        | not applicable          | not applicable | not applicable          | not applicable | not applicable         | not applicable | not applicable          | not applicable | not applicable          | not applicable | not applicable         | not applicable |
| 40th Avenue Southwest and Southwest Oregon Street (T.W.S.C.)  | C                         | 19.9           | C                      | 20             | C                      | 20.9        | C                       | 19.9           | C                       | 19.9           | C                      | 21.4           | C                       | 21.4           | C                       | 20.6           | C                      | 20.1           |
| 38th Avenue Southwest & Southwest Oregon St                   | C                         | 22.9           | not applicable         | not applicable | D                      | 27.5        | not applicable          | not applicable | not applicable          | not applicable | D                      | 25.1           | not applicable          | not applicable | not applicable          | not applicable | not applicable         | not applicable |
| 38th Avenue Southwest & Southwest Genesee St                  | B                         | 10.9           | not applicable         | not applicable | B                      | 11.7        | not applicable          | not applicable | not applicable          | not applicable | B                      | 11.5           | not applicable          | not applicable | not applicable          | not applicable | not applicable         | not applicable |

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Table N.1C-16. West Seattle Junction Segment 2042 P.M. Peak Hour Intersection Level of Service

| Intersection  | No Build<br>Level of<br>Service | No Build<br>Delay | WSJ-1<br>Level of<br>Service | WSJ-1<br>Delay | WSJ-2<br>Level of<br>Service | WSJ-2<br>Delay | WSJ-3a<br>Level of<br>Service | WSJ-3a<br>Delay | WSJ-3b<br>Level of<br>Service | WSJ-3b<br>Delay | WSJ-4<br>Level of<br>Service | WSJ-4<br>Delay | WSJ-5a<br>Level of<br>Service | WSJ-5a<br>Delay | WSJ-5b<br>Level of<br>Service | WSJ-5b<br>Delay | WSJ-6<br>Level of<br>Service | WSJ-6<br>Delay    |
|---|---------------------------------|-------------------|------------------------------|----------------|------------------------------|----------------|-------------------------------|-----------------|-------------------------------|-----------------|------------------------------|----------------|-------------------------------|-----------------|-------------------------------|-----------------|------------------------------|-------------------|
| 44th Avenue<br>Southwest &<br>Southwest Alaska<br>Street (A.W.S.C.) | B                               | 10.3              | A                            | 9.9            | A                            | 9.9            | A                             | 10              | A                             | 9.9             | A                            | 10             | A                             | 10              | A                             | 10              | A                            | 9.8               |
| 42nd Avenue<br>Southwest &<br>Southwest Alaska<br>Street            | C                               | 23.9              | C                            | 22.9           | C                            | 22.9           | C                             | 22.6            | C                             | 28.2            | C                            | 22.5           | C                             | 22.5            | C                             | 22.7            | C                            | 22.9              |
| 42nd Avenue<br>Southwest &<br>Southwest Oregon<br>Street            | B                               | 12.1              | B                            | 12             | B                            | 12.4           | B                             | 12.1            | B                             | 12.5            | B                            | 12.1           | B                             | 12.1            | B                             | 12.1            | B                            | 12.1              |
| California Avenue<br>Southwest &<br>Southwest<br>Edmunds Street     | F                               | 81.8              | E                            | 71.8           | E                            | 69.2           | E                             | 68.3            | E                             | 72              | E                            | 70.2           | E                             | 70.2            | E                             | 70.8            | E                            | 67.4              |
| Fauntleroy Way<br>Southwest &<br>Southwest Oregon<br>Street         | F                               | >300              | F                            | 271.2          | F                            | 284.7          | F                             | 281.2           | F                             | 271.2           | F                            | 271.2          | F                             | 271.2           | F                             | 272.6           | F                            | 272.6             |
| Fauntleroy Way<br>Southwest &<br>Southwest Alaska<br>Street         | F                               | 96.9              | F                            | 86.1           | F                            | 122.2          | F                             | 84.8            | F                             | 83.9            | F                            | 85.4           | F                             | 85.4            | F                             | 84.1            | F                            | 80                |
| California Avenue<br>Southwest &<br>Southwest Alaska<br>Street      | F                               | 103.1             | F                            | 91.9           | F                            | 98.3           | F                             | 99.8            | F                             | 98.3            | F                            | 93.2           | F                             | 93.2            | F                             | 88.4            | F                            | 83.1              |
| 41st Avenue<br>Southwest &<br>Southwest Alaska<br>Street (T.W.S.C.) | B                               | 14.8              | B                            | 14.6           | C                            | 15.4           | B                             | 12.8            | C                             | 19.8            | B                            | 13.5           | B                             | 13.5            | B                             | 14.1            | B                            | 13.9              |
| Fauntleroy Way<br>Southwest &<br>Southwest Avalon<br>Way            | B                               | 28.8              | B                            | 18             | B                            | 18             | B                             | 17.5            | B                             | 17.5            | B                            | 18             | B                             | 17.2            | B                             | 17.2            | not<br>applicable            | not<br>applicable |
| 35th Avenue<br>Southwest &<br>Southwest Avalon<br>Way               | D                               | 42.2              | D                            | 37             | D                            | 37             | C                             | 32              | C                             | 32              | D                            | 37             | C                             | 32.3            | C                             | 32.3            | not<br>applicable            | not<br>applicable |
| Fauntleroy Way<br>Southwest & 35th<br>Avenue Southwest              | E                               | 59.8              | F <sup>a</sup>               | 87.2           | F <sup>a</sup>               | 87.2           | F <sup>a</sup>                | 148             | F <sup>a</sup>                | 148             | F <sup>a</sup>               | 87.2           | F <sup>a</sup>                | 153.9           | F <sup>a</sup>                | 190.8           | not<br>applicable            | not<br>applicable |
| Southwest Avalon<br>Way & Southwest<br>Genesee Street               | F                               | 86.1              | F                            | 92.2           | F                            | 92.2           | E                             | 76.7            | E                             | 76.7            | F                            | 92.2           | F <sup>a</sup>                | 96.2            | F <sup>a</sup>                | 96.2            | not<br>applicable            | not<br>applicable |

| Intersection  | No Build<br>Level of<br>Service | No Build<br>Delay | WSJ-1<br>Level of<br>Service | WSJ-1<br>Delay    | WSJ-2<br>Level of<br>Service | WSJ-2<br>Delay | WSJ-3a<br>Level of<br>Service | WSJ-3a<br>Delay   | WSJ-3b<br>Level of<br>Service | WSJ-3b<br>Delay   | WSJ-4<br>Level of<br>Service | WSJ-4<br>Delay    | WSJ-5a<br>Level of<br>Service | WSJ-5a<br>Delay   | WSJ-5b<br>Level of<br>Service | WSJ-5b<br>Delay   | WSJ-6<br>Level of<br>Service | WSJ-6<br>Delay    |
|---|---------------------------------|-------------------|------------------------------|-------------------|------------------------------|----------------|-------------------------------|-------------------|-------------------------------|-------------------|------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|------------------------------|-------------------|
| 42nd Avenue<br>Southwest and<br>Southwest<br>Edmunds Street<br>(A.W.S.C.) | B                               | 13.9              | B                            | 13.9              | B                            | 14.7           | B                             | 14.7              | C                             | 15.1              | B                            | 13.9              | B                             | 13.9              | B                             | 14.9              | B                            | 14.1              |
| 41st Avenue<br>Southwest and<br>Southwest<br>Edmunds Street<br>(T.W.S.C.) | B                               | 10.4              | B                            | 11.3              | B                            | 10.4           | B                             | 10.9              | B                             | 10.5              | B                            | 11                | B                             | 11                | B                             | 11                | B                            | 10.6              |
| Southwest Alaska<br>Street and 38th<br>Avenue Southwest<br>(T.W.S.C.)     | C                               | 23.7              | D                            | 25.8              | <i>E<sup>a</sup></i>         | 39.4           | D                             | 25.8              | D                             | 25.8              | D                            | 25.7              | D                             | 25.8              | D                             | 25.2              | D                            | 25.2              |
| Fauntleroy Way<br>Southwest and 38th<br>Avenue Southwest<br>(T.W.S.C.)    | D                               | 33.4              | not<br>applicable            | not<br>applicable | <i>F<sup>a</sup></i>         | 61.9           | not<br>applicable             | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable             | not<br>applicable | not<br>applicable            | not<br>applicable |
| 40th Avenue<br>Southwest and<br>Southwest Oregon<br>Street (T.W.S.C.)     | C                               | 21.2              | C                            | 20                | C                            | 22.4           | C                             | 23.3              | C                             | 20.8              | C                            | 23.3              | C                             | 23.3              | C                             | 23.7              | C                            | 21.9              |
| 38th Avenue<br>Southwest &<br>Southwest Oregon<br>St                      | <i>F</i>                        | 70.1              | <i>F</i>                     | 70.1              | <i>F<sup>a</sup></i>         | 132.6          | <i>F</i>                      | 70.1              | <i>F<sup>a</sup></i>          | 70.1              | <i>E</i>                     | 47.8              | <i>F</i>                      | 70.1              | <i>F</i>                      | 70.1              | <i>F</i>                     | 70.1              |
| 38th Avenue<br>Southwest &<br>Southwest Genesee<br>St                     | B                               | 11.3              | B                            | 11                | B                            | 11             | B                             | 11.3              | B                             | 11.3              | B                            | 11.2              | B                             | 11.3              | B                             | 11.3              | B                            | 11.3              |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

<sup>a</sup> Indicates an impacted intersection. An impacted intersection in the Build Alternative is expected to degrade from Level of Service D or better in the No Build Alternative to Level of Service E or F with the project or, if it already operates at Level of Service E or F in the No Build Alternative, have noticeably worse vehicle delays in the Build Alternative.

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**Table N.1C-17. West Seattle Junction Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-1**

| Intersection   | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>WSJ-1<br>E.B. | Build<br>WSJ-1<br>W.B. | Build<br>WSJ-1<br>N.B. | Build<br>WSJ-1<br>S.B. |
|--|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest         | 150             | 500             | 270             | 400             | 575                 | 975                 | 325                 | 200                 | 475                    | 450                    | 600 <sup>a</sup>       | 175                    |
| Southwest Avalon Way & Southwest Genesee Street          | 120             | 350             | 250             | 1070            | 100                 | 200                 | 450                 | 800                 | 150 <sup>a</sup>       | 250                    | 475                    | 850                    |
| Fauntleroy Way Southwest & Southwest Alaska Street       | 570             | 270             | 600             | 450             | 350                 | 350                 | 350                 | 550                 | 350                    | 350                    | 350                    | 550                    |
| Southwest Alaska Street & California Avenue Southwest    | 260             | 240             | 590             | 580             | 175                 | 350                 | 350                 | 250                 | 150                    | 350                    | 350                    | 250                    |
| California Avenue Southeast and Southwest Edmunds Street | 170             | 250             | 130             | 590             | 300                 | 400                 | 575                 | 250                 | 275                    | 375                    | 575                    | 250                    |
| Fauntleroy Way Southwest and Southwest Oregon Street     | 810             | None            | 260             | 510             | 100                 | None                | 325                 | 825                 | 125                    | None                   | 300                    | 775                    |
| 38th Avenue Southwest & Southwest Oregon St              | 150             | 140             | 150             | 640             | 75                  | None                | 25                  | 75                  | 75                     | None                   | 25                     | 75                     |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

E.B. = eastbound; N.B. = northbound; S.B. = southbound; W.B. = westbound

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-18. West Seattle Junction Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-2**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | WSJ-2 E.B.       | WSJ-2 W.B.       | WSJ-2 N.B.       | WSJ-2 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest         | 150          | 500          | 270          | 400          | 575           | 975           | 325           | 200           | 475              | 450              | 600 <sup>a</sup> | 175        |
| Southwest Avalon Way & Southwest Genesee Street          | 120          | 200          | 250          | 1070         | 100           | 200           | 450           | 800           | 150 <sup>a</sup> | 250 <sup>a</sup> | 475              | 850        |
| Fauntleroy Way Southwest & Southwest Alaska Street       | 570          | 270          | 600          | 450          | 350           | 350           | 350           | 550           | 375              | 475 <sup>a</sup> | 375              | 550        |
| Southwest Alaska Street & California Avenue Southwest    | 260          | 240          | 590          | 580          | 175           | 350           | 350           | 250           | 150              | 350              | 350              | 275        |
| California Avenue Southeast and Southwest Edmunds Street | 170          | 250          | 130          | 590          | 300           | 400           | 575           | 250           | 275              | 375              | 600              | 275        |
| Fauntleroy Way Southwest and Southwest Oregon Street     | 810          | None         | 260          | 510          | 100           | None          | 325           | 825           | 150              | None             | 150              | 775        |
| 38th Avenue Southwest & Southwest Oregon St              | 150          | 140          | 150          | 640          | 75            | None          | 25            | 75            | 75               | None             | 25               | 125        |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-19. West Seattle Junction Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-3a**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | WSJ-3a E.B. | WSJ-3a W.B.      | WSJ-3a N.B.      | WSJ-3a S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------|------------------|------------------|-------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest         | 150          | 500          | 270          | 400          | 575           | 975           | 325           | 200           | 475         | 850              | 600 <sup>a</sup> | 150         |
| Southwest Avalon Way & Southwest Genesee Street          | 120          | 200          | 250          | 1070         | 100           | 200           | 450           | 800           | 100         | 225 <sup>a</sup> | 325              | 800         |
| Fauntleroy Way Southwest & Southwest Alaska Street       | 570          | 270          | 600          | 450          | 350           | 350           | 350           | 550           | 325         | 350              | 350              | 550         |
| Southwest Alaska Street & California Avenue Southwest    | 260          | 240          | 590          | 580          | 175           | 350           | 350           | 250           | 150         | 375              | 350              | 275         |
| California Avenue Southeast and Southwest Edmunds Street | 170          | 250          | 130          | 590          | 300           | 400           | 575           | 250           | 275         | 375              | 575              | 250         |
| Fauntleroy Way Southwest and Southwest Oregon Street     | 810          | None         | 260          | 510          | 100           | None          | 325           | 825           | 125         | None             | 300              | 775         |
| 38th Avenue Southwest & Southwest Oregon St              | 150          | 140          | 150          | 640          | 75            | None          | 25            | 75            | 75          | None             | 25               | 75          |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-20. West Seattle Junction Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-3b**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | WSJ-3b E.B. | WSJ-3b W.B. | WSJ-3b N.B.      | WSJ-3b S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------|-------------|------------------|-------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest         | 150          | 500          | 270          | 400          | 575           | 975           | 325           | 200           | 475         | 850         | 600 <sup>a</sup> | 150         |
| Southwest Avalon Way & Southwest Genesee Street          | 120          | 200          | 250          | 1070         | 100           | 200           | 450           | 800           | 100         | 225         | 325              | 800         |
| Fauntleroy Way Southwest & Southwest Alaska Street       | 570          | 270          | 600          | 450          | 350           | 350           | 350           | 550           | 325         | 350         | 350              | 550         |
| Southwest Alaska Street & California Avenue Southwest    | 260          | 240          | 590          | 580          | 175           | 350           | 350           | 250           | 150         | 350         | 325              | 250         |
| California Avenue Southeast and Southwest Edmunds Street | 170          | 250          | 130          | 590          | 300           | 400           | 575           | 250           | 275         | 375         | 600              | 275         |
| Fauntleroy Way Southwest and Southwest Oregon Street     | 810          | None         | 260          | 510          | 100           | None          | 325           | 825           | 125         | None        | 300              | 775         |
| 38th Avenue Southwest & Southwest Oregon St              | 150          | 140          | 150          | 640          | 75            | None          | 25            | 75            | 75          | None        | 25               | 75          |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-21. West Seattle Junction Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-4**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | WSJ-4 E.B.       | WSJ-4 W.B. | WSJ-4 N.B. | WSJ-4 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------|------------|------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest         | 150          | 500          | 270          | 400          | 575           | 975           | 325           | 200           | 475              | 450        | 600        | 175        |
| Southwest Avalon Way & Southwest Genesee Street          | 120          | 200          | 250          | 1070         | 100           | 200           | 450           | 800           | 150 <sup>a</sup> | 250        | 475        | 850        |
| Fauntleroy Way Southwest & Southwest Alaska Street       | 570          | 270          | 600          | 450          | 350           | 350           | 350           | 550           | 350              | 350        | 350        | 550        |
| Southwest Alaska Street & California Avenue Southwest    | 260          | 240          | 590          | 580          | 175           | 350           | 350           | 250           | 150              | 350        | 350        | 275        |
| California Avenue Southeast and Southwest Edmunds Street | 170          | 250          | 130          | 590          | 300           | 400           | 575           | 250           | 275              | 375        | 575        | 250        |
| Fauntleroy Way Southwest and Southwest Oregon Street     | 810          | None         | 260          | 510          | 100           | None          | 325           | 825           | 125              | None       | 300        | 775        |
| 38th Avenue Southwest & Southwest Oregon St              | 150          | 140          | 150          | 640          | 75            | None          | 25            | 75            | 75               | None       | 25         | None       |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-22. West Seattle Junction Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-5a**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | WSJ-5 E.B. | WSJ-5 W.B. | WSJ-5 N.B.       | WSJ-5 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------|------------|------------------|------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest         | 150          | 500          | 270          | 400          | 575           | 975           | 325           | 200           | 450        | 850        | 625 <sup>a</sup> | 175        |
| Southwest Avalon Way & Southwest Genesee Street          | 120          | 200          | 250          | 1070         | 100           | 200           | 450           | 800           | 100        | 225        | 400              | 800        |
| Fauntleroy Way Southwest & Southwest Alaska Street       | 570          | 270          | 600          | 450          | 350           | 350           | 350           | 550           | 350        | 350        | 350              | 550        |
| Southwest Alaska Street & California Avenue Southwest    | 260          | 240          | 590          | 580          | 175           | 350           | 350           | 250           | 150        | 350        | 350              | 275        |
| California Avenue Southeast and Southwest Edmunds Street | 170          | 250          | 130          | 590          | 300           | 400           | 575           | 250           | 275        | 375        | 575              | 250        |
| Fauntleroy Way Southwest and Southwest Oregon Street     | 810          | None         | 260          | 510          | 100           | None          | 325           | 825           | 125        | None       | 300              | 775        |
| 38th Avenue Southwest & Southwest Oregon St              | 150          | 140          | 150          | 640          | 75            | None          | 25            | 75            | 75         | None       | 25               | 75         |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-23. West Seattle Junction Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-5b**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | WSJ-5 E.B. | WSJ-5 W.B. | WSJ-5 N.B.       | WSJ-5 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------|------------|------------------|------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest         | 150          | 500          | 270          | 400          | 575           | 975           | 325           | 200           | 475        | 900        | 400 <sup>a</sup> | 175        |
| Southwest Avalon Way & Southwest Genesee Street          | 120          | 200          | 250          | 1070         | 100           | 200           | 450           | 800           | 100        | 225        | 400              | 800        |
| Fauntleroy Way Southwest & Southwest Alaska Street       | 570          | 270          | 600          | 450          | 350           | 350           | 350           | 550           | 325        | 325        | 350              | 550        |
| Southwest Alaska Street & California Avenue Southwest    | 260          | 240          | 590          | 580          | 175           | 350           | 350           | 250           | 150        | 325        | 350              | 250        |
| California Avenue Southeast and Southwest Edmunds Street | 170          | 250          | 130          | 590          | 300           | 400           | 575           | 250           | 275        | 375        | 575              | 250        |
| Fauntleroy Way Southwest and Southwest Oregon Street     | 810          | None         | 260          | 510          | 100           | None          | 325           | 825           | 125        | None       | 300              | 775        |
| 38th Avenue Southwest & Southwest Oregon St              | 150          | 140          | 150          | 640          | 75            | None          | 25            | 75            | 75         | None       | 25               | 75         |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-24. West Seattle Junction Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-6**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | WSJ-5 E.B.   | WSJ-5 W.B.   | WSJ-5 N.B.   | WSJ-5 S.B.   |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest         | 150          | 500          | 270          | 400          | 575           | 975           | 325           | 200           | Not analyzed | Not analyzed | Not analyzed | Not analyzed |
| Southwest Avalon Way & Southwest Genesee Street          | 120          | 200          | 250          | 1070         | 100           | 200           | 450           | 800           | Not analyzed | Not analyzed | Not analyzed | Not analyzed |
| Fauntleroy Way Southwest & Southwest Alaska Street       | 570          | 270          | 600          | 450          | 350           | 350           | 350           | 550           | 325          | 325          | 350          | 550          |
| Southwest Alaska Street & California Avenue Southwest    | 260          | 240          | 590          | 580          | 175           | 350           | 350           | 250           | 150          | 325          | 350          | 250          |
| California Avenue Southeast and Southwest Edmunds Street | 170          | 250          | 130          | 590          | 300           | 400           | 575           | 250           | 275          | 350          | 550          | 250          |
| Fauntleroy Way Southwest and Southwest Oregon Street     | 810          | None         | 260          | 510          | 100           | None          | 325           | 825           | 125          | None         | 300          | 750          |
| 38th Avenue Southwest & Southwest Oregon Street          | 150          | 140          | 150          | 640          | 75            | None          | 25            | 75            | 75           | None         | 25           | 75           |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-25. West Seattle Junction Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-1**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build WSJ-1 E.B. | Build WSJ-1 W.B. | Build WSJ-1 N.B. | Build WSJ-1 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest       | 150          | 500          | 270          | 400          | 950           | 225           | 1450          | 275           | 975              | 225              | 1425             | 275              |
| Fauntleroy Way Southwest & Southwest Alaska Street     | 570          | 270          | 600          | 390          | 400           | 475           | 675           | 125           | 400              | 450              | 650              | 125              |
| Southwest Alaska Street & California Avenue Southwest  | 260          | 240          | 590          | 580          | 125           | 275           | 400           | 125           | 125              | 250              | 425              | 125              |
| California Avenue Southwest & Southwest Edmunds Street | 170          | 250          | 130          | 590          | 175           | 150           | 475           | 125           | 175              | 150              | 625 <sup>a</sup> | 125              |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-26. West Seattle Junction Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-2**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build WSJ-2 E.B. | Build WSJ-2 W.B. | Build WSJ-2 N.B. | Build WSJ-2 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest       | 150          | 500          | 270          | 400          | 950           | 225           | 1,450         | 275           | 975              | 225              | 1,425            | 275              |
| Fauntleroy Way Southwest & Southwest Alaska Street     | 570          | 270          | 600          | 390          | 400           | 475           | 675           | 125           | 450              | 600 <sup>a</sup> | 750 <sup>a</sup> | 125              |
| Southwest Alaska Street & California Avenue Southwest  | 260          | 240          | 590          | 580          | 125           | 275           | 400           | 125           | 125              | 275              | 400              | 125              |
| California Avenue Southwest & Southwest Edmunds Street | 170          | 250          | 130          | 590          | 175           | 150           | 475           | 125           | 175              | 150              | 525 <sup>a</sup> | 150              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-27. West Seattle Junction Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-3a**

| Intersection   | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>WSJ-3a<br>E.B. | Build<br>WSJ-3a<br>W.B. | Build<br>WSJ-3a<br>N.B. | Build<br>WSJ-3a<br>S.B. |
|--|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Fauntleroy Way<br>Southwest & 35th<br>Avenue Southwest       | 150             | 500             | 270             | 400             | 950                 | 225                 | 1,450               | 275                 | 975                     | 225                     | 1,425                   | 250                     |
| Fauntleroy Way<br>Southwest & Southwest<br>Alaska Street     | 570             | 270             | 600             | 390             | 400                 | 475                 | 675                 | 125                 | 375                     | 450                     | 650                     | 125                     |
| Southwest Alaska Street<br>& California Avenue<br>Southwest  | 260             | 240             | 590             | 580             | 125                 | 275                 | 400                 | 125                 | 125                     | 275                     | 425                     | 125                     |
| California Avenue<br>Southwest & Southwest<br>Edmunds Street | 170             | 250             | 130             | 590             | 175                 | 150                 | 475                 | 125                 | 175                     | 150                     | 500                     | 125                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-28. West Seattle Junction Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-3b**

| Intersection   | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>WSJ-3b<br>E.B. | Build<br>WSJ-3b<br>W.B. | Build<br>WSJ-3b<br>N.B. | Build<br>WSJ-3b<br>S.B. |
|--|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest       | 150             | 500             | 270             | 400             | 950                 | 225                 | 1,450               | 275                 | 975                     | 225                     | 1,425                   | 250                     |
| Fauntleroy Way Southwest & Southwest Alaska Street     | 570             | 270             | 600             | 390             | 400                 | 475                 | 675                 | 125                 | 375                     | 450                     | 650                     | 125                     |
| Southwest Alaska Street & California Avenue Southwest  | 260             | 240             | 590             | 580             | 125                 | 275                 | 400                 | 125                 | 125                     | 275                     | 400                     | 125                     |
| California Avenue Southwest & Southwest Edmunds Street | 170             | 250             | 130             | 590             | 175                 | 150                 | 475                 | 125                 | 175                     | 150                     | 525 <sup>a</sup>        | 150                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-29. West Seattle Junction Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-4**

| Intersection   | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>WSJ-4<br>E.B. | Build<br>WSJ-4<br>W.B. | Build<br>WSJ-4<br>N.B. | Build<br>WSJ-4<br>S.B. |
|--|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest       | 150             | 500             | 270             | 400             | 950                 | 225                 | 1,450               | 275                 | 975                    | 225                    | 1425                   | 275                    |
| Fauntleroy Way Southwest & Southwest Alaska Street     | 570             | 270             | 600             | 390             | 400                 | 475                 | 675                 | 125                 | 400                    | 450                    | 650                    | 125                    |
| Southwest Alaska Street & California Avenue Southwest  | 260             | 240             | 590             | 580             | 125                 | 275                 | 400                 | 125                 | 125                    | 250                    | 400                    | 125                    |
| California Avenue Southwest & Southwest Edmunds Street | 170             | 250             | 130             | 590             | 175                 | 150                 | 475                 | 125                 | 175                    | 175                    | 500                    | 125                    |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-30. West Seattle Junction Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-5a**

| Intersection   | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>WSJ-5<br>E.B. | Build<br>WSJ-5<br>W.B. | Build<br>WSJ-5<br>N.B. | Build<br>WSJ-5<br>S.B. |
|--|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest       | 150             | 500             | 270             | 400             | 950                 | 225                 | 1,450               | 275                 | 975                    | 225                    | 1,450                  | 300                    |
| Fauntleroy Way Southwest & Southwest Alaska Street     | 570             | 270             | 600             | 390             | 400                 | 475                 | 675                 | 125                 | 400                    | 450                    | 650                    | 125                    |
| Southwest Alaska Street & California Avenue Southwest  | 260             | 240             | 590             | 580             | 125                 | 275                 | 400                 | 125                 | 125                    | 250                    | 400                    | 125                    |
| California Avenue Southwest & Southwest Edmunds Street | 170             | 250             | 130             | 590             | 175                 | 150                 | 475                 | 125                 | 175                    | 175                    | 500                    | 125                    |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-31. West Seattle Junction Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-5b**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build WSJ-5 E.B. | Build WSJ-5 W.B. | Build WSJ-5 N.B. | Build WSJ-5 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest       | 150          | 500          | 270          | 400          | 950           | 225           | 1,450         | 275           | 875              | 225              | 625              | 475 <sup>a</sup> |
| Fauntleroy Way Southwest & Southwest Alaska Street     | 570          | 270          | 600          | 390          | 400           | 475           | 675           | 125           | 400              | 450              | 650              | 125              |
| Southwest Alaska Street & California Avenue Southwest  | 260          | 240          | 590          | 580          | 125           | 275           | 400           | 125           | 125              | 250              | 400              | 125              |
| California Avenue Southwest & Southwest Edmunds Street | 170          | 250          | 130          | 590          | 175           | 150           | 475           | 125           | 175              | 175              | 525 <sup>a</sup> | 125              |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-32. West Seattle Junction Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build WSJ-6**

| Intersection   | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build WSJ-5 E.B. | Build WSJ-5 W.B. | Build WSJ-5 N.B. | Build WSJ-5 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Fauntleroy Way Southwest & 35th Avenue Southwest       | 150          | 500          | 270          | 400          | 950           | 225           | 1,450         | 275           | Not analyzed     | Not analyzed     | Not analyzed     | Not analyzed     |
| Fauntleroy Way Southwest & Southwest Alaska Street     | 570          | 270          | 600          | 390          | 400           | 475           | 675           | 125           | 400              | 450              | 650              | 125              |
| Southwest Alaska Street & California Avenue Southwest  | 260          | 240          | 590          | 580          | 125           | 275           | 400           | 125           | 125              | 250              | 400              | 125              |
| California Avenue Southwest & Southwest Edmunds Street | 170          | 250          | 130          | 590          | 175           | 150           | 475           | 125           | 175              | 175              | 525 <sup>a</sup> | 125              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-33. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-1a**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-1a E.B. | Build DEL-1a W.B. | Build DEL-1a N.B. | Build DEL-1a S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 75                | None              | 200               | 325               |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 625               | 150               | 850               | 2050              |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 175               | None              | 125               |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-34. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-1b**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-1b E.B. | Build DEL-1b W.B. | Build DEL-1b N.B. | Build DEL-1b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 75                | None              | 200               | 325               |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 625               | 150               | 850               | 2,050             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 175               | None              | 125               |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-35. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-2a**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-2a E.B. | Build DEL-2a W.B. | Build DEL-2a N.B. | Build DEL-2a S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 75                | None              | 200               | 325               |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 625               | 150               | 850               | 2,050             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 175               | None              | 125               |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-36. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-2b**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-2b E.B. | Build DEL-2b W.B. | Build DEL-2b N.B. | Build DEL-2b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 75                | None              | 200               | 325               |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 625               | 150               | 850               | 2,050             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 175               | None              | 125               |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-37. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-3**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-3 E.B. | Build DEL-3 W.B. | Build DEL-3 N.B. | Build DEL-3 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 100              | None             | 225              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 625              | 150              | 850              | 2,050            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-38. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-4**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-4 E.B. | Build DEL-4 W.B. | Build DEL-4 N.B. | Build DEL-4 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 100              | None             | 225              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 600              | 150              | 875              | 2,050            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-39. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-5**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-5 E.B. | Build DEL-5 W.B. | Build DEL-5 N.B. | Build DEL-5 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 75               | None             | 200              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 625              | 150              | 825              | 2,000            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-40. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-6a**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-6 E.B. | Build DEL-6 W.B. | Build DEL-6 N.B. | Build DEL-6 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 75               | None             | 200              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 625              | 150              | 825              | 2,000            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-41. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-6b**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-6 E.B. | Build DEL-6 W.B. | Build DEL-6 N.B. | Build DEL-6 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 75               | None             | 200              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 600              | 150              | 800              | 1,350            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-42. Delridge Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-7**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-6 E.B. | Build DEL-6 W.B. | Build DEL-6 N.B. | Build DEL-6 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530          | None         | 670          | 650          | 50            | None          | 200           | 325           | 75               | None             | 200              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,100        | 410          | 580          | 460          | 575           | 150           | 825           | 2,000         | 600              | 150              | 800              | 1,350            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-43. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-1a**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-1a<br>E.B. | Build<br>DEL-1a<br>W.B. | Build<br>DEL-1a<br>N.B. | Build<br>DEL-1a<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 150                     | None                    | 700                     | 125                     |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 325                     | None                    | 725                     | 125                     |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 625                     | 225                     | 1,425                   | 450                     |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                     | 125                     | 125                     | None                    |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                     | 175                     | None                    | 150                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-44. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-1b**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-1b<br>E.B. | Build<br>DEL-1b<br>W.B. | Build<br>DEL-1b<br>N.B. | Build<br>DEL-1b<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 150                     | None                    | 700                     | 125                     |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 325                     | None                    | 725                     | 125                     |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 625                     | 225                     | 1,425                   | 450                     |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                     | 125                     | 125                     | None                    |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                     | 175                     | None                    | 150                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-45. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-2a**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-2a<br>E.B. | Build<br>DEL-2a<br>W.B. | Build<br>DEL-2a<br>N.B. | Build<br>DEL-2a<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 150                     | None                    | 700                     | 125                     |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 325                     | None                    | 725                     | 125                     |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 625                     | 225                     | 1,425                   | 450                     |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                     | 125                     | 125                     | None                    |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                     | 175                     | None                    | 150                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-46. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-2b**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-2b<br>E.B. | Build<br>DEL-2b<br>W.B. | Build<br>DEL-2b<br>N.B. | Build<br>DEL-2b<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 150                     | None                    | 700                     | 125                     |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 325                     | None                    | 725                     | 125                     |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 625                     | 225                     | 1,425                   | 450                     |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                     | 125                     | 125                     | None                    |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                     | 175                     | None                    | 150                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-47. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-3**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-3<br>E.B. | Build<br>DEL-3<br>W.B. | Build<br>DEL-3<br>N.B. | Build<br>DEL-3<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 100                    | None                   | 725                    | 125                    |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 350                    | None                   | 775                    | 125                    |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 625                    | 200                    | 1,375                  | 450                    |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                    | 125                    | 125                    | None                   |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                    | 175                    | None                   | 150                    |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-48. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-4**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-4<br>E.B. | Build<br>DEL-4<br>W.B. | Build<br>DEL-4<br>N.B. | Build<br>DEL-4<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 100                    | None                   | 725                    | 125                    |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 350                    | None                   | 725                    | 125                    |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 625                    | 200                    | 1,425                  | 450                    |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                    | 150                    | 125                    | None                   |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                    | 175                    | None                   | 150                    |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-49. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-5**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-5<br>E.B. | Build<br>DEL-5<br>W.B. | Build<br>DEL-5<br>N.B. | Build<br>DEL-5<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 75                     | None                   | 700                    | 125                    |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 325                    | None                   | 750                    | 150                    |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 700                    | 225                    | 1,325                  | 425                    |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 125                    | 100                    | 100                    | None                   |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                    | 175                    | None                   | 125                    |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-50. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-6a**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-6a<br>E.B. | Build<br>DEL-6a<br>W.B. | Build<br>DEL-6a<br>N.B. | Build<br>DEL-6a<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 75                      | None                    | 700                     | 125                     |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 325                     | None                    | 750                     | 150                     |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 700                     | 225                     | 1,325                   | 425                     |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 125                     | 100                     | 100                     | None                    |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                     | 175                     | None                    | 125                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-51. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-6b**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-6b<br>E.B. | Build<br>DEL-6b<br>W.B. | Build<br>DEL-6b<br>N.B. | Build<br>DEL-6b<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 75                      | None                    | 700                     | 125                     |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 325                     | None                    | 750                     | 125                     |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 650                     | 225                     | 1,350                   | 475                     |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                     | 125                     | 125                     | None                    |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                     | 175                     | None                    | 150                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-52. Delridge Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-7**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-7<br>E.B. | Build<br>DEL-7<br>W.B. | Build<br>DEL-7<br>N.B. | Build<br>DEL-7<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 530             | None            | 670             | 650             | 75                  | None                | 700                 | 125                 | 75                     | None                   | 700                    | 125                    |
| Southwest Genesee Street & Delridge Way Southwest | 450             | None            | 240             | 590             | 325                 | None                | 750                 | 150                 | 325                    | None                   | 750                    | 125                    |
| Delridge Way Southwest & Southwest Andover Street | 1,100           | 410             | 580             | 460             | 625                 | 200                 | 1,375               | 425                 | 650                    | 225                    | 1,350                  | 475                    |
| 26th Avenue Southwest & Southwest Andover Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                    | 125                    | 125                    | None                   |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                    | 175                    | None                   | 150                    |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-53. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-1a**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-1a E.B. | Build DEL-1a W.B. | Build DEL-1a N.B. | Build DEL-1a S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 50                | None              | 200               | 325               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1225         | 2,600        | 575           | 150           | 825           | 2,000         | 625               | 150               | 850               | 2,000             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 175               | None              | 125               |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 450          | None          | 50            | 0             | 225           | None              | 50                | 0                 | 225               |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-54. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-1b**

| Intersection                                      | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-1b<br>E.B. | Build<br>DEL-1b<br>W.B. | Build<br>DEL-1b<br>N.B. | Build<br>DEL-1b<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450             | None            | 625             | 600             | 50                  | None                | 200                 | 325                 | 50                      | None                    | 200                     | 325                     |
| Delridge Way Southwest & Southwest Andover Street | 1,225           | 200             | 1225            | 2,600           | 575                 | 150                 | 825                 | 2,000               | 625                     | 150                     | 850                     | 2,000                   |
| Charlestown Street & Southwest Andover Street     | 175             | 200             | None            | 350             | 175                 | 175                 | None                | 125                 | 175                     | 175                     | None                    | 125                     |
| Delridge Way Southwest & 23rd Avenue Southwest    | None            | 475             | 475             | 450             | None                | 50                  | 0                   | 225                 | None                    | 50                      | 0                       | 225                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-55. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-2a**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-2a E.B. | Build DEL-2a W.B. | Build DEL-2a N.B. | Build DEL-2a S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 50                | None              | 200               | 325               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1225         | 2,600        | 575           | 150           | 825           | 2,000         | 625               | 150               | 850               | 2,000             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 175               | None              | 125               |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 450          | None          | 50            | 0             | 225           | None              | 50                | 0                 | 225               |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-56. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-2b**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-2b E.B. | Build DEL-2b W.B. | Build DEL-2b N.B. | Build DEL-2b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 50                | None              | 200               | 325               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2600         | 575           | 150           | 825           | 2,000         | 625               | 150               | 850               | 2,000             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 175               | None              | 125               |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 450          | None          | 50            | 0             | 225           | None              | 50                | 0                 | 225               |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-57. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-3**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-3 E.B. | Build DEL-3 W.B. | Build DEL-3 N.B. | Build DEL-3 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 75               | None             | 200              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 575           | 150           | 825           | 2,000         | 600              | 150              | 850              | 2,000            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 450          | None          | 50            | 0             | 225           | None             | 50               | 0                | 225              |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-58. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-4**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-4 E.B. | Build DEL-4 W.B. | Build DEL-4 N.B. | Build DEL-4 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 75               | None             | 200              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 575           | 150           | 825           | 2,000         | 600              | 150              | 850              | 2,000            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 450          | None          | 50            | 0             | 225           | None             | 50               | 0                | 225              |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-59. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-5**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-5 E.B. | Build DEL-5 W.B. | Build DEL-5 N.B. | Build DEL-5 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 75               | None             | 200              | 325              |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 575           | 150           | 825           | 2,000         | 625              | 150              | 825              | 2,000            |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 175              | None             | 125              |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 450          | None          | 50            | 0             | 225           | None             | 50               | 0                | 225              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-60. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-6a**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-6a E.B. | Build DEL-6a W.B. | Build DEL-6a N.B. | Build DEL-6a S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 75                | None              | 200               | 325               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 575           | 150           | 825           | 2,000         | 625               | 150               | 825               | 2,000             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 175               | None              | 125               |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 1575         | None          | 50            | 0             | 225           | None              | 50                | 0                 | 225               |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-61. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-6b**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-6b E.B. | Build DEL-6b W.B. | Build DEL-6b N.B. | Build DEL-6b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 100               | None              | 425               | 400               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 575           | 150           | 825           | 2,000         | 500               | 225               | 650               | 600               |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175               | 100               | None              | None              |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 1575         | None          | 50            | 0             | 225           | 500               | 75                | 325               | 1,300             |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-62. Delridge Segment (M.O.S.) 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-7**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-7 E.B. | Build DEL-7 W.B. | Build DEL-7 N.B. | Build DEL-7 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 50            | None          | 200           | 325           | 100              | None             | 425              | 400              |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1225         | 2,600        | 575           | 150           | 825           | 2,000         | 500              | 225              | 650              | 600              |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 175           | 175           | None          | 125           | 175              | 100              | None             | None             |
| Delridge Way Southwest & 23rd Avenue Southwest    | None         | 475          | 475          | 1575         | None          | 50            | 0             | 225           | 500              | 75               | 325              | 1,300            |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-63. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-1a**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-1a E.B. | Build DEL-1a W.B. | Build DEL-1a N.B. | Build DEL-1a S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 75            | None          | 700           | 125           | 125               | None              | 700               | 125               |
| Southwest Genesee Street & Delridge Way Southwest | 450          | None         | 600          | 625          | 325           | None          | 750           | 150           | 325               | None              | 700               | 150               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 625           | 200           | 1,375         | 425           | 625               | 225               | 1,425             | 425               |
| 26th Avenue Southwest & Southwest Andover Street  | 600          | 425          | 575          | None         | 150           | 125           | 125           | None          | 150               | 125               | 125               | None              |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 200           | 175           | None          | 150           | 200               | 175               | None              | 150               |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-64. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-1b**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-1b E.B. | Build DEL-1b W.B. | Build DEL-1b N.B. | Build DEL-1b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 75            | None          | 700           | 125           | 125               | None              | 700               | 125               |
| Southwest Genesee Street & Delridge Way Southwest | 450          | None         | 600          | 625          | 325           | None          | 750           | 150           | 325               | None              | 700               | 150               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 625           | 200           | 1,375         | 425           | 625               | 225               | 1,425             | 425               |
| 26th Avenue Southwest & Southwest Andover Street  | 600          | 425          | 575          | None         | 150           | 125           | 125           | None          | 150               | 125               | 125               | None              |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 200           | 175           | None          | 150           | 200               | 175               | None              | 150               |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-65. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-2a**

| Intersection  | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-2a<br>E.B. | Build<br>DEL-2a<br>W.B. | Build<br>DEL-2a<br>N.B. | Build<br>DEL-2a<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street<br>& Delridge Way<br>Southwest  | 450             | None            | 625             | 600             | 75                  | None                | 700                 | 125                 | 125                     | None                    | 700                     | 125                     |
| Southwest Genesee<br>Street & Delridge Way<br>Southwest | 450             | None            | 600             | 625             | 325                 | None                | 750                 | 150                 | 325                     | None                    | 700                     | 150                     |
| Delridge Way Southwest<br>& Southwest Andover<br>Street | 1,225           | 200             | 1,225           | 2,600           | 625                 | 200                 | 1375                | 425                 | 625                     | 225                     | 1,425                   | 425                     |
| 26th Avenue Southwest<br>& Southwest Andover<br>Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                     | 125                     | 125                     | None                    |
| Charlestown Street &<br>Southwest Andover<br>Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                     | 175                     | None                    | 150                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-66. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-2b**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-2b E.B. | Build DEL-2b W.B. | Build DEL-2b N.B. | Build DEL-2b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 75            | None          | 700           | 125           | 125               | None              | 700               | 125               |
| Southwest Genesee Street & Delridge Way Southwest | 450          | None         | 600          | 625          | 325           | None          | 750           | 150           | 325               | None              | 700               | 150               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1225         | 2,600        | 625           | 200           | 1,375         | 425           | 625               | 225               | 1,425             | 425               |
| 26th Avenue Southwest & Southwest Andover Street  | 600          | 425          | 575          | None         | 150           | 125           | 125           | None          | 150               | 125               | 125               | None              |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 200           | 175           | None          | 150           | 200               | 175               | None              | 150               |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-67. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-3**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-3 E.B. | Build DEL-3 W.B. | Build DEL-3 N.B. | Build DEL-3 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 75            | None          | 700           | 125           | 75               | None             | 700              | 125              |
| Southwest Genesee Street & Delridge Way Southwest | 450          | None         | 600          | 625          | 325           | None          | 750           | 150           | 350              | None             | 725              | 150              |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 625           | 200           | 1,375         | 425           | 625              | 200              | 1,450            | 425              |
| 26th Avenue Southwest & Southwest Andover Street  | 600          | 425          | 575          | None         | 150           | 125           | 125           | None          | 150              | 125              | 125              | None             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 200           | 175           | None          | 150           | 200              | 175              | None             | 150              |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-68. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-4**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-4 E.B. | Build DEL-4 W.B. | Build DEL-4 N.B. | Build DEL-4 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 75            | None          | 700           | 125           | 75               | None             | 700              | 125              |
| Southwest Genesee Street & Delridge Way Southwest | 450          | None         | 600          | 625          | 325           | None          | 750           | 150           | 350              | None             | 750              | 150              |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 625           | 200           | 1375          | 425           | 625              | 200              | 1,400            | 400              |
| 26th Avenue Southwest & Southwest Andover Street  | 600          | 425          | 575          | None         | 150           | 125           | 125           | None          | 150              | 125              | 125              | None             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 200           | 175           | None          | 150           | 200              | 175              | None             | 150              |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-69. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-5**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-5 E.B. | Build DEL-5 W.B. | Build DEL-5 N.B. | Build DEL-5 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 75            | None          | 700           | 125           | 75               | None             | 700              | 125              |
| Southwest Genesee Street & Delridge Way Southwest | 450          | None         | 600          | 625          | 325           | None          | 750           | 150           | 350              | None             | 725              | 150              |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 625           | 200           | 1,375         | 425           | 700              | 225              | 1,400            | 425              |
| 26th Avenue Southwest & Southwest Andover Street  | 600          | 425          | 575          | None         | 150           | 125           | 125           | None          | 150              | 125              | 125              | None             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 200           | 175           | None          | 150           | 200              | 175              | None             | 150              |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-70. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-6a**

| Intersection  | Storage<br>E.B. | Storage<br>W.B. | Storage<br>N.B. | Storage<br>S.B. | No<br>Build<br>E.B. | No<br>Build<br>W.B. | No<br>Build<br>N.B. | No<br>Build<br>S.B. | Build<br>DEL-6a<br>E.B. | Build<br>DEL-6a<br>W.B. | Build<br>DEL-6a<br>N.B. | Build<br>DEL-6a<br>S.B. |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|---------------------|---------------------|---------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Southwest Dakota Street<br>& Delridge Way<br>Southwest  | 450             | None            | 625             | 600             | 75                  | None                | 700                 | 125                 | 75                      | None                    | 700                     | 125                     |
| Southwest Genesee<br>Street & Delridge Way<br>Southwest | 450             | None            | 600             | 625             | 325                 | None                | 750                 | 150                 | 350                     | None                    | 725                     | 150                     |
| Delridge Way Southwest<br>& Southwest Andover<br>Street | 1,225           | 200             | 1,225           | 2,600           | 625                 | 200                 | 1,375               | 425                 | 700                     | 225                     | 1,400                   | 425                     |
| 26th Avenue Southwest<br>& Southwest Andover<br>Street  | 600             | 425             | 575             | None            | 150                 | 125                 | 125                 | None                | 150                     | 125                     | 125                     | None                    |
| Charlestown Street &<br>Southwest Andover<br>Street     | 175             | 200             | None            | 350             | 200                 | 175                 | None                | 150                 | 200                     | 175                     | None                    | 150                     |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-71. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-6b**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-6b E.B. | Build DEL-6b W.B. | Build DEL-6b N.B. | Build DEL-6b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 75            | None          | 700           | 125           | 100               | None              | 700               | 150               |
| Southwest Genesee Street & Delridge Way Southwest | 450          | None         | 600          | 625          | 325           | None          | 750           | 150           | 325               | None              | 750               | 275               |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2600         | 625           | 200           | 1,375         | 425           | 350               | 425               | 675               | 375               |
| 26th Avenue Southwest & Southwest Andover Street  | 600          | 425          | 575          | None         | 150           | 125           | 125           | None          | 125               | 100               | 75                | None              |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 200           | 175           | None          | 150           | 175               | 75                | None              | None              |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-72. Delridge Segment (M.O.S.) 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build DEL-7**

| Intersection                                      | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DEL-7 E.B. | Build DEL-7 W.B. | Build DEL-7 N.B. | Build DEL-7 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Dakota Street & Delridge Way Southwest  | 450          | None         | 625          | 600          | 75            | None          | 700           | 125           | 100              | None             | 700              | 150              |
| Southwest Genesee Street & Delridge Way Southwest | 450          | None         | 600          | 625          | 325           | None          | 750           | 150           | 325              | None             | 750              | 275              |
| Delridge Way Southwest & Southwest Andover Street | 1,225        | 200          | 1,225        | 2,600        | 625           | 200           | 1,375         | 425           | 350              | 425              | 675              | 375              |
| 26th Avenue Southwest & Southwest Andover Street  | 600          | 425          | 575          | None         | 150           | 125           | 125           | None          | 125              | 100              | 75               | None             |
| Charlestown Street & Southwest Andover Street     | 175          | 200          | None         | 350          | 200           | 175           | None          | 150           | 175              | 75               | None             | None             |

**Notes:**

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-73. Duwamish Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and DUW-1a**

| Intersection                                     | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DUW-1a E.B. | Build DUW-1a W.B. | Build DUW-1a N.B. | Build DUW-1a S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Spokane Street & 11th Avenue Southwest | 1,975        | 1,200        | 350          | None         | 700           | 500           | 275           | None          | 700               | 525               | 275               | None              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-74. Duwamish Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and DUW-1b**

| Intersection                                     | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DUW-1b E.B. | Build DUW-1b W.B. | Build DUW-1b N.B. | Build DUW-1b S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| Southwest Spokane Street & 11th Avenue Southwest | 1,975        | 1200         | 350          | None         | 700           | 500           | 275           | None          | 700               | 525               | 275               | None              |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-75. Duwamish Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and DUW-2**

| Intersection                                     | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build DUW-2 E.B. | Build DUW-2 W.B. | Build DUW-2 N.B. | Build DUW-2 S.B. |
|--|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|------------------|------------------|------------------|------------------|
| Southwest Spokane Street & 11th Avenue Southwest | 1975         | 1200         | 350          | None         | 700           | 500           | 275           | None          | 700              | 525              | 275              | None             |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-76. SODO Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build SODO-1a**

| Intersection                            | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build SODO-1a E.B. | Build SODO-1a W.B. | Build SODO-1a N.B. | Build SODO-1a S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|
| 4th Avenue South & South Holgate Street | 975          | 750          | 600          | 650          | 175           | 375           | 775           | 675           | 175                | 375                | 750                | 775 <sup>a</sup>   |
| 4th Avenue South & South Lander Street  | 1,165        | 1,030        | 700          | 650          | 300           | 775           | 525           | 825           | 275                | 750                | 525                | 825                |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-77. SODO Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build SODO-1b**

| Intersection                            | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build SODO-1b E.B. | Build SODO-1b W.B. | Build SODO-1b N.B. | Build SODO-1b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|
| 4th Avenue South & South Holgate Street | 975          | 750          | 600          | 650          | 175           | 375           | 775           | 675           | 200                | 375                | 750                | 1,025 <sup>a</sup> |
| 4th Avenue South & South Lander Street  | 1,165        | 1030         | 700          | 650          | 300           | 775           | 525           | 825           | 175                | 750                | 525                | 800                |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-78. SODO Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build SODO-1c**

| Intersection                            | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build SODO-1c E.B. | Build SODO-1c W.B. | Build SODO-1c N.B. | Build SODO-1c S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|
| 4th Avenue South & South Holgate Street | 975          | 750          | 600          | 650          | 175           | 375           | 775           | 675           | 175                | 375                | 775                | 675                |
| 4th Avenue South & South Lander Street  | 1,165        | 1,030        | 700          | 650          | 300           | 775           | 525           | 825           | 300                | 550                | 500                | 825                |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-79. SODO Segment 2042 P.M. Peak Hour 95th Percentile Approach Queues, No Build and Build SODO-2**

| Intersection                            | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build SODO-2 E.B. | Build SODO-2 W.B. | Build SODO-2 N.B. | Build SODO-2 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| 4th Avenue South & South Holgate Street | 975          | 750          | 600          | 650          | 175           | 375           | 775           | 675           | 200               | 375               | 750               | 1025 <sup>a</sup> |
| 4th Avenue South & South Lander Street  | 1,165        | 1030         | 700          | 650          | 300           | 775           | 525           | 825           | 275               | 775               | 525               | 800               |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

<sup>a</sup> Indicates approach queue exceeds available storage length and has at least a 10% increase in queue lengths compared to the No Build Alternative.

**Table N.1C-80. SODO Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build SODO-1a**

| Intersection                            | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build SODO-1a E.B. | Build SODO-1a W.B. | Build SODO-1a N.B. | Build SODO-1a S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|
| 4th Avenue South & South Holgate Street | 975          | 750          | 600          | 650          | 125           | 425           | 850           | 325           | 125                | 425                | 825                | 425                |
| 4th Avenue South & South Lander Street  | 1,165        | 1030         | 700          | 650          | 300           | 650           | 775           | 350           | 300                | 650                | 775                | 350                |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-81. SODO Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build SODO-1b**

| Intersection                            | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build SODO-1b E.B. | Build SODO-1b W.B. | Build SODO-1b N.B. | Build SODO-1b S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|
| 4th Avenue South & South Holgate Street | 975          | 750          | 600          | 650          | 125           | 425           | 850           | 325           | 125                | 425                | 825                | 425                |
| 4th Avenue South & South Lander Street  | 1,165        | 1030         | 700          | 650          | 300           | 650           | 775           | 350           | 325                | 650                | 775                | 300                |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-82. SODO Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build SODO-1c**

| Intersection                            | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build SODO-1c E.B. | Build SODO-1c W.B. | Build SODO-1c N.B. | Build SODO-1c S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|
| 4th Avenue South & South Holgate Street | 975          | 750          | 600          | 650          | 125           | 425           | 850           | 325           | 125                | 425                | 850                | 325                |
| 4th Avenue South & South Lander Street  | 1,165        | 1030         | 700          | 650          | 300           | 650           | 775           | 350           | 300                | 650                | 775                | 300                |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-83. SODO Segment 2042 A.M. Peak Hour 95th Percentile Approach Queues, No Build and Build SODO-2**

| Intersection                            | Storage E.B. | Storage W.B. | Storage N.B. | Storage S.B. | No Build E.B. | No Build W.B. | No Build N.B. | No Build S.B. | Build SODO-2 E.B. | Build SODO-2 W.B. | Build SODO-2 N.B. | Build SODO-2 S.B. |
|---|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|-------------------|-------------------|-------------------|
| 4th Avenue South & South Holgate Street | 975          | 750          | 600          | 650          | 125           | 425           | 850           | 325           | 125               | 425               | 825               | 425               |
| 4th Avenue South & South Lander Street  | 1,165        | 1,030        | 700          | 650          | 300           | 650           | 775           | 350           | 275               | 625               | 775               | 325               |

Notes:

95th percentile queues are reported for intersections expected to operate at Level of Service E or F in 2042 No Build.

Queue lengths are shown for the lane group with the highest queue length. Synchro reports queue lengths based on isolated lane groups and does not account for interaction between the lane groups.

Queue lengths are rounded up to the nearest 25 feet.

Storage length is measured to the adjacent intersection.

**Table N.1C-84. Construction Scenario 1 Delay and Level of Service A.M.**

| Intersection                          | No Build Delay | No Build Level of Service | Construction Scenario 1 Delay | Construction Scenario 1 Level of Service |
|---------------------------------------|----------------|---------------------------|-------------------------------|--|
| 4th Avenue South/South Holgate Street | 62             | <i>E</i>                  | 69                            | <i>E</i>                                 |
| 6th Avenue South/South Holgate Street | 24             | C                         | 28                            | C  |
| 4th Avenue South/South Lander Street  | 56             | <i>E</i>                  | 49                            | D  |
| 6th Avenue South/South Lander Street  | 20             | B                         | 13                            | B  |
| 4th Avenue South/South Spokane Street | 33             | C                         | 37                            | D  |
| 6th Avenue South/South Spokane Street | 34             | C                         | 33                            | C  |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-85. Construction Scenario 1 Delay and Level of Service P.M.**

| Intersection                          | No Build Delay | No Build Level of Service | Construction Scenario 1 Delay | Construction Scenario 1 Level of Service |
|---------------------------------------|----------------|---------------------------|-------------------------------|--|
| 4th Avenue South/South Holgate Street | 51             | D                         | 70                            | <i>E</i>                                 |
| 6th Avenue South/South Holgate Street | 24             | C                         | 26                            | C  |
| 4th Avenue South/South Lander Street  | 64             | <i>E</i>                  | 52                            | D  |
| 6th Avenue South/South Lander Street  | 23             | C                         | 36                            | D  |
| 4th Avenue South/South Spokane Street | 31             | C                         | 35                            | D  |
| 6th Avenue South/South Spokane Street | 53             | D                         | 67                            | <i>E</i>                                 |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-86. Construction Scenario 2 Delay and Level of Service A.M.**

| Intersection                          | No Build Delay | No Build Level of Service | Construction Scenario 2 Delay | Construction Scenario 2 Level of Service |
|---------------------------------------|----------------|---------------------------|-------------------------------|--|
| 4th Avenue South/South Holgate Street | 62             | <i>E</i>                  | 66                            | <i>E</i>                                 |
| 6th Avenue South/South Holgate Street | 24             | C                         | 24                            | C  |
| 4th Avenue South/South Lander Street  | 56             | <i>E</i>                  | 54                            | D  |
| 6th Avenue South/South Lander Street  | 20             | B                         | 20                            | B  |
| 4th Avenue South/South Spokane Street | 33             | C                         | 62                            | <i>E</i>                                 |
| 6th Avenue South/South Spokane Street | 34             | C                         | 36                            | D  |

Notes:

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-87. Construction Scenario 2 Delay and Level of Service P.M.**

| Intersection                          | No Build Delay | No Build Level of Service | Construction Scenario 2 Delay | Construction Scenario 2 Level of Service |
|---------------------------------------|----------------|---------------------------|-------------------------------|--|
| 4th Avenue South/South Holgate Street | 51             | D                         | 50                            | D  |
| 6th Avenue South/South Holgate Street | 24             | C                         | 24                            | C  |
| 4th Avenue South/South Lander Street  | 64             | <i>E</i>                  | 61                            | <i>E</i>                                 |
| 6th Avenue South/South Lander Street  | 23             | C                         | 23                            | C  |
| 4th Avenue South/South Spokane Street | 31             | C                         | 64                            | <i>E</i>                                 |
| 6th Avenue South/South Spokane Street | 53             | D                         | 73                            | D  |

**Notes:**

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-88. Construction Scenario 3 Delay and Level of Service A.M.**

| Intersection   | No Build Delay | No Build Level of Service | Construction Scenario 3 Delay | Construction Scenario 3 Level of Service |
|--|----------------|---------------------------|-------------------------------|--|
| 44th Avenue Southwest / Southwest Alaska Street        | 6              | A                         | 6                             | A  |
| 42nd Avenue Southwest / Southwest Alaska Street        | 28             | C                         | 35                            | D  |
| 42nd Avenue Southwest / Southwest Oregon Street        | 13             | B                         | 14                            | B  |
| Fauntleroy Way Southwest / Southwest Avalon Way        | 21             | C                         | 16                            | B  |
| 35th Avenue Southwest / Southwest Avalon Way           | 82             | <i>F</i>                  | 61                            | <i>E</i>                                 |
| California Avenue Southwest / Southwest Edmunds Street | 46             | D                         | 45                            | D  |
| Fauntleroy Way Southwest / Southwest Edmunds Street    | 18             | B                         | 77                            | <i>E</i>                                 |
| California Avenue Southwest / Southwest Oregon Street  | 24             | C                         | 20                            | C  |
| Fauntleroy Way Southwest / Southwest Oregon Street     | 36             | D                         | 41                            | D  |
| 35th Avenue Southwest / Fauntleroy Way Southwest       | 44             | D                         | 22                            | C  |
| 35th Avenue Southwest / Southwest Alaska Street        | 45             | D                         | 29                            | C  |
| Fauntleroy Way Southwest / Southwest Alaska Street     | 43             | D                         | 67                            | <i>E</i>                                 |
| Southwest Avalon Way / Southwest Genesee Street        | 25             | C                         | 47                            | D  |
| Southwest Avalon Way / Southwest Spokane Street        | 28             | C                         | 77                            | <i>E</i>                                 |
| California Avenue Southwest / Southwest Alaska Street  | 40             | D                         | 40                            | D  |
| 42nd Avenue Southwest / Southwest Edmunds Street       | 8              | A                         | 8                             | A  |

**Notes:**

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-89. Construction Scenario 3 Delay and Level of Service P.M.**

| Intersection   | No Build Delay | No Build Level of Service | Construction Scenario 3 Delay | Construction Scenario 3 Level of Service |
|--|----------------|---------------------------|-------------------------------|--|
| 44th Avenue Southwest / Southwest Alaska Street        | 10             | A                         | 9                             | A  |
| 42nd Avenue Southwest / Southwest Alaska Street        | 52             | D                         | 56                            | <i>E</i>                                 |
| 42nd Avenue Southwest / Southwest Oregon Street        | 32             | C                         | 48                            | D  |
| Fauntleroy Way Southwest / Southwest Avalon Way        | 24             | C                         | 24                            | C  |
| 35th Avenue Southwest / Southwest Avalon Way           | 77             | <i>E</i>                  | 34                            | C  |
| California Avenue Southwest / Southwest Edmunds Street | 86             | <i>F</i>                  | 92                            | <i>F</i>                                 |
| Fauntleroy Way Southwest / Southwest Edmunds Street    | 21             | C                         | 29                            | C  |
| California Avenue Southwest / Southwest Oregon Street  | 27             | C                         | 29                            | C  |
| Fauntleroy Way Southwest / Southwest Oregon Street     | 31             | C                         | 39                            | D  |
| 35th Avenue Southwest / Fauntleroy Way Southwest       | 43             | D                         | 212                           | <i>F</i>                                 |
| 35th Avenue Southwest / Southwest Alaska Street        | 36             | D                         | 25                            | C  |
| Fauntleroy Way Southwest / Southwest Alaska Street     | 45             | D                         | 58                            | <i>E</i>                                 |
| Southwest Avalon Way / Southwest Genesee Street        | 39             | D                         | 110                           | <i>F</i>                                 |
| Southwest Avalon Way / Southwest Spokane Street        | 25             | C                         | 49                            | D  |
| California Avenue Southwest / Southwest Alaska Street  | 46             | D                         | 57                            | <i>E</i>                                 |
| 42nd Avenue Southwest / Southwest Edmunds Street       | 28             | D                         | 22                            | C  |

**Notes:**

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-90. Construction Scenario 4 Delay and Level of Service A.M.**

| Intersection   | No Build Delay | No Build Level of Service | Construction Scenario 4 Delay | Construction Scenario 4 Level of Service |
|--|----------------|---------------------------|-------------------------------|--|
| 44th Avenue Southwest / Southwest Alaska Street        | 6              | A                         | 6                             | A  |
| 42nd Avenue Southwest / Southwest Alaska Street        | 28             | C                         | 29                            | C  |
| 42nd Avenue Southwest / Southwest Oregon Street        | 13             | B                         | 12                            | B  |
| Fauntleroy Way Southwest / Southwest Avalon Way        | 21             | C                         | 56                            | <i>E</i>                                 |
| 35th Avenue Southwest / Southwest Avalon Way           | 82             | <i>F</i>                  | 121                           | <i>F</i>                                 |
| California Avenue Southwest / Southwest Edmunds Street | 46             | D                         | 42                            | D  |
| Fauntleroy Way Southwest / Southwest Edmunds Street    | 18             | B                         | 101                           | <i>F</i>                                 |
| California Avenue Southwest / Southwest Oregon Street  | 24             | C                         | 17                            | B  |
| Fauntleroy Way Southwest / Southwest Oregon Street     | 36             | D                         | 108                           | <i>F</i>                                 |
| 35th Avenue Southwest / Fauntleroy Way Southwest       | 44             | D                         | 52                            | D  |
| 35th Avenue Southwest / Southwest Alaska Street        | 45             | D                         | 217                           | <i>F</i>                                 |
| Fauntleroy Way Southwest / Southwest Alaska Street     | 43             | D                         | 110                           | <i>F</i>                                 |
| Southwest Avalon Way / Southwest Genesee Street        | 25             | C                         | 200                           | <i>F</i>                                 |
| Southwest Avalon Way / Southwest Spokane Street        | 28             | C                         | 54                            | D  |
| California Avenue Southwest / Southwest Alaska Street  | 40             | D                         | 44                            | D  |
| 42nd Avenue Southwest / Southwest Edmunds Street       | 8              | A                         | 9                             | A  |

**Notes:**

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

**Table N.1C-91. Construction Scenario 4 Delay and Level of Service P.M.**

| Intersection   | No Build Delay | No Build Level of Service | Construction Scenario 4 Delay | Construction Scenario 4 Level of Service |
|--|----------------|---------------------------|-------------------------------|--|
| 44th Avenue Southwest / Southwest Alaska Street        | 10             | A                         | 10                            | A  |
| 42nd Avenue Southwest / Southwest Alaska Street        | 52             | D                         | 62                            | E  |
| 42nd Avenue Southwest / Southwest Oregon Street        | 32             | C                         | 23                            | C  |
| Fauntleroy Way Southwest / Southwest Avalon Way        | 24             | C                         | 93                            | F  |
| 35th Avenue Southwest / Southwest Avalon Way           | 77             | E                         | 89                            | F  |
| California Avenue Southwest / Southwest Edmunds Street | 86             | F                         | 80                            | E  |
| Fauntleroy Way Southwest / Southwest Edmunds Street    | 21             | C                         | 36                            | D  |
| California Avenue Southwest / Southwest Oregon Street  | 27             | C                         | 25                            | C  |
| Fauntleroy Way Southwest / Southwest Oregon Street     | 31             | C                         | 157                           | F  |
| 35th Avenue Southwest / Fauntleroy Way Southwest       | 43             | D                         | 225                           | F  |
| 35th Avenue Southwest / Southwest Alaska Street        | 36             | D                         | 94                            | F  |
| Fauntleroy Way Southwest / Southwest Alaska Street     | 45             | D                         | 121                           | F  |
| Southwest Avalon Way / Southwest Genesee Street        | 39             | D                         | 151                           | F  |
| Southwest Avalon Way / Southwest Spokane Street        | 25             | C                         | 134                           | F  |
| California Avenue Southwest / Southwest Alaska Street  | 46             | D                         | 51                            | D  |
| 42nd Avenue Southwest / Southwest Edmunds Street       | 28             | D                         | 23                            | C  |

**Notes:**

In the absence of an adopted City of Seattle Level of Service threshold for intersection operations, a threshold of Level of Service E was selected in coordination with City of Seattle.

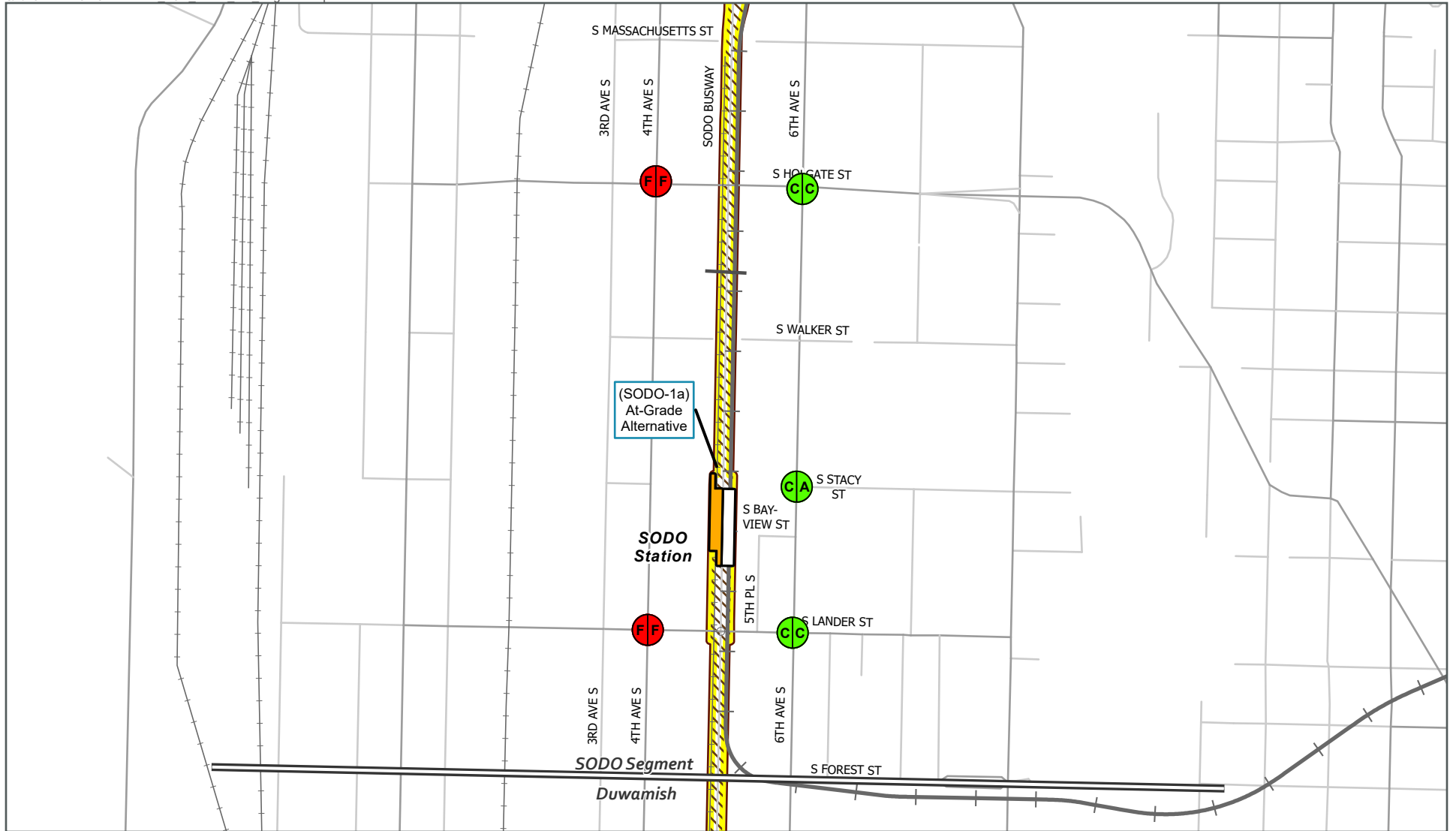
All intersections are signalized unless noted as T.W.S.C. or A.W.S.C.

Results are reported using H.C.M. 6 methodology where available; otherwise, H.C.M. 2000 methodology.

Italicized and shaded text indicates intersection operates at Level of Service E or F.

Delay is measured by average seconds of delay per vehicle.

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Source: City of Seattle, King County (2023).

#### Other Alternatives

Elevated  
 At-Grade  
 Retained Cut

#### Station (● Indicates Preferred Alternative)

New  
 Existing  
 Relocated

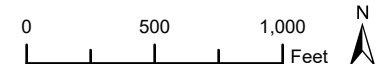
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 Existing Link Light Rail  
 Railroad  
 SODO Busway  
 Proposed Overpass

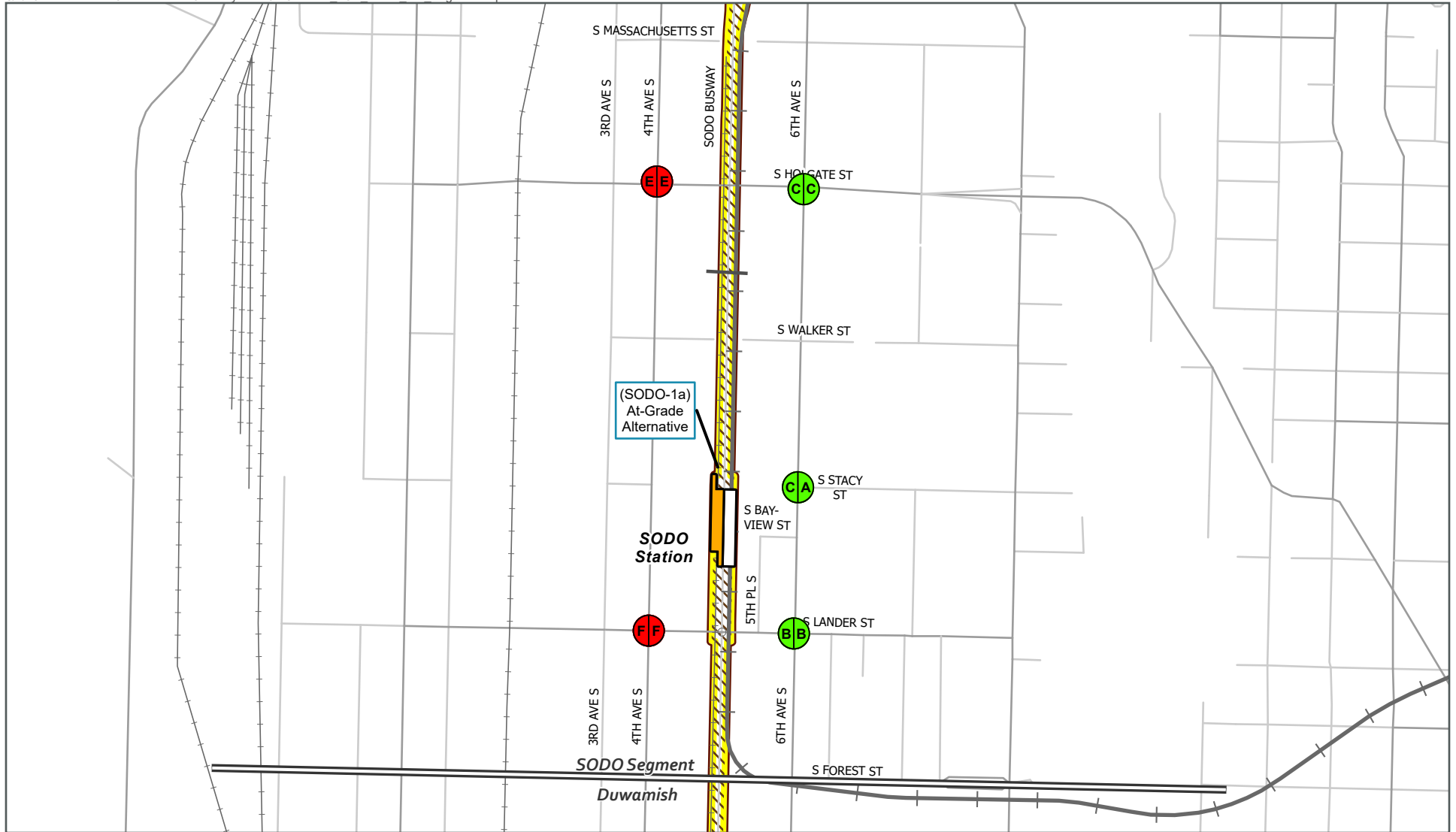
#### Intersection Level of Service

NB ALT  
 A-C  
 D  
 E-F

N.1C-1  
**Alternative SODO-1a**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
 SODO Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

Station (● Indicates Preferred Alternative)

- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

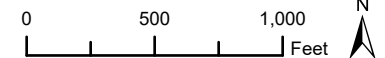
#### Intersection Level of Service

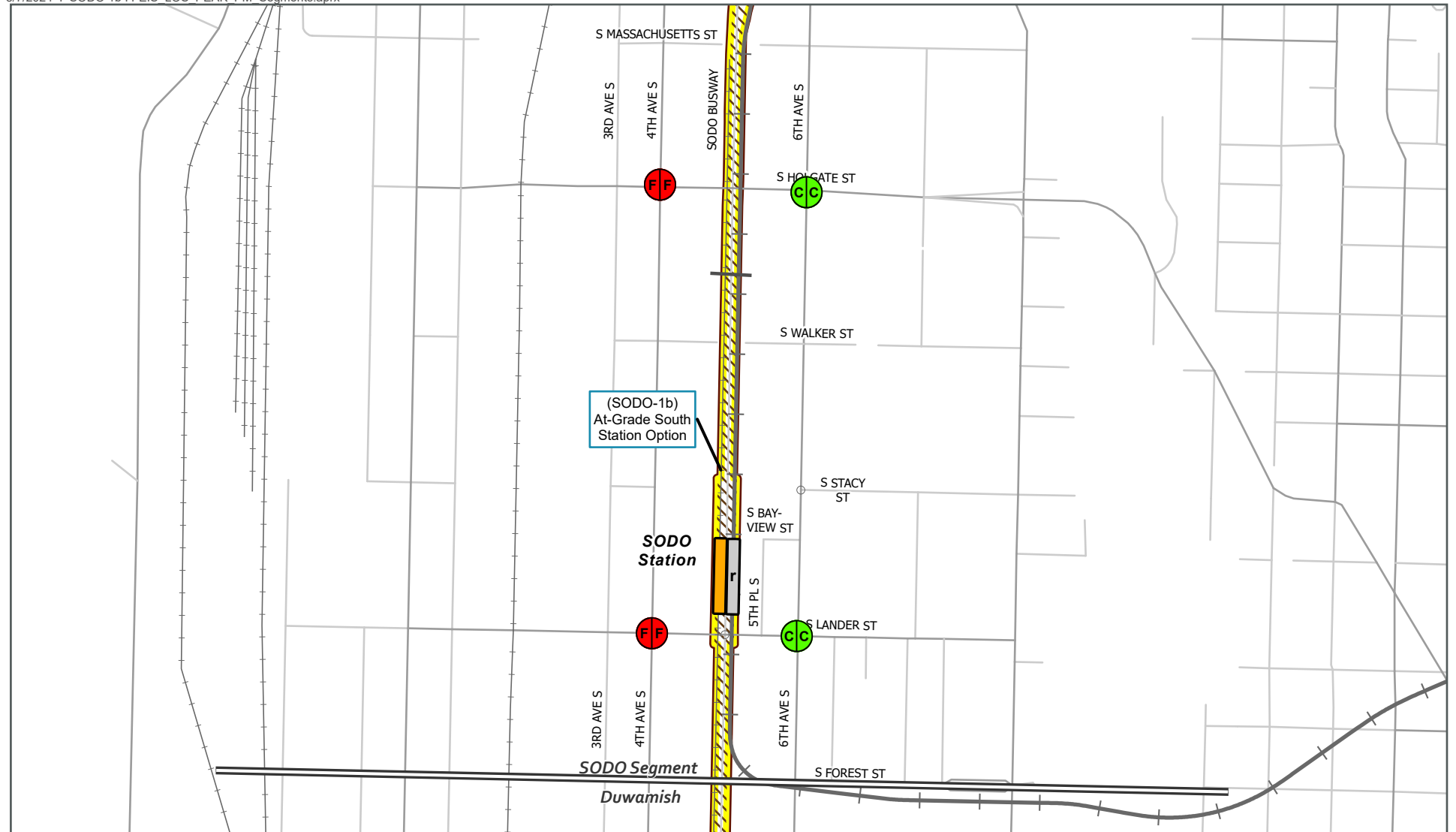


- A-C
- D
- E-F

## N.1C-2 Alternative SODO-1a 2042 A.M. Peak Hour Intersection Level of Service (L.O.S.) SODO Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Other Alternatives**

Elevated  
 At-Grade  
 Retained Cut

**Station (● Indicates Preferred Alternative)**

New  
 Existing  
 Relocated

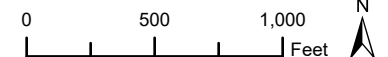
Segment Line  
 Existing Link Light Rail  
 Railroad  
 SODO Busway  
 Proposed Overpass

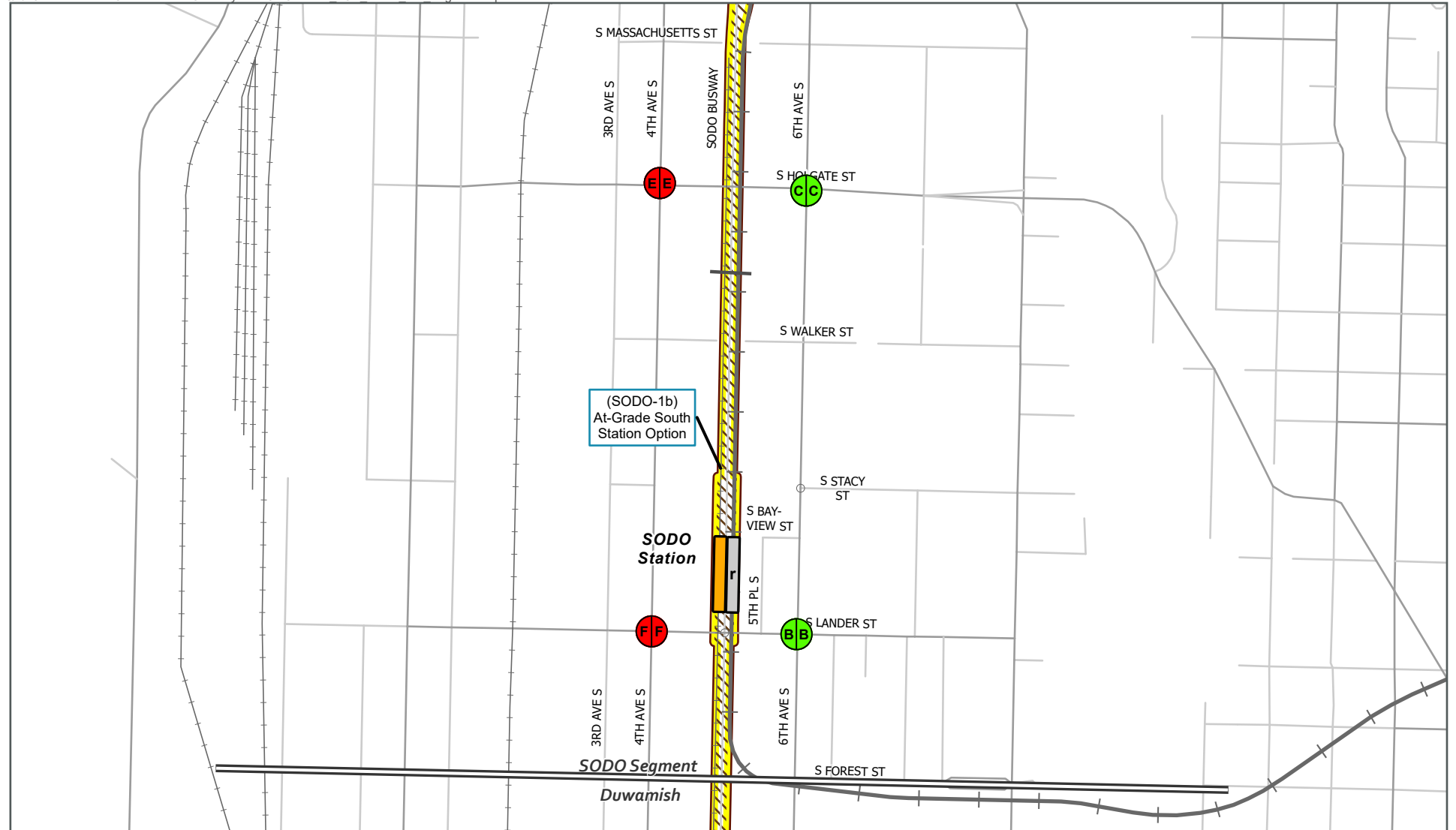
**Intersection Level of Service**

NB ALT  
 A-C  
 D  
 E-F

N.1C-3  
**Option SODO-1b**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
 SODO Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

#### Station (● Indicates Preferred Alternative)

- New
- Existing
- Relocated

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

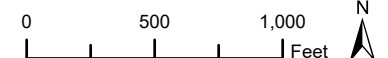
#### Intersection Level of Service

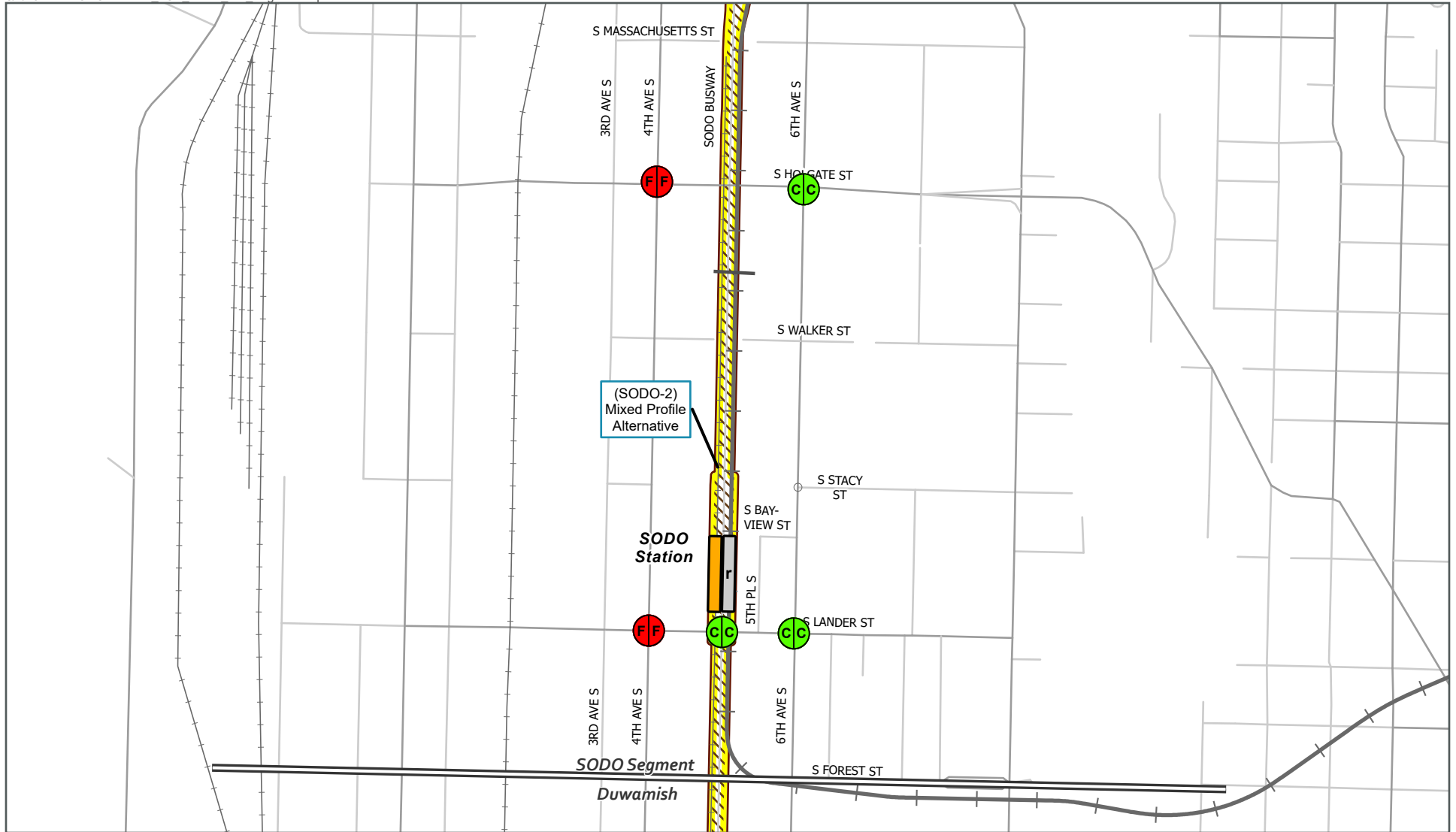


- A-C
- D
- E-F

N.1C-4  
**Option SODO-1b**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**SODO Segment**

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Station (● Indicates Preferred Alternative)**

- New
- Existing
- Relocated

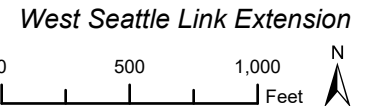
- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

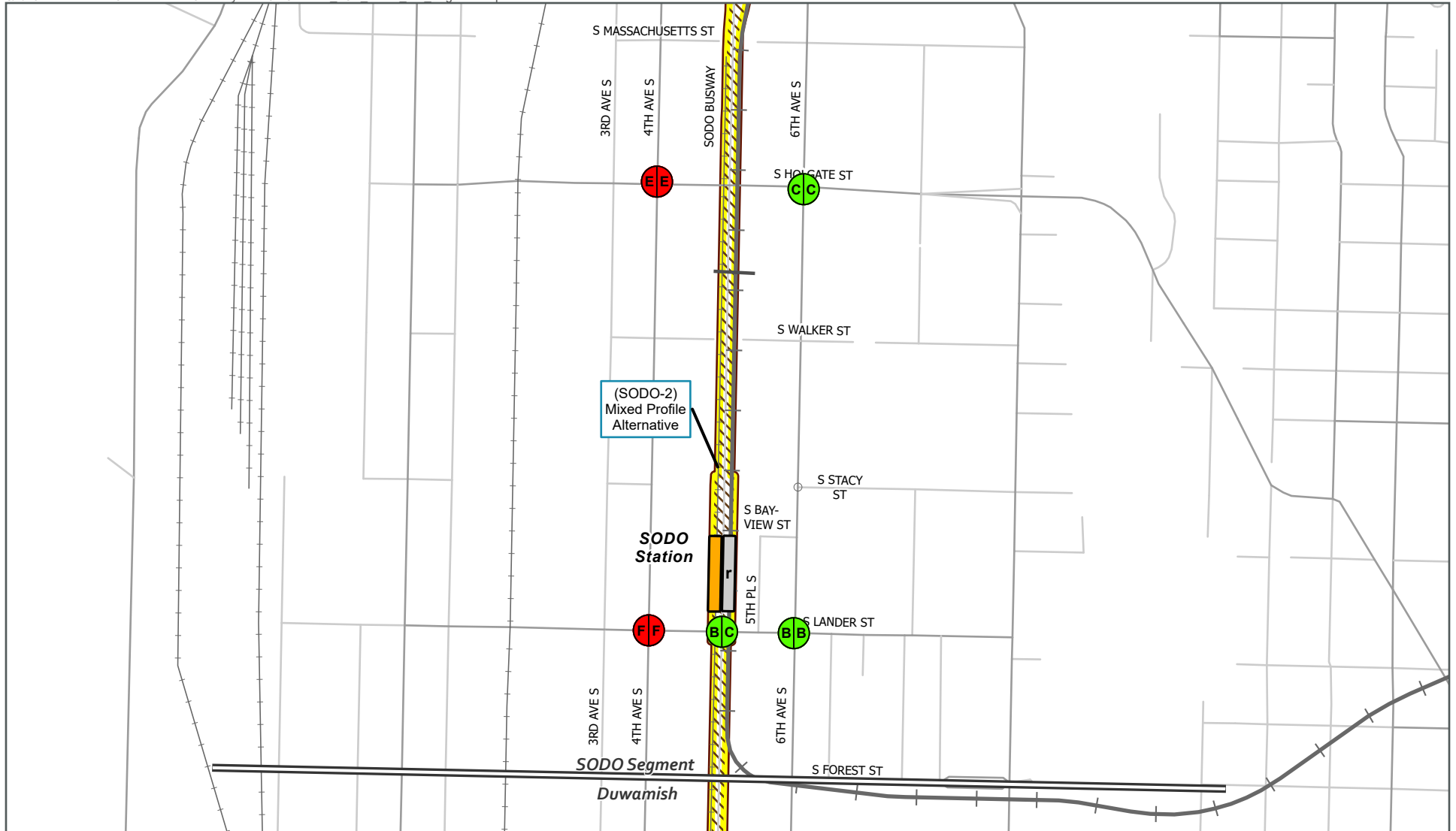
**Intersection Level of Service**



- A-C
- D
- E-F

N.1C-5  
**Alternative SODO-2**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**SODO Segment**





Source: City of Seattle, King County (2023).

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

#### Station (● Indicates Preferred Alternative)

- New
- Relocated
- Existing

- Segment Line
- Existing Link Light Rail
- Railroad
- SODO Busway
- Proposed Overpass

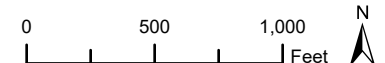
#### Intersection Level of Service

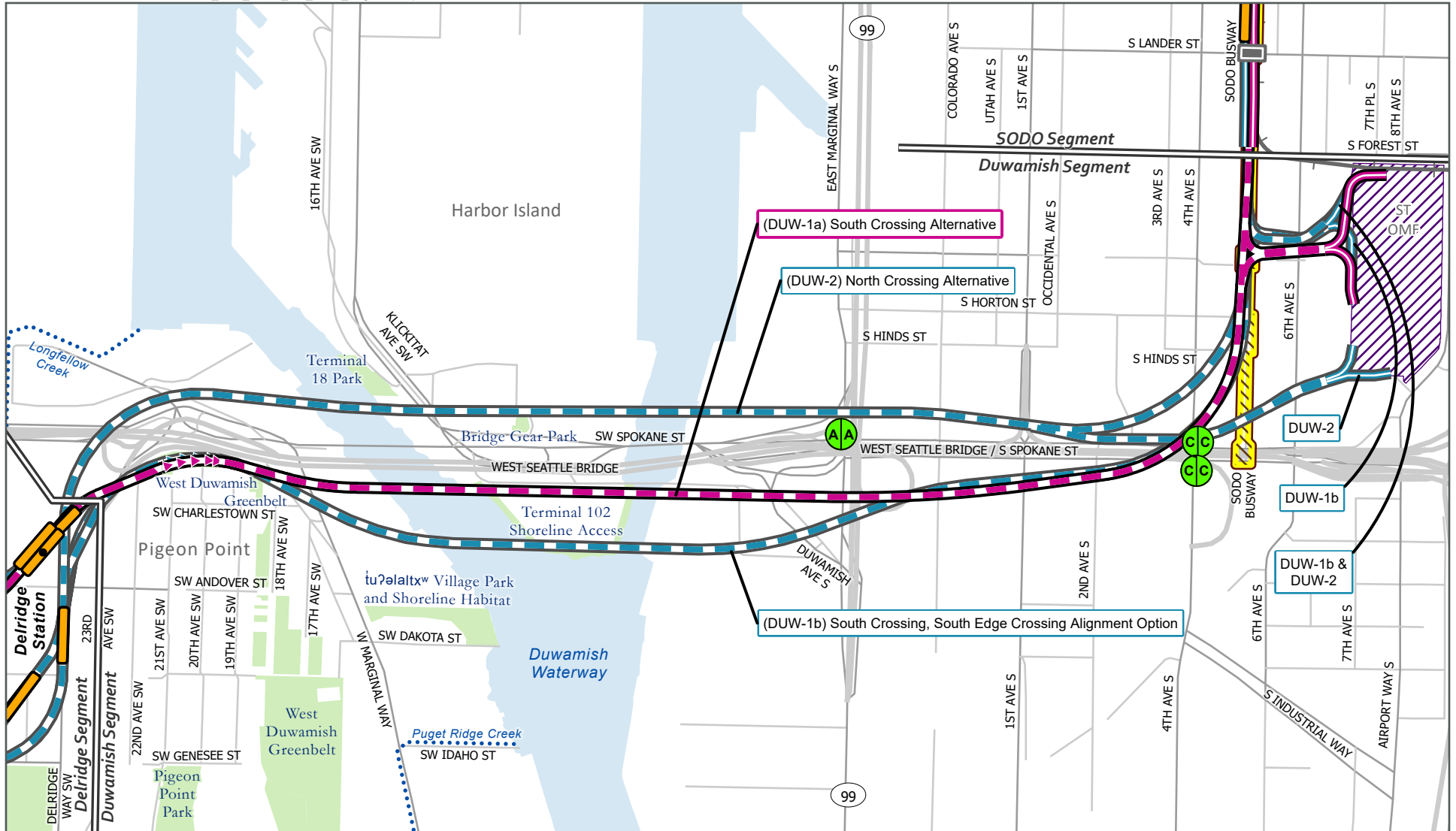


- A-C
- D
- E-F

## N.1C-6 Alternative SODO-2 2042 A.M. Peak Hour Intersection Level of Service (L.O.S.) SODO Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Other Alternatives**

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

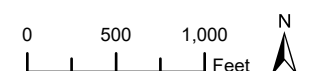
**Intersection Level of Service**



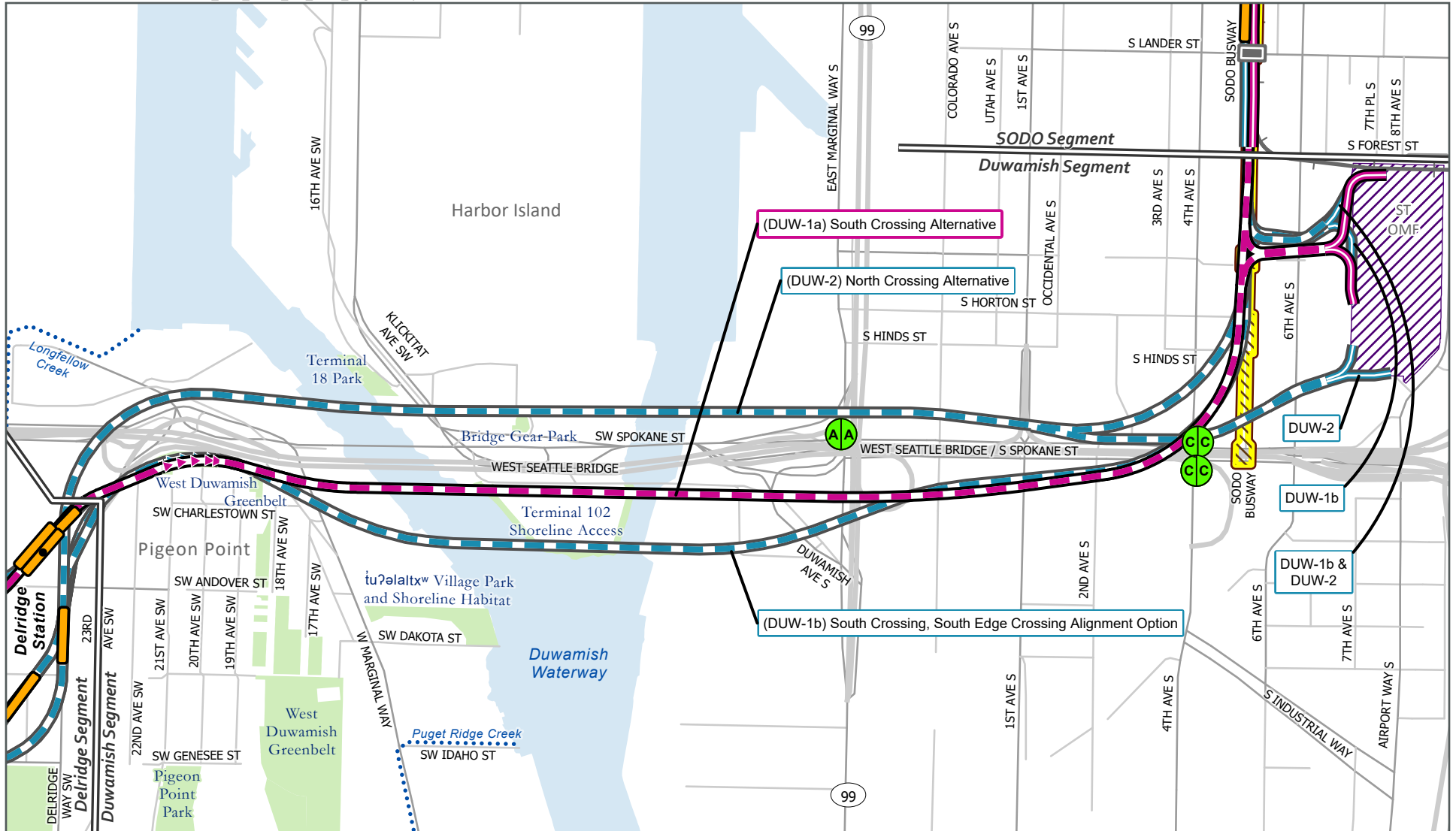
- A-C
- D
- E-F

**N.1C-7  
Alternative SODO-1a  
2042 P.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
Duwamish Segment**

*West Seattle Link Extension*







Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Other Alternatives**

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

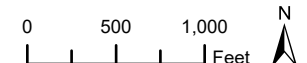
**Intersection Level of Service**



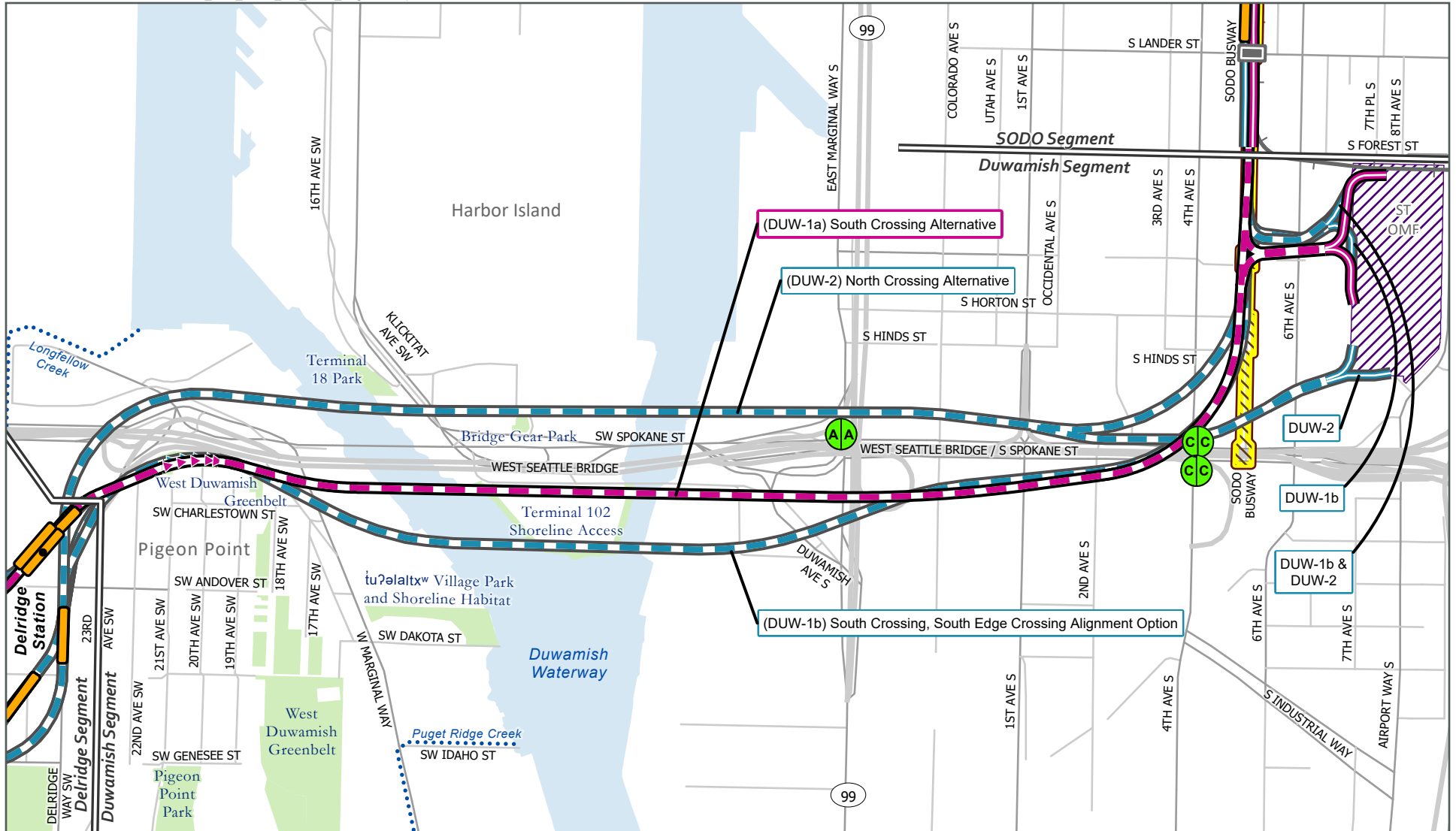
- A-C
- D
- E-F

**N.1C-9**  
**Option SODO-1b**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**Duwamish Segment**

*West Seattle Link Extension*







Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

Station (● Indicates Preferred Alternative)

New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

D

E-F

N.1C-11

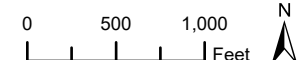
Alternative SODO-2

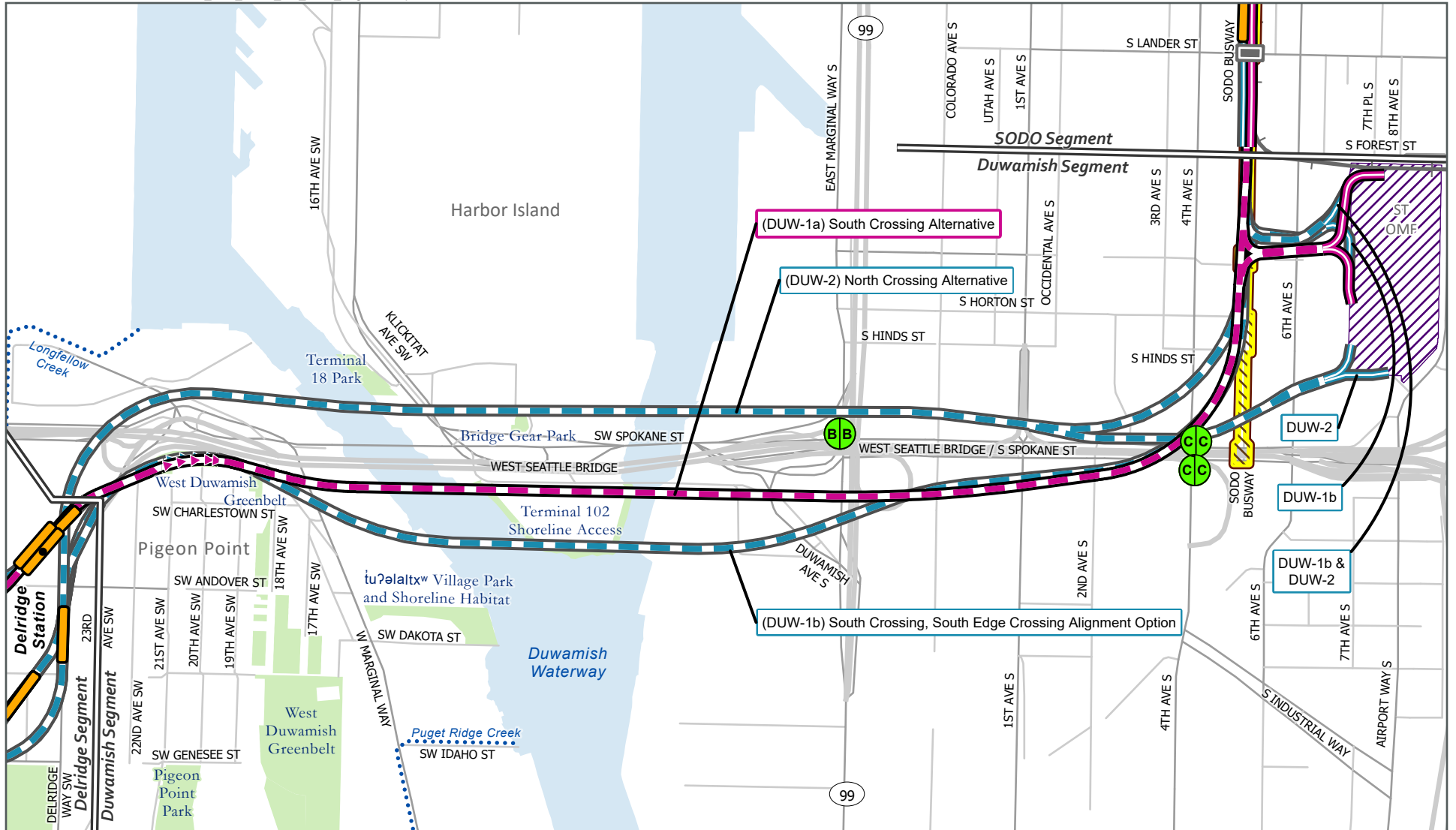
2042 P.M. Peak Hour Intersection

Level of Service (L.O.S.)

Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Other Alternatives**

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

**Intersection Level of Service**



- A-C
- D
- E-F

N.1C-12

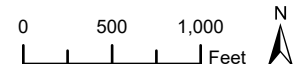
**Alternative SODO-2**

**2042 A.M. Peak Hour Intersection**

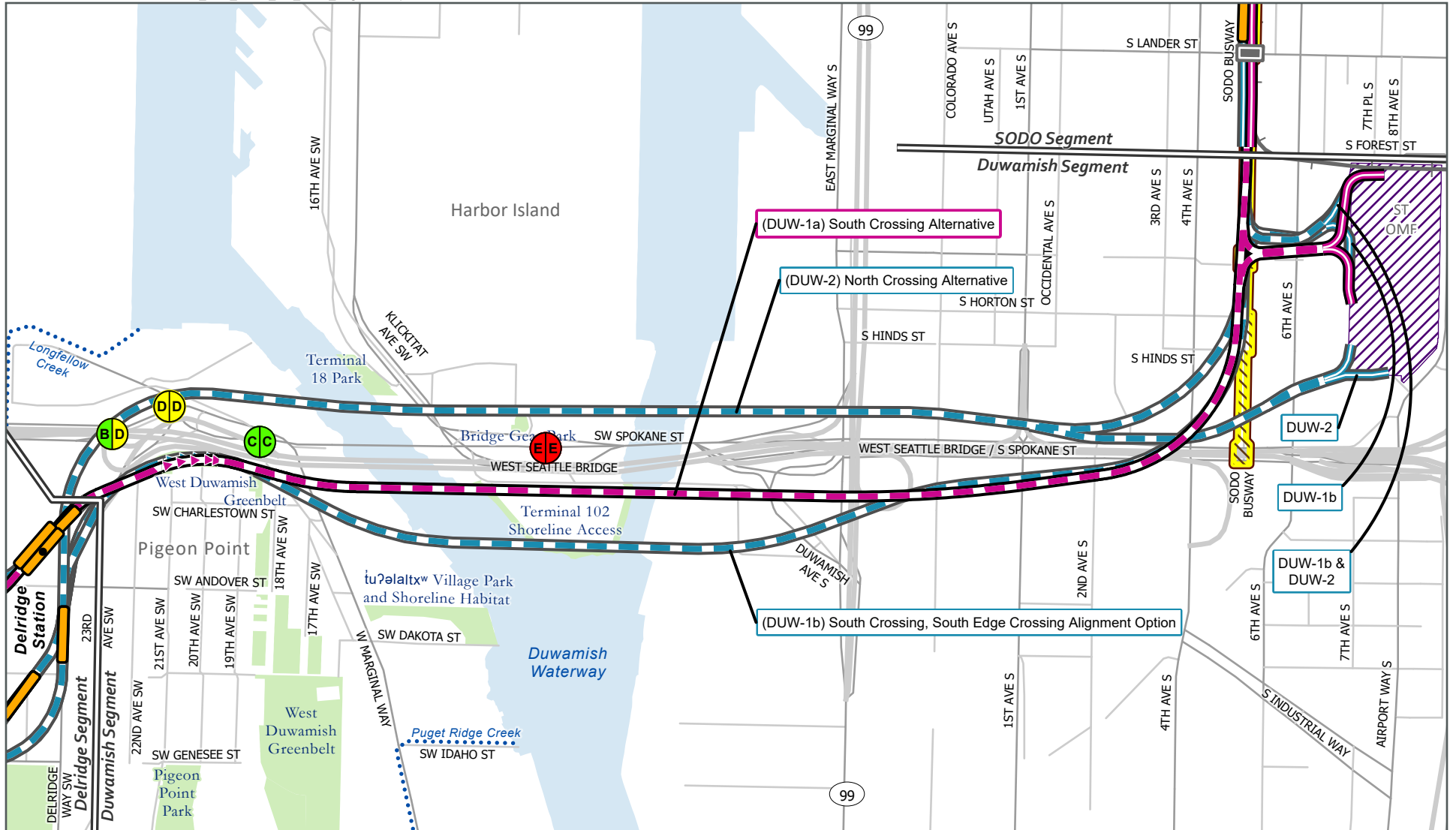
**Level of Service (L.O.S.)**

**Duwamish Segment**

*West Seattle Link Extension*







Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

Station (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

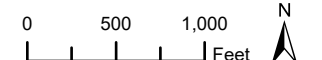
D

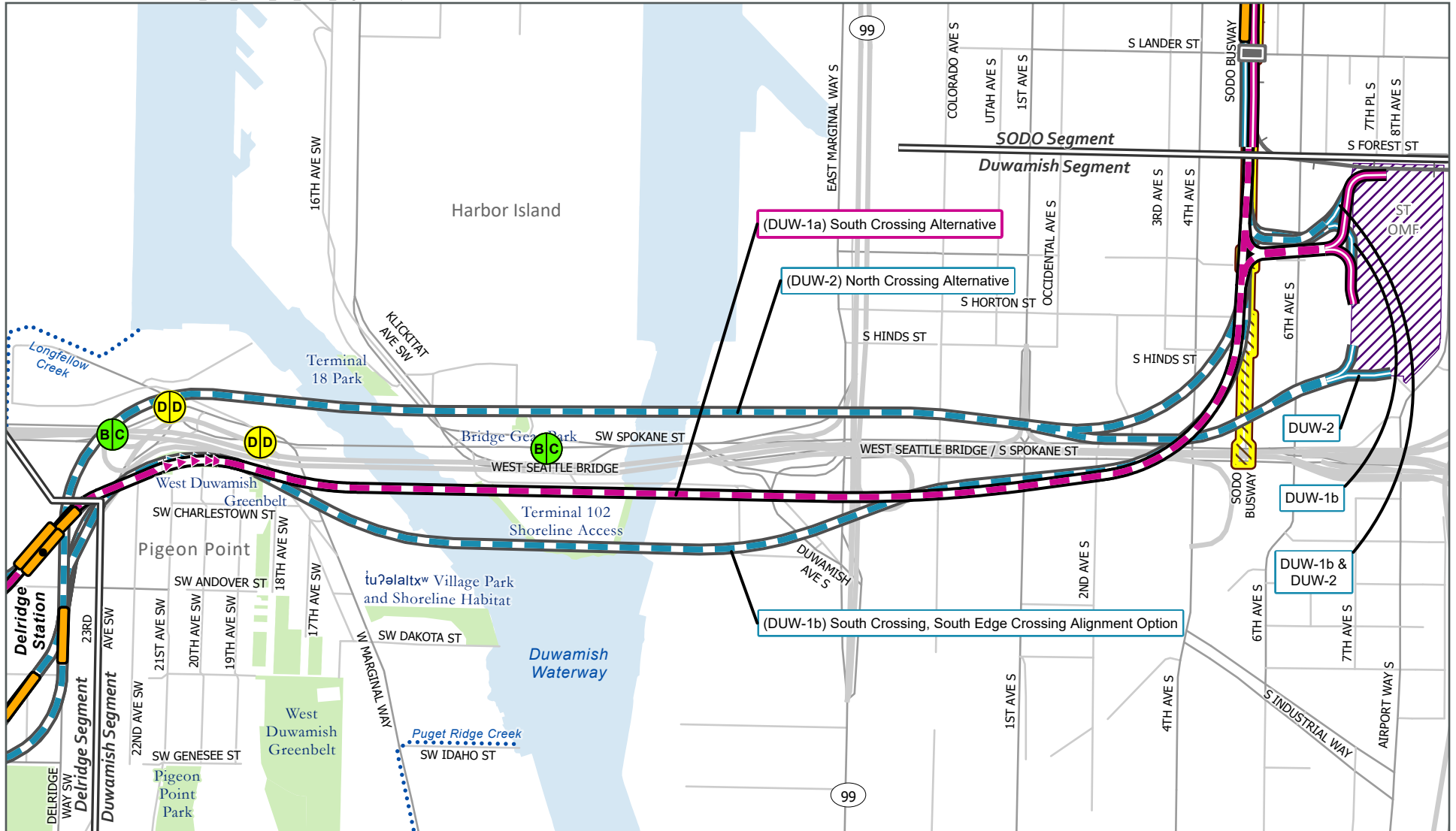
E-F

N.1C-14

## Alternative DEL-1a 2042 A.M. Peak Hour Intersection Level of Service (L.O.S.) Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

Station (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

D

E-F

N.1C-15

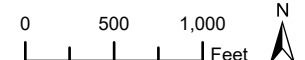
Option DEL-1b

2042 P.M. Peak Hour Intersection

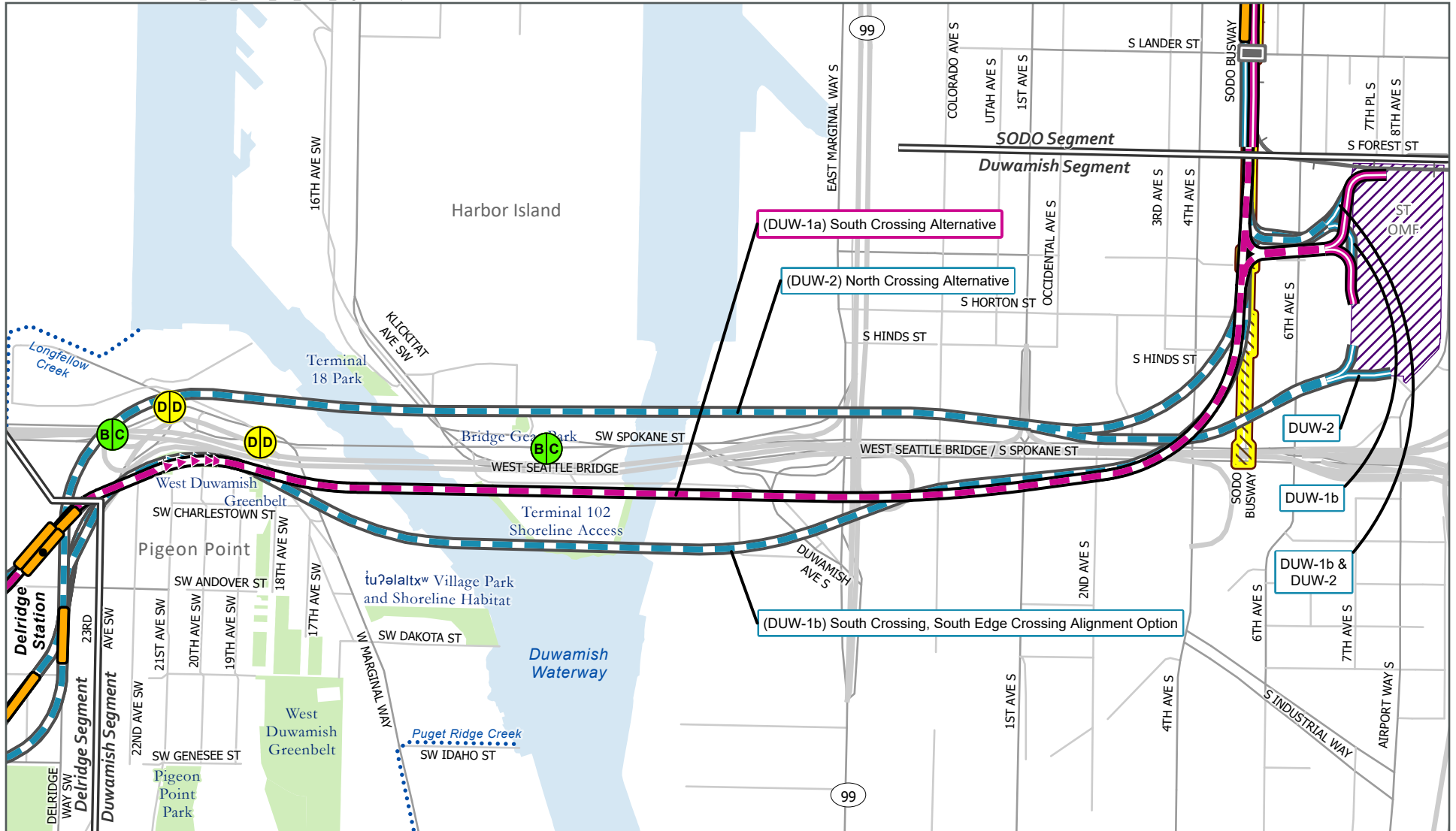
Level of Service (L.O.S.)

Duwamish Segment

West Seattle Link Extension







Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

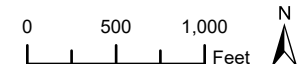
D

E-F

N.1C-17



## Alternative DEL-2a 2042 P.M. Peak Hour Intersection Level of Service (L.O.S.) Duwamish Segment


West Seattle Link Extension








**Preferred Alternative**

 Elevated  Retained Cut


 At-Grade


**Other Alternatives**


 Elevated  Retained Cut


 At-Grade


**Station (● Indicates Preferred Alternative)**


 New


 Segment Line


 Existing Link Light Rail

 SODO Busway

 Proposed Overpass

 Sound Transit Operations and Maintenance Facility (ST OMF)

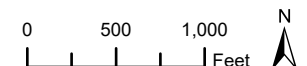
 Piped Stream

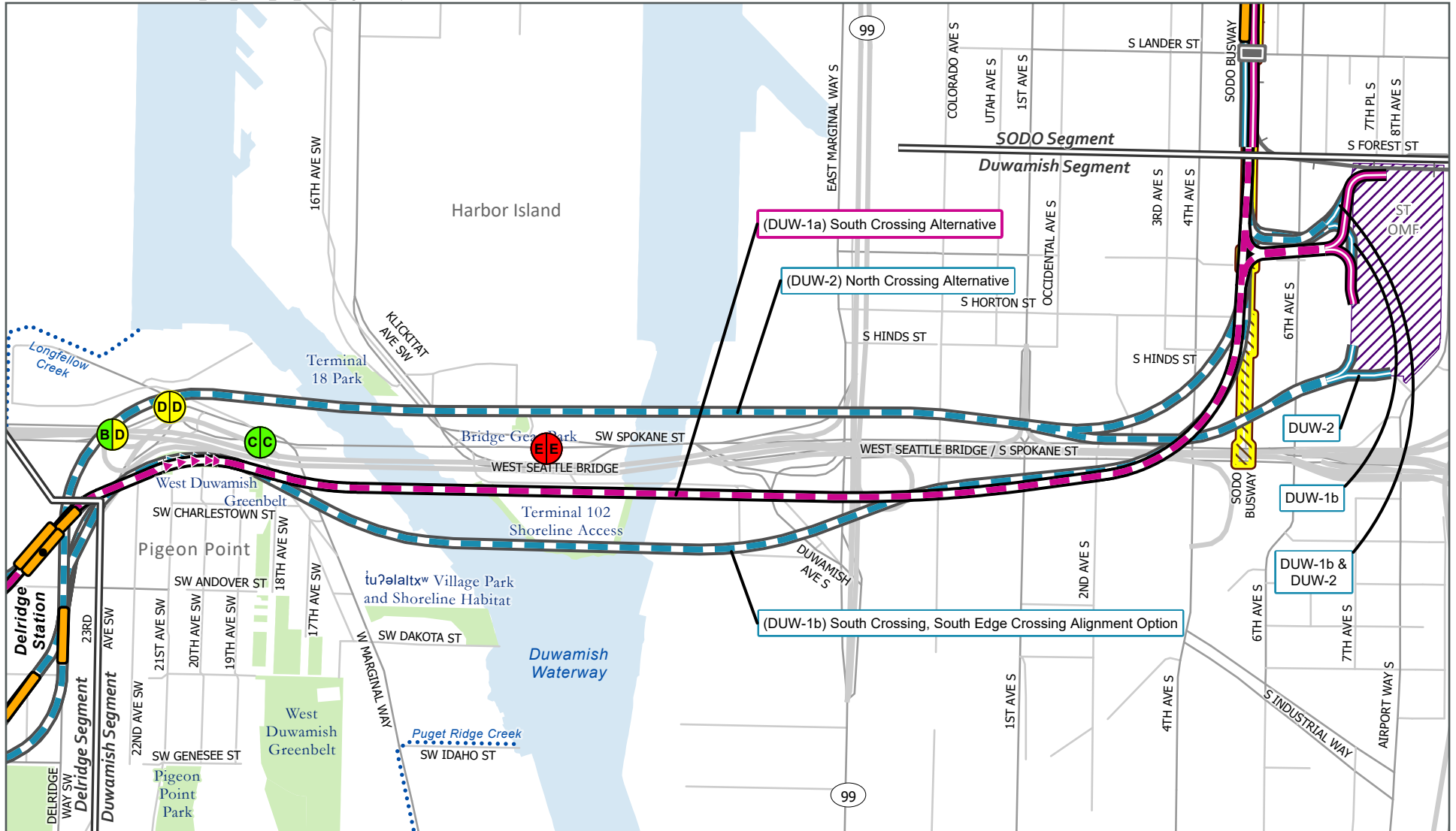
 Park



● A-C  
● D  
● E-F

## West Seattle Link Extension





Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

D

E-F

N.1C-20

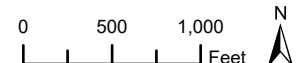
**Option DEL-2b**

**2042 A.M. Peak Hour Intersection**

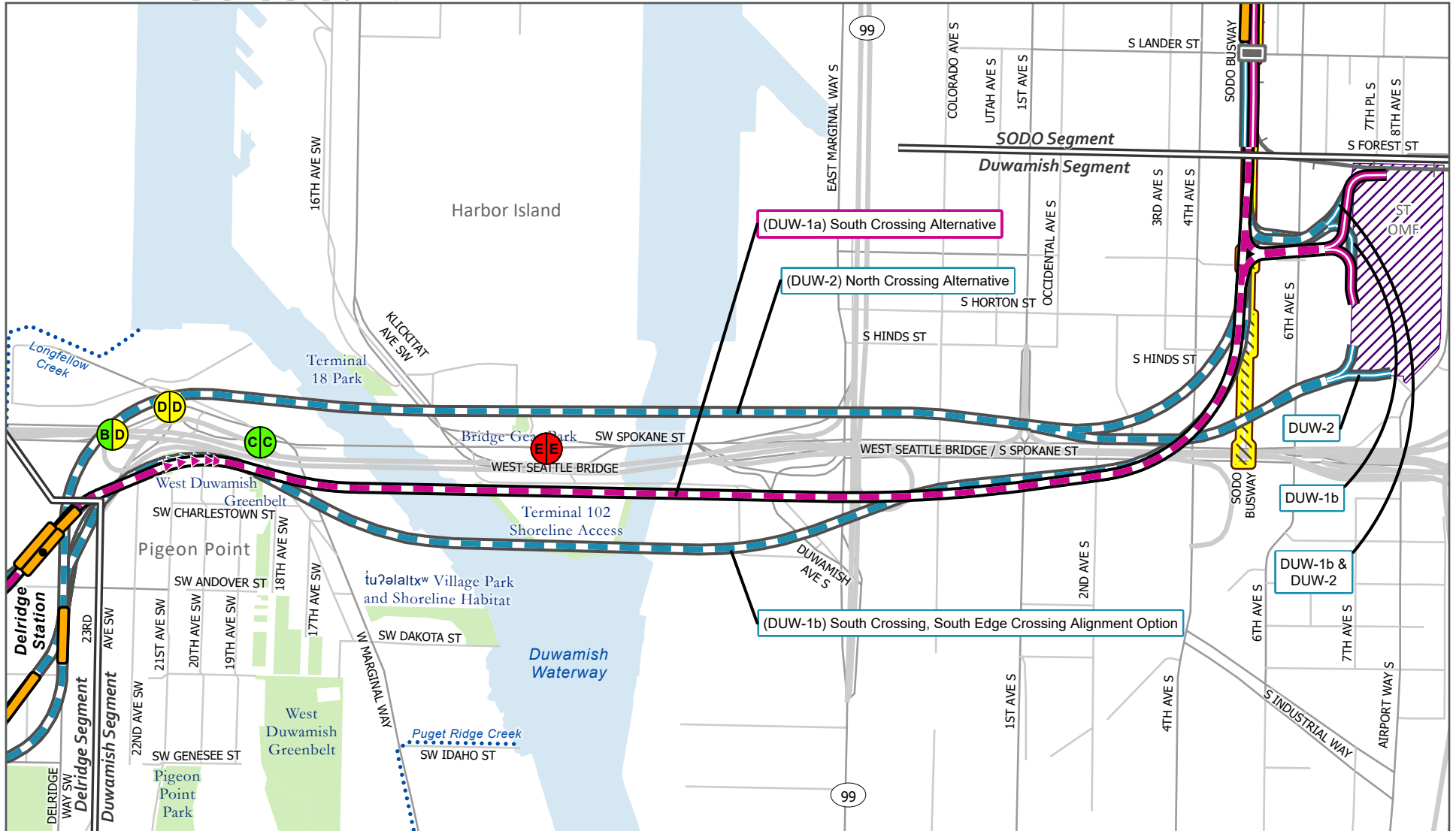
**Level of Service (L.O.S.)**

**Duwamish Segment**

*West Seattle Link Extension*







Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

Station (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

D

E-F

N.1C-22

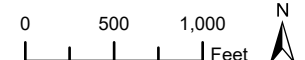
**Alternative DEL-3**

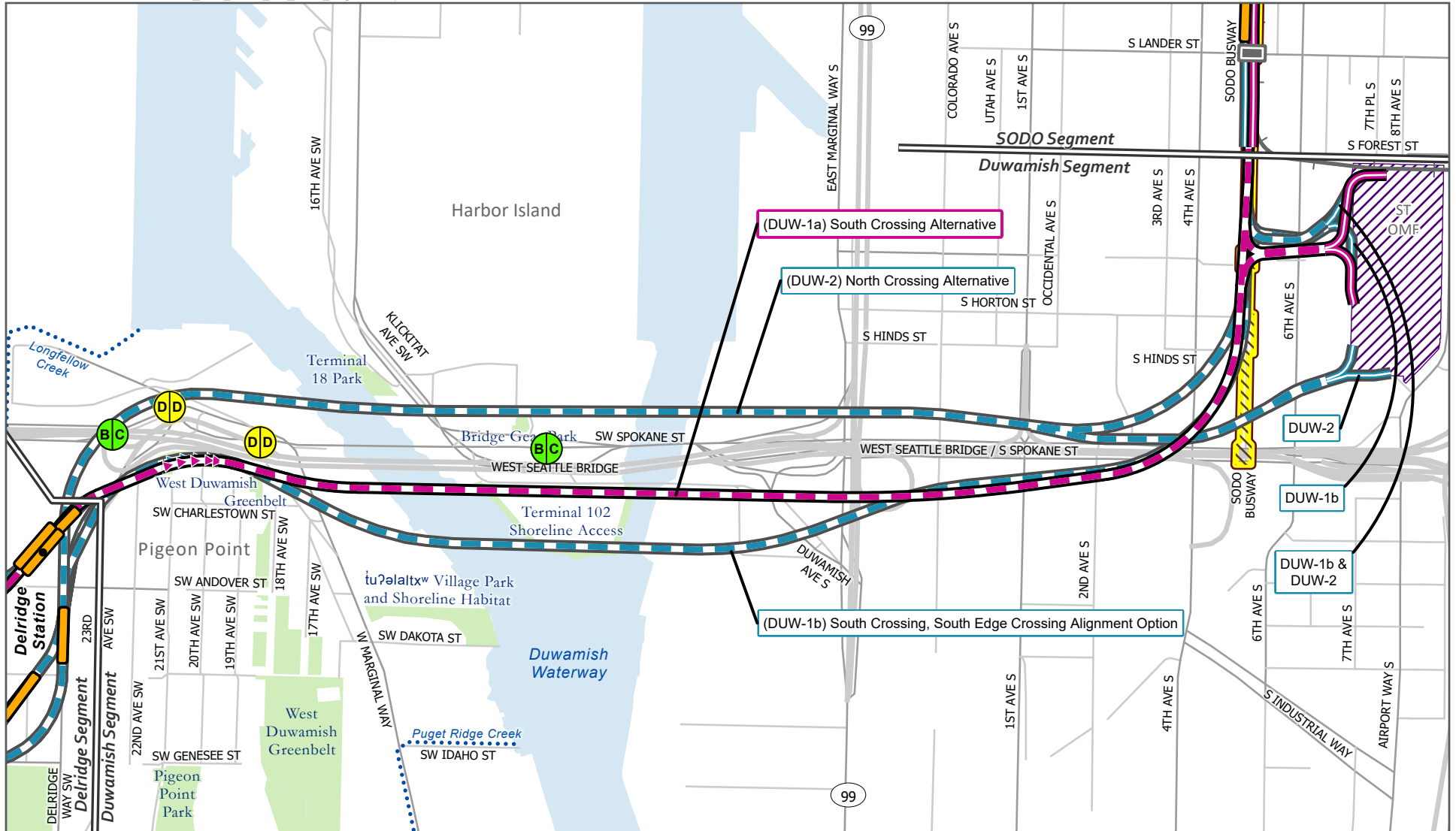
**2042 A.M. Peak Hour Intersection**

**Level of Service (L.O.S.)**

**Duwamish Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

D

E-F

N.1C-23

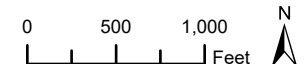
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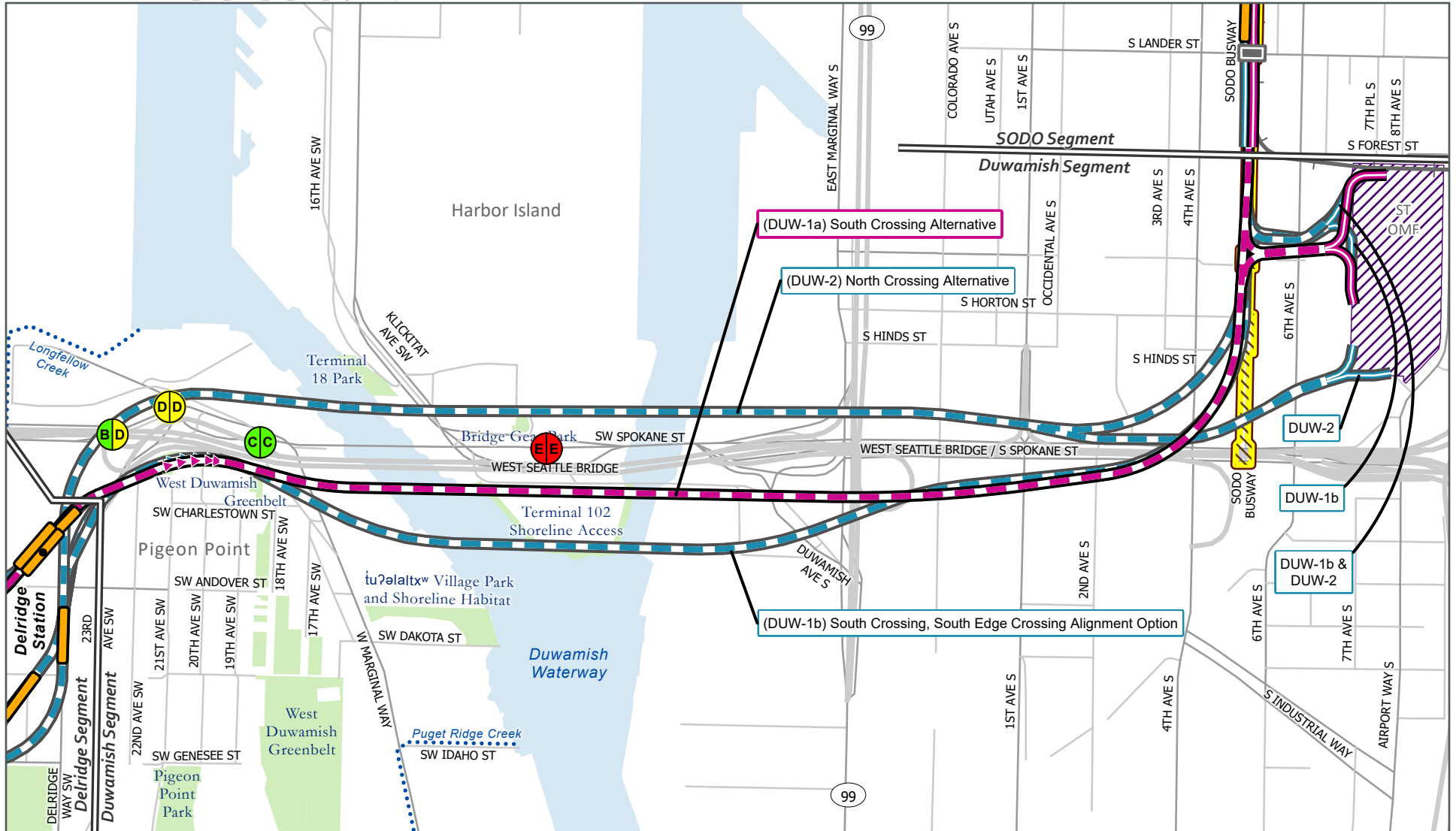
**2042 P.M. Peak Hour Intersection**

**Level of Service (L.O.S.)**

**Duwamish Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

Station (● Indicates Preferred Alternative)

New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

D

E-F

N.1C-24

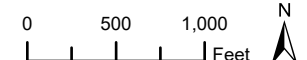
Alternative DEL-4

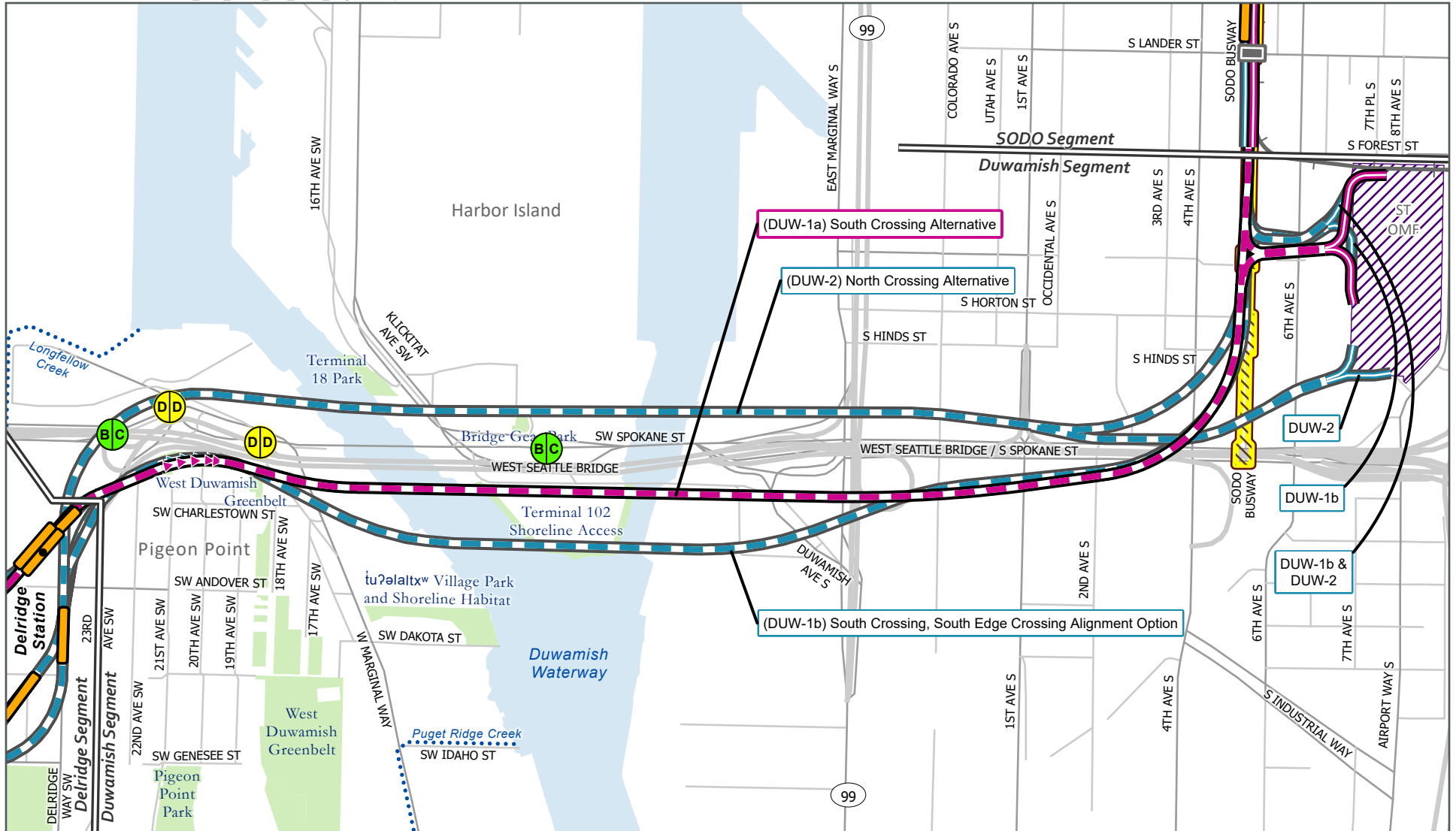
2042 A.M. Peak Hour Intersection

Level of Service (L.O.S.)

Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Other Alternatives**

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

N.1C-25

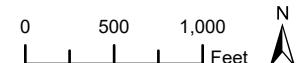
**Alternative DEL-5**

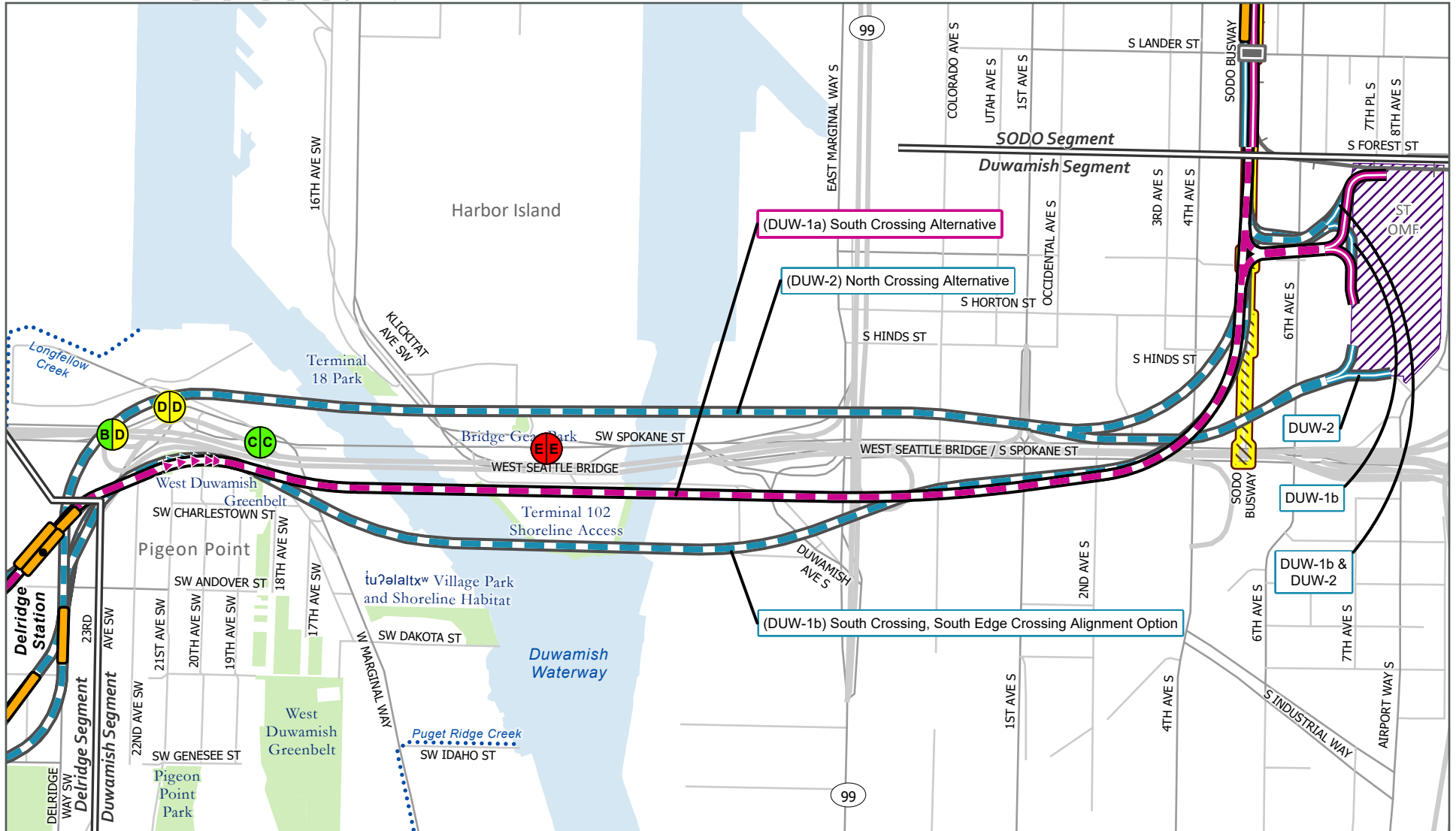
**2042 P.M. Peak Hour Intersection**

**Level of Service (L.O.S.)**

**Duwamish Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Other Alternatives**

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

N.1C-26

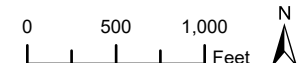
**Alternative DEL-5**

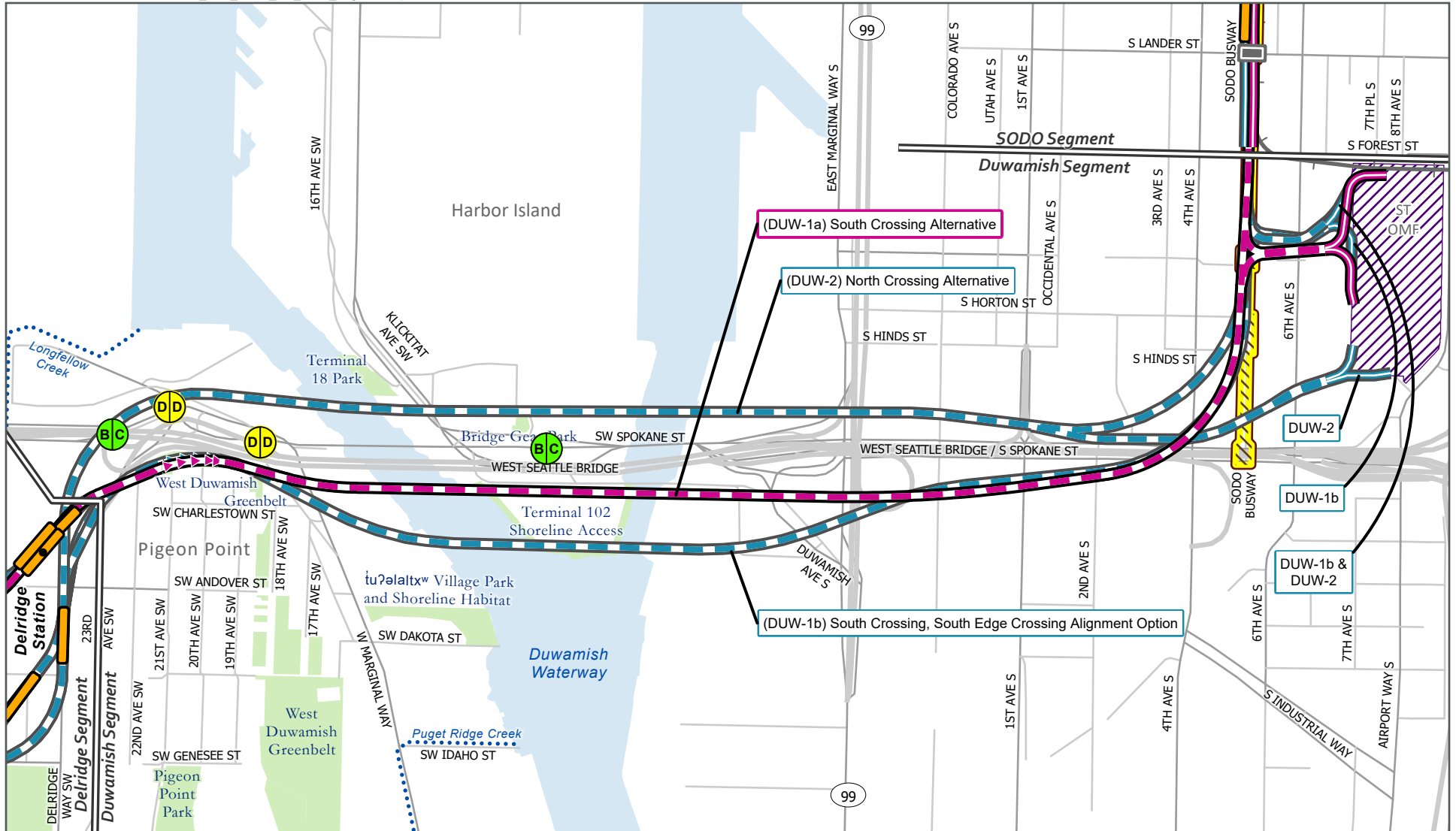
**2042 A.M. Peak Hour Intersection**

**Level of Service (L.O.S.)**

**Duwamish Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Other Alternatives**

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

**Intersection Level of Service**



A-C

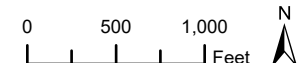
D

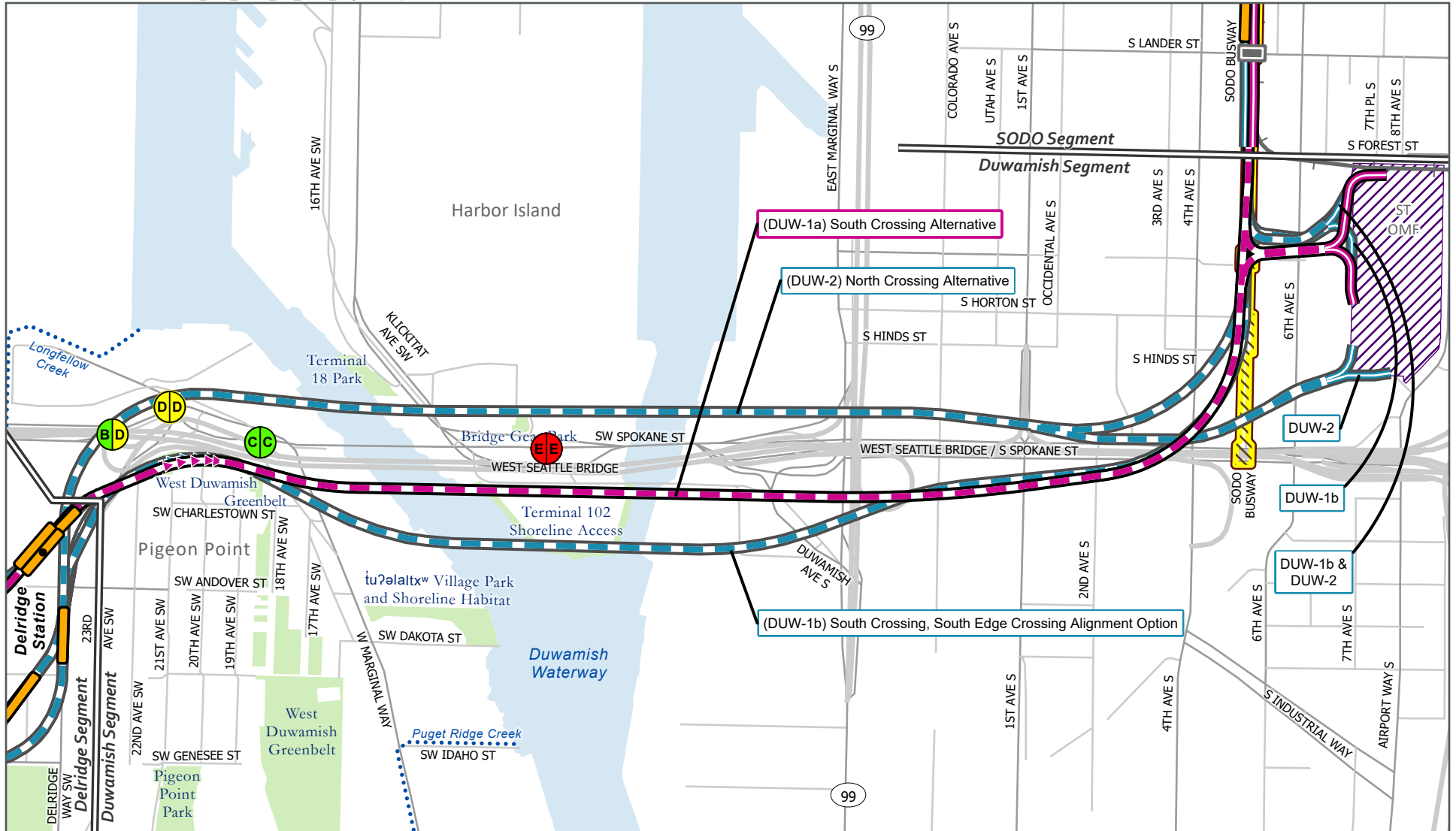
E-F

N.1C-27

**Alternative DEL-6a**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**Duwamish Segment**

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Other Alternatives**

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

**Intersection Level of Service**



A-C

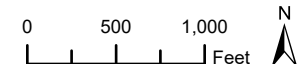
D

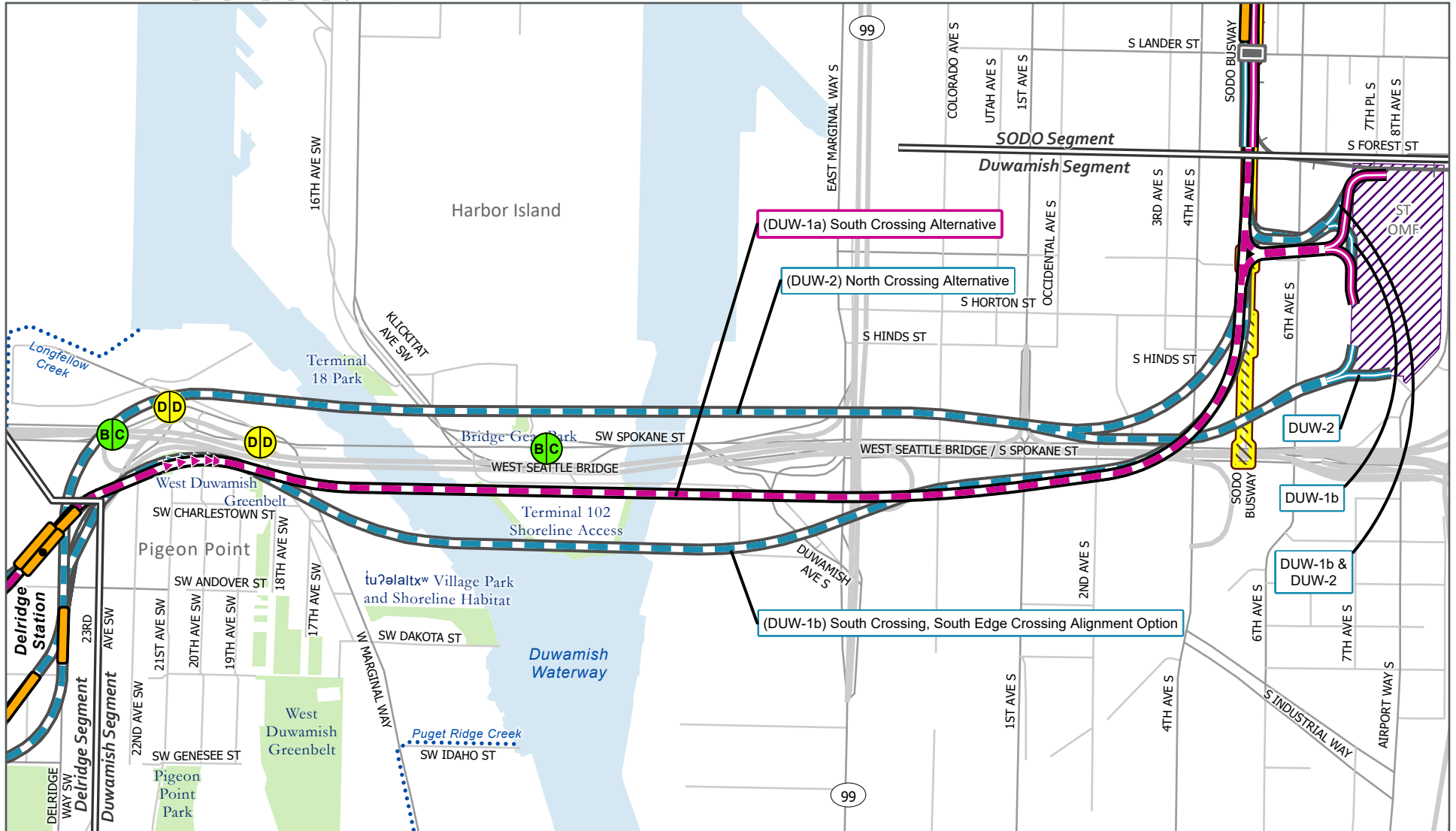
E-F

N.1C-28

**Alternative DEL-6a**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**Duwamish Segment**

West Seattle Link Extension





Source: City of Seattle, King County (2023).

#### Preferred Alternative

- Elevated
- At-Grade
- Retained Cut

#### Other Alternatives

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

#### Intersection Level of Service



A-C

D

E-F

N.1C-29

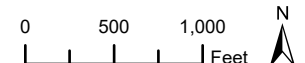
#### Alternative DEL-7

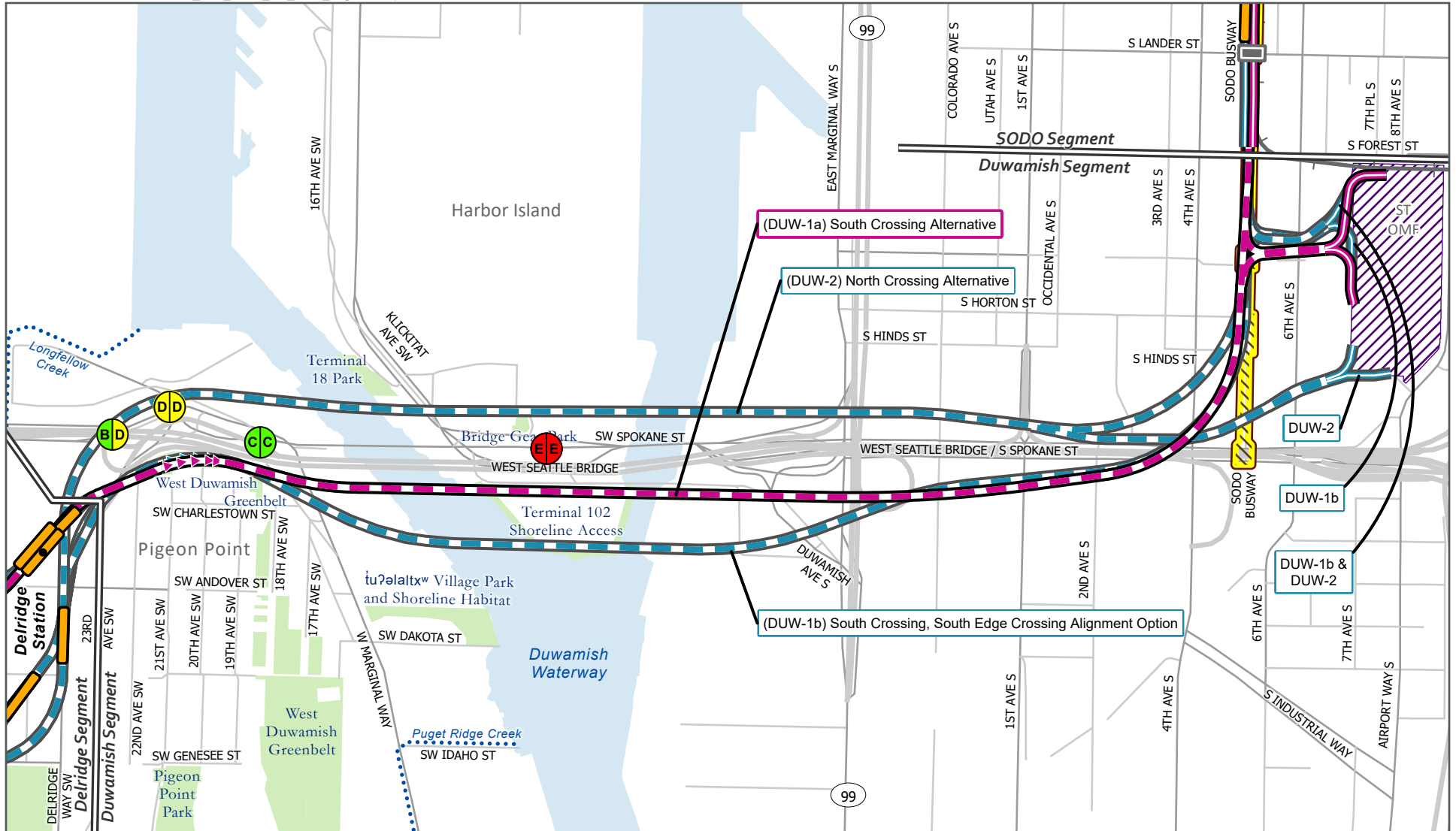
2042 P.M. Peak Hour Intersection

Level of Service (L.O.S.)

Duwamish Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Preferred Alternative**

- Elevated
- At-Grade
- Retained Cut

**Other Alternatives**

- Elevated
- At-Grade
- Retained Cut

**Station** (● Indicates Preferred Alternative)

- New

Segment Line

Existing Link Light Rail

SODO Busway

Proposed Overpass

Sound Transit Operations and Maintenance Facility (ST OMF)

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

N.1C-30

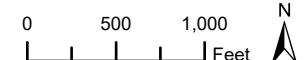
**Alternative DEL-7**

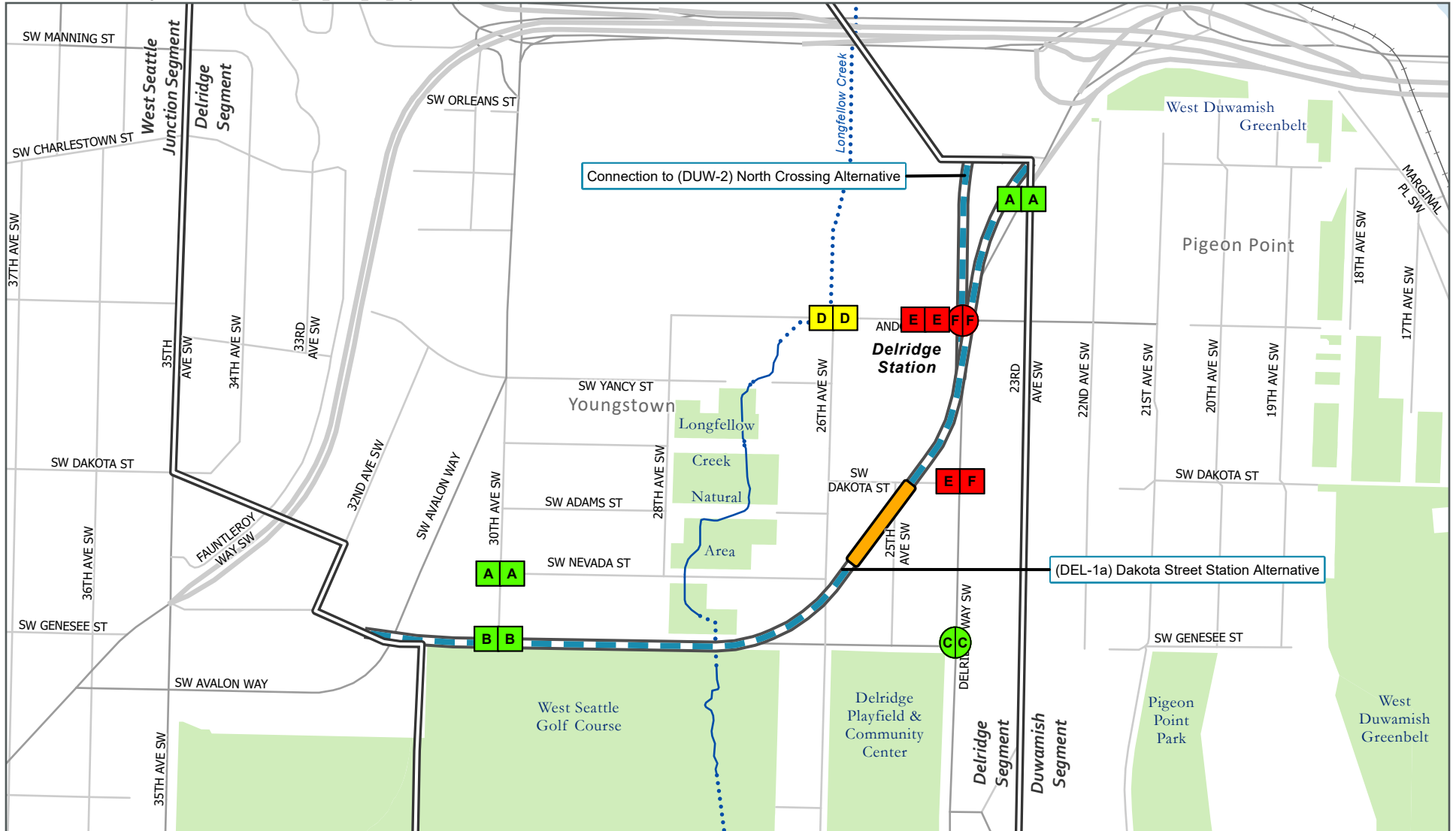
**2042 A.M. Peak Hour Intersection**

**Level of Service (L.O.S.)**

**Duwamish Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Elevated

**Station**

New

Segment Line

Railroad

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

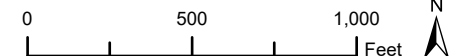
**Intersection Type**

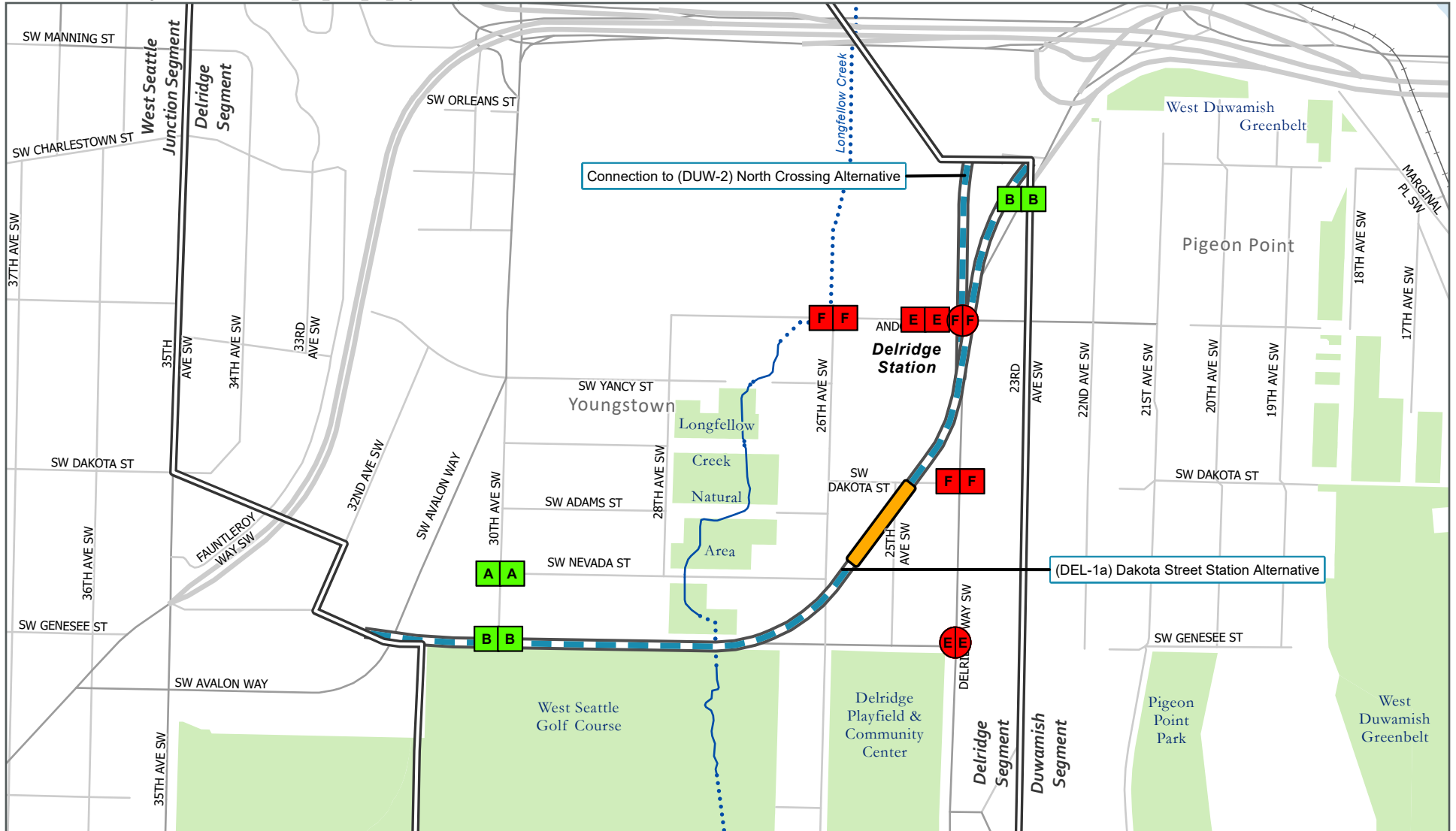
Stop-Controlled

Signalized

N.1C-31  
**Alternative DEL-1a**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**Delridge Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Elevated

**Station**

New

Segment Line

Railroad

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

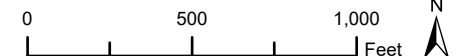
**Intersection Type**

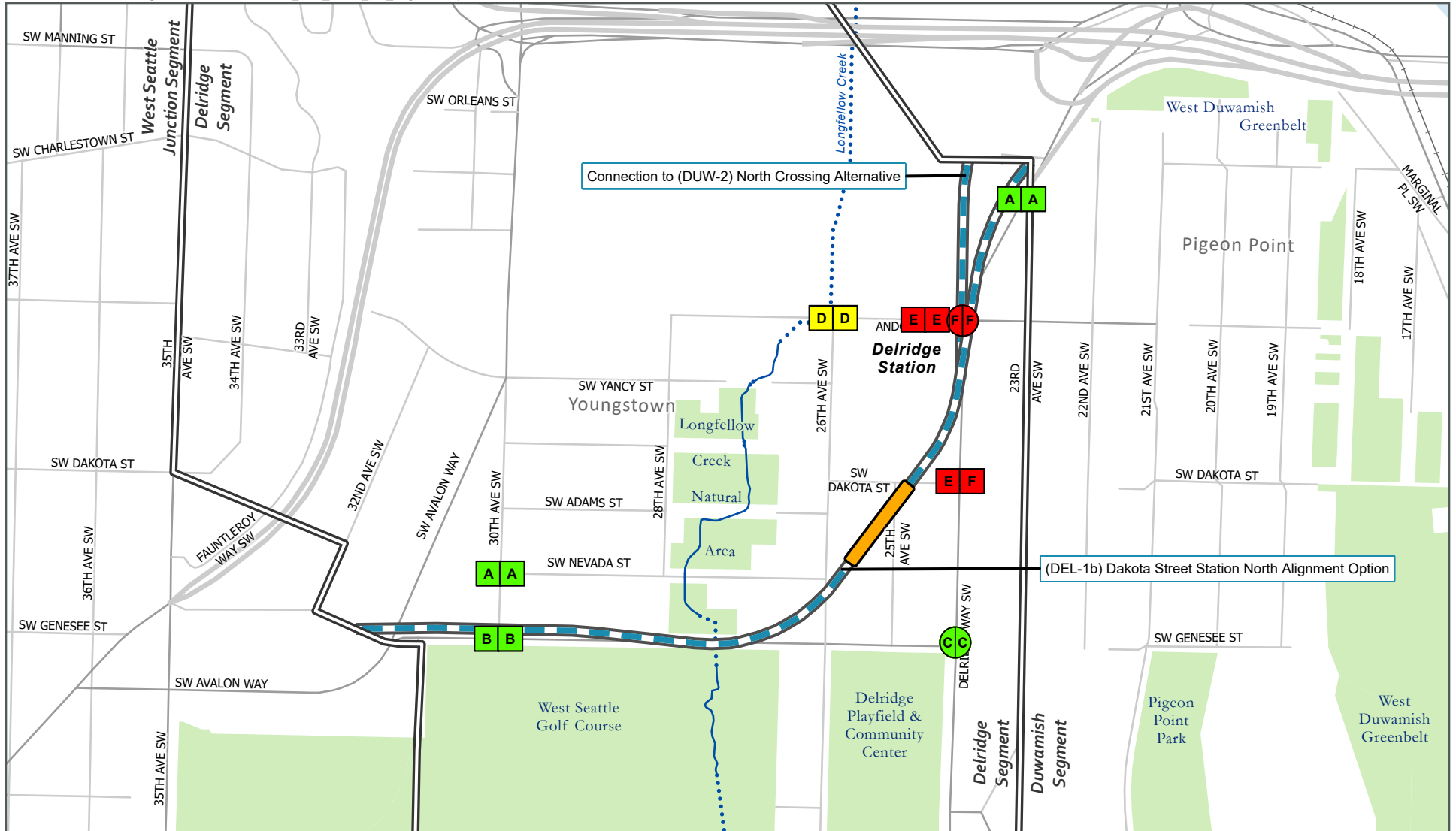
Stop-Controlled

Signalized

N.1C-32  
**Alternative DEL-1a**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
 Delridge Segment

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Elevated

**Station**

New

Segment Line

Railroad

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

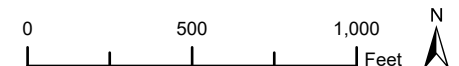
**Intersection Type**

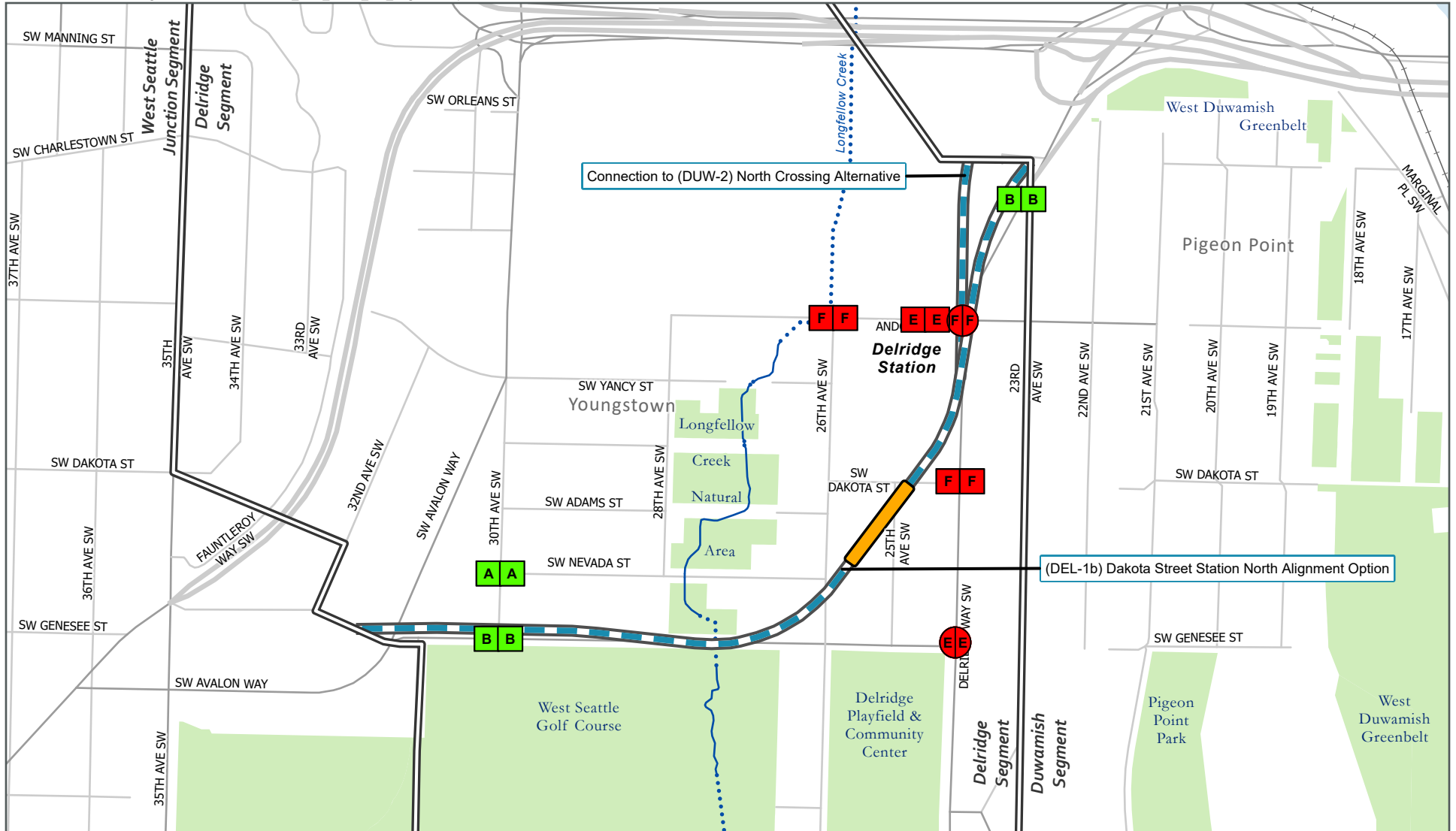
Stop-Controlled

Signalized

N.1C-33  
**Option DEL-1b**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
 Delridge Segment

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Elevated

**Station**

New

Segment Line

Railroad

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

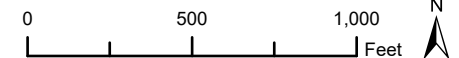
**Intersection Type**

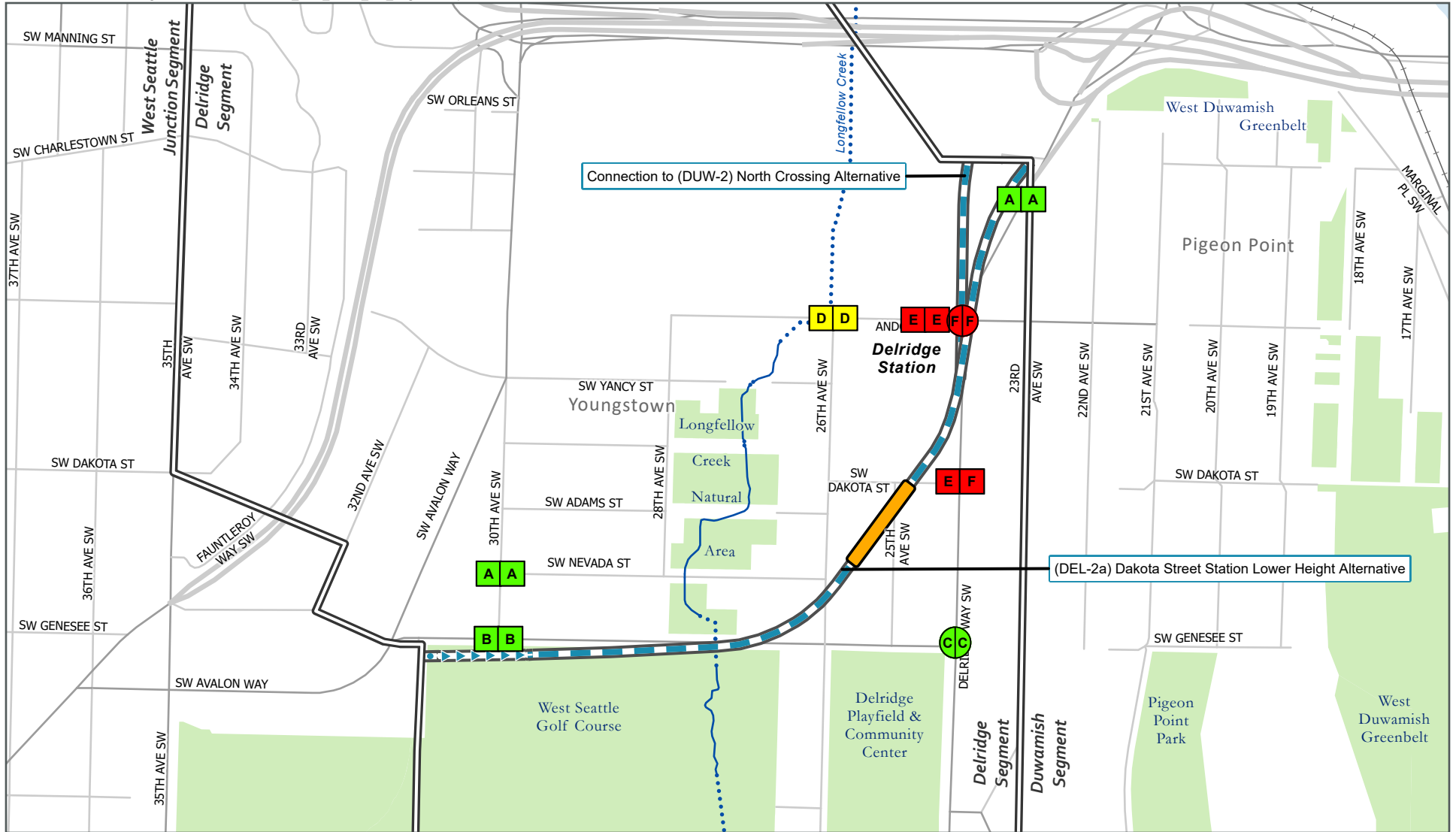
Stop-Controlled

Signalized

N.1C-34  
**Option DEL-1b**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
Delridge Segment

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

- Elevated
  - At-Grade
  - Tunnel
  - Retained Cut
- Segment Line
  - Railroad
  - Stream
  - Piped Stream
  - Park

**Station**

- New

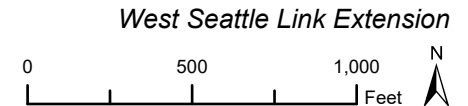
**Intersection Level of Service**

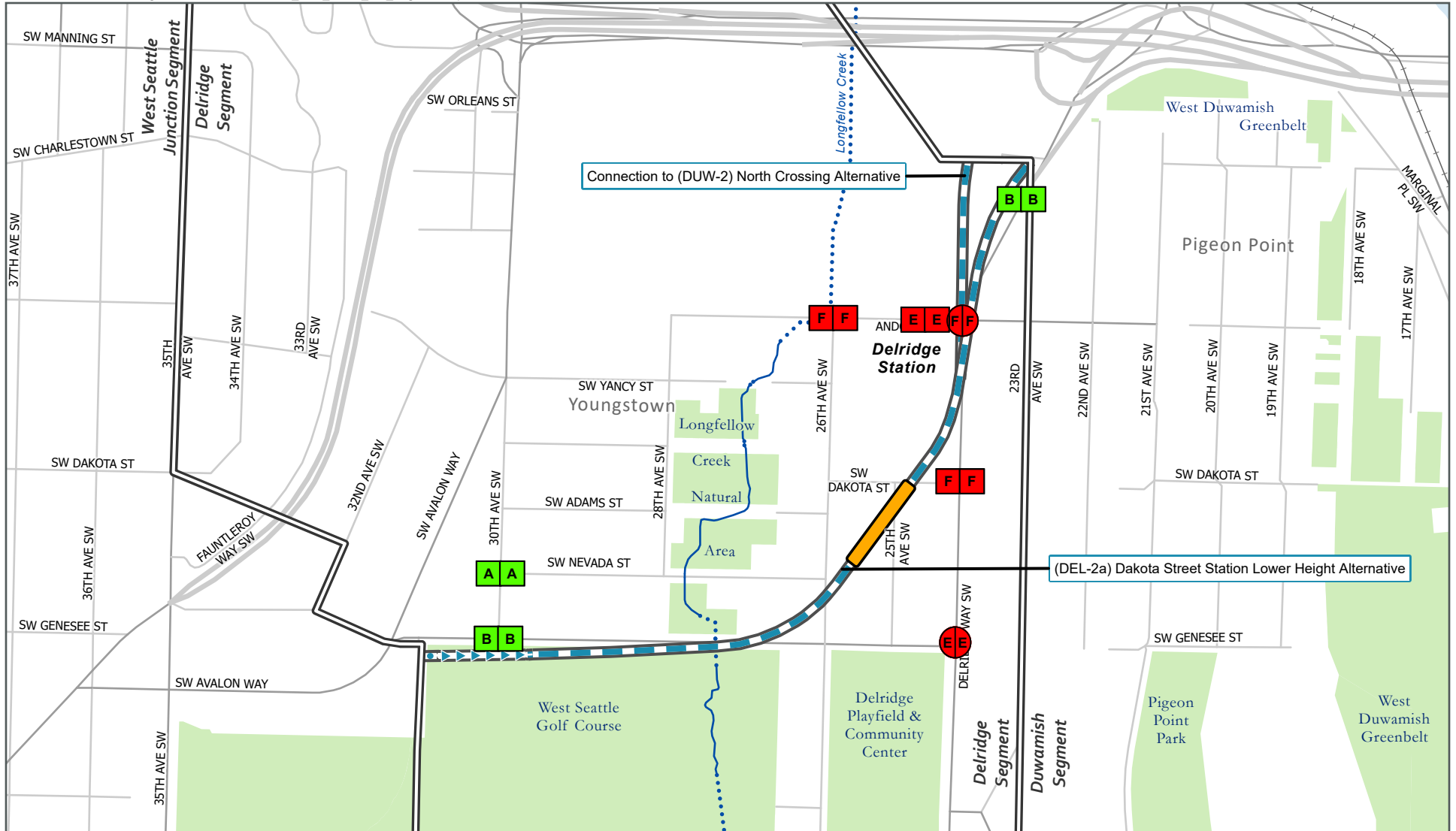
- A-C
- D
- E-F

**Intersection Type**

- Stop-Controlled
- Signalized


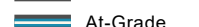
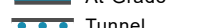
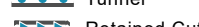



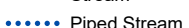
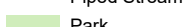
**N.1C-35  
Alternative DEL-2a  
2042 P.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
Delridge Segment**





Source: City of Seattle, King County (2023).

#### Other Alternative

-  Elevated
-  At-Grade
-  Tunnel
-  Retained Cut
-  Segment Line
-  Railroad
-  Stream
-  Piped Stream
-  Park



#### Station

-  New

#### Intersection Level of Service

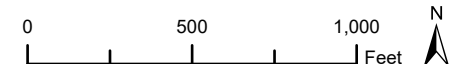
-  NB ALT
-  A-C
-  D
-  E-F

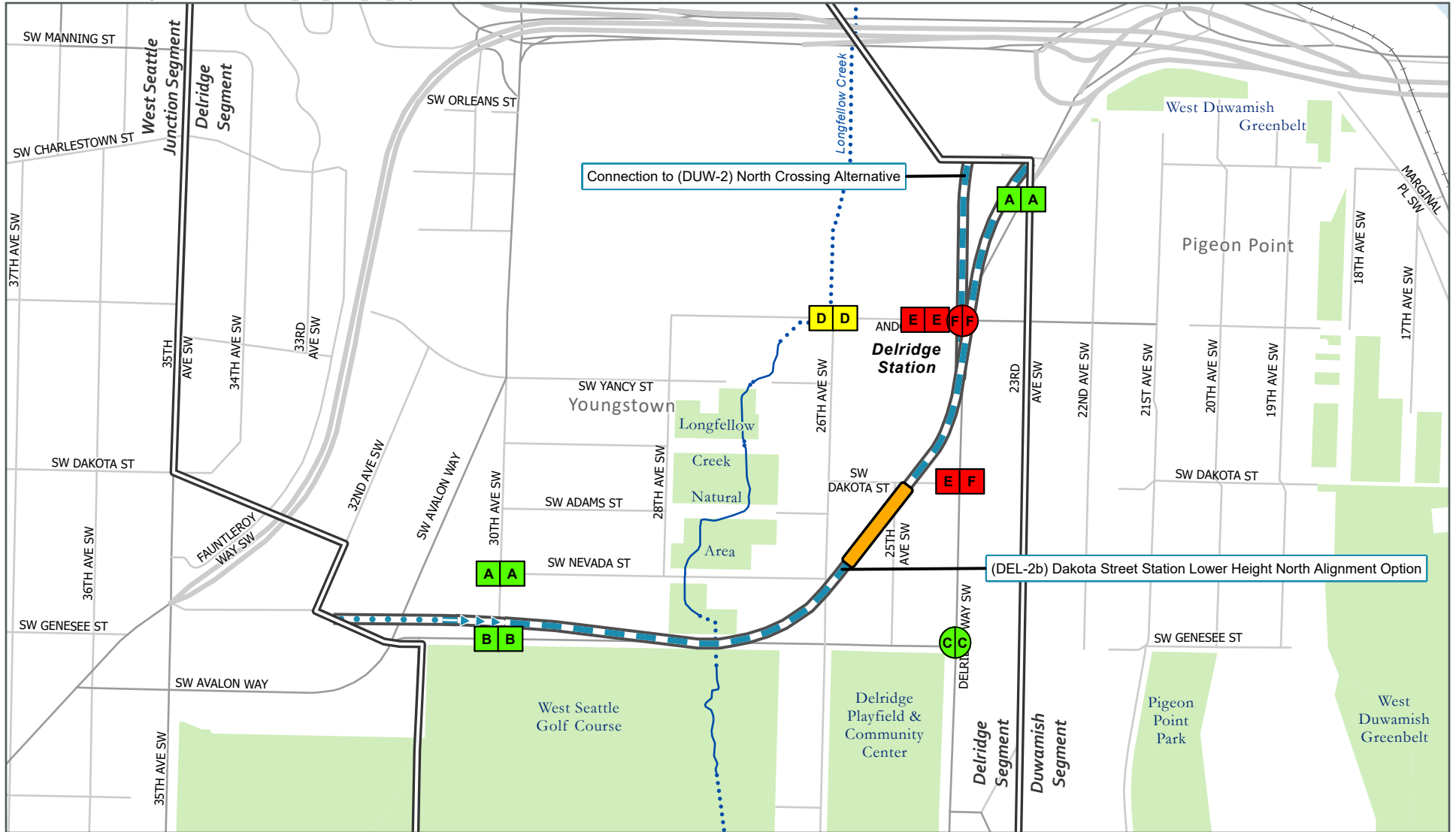
#### Intersection Type

-  Stop-Controlled
-  Signalized

## N.1C-36 Alternative DEL-2a 2042 A.M. Peak Hour Intersection Level of Service (L.O.S.) Delridge Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Other Alternative**

- Elevated
- At-Grade
- Tunnel
- Retained Cut

**Station**

- New

**Segment Line**

- Railroad
- Stream
- Piped Stream
- Park

**Intersection Level of Service**

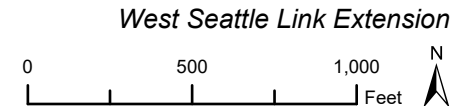


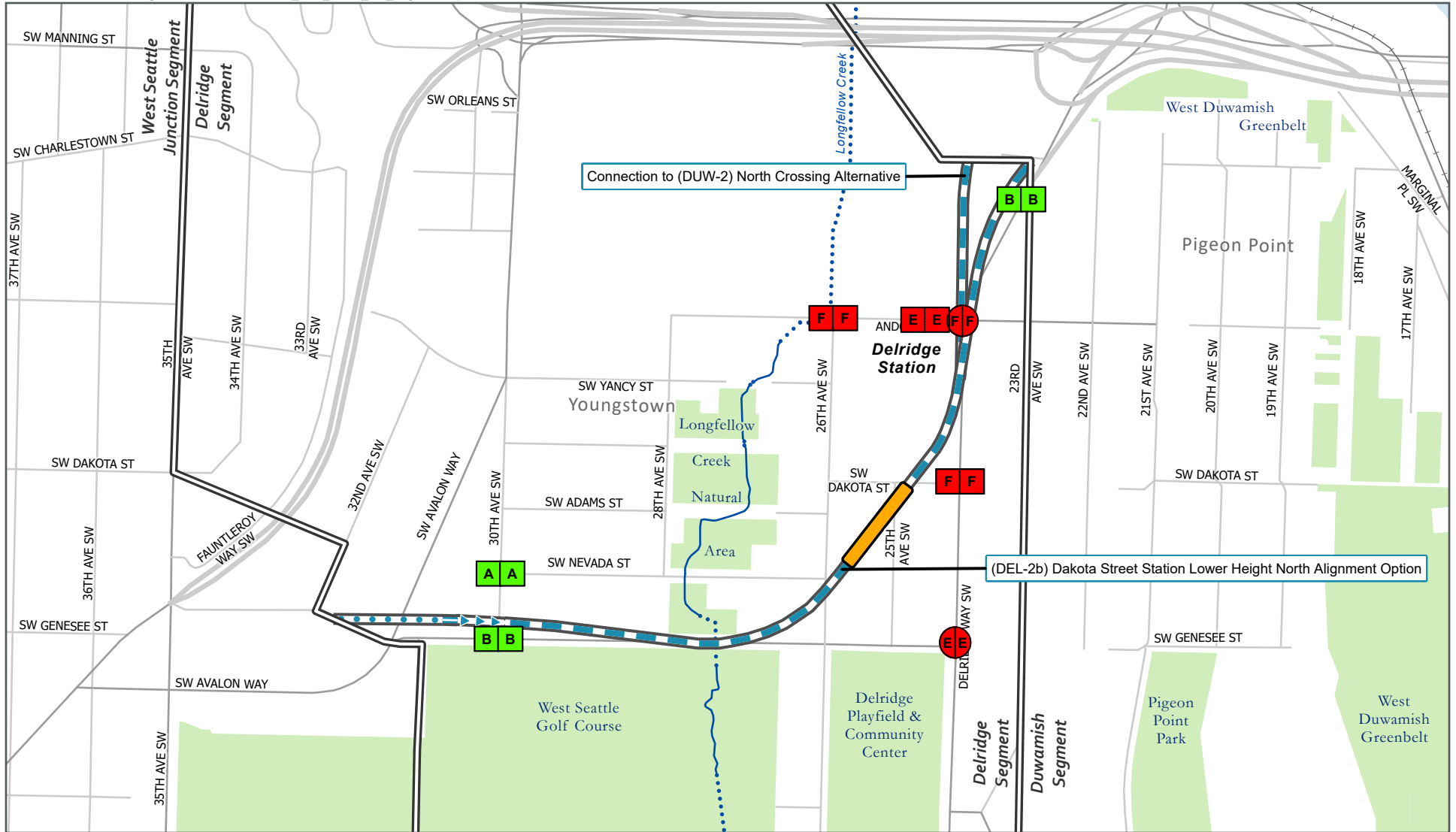
- A-C
- D
- E-F

**Intersection Type**

- Stop-Controlled
- Signalized

**N.1C-37  
Option DEL-2b  
2042 P.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
Delridge Segment**





Source: City of Seattle, King County (2023).

**Other Alternative**

- Elevated
- At-Grade
- Tunnel
- Retained Cut
- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

**Station**

- New

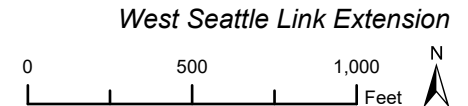
**Intersection Level of Service**

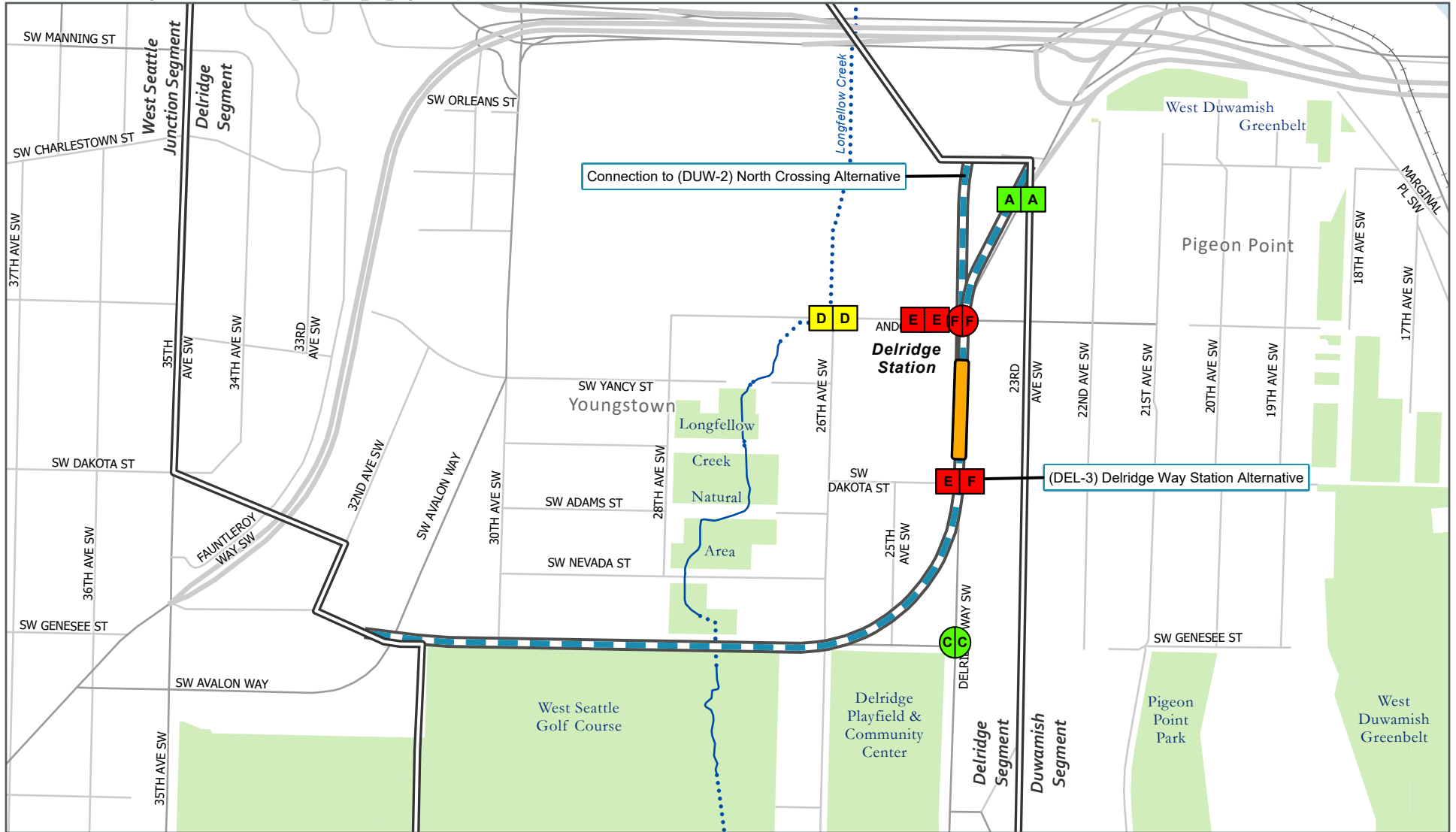
- NB ALT
- A-C
- D
- E-F

**Intersection Type**

- Stop-Controlled
- Signalized

**N.1C-38  
Option DEL-2b  
2042 A.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
Delridge Segment**





Source: City of Seattle, King County (2023).

**Other Alternative**


 Elevated

**Station**


 New

 Segment Line

 Railroad

 Stream

 Piped Stream

 Park

**Intersection Level of Service**



 A-C

 D

 E-F

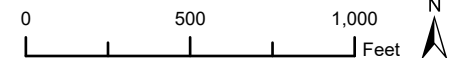
**Intersection Type**

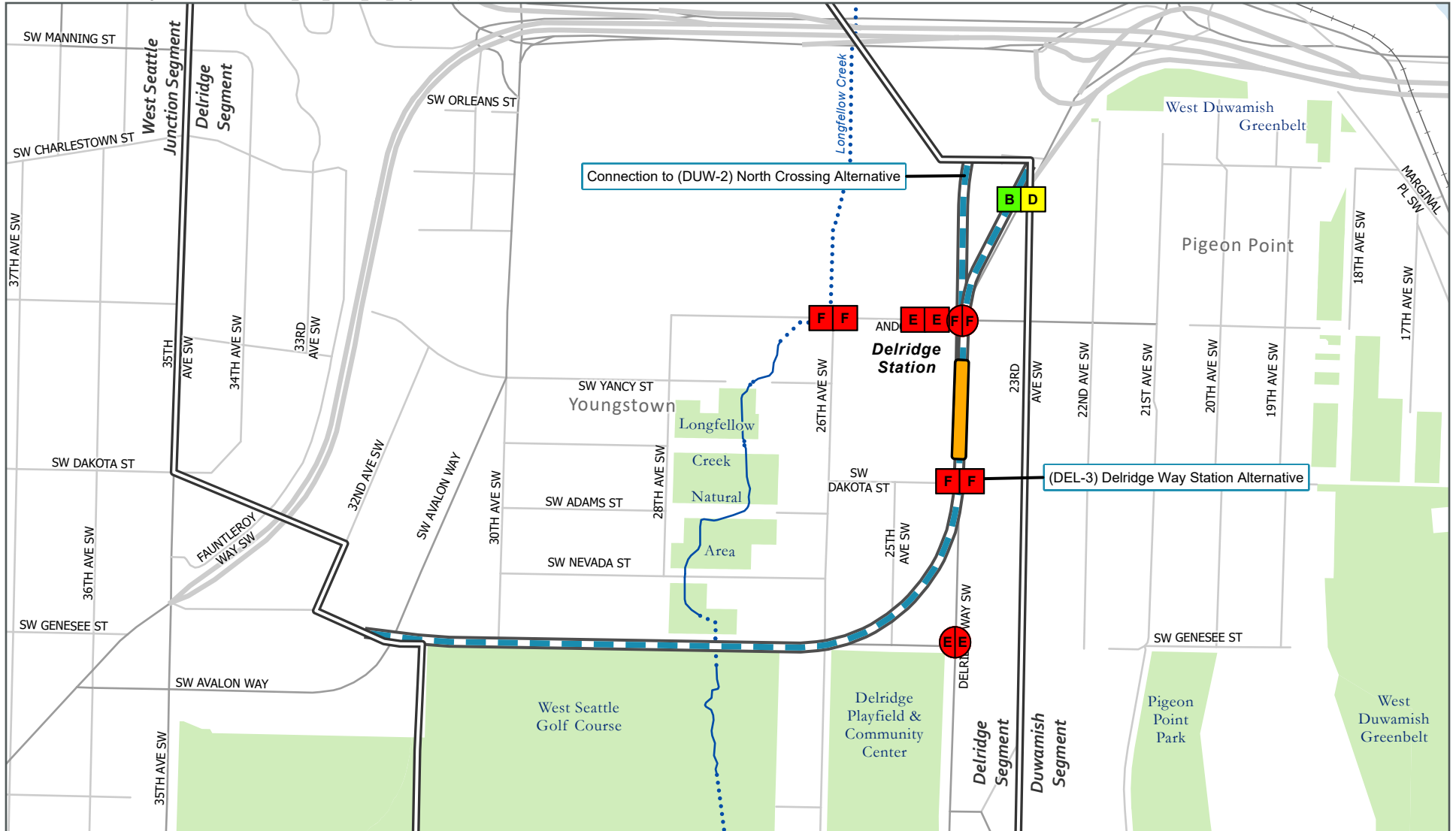
 Stop-Controlled

 Signalized

N.1C-39  
**Alternative DEL-3**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
Delridge Segment

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Elevated

**Station**

New

Segment Line

Railroad

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

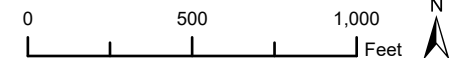
**Intersection Type**

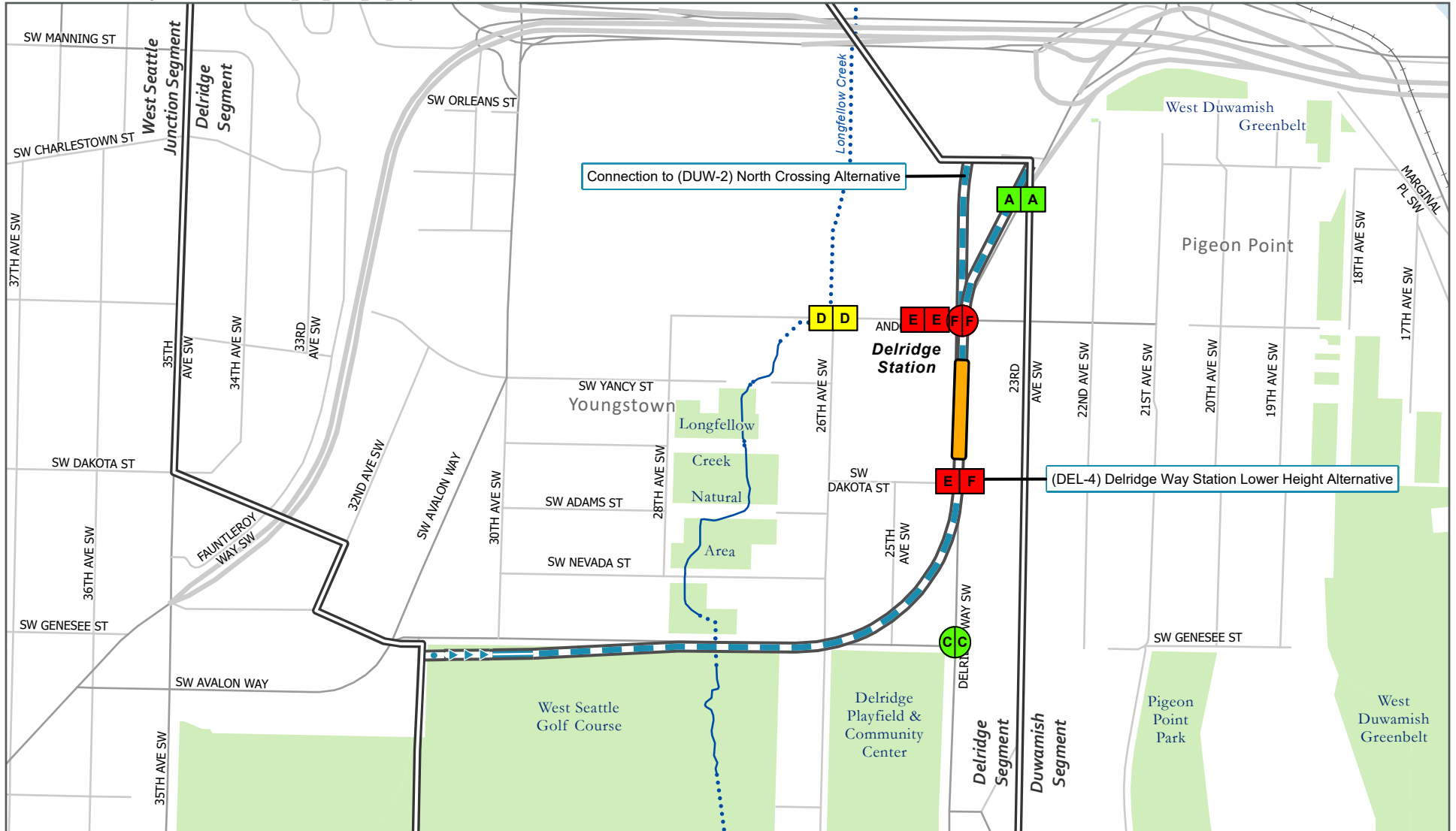
Stop-Controlled

Signalized

N.1C-40  
**Alternative DEL-3**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**Delridge Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park
- Elevated
- At-Grade
- Tunnel
- Retained Cut

**Station**

- New

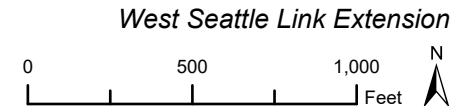
**Intersection Level of Service**

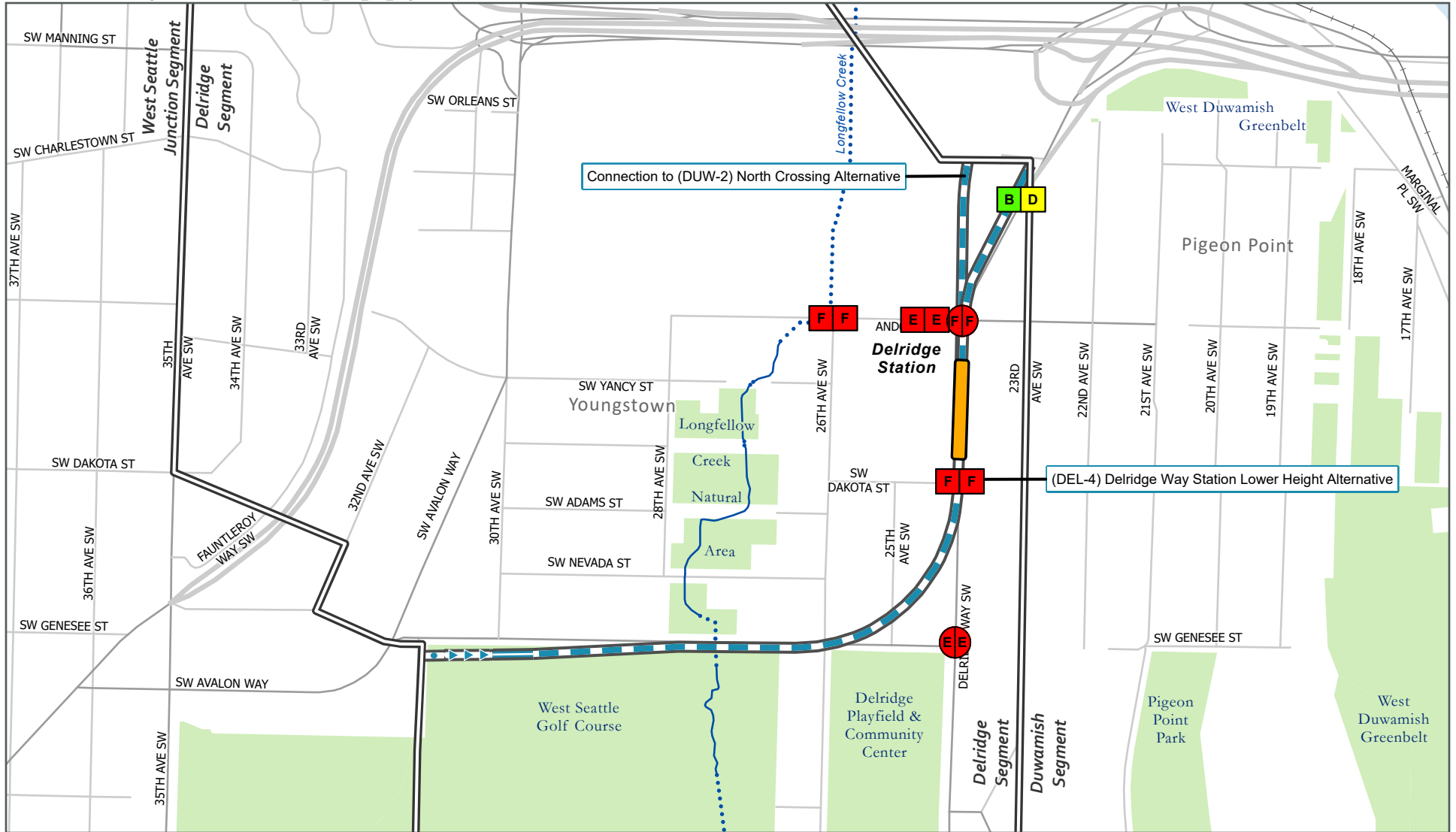
- A-C
- D
- E-F

**Intersection Type**

- Stop-Controlled
- Signalized

N.1C-41  
**Alternative DEL-4**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**Delridge Segment**





Source: City of Seattle, King County (2023).

**Other Alternative**

- Elevated
- At-Grade
- Tunnel
- Retained Cut
- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

**Station**

- New

**Intersection Level of Service**

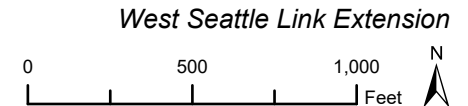


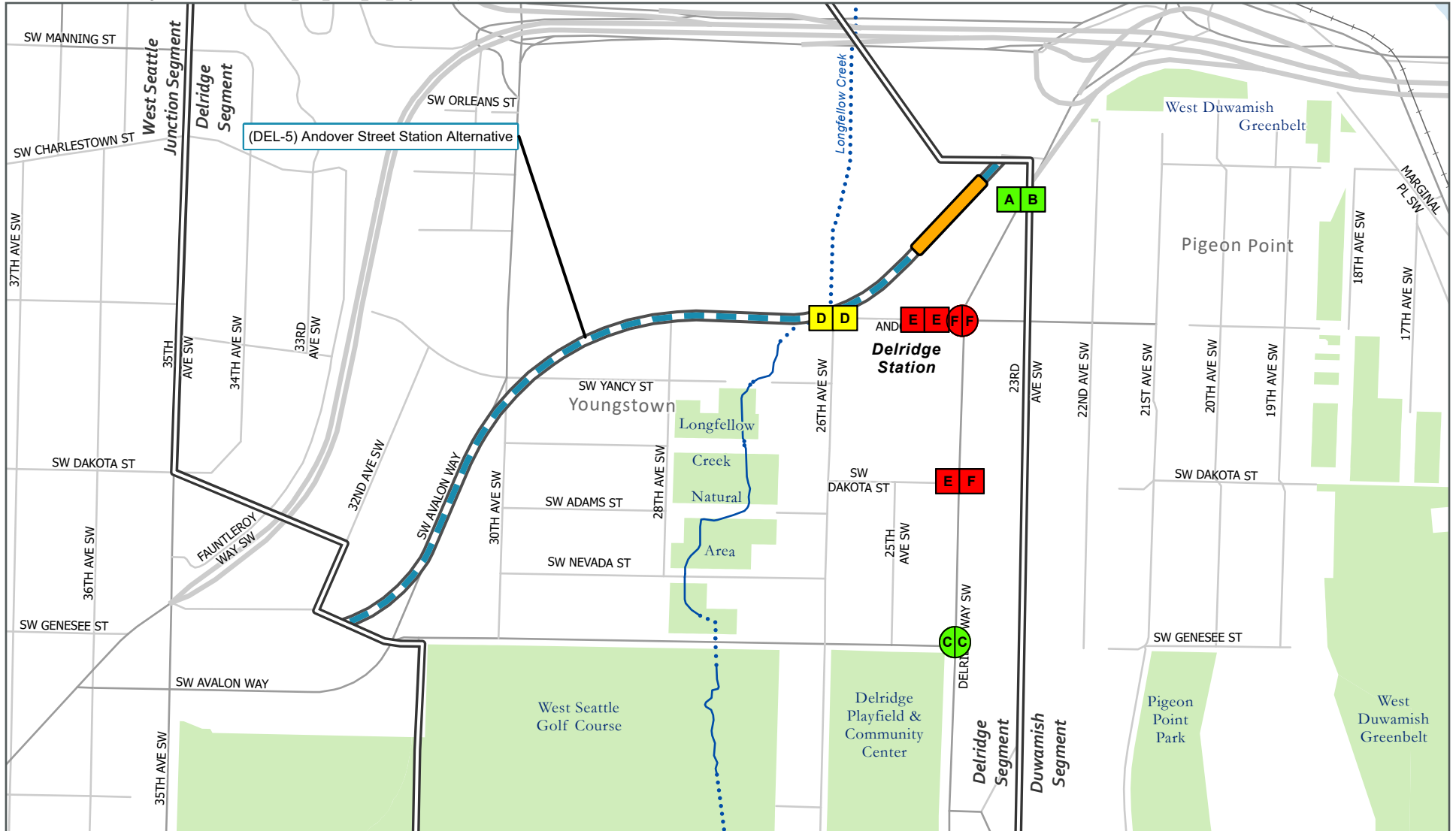
- A-C
- D
- E-F

**Intersection Type**

- Stop-Controlled
- Signalized

**N.1C-42  
Alternative DEL-4  
2042 A.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
Delridge Segment**





Source: City of Seattle, King County (2023).

**Other Alternative**

Elevated

**Station**

New

Segment Line

Railroad

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

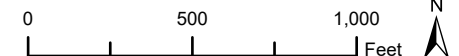
**Intersection Type**

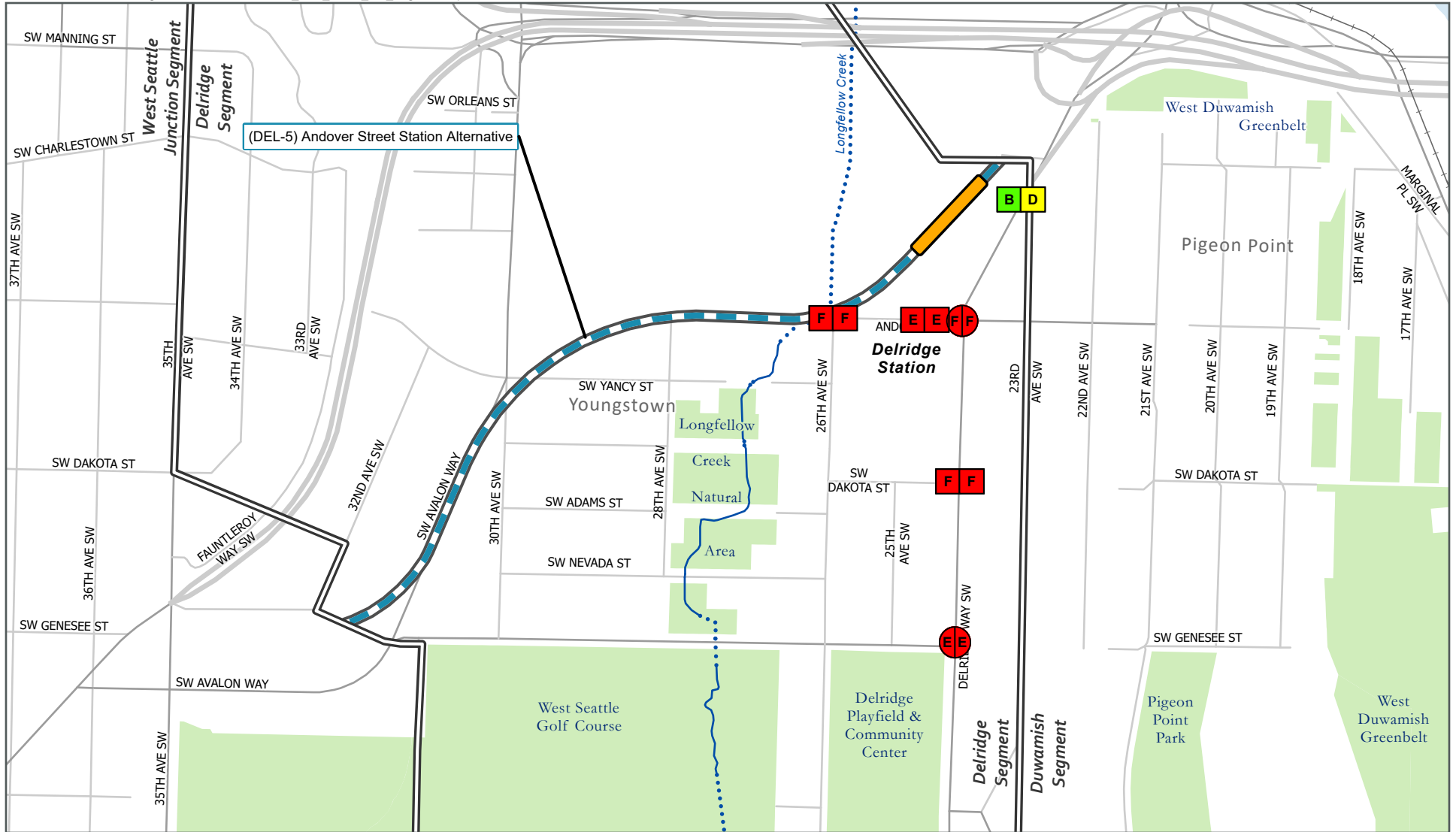
Stop-Controlled

Signalized

N.1C-43  
**Alternative DEL-5**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
 Delridge Segment

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Elevated

**Station**

New

Segment Line

Railroad

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

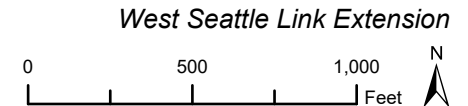
E-F

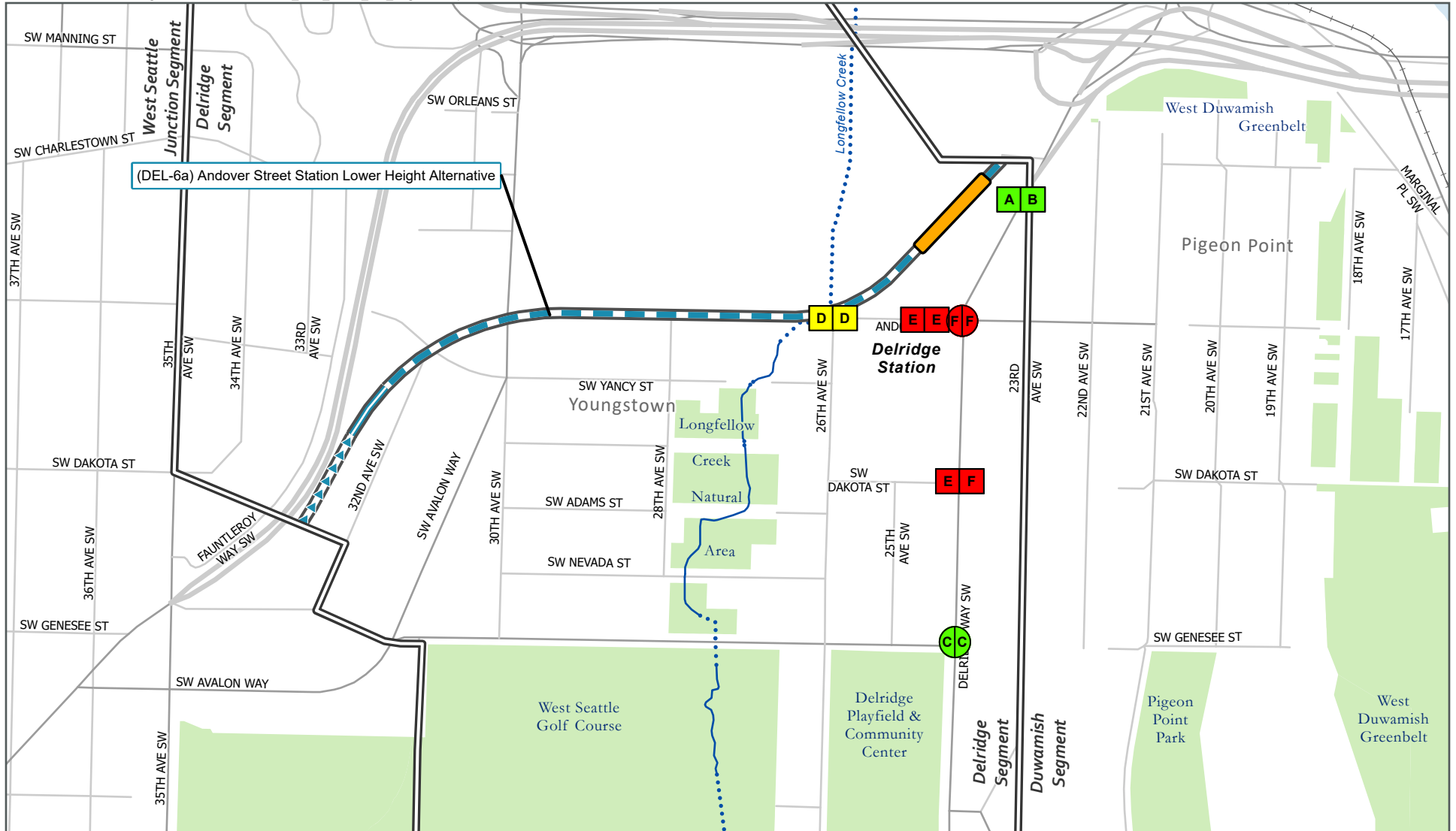
**Intersection Type**

Stop-Controlled

Signalized

**N.1C-44  
Alternative DEL-5  
2042 A.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
Delridge Segment**





Source: City of Seattle, King County (2023).

#### Other Alternative

-  Elevated
-  At-Grade
-  Retained Cut
-  Segment Line
-  Railroad
-  Stream
-  Piped Stream
-  Park



#### Station

-  New

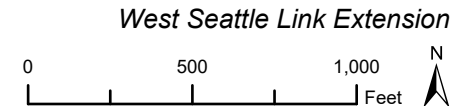
#### Intersection Level of Service

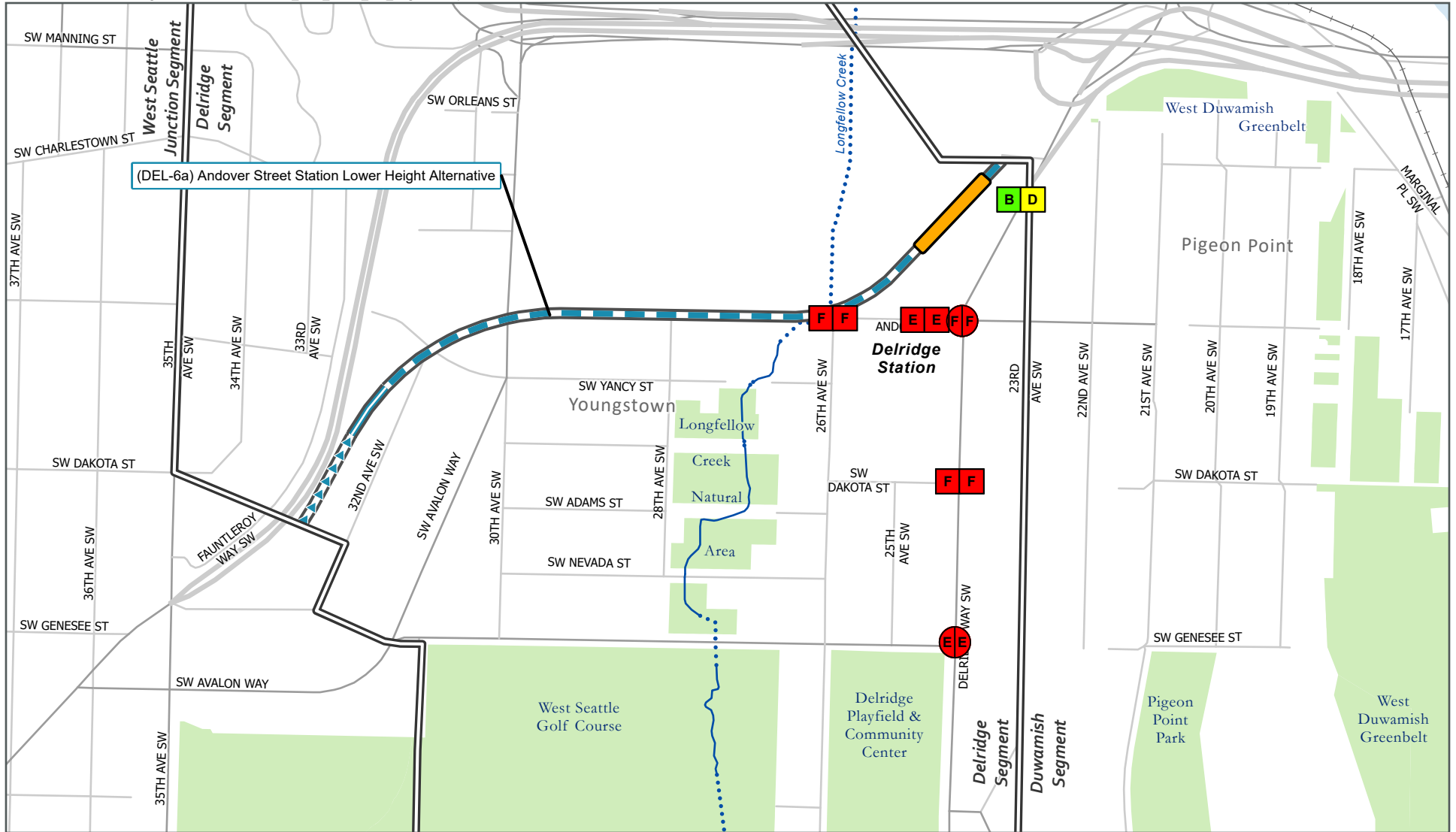
-  NB ALT
-  A-C
-  D
-  E-F

#### Intersection Type

-  Stop-Controlled
-  Signalized

N.1C-45  
**Alternative DEL-6a**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
 Delridge Segment





Source: City of Seattle, King County (2023).

**Other Alternative**

- Elevated
- At-Grade
- Retained Cut

**Station**

- New

**Segment Line**

- Railroad
- Stream
- Piped Stream
- Park

**Intersection Level of Service**

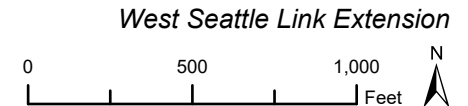


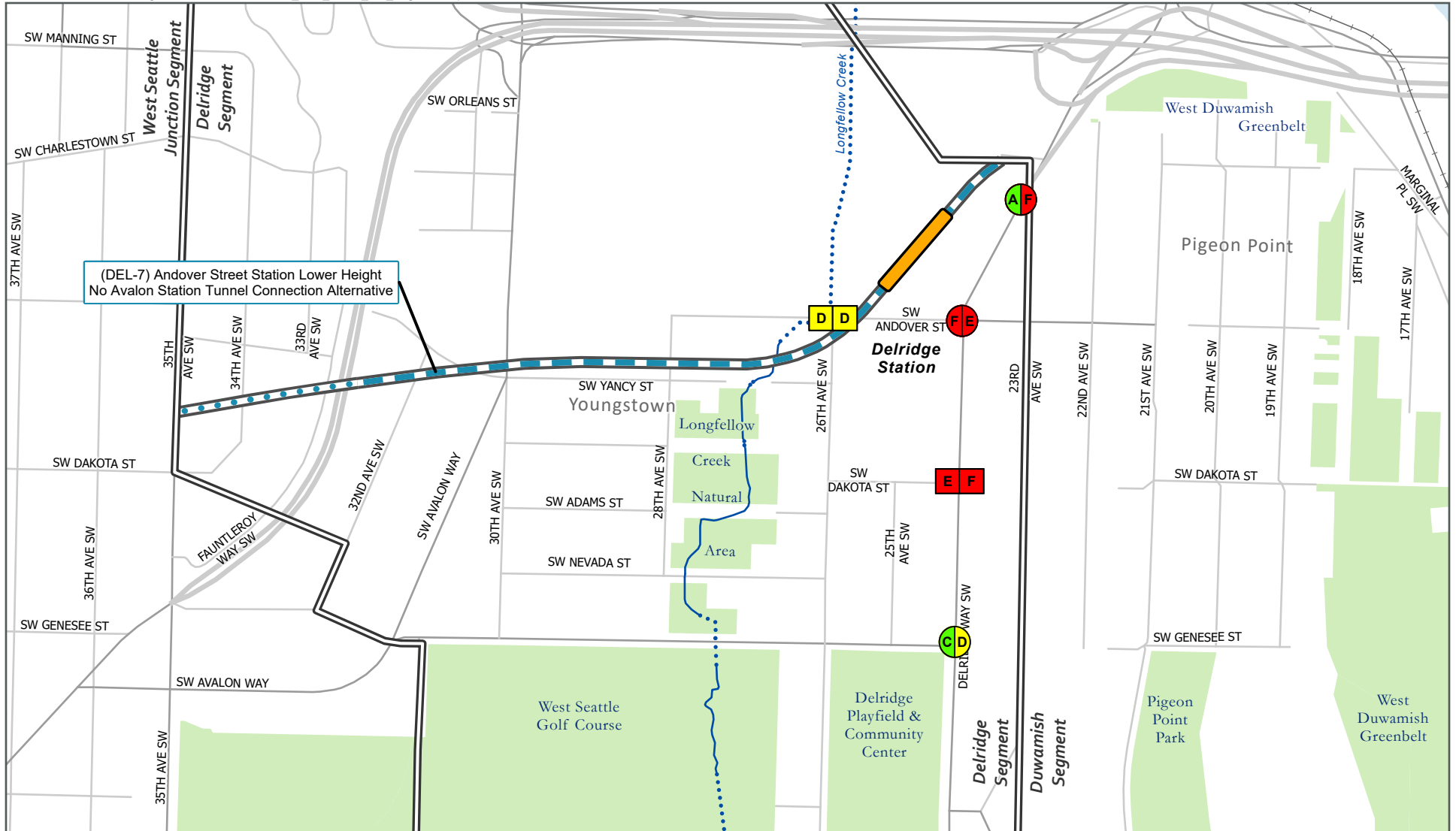
- A-C
- D
- E-F

**Intersection Type**

- Stop-Controlled
- Signalized

**N.1C-46  
Alternative DEL-6a  
2042 A.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
Delridge Segment**





Source: City of Seattle, King County (2023).

**Other Alternative**

- Elevated
- Tunnel

**Station**

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

**Intersection Level of Service**

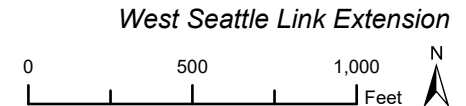


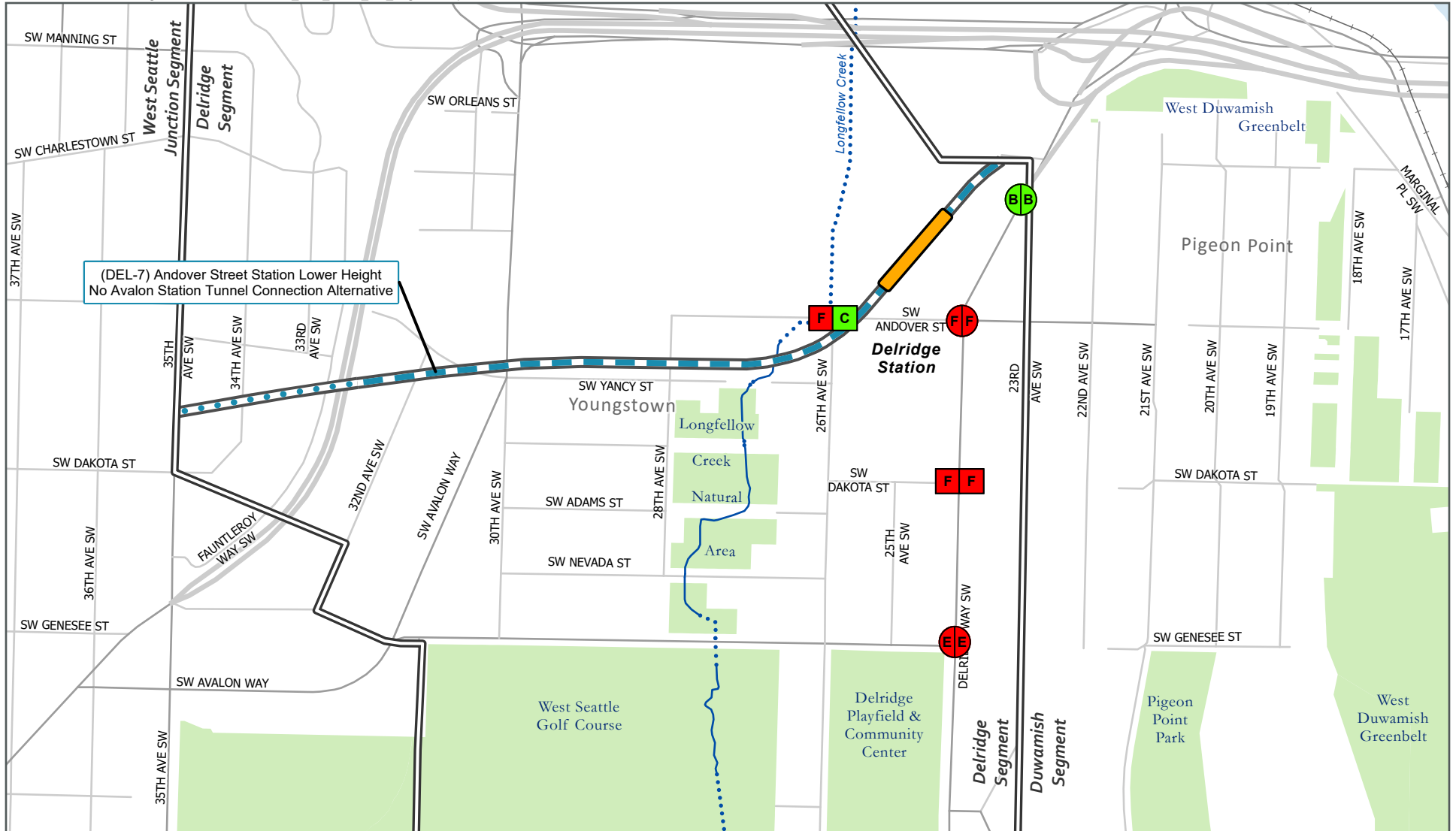
- A-C
- D
- E-F

**Intersection Type**

- Stop-Controlled
- Signalized

**N.1C-47  
Alternative DEL-7  
2042 P.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
Delridge Segment**





Source: City of Seattle, King County (2023).

#### Other Alternative

- Elevated
- Tunnel

#### Station

- New

- Segment Line
- Railroad
- Stream
- Piped Stream
- Park

#### Intersection Level of Service

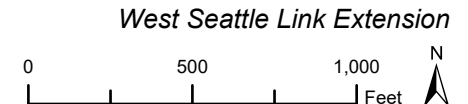


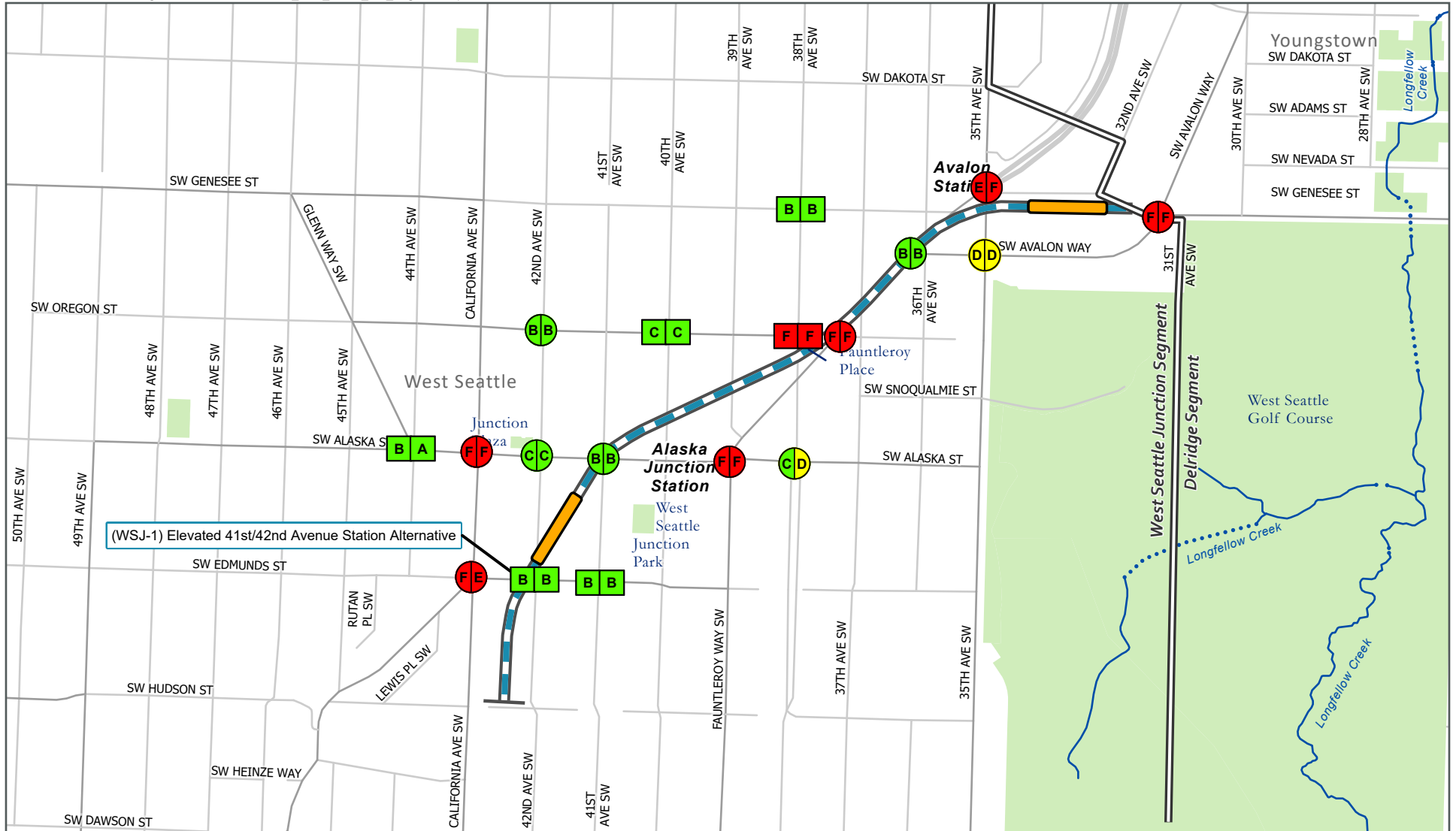
- A-C
- D
- E-F

#### Intersection Type

- Stop-Controlled
- Signalized

N.1C-48  
**Alternative DEL-7**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
 Delridge Segment





Source: City of Seattle, King County (2023).

**Other Alternative**

— Elevated

**Station**

— New

— Segment Line

— Stream

— Piped Stream

— Park

**Intersection Level of Service**



● A-C

● D

● E-F

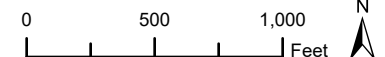
**Intersection Type**

□ Stop-Controlled

○ Signalized

N.1C-49  
**Alternative WSJ-1**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**West Seattle Junction Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

— Elevated

**Station**

— New

— Segment Line

— Stream

— Piped Stream

— Park

**Intersection Level of Service**



● A-C

● D

● E-F

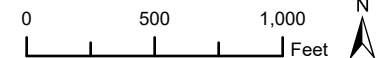
**Intersection Type**

□ Stop-Controlled

○ Signalized

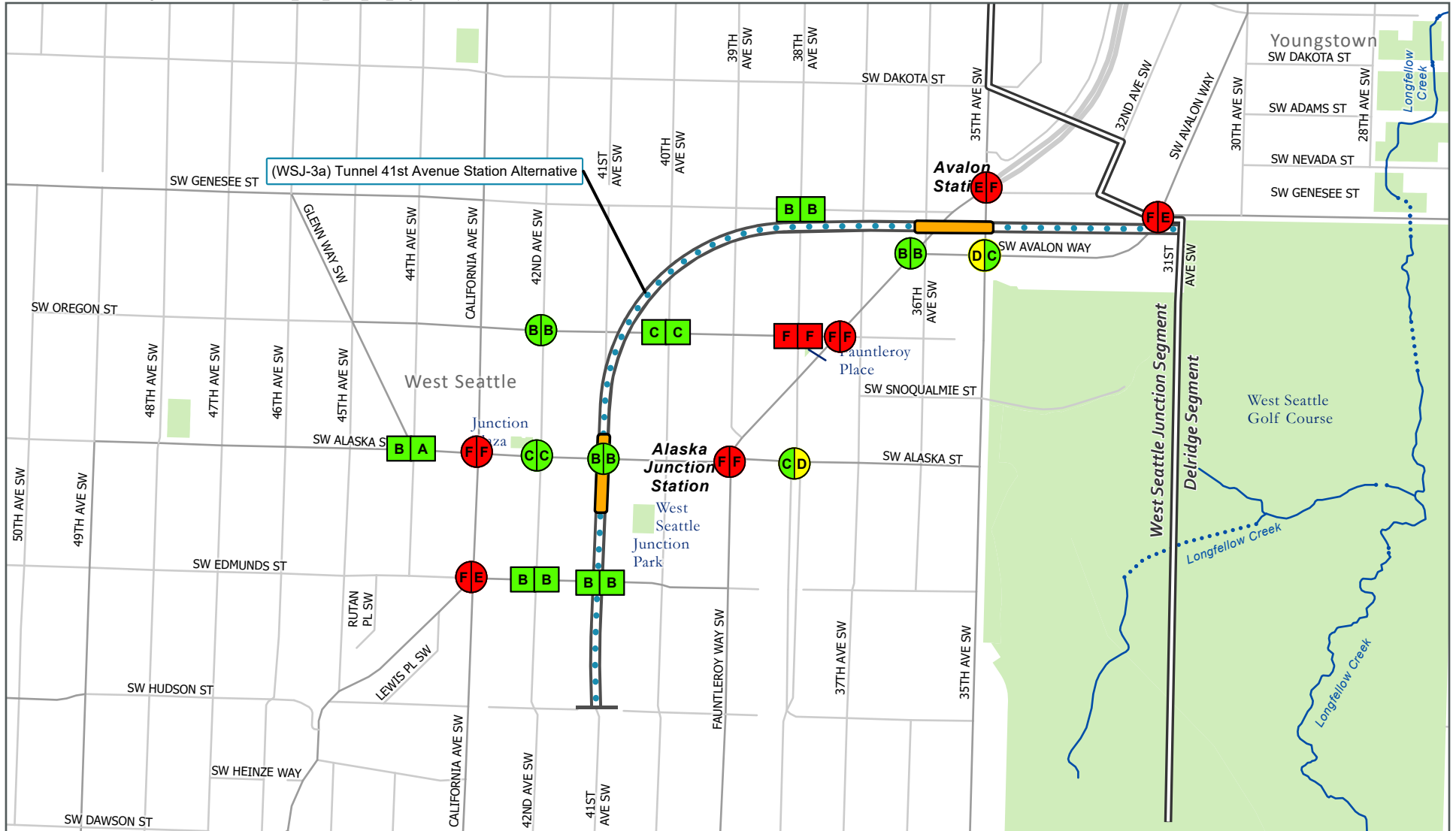
N.1C-50  
**Alternative WSJ-1**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**West Seattle Junction Segment**

*West Seattle Link Extension*









Source: City of Seattle, King County (2023).

**Other Alternative**

Tunnel

**Station**

New

Segment Line

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

**Intersection Type**

Stop-Controlled

Signalized

N.1C-53

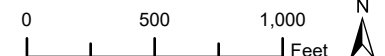
**Alternative WSJ-3a**

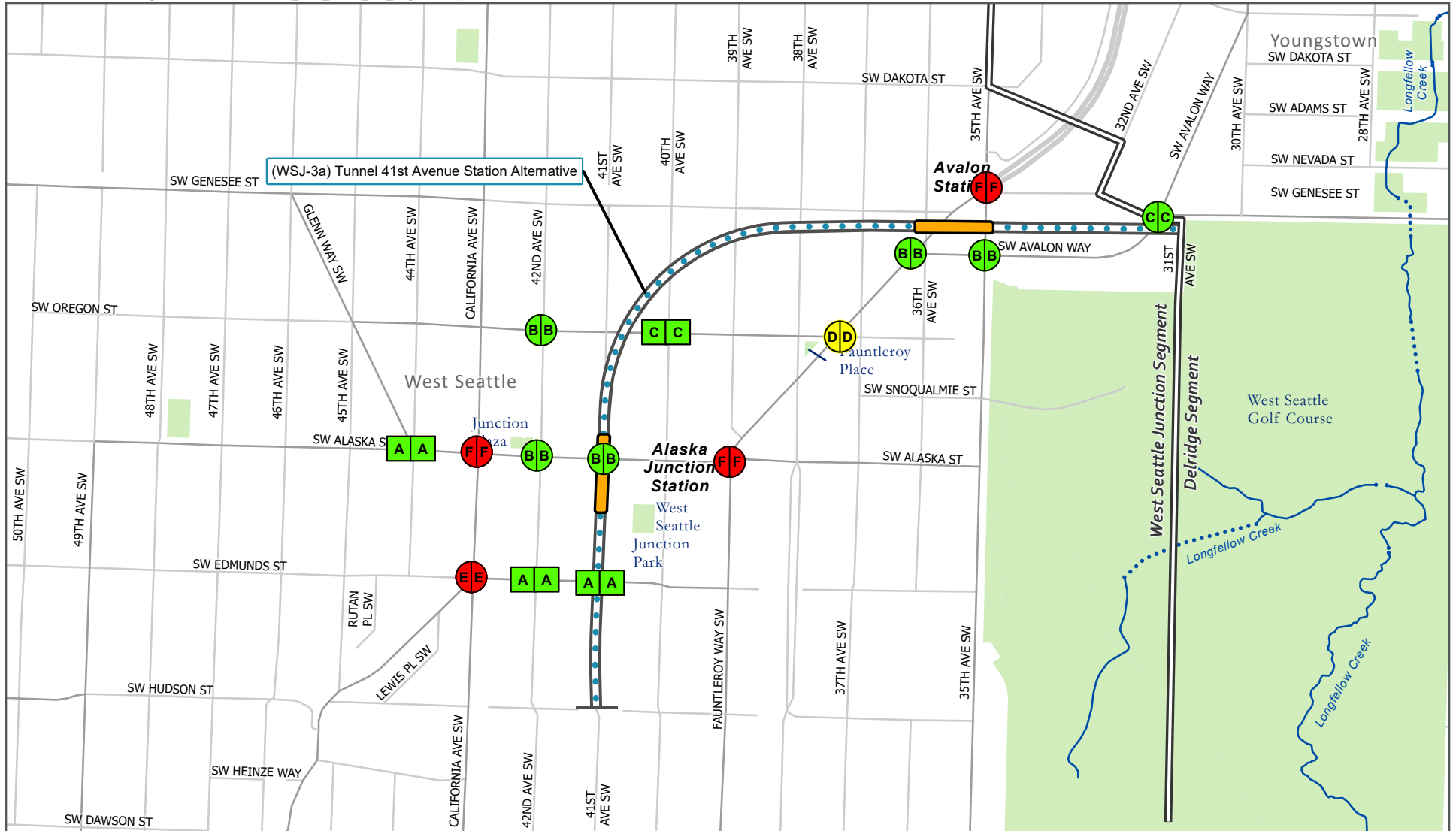
**2042 P.M. Peak Hour Intersection**

**Level of Service (L.O.S.)**

**West Seattle Junction Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Tunnel

**Station**

New

Segment Line

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

**Intersection Type**

Stop-Controlled

Signalized

N.1C-54

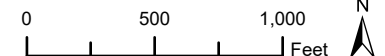
**Alternative WSJ-3a**

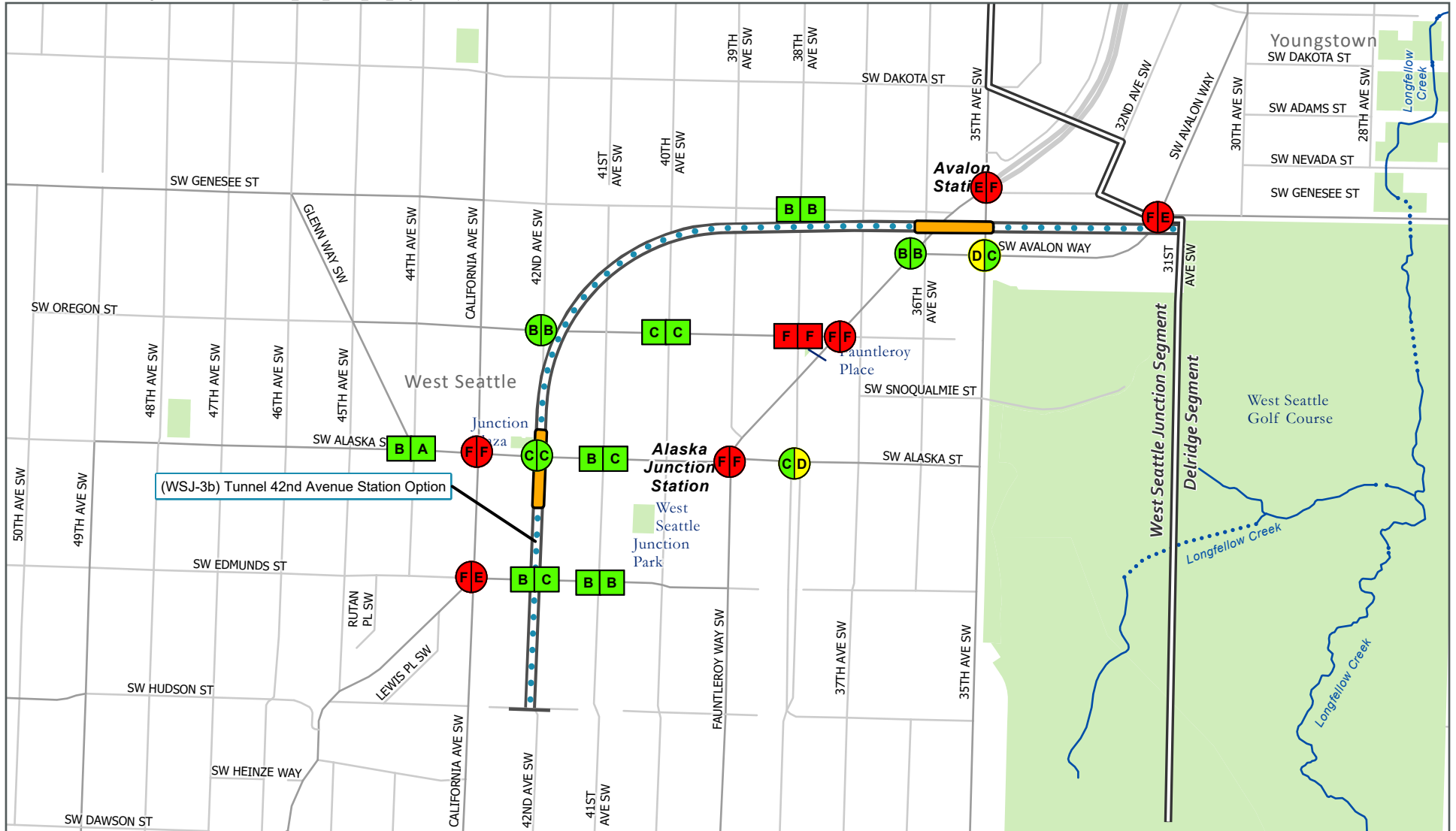
**2042 A.M. Peak Hour Intersection**

**Level of Service (L.O.S.)**

**West Seattle Junction Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Tunnel

**Station**

New

Segment Line

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

**Intersection Type**

Stop-Controlled

Signalized

N.1C-55

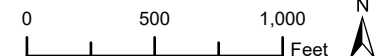
**Option WSJ-3b**

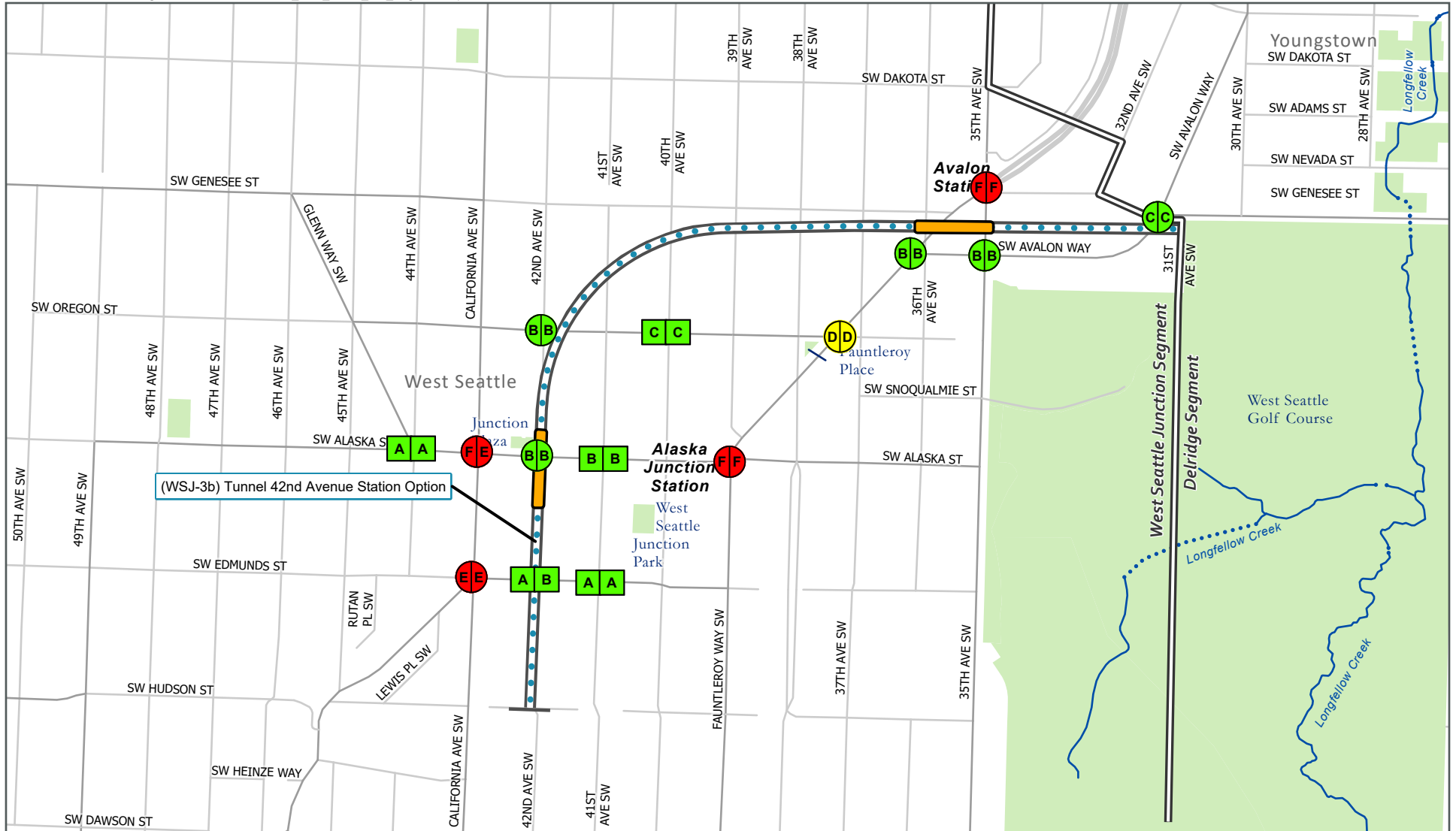
**2042 P.M. Peak Hour Intersection**

**Level of Service (L.O.S.)**

**West Seattle Junction Segment**

*West Seattle Link Extension*





Source: City of Seattle, King County (2023).

**Other Alternative**

Tunnel

**Station**

New

Segment Line

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

**Intersection Type**

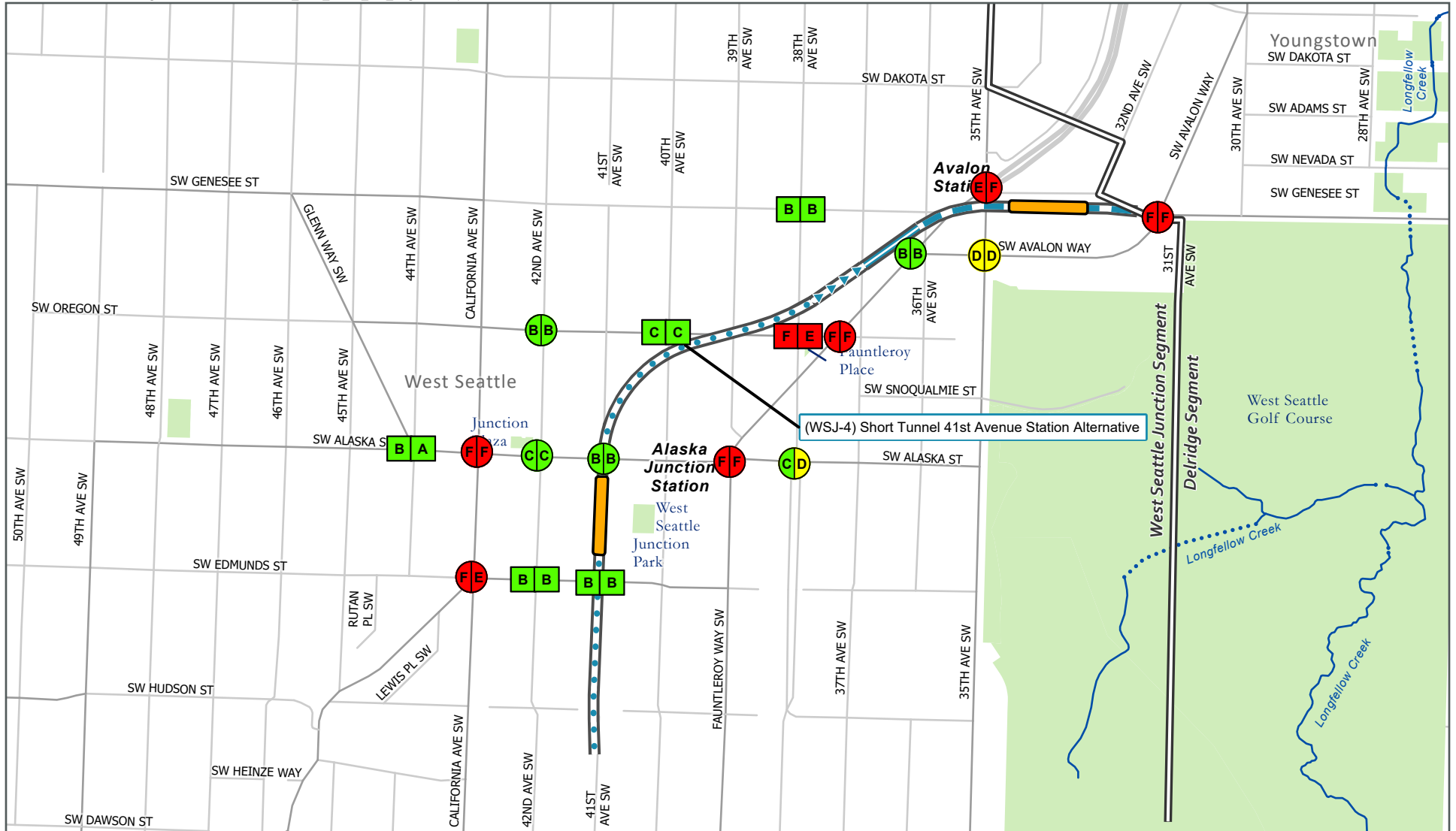
Stop-Controlled

Signalized

N.1C-56  
**Option WSJ-3b**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**West Seattle Junction Segment**

West Seattle Link Extension





Source: City of Seattle, King County (2023).

#### Other Alternative

- Elevated
- At-Grade
- Tunnel
- Retained Cut

#### Station

- New

#### Intersection Level of Service



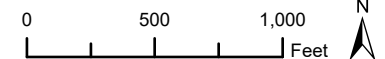
- A-C
- D
- E-F

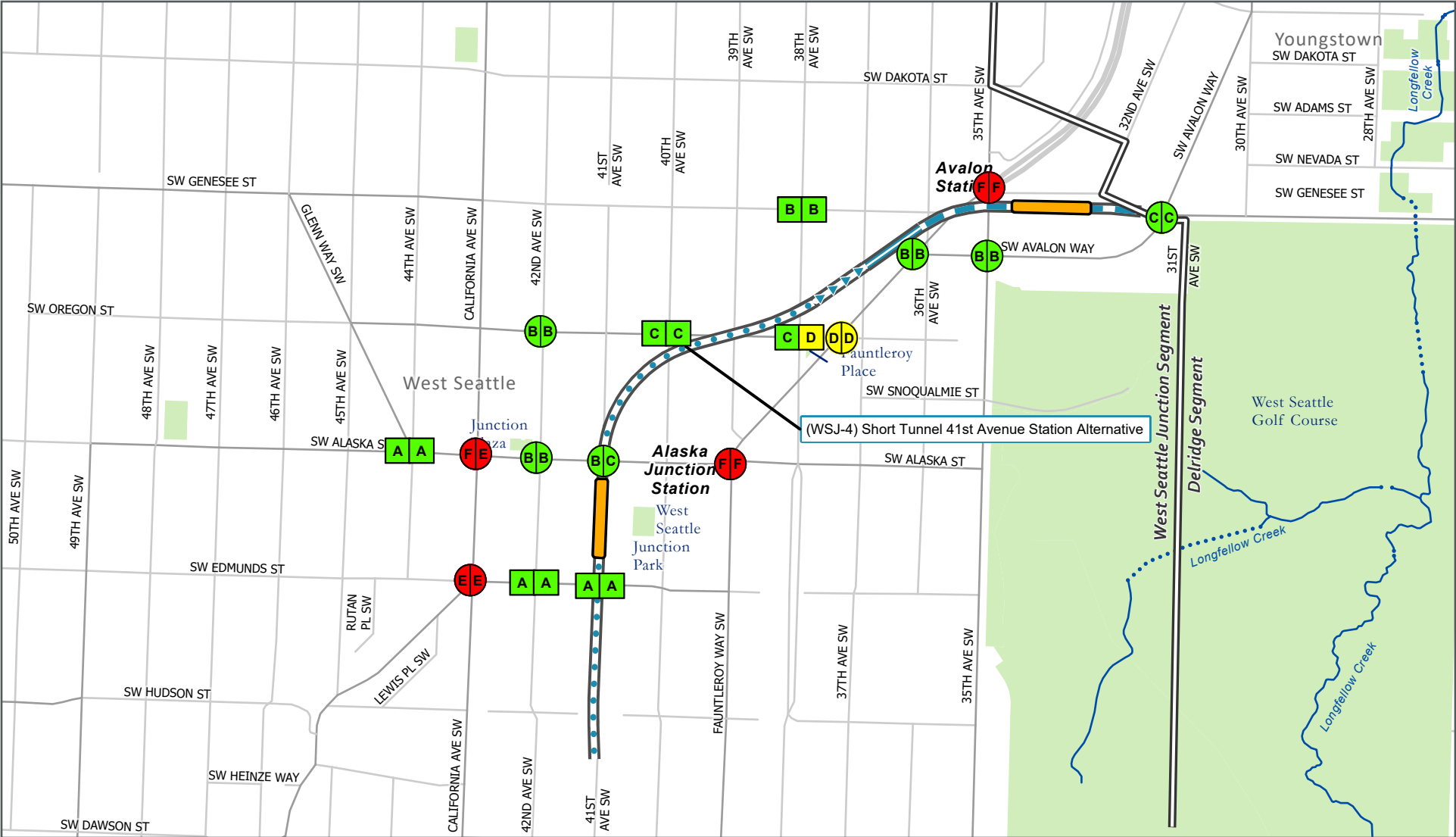
#### Intersection Type

- Stop-Controlled
- Signalized

## N.1C-57 Alternative WSJ-4 2042 P.M. Peak Hour Intersection Level of Service (L.O.S.) West Seattle Junction Segment

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Other Alternative**

- Elevated
- At-Grade
- Tunnel
- Retained Cut

**Station**

New

- Segment Line
- Stream
- Piped Stream
- Park

**Intersection Level of Service**

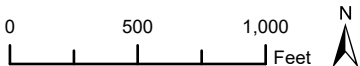
- A-C
- D
- E-F

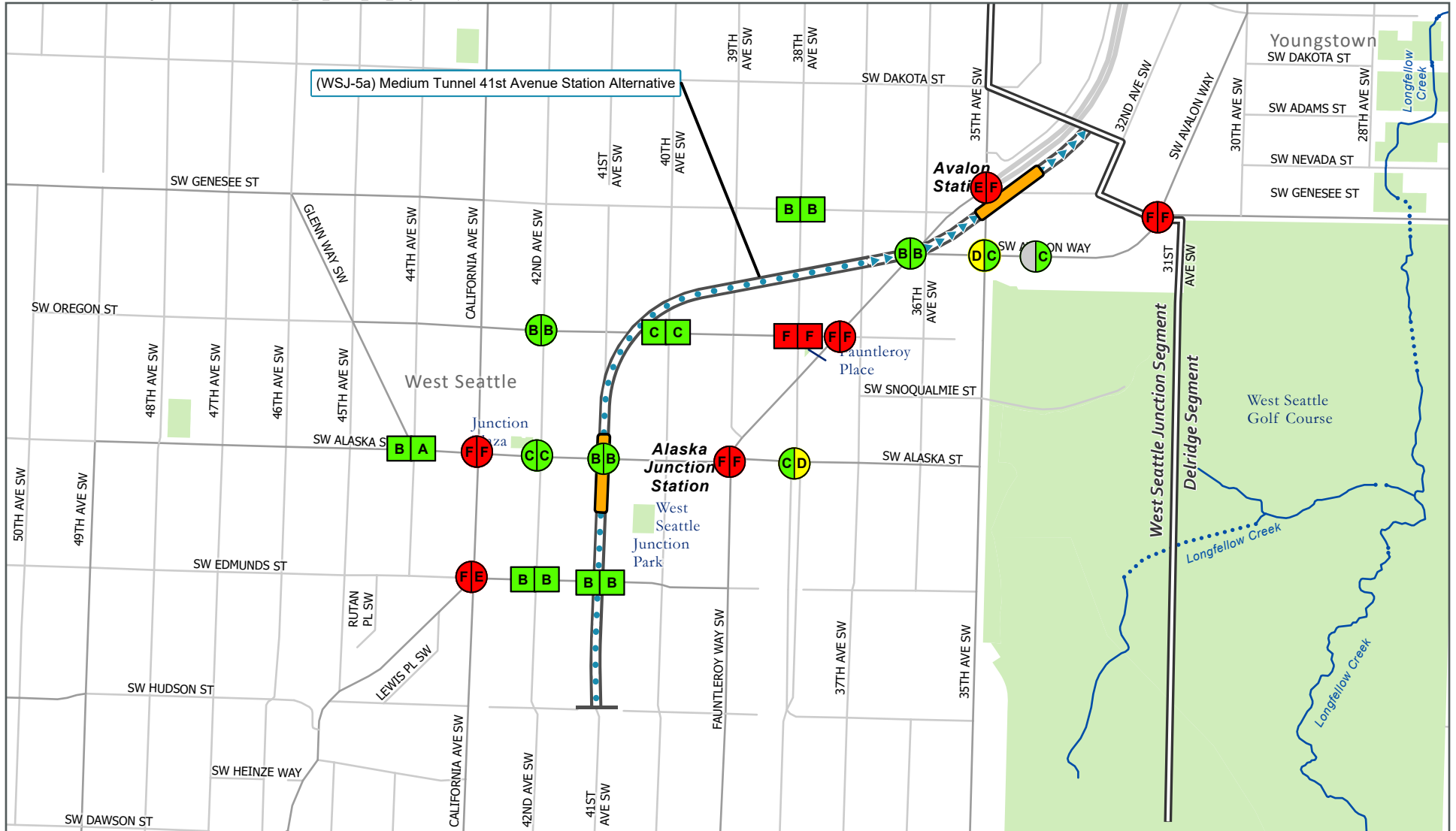
**Intersection Type**

- Stop-Controlled
- Signalized

N.1C-58  
**Alternative WSJ-4**  
**2042 A.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**West Seattle Junction Segment**

West Seattle Link Extension





Source: City of Seattle, King County (2023).

**Other Alternative**

- Tunnel
- Retained Cut

**Station**

- New

- Segment Line
- Stream
- Piped Stream
- Park

**Intersection Level of Service**

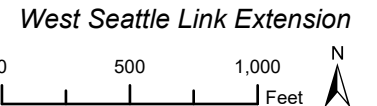


- A-C
- D
- E-F

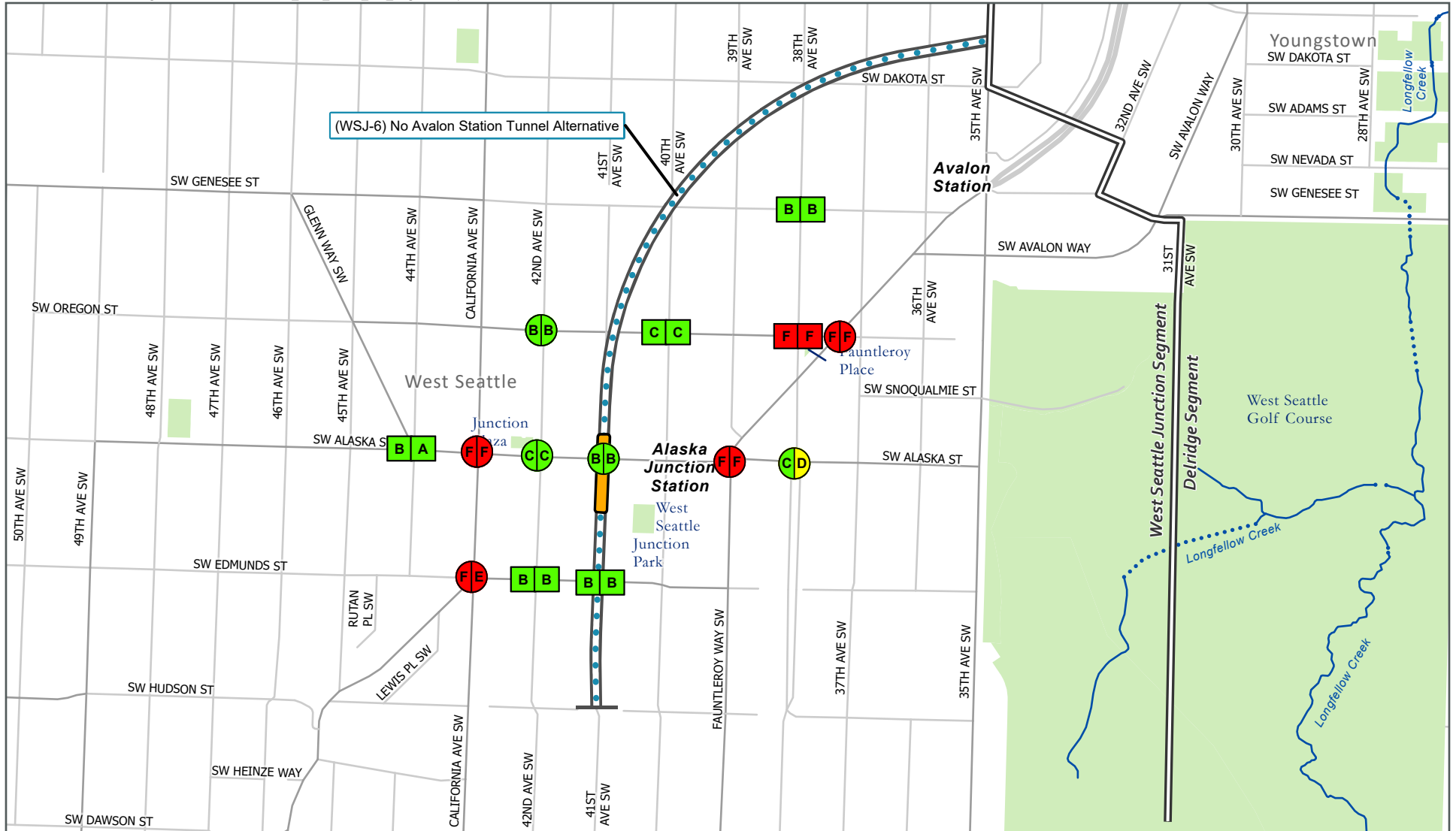
**Intersection Type**

- Stop-Controlled
- Signalized

**N.1C-59**  
**Alternative WSJ-5a**  
**2042 P.M. Peak Hour Intersection**  
**Level of Service (L.O.S.)**  
**West Seattle Junction Segment**







Source: City of Seattle, King County (2023).

**Other Alternative**

Tunnel

**Station**

New

Segment Line

Stream

Piped Stream

Park

**Intersection Level of Service**



A-C

D

E-F

**Intersection Type**

Stop-Controlled

Signalized

N.1C-61

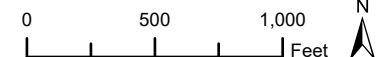
**Alternative WSJ-6**

**2042 P.M. Peak Hour Intersection**


**Level of Service (L.O.S.)**

**West Seattle Junction Segment**


*West Seattle Link Extension*





**Other Alternative**


 Tunnel


**Station**

 New


 Segment Line

 Stream

 Piped Stream

 Park



 Stop-Controlled       Signalized

**2042 A.M. Peak Hour Intersection  
Level of Service (L.O.S.)  
West Seattle Junction Segment**

# **Attachment N.1D**

## **Permanent and Temporary Transportation Facility Closures**

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The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact [FTAWebAccessibility@dot.gov](mailto:FTAWebAccessibility@dot.gov).

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# Attachment N.1D

## Permanent and Temporary Transportation Facility Closures

The following tables summarize public roadway closures that would affect motor vehicle, pedestrian, and bicycle traffic on or adjacent to public roadways. Vehicular access to specific properties is assumed to be maintained wherever possible. Where access cannot be maintained, the effect to the property is covered in Section 4.1, Acquisitions, Displacements, and Relocations, of the Final Environmental Impact Statement.

The physical limits of street closures, including bicycle and pedestrian facilities, as well as their durations are approximate based on knowledge at the current conceptual engineering phase, and are subject to change based on final design and construction planning. Many roads will need to be closed, when allowed, to construct and perform work near or over the roadways. Construction flaggers may also occasionally halt vehicle and non-motorized traffic on roadways adjacent to active construction for very short periods. These tables do not attempt to define all miscellaneous lane, sidewalk, or bicycle facility closures.

Roadway closures could also include short-term or long-term closure of sidewalks. Extent and duration of sidewalk closures will be coordinated with the City of Seattle in later phases of project development. Pedestrian and bicycle facilities on or adjacent to public roadways are specifically included in this list only where there would be an effect that is known at this phase. Additional details on off-street pedestrian and bicycle facility effects are covered in Section 6, Non-Motorized Facilities, of the Transportation Technical Report.

Additional road or lane closures may be needed for utility relocation, which will be determined during final design in coordination with the utility owner. In the SODO and Duwamish segments, all project alternatives would require relocation of 26-kilovolt and 230-kilovolt utilities along the SODO Busway and 6th Avenue South. Construction activity would progress in stages along the corridors such that closures would be localized rather than closing the entire corridor at once. South Holgate Street and South Lander Street would each have partial closures at the SODO Busway for up to 1 month at a time. One to two lanes of 6th Avenue South would be closed at a time, with each closure lasting up to 4 months. Full closures of 6th Avenue South would also occur between South Massachusetts Street and South Spokane Street and between Diagonal Avenue and South Hinds Street. Intersection closures could also occur during overnight hours.

Effects to existing light rail facilities are covered in Section 3, Transit, of the Transportation Technical Report.

### Definitions

- Full closure: All travel lanes closed; sidewalks may be closed.
- Partial closure: One or two lanes, minimum, can be maintained in each direction during construction; phased traffic control may be required.
- Sidewalk closure: Sidewalk on the side of the street indicated would be fully closed.
- Parking lane closure: Parking lane on the side of the street indicated would be fully closed.
- Permanent closure: All lanes would be closed permanently.
- Nights and weekends: Intermittent closures during off-peak times could occur throughout construction duration; local access would be maintained using flaggers.

Closures listed do not include cross streets unless specifically stated.

Durations of closures are approximate and based on what is known during conceptual design. They will be refined during final design. Some locations include more than one duration for multiple construction activities assumed to occur separately (such as ground improvements, foundation construction, or elevated guideway construction). The exact timing of these activities will be refined in final design, and there may be some overlap between construction activities at the same location.

**Table N.1D-1. At-Grade Alternative (SODO-1a) Transportation Facility Closures**

| Guideway Area                    | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|----------------------------------|--|-----------------|------------------------------|
| South Lander Street Overcrossing | South Lander Street between 4th Avenue South and 6th Avenue South                    | Full Closure    | 3 years                      |
| South Lander Street Overcrossing | 4th Avenue South at South Lander Street Intersection                                 | Partial Closure | 3 months                     |
| South Lander Street Overcrossing | 6th Avenue South at South Lander Street Intersection                                 | Partial Closure | 3 months                     |
| SODO Station                     | 5th Place South between South Lander Street and South Bayview Street                 | Full Closure    | Permanent                    |
| SODO Station                     | South Bayview Street between 5th Place South and 6th Avenue South                    | Full Closure    | Permanent                    |
| SODO Busway                      | SODO Busway between South Massachusetts Street and South Spokane Street <sup>a</sup> | Full Closure    | Permanent                    |
| SODO Station                     | SODO Trail from South Massachusetts Street to South Forest Street                    | Full Closure    | 4 years                      |

<sup>a</sup> While the full length of the SODO Busway includes portions of the SODO and Duwamish segments, the SODO Busway closure is listed only in the SODO Segment.

**Table N.1D-2. At-Grade South Station Option (SODO-1b) Transportation Facility Closures**

| Guideway Area                    | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|----------------------------------|--|-----------------|------------------------------|
| South Lander Street Overcrossing | South Lander Street between 4th Avenue South and 6th Avenue South                    | Full Closure    | 3 years                      |
| South Lander Street Overcrossing | 4th Avenue South at South Lander Street Intersection                                 | Partial Closure | 3 months                     |
| South Lander Street Overcrossing | 6th Avenue South at South Lander Street Intersection                                 | Partial Closure | 3 months                     |
| SODO Station                     | 5th Place South between South Lander Street and South Bayview Street                 | Full Closure    | Nights and weekends          |
| SODO Busway                      | SODO Busway between South Massachusetts Street and South Spokane Street <sup>a</sup> | Full Closure    | Permanent                    |
| SODO Station                     | SODO Trail from South Massachusetts Street to South Forest Street                    | Full Closure    | 4 years                      |

<sup>a</sup> While the full length of the SODO Busway includes portions of the SODO and Duwamish segments, the SODO Busway closure is listed only in the SODO Segment.

**Table N.1D-3. Preferred At-Grade Lander Access Station Option (SODO-1c) Transportation Facility Closures**

| Guideway Area                    | Affected Streets and Extents  | Closure Type    | Approximate Closure Duration |
|----------------------------------|---|-----------------|------------------------------|
| South Lander Street Overcrossing | South Lander Street between 4th Avenue South and 6th Avenue South       | Full Closure    | 3 years                      |
| South Lander Street Overcrossing | 4th Avenue South at South Lander Street Intersection                    | Partial Closure | 3 months                     |
| South Lander Street Overcrossing | 6th Avenue South at South Lander Street Intersection                    | Partial Closure | 3 months                     |
| SODO Station                     | 5th Place South between South Lander Street and South Bayview Street    | Full Closure    | Permanent                    |
| SODO Station                     | South Bayview Street between 5th Place South and 6th Avenue South       | Full Closure    | Permanent                    |
| SODO Busway                      | SODO Busway between South Massachusetts Street and South Spokane Street | Full Closure    | Permanent                    |
| SODO Station                     | SODO Trail from South Massachusetts Street to South Forest Street       | Full Closure    | 4 years                      |

<sup>a</sup> While the full length of the SODO Busway includes portions of the SODO and Duwamish segments, the SODO Busway closure is listed only in the SODO Segment.

**Table N.1D-4. Mixed Profile Alternative (SODO-2) Transportation Facility Closures**

| Guideway Area       | Affected Streets and Extents   | Closure Type | Approximate Closure Duration |
|---------------------|--|--------------|------------------------------|
| South Lander Street | South Lander Street at SODO Busway Intersection                                      | Full Closure | Nights and weekends          |
| SODO Station        | 5th Place South between South Lander Street and South Bayview Street                 | Full Closure | Nights and weekends          |
| SODO Busway         | SODO Busway between South Massachusetts Street and South Spokane Street <sup>a</sup> | Full Closure | 5 years                      |
| SODO Station        | SODO Trail from South Massachusetts Street to South Forest Street                    | Full Closure | 4 years                      |

<sup>a</sup> While the full length of the SODO Busway includes portions of the SODO and Duwamish segments, the SODO Busway closure is listed only in the SODO Segment

**Table N.1D-5. Preferred South Crossing Alternative (DUW-1a) Transportation Facility Closures**

| Guideway Area                                      | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|--|--|-----------------|------------------------------|
| Operations and Maintenance Facility Connection     | 6th Avenue South between South Forest Street and South Horton Street                       | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 4th Avenue South north of South Spokane Street   | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | 4th Avenue South north of South Spokane Street   | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 4th Avenue South north of South Spokane Street   | Partial Closure | 18 months                    |
| Guideway between SODO Station and Delridge Segment | South Spokane Street between 2nd Avenue South and 4th Avenue South                         | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | South Spokane Street and West Seattle Bridge between 2nd Avenue South and 4th Avenue South | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 2nd Avenue South south of South Spokane Street   | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 1st Avenue South south of South Spokane Street   | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Colorado Avenue South south of South Spokane Street  | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | West Seattle Bridge eastbound to State Route 99 northbound ramp                            | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | State Route 99 south of South Spokane Street   | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | East Marginal Way South south of South Spokane Street                                      | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | East Marginal-Duwamish bridge ramp south of South Spokane Street                           | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Duwamish Avenue South south of South Spokane Street  | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | West Marginal Way Southwest south of West Seattle Bridge                                   | Full Closure    | Nights and weekends          |

**Permanent and Temporary Transportation Facility Closures**

| Guideway Area                                      | Affected Streets and Extents   | Closure Type | Approximate Closure Duration |
|--|--|--------------|------------------------------|
| Guideway between SODO Station and Delridge Segment | Southwest Marginal Place south of West Seattle Bridge  | Full Closure | 4.5 years                    |
| Guideway between SODO Station and Delridge Segment | Delridge Way Southwest south of West Seattle Bridge when connecting to Alternative DEL-5, Alternative DEL-6a, Preferred Option DEL-6b, and Alternative DEL-7 | Full Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Delridge Way Southwest northbound ramp to West Seattle Bridge  | Full Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Delridge Connector Trail from West Seattle Bridge Trail/Duwamish River Trail to Delridge Way Southwest/23rd Avenue Southwest                                 | Full Closure | 4 years                      |
| Guideway between SODO Station and Delridge Segment | 22nd Avenue Southwest Connector Trail from 22nd Avenue Southwest street-end to Delridge Connector Trail  | Full Closure | 4 years                      |
| Guideway between SODO Station and Delridge Segment | Southwest Marginal Place Connector Trail from Southwest Marginal Place street-end to West Seattle Bridge Trail   | Full Closure | 2 years                      |
| Guideway between SODO Station and Delridge Segment | 23rd Avenue Southwest Trail from Delridge Way Southwest to Chelan Avenue Southwest/Southwest Spokane Street  | Full Closure | Nights, 1 month              |
| Guideway between SODO Station and Delridge Segment | Stairway between 22nd Avenue Southwest and Delridge Way Southwest  | Full Closure | 4 years                      |
| Guideway between SODO Station and Delridge Segment | Stairway between Southwest Charlestown Street/19th Avenue Southwest and Southwest Marginal Place   | Full Closure | 4 years                      |

**Table N.1D-6. South Crossing South Edge Crossing Alignment Option (DUW-1b) Transportation Facility Closures**

| Guideway Area                                      | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|--|--|-----------------|------------------------------|
| Operations and Maintenance Facility Connection     | 6th Avenue South between South Forest Street and South Horton Street                       | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 4th Avenue South north of South Spokane Street   | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | 4th Avenue South north of South Spokane Street   | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | South Spokane Street between 2nd Avenue South and 4th Avenue South                         | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | South Spokane Street and West Seattle Bridge between 2nd Avenue South and 4th Avenue South | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 2nd Avenue South south of South Spokane Street   | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | 2nd Avenue South south of South Spokane Street   | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 1st Avenue South south of South Spokane Street   | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | 1st Avenue South south of South Spokane Street   | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Colorado Avenue South south of South Spokane Street  | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | Colorado Avenue South south of South Spokane Street  | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | West Seattle Bridge eastbound to State Route 99 northbound ramp                            | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | State Route 99 south of South Spokane Street   | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | East Marginal Way South south of South Spokane Street                                      | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Duwamish Avenue South south of South Spokane Street  | Partial Closure | Nights and weekends          |

**Permanent and Temporary Transportation Facility Closures**

| Guideway Area                                      | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|--|--|-----------------|------------------------------|
| Guideway between SODO Station and Delridge Segment | West Marginal Way Southwest south of West Seattle Bridge   | Partial Closure | 3 months                     |
| Guideway between SODO Station and Delridge Segment | West Marginal Way Southwest south of West Seattle Bridge   | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Southwest Marginal Place south of West Seattle Bridge  | Full Closure    | 4.5 years                    |
| Guideway between SODO Station and Delridge Segment | Delridge Way Southwest south of West Seattle Bridge  | Partial Closure | 9 months                     |
| Guideway between SODO Station and Delridge Segment | Delridge Way Southwest south of West Seattle Bridge  | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Delridge Way Southwest northbound ramp to West Seattle Bridge  | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Delridge Connector Trail from West Seattle Bridge Trail/Duwamish River Trail to Delridge Way Southwest/23rd Avenue Southwest | Full Closure    | 4 years                      |
| Guideway between SODO Station and Delridge Segment | 22nd Avenue Southwest Connector Trail from 22nd Avenue Southwest street-end to Delridge Connector Trail                      | Full Closure    | 4 years                      |
| Guideway between SODO Station and Delridge Segment | Southwest Marginal Place Connector Trail from Southwest Marginal Place street-end to West Seattle Bridge Trail               | Full Closure    | 2 years                      |
| Guideway between SODO Station and Delridge Segment | 23rd Avenue Southwest Trail from Delridge Way Southwest to Chelan Avenue Southwest/Southwest Spokane Street                  | Full Closure    | Nights, 1 month              |
| Guideway between SODO Station and Delridge Segment | Stairway between 22nd Avenue Southwest and Delridge Way Southwest  | Full Closure    | 4 years                      |
| Guideway between SODO Station and Delridge Segment | Stairway between Southwest Charlestown Street/19th Avenue Southwest and Southwest Marginal Place                             | Full Closure    | 4 years                      |

**Table N.1D-7. North Crossing Alternative (DUW-2) Transportation Facility Closures**

| Guideway Area                                      | Affected Streets and Extents  | Closure Type    | Approximate Closure Duration |
|--|---|-----------------|------------------------------|
| Operations and Maintenance Facility Connection     | 6th Avenue South between South Forest Street and South Horton Street        | Full Closure    | Nights and weekends          |
| Operations and Maintenance Facility Connection     | 6th Avenue South between South Hinds Street and South Spokane Street        | Full Closure    | Nights and weekends          |
| Operations and Maintenance Facility Connection     | 4th Avenue South just north of South Spokane Street                         | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | South Horton Street between 4th Avenue South and SODO Busway                | Full Closure    | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | South Hinds Street between 4th Avenue South and SODO Busway                 | Full Closure    | Permanent                    |
| Guideway between SODO Station and Delridge Segment | 4th Avenue South between South Horton Street and South Spokane Street       | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | 4th Avenue South between South Horton Street and South Spokane Street       | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 2nd Avenue South north of South Spokane Street                              | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | 2nd Avenue South north of South Spokane Street                              | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | 1st Avenue South north of South Spokane Street                              | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | 1st Avenue South north of South Spokane Street                              | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Colorado Avenue South north of South Spokane Street                         | Partial Closure | 6 months                     |
| Guideway between SODO Station and Delridge Segment | Colorado Avenue South north of South Spokane Street                         | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | State Route 99 north of South Spokane Street                                | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | East Marginal Way South north of South Spokane Street (Protected Bike Lane) | Partial Closure | Nights and weekends          |

**Attachment N.1D**  
**Permanent and Temporary Transportation Facility Closures**

| Guideway Area                                      | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|--|--|-----------------|------------------------------|
| Guideway between SODO Station and Delridge Segment | Ramp from State Route 99 southbound to West Seattle Bridge westbound   | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Ramp from State Route 99 southbound to South Spokane Street westbound  | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Terminal 18 Bridge north of Southwest Spokane Street   | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Chelan Avenue Southwest west of West Marginal Way Southwest/Southwest Spokane Street Intersection                | Partial Closure | 3 months                     |
| Guideway between SODO Station and Delridge Segment | Chelan Avenue Southwest north of West Marginal Way Southwest/Southwest Spokane Street Intersection               | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | West Seattle Bridge and Southwest Spokane Street west of Delridge Way Southwest                                  | Partial Closure | Nights and weekends          |
| Guideway between SODO Station and Delridge Segment | Alki Trail west of the Chelan Avenue Southwest/West Marginal Way Southwest/Southwest Spokane Street intersection | Full Closure    | 2 years                      |
| Guideway between SODO Station and Delridge Segment | 23rd Avenue Southwest Trail from Delridge Way Southwest to Chelan Avenue Southwest/Southwest Spokane Street      | Full Closure    | Nights, 1 month              |

**Table N.1D-8. Dakota Street Station Alternative (DEL-1a) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|---|--|-----------------|------------------------------|
| Guideway between West Seattle Bridge and Delridge Station | Delridge Way Southwest north and south of Southwest Andover Street (Shared Bike and Bus Lane)              | Partial Closure | 9 months                     |
| Guideway between West Seattle Bridge and Delridge Station | Delridge Way Southwest north and south of Southwest Andover Street (Shared Bike and Bus Lane)              | Full Closure    | Nights and weekends          |
| Guideway between West Seattle Bridge and Delridge Station | Southwest Andover Street at Delridge Way Southwest Intersection (Bike Lane on Southwest Andover Street)    | Full Closure    | Nights and weekends          |
| Delridge Station  | Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest                           | Full Closure    | Nights and weekends          |
| Delridge Station  | 25th Avenue Southwest south of Southwest Dakota Street   | Full Closure    | 4 years                      |
| Delridge Station  | 26th Avenue Southwest between Southwest Nevada Street and Southwest Genesee Street (Neighborhood Greenway) | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station      | Southwest Genesee Street between 26th Avenue Southwest and Southwest Avalon Way                            | Full Closure    | 2 years                      |
| Guideway between Delridge Station and Avalon Station      | Southwest Avalon Way at Southwest Genesee Street Intersection (Buffered Bike Lane on Southwest Avalon Way) | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station      | Southwest Genesee Street between Southwest Avalon Way and 32nd Avenue Southwest                            | Full Closure    | 3 years                      |

**Table N.1D-9. Dakota Street Station North Alignment Option (DEL-1b) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|---|--|-----------------|------------------------------|
| Guideway between West Seattle Bridge and Delridge Station | Delridge Way Southwest north and south of Southwest Andover Street (Shared Bike and Bus Lane)              | Partial Closure | 9 months                     |
| Guideway between West Seattle Bridge and Delridge Station | Delridge Way Southwest north and south of Southwest Andover Street (Shared Bike and Bus Lane)              | Full Closure    | Nights and weekends          |
| Guideway between West Seattle Bridge and Delridge Station | Southwest Andover Street at Delridge Way Southwest Intersection (Bike Lane on Southwest Andover Street)    | Full Closure    | Nights and weekends          |
| Delridge Station  | Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest                           | Full Closure    | Nights and weekends          |
| Delridge Station  | 25th Avenue Southwest south of Southwest Dakota Street   | Full Closure    | 4 years                      |
| Delridge Station  | 26th Avenue Southwest between Southwest Nevada Street and Southwest Genesee Street (Neighborhood Greenway) | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station      | Southwest Genesee Street between 26th Avenue Southwest and 31st Avenue Southwest                           | Full Closure    | 2 years                      |
| Guideway between Delridge Station and Avalon Station      | Southwest Avalon Way north of Southwest Genesee Street (Buffered Bike Lane on Southwest Avalon Way)        | Partial Closure | 9 months                     |
| Guideway between Delridge Station and Avalon Station      | Southwest Avalon Way north of Southwest Genesee Street (Buffered Bike Lane on Southwest Avalon Way)        | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station      | Southwest Genesee Street between Southwest Avalon Way and 32nd Avenue Southwest                            | Full Closure    | 3 years                      |

**Table N.1D-10. Dakota Street Station Lower Height Alternative (DEL-2a) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|---|--|-----------------|------------------------------|
| Guideway between West Seattle Bridge and Delridge Station | Delridge Way Southwest north and south of Southwest Andover Street (Shared Bike and Bus Lane)              | Partial Closure | 9 months                     |
| Guideway between West Seattle Bridge and Delridge Station | Delridge Way Southwest north and south of Southwest Andover Street (Shared Bike and Bus Lane)              | Full Closure    | Nights and weekends          |
| Guideway between West Seattle Bridge and Delridge Station | Southwest Andover Street at Delridge Way Southwest Intersection (Bike Lane on Southwest Andover Street)    | Full Closure    | Nights and weekends          |
| Delridge Station  | Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest                           | Full Closure    | Nights and weekends          |
| Delridge Station  | 25th Avenue Southwest south of Southwest Dakota Street   | Full Closure    | Permanent                    |
| Delridge Station  | 26th Avenue Southwest between Southwest Nevada Street and Southwest Genesee Street (Neighborhood Greenway) | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station      | Southwest Genesee Street between 26th Avenue Southwest and 28th Avenue Southwest                           | Full Closure    | Nights and weekends          |

**Table N.1D-11. Dakota Street Station Lower Height North Alignment Option (DEL-2b) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|---|--|-----------------|------------------------------|
| Guideway between West Seattle Bridge and Delridge Station | Delridge Way Southwest north and south of Southwest Andover Street (Shared Bike and Bus Lane)              | Partial Closure | 9 months                     |
| Guideway between West Seattle Bridge and Delridge Station | Delridge Way Southwest north and south of Southwest Andover Street (Shared Bike and Bus Lane)              | Full Closure    | Nights and weekends          |
| Guideway between West Seattle Bridge and Delridge Station | Southwest Andover Street at Delridge Way Southwest Intersection (Bike Lane on Southwest Andover Street)    | Full Closure    | Nights and weekends          |
| Delridge Station  | Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest                           | Full Closure    | Nights and weekends          |
| Delridge Station  | 25th Avenue Southwest south of Southwest Dakota Street   | Full Closure    | Permanent                    |
| Delridge Station  | 26th Avenue Southwest between Southwest Nevada Street and Southwest Genesee Street (Neighborhood Greenway) | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station      | 30th Avenue Southwest north of Southwest Genesee Street  | Full Closure    | Permanent                    |
| Guideway between Delridge Station and Avalon Station      | Southwest Genesee Street between 26th Avenue Southwest and 30th Avenue Southwest                           | Partial Closure | 9 months                     |
| Guideway between Delridge Station and Avalon Station      | Southwest Genesee Street between 26th Avenue Southwest and 30th Avenue Southwest                           | Full Closure    | Nights and weekends          |

**Table N.1D-12. Delridge Way Station Alternative (DEL-3) Transportation Facility Closures**

| Guideway Area  | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|--|--|-----------------|------------------------------|
| Delridge Station                                     | Delridge Way Southwest between 23rd Avenue Southwest and south of Southwest Dakota Street (Shared Bike and Bus Lane) | Partial Closure | 3 years                      |
| Delridge Station                                     | Delridge Way Southwest between 23rd Avenue Southwest and south of Southwest Dakota Street (Shared Bike and Bus Lane) | Full Closure    | Nights and weekends          |
| Delridge Station                                     | Southwest Andover Street at Delridge Way Southwest Intersection (Bike Lane on Southwest Andover Street)              | Full Closure    | Nights and weekends          |
| Delridge Station                                     | Southwest Dakota Street at Delridge Way Southwest Intersection (Shared Bike and Bus Lane on Delridge Way Southwest)  | Full Closure    | Nights and weekends          |
| Delridge Station                                     | Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest                                     | Full Closure    | 3 years                      |
| Guideway between Delridge Station and Avalon Station | 25th Avenue Southwest north of Southwest Genesee Street  | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | 26th Avenue Southwest at Southwest Genesee Street Intersection (Neighborhood Greenway)                               | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Genesee Street between 26th Avenue Southwest and Southwest Avalon Way                                      | Full Closure    | 2 years                      |
| Guideway between Delridge Station and Avalon Station | Southwest Avalon Way at Southwest Genesee Street Intersection (Protected Bike Lane on Southwest Avalon Way)          | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Genesee Street between Southwest Avalon Way and 32nd Avenue Southwest                                      | Full Closure    | 3 years                      |

**Table N.1D-13. Delridge Way Station Lower Height Alternative (DEL-4) Transportation Facility Closures**

| Guideway Area  | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|--|--|-----------------|------------------------------|
| Delridge Station                                     | Delridge Way Southwest between 23rd Avenue Southwest and south of Southwest Dakota Street (Shared Bike and Bus Lane) | Partial Closure | 3 years                      |
| Delridge Station                                     | Delridge Way Southwest between 23rd Avenue Southwest and south of Southwest Dakota Street (Shared Bike and Bus Lane) | Full Closure    | Nights and weekends          |
| Delridge Station                                     | Southwest Andover Street at Delridge Way Southwest Intersection (Bike Lane on Southwest Andover Street)              | Full Closure    | Nights and weekends          |
| Delridge Station                                     | Southwest Dakota Street at Delridge Way Southwest Intersection (Shared Bike and Bus Lane on Delridge Way Southwest)  | Full Closure    | Nights and weekends          |
| Delridge Station                                     | Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest                                     | Full Closure    | 3 years                      |
| Guideway between Delridge Station and Avalon Station | 25th Avenue Southwest north of Southwest Genesee Street  | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | 26th Avenue Southwest at Southwest Genesee Street Intersection (Neighborhood Greenway)                               | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Genesee Street between 26th Avenue Southwest and 28th Avenue Southwest                                     | Partial Closure | 9 months                     |
| Guideway between Delridge Station and Avalon Station | Southwest Genesee Street between 26th Avenue Southwest and 28th Avenue Southwest                                     | Full Closure    | Nights and weekends          |

**Table N.1D-14. Andover Street Station Alternative (DEL-5) Transportation Facility Closures**

| Guideway Area  | Affected Streets and Extents  | Closure Type | Approximate Closure Duration |
|--|---|--------------|------------------------------|
| Guideway between Delridge Station and Avalon Station | Southwest Andover Street between 26th Avenue Southwest and 28th Avenue Southwest (Protected Bike Lane)                          | Full Closure | 2 years                      |
| Guideway between Delridge Station and Avalon Station | Southwest Andover Street at 26th Avenue Southwest Intersection (Protected Bike Lane on Southwest Andover Street)                | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Yancy Street east of Southwest Avalon Way (Protected Bike Lane)   | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | 30th Avenue Southwest south of Southwest Avalon Way   | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Avalon Way between Southwest Yancy Street/Southwest Andover Street and Southwest Genesee Street (Protected Bike Lane) | Full Closure | 1 year                       |

**Table N.1D-15. Andover Street Station Lower Height Alternative (DEL-6a) Transportation Facility Closures**

| Guideway Area  | Affected Streets and Extents   | Closure Type | Approximate Closure Duration |
|--|--|--------------|------------------------------|
| Guideway between Delridge Station and Avalon Station | Southwest Andover Street between 26th Avenue Southwest and 28th Avenue Southwest (Protected Bike Lane)           | Full Closure | 2 years                      |
| Guideway between Delridge Station and Avalon Station | Southwest Andover Street at 26th Avenue Southwest Intersection (Protected Bike Lane on Southwest Andover Street) | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Avalon Way north of Southwest Yancy Street/Southwest Andover Street (Protected Bike Lane)              | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Andover Street at 32nd Avenue Southwest Intersection   | Full Closure | Nights and weekends          |

**Table N.1D-16. Preferred Andover Street Station Lower Height South Alignment Option (DEL-6b)  
Transportation Facility Closures**

| Guideway Area  | Affected Streets and Extents  | Closure Type | Approximate Closure Duration |
|--|---|--------------|------------------------------|
| Guideway between Delridge Station and Avalon Station | Southwest Andover Street between 26th Avenue Southwest and Southwest Charlestown Street (Protected Bike Lane) | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | 26th Avenue Southwest south of Southwest Andover Street (Neighborhood Greenway)                               | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | 28th Avenue Southwest north of Southwest Yancy Street (Protected Bike Lane)                                   | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Avalon Way north of Southwest Yancy Street and Southwest Andover Street (Protected Bike Lane)       | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | Southwest Andover Street west of Southwest Avalon Way (Protected Bike Lane)                                   | Full Closure | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station | 32nd Avenue Southwest south of Southwest Andover Street   | Full Closure | Permanent                    |

**Table N.1D-17. Andover Street Station Lower Height No Avalon Station Tunnel Connection Alternative (DEL-7) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents  | Closure Type    | Approximate Closure Duration |
|---|---|-----------------|------------------------------|
| Guideway west of Delridge Station                             | Southwest Andover Street between 26th Avenue Southwest and Southwest Charlestown Street (Protected Bike Lane) | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and Avalon Station          | 26th Avenue Southwest south of Southwest Andover Street (Neighborhood Greenway)                               | Full Closure    | Nights and weekends          |
| Guideway west of Delridge Station                             | 28th Avenue Southwest north of Southwest Yancy Street (Protected Bike Lane)                                   | Full Closure    | Nights and weekends          |
| Guideway west of Delridge Station                             | Southwest Avalon Way north of Southwest Yancy Street and Southwest Andover Street (Protected Bike Lane)       | Full Closure    | Nights and weekends          |
| Guideway west of Delridge Station                             | Southwest Andover Street west of Southwest Avalon Way (Protected Bike Lane)                                   | Full Closure    | Nights and weekends          |
| Guideway between Delridge Station and West Seattle Junction   | 32nd Avenue Southwest south of Southwest Andover Street   | Full Closure    | Permanent                    |
| Guideway between Delridge Station and Alaska Junction Station | West Seattle Bridge south of Southwest Andover Street pedestrian bridge                                       | Partial Closure | 6 months                     |

**Table N.1D-18. Elevated 41st/42nd Avenue Station Alternative (WSJ-1) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents  | Closure Type    | Approximate Closure Duration |
|---|---|-----------------|------------------------------|
| Avalon Station  | Southwest Genesee Street between 32nd Avenue Southwest and West Seattle Bridge/35th Avenue Southwest Intersection | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 35th Avenue Southwest south of West Seattle Bridge/Fauntleroy Way Southwest to Southwest Avalon Way               | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 36th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest                               | Full Closure    | 1.5 years                    |
| Guideway between Avalon Station and Alaska Junction Station | 37th Avenue Southwest at Fauntleroy Way Southwest Intersection  | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | Fauntleroy Way Southwest between 35th Avenue Southwest/Southwest Genesee Street and Southwest Oregon Street       | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | Southwest Oregon Street at Fauntleroy Way Intersection  | Partial Closure | 9 months                     |
| Guideway between Avalon Station and Alaska Junction Station | Southwest Oregon Street at Fauntleroy Way Intersection  | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 38th Avenue Southwest between Southwest Oregon Street and Fauntleroy Way Southwest                                | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 39th Avenue Southwest between Southwest Oregon Street and Fauntleroy Way Southwest                                | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 40th Avenue Southwest north of Southwest Alaska Street  | Partial Closure | 9 months                     |
| Guideway between Avalon Station and Alaska Junction Station | 40th Avenue Southwest north of Southwest Alaska Street  | Full Closure    | Nights and weekends          |
| Alaska Junction Station                                     | Southwest Alaska Street at 41st Avenue Southwest Intersection (Bike Lane on Southwest Alaska Street)              | Full Closure    | Nights and weekends          |
| Alaska Junction Station                                     | 42nd Avenue Southwest north of Southwest Edmunds Street   | Partial Closure | 9 months                     |
| Alaska Junction Station                                     | 42nd Avenue Southwest north of Southwest Edmunds Street   | Full Closure    | Nights and weekends          |
| Alaska Junction Station                                     | Southwest Edmunds Street west of 42nd Avenue Southwest  | Full Closure    | Nights and weekends          |

**Table N.1D-19. Elevated Fauntleroy Way Station Alternative (WSJ-2) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents  | Closure Type    | Approximate Closure Duration |
|---|---|-----------------|------------------------------|
| Avalon Station  | Southwest Genesee Street between 32nd Avenue Southwest and West Seattle Bridge/35th Avenue Southwest Intersection | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 35th Avenue Southwest between West Seattle Bridge/Fauntleroy Way Southwest and Southwest Avalon Way               | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | Fauntleroy Way Southwest between 35th Avenue Southwest and 36th Avenue Southwest                                  | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 36th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest                               | Full Closure    | 3 years                      |
| Guideway between Avalon Station and Alaska Junction Station | Southwest Genesee Street between Fauntleroy Way Southwest and 36th Avenue Southwest                               | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 37th Avenue Southwest north of Fauntleroy Way Southwest   | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | Southwest Oregon Street between Fauntleroy Way Southwest and 38th Avenue Southwest                                | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 38th Avenue Southwest between Southwest Oregon Street and Fauntleroy Way Southwest                                | Full Closure    | Nights and weekends          |
| Alaska Junction Station                                     | Fauntleroy Way Southwest between 38th Avenue Southwest and 39th Avenue Southwest                                  | Full Closure    | Nights and weekends          |
| Alaska Junction Station                                     | Southwest Alaska Street between 38th Avenue Southwest and Fauntleroy Way Southwest (Bike Lane)                    | Full Closure    | 3 Years                      |
| Alaska Junction Station                                     | Fauntleroy Way Southwest between Southwest Alaska Street and Southwest Edmunds Street                             | Partial Closure | 9 months                     |
| Alaska Junction Station                                     | Fauntleroy Way Southwest between Southwest Alaska Street and Southwest Edmunds Street                             | Full Closure    | Nights and weekends          |
| Alaska Junction Station                                     | Southwest Edmunds Street at Fauntleroy Way Southwest Intersection   | Full Closure    | Nights and weekends          |

**Table N.1D-20. Tunnel 41st Avenue Station Alternative (WSJ-3a) Transportation Facility Closures**

| Guideway Area           | Affected Streets and Extents  | Closure Type    | Approximate Closure Duration |
|-------------------------|---|-----------------|------------------------------|
| Avalon Station          | 35th Avenue Southwest between Fauntleroy Way Southwest and Southwest Avalon Way   | Full Closure    | 3 years                      |
| Avalon Station          | 36th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest   | Full Closure    | 3 years                      |
| Avalon Station          | Fauntleroy Way Southwest between Southwest Genesee Street and Southwest Avalon Way  | Partial Closure | 1.5 years                    |
| Avalon Station          | Southwest Genesee Street between Fauntleroy Way Southwest and 37th Avenue Southwest (only when connecting to Option DEL-2b) | Full Closure    | 3 years                      |
| Alaska Junction Station | 41st Avenue Southwest between north of Southwest Alaska Street and Southwest Hudson Street                                  | Full Closure    | 4 years                      |
| Alaska Junction Station | Southwest Alaska Street at 41st Avenue Southwest Intersection (Bike Lane on Southwest Alaska Street)                        | Partial Closure | 6 months                     |
| Alaska Junction Station | Southwest Edmunds Street at 41st Avenue Southwest Intersection  | Full Closure    | 4 years                      |

**Table N.1D-21. Tunnel 42nd Avenue Station Option (WSJ-3b) Transportation Facility Closures**

| Guideway Area           | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|-------------------------|--|-----------------|------------------------------|
| Avalon Station          | 35th Avenue Southwest between Fauntleroy Way Southwest and Southwest Avalon Way                                    | Full Closure    | 3 years                      |
| Avalon Station          | 36th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest                                | Full Closure    | 3 years                      |
| Avalon Station          | Fauntleroy Way Southwest between Southwest Genesee Street and Southwest Avalon Way                                 | Partial Closure | 1.5 years                    |
| Alaska Junction Station | 42nd Avenue Southwest between north of Southwest Alaska Street and Southwest Hudson Street (Neighborhood Greenway) | Full Closure    | 4 years                      |
| Alaska Junction Station | Southwest Alaska Street at 42nd Avenue Southwest Intersection (Bike Lane on Southwest Alaska Street)               | Partial Closure | 6 months                     |
| Alaska Junction Station | Southwest Edmunds Street at 42nd Avenue Southwest Intersection   | Full Closure    | 4 years                      |
| Alaska Junction Station | Southwest Hudson Street at 42nd Avenue Southwest Intersection  | Partial Closure | 4 years                      |

**Permanent and Temporary Transportation Facility Closures****Table N.1D-22. Short Tunnel 41st Avenue Station Alternative (WSJ-4) Transportation Facility Closures**

| Guideway Area   | Roadway Work Location   | Closure Type    | Approximate Closure Duration |
|---|---|-----------------|------------------------------|
| Avalon Station  | Southwest Genesee Street between 32nd Avenue Southwest and West Seattle Bridge and 35th Avenue Southwest Intersection | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 35th Avenue Southwest south of West Seattle Bridge/Fauntleroy Way Southwest and Southwest Avalon Way                  | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | Fauntleroy Way Southwest between 35th Avenue Southwest and Southwest Avalon Way                                       | Partial Closure | 9 months                     |
| Guideway between Avalon Station and Alaska Junction Station | Fauntleroy Way Southwest between 35th Avenue Southwest and Southwest Avalon Way                                       | Full Closure    | Nights and weekends          |
| Guideway between Avalon Station and Alaska Junction Station | 36th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest                                   | Full Closure    | 9 months                     |
| Guideway between Avalon Station and Alaska Junction Station | 37th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest                                   | Full Closure    | Permanent                    |
| Guideway between Avalon Station and Alaska Junction Station | 38th Avenue Southwest north of Southwest Oregon Street  | Full Closure    | Permanent                    |
| Alaska Junction Station                                     | 41st Avenue Southwest between Southwest Alaska Street and south of Southwest Hudson Street                            | Full Closure    | 4 years                      |
| Alaska Junction Station                                     | Southwest Alaska Street at 41st Avenue Southwest Intersection (Bike Lane on Southwest Alaska Street)                  | Partial Closure | 3 months                     |
| Alaska Junction Station                                     | Southwest Alaska Street east of 41st Avenue Southwest (Bike Lane)   | Partial Closure | 1 year                       |
| Alaska Junction Station                                     | Southwest Edmunds Street at 41st Avenue Intersection  | Full Closure    | 4 years                      |

**Table N.1D-23. Medium Tunnel 41st Avenue Station Alternative (WSJ-5a) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|---|--|-----------------|------------------------------|
| Avalon Station  | Southwest Genesee Street east of 35th Avenue Southwest   | Full Closure    | Permanent                    |
| Avalon Station  | Fauntleroy Way Southwest at 35th Avenue Southwest Intersection                                       | Partial Closure | 6 months                     |
| Avalon Station  | 35th Avenue Southwest between Southwest Avalon Way and Fauntleroy Way Southwest                      | Full Closure    | 1 year                       |
| Guideway between Avalon Station and Alaska Junction Station | Fauntleroy Way Southwest at Southwest Avalon Way Intersection  | Partial Closure | 1.5 years                    |
| Guideway between Avalon Station and Alaska Junction Station | 37th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest                  | Partial Closure | 6 months                     |
| Alaska Junction Station                                     | 41st Avenue Southwest between north of Southwest Alaska Street and Southwest Hudson Street           | Full Closure    | 4 years                      |
| Alaska Junction Station                                     | Southwest Alaska Street at 41st Avenue Southwest Intersection (Bike Lane on Southwest Alaska Street) | Partial Closure | 6 months                     |
| Alaska Junction Station                                     | Southwest Edmunds Street at 41st Avenue Southwest Intersection                                       | Full Closure    | 4 years                      |

**Table N.1D-24. Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option (WSJ-5b) Transportation Facility Closures**

| Guideway Area   | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|---|--|-----------------|------------------------------|
| Avalon Station  | Southwest Genesee Street east of 35th Avenue Southwest   | Full Closure    | Permanent                    |
| Avalon Station  | Fauntleroy Way Southwest at 35th Avenue Southwest Intersection                                       | Partial Closure | 6 months                     |
| Avalon Station  | 35th Avenue Southwest between Southwest Avalon Way and Fauntleroy Way Southwest                      | Full Closure    | 1 year                       |
| Guideway between Avalon Station and Alaska Junction Station | Fauntleroy Way Southwest at Southwest Avalon Way Intersection  | Partial Closure | 1.5 years                    |
| Guideway between Avalon Station and Alaska Junction Station | 37th Avenue Southwest between Southwest Genesee Street and Fauntleroy Way Southwest                  | Partial Closure | 6 months                     |
| Alaska Junction Station                                     | 41st Avenue Southwest between north of Southwest Alaska Street and Southwest Hudson Street           | Full Closure    | 4 years                      |
| Alaska Junction Station                                     | Southwest Alaska Street at 41st Avenue Southwest Intersection (Bike Lane on Southwest Alaska Street) | Partial Closure | 6 months                     |
| Alaska Junction Station                                     | Southwest Edmunds Street at 41st Avenue Southwest Intersection                                       | Full Closure    | 6 months                     |

**Table N.1D-25. No Avalon Station Tunnel Alternative (WSJ-6) Transportation Facility Closures**

| Guideway Area           | Affected Streets and Extents   | Closure Type    | Approximate Closure Duration |
|-------------------------|--|-----------------|------------------------------|
| Alaska Junction Station | 41st Avenue Southwest between north of Southwest Alaska Street and Southwest Hudson Street | Full Closure    | 4 years                      |
| Alaska Junction Station | Southwest Alaska Street at 41st Avenue Southwest Intersection                              | Partial Closure | 6 months                     |
| Alaska Junction Station | Southwest Edmunds Street at 41st Avenue Southwest Intersection                             | Full Closure    | 4 years                      |

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**Attachment N.1E**  
**Pedestrian Level of Service**

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# Attachment N.1E Pedestrian Level of Service

**Table N.1E-1. Pedestrian Level of Service Thresholds**

| Level of Service | Sidewalk<br>Average Space<br>(square feet per person) | Crosswalk<br>Average Space<br>(square feet per person) | Corner<br>Average Space<br>(square foot per person) |
|------------------|---|--|---|
| A                | >60   | >530   | Not applicable                                      |
| B                | >40 to 60   | >90 to 530   | Not applicable                                      |
| C                | >24 to 40   | >40 to 90  | Not applicable                                      |
| D                | >15 to 24   | >23 to 40  | Not applicable                                      |
| E                | >8 to 15  | >11 to 23  | Not applicable                                      |
| F                | ≤8  | ≤11  | Not applicable                                      |
| Pass             | Not applicable  | Not applicable   | >4  |
| Fail             | Not applicable  | Not applicable   | ≤4  |

≤ = less than or equal to

> = greater than

**Table N.1E-2. SODO Station – P.M. Peak Hour Sidewalk Level of Service**

| Sidewalk Facility   | Side of the Street | Existing       | 2042 No Build  | 2042 SODO-1a   | 2042 SODO-1b   | 2042 SODO-1C   | 2042 SODO-2    |
|---|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| South Lander Street between 4th Avenue and SODO Busway              | North              | A              | B              | B              | C              | C              | C              |
| South Lander Street between 4th Avenue and SODO Busway              | South              | A              | A              | A              | A              | A              | A              |
| South Lander Street between 6th Avenue and SODO Busway              | North              | A              | A              | A              | A              | A              | A              |
| South Lander Street between 6th Avenue and SODO Busway              | South              | A              | A              | A              | A              | A              | A              |
| 4th Avenue South north of South Lander Street                       | East               | A              | A              | A              | A              | A              | A              |
| 4th Avenue South north of South Lander Street                       | West               | A              | A              | A              | A              | A              | A              |
| 6th Avenue north of South Lander Street                             | East               | A              | A              | A              | A              | A              | A              |
| 6th Avenue north of South Lander Street                             | West               | A              | A              | A              | A              | A              | A              |
| SODO Busway/Platform north of South Lander Street                   | East               | A              | A              | Not applicable | A              | Not applicable | A              |
| SODO Busway/Platform north of South Lander Street                   | West               | A              | A              | Not applicable | A              | Not applicable | A              |
| South Stacy Street between 5th Avenue South and 6th Avenue South    | North              | Not applicable | Not applicable | A              | Not applicable | A              | Not applicable |
| South Stacy Street between 5th Avenue South and 6th Avenue South    | South              | Not applicable | Not applicable | A              | Not applicable | A              | Not applicable |
| South Stacy Street between 4th Avenue South and 5th Avenue South    | North              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable |
| South Stacy Street between 4th Avenue South and 5th Avenue South    | South              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable |
| 4th Avenue South between South Lander Street and South Stacy Street | East               | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable |
| 4th Avenue South between South Lander Street and South Stacy Street | West               | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable |
| 6th Avenue South between South Lander Street and South Stacy Street | East               | Not applicable | Not applicable | A              | Not applicable | A              | Not applicable |
| 6th Avenue South between South Lander Street and South Stacy Street | West               | Not applicable | Not applicable | A              | Not applicable | A              | Not applicable |

**Table N.1E-3. SODO Station – P.M. Peak Hour Crosswalk Level of Service**

| Crosswalk Facility                                  | Leg of Intersection | Existing       | 2042 No Build  | 2042 SODO-1a | 2042 SODO-1b   | 2042 SODO-1c | 2042 SODO-2    |
|---|---------------------|----------------|----------------|--------------|----------------|--------------|----------------|
| South Lander Street at 4th Avenue South             | North               | B              | B              | B            | B              | C            | C              |
| South Lander Street at 4th Avenue South             | South               | A              | A              | A            | A              | A            | A              |
| South Lander Street at 4th Avenue South             | East                | A              | A              | A            | A              | A            | A              |
| South Lander Street at 4th Avenue South             | West                | A              | A              | B            | B              | B            | B              |
| South Lander Street at 6th Avenue South             | North               | A              | A              | A            | A              | A            | A              |
| South Lander Street at 6th Avenue South             | South               | A              | A              | A            | A              | A            | A              |
| South Lander Street at 6th Avenue South             | East                | A              | A              | A            | A              | A            | A              |
| South Lander Street at 6th Avenue South             | West                | A              | A              | A            | A              | A            | A              |
| South Lander Street at SODO Busway <sup>a</sup>     | North               | C              | D              | D            | D              | D            | D              |
| South Lander Street at SODO Busway <sup>a</sup>     | South               | A              | A              | A            | A              | A            | A              |
| South Lander Street at SODO Busway <sup>a</sup>     | East                | A              | A              | A            | A              | A            | A              |
| South Lander Street at SODO Busway <sup>a</sup>     | West                | A              | A              | A            | A              | A            | B              |
| South Stacy Street at 6th Avenue South <sup>b</sup> | North               | Not applicable | Not applicable | A            | Not applicable | A            | Not applicable |
| South Stacy Street at 6th Avenue South <sup>b</sup> | South               | Not applicable | Not applicable | A            | Not applicable | A            | Not applicable |
| South Stacy Street at 6th Avenue South <sup>b</sup> | East                | Not applicable | Not applicable | A            | Not applicable | A            | Not applicable |
| South Stacy Street at 6th Avenue South <sup>b</sup> | West                | Not applicable | Not applicable | A            | Not applicable | A            | Not applicable |
| South Stacy Street at 4th Avenue South              | North               | A              | A              | A            | A              | A            | A              |
| South Stacy Street at 4th Avenue South              | South               | A              | A              | A            | A              | A            | A              |
| South Stacy Street at 4th Avenue South              | East                | A              | A              | A            | A              | A            | A              |
| South Stacy Street at 4th Avenue South              | West                | A              | A              | A            | A              | A            | A              |

<sup>a</sup> This intersection is at the SODO Busway in some scenarios and at the Lander Overpass in others; see scenario descriptions for details.

<sup>b</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

**Table N.1E-4. SODO Station – P.M. Peak Hour Corner Level of Service**

| Intersection                             | Corner    | Existing       | 2042<br>No Build | 2042<br>SODO-1a | 2042<br>SODO-1b | 2042<br>SODO-1c | 2042<br>SODO-2 |
|--|-----------|----------------|------------------|-----------------|-----------------|-----------------|----------------|
| South Lander Street and 4th Avenue South | Northwest | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and 4th Avenue South | Northeast | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and 4th Avenue South | Southwest | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and 4th Avenue South | Southeast | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and 6th Avenue South | Northwest | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and 6th Avenue South | Northeast | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and 6th Avenue South | Southwest | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and 6th Avenue South | Southeast | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and SODO Busway      | Northwest | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and SODO Busway      | Northeast | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and SODO Busway      | Southwest | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Lander Street and SODO Busway      | Southeast | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Stacy Street and 6th Avenue South  | Northwest | Not applicable | Not applicable   | Pass            | Not applicable  | Pass            | Not applicable |
| South Stacy Street and 6th Avenue South  | Northeast | Not applicable | Not applicable   | Pass            | Not applicable  | Pass            | Not applicable |
| South Stacy Street and 6th Avenue South  | Southwest | Not applicable | Not applicable   | Pass            | Not applicable  | Pass            | Not applicable |
| South Stacy Street and 6th Avenue South  | Southeast | Not applicable | Not applicable   | Pass            | Not applicable  | Pass            | Not applicable |
| South Stacy Street and 4th Avenue South  | Northwest | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Stacy Street and 4th Avenue South  | Northeast | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Stacy Street and 4th Avenue South  | Southwest | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |
| South Stacy Street and 4th Avenue South  | Southeast | Pass           | Pass             | Pass            | Pass            | Pass            | Pass           |

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

Table N.1E-5. Delridge Station – P.M. Peak Hour Sidewalk Level of Service

| Sidewalk Facility   | Side of the Street | Existing | 2042 No Build | 2042 DEL-1a    | 2042 DEL-1b    | 2042 DEL-2a    | 2042 DEL-2b    | 2042 DEL-3     | 2042 DEL-4     | 2042 DEL-5     | 2042 DEL-6a    | 2042 DEL-6b    | 2042 DEL-7     |
|---|--------------------|----------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 26th Avenue Southwest between Southwest Genesee Street and Southwest Nevada Street  | East               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 26th Avenue Southwest between Southwest Genesee Street and Southwest Nevada Street  | West               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 26th Avenue Southwest between Southwest Dakota Street and Southwest Nevada Street   | East               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 26th Avenue Southwest between Southwest Dakota Street and Southwest Nevada Street   | West               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest    | North              | A        | A             | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest    | South              | A        | A             | C              | C              | C              | C              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street between 26th Avenue Southwest and 25th Avenue Southwest     | North              | A        | A             | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street between 26th Avenue Southwest and 25th Avenue Southwest     | South              | A        | A             | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street between 26th Avenue Southwest and 25th Avenue Southwest    | North              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street between 26th Avenue Southwest and 25th Avenue Southwest    | South              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street between 25th Avenue Southwest and Delridge Way Southwest   | North              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street between 25th Avenue Southwest and Delridge Way Southwest   | South              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street west of 26th Avenue Southwest                              | North              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street west of 26th Avenue Southwest                              | South              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest between Southwest Genesee Street and Southwest Dakota Street | East               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest between Southwest Genesee Street and Southwest Dakota Street | West               | A        | A             | B              | B              | B              | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest north of Southwest Dakota Street                             | West               | A        | A             | A              | A              | A              | A              | C              | B              | A              | A              | A              | A              |
| Delridge Way Southwest north of Southwest Dakota Street                             | East               | A        | A             | A              | A              | A              | A              | A              | A              | A              | A              | A              | A              |
| Delridge Way Southwest north of Southwest Andover Street                            | East               | A        | A             | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | A              | A              | A              | A              |
| Delridge Way Southwest north of Southwest Andover Street                            | West               | A        | A             | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | A              | A              | C              | C              |
| Southwest Nevada Street west of 26th Avenue Southwest                               | North              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street west of 26th Avenue Southwest                               | South              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |

| Sidewalk Facility  | Side of the Street | Existing       | 2042 No Build  | 2042 DEL-1a    | 2042 DEL-1b    | 2042 DEL-2a    | 2042 DEL-2b    | 2042 DEL-3     | 2042 DEL-4     | 2042 DEL-5     | 2042 DEL-6a    | 2042 DEL-6b    | 2042 DEL-7     |
|--|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street | West               | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street | East               | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Andover Street west of Delridge Avenue Southwest                         | North              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | B              | B              | A              | A              |
| Southwest Andover Street west of Delridge Avenue Southwest                         | South              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | A              | A              | A              | A              |
| Southwest Andover Street east of Delridge Way Southwest                            | North              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Southwest Andover Street east of Delridge Way Southwest                            | South              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Bus Route/Southwest Charlestown Street north of Southwest Andover Street           | East               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Bus Route/Southwest Charlestown Street north of Bus Route 2                        | East               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Bus Route 2 West of Bus Route  | North              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Bus Route 2 West of Bus Route  | South              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Southwest Charlestown Street West of Delridge Way Southwest                        | South              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |

Table N.1E-6. Delridge Station – P.M. Peak Hour Crosswalk Level of Service

| Crosswalk Facility   | Leg of Intersection | Existing       | 2042 No Build  | 2042 DEL-1a    | 2042 DEL-1b    | 2042 DEL-2a    | 2042 DEL-2b    | 2042 DEL-3     | 2042 DEL-4     | 2042 DEL-5     | 2042 DEL-6a    | 2042 DEL-6b    | 2042 DEL-7     |
|--|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Southwest Genesee Street at 26th Avenue Southwest <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street at 26th Avenue Southwest <sup>a</sup> | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street at 26th Avenue Southwest <sup>a</sup> | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street at 26th Avenue Southwest <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street at 26th Avenue Southwest <sup>a</sup>  | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street at 26th Avenue Southwest <sup>a</sup>  | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street at 26th Avenue Southwest <sup>a</sup>  | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street at 25th Avenue Southwest <sup>a</sup>  | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street at 25th Avenue Southwest <sup>a</sup>  | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street at 25th Avenue Southwest <sup>a</sup>  | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest at Southwest Dakota Street <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest at Southwest Dakota Street <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest at Southwest Dakota Street <sup>a</sup> | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest at Southwest Genesee Street             | North               | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest at Southwest Genesee Street             | South               | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest at Southwest Genesee Street             | West                | A              | A              | B              | B              | B              | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest at Southwest Genesee Street <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest at Southwest Genesee Street <sup>a</sup> | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest at Southwest Genesee Street <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Andover Street at Delridge Way Southwest             | North               | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | B              | B              | A              | A              |
| Southwest Andover Street at Delridge Way Southwest             | South               | B              | B              | Not applicable | Not applicable | Not applicable | Not applicable | B              | B              | B              | B              | B              | B              |
| Southwest Andover Street at Delridge Way Southwest             | East                | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | B              | B              | B              | B              | B              | B              |
| Southwest Andover Street at Delridge Way Southwest             | West                | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | B              | B              | D              | D              | A              | A              |
| Delridge Way Southwest at Southwest Charlestown Street         | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Delridge Way Southwest at Southwest Charlestown Street         | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Delridge Way Southwest at Southwest Charlestown Street         | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Delridge Way Southwest at Southwest Charlestown Street         | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

**Table N.1E-7. Delridge Station – P.M. Peak Hour Corner Level of Service**

[illegible]

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

**Table N.1E-8. Avalon Station – P.M. Peak Hour Sidewalk Level of Service**

| Sidewalk Facility   | Side of the Street | Existing | 2042 No Build | 2042 WSJ-1 | 2042 WSJ-2 & WSJ-4 | 2042 WSJ-3a & WSJ-3b | 2042 WSJ-5a | 2042 WSJ-5b |
|---|--------------------|----------|---------------|------------|--------------------|----------------------|-------------|-------------|
| Southwest Avalon Way north of Southwest Genesee Street                          | West               | A        | A             | A          | A                  | A                    | A           | A           |
| Southwest Avalon Way north of Southwest Genesee Street                          | East               | A        | A             | A          | A                  | A                    | A           | A           |
| Southwest Avalon Way between Southwest Genesee Street and 35th Avenue Southwest | North              | A        | A             | A          | A                  | A                    | A           | A           |
| Southwest Avalon Way between Southwest Genesee Street and 35th Avenue Southwest | South              | A        | A             | A          | A                  | A                    | A           | A           |
| Southwest Avalon Way between 35th Avenue Southwest and Fauntleroy Way Southwest | North              | A        | A             | A          | A                  | A                    | A           | A           |
| Southwest Avalon Way between 35th Avenue Southwest and Fauntleroy Way Southwest | South              | A        | A             | A          | A                  | A                    | A           | A           |
| Fauntleroy Way Southwest between Southwest Avalon Way and 35th Avenue Southwest | West               | A        | A             | A          | A                  | A                    | A           | A           |
| Fauntleroy Way Southwest between Southwest Avalon Way and 35th Avenue Southwest | East               | A        | A             | A          | A                  | A                    | A           | A           |
| 35th Avenue Southwest north of Fauntleroy Way Southwest                         | West               | A        | A             | A          | A                  | A                    | A           | A           |
| 35th Avenue Southwest north of Fauntleroy Way Southwest                         | East               | A        | A             | A          | A                  | A                    | A           | A           |
| 35th Avenue Southwest between Fauntleroy Way Southwest and Avalon Way Southwest | West               | A        | A             | A          | A                  | A                    | A           | A           |
| 35th Avenue Southwest between Fauntleroy Way Southwest and Avalon Way Southwest | East               | A        | A             | C          | C                  | A                    | B           | B           |
| 35th Avenue Southwest south of Avalon Way                                       | West               | A        | A             | A          | A                  | A                    | A           | A           |
| 35th Avenue Southwest south of Avalon Way                                       | East               | A        | A             | A          | A                  | A                    | A           | A           |
| Southwest Genesee Street between 35th Avenue Southwest and Southwest Avalon Way | West               | A        | A             | A          | A                  | A                    | A           | A           |

| Sidewalk Facility   | Side of the Street | Existing | 2042 No Build | 2042 WSJ-1     | 2042 WSJ-2 & WSJ-4 | 2042 WSJ-3a & WSJ-3b | 2042 WSJ-5a    | 2042 WSJ-5b    |
|---|--------------------|----------|---------------|----------------|--------------------|----------------------|----------------|----------------|
| Southwest Genesee Street between 35th Avenue Southwest and Southwest Avalon Way     | East               | A        | A             | A              | A                  | A                    | A              | A              |
| Fauntleroy Way Southwest south of Avalon Way  | East               | A        | A             | A              | A                  | A                    | A              | A              |
| Southwest Genesee Street between Fauntleroy Way Southwest and 36th Avenue Southwest | North              | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| 36th Avenue Southwest north of Southwest Genesee Street                             | West               | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| 36th Avenue Southwest north of Southwest Genesee Street                             | East               | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| 36th Avenue Southwest south of Southwest Genesee Street                             | West               | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| Southwest Genesee Street between 36th Avenue Southwest and 37th Avenue Southwest    | North              | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| Southwest Genesee Street between 36th Avenue Southwest and 37th Avenue Southwest    | South              | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| 37th Avenue Southwest north of Southwest Genesee Street                             | West               | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| 37th Avenue Southwest north of Southwest Genesee Street                             | East               | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| 37th Avenue Southwest south of Southwest Genesee Street                             | West               | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| 37th Avenue Southwest south of Southwest Genesee Street                             | East               | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| Southwest Genesee Street west of 37th Avenue Southwest                              | North              | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |
| Southwest Genesee Street west of 37th Avenue Southwest                              | South              | A        | A             | Not applicable | Not applicable     | A                    | Not applicable | Not applicable |

**Table N.1E-9. Avalon Station – P.M. Peak Hour Crosswalk Level of Service**

| Crosswalk Facility   | Leg of Intersection | Existing       | 2042 No Build  | 2042 WSJ-1     | 2042 WSJ-2 & WSJ-4 | 2042 WSJ-3a & WSJ-3b | 2042 WSJ-5a    | 2042 WSJ-5b    |
|--|---------------------|----------------|----------------|----------------|--------------------|----------------------|----------------|----------------|
| Southwest Avalon Way at Southwest Genesee Street               | North               | A              | A              | A              | A                  | A                    | A              | A              |
| Southwest Avalon Way at Southwest Genesee Street               | South               | A              | A              | A              | A                  | A                    | A              | A              |
| Southwest Avalon Way at Southwest Genesee Street               | East                | A              | A              | B              | A                  | A                    | B              | B              |
| Southwest Avalon Way at Southwest Genesee Street               | West                | B              | B              | B              | B                  | B                    | C              | C              |
| Southwest Avalon Way at 35th Avenue Southwest                  | North               | A              | B              | B              | B                  | C                    | B              | B              |
| Southwest Avalon Way at 35th Avenue Southwest                  | South               | B              | B              | B              | B                  | B                    | B              | B              |
| Southwest Avalon Way at 35th Avenue Southwest                  | East                | A              | A              | B              | B                  | B                    | B              | B              |
| Southwest Avalon Way at 35th Avenue Southwest                  | West                | B              | B              | B              | B                  | B                    | B              | B              |
| Southwest Avalon Way at Fauntleroy Way Southwest <sup>a</sup>  | North               | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Southwest Avalon Way at Fauntleroy Way Southwest <sup>a</sup>  | South               | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Southwest Avalon Way at Fauntleroy Way Southwest <sup>a</sup>  | East                | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Fauntleroy Way Southwest at 35th Avenue Southwest              | North               | A              | A              | A              | A                  | A                    | A              | A              |
| Fauntleroy Way Southwest at 35th Avenue Southwest              | South               | A              | A              | A              | Not applicable     | A                    | Not applicable | Not applicable |
| Fauntleroy Way Southwest at 35th Avenue Southwest <sup>a</sup> | East                | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Fauntleroy Way Southwest at 35th Avenue Southwest              | West                | A              | A              | A              | A                  | A                    | A              | A              |
| Southwest Genesee Street at 36th Avenue Southwest <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Southwest Genesee Street at 36th Avenue Southwest <sup>a</sup> | South               | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Southwest Genesee Street at 36th Avenue Southwest <sup>a</sup> | East                | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |

| Crosswalk Facility   | Leg of Intersection | Existing       | 2042 No Build  | 2042 WSJ-1     | 2042 WSJ-2 & WSJ-4 | 2042 WSJ-3a & WSJ-3b | 2042 WSJ-5a    | 2042 WSJ-5b    |
|--|---------------------|----------------|----------------|----------------|--------------------|----------------------|----------------|----------------|
| Southwest Genesee Street at 36th Avenue Southwest <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Southwest Genesee Street at 37th Avenue Southwest <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Southwest Genesee Street at 37th Avenue Southwest <sup>a</sup> | South               | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |
| Southwest Genesee Street at 37th Avenue Southwest <sup>a</sup> | East                | Not applicable | Not applicable | Not applicable | Not applicable     | Not applicable       | Not applicable | Not applicable |

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

**Table N.1E-10. Avalon Station – P.M. Peak Hour Corner Level of Service**

| Intersection  | Corner    | Existing       | 2042 No Build  | 2042 WSJ-1     | 2042 WSJ-2     | 2042 WSJ-3a    | 2042 WSJ-5     |
|---|-----------|----------------|----------------|----------------|----------------|----------------|----------------|
| Southwest Avalon Way and Southwest Genesee Street               | Northwest | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Avalon Way and Southwest Genesee Street               | Northeast | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Avalon Way and Southwest Genesee Street               | Southwest | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Avalon Way and Southwest Genesee Street               | Southeast | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Avalon Way and 35th Avenue Southwest                  | Northwest | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Avalon Way and 35th Avenue Southwest                  | Northeast | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Avalon Way and 35th Avenue Southwest                  | Southwest | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Avalon Way and 35th Avenue Southwest                  | Southeast | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Avalon Way and Fauntleroy Way Southwest <sup>a</sup>  | Northeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Avalon Way and Fauntleroy Way Southwest <sup>a</sup>  | Southeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and 35th Avenue Southwest              | Northwest | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Fauntleroy Way Southwest and 35th Avenue Southwest              | Northeast | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Fauntleroy Way Southwest and 35th Avenue Southwest              | Southwest | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Fauntleroy Way Southwest and 35th Avenue Southwest <sup>a</sup> | Southeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |

| Intersection  | Corner    | Existing       | 2042 No Build  | 2042 WSJ-1     | 2042 WSJ-2     | 2042 WSJ-3a    | 2042 WSJ-5     |
|---|-----------|----------------|----------------|----------------|----------------|----------------|----------------|
| Southwest Genesee Street and 36th Avenue Southwest <sup>a</sup> | Northwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 36th Avenue Southwest <sup>a</sup> | Northeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 36th Avenue Southwest <sup>a</sup> | Southwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 36th Avenue Southwest <sup>a</sup> | Southeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 37th Avenue Southwest <sup>a</sup> | Northwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 37th Avenue Southwest <sup>a</sup> | Northeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 37th Avenue Southwest <sup>a</sup> | Southwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 37th Avenue Southwest <sup>a</sup> | Southeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

Table N.1E-11. Alaska Junction Station – P.M. Peak Hour Sidewalk Level of Service

| Sidewalk Facility   | Side of the Street | Existing | 2042 No Build | 2042 WSJ-1     | 2042 WSJ-2     | 2042 WSJ-3a    | 2042 WSJ-3b    | 2042 WSJ-4     | 2042 WSJ-5a    | 2042 WSJ-5b    | 2042 WSJ-6     |
|---|--------------------|----------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Southwest Alaska Street between California Avenue Southwest and 42nd Avenue Southwest | North              | A        | A             | A              | Not applicable | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Alaska Street between California Avenue Southwest and 42nd Avenue Southwest | South              | A        | A             | A              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Alaska Street east of 42nd Avenue Southwest                                 | North              | A        | A             | A              | Not applicable | A              | A              | A              | A              | A              | A              |
| Southwest Alaska Street east of 42nd Avenue Southwest                                 | South              | A        | A             | A              | Not applicable | A              | A              | A              | A              | A              | A              |
| Southwest Alaska Street between 41st Southwest and 40th Avenue Southwest              | North              | A        | A             | A              | Not applicable | B              | Not applicable | B              | B              | B              | C              |
| Southwest Alaska Street between 41st Southwest and 40th Avenue Southwest              | South              | A        | A             | A              | Not applicable | A              | Not applicable | A              | A              | A              | B              |
| Southwest Alaska Street east of 40th Avenue Southwest                                 | North              | A        | A             | Not applicable | A              | A              | Not applicable | A              | A              | A              | A              |
| Southwest Alaska Street east of 40th Avenue Southwest                                 | South              | A        | A             | Not applicable | A              | A              | Not applicable | A              | A              | A              | A              |
| Southwest Alaska Street between Fauntleroy Way Southwest and 38th Avenue Southwest    | North              | A        | A             | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Alaska Street between Fauntleroy Way Southwest and 38th Avenue Southwest    | South              | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Alaska Street west of California Avenue Southwest                           | North              | A        | A             | Not applicable | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Alaska Street west of California Avenue Southwest                           | South              | A        | A             | Not applicable | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| California Avenue Southwest north of Southwest Alaska Street                          | West               | A        | A             | Not applicable | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| California Avenue Southwest north of Southwest Alaska Street                          | East               | A        | A             | Not applicable | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| California Avenue Southwest south of Southwest Alaska Street                          | West               | A        | A             | Not applicable | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| California Avenue Southwest south of Southwest Alaska Street                          | East               | A        | A             | Not applicable | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| 38th Avenue Southwest between Fauntleroy Way Southwest and Southwest Alaska Street    | West               | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 38th Avenue Southwest between Fauntleroy Way Southwest and Southwest Alaska Street    | East               | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 38th Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street    | West               | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 38th Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street    | East               | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 40th Avenue Southwest north of Southwest Alaska Street                                | West               | A        | A             | Not applicable | Not applicable | A              | Not applicable | A              | A              | A              | A              |
| 40th Avenue Southwest north of Southwest Alaska Street                                | East               | A        | A             | Not applicable | Not applicable | A              | Not applicable | A              | A              | A              | A              |
| 40th Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street    | West               | A        | A             | Not applicable | Not applicable | A              | Not applicable | A              | A              | A              | A              |

| Sidewalk Facility   | Side of the Street | Existing | 2042 No Build | 2042 WSJ-1     | 2042 WSJ-2     | 2042 WSJ-3a    | 2042 WSJ-3b    | 2042 WSJ-4     | 2042 WSJ-5a    | 2042 WSJ-5b    | 2042 WSJ-6     |
|---|--------------------|----------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 40th Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street    | East               | A        | A             | Not applicable | Not applicable | A              | Not applicable | A              | A              | A              | A              |
| 41st Avenue Southwest north of Southwest Alaska Street                                | West               | A        | A             | A              | Not applicable | A              | Not applicable | A              | A              | A              | A              |
| 41st Avenue Southwest north of Southwest Alaska Street                                | East               | A        | A             | A              | Not applicable | A              | Not applicable | A              | A              | A              | A              |
| 41st Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street    | West               | A        | A             | A              | Not applicable | A              | Not applicable | A              | A              | A              | A              |
| 41st Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street    | East               | A        | A             | A              | Not applicable | A              | Not applicable | A              | A              | A              | B              |
| 42nd Avenue Southwest north of Southwest Alaska Street                                | West               | A        | A             | A              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| 42nd Avenue Southwest north of Southwest Alaska Street                                | East               | A        | A             | A              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| 42nd Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street    | West               | A        | A             | A              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| 42nd Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street    | East               | A        | A             | A              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Edmunds Street west of 42nd Avenue Southwest                                | North              | A        | A             | A              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Edmunds Street west of 42nd Avenue Southwest                                | South              | A        | A             | A              | Not applicable | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Edmunds Street east of 42nd Avenue Southwest                                | North              | A        | A             | A              | Not applicable | A              | A              | A              | A              | A              | A              |
| Southwest Edmunds Street east of 42nd Avenue Southwest                                | South              | A        | A             | A              | Not applicable | A              | A              | A              | A              | A              | A              |
| Southwest Edmunds Street between 40th Avenue Southwest and 41st Avenue Southwest      | North              | A        | A             | A              | Not applicable | A              | Not applicable | A              | A              | A              | A              |
| Southwest Edmunds Street between 40th Avenue Southwest and 41st Avenue Southwest      | South              | A        | A             | A              | Not applicable | A              | Not applicable | A              | A              | A              | A              |
| Southwest Edmunds Street east of 40th Avenue Southwest                                | North              | A        | A             | Not applicable | A              | A              | Not applicable | A              | A              | A              | A              |
| Southwest Edmunds Street east of 40th Avenue Southwest                                | South              | A        | A             | Not applicable | A              | A              | Not applicable | A              | A              | A              | A              |
| Southwest Edmunds Street east of Fauntleroy Wat Southwest                             | North              | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Edmunds Street east of Fauntleroy Wat Southwest                             | South              | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest between 38th Avenue Southwest and Southwest Alaska Street    | Northwest          | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest between 38th Avenue Southwest and Southwest Alaska Street    | Southeast          | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest between Southwest Alaska Street and Southwest Edmunds Street | West               | A        | A             | Not applicable | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest between Southwest Alaska Street and Southwest Edmunds Street | East               | A        | A             | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |

**Table N.1E-12. Alaska Junction Station – P.M. Peak Hour Crosswalk Level of Service**

[illegible]

| Crosswalk Facility   | Leg of Intersection | Existing       | 2042 No Build  | 2042 WSJ-1     | 2042 WSJ-2     | 2042 WSJ-3a    | 2042 WSJ-3b    | 2042 WSJ-4     | 2042 WSJ-5a    | 2042 WSJ-5b    | 2042 WSJ-6     |
|--|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 40th Avenue Southwest at Southwest Edmunds Street <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at 38th Avenue Southwest <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at 38th Avenue Southwest <sup>a</sup> | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at 38th Avenue Southwest <sup>a</sup> | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at 38th Avenue Southwest <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at Southwest Alaska Street            | North               | B              | B              | Not applicable | C              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at Southwest Alaska Street            | South               | B              | B              | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at Southwest Alaska Street            | East                | B              | B              | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at Southwest Alaska Street            | West                | B              | B              | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at Southwest Edmunds Street           | North               | A              | A              | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at Southwest Edmunds Street           | South               | A              | A              | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at Southwest Edmunds Street           | East                | A              | A              | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest at Southwest Edmunds Street           | West                | A              | A              | Not applicable | B              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

**Table N.1E-13. Alaska Junction Station – P.M. Peak Hour Corner Level of Service**

[illegible]

| Intersection  | Corner    | Existing       | 2042 No Build  | 2042 WSJ-1     | 2042 WSJ-2     | 2042 WSJ-3a    | 2042 WSJ-3b    | 2042 WSJ-4     | 2042 WSJ-5a    | 2042 WSJ-5b    | 2042 WSJ-6     |
|---|-----------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Fauntleroy Way Southwest and 38th Avenue Southwest <sup>a</sup> | Northwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and 38th Avenue Southwest <sup>a</sup> | Northeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and 38th Avenue Southwest <sup>a</sup> | Southwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and 38th Avenue Southwest <sup>a</sup> | Southeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and Southwest Alaska Street            | Northwest | Pass           | Pass           | Not applicable | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and Southwest Alaska Street            | Northeast | Pass           | Pass           | Not applicable | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and Southwest Alaska Street            | Southwest | Pass           | Pass           | Not applicable | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and Southwest Alaska Street            | Southeast | Pass           | Pass           | Not applicable | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and Southwest Edmunds Street           | Northwest | Pass           | Pass           | Not applicable | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and Southwest Edmunds Street           | Northeast | Pass           | Pass           | Not applicable | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and Southwest Edmunds Street           | Southwest | Pass           | Pass           | Not applicable | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Fauntleroy Way Southwest and Southwest Edmunds Street           | Southeast | Pass           | Pass           | Not applicable | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

## Pedestrian M.O.S. Level of Service

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Table N.1E-14. Delridge Station – P.M. Peak Hour Sidewalk Level of Service (M.O.S.)

| Sidewalk Facility   | Side of the Street | Existing | 2042 No Build | 2042 DEL-1a    | 2042 DEL-1b    | 2042 DEL-2a    | 2042 DEL-2b    | 2042 DEL-3     | 2042 DEL-4     | 2042 DEL-5     | 2042 DEL-6a    | 2042 DEL-6b    | 2042 DEL-7     |
|---|--------------------|----------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 26th Avenue Southwest between Southwest Genesee Street and Southwest Nevada Street  | East               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 26th Avenue Southwest between Southwest Genesee Street and Southwest Nevada Street  | West               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 26th Avenue Southwest between Southwest Dakota Street and Southwest Nevada Street   | East               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 26th Avenue Southwest between Southwest Dakota Street and Southwest Nevada Street   | West               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest    | North              | A        | A             | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street between 25th Avenue Southwest and Delridge Way Southwest    | South              | A        | A             | D              | D              | D              | D              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street between 26th Avenue Southwest and 25th Avenue Southwest     | North              | A        | A             | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street between 26th Avenue Southwest and 25th Avenue Southwest     | South              | A        | A             | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street between 26th Avenue Southwest and 25th Avenue Southwest    | North              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street between 26th Avenue Southwest and 25th Avenue Southwest    | South              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street between 25th Avenue Southwest and Delridge Way Southwest   | North              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street between 25th Avenue Southwest and Delridge Way Southwest   | South              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street west of 26th Avenue Southwest                              | North              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street west of 26th Avenue Southwest                              | South              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest between Southwest Genesee Street and Southwest Dakota Street | East               | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest between Southwest Genesee Street and Southwest Dakota Street | West               | A        | A             | D              | D              | D              | D              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest north of Southwest Dakota Street                             | East               | A        | A             | A              | A              | A              | A              | B              | B              | A              | A              | A              | A              |
| Delridge Way Southwest north of Southwest Dakota Street                             | West               | A        | A             | A              | A              | A              | A              | D              | D              | C              | C              | A              | A              |
| Delridge Way Southwest north of Southwest Andover Street                            | East               | A        | A             | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | A              | A              | A              | A              |
| Delridge Way Southwest north of Southwest Andover Street                            | West               | A        | A             | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | A              | A              | D              | D              |
| Southwest Nevada Street west of 26th Avenue Southwest                               | North              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street west of 26th Avenue Southwest                               | South              | A        | A             | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |

| Sidewalk Facility  | Side of the Street | Existing       | 2042 No Build  | 2042 DEL-1a    | 2042 DEL-1b    | 2042 DEL-2a    | 2042 DEL-2b    | 2042 DEL-3     | 2042 DEL-4     | 2042 DEL-5     | 2042 DEL-6a    | 2042 DEL-6b    | 2042 DEL-7     |
|--|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street | West               | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest between Southwest Dakota Street and Southwest Genesee Street | East               | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Andover Street west of Delridge Avenue Southwest                         | North              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | C              | C              | A              | A              |
| Southwest Andover Street west of Delridge Avenue Southwest                         | South              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | A              | A              | A              | A              |
| Bus Route/Southwest Charlestown Street north of Southwest Andover Street           | East               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Bus Route/ Southwest Charlestown Street North of Bus Route 2                       | East               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Bus Route 2 West of Bus Route  | North              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Bus Route 2 West of Bus Route  | South              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |
| Southwest Charlestown Street west of Delridge Way Southwest                        | South              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              |

M.O.S. = minimum operable segment

Table N.1E-15. Delridge Station – P.M. Peak Hour Crosswalk Level of Service (M.O.S.)

| Crosswalk Facility  | Leg of Intersection | Existing       | 2042 No Build  | 2042 DEL-1a    | 2042 DEL-1b    | 2042 DEL-2a    | 2042 DEL-2b    | 2042 DEL-3     | 2042 DEL-4     | 2042 DEL-5     | 2042 DEL-6     | 2042 DEL-6b    | 2042 DEL-7     |
|---|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Southwest Genesee Street and 26th Avenue Southwest <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 26th Avenue Southwest <sup>a</sup> | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 26th Avenue Southwest <sup>a</sup> | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 26th Avenue Southwest <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street and 26th Avenue Southwest <sup>a</sup>  | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street and 26th Avenue Southwest <sup>a</sup>  | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street and 26th Avenue Southwest <sup>a</sup>  | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street and 25th Avenue Southwest <sup>a</sup>  | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street and 25th Avenue Southwest <sup>a</sup>  | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street and 25th Avenue Southwest <sup>a</sup>  | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Dakota Street <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Dakota Street <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Dakota Street <sup>a</sup> | South               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Genesee Street             | North               | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Genesee Street             | South               | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Genesee Street             | West                | A              | A              | A              | A              | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest and Southwest Genesee Street <sup>a</sup> | North               | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest and Southwest Genesee Street <sup>a</sup> | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest and Southwest Genesee Street <sup>a</sup> | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Andover Street and Delridge Way Southwest             | North               | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | A              | A              | B              | B              | A              | A              |
| Southwest Andover Street and Delridge Way Southwest             | South               | B              | B              | Not applicable | Not applicable | Not applicable | Not applicable | B              | B              | C              | C              | B              | B              |
| Southwest Andover Street and Delridge Way Southwest             | East                | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | B              | B              | C              | C              | B              | B              |

| Crosswalk Facility                                     | Leg of Intersection | Existing       | 2042 No Build  | 2042 DEL-1a    | 2042 DEL-1b    | 2042 DEL-2a    | 2042 DEL-2b    | 2042 DEL-3     | 2042 DEL-4     | 2042 DEL-5     | 2042 DEL-6     | 2042 DEL-6b | 2042 DEL-7 |
|--|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|------------|
| Southwest Andover Street and Delridge Way Southwest    | West                | A              | A              | Not applicable | Not applicable | Not applicable | Not applicable | B              | B              | E              | E              | A           | A          |
| Delridge Way Southwest at Southwest Charlestown Street | East                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A           | A          |
| Delridge Way Southwest at Southwest Charlestown Street | West                | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | A           | A          |

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

Table N.1E-16. Delridge Station – P.M. Peak Hour Corner Level of Service - M.O.S.

| Intersection  | Corner    | Existing       | 2042 No Build  | 2042 DEL-1a    | 2042 DEL-1b    | 2042 DEL-2a    | 2042 DEL-2b    | 2042 DEL-3     | 2042 DEL-4     | 2042 DEL-5     | 2042 DEL-6     | 2042 DEL-6b    | 2042 DEL-7     |
|---|-----------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| West Andover Street and Delridge Way Southwest                  | Northwest | Pass           | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| West Andover Street and Delridge Way Southwest                  | Southwest | Pass           | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| West Andover Street and Delridge Way Southwest                  | Northeast | Pass           | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| West Andover Street and Delridge Way Southwest                  | Southeast | Pass           | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           |
| Southwest Dakota Street and 25th Avenue Southwest <sup>a</sup>  | Southwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Dakota Street and 25th Avenue Southwest <sup>a</sup>  | Southeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Dakota Street <sup>a</sup> | Northwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Dakota Street <sup>a</sup> | Southwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Genesee Street             | Northwest | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest and Southwest Genesee Street             | Southwest | Pass           | Pass           | Pass           | Pass           | Pass           | Pass           | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 26th Avenue Southwest <sup>a</sup> | Northwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 26th Avenue Southwest <sup>a</sup> | Northeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 26th Avenue Southwest <sup>a</sup> | Southwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Genesee Street and 26th Avenue Southwest <sup>a</sup> | Southeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street and 26th Avenue Southwest <sup>a</sup>  | Northwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Southwest Nevada Street and 26th Avenue Southwest <sup>a</sup>  | Southwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest and Southwest Genesee Street <sup>a</sup> | Northwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| 25th Avenue Southwest and Southwest Genesee Street <sup>a</sup> | Northeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable |
| Delridge Way Southwest at Southwest Charlestown Street          | Northwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Pass           | Pass           |
| Delridge Way Southwest at Southwest Charlestown Street          | Southwest | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Pass           | Pass           |
| Delridge Way Southwest at Southwest Charlestown Street          | Northeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Pass           | Pass           |
| Delridge Way Southwest at Southwest Charlestown Street          | Southeast | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Not applicable | Pass           | Pass           |

<sup>a</sup> This intersection is included in this analysis but is unsignalized and thus does not have level of service results.

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## **Attachment N.1F**

# **Bicycle Master Plan Project List**

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The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact [FTAWebAccessibility@dot.gov](mailto:FTAWebAccessibility@dot.gov).

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## BICYCLE MASTER PLAN PROJECT LIST

| Project Number | Street                                      | From               | To              | Length (miles) |
|----------------|---|--------------------|-----------------|----------------|
| 100            | 10TH AVE E                                  | E BLAINE ST        | E ALOHA ST      | 0.58           |
| 101            | 10TH AVE E                                  | E ROANOKE ST       | E SHELBY ST     | 0.26           |
| 102            | 10TH AVE E                                  | E BLAINE ST        | E ROANOKE ST    | 0.60           |
| 103            | 10TH AVE E/E THOMAS ST\FEDERAL AVE E        | E DENNY WAY        | E REPUBLICAN ST | 0.33           |
| 104            | 10TH AVE S TRAIL                            | S SNOQUALMIE ST    | 10TH AVE S      | 1.56           |
| 105            | 10TH AVE S TRAIL                            | S SNOQUALMIE ST    | 10TH AVE S      | 0.22           |
| 106            | 10TH AVE SW/11TH AVE SW/SW PORTLAND ST      | SW ROXBURY         | SW HOLDEN ST    | 1.20           |
| 107            | 10TH AVE W                                  | W HOWE ST          | W WHEELER ST    | 0.33           |
| 108            | 10TH AVE W\OLYMPIC AVE W                    | W PROSPECT ST      | W HOWE ST       | 0.53           |
| 109            | 11TH AVE NE                                 | NE RAVENNA BLVD    | NE 47TH ST      | 0.60           |
| 110            | 11TH AVE NE/12TH AVE NE                     | NE RAVENNA BLVD    | NE 65TH ST      | 0.29           |
| 111            | 11TH AVE NE/EASTLAKE AVE NE                 | NE CAMPUS PKWY     | NE 47TH ST      | 0.51           |
| 112            | 11TH AVE NW/NW 60TH ST                      | LEARY WAY NW       | NW 65TH ST      | 1.06           |
| 113            | 11TH AVE W/14TH AVE W/GILMAN DR W/W HOWE ST | 10TH AVE W         | W BARRETT ST    | 0.83           |
| 114            | 12 AVE SW/17TH AVE SW                       | SW ROXBURY ST      | DELRIDGE WAY SW | 0.10           |
| 115            | 12TH AVE E                                  | E DENNY WAY        | E PROSPECT ST   | 0.67           |
| 116            | 12TH AVE NE                                 | NE 65TH ST         | NE 75TH ST      | 0.50           |
| 117            | 12TH AVE NE                                 | NE 47TH ST         | NE RAVENNA BLVD | 0.58           |
| 118            | 12TH AVE NE                                 | BURKE GILMAN TRAIL | NE 47TH ST      | 0.59           |
| 119            | 12TH AVE NW                                 | NW 65TH ST         | NW 100TH ST     | 1.77           |
| 120            | 12TH AVE NW/NW 132ND ST                     | NW 122ND ST        | 8TH AVE NW      | 0.73           |
| 121            | 12TH AVE S                                  | S CHARLES ST       | E YESLER WAY    | 0.53           |
| 122            | 12TH AVE S/S MASSACHUSETTS ST               | GOLF DR S          | 13TH AVE S      | 0.48           |
| 123            | 12TH AVE SW/SW WEBSTER ST/11TH AVE SW       | SW HOLDEN ST       | SW HOLLY ST     | 0.66           |
| 124            | 13TH AVE S                                  | S ALBRO PL         | AIRPORT WAY S   | 0.15           |
| 125            | 13TH AVE S                                  | BEACON AVE S       | S HILL ST       | 0.17           |
| 126            | 14TH AVE E/E THOMAS ST                      | E PINE ST          | E PROSPECT ST   | 0.92           |
| 127            | 14TH AVE NW                                 | NW 58TH ST         | NW 65TH ST      | 0.35           |
| 128            | 14TH AVE NW                                 | BURKE GILMAN TRAIL | NW 58TH ST      | 0.66           |
| 129            | 14TH AVE S/S HINDS ST                       | 15TH AVE S         | BEACON AVE S    | 0.65           |
| 130            | 14TH AVE W                                  | W NICKERSON ST     | 8TH AVE W       | 1.32           |
| 131            | 14TH AVE/E ALDER ST/E SPRUCE ST             | 12TH AVE           | 18TH AVE        | 0.42           |
| 132            | 15TH AVE NE                                 | LAKE CITY WAY NE   | NE 90TH ST      | 0.45           |

| Project Number | Street  | From             | To                  | Length (miles) |
|----------------|---|------------------|---------------------|----------------|
| 133            | 15TH AVE NE   | PINEHURST WAY NE | NE 125TH ST         | 0.34           |
| 134            | 15TH AVE NE   | NE 90TH ST       | NE 98TH ST          | 0.44           |
| 135            | 15TH AVE NE   | NE 125TH ST      | NE 145TH ST         | 1.00           |
| 136            | 15TH AVE NE   | NE RAVENNA BLVD  | NE 68TH ST          | 0.47           |
| 137            | 15TH AVE NE   | NE CAMPUS PKWY   | NE 47TH ST          | 0.49           |
| 138            | 15TH AVE NE   | NE PACIFIC ST    | NE CAMPUS PKWY      | 0.21           |
| 139            | 15TH AVE NE   | NE 68TH ST       | NE 80TH ST          | 0.69           |
| 140            | 15TH AVE NE   | NE 47TH ST       | NE RAVENNA BLVD     | 0.53           |
| 141            | 15TH AVE NE   | NE 98TH ST       | PINEHURST WAY NE    | 0.98           |
| 142            | 15TH AVE NW/NW 100 ST                                       | NW 90TH ST       | 8TH AVE NW          | 0.99           |
| 143            | 15TH AVE S  | S SPOKANE ST     | S HINDS ST          | 0.10           |
| 144            | 15TH AVE S  | S NEVADA ST      | S BRADFORD ST       | 0.25           |
| 145            | 15TH AVE S  | S ORCAS ST       | S LUCILE ST         | 0.15           |
| 146            | 16TH AVE S/14TH AVE S                                       | S DIRECTOR ST    | EAST MARGINAL WAY S | 0.84           |
| 147            | 16TH AVE SW/DUMAR WAY SW/SW AUSTIN ST/SW ORCHARD ST         | 16TH AVE SW      | DELRIDGE WAY SW     | 0.44           |
| 148            | 16TH AVE W  | W DRAVUS ST      | SHIP CANAL TRL      | 0.38           |
| 149            | 16TH AVE/16TH AVE E/17TH AVE/E OLIVE ST                     | E ALDER ST       | E PROSPECT ST       | 1.80           |
| 150            | 17TH AVE NW   | NW BALLARD WAY   | NW 90TH ST          | 2.24           |
| 151            | 18TH AVE/E OLIVE ST   | 17TH AVE E       | E GALER ST          | 1.16           |
| 152            | 19TH AVE NE   | NE 45TH ST       | NE 55TH ST          | 0.50           |
| 153            | 19TH AVE/20TH AVE/E ALDER ST/E FIR ST                       | S JACKSON ST     | 18TH AVE S          | 0.47           |
| 154            | 19TH AVE/20TH AVE/E ALDER ST/E FIR ST                       | S WELLER ST      | 18TH AVE S          | 0.12           |
| 155            | 1ST AVE   | BROAD ST         | DENNY WAY           | 0.18           |
| 156            | 1ST AVE N   | W DENNY WAY      | ROY ST              | 0.47           |
| 157            | 1ST AVE N/6TH AVE N/QUEEN ANNE DR/ RAYE ST                  | SMITH ST         | DEXTER AVE N        | 0.70           |
| 158            | 1ST AVE N\BIGELOW AVE N\MCGRAW ST\NOB HILL AVE N\WHEELER ST | BOSTON ST        | QUEEN ANNE AVE N    | 0.62           |
| 159            | 1ST AVE NE  | N 92ND ST        | NE 103RD ST         | 0.50           |
| 160            | 1ST AVE NE/KENSINGTON PL N                                  | NE 42ND ST       | NE 54TH ST          | 0.71           |
| 161            | 1ST AVE NE/N 117TH ST                                       | NE 103RD ST      | 1ST AVE NE          | 0.83           |
| 162            | 1ST AVE NE/N 65TH ST/SUNNYSIDE AVE N                        | KEYSTONE PL N    | E GREENLAKE WAY N   | 0.97           |
| 163            | 1ST AVE NE/NE 85TH ST                                       | ROOSEVELT WAY NE | N 92ND ST           | 0.88           |
| 164            | 1ST AVE NW  | N CANAL ST       | NW 39TH ST          | 0.15           |
| 165            | 1ST AVE NW/ N 60TH ST/NW 59TH ST                            | PHINNEY AVE N    | 3RD AVE NW          | 0.39           |
| 166            | 1ST AVE NW/NW 107TH ST                                      | 3RD AVE NW       | N 130TH ST          | 1.25           |
| 167            | 1ST AVE NW/NW 41ST ST/2ND AVE NW/ NW BOWDOIN PL             | NW 39TH ST       | NW 42ND ST          | 0.40           |
| 168            | 20TH AVE NE   | NE 68TH ST       | NE 86TH ST          | 0.94           |

| Project Number | Street  | From             | To                  | Length (miles) |
|----------------|---|------------------|---------------------|----------------|
| 169            | 20TH AVE NE   | NE RAVENNA BLVD  | NE 68TH ST          | 0.46           |
| 170            | 20TH AVE NE   | NE 45TH ST       | NE 52ND ST          | 0.36           |
| 171            | 20TH AVE NW   | SHILSHOLE AVE NW | NW MARKET ST        | 0.31           |
| 172            | 20TH AVE S/21ST AVE S/S PLUM ST/ VALENTINE PL S             | S SPOKANE ST     | MTS TRAIL CONNECTOR | 1.25           |
| 173            | 20TH AVE W  | ELLIOTT BAY TRL  | W DRAVUS ST         | 0.45           |
| 174            | 20TH AVE W/GILMAN AVE W                                     | W DRAVUS ST      | W EMERSON PL        | 0.57           |
| 175            | 21ST AVE E TRL  | 23RD AVE E       | E INTERLAKE DR E    | 0.07           |
| 176            | 21ST AVE E/E CRESCENT DR                                    | E GALER          | E INTERLAKEN BLVD   | 1.22           |
| 177            | 21ST AVE SW   | SW MYRTLE ST     | SW DAWSON ST        | 1.26           |
| 178            | 21ST AVE SW   | SW DAWSON ST     | SW ANDOVER ST       | 0.62           |
| 179            | 21ST AVE SW   | SW DAWSON ST     | SW DAWSON ST        | 0.15           |
| 180            | 21ST AVE W/40TH AVE W/EAST STEVENS WAY NE/W COMMODORE WAY   | W EMERSON PL     | W LAWTON ST         | 1.68           |
| 181            | 21ST/24TH/28TH AVE W/W ARMOUR ST/W RAYE ST                  | ELLIOTT BAY TRL  | 32ND AVE W          | 1.07           |
| 182            | 22ND AVE  | S JACKSON ST     | E UNION ST          | 0.96           |
| 183            | 22ND AVE E  | BOYER AVE E      | E MONTLAKE PL E     | 0.58           |
| 184            | 22ND AVE NE   | NE 45TH ST       | NE 54TH ST          | 0.49           |
| 185            | 22ND AVE SW   | SW ANDOVER ST    | END                 | 0.15           |
| 186            | 22ND AVE/E DENNY WAY  | E UNION ST       | E DENNY WAY         | 0.41           |
| 187            | 23RD AVE W  | W GARFIELD ST    | W MARINA PL         | 0.12           |
| 188            | 24TH AVE NE   | NE 68TH ST       | NE 80TH ST          | 0.63           |
| 189            | 24TH AVE NW   | NW 54TH ST       | NW 57TH ST          | 0.16           |
| 190            | 24TH AVE S/25TH AVE S/S COLLEGE ST                          | S HANFORD ST     | S COLLEGE ST        | 0.58           |
| 191            | 24TH AVE S/S HILL ST  | 31ST AVE S       | 18TH AVE S          | 0.85           |
| 192            | 24TH AVE S/S MORGAN ST/S WARSAW ST                          | SWIFT AVE S      | BEACON AVE S        | 0.28           |
| 193            | 24TH AVE SW/25TH AVE SW                                     | SW ROXBURY ST    | SW THISTLE ST       | 0.75           |
| 194            | 24TH AVE/24TH PL S/S ANDOVER ST                             | CHEASTY BLVD S   | S HANFORD ST        | 0.79           |
| 195            | 25TH AVE E/E UNIVERSITY BLVD                                | E ROANOKE ST     | GLENWILDE PL E      | 0.07           |
| 196            | 25TH AVE NE/NE 130TH ST/20TH AVE NE                         | NE 115TH ST      | NE 145TH ST         | 1.76           |
| 197            | 25TH AVE NE/NE113TH ST/23RD AVE NE/ NE 107TH ST/NE 108TH ST | NE 115TH ST      | ROOSEVELT WAY NE    | 1.14           |
| 198            | 25TH AVE SW/SW MYRTLE ST                                    | DELRIDGDE WAY SW | 24TH AVE SW         | 0.55           |
| 199            | 26TH AVE E/28TH AVE E/E GALER ST/E PROSPECT ST              | E HARRISON ST    | MONTLAKE BLVD E     | 2.23           |
| 200            | 26TH AVE S/S JUDKINS ST                                     | S JUDKINS ST     | E YESLER WAY        | 0.79           |
| 201            | 26TH AVE SW/SW CLOVERDALE ST                                | 24TH AVE SW      | SW THISTLE ST       | 0.25           |
| 202            | 27TH AVE  | E CHERRY ST      | E PINE ST           | 0.50           |
| 203            | 27TH AVE NE   | NE 125TH ST      | NE 145TH ST         | 1.00           |
| 204            | 27TH AVE NE   | NE BLAKELY ST    | NE 68TH ST          | 0.78           |
| 205            | 27TH AVE/27TH AVE E/E ARTHUR PL                             | E PINE ST        | MLK JR WAY E        | 0.54           |

| Project Number | Street   | From               | To                   | Length (miles) |
|----------------|--|--------------------|----------------------|----------------|
| 206            | 27TH AVE/27TH AVE S/S MAIN ST  | MLK JR WAY S       | E CHERRY ST          | 0.58           |
| 207            | 28TH AVE NW  | NW MARKET ST       | NW 83RD ST           | 1.38           |
| 208            | 28TH AVE NW  | BURKE GILMAN TRAIL | NW MARKET ST         | 0.05           |
| 209            | 28TH AVE S/31ST AVE S/32ND AVE S/S DAWNSON ST/S FERDINAND ST/S HUDSON ST | BEACON AVE S       | ML KING JR WAY S     | 0.86           |
| 210            | 28TH AVE S/S DEARBORN ST   | 23RD AVE S         | 31ST AVE S           | 0.44           |
| 211            | 28TH AVE SW/SWELMGROVE ST/27TH AVE SW                                    | SW THISTLE ST      | SW HOLDEN ST         | 0.44           |
| 212            | 29TH AVE   | E UNION ST         | E HARRISON ST        | 0.65           |
| 213            | 29TH AVE   | E YESLER WAY       | E UNION ST           | 0.77           |
| 214            | 29TH AVE W/W RUFFNER ST/36TH AVE W                                       | W GALER ST         | W GOVERNMENT WAY     | 2.24           |
| 215            | 2ND AVE  | 4TH AVE S          | UNION ST             | 0.80           |
| 216            | 2ND AVE  | UNION ST           | BROAD ST             | 0.91           |
| 217            | 2ND AVE N  | GALER ST           | MCGRAW ST            | 0.53           |
| 218            | 2ND AVE N/HIGHLAND DR  | HIGHLAND DR        | GALER ST             | 0.33           |
| 219            | 2ND AVE NE/N 46TH ST/NE 46TH ST/NE 47TH ST                               | LATONA AVE NE      | SUNNYSIDE AVE N      | 0.28           |
| 220            | 2ND AVE W  | W THOMAS ST        | W MERCER ST          | 0.25           |
| 221            | 30TH AVE NE/RAVENNA AVE NE   | NE 105TH ST        | NE 115TH ST          | 0.52           |
| 222            | 30TH AVE/E COLUMBIA ST   | 29TH AVE           | 33RD AVE             | 0.23           |
| 223            | 31ST AVE   | E YESLER WAY       | E COLUMBIA ST        | 0.53           |
| 224            | 31ST AVE NE/NE 85TH ST/32ND AVE NE/NE 100TH ST                           | NE 75TH ST         | NE 106TH ST          | 1.61           |
| 225            | 31ST AVE S   | S MT BAKER BLVD    | S MCCLELLAN ST       | 0.12           |
| 226            | 31ST AVE S   | S MASSACHUSETTS ST | S NORMAN ST          | 0.92           |
| 227            | 32ND AVE NE  | NE 135TH ST        | NE 145TH ST          | 0.50           |
| 228            | 32ND AVE NE/33RD AVE NE/34TH AVE NE/NE 62ND ST                           | NE 55TH ST         | NE 75TH ST           | 1.08           |
| 229            | 32ND AVE NW  | NW 58TH ST         | NW 85TH ST           | 1.30           |
| 230            | 32ND AVE SW/LANHAM PL SW/31ST AVE SW                                     | SW HOLDEN ST       | SW JUNEAU ST         | 1.27           |
| 231            | 32ND AVE W   | W MCGRAW ST        | W BARRETT ST         | 0.50           |
| 232            | 32ND AVE W/CLISE W/MAGNOLIA W/W GARFIELD/W GALER                         | 23RD AVE W         | W MCGRAW ST          | 0.96           |
| 233            | 32ND AVE W/GILMAN AVE W/W GOVERNMENT WAY                                 | W BARRETT ST       | 32ND AVE W           | 1.10           |
| 234            | 32ND AVE W/W MARINA PL EXT/W GALER ST/W MARINA PL                        | 23RD AVE W         | CLISE PL W           | 1.00           |
| 235            | 33RD AVE   | E CHERRY ST        | E DENNY WAY          | 0.73           |
| 236            | 33RD AVE S/RENTON AVE S  | S ALASKA ST        | ML KING JR WAY S     | 0.80           |
| 237            | 33RD AVE W TRAIL   | W GOVERNMENT WAY   | CHITTENDEN LOCKS TRL | 0.33           |
| 238            | 34TH AVE NW  | NW 58TH ST         | NW 77TH ST           | 1.11           |

| Project Number | Street   | From                | To                 | Length (miles) |
|----------------|--|---------------------|--------------------|----------------|
| 239            | 34TH AVE S   | S EDMUNDS ST        | S MOUNT BAKER BLVD | 1.33           |
| 240            | 34TH AVE SW  | SW ROXBURY ST       | SW GRAHAM ST       | 2.01           |
| 241            | 35TH AVE NE  | NE 95TH ST          | NE 105TH ST        | 0.51           |
| 242            | 35TH AVE NE  | NE 105TH            | NE 115TH           | 0.50           |
| 243            | 35TH AVE NE  | NE 115TH ST         | NE 125TH ST        | 0.52           |
| 244            | 35TH AVE NE  | NE 80TH ST          | NE 95TH ST         | 0.74           |
| 245            | 35TH AVE NE  | NE 68TH ST          | NE 80TH ST         | 0.63           |
| 246            | 35TH AVE NE  | BURKE GILMAN TRAIL  | NE 65TH ST         | 0.98           |
| 247            | 35TH AVE SW  | SW MORGAN ST        | SW AVALON WAY      | 1.34           |
| 248            | 35TH AVE SW  | SW THISTLE ST       | SW MORGAN ST       | 1.13           |
| 249            | 35TH AVE SW  | SW ROXBURY ST       | SW THISTLE ST      | 0.75           |
| 250            | 35TH AVE SW  | SW 106TH ST         | SW ROXBURY ST      | 0.64           |
| 251            | 35TH AVE SW  | MARINE VIEW DR SW   | SW 106TH AVE       | 0.64           |
| 252            | 35TH AVE W   | W MCGRAW ST         | W RUFFNER ST       | 0.88           |
| 253            | 36TH AVE SW  | SW CHARLESTOWN ST   | SW OLGA ST         | 0.72           |
| 254            | 36TH AVE SW/SW HUDSON ST/37TH AVE SW                                     | SW GRAHAM ST        | SW ALASKA ST       | 1.07           |
| 255            | 36TH AVE SW/SW ROXBURY ST/37TH AVE SW/SW 102ND ST/37TH AVE SW            | SW 104TH ST         | SW TRENTON ST      | 1.10           |
| 256            | 37TH AVE E/E GARFIELD ST   | 39TH AVE E          | E MADISON ST       | 0.31           |
| 257            | 37TH AVE NE/NE 135TH ST  | NE 125TH ST         | NE 145TH ST        | 1.02           |
| 258            | 37TH AVE SW/SW TRENTON ST/36TH AVE SW                                    | 35TH AVE SW         | SW GRAHAM ST       | 1.72           |
| 259            | 38TH AVE S/S ALASKA ST   | S GENESEE ST        | RAINIER AVE S      | 0.33           |
| 260            | 39TH AVE E/40TH AVE E/E NEWTON ST  | E HARRISON ST       | E MCGILVRA ST      | 1.37           |
| 261            | 39TH AVE NE/40TH AVE NE/NE 85TH ST                                       | NE 77TH ST          | NE 89TH ST         | 0.67           |
| 262            | 39TH AVE S   | S HOLLY ST          | S JUNEAU ST        | 0.50           |
| 263            | 3RD AVE NE/NE 115TH ST/NE 116TH ST                                       | 1ST PL NE           | 8TH AVE NE         | 0.39           |
| 264            | 3RD AVE NW/N 117TH ST/NW 117TH ST  | NW 97TH ST          | NW 107TH ST        | 0.50           |
| 265            | 3RD AVE NW/N 39TH ST/NW 39TH ST  | BURKE GILMAN TRAIL  | LINDEN AVE N       | 0.60           |
| 266            | 3RD AVE S  | S MAIN ST           | YESLER WAY         | 0.12           |
| 267            | 3RD AVE W  | W MCGRAW ST         | W BARRETT ST       | 0.49           |
| 268            | 3RD AVE W  | W THOMAS ST         | W HARRISON ST      | 0.08           |
| 269            | 3RD AVE W BRIDGE   | SHIP CANAL TRAIL    | BURKE GILMAN TRAIL | 0.13           |
| 270            | 3RD AVE/W GALER ST   | W HIGHLAND DR       | W CROCKETT ST      | 0.51           |
| 271            | 40TH AVE NE  | NE 45TH ST          | NE 50TH ST         | 0.25           |
| 272            | 40TH AVE NE/ALTON AVE NE   | NE 105TH ST         | NE 123RD ST        | 0.95           |
| 273            | 41ST AVE E   | E PROSPECT ST       | E MCGILVRA ST      | 0.89           |
| 274            | 41ST AVE NE/NE 50TH ST   | BURKE GILMAN TRAIL  | SANDPOINT WAY NE   | 0.15           |
| 275            | 42ND AVE NE/43RD AVE NE/NE SURBER DR/SURBER DR NE/WEST LAURELHURST DR NE | E LAURELHURST DR NE | NE 41ST ST         | 0.82           |

| Project Number | Street  | From                   | To                       | Length (miles) |
|----------------|---|------------------------|--------------------------|----------------|
| 276            | 42ND AVE S  | S JUNEAU ST            | S FERDINAND ST           | 0.56           |
| 277            | 42ND AVE S  | S MYRTLE ST            | S HOLLY ST               | 0.25           |
| 278            | 42ND AVE S/S JUNEAU ST/35TH AVE S/ RENTON AVE S                                 | S HOLLY ST             | S EDMUNDS ST             | 1.37           |
| 279            | 42ND AVE S/S CONOVER WAY  | S GENESEE ST           | 38TH AVE S               | 0.31           |
| 280            | 42ND AVE SW/SW HOLLY ST   | FAUNTLEROY WAY SW      | END (NEAR SW HANFORD ST) | 2.49           |
| 281            | 43RD AVE E  | E MADISON ST           | E MCGILVRA ST            | 0.36           |
| 282            | 43RD AVE S  | S GENESEE ST           | LAKE WASHINGTON BLVD S   | 0.42           |
| 283            | 43RD AVE S  | S HOLDEN ST            | S MYRTLE ST              | 0.38           |
| 284            | 44TH AVE NE/45TH AVE NE/NE 47TH ST/ NE 52ND ST                                  | WEST LAURELHURST DRIVE | SAND POINT WAY NE        | 1.08           |
| 285            | 45TH AVE NE   | BURKE GILMAN TRAIL     | NE 80TH ST               | 1.25           |
| 286            | 45TH AVE NE/NE 93RD ST/NE 94TH ST   | BURKE GILMAN TRAIL     | NE 97TH ST               | 0.32           |
| 287            | 45TH AVE SW   | SW CHARLESTON ST       | SW ADMIRAL WAY           | 0.76           |
| 288            | 45TH AVE SW   | SW ALASKA ST           | SW CHARLESTON ST         | 0.63           |
| 289            | 45TH AVE SW/SW EDMUNDS ST   | 48TH AVE SW            | SW ALASKA ST             | 0.31           |
| 290            | 46TH AVE NE   | NE 45TH ST             | NE 50TH ST               | 0.25           |
| 291            | 46TH AVE S  | S JUNEAU ST            | LAKE WASHINGTON BLVD S   | 1.44           |
| 292            | 46TH AVE S/S CLOVERDALE ST/S KENYON ST  | S HENDERSON ST         | 46TH AVE S               | 0.63           |
| 293            | 46TH AVE S/S HOLLY ST   | S KENYON ST            | 42ND AVE S               | 1.02           |
| 294            | 47TH AVE NE/EAST LAURELHURST DR NE/NE 33RD ST/NE 39TH ST/WEST LAURELHURST DR NE | NE 33RD ST             | NE 41ST ST               | 0.47           |
| 295            | 48TH AVE SW   | LINCOLN PARK WAY SW    | ERSINE WAY SW            | 0.98           |
| 296            | 48TH AVE SW   | ERSKINE WAY SW         | SW ADMIRAL WAY           | 1.79           |
| 297            | 4TH AVE   | OLIVE WAY              | CEDAR ST                 | 0.83           |
| 298            | 4TH AVE   | YESLER WAY             | UNION ST                 | 0.84           |
| 299            | 4TH AVE N   | NEWTON ST              | WHEELER ST               | 0.29           |
| 300            | 4TH AVE N/DEXTER AVE N  | FULTON ST              | FREMONT BRIDGE           | 0.11           |
| 301            | 4TH AVE NE/NE 42ND ST/BURKE AVE N   | NE 40TH ST             | N 43RD ST                | 0.71           |
| 302            | 4TH AVE NW/NW 120TH ST  | NW 117TH ST            | 8TH AVE NW               | 0.33           |
| 303            | 4TH AVE S/AIRPORT WAY S/S DEARBORN ST/SEATTLE BLVD S                            | S ROYAL BROUGHAM WAY   | 2ND AVE ET S             | 0.51           |
| 304            | 50TH AVE NE/NE 65TH ST  | NE PRINCETON WAY       | NE 75TH ST               | 0.58           |
| 305            | 50TH AVE S  | S GENESEE ST           | LAKE WASHINGTON BLVD S   | 0.24           |
| 306            | 520 TRAIL   | BOYLSTON AVE E         | MONTLAKE BLVD OFF RP     | 1.00           |
| 307            | 520 TRAIL CONNECTION  | 520 TRAIL              | E HAMLIN ST              | 0.07           |

| Project Number | Street   | From                | To                | Length (miles) |
|----------------|--|---------------------|-------------------|----------------|
| 308            | 52ND AVE S   | SEWARD PARK AVE S   | S HOLLY ST        | 0.20           |
| 309            | 52ND AVES/S GRAHAM ST/51ST AVE S   | S HOLLY ST          | S DAWSON ST       | 0.98           |
| 310            | 54TH ST  | LATONA AVE NE       | 1ST AVE NE        | 0.13           |
| 311            | 55TH AVE NE/55TH PL NE/56TH AVE NE/57TH AVE NE/58TH AVE NE/NE 75TH ST/NE 77TH ST | NE 75TH ST          | SANDPOINT WAY NE  | 0.69           |
| 312            | 55TH AVE S/56TH AVE S/S LEO ST   | BEACON AVE S        | RENTON AVE S      | 1.20           |
| 313            | 55TH AVE SW  | SW GENESSEE ST      | SW CHARLESTOWN ST | 0.38           |
| 314            | 59TH AVE SW  | SW ADMIRAL WAY      | ALKI AVE SW       | 0.29           |
| 315            | 59TH AVE SW/SW SPOKANE ST/58TH AVE SW/HILLCREST AVE SW/SW ORLEANS ST             | 55TH AVE SW         | SW ADMIRAL WAY    | 0.57           |
| 316            | 5TH AVE  | YESLER WAY          | SPRING ST         | 0.45           |
| 317            | 5TH AVE  | SPRING ST           | DENNY WAY         | 1.07           |
| 318            | 5TH AVE N  | NEWTON ST           | BOSTON ST         | 0.12           |
| 319            | 5TH AVE N\CEDAR ST   | 4TH AVE             | REPUBLICAN ST     | 0.38           |
| 320            | 5TH AVE N\TAYLOR AVE N   | MERCER ST           | ROY ST            | 0.12           |
| 321            | 5TH AVE NE   | NE 130TH ST         | NE 145TH ST       | 0.76           |
| 322            | 5TH AVE NE   | NE 71ST ST          | NE 70TH ST        | 0.05           |
| 323            | 5TH AVE NE   | NE 40TH ST          | NE 47TH ST        | 0.58           |
| 324            | 5TH AVE NE/NE100TH ST  | 15TH AVE NE         | NE 98TH ST        | 0.31           |
| 325            | 5TH AVE NW/6TH AVE NW/NW MARKET ST   | NW 42ND ST          | NW 56TH ST        | 0.85           |
| 326            | 5TH AVE S  | S KING ST           | YESLER WAY        | 0.23           |
| 327            | 5TH AVE S  | S DEARBORN ST       | S KING ST         | 0.18           |
| 328            | 61ST AVE SW  | SW BEACH DR         | ALKI AVE SW       | 0.55           |
| 329            | 63RD AVE SW  | BEACH DR SW         | ALKI AVE SW       | 0.40           |
| 330            | 6TH AVE NW/NW 65TH ST/NW 97TH ST   | NW 56TH ST          | 1ST AVE NW        | 2.36           |
| 331            | 6TH AVE S  | SEATTLE BLVD S      | S DEARBORN ST     | 0.05           |
| 332            | 6TH AVE S  | S FRONT ST          | S INDUSTRIAL WAY  | 1.45           |
| 333            | 6TH AVE W/7TH AVE W/W MCGRAW ST  | W CROCKETT ST       | W RAYE ST         | 0.43           |
| 334            | 77TH ST  | GREENWOOD AVE N     | 32ND AVE NW       | 2.01           |
| 335            | 7TH AVE  | UNION ST            | STEWART ST        | 0.70           |
| 336            | 7TH AVE S  | S DEARBORN ST       | S KING ST         | 0.17           |
| 337            | 7TH AVE S/S ORCAS ST   | EAST MARGINAL WAY S | S HOMER ST        | 0.62           |
| 338            | 7TH AVE S/S TRENTON ST/8TH AVE S   | S CAMBRIDGE ST      | S CLOVERDALE ST   | 0.65           |
| 339            | 7TH AVE W\8TH AVE W\W MCGRAW ST  | W BLAINE ST         | W FULTON ST       | 0.90           |
| 340            | 7TH AVE/BATTERY ST   | WESTERN AVE         | DEXTER AVE        | 0.44           |
| 341            | 8TH AVE NE   | NE 75TH ST          | NE 85TH ST        | 0.50           |
| 342            | 8TH AVE NE   | NE 85TH ST          | ROOSEVELT WAY NE  | 2.15           |
| 343            | 8TH AVE NE   | NE 55TH ST          | NE RAVENNA BLVD   | 0.33           |
| 344            | 8TH AVE NW   | NW 100TH ST         | NW 105TH ST       | 0.25           |

| Project Number | Street  | From                 | To                       | Length (miles) |
|----------------|---|----------------------|--------------------------|----------------|
| 345            | 8TH AVE NW  | BURKE GILMAN TRAIL   | LEARY WAY NW             | 0.11           |
| 346            | 8TH AVE NW  | NW 120TH ST          | NW 137TH ST              | 0.88           |
| 347            | 8TH AVE S   | DUWAMISH RIVER TRL   | S CLOVERDALE ST          | 0.12           |
| 348            | 8TH AVE S   | S CLOVERDALE ST      | S KENYON ST              | 0.38           |
| 349            | 8TH AVE W\8TH PL W\W BLAINE ST\W HIGHLAND DR                | 3RD AVE W            | W BLAINE ST              | 1.81           |
| 350            | 9TH AVE N\WESTLAKE AVE N                                    | ROY ST               | DEXTER AVE N             | 1.24           |
| 351            | 9TH AVE N\BELL ST   | 7TH AVE              | WESTLAKE AVE N           | 0.70           |
| 352            | 9TH AVE NE  | NE 62ND ST           | NE 64TH ST               | 0.11           |
| 353            | 9TH AVE NE  | NE 47TH ST           | NE 55TH ST               | 0.38           |
| 354            | 9TH AVE/E UNION ST/UNIVERSITY ST                            | BROADWAY             | SENECA ST                | 0.51           |
| 355            | AIRPORT WAY S   | S FOREST ST          | S ROYAL BROUGHAM WAY     | 1.04           |
| 356            | AIRPORT WAY S   | S INDUSTRIAL WAY     | S FOREST ST              | 0.94           |
| 357            | AIRPORT WAY S   | CORSON AVE S         | S INDUSTRIAL WAY         | 0.90           |
| 358            | AIRPORT WAY S   | S HARDY ST           | CORSON AVE S             | 0.50           |
| 359            | AIRPORT WAY S   | MILITARY RD S        | S HARDY ST               | 1.40           |
| 360            | AIRPORT WAY S   | S BOEING ACCESS ROAD | MILITARY RD S            | 1.46           |
| 361            | ALASKAN WAY   | VIRGINIA ST          | BROAD ST                 | 0.62           |
| 362            | ALASKAN WAY   | S JACKSON ST         | VIRGINIA ST              | 0.84           |
| 363            | ALASKAN WAY S/EAST MARGINAL WAY S                           | S STACY ST           | S ROYAL BROUGHAM WAY     | 0.77           |
| 364            | ALKI AVE SW/BEACH DR SW                                     | 63RD AVE SW          | 64TH PL SW               | 0.63           |
| 365            | ANN ARBOR AVE NE/PRINCETON AVE NE/UNIVERSITY CIR NE         | SANDPOINT WAY NE     | NE 65TH ST               | 0.55           |
| 366            | ASHWORTH AVE N/N 131ST ST/N 135TH ST/STONE AVE N            | LINDEN AVE N         | CORLISS AVE N            | 1.13           |
| 367            | ASHWORTH AVE N/N 47TH ST/N 50TH ST/N 55TH ST/WOODLAWN AVE N | INTERLAKE AVE N      | KENWOOD PL N             | 0.84           |
| 368            | BALLARD BRIDGE  | W 15TH AVE           | SHILSHOLE AVE NW         | 0.40           |
| 369            | BANNER WAY NE/NE 75TH ST                                    | 15TH AVE NE          | NE 80TH ST               | 0.72           |
| 370            | BEACH DR SW   | SW OTHELLO ST        | SW JACOBSEN RD           | 1.77           |
| 371            | BEACH DR SW/SW JACOBSEN RD/SW HUDSON ST                     | 48TH AVE SW          | 63RD AVE SW              | 1.59           |
| 372            | BEACON AVE S  | S ALASKA ST          | S SPOKANE ST             | 0.76           |
| 373            | BEACON AVE S  | 39TH AVE S           | S ALASKA ST              | 3.00           |
| 374            | BEACON AVE S  | 14TH AVE S           | S HOLGATE BR             | 0.35           |
| 375            | BEACON HILL/ID 15 TRAIL                                     | S ROYAL BROUGHAM WAY | MOUNTAINS TO SOUND TRAIL | 0.52           |
| 376            | BELL ST   | ALASKAN WAY          | 7TH AVE                  | 0.54           |
| 377            | BELVIDERE AVE SW/SW CHARLESTOWN ST                          | 36TH AVE SW          | SW HINDS ST              | 0.96           |

| Project Number | Street  | From                   | To                        | Length (miles) |
|----------------|---|------------------------|---------------------------|----------------|
| 378            | BLANCHARD ST  | WESTERN AVE            | 7TH AVE                   | 0.43           |
| 379            | BNSF TRAIL  | S SPOKANE ST           | 6TH AVE S                 | 0.79           |
| 380            | BOREN AVE S/RAINIER AVE S   | S DEARBORN ST          | 12TH AVE S                | 0.44           |
| 381            | BOYER AVE E   | LAKE WASHINGTON BLVD E | E LYNN ST                 | 0.74           |
| 382            | BOYLSTON AVE E  | E NEWTON ST            | E ROANOKE ST              | 1.11           |
| 383            | BROAD ST  | ALASKAN WAY            | 2ND AVE                   | 0.22           |
| 384            | BROAD ST/VALLEY ST  | FAIRVIEW AVE N         | 9TH AVE N                 | 0.25           |
| 385            | BROADWAY E  | E ALOHA ST             | E DENNY WAY               | 0.57           |
| 386            | BROADWAY E/E SHELBY ST/HARVARD AVE E  | E ROANOKE ST           | EASTLAKE AVE E            | 0.56           |
| 387            | BROOKLYN AVE NE   | NE RAVENNA BLVD        | NE 66TH ST                | 0.36           |
| 388            | BROOKLYN AVE NE   | NE 47TH ST             | NE RAVENNA BLVD           | 0.56           |
| 389            | BROOKLYN AVE NE   | BURKE GILMAN TRAIL     | NE 47TH ST                | 0.61           |
| 390            | BURKE AVE N/N 62ND ST   | N 42ND ST              | 8TH AVE NW                | 1.62           |
| 391            | BURKE GILMAN MISSING LINK   | CHITTENDEN LOCKS TRAIL | BURKE GILMAN TRAIL        | 1.36           |
| 392            | BURKE GILMAN TRAIL ACCESS   | BURKE GILMAN TRAIL     | SANDPOINT WAY NE          | 0.11           |
| 393            | CALIFORNIA AVE SW   | SW 104TH ST            | SW 98TH ST                | 0.79           |
| 394            | CALIFORNIA AVE SW/SW BRACE POINT DR/SW WILDWOOD PL                                    | FAUNTLEROY WAY SW      | SW BARTON ST              | 0.38           |
| 395            | CANAL RD NE/NE CANAL RD/NE CLARK RD/NE WALLA WALLA RD/SHIP CANAL TRL/WALLA WALL RD NE | MONTLAKE BR            | MARY GATES MEMORIAL DR NE | 1.41           |
| 396            | CHIEF SEALTH TRAIL EXTENSION  | 48TH AVE S             | CHIEF SEALTH TRL          | 0.40           |
| 397            | CHIEF SEALTH TRAIL EXTENSION  | S ANGELINE ST          | AIRPORT WAY S             | 0.53           |
| 398            | CHIEF SEALTH TRL  | S KENYON ST            | S MYRTLE PL               | 0.44           |
| 399            | CHITTENDEN LOCKS TRAIL  | 30TH AVE NW            | W COMMODORE WAY           | 0.34           |
| 400            | CITYSDIE TRAIL  | S ATLANTIC ST          | S JACKSON ST              | 0.62           |
| 401            | CONVENTION PL/UNION ST  | PIKE ST                | 2ND AVE                   | 0.46           |
| 402            | CORLISS AVE N   | N 130TH ST             | N 145TH ST                | 0.76           |
| 403            | CORSON AVE S  | EAST MARGINAL WAY S    | AIRPORT WAY S             | 0.82           |
| 404            | COWEN PL NE   | 15TH AVE NE            | NE RAVENNA BLVD           | 0.10           |
| 405            | DALLAS AVE S/10TH AVE S/S KENYON ST   | 8TH AVE S              | 16TH AVE S                | 0.57           |
| 406            | DELETE  | DELETE                 | DELETE                    | 0.01           |
| 407            | DELETE  | DELETE                 |                           | 0.01           |
| 408            | DELRIIDGE WAY SW  | SW BRANDON ST          | SW SPOKANE ST             | 1.32           |
| 409            | DELRIIDGE WAY SW  | SW ORCHARD ST          | SW BRANDON ST             | 1.11           |
| 410            | DENSMORE AVE N/N 42ND ST  | BURKE GILMAN TRAIL     | WALLINGFORD AVE N         | 0.82           |
| 411            | DENSMORE AVE N/N 80TH ST  | EAST GREEN LAKE DR N   | NE 92ND ST                | 0.86           |
| 412            | DENVER AVE S/MAYNARD AVE S/S DAWSON ST/S HOMER ST                                     | CORSON AVE S           | EAST MARGINAL WAY S       | 1.04           |

| Project Number | Street                                       | From                   | To                     | Length (miles) |
|----------------|--|------------------------|------------------------|----------------|
| 413            | DEXTER AVE                                   | 7TH AVE                | MERCER ST              | 0.45           |
| 414            | DIAGONAL AVE S/S SPOKANE ST                  | EAST MARGINAL WAY S    | AIRPORT WAY S          | 0.81           |
| 415            | DUWAMISH RIVER TRAIL EXTENSION               | DUWAMISH RIVER TRL     | SW SPOKANE ST BRIDGE   | 0.53           |
| 416            | DUWAMISH RIVER TRAIL EXTENSION               | S HOLDEN ST            | S KENYON ST            | 0.56           |
| 417            | E ALDER ST                                   | 19TH AVE               | 31ST AVE               | 0.70           |
| 418            | E ALDER ST                                   | 12TH AVE               | BROADWAY               | 0.18           |
| 419            | E CALHOUN ST                                 | 22ND AVE E             | 18TH AVE E             | 0.24           |
| 420            | E CHERRY ST                                  | 21ST AVE               | 24TH AVE               | 0.17           |
| 421            | E CHERRY ST                                  | 32ND AVE               | 33RD AVE               | 0.05           |
| 422            | E CHERRY ST                                  | BROADWAY               | 13TH AVE               | 0.25           |
| 423            | E COLUMBIA ST                                | 29TH AVE               | BROADWAY               | 1.21           |
| 424            | E DENNY WAY                                  | 21ST AVE E             | BROADWAY E             | 0.76           |
| 425            | E DENNY WAY/MADRONA DR                       | LAKE WASHINGTON BLVD   | 33RD AVE               | 0.69           |
| 426            | E EDGAR ST/E HAMLIN /FAIRVIEW/YALE AVE/TER E | E ROANOKE ST           | EASTLAKE AVE E         | 0.78           |
| 427            | E FOSTER ISLAND RD                           | LAKE WASHINGTON BLVD E | BROADMOOR DR E         | 0.25           |
| 428            | E GALER ST                                   | 15TH AVE E             | 19TH AVE E             | 0.25           |
| 429            | E GALER ST                                   | 26TH AVE E             | 21ST AVE E             | 0.24           |
| 430            | E GALER ST/21ST AVE E                        | E DENNY WAY            | 19TH AVE E             | 1.07           |
| 431            | E HARRISON ST/LAKE WASHINGTON BLVD E         | 29TH AVE E             | HILLSIDE DR E          | 0.47           |
| 432            | E HARRISON ST/LAKE WASHINGTON BLVD E         | E HARRISON ST          | E ROY ST               | 0.27           |
| 433            | E INTERLAKEN BLVD                            | 24TH AVE E             | 21ST AVE E             | 0.13           |
| 434            | E LAKE WASHINGTON BLVD                       | LAKE WASHINGTON BLVD E | 24TH AVE E             | 0.44           |
| 435            | E MADISON ST                                 | 43RD AVE E             | LAKE WASHINGTON BLVD E | 0.46           |
| 436            | E MADISON ST                                 | 43RD AVE E             | 37TH AVE E             | 0.55           |
| 437            | E MCGILVRA ST/37TH AVE E                     | 42ND AVE E             | 37TH AVE E             | 0.38           |
| 438            | E MCGRAW ST                                  | 22ND AVE E             | 25TH AVE E             | 0.16           |
| 439            | E MILLER ST/HARVARD AVE E                    | LAKEVIEW BLVD E        | 10TH AVE E             | 0.46           |
| 440            | E NEWTON ST                                  | 43RD AVE E             | 40TH AVE E             | 0.23           |
| 441            | E PIKE ST/PIKE ST                            | BROADWAY               | 9TH AVE                | 0.51           |
| 442            | E PINE ST                                    | 17TH AVE               | 33RD AVE               | 0.93           |
| 443            | E PROSPECT ST                                | 15TH AVE E             | 18TH AVE E             | 0.18           |
| 444            | E REPUBLICAN ST                              | 21ST AVE E             | MELROSE AVE E          | 1.09           |
| 445            | E ROANOKE ST                                 | YALE AVE E             | EASTLAKE AVE E         | 0.06           |
| 446            | E ROANOKE ST/BOYER AVE E                     | DEL MAR DR E           | BOYER AVE E            | 0.12           |

| Project Number | Street  | From              | To                 | Length (miles) |
|----------------|---|-------------------|--------------------|----------------|
| 447            | E SHELBY ST                                       | BROADWAY E        | BOYER AVE E        | 0.18           |
| 448            | E UNION ST  | 32ND AVE          | 33RD AVE           | 0.05           |
| 449            | E UNION ST  | 14TH AVE          | BROADWAY           | 0.31           |
| 450            | E UNION ST  | 18TH AVE          | 14TH AVE           | 0.25           |
| 451            | E UNION ST  | 18TH AVE          | 22ND AVE           | 0.24           |
| 452            | E UNION ST  | 22ND AVE          | ML KING JR WAY     | 0.35           |
| 453            | E YESLER WAY                                      | 21ST AVE          | 29TH AVE           | 0.26           |
| 454            | E YESLER WAY                                      | 14TH AVE S        | 20TH AVE S         | 0.36           |
| 455            | E YESLER WAY                                      | I5 OVERPASS       | 12TH AVE           | 0.49           |
| 456            | E3 BUSWAY TRAIL EXTENSION                         | S SPOKANE ST      | S FOREST ST        | 0.42           |
| 457            | EAST GREEN LAKE DR N                              | NE 71ST ST        | GREENLAKE DR N     | 0.75           |
| 458            | EAST GREEN LAKE WAY N                             | E GREENLAKE WAY N | NE 71ST ST         | 0.84           |
| 459            | EAST GREEN LAKE WAY N/GREEN LAKE WAY N            | N 50TH ST         | E GREENLAKE WAY N  | 0.56           |
| 460            | EAST MARGINAL WAY S                               | S STACY ST        | S NEVADA ST        | 1.35           |
| 461            | EAST MARGINAL WAY S                               | CITY LIMITS       | ELLIS AVE S        | 0.72           |
| 462            | EAST MARGINAL WAY S                               | ELLIS AVE S       | S RIVER ST         | 0.54           |
| 463            | EAST MARGINAL WAY S                               | S RIVER ST        | 1ST AVE S          | 0.40           |
| 464            | EAST MARGINAL WAY S                               | 1ST AVE S         | S SPOKANE ST       | 1.29           |
| 465            | EAST MONTLAKE PL/BLVD/BR/CUT                      | E NORTH ST        | NE PACIFIC PL      | 0.52           |
| 466            | EASTLAKE AVE E                                    | E ROANOKE ST      | FUHRMAN AVE E      | 0.63           |
| 467            | EASTLAKE AVE E                                    | E GALER ST        | E ROANOKE ST       | 0.76           |
| 468            | EASTLAKE AVE E                                    | THOMAS ST         | E GALER ST         | 0.84           |
| 469            | ELLIS AVE S                                       | S ALBRO PL        | D BAILEY ST        | 0.18           |
| 470            | ERSKINE WAY SW                                    | 48TH AVE SW       | CALIFORNIA AVE SW  | 0.49           |
| 471            | EVANSTON AVE N/N 59TH ST/N 60TH ST/ WOODLAND PL N | PHINNEY AVE N     | N 65TH ST          | 0.57           |
| 472            | FAIRMOUNT AVE SW/FAIRMOUNT AVE SW/                | WALNUT AVE SW     | ALKI TRAIL         | 0.71           |
| 473            | FAIRVIEW AVE E                                    | E ROANOAK ST      | FAIRVIEW AVE N     | 0.92           |
| 474            | FAIRVIEW AVE N                                    | VALLEY ST         | EASTLAKE AVE E     | 0.59           |
| 475            | FAUNTLEROY WAY SW                                 | SW WEBSTER ST     | SW MORGAN ST       | 0.73           |
| 476            | FAUNTLEROY WAY SW                                 | SW WILDWOOD PL    | SW WEBSTER ST      | 0.95           |
| 477            | FAUNTLEROY WAY SW                                 | SW FINDLAY ST     | SW ALASKA ST       | 0.63           |
| 478            | FAUNTLEROY WAY SW                                 | SW ALASKA ST      | SW AVALON WAY      | 0.27           |
| 479            | FAUNTLEROY WAY SW                                 | SW MORGAN ST      | SW FINDLAY ST      | 0.64           |
| 480            | FEDERAL AVE E                                     | E REPUBLICAN ST   | 10TH AVE E         | 1.31           |
| 481            | FLORENTIA ST/W FLORENTIA ST                       | 3RD AVE W         | FREMONT BRIDGE     | 0.51           |
| 482            | FOSTER ISLAND RD CONNECTOR                        | 38TH AVE E        | E FOSTER ISLAND RD | 0.40           |
| 483            | FRANKLIN AVE E                                    | ALOHA ST          | FRANKLIN AVE E     | 1.49           |
| 484            | FREMONT AVE N                                     | N 42ND ST         | N 50TH ST          | 0.50           |
| 485            | FREMONT AVE N                                     | N 34TH ST         | N 42ND ST          | 0.56           |

| Project Number | Street                               | From                       | To                     | Length (miles) |
|----------------|--------------------------------------|----------------------------|------------------------|----------------|
| 486            | FREMONT AVE N                        | N 110TH ST                 | N 130TH ST             | 1.00           |
| 487            | FREMONT AVE N                        | N 60TH ST                  | N 83RD ST              | 1.15           |
| 488            | FREMONT AVE TRAIL                    | N 90TH ST                  | NW 105TH ST            | 0.75           |
| 489            | GALER ST                             | 2ND AVE N                  | BIGELOW AVE N          | 0.22           |
| 490            | GARFIELD ST/ELLIOTT AVE W/W GALER ST | ELLIOTT AVE W              | 23RD AVE W             | 2.18           |
| 491            | GEORGETOWN TRAIL                     | CORSON AVE S               | 6TH AVE S              | 0.25           |
| 492            | GILMAN AVE W/W GOVERNMENT WAY        | W EMERSON PL               | 32ND AVE W             | 0.74           |
| 493            | GLENN WAY SW                         | SW ALASKA ST               | SW GENESEE ST          | 0.28           |
| 494            | GOLDEN GARDENS DR NW                 | NW 85TH ST                 | VIEW AVE NW            | 0.30           |
| 495            | GREEN LAKE DR N                      | EAST GREENLAKE DRIVE N     | N 83RD ST              | 0.39           |
| 496            | GREENWOOD AVE N                      | N 77TH ST                  | N 90TH ST              | 0.65           |
| 497            | GREENWOOD AVE N                      | N 70TH ST                  | N 77TH ST              | 0.36           |
| 498            | GREENWOOD AVE N/PHINNEY AVE N        | N 60TH ST                  | N 70TH ST              | 0.51           |
| 499            | HARRISON ST                          | QUEEN ANNE AVE N           | 1ST AVE N              | 0.06           |
| 500            | HARRISON ST/W HARRISON ST            | 3RD AVE W                  | QUEEN ANNE AVE N       | 0.18           |
| 501            | HARVARD AVE E                        | E ROANOKE ST               | E SHELBY ST            | 0.26           |
| 502            | HENDERSON PL SW/8TH AVE SW           | SW ROXBURY ST              | SW BARTON ST           | 0.39           |
| 503            | HIAWATHA PL S/S DEARBORN ST          | S BUSH PL                  | RAINIER AVE S          | 0.31           |
| 504            | HIGH POINT TRAIL                     | HIGH POINT DR SW           | 26TH AVE SW            | 0.14           |
| 505            | HIGHLAND PARK WAY SW                 | SW HOLDEN ST               | W MARGINAL WAY SW      | 0.57           |
| 506            | HIGHLAND PARK WAY SW/9TH AVE SW      | SW HENDERSON ST            | SW HOLDEN ST           | 0.78           |
| 507            | HIGHLAND PARK WAY SW/SW HOLDEN ST    | SW AUSTIN ST               | HIGHLAND PARK WAY SW   | 0.45           |
| 508            | HILL CLIMB ASSISTANCE                | BROADWAY E                 | THOMAS ST              | 0.58           |
| 509            | HUBBELL PL                           | SPRING ST                  | PIKE ST                | 0.34           |
| 510            | INTERBAY TRAIL                       | W GALER ST                 | SHIP CANAL TRAIL       | 1.80           |
| 511            | INTERLAKE AVE N                      | N 43RD ST                  | N 47TH ST              | 0.80           |
| 512            | INTERLAKEN DR E                      | E GALER ST                 | DELMAR DR E            | 1.18           |
| 513            | JUDKINS PARK TRL CONNECTION          | MTS DEARBORN CONNECTOR TRL | S WELLER ST            | 0.47           |
| 514            | KENWOOD PL N/KEYSTONE PL N/N 57TH ST | N 53RD ST                  | ASHWORTH AVE N         | 0.46           |
| 515            | KEYSTONE PL N/SUNNYSIDE AVE N        | N 46TH ST                  | N 53RD ST              | 0.33           |
| 516            | LAKE PARK DR S                       | S MCCLELLAN ST             | LAKE WASHINGTON BLVD S | 0.32           |
| 517            | LAKE WASHINGTON BLVD                 | MOUNTAINS TO SOUND TRAIL   | LAKESIDE AVE S         | 1.99           |
| 518            | LAKE WASHINGTON BLVD                 | LAKESIDE AVE               | HOWELL PL              | 1.06           |
| 519            | LAKE WASHINGTON BLVD E               | E MADISON ST               | BOYER AVE E            | 0.64           |
| 520            | LAKE WASHINGTON BLVD E               | BOYER AVE E                | 26TH AVE E             | 0.48           |
| 521            | LAKE WASHINGTON BLVD E               | E HARRISON ST              | E MADISON ST           | 0.44           |

| Project Number | Street                                    | From                   | To                      | Length (miles) |
|----------------|---|------------------------|-------------------------|----------------|
| 522            | LAKE WASHINGTON BLVD E                    | MCGILVRA BLVD E        | LAKE WASHINGTON BLVD E  | 0.21           |
| 523            | LAKE WASHINGTON BLVD S                    | S HORTON ST            | LAKE PARK DR S          | 0.80           |
| 524            | LAKE WASHINGTON BLVD S                    | 46TH AVE S             | S HORTON ST             | 0.30           |
| 525            | LAKE WASHINGTON BLVD S                    | S ADAMS ST             | 46TH AVE S              | 0.61           |
| 526            | LAKE WASHINGTON BLVD S                    | S ANGELINE ST          | S ADAMS ST              | 0.52           |
| 527            | LAKE WASHINGTON BLVD S                    | S ORCAS ST             | S ANGELINE ST           | 0.58           |
| 528            | LAKE WASHINGTON BLVD S/LAKESIDE AVE S     | LAKE PARK DR S         | S IRVING ST             | 0.59           |
| 529            | LAKE WASHINGTON BLVD TRL                  | LAKE WASHINGTON BLVD E | E FOSTER ISLAND RD      | 1.14           |
| 530            | LAKESHORE DR NE/NE 65TH ST                | SANDPOINT WAY NE       | MAGNUSON PARK           | 0.96           |
| 531            | LAKESIDE AVE/LAKESIDE AVE S               | S IRVING ST            | LAKE WASHINGTON BLVD    | 0.86           |
| 532            | LAKEVIEW BLVD E                           | EASTLAKE AVE E         | MELROSE CONNECTOR TRAIL | 0.29           |
| 533            | LATONA AVE NE                             | NE 40TH ST             | NE 40TH ST              | 0.01           |
| 534            | LATONA AVE NE                             | NE 65TH ST             | EAST GREENLAKE WAY N    | 0.19           |
| 535            | LATONA AVE NE                             | NE 54TH ST             | NE 65TH ST              | 0.55           |
| 536            | LATONA AVE NE/NE 50TH ST/ THACKERAY PL NE | NE 42ND ST             | NE 54TH ST              | 0.75           |
| 537            | LINCOLN PARK TRAIL EXTENSION              | END                    | BEACH DR SW             | 0.28           |
| 538            | LINDEN AVE N/N 38TH ST                    | FREMONT AVE N          | N 50TH ST               | 0.91           |
| 539            | LONGFELLOW CREEK GREENSPACE TRAIL         | 26TH AVE SW            | 24TH AVE SW             | 0.06           |
| 540            | LOYAL WAY NW                              | 28TH AVE NW            | 32ND AVE NW             | 0.37           |
| 541            | M L KING JR WAY                           | E YESLER WAY           | E UNION ST              | 0.78           |
| 542            | M L KING JR WAY S                         | S WALKER ST            | I-90 FWY                | 0.46           |
| 543            | M L KING JR WAY S                         | S MCCLELLAN ST         | S WALKER ST             | 0.38           |
| 544            | M L KING JR WAY S                         | CITY LIMITS            | MERTONWAY S             | 0.50           |
| 545            | M L KING JR WAY S                         | MERTONWAY S            | S HENDERSON ST          | 0.43           |
| 546            | M L KING JR WAY S                         | S HENDERSON ST         | S KENYON ST             | 0.59           |
| 547            | M L KING JR WAY S                         | S KENYON ST            | S OTHELLO ST            | 0.38           |
| 548            | M L KING JR WAY S                         | S OTHELLO ST           | S HOLLY ST              | 0.39           |
| 549            | M L KING JR WAY S                         | S HOLLY ST             | S ORCA ST               | 0.64           |
| 550            | M L KING JR WAY S                         | S ORCAS ST             | S EDMUNDS ST            | 0.55           |
| 551            | M L KING JR WAY S                         | S EDMUNDS ST           | S COLUMBIAN WAY         | 0.31           |
| 552            | M L KING JR WAY S                         | S COLUMBIAN WAY        | S WALDEN ST             | 0.65           |
| 553            | M L KING JR WAY S                         | S WALDEN ST            | S MCLELLAN ST           | 0.45           |
| 554            | M L KING JR WAY S                         | S DEARBORN ST          | E YESLER WAY            | 0.43           |
| 555            | M L KING JR WAY S                         | MOUNTAINS TO SOUND TRL | S DEARBORN ST           | 0.37           |

| Project Number | Street                                       | From               | To                | Length (miles) |
|----------------|--|--------------------|-------------------|----------------|
| 556            | MAGNOLIA BLVD W                              | W DRAVUS ST        | W EMERSON ST      | 0.45           |
| 557            | MAGNOLIA BLVD W/W HOWE ST                    | CLISE PL W         | W DRAVUS ST       | 1.61           |
| 558            | MAGNOLIA BRIDGE                              | 16TH AVE W         | ELLIOTT AVE W     | 0.95           |
| 559            | MALLARD COVE CROSSING TRAIL                  | E ROANOKE ST       | FAIRVIEW AVE E    | 0.15           |
| 560            | MARION ST                                    | BROADWAY           | 7TH AVE           | 0.51           |
| 561            | MARY AVE NW/N 90TH ST/NW 87TH ST/ NW 90TH ST | GREENWOOD AVE N    | 17TH AVE NW       | 1.48           |
| 562            | MARY GATES MEMORIAL DR NE/NE 41ST ST         | NE CLARK RD        | 48TH AVE NE       | 0.80           |
| 563            | MCGILVRA BLVD E                              | MCGILVRA BLVD E    | E MADISON ST      | 0.84           |
| 564            | MCGILVRA BLVD E/LAKE WASHINGTON BLVD E       | E HOWELL ST        | MCGILVRA BLVD E   | 0.61           |
| 565            | MCGRAW PL/SMITH ST/W MCGRAW PL/W SMITH ST    | W MCGRAW ST        | MCGRAW ST         | 0.42           |
| 566            | MELROSE AVE/MELROSE AVE E                    | E PIKE ST          | E ROY ST          | 0.77           |
| 567            | MERIDIAN AVE N                               | N NORTHGATE WAY    | N 122ND ST        | 0.58           |
| 568            | MERIDIAN AVE N                               | NE 46TH ST         | N 55TH ST         | 0.42           |
| 569            | MERIDIAN AVE N/N 46TH ST                     | SUNNYSIDE AVE N    | WALLINGFORD AVE N | 0.33           |
| 570            | MERIDIAN AVE N/N 55TH ST/ WOODLAWN AVE N     | N 55TH ST          | N 63RD ST         | 0.50           |
| 571            | MERIDIAN AVE N/N 90TH ST/CORLISS AVE N       | STONE AVE N        | N 92ND ST         | 0.67           |
| 572            | MIDVALE AVE N/STONE AVE N                    | N 77TH ST          | N 90TH ST         | 0.68           |
| 573            | MILITARY RD S                                | AIRPORT WAY S      | BEACON AVE S      | 0.64           |
| 574            | MONTLAKE CUT CONNCTR TRL                     | E CALHOUN ST       | MONTLAKE BLVD E   | 0.37           |
| 575            | MOUNTAINS TO SOUND EXTENSION TRAIL           | S LUCILE ST        | S SNOQUALMIE ST   | 0.77           |
| 576            | MOUNTAINS TO SOUND TRL                       | 35TH AVE S         | I90               | 0.94           |
| 577            | N 100TH ST                                   | FREMONT AVE N      | COLLEGE WAY N     | 0.76           |
| 578            | N 100TH ST                                   | 1ST AVE NW         | FREMONT AVE N     | 0.37           |
| 579            | N 110TH ST/NW 110TH ST                       | NW CARKEEK PARK RD | INTERURBAN TRAIL  | 0.65           |
| 580            | N 117TH ST                                   | MERIDIAN AVE N     | 1ST AVE NE        | 0.25           |
| 581            | N 127TH ST/NW 127TH ST                       | 12TH AVE NW        | INTERURBAN TRAIL  | 1.07           |
| 582            | N 130TH ST                                   | 1ST AVE NW         | LINDEN AVE N      | 0.47           |
| 583            | N 130TH ST/NE 130TH ST                       | 5TH AVE NE         | LINDEN AVE N      | 1.15           |
| 584            | N 137TH ST/NW 137TH ST                       | 8TH AVE NW         | LINDEN AVE N      | 0.89           |
| 585            | N 34TH ST                                    | FREMONT AVE N      | STONE WAY N       | 0.34           |
| 586            | N 34TH ST                                    | N NORTHLAKE PL     | WALLINGFORD AVE N | 0.21           |
| 587            | N 34TH ST                                    | PHINNEY AVE N      | FREMONT AVE N     | 0.23           |
| 588            | N 36TH ST                                    | FREMONT AVE N      | CORLISS AVE N     | 0.86           |
| 589            | N 37TH ST/CORLISS AVE N                      | SUNNYSIDE AVE N    | N 36TH ST         | 0.16           |
| 590            | N 39TH ST/WOODLAND PARK AVE N                | N 34TH ST          | N 41ST ST         | 0.56           |

| Project Number | Street  | From                 | To                  | Length (miles) |
|----------------|---|----------------------|---------------------|----------------|
| 591            | N 40TH ST   | WOODLAND PARK AVE N  | SUNNYSIDE AVE N     | 0.68           |
| 592            | N 40TH ST/NE 40TH ST                                      | 7TH AVE NE           | SUNNYSIDE AVE N     | 0.47           |
| 593            | N 41ST ST   | FREMONT AVE N        | WOODLAND PARK AVE N | 0.25           |
| 594            | N 42ND ST/NW 42ND ST                                      | 6TH AVE NW           | LINDEN AVE N        | 0.72           |
| 595            | N 43RD ST   | WOODLAND PARK AVE N  | STONE WAY N         | 0.11           |
| 596            | N 46TH ST   | WOODLAND PARK AVE N  | WALLINGFORD AVE N   | 0.38           |
| 597            | N 49TH ST/WOODLAND PARK AVE N                             | N 41ST ST            | N 50TH ST           | 0.69           |
| 598            | N 50TH ST   | PHINNEY AVE N        | GREENLAKE WAY N     | 0.83           |
| 599            | N 51ST ST/WALLINGFORD AVE N                               | N 45TH ST            | WOODLAWN AVE N      | 0.40           |
| 600            | N 53RD ST   | GREENLAKE WAY N      | KEYSTONE PL N       | 0.38           |
| 601            | N 55TH ST/N 56TH ST                                       | MERIDIAN AVE N       | 1ST AVE NE          | 0.26           |
| 602            | N 57TH ST/NW 56TH ST/PALATINE PL N/<br>WOODLAND PARK LOOP | 6TH AVE NW           | N 59TH ST           | 0.69           |
| 603            | N 63RD ST   | MERIDIAN AVE N       | BROOKLYN AVE NE     | 0.91           |
| 604            | N 63RD ST/WEST GREEN LAKE WAY N                           | N 63RD ST            | N 66TH ST           | 0.26           |
| 605            | N 68TH ST   | FREMONT AVE N        | AURORA AVE N        | 0.21           |
| 606            | N 77TH ST   | GREENWOOD AVE N      | WINONA AVE N        | 0.72           |
| 607            | N 82ND ST   | GREEN LAKE DR N      | CORLISS AVE N       | 1.04           |
| 608            | N 83RD ST   | GREENWOOD AVE N      | AURORA AVE N        | 2.48           |
| 609            | N 87TH ST   | 1ST AVE NW           | FREMONT AVE N       | 0.38           |
| 610            | N 90TH ST   | FREMONT AVE N        | STONE AVE N         | 0.38           |
| 611            | N 92ST ST   | WALLINGFORD AVE N    | 1ST AVE NE          | 0.38           |
| 612            | NE 103RD ST   | 1ST AVE NE           | 15TH AVE NE         | 0.75           |
| 613            | NE 105TH ST   | 40TH AVE NE          | RAVENNA AVE NE      | 0.56           |
| 614            | NE 110TH ST   | ALTON AVE NE         | 30TH AVE NE         | 0.63           |
| 615            | NE 115TH ST   | 35TH AVE NE          | 25TH AVE NE         | 0.52           |
| 616            | NE 115TH ST   | ALTON AVE NE         | 35TH AVE NE         | 0.29           |
| 617            | NE 117TH ST   | 25TH AVE NE          | 8TH AVE NE          | 0.88           |
| 618            | NE 123RD ST   | BURKE GILMAN TRAIL   | 35TH AVE NE         | 0.73           |
| 619            | NE 125TH ST   | 25TH AVE NE          | 15TH AVE NE         | 0.50           |
| 620            | NE 125TH ST   | 37TH AVE NE          | 25TH AVE NE         | 0.62           |
| 621            | NE 125TH ST   | SAND POINT WAY NE    | BURKE GILMAN TRAIL  | 0.31           |
| 622            | NE 125TH ST/ROOSEVELT WAY N                               | 15TH AVE NE          | 5TH AVE NE          | 0.60           |
| 623            | NE 135TH ST   | 32ND AVE NE          | 15TH AVE NE         | 0.89           |
| 624            | NE 140TH ST   | 37TH AVE NE          | 27TH AVE NE         | 0.51           |
| 625            | NE 40TH ST  | UNIVERSITY BR OFF RP | 15TH AVE NE         | 0.41           |
| 626            | NE 40TH ST/UNIVERSITY BRIDGE                              | NE PACIFIC ST        | EASTLAKE AVE E      | 0.35           |
| 627            | NE 40TH ST/UNIVERSITY BRIDGE                              | NE PACIFIC ST        | EASTLAKE AVE E      | 0.08           |

| Project Number | Street  | From                  | To                   | Length (miles) |
|----------------|---|-----------------------|----------------------|----------------|
| 628            | NE 43RD ST  | ROOSEVELT WAY NE      | 15TH AVE NE          | 0.27           |
| 629            | NE 44TH ST  | LATONA AVE NE         | 5TH AVE NE           | 0.10           |
| 630            | NE 45TH ST/48TH AVE NE  | 40TH AVE NE           | NE 41ST ST           | 0.58           |
| 631            | NE 45TH ST/49TH AVE NE/NE 50TH ST                                     | 48TH AVE NE           | 44TH AVE NE          | 0.61           |
| 632            | NE 47TH ST  | 11TH AVE NE           | 19TH AVE NE          | 0.43           |
| 633            | NE 47TH ST  | 11TH AVE NE           | LATONA AVE NE        | 0.41           |
| 634            | NE 55TH ST  | 25TH AVE NE           | 39TH AVE NE          | 0.69           |
| 635            | NE 55TH ST  | 8TH AVE NE            | 20TH AVE NE          | 0.64           |
| 636            | NE 58TH ST/RAVENNA AVE NE/RAVENNA PL NE                               | NE BLAKELY ST         | 20TH AVE NE          | 0.47           |
| 637            | NE 60TH ST/NE 60TH ST PED BR/NE 61ST ST/NE 62ND ST/NE 62ND ST PED BR  | NE RAVENNA BLVD       | 45TH AVE NE          | 1.92           |
| 638            | NE 65TH ST  | NE RAVENNA BLVD       | 12TH AVE NE          | 0.31           |
| 639            | NE 65TH ST/20TH AVE NE  | NE RAVENNA BLVD       | NE 68TH ST           | 0.55           |
| 640            | NE 66TH ST/NE 70TH ST/WEEDIN PL NE/5TH AVE NE                         | NE RAVENNA BLVD       | 15TH AVE NE          | 0.71           |
| 641            | NE 68TH ST  | 20TH AVE NE           | 39TH AVE NE          | 0.96           |
| 642            | NE 68TH ST  | 39TH AVE NE           | 50TH AVE NE          | 0.55           |
| 643            | NE 70TH ST  | 8TH AVE NE            | 15TH AVE NE          | 0.37           |
| 644            | NE 71ST ST  | EAST GREEN LAKE WAY N | 5TH AVE NE           | 0.14           |
| 645            | NE 75TH ST  | 39TH AVE NE           | 55TH AVE NE          | 0.81           |
| 646            | NE 75TH ST  | 24TH AVE NE           | 39TH AVE NE          | 0.72           |
| 647            | NE 75TH ST  | 15TH AVE NE           | 24TH AVE NE          | 0.48           |
| 648            | NE 80TH ST  | LAKE CITY WAY NE      | BANNER WAY NE        | 0.55           |
| 649            | NE 80TH ST  | 20TH AVE NE           | 45TH AVE NE          | 1.27           |
| 650            | NE 80TH ST  | 14TH AVE NE           | 20TH AVE NE          | 0.31           |
| 651            | NE 85TH ST/17TH AVE NE/NE 86TH ST/20TH AVE NE                         | 15TH AVE NE           | NE 98TH ST           | 0.94           |
| 652            | NE 89TH ST  | 8TH AVE NE            | 20TH AVE NE          | 0.63           |
| 653            | NE 90TH ST  | 32ND AVE NE           | 40TH AVE NE          | 0.38           |
| 654            | NE 98TH ST  | 5TH AVE NE            | 35TH AVE NE          | 1.51           |
| 655            | NE 98TH ST/40TH AVE NE/NE 105TH ST/NE 104TH PL/45TH AVE NE/NE 97TH ST | 35TH AVE NE           | BURKE GILMAN TRAIL   | 1.45           |
| 656            | NE BOAT ST  | 15TH AVE NE           | UNIVERSITY BRIDGE    | 0.32           |
| 657            | NE CAMPUS PKWY  | EASTLAKE AVE NE       | 15TH AVE NE          | 0.27           |
| 658            | NE PACIFIC ST   | UNIVERSITY BRIDGE     | UNIVERSITY WAY NE    | 0.29           |
| 659            | NE RAVENNA BLVD   | ROOSEVELT WAY NE      | NE 65TH ST           | 0.37           |
| 660            | NE RAVENNA BLVD   | 15TH AVE NE           | ROOSEVELT WAY NE     | 0.32           |
| 661            | NE RAVENNA BLVD   | NE 65TH ST            | EAST GREENLAKE WAY N | 0.38           |
| 662            | NICKERSON ST  | 4TH AVE N             | WARREN AVE N         | 0.27           |
| 663            | NORTHGATE BRIDGE  | 1ST AVE NE            | COLLEGE WAY N        | 0.27           |

| Project Number | Street  | From                        | To                   | Length (miles) |
|----------------|---|-----------------------------|----------------------|----------------|
| 664            | NW 105TH ST   | 8TH NW                      | 12TH AVE NW          | 0.50           |
| 665            | NW 116TH ST/NW CARKEEK PARK RD  | NW 110TH ST                 | NW 117TH ST          | 0.87           |
| 666            | NW 117TH ST   | 6TH AVE NW                  | INTERURBAN TRAIL     | 0.72           |
| 667            | NW 122ND ST   | 12TH AVE NW                 | 8TH AVE NW           | 0.25           |
| 668            | NW 50TH ST  | 6TH AVE NW                  | 17TH AVE NW          | 0.70           |
| 669            | NW 64TH ST  | 34TH AVE NW                 | 8TH AVE NW           | 1.63           |
| 670            | NW 70TH ST  | FREMONT AVE N               | 17TH AVE NW          | 1.36           |
| 671            | NW 70TH ST/21ST AVE NW/NW SLOOP PL/19TH AVE NW                            | 17TH AVE NW                 | 34TH AVE NW          | 1.09           |
| 672            | NW 80TH ST  | 28TH AVE NW                 | 32ND AVE NW          | 0.25           |
| 673            | NW 90TH ST/NW 89TH PL/23RD AVE NW   | 15TH AVE NW                 | NW 83RD ST           | 0.89           |
| 674            | NW CARKEEK PARK RD  | NW CARKEEK PARK RD          | NW CARKEEK PARK RD   | 0.57           |
| 675            | NW MARKET ST/NW 54TH ST/32ND AVE NW                                       | 24TH AVE NW                 | 32ND AVE NW          | 0.65           |
| 676            | OCCIDENTAL AVE S  | S ROYAL BROUGHAM WAY        | S JACKSON ST         | 0.82           |
| 677            | OLYMPIC WAY W\QUEEN ANNE AVE N\ ROY ST\W OLYMPIC PL\W QUEEN ANNE DRIVEWAY | 1ST AVE N                   | W PROSPECT ST        | 0.69           |
| 678            | PALATINE AVE N/N 72ND ST/1ST AVE NW                                       | NW 62ND ST                  | N 101ST ST           | 1.97           |
| 679            | PHINNEY AVE N   | N 50TH ST                   | N 60TH ST            | 0.53           |
| 680            | PHINNEY AVE N   | BURKE GILMAN TRAIL          | N 50TH ST            | 1.01           |
| 681            | PIKE ST   | 2ND AVE                     | CONVENTION PL        | 0.43           |
| 682            | PINEHURST WAY NE/ROOSEVELT WAY N  | NE NORTHGATE WAY            | 15TH AVE NE          | 0.50           |
| 683            | PORTSIDE TRAIL  | S ATLANTIC ST               | S ROYAL BROUGHAM WAY | 0.44           |
| 684            | QUEEN ANNE AVE N  | W BOSTON ST                 | MCGRAW ST            | 0.08           |
| 685            | QUEEN ANNE AVE N  | W DENNY WAY                 | ROY ST               | 0.47           |
| 686            | QUEEN ANNE AVE N  | W GALER ST                  | W CROCKETT ST        | 0.34           |
| 687            | QUEEN ANNE CONNECTOR*   | QUEEN ANNE AVE N            | 1ST AVE N            | 0.06           |
| 688            | RAINIER AVE S   | 57TH AVE S                  | S HENDERSON ST       | 0.61           |
| 689            | RAINIER AVE S   | S KEPPLER ST                | 57TH AVE S           | 0.44           |
| 690            | RAINIER AVE S   | CORNELL AVE S               | S KEPPLER ST         | 0.54           |
| 691            | RAINIER AVE S   | CITY LIMITS                 | CORNELL AVE S        | 0.49           |
| 692            | RAINIER AVE S   | S HILL ST                   | I-90 FWY             | 0.52           |
| 693            | RAINIER AVE S   | MARTIN LUTHER KING JR WAY S | S HILL ST            | 0.64           |
| 694            | RAINIER AVE S   | I 90 WB OFF RMP             | DEARBORN ST          | 0.36           |
| 695            | RENTON AVE S  | S LEO ST                    | S GAZELLE ST         | 0.86           |
| 696            | RENTON AVE S  | 55TH AVE S                  | 51ST AVE S           | 0.35           |
| 697            | RENTON AVE S  | S BANGOR ST                 | 55TH AVE S           | 0.69           |
| 698            | RENTON AVE S  | S 112TH ST                  | S BANGOR ST          | 0.55           |
| 699            | RENTON AVE S  | S CLOVERDALE ST             | S HOLDEN ST          | 0.51           |

| Project Number | Street   | From                        | To                          | Length (miles) |
|----------------|--|-----------------------------|-----------------------------|----------------|
| 700            | REPUBLICAN ST  | DEXTER AVE N                | EASTLAKE AVE E              | 0.62           |
| 701            | ROOSEVELT WAY NE   | NE 75TH ST                  | NE 85TH ST                  | 0.50           |
| 702            | ROOSEVELT WAY NE   | NE 85TH ST                  | NE 98TH ST                  | 0.69           |
| 703            | ROOSEVELT WAY NE   | NE 65TH ST                  | NE 75TH ST                  | 0.50           |
| 704            | ROOSEVELT WAY NE   | NE RAVENNA BLVD             | NE 65TH ST                  | 0.26           |
| 705            | ROOSEVELT WAY NE   | NE CAMPUS PKWY              | NE 47TH ST                  | 0.49           |
| 706            | ROOSEVELT WAY NE   | NE 47TH ST                  | NE RAVENNA BLVD             | 0.61           |
| 707            | ROOSEVELT WAY NE   | PINEHURST WAY NE            | NE 125TH ST                 | 0.66           |
| 708            | ROOSEVELT WAY NE   | NE 98TH ST                  | NE NORTHGATE WAY            | 0.57           |
| 709            | S ALASKA ST  | RAINIER AVE S               | MARTIN LUTHER KING JR WAY S | 0.30           |
| 710            | S ALASKA ST\S COLUMBIAN WAY  | BEACON AVE S                | ML KING JR WAY S            | 0.55           |
| 711            | S ALBRO PL/ELLIS AVE S   | EAST MARGINAL WAY S         | SWIFT AVE S                 | 0.89           |
| 712            | S ATLANTIC ST  | 1ST AVE S                   | ALASKAN WAY S               | 0.15           |
| 713            | S BAILEY ST  | S ALBRO PL                  | CORSON AVE S                | 0.34           |
| 714            | S BANGOR ST  | RENTON AVE S                | 55TH AVE S                  | 0.48           |
| 715            | S BANGOR ST  | 55TH AVE S                  | 51ST AVE S                  | 0.25           |
| 716            | S CLOVERDALE ST  | 14TH AVE S                  | 7TH AVE S                   | 0.50           |
| 717            | S CLOVERDALE ST/1ST AVE S/MYERS WAY S  | CITY LIMITS                 | 7TH AVE S                   | 1.24           |
| 718            | S COLLEGE ST/23RD AVE S  | 24TH AVE S                  | S HILL ST                   | 0.14           |
| 719            | S COLUMBIAN WAY  | BEACON AVE S                | 15TH AVE S                  | 0.56           |
| 720            | S CRESTON ST   | 55TH AVE S                  | 51ST AVE S                  | 0.25           |
| 721            | S DAWSON ST/48TH AVE S   | 42ND AVE S                  | WILSON AVE S                | 0.53           |
| 722            | S DEARBORN ST  | 5TH AVE S                   | RAINIER AVE S               | 0.76           |
| 723            | S EDMUNDS ST   | 35TH AVE S                  | MARTIN LUTHER KING JR S     | 0.15           |
| 724            | S FERDINAND ST   | LAKE WASHINGTON BLVD S      | 35TH AVE S                  | 1.26           |
| 725            | S FOREST ST  | SODO TRAIL                  | AIRPORT WAY S               | 0.26           |
| 726            | S FOREST ST  | 14TH AVE S                  | 21ST AVE S                  | 0.44           |
| 727            | S GENESEE ST   | 51ST AVE S                  | 50TH AVE S                  | 0.06           |
| 728            | S GENESEE ST/37TH AVE S\COURTLAND PL S\S ANDOVER ST\S CHARLESTOWN ST\S DAKOTA ST | 42ND AVE S                  | 34TH AVE S                  | 0.82           |
| 729            | S GRAND ST   | MARTIN LUTHER KING JR WAY S | 20TH AVE S                  | 0.42           |
| 730            | S HANFORD ST   | 18TH AVE S                  | MARTIN LUTHER KING JR WAY S | 0.54           |
| 731            | S HANFORD ST   | 18TH AVE S                  | LAFAYETTE AVE S             | 0.21           |
| 732            | S HENDERSON PED BRIDGE   | DUWAMISH RIVER TRAIL        | S HENDERSON ST              | 0.04           |

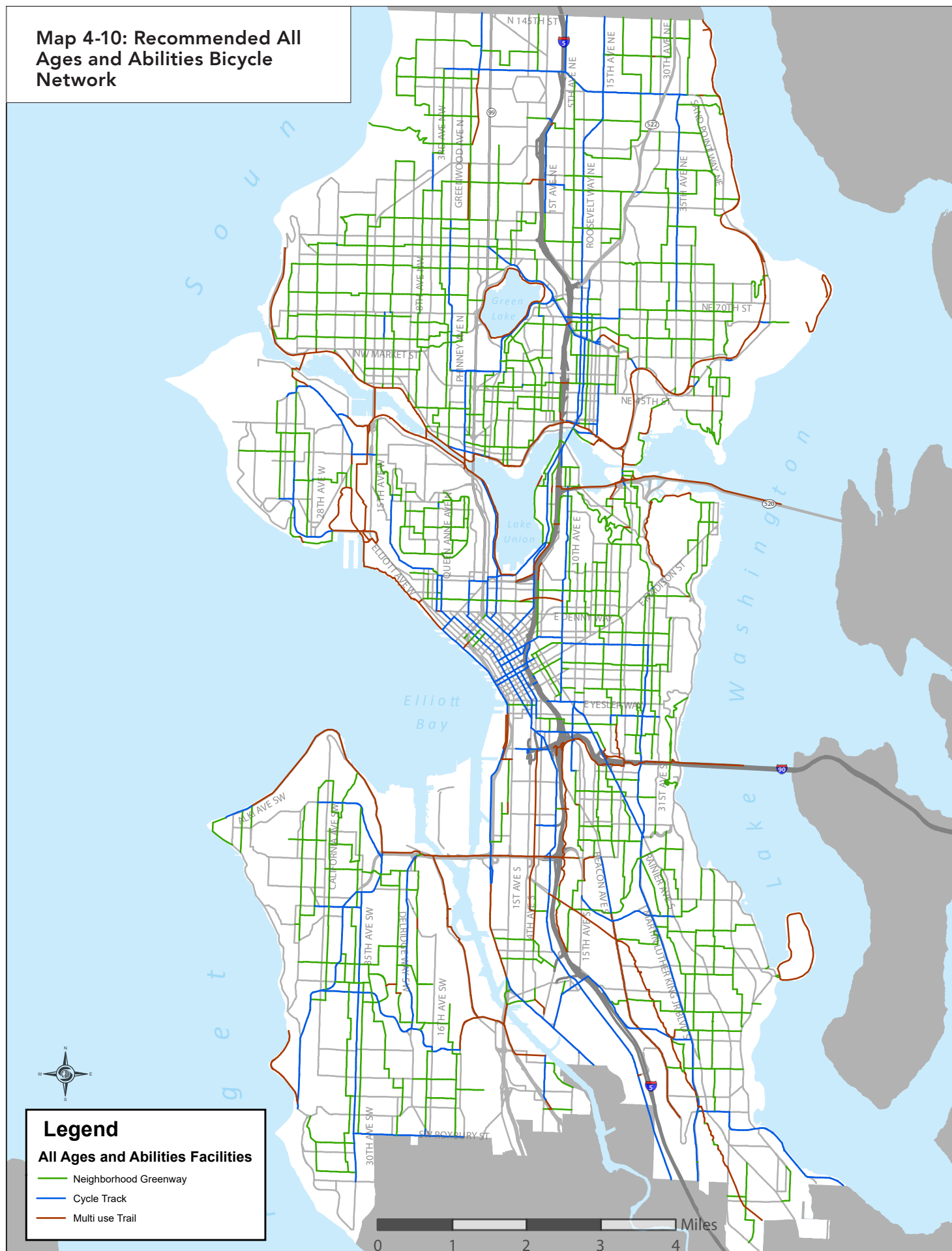
| Project Number | Street   | From                        | To                          | Length (miles) |
|----------------|--|-----------------------------|-----------------------------|----------------|
| 733            | S HENDERSON ST                                       | RAINIER AVE S               | MARTIN LUTHER KING JR WAY S | 0.43           |
| 734            | S HENDERSON ST                                       | 8TH AVE S                   | 14TH AVE S                  | 0.27           |
| 735            | S HENDERSON ST                                       | 8TH AVE S                   | S HENDERSON PED BRIDGE      | 0.07           |
| 736            | S HILL ST  | 13TH AVE S                  | 18TH AVE S                  | 0.57           |
| 737            | S HOLGATE BR/S HOLGATE ST                            | 1ST AVE S                   | BEACON AVE S                | 0.40           |
| 738            | S HOLLY PARK DR/39TH AVE S                           | S KENYON ST                 | S MYRTLE PL                 | 0.53           |
| 739            | S HOLLY ST   | SEWARD PARK AVE S           | 46TH AVE S                  | 0.51           |
| 740            | S HOLLY ST   | 42ND AVE S                  | 33RD AVE S                  | 0.44           |
| 741            | S HORTON ST/COLORADO AVE S/<br>SLANDER ST/UTAH AVE S | EAST MARGINAL WAY S         | S ATLANTIC ST               | 1.47           |
| 742            | S HORTON ST\S WALDEN ST                              | HUNTER BLVD S               | MARTIN LUTHER KING JR WAY S | 0.59           |
| 743            | S INDUSTRIAL WAY                                     | AIRPORT WAY S               | MOUNTAINS TO SOUND TRAIL    | 0.33           |
| 744            | S JACKSON ST   | 20TH AVE S                  | 31ST AVE S                  | 0.64           |
| 745            | S JACKSON ST   | 5TH AVE S                   | 12TH AVE S                  | 0.49           |
| 746            | S JUNEAU ST  | 51ST AVE S                  | 42ND AVE S                  | 0.51           |
| 747            | S KENYON ST  | 46TH AVE S                  | SEWARD PARK AVE S           | 0.38           |
| 748            | S KENYON ST  | 46TH AVE S                  | MARTIN LUTHER KING JR WAY S | 0.26           |
| 749            | S KENYON ST/39TH AVE S/S KENYON WAY                  | BEACON AVE S                | MARTIN LUTHER KING JR WAY S | 0.42           |
| 750            | S KING ST  | 5TH AVE S                   | 10TH AVE S                  | 1.26           |
| 751            | S MASSACHUSETTS ST                                   | MARTIN LUTHER KING JR WAY S | 21ST AVE S                  | 0.33           |
| 752            | S MORGAN ST  | 57TH AVE S                  | WILSON AVE S                | 0.11           |
| 753            | S MORGAN ST  | BEACON AVE S                | CHIEF SEALTH TRAIL          | 0.35           |
| 754            | S MORGAN ST/33RD AVE S                               | CHIEF SEALTH TRAIL          | S HOLLY ST                  | 0.22           |
| 755            | S MOUNT BAKER BLVD/RAINIER AVE S                     | S MCCLELLAN ST              | MARTIN LUTHER KING JR WAY S | 1.06           |
| 756            | S MYRTLE PL  | MARTIN LUTHER KING JR WAY S | BEACON AVE S                | 0.72           |
| 757            | S MYRTLE ST  | 37TH AVE S                  | SEWARD PARK AVE S           | 0.87           |
| 758            | S MYRTLE ST/SWIFT AVE S                              | BEACON AVE S                | S WARSAW ST                 | 0.57           |
| 759            | S OLSON PL SW/SW ROXBURY ST                          | 8TH AVE SW                  | MYERS WAY S                 | 0.68           |
| 760            | S ORCAS ST   | 42ND AVE S                  | 51ST AVE S                  | 0.51           |
| 761            | S ORCAS ST   | 42ND AVE S                  | MARTIN LUTHER KING JR WAY S | 0.34           |
| 762            | S ORCAS ST   | MARTIN LUTHER KING JR WAY S | BEACON AVE S                | 0.64           |
| 763            | S ORCAS ST/LAKE WASHINGTON BLVD S                    | SEWARD PARK                 | 51ST AVE S                  | 0.84           |

| Project Number | Street  | From                      | To                          | Length (miles) |
|----------------|---|---------------------------|-----------------------------|----------------|
| 764            | S RIVER ST  | S MICHIGAN ST             | EAST MARGINAL WAY S         | 0.97           |
| 765            | S ROXBURY ST                                      | WATER AVE S               | 51ST AVE S                  | 0.53           |
| 766            | S ROXBURY ST                                      | WATER AVE S               | 51ST AVE S                  | 0.02           |
| 767            | S ROYAL BROUGHAM WAY                              | 4TH AVE S                 | AIRPORT WAY S               | 0.24           |
| 768            | S ROYAL BROUGHAM WAY                              | OCCIDENTAL AVE S          | 4TH AVE S                   | 0.32           |
| 769            | S SNOQUALMIE ST/CHEASTY BLVD S                    | 13TH AVE S                | MARTIN LUTHER KING JR WAY S | 1.49           |
| 770            | S SPOKANE ST                                      | DIAGONAL AVE S            | 14TH AVE S                  | 0.44           |
| 771            | S SPOKANE ST                                      | 14TH AVE S                | 19TH AVE S                  | 0.39           |
| 772            | S WASHINGTON ST                                   | ALASKAN WAY S             | 5TH AVE S                   | 0.39           |
| 773            | SAND POINT WAY NE                                 | NE 115TH ST               | NE 125TH ST                 | 0.65           |
| 774            | SAND POINT WAY NE                                 | NE 106TH ST               | NE 115TH ST                 | 0.53           |
| 775            | SAND POINT WAY NE                                 | BURKE GILMAN ACCESS TRAIL | NE 106TH ST                 | 1.46           |
| 776            | SAND POINT WAY NE                                 | NE 65TH ST                | BURKE GILMAN ACCESS TRAIL   | 0.82           |
| 777            | SAND POINT WAY NE                                 | PRINCETON AVE NE          | NE 65TH ST                  | 0.80           |
| 778            | SAND POINT WAY NE                                 | 41ST AVE NE               | PRINCETON AVE NE            | 0.49           |
| 779            | SENECA ST   | ALASKAN WAY               | 9TH AVE                     | 0.61           |
| 780            | SEWARD PARK AVE S                                 | S JUNEAU ST               | WILSON AVE S                | 0.44           |
| 781            | SEWARD PARK AVE S                                 | S OTHELLO ST              | S MORAN ST                  | 0.54           |
| 782            | SEWARD PARK AVE S                                 | CLOVERDALE PL S           | S OTHELLO ST                | 0.59           |
| 783            | SEWARD PARK AVE S                                 | RAINIER AVE S             | CLOVERDALE PL S             | 0.63           |
| 784            | SPRING ST   | ALASKAN WAY               | 7TH AVE                     | 0.49           |
| 785            | STEWART ST  | 7TH AVE                   | THOMAS ST                   | 0.57           |
| 786            | STONE AVE N                                       | N 90TH ST                 | N 110TH ST                  | 1.00           |
| 787            | SUNNYSIDE AVE N                                   | N 42ND ST                 | N 46TH ST                   | 0.32           |
| 788            | SUNNYSIDE AVE N                                   | N PACIFIC ST              | N 42ND ST                   | 0.44           |
| 789            | SW 104TH ST                                       | 35TH AVE SW               | CALIFORNIA AVE SW           | 0.53           |
| 790            | SW 106TH ST                                       | 35TH AVE SW               | SEOLA BEACH DR SW           | 0.24           |
| 791            | SW 98TH ST  | CALIFORNIA AVE SW         | 35TH AVE SW                 | 0.51           |
| 792            | SW ADMIRAL WAY                                    | 45TH AVE SW               | SW OLGA ST                  | 0.61           |
| 793            | SW ADMIRAL WAY                                    | SW AVALON WAY             | SW OLGA ST                  | 0.74           |
| 794            | SW ADMIRAL WAY                                    | 61ST AVE SW               | 45TH AVE SW                 | 1.15           |
| 795            | SW ALASKA ST                                      | 45TH AVE SW               | 35TH AVE SW                 | 0.62           |
| 796            | SW ALASKA ST                                      | 48TH AVE SW               | 45TH AVE SW                 | 0.19           |
| 797            | SW ANDOVER ST                                     | DELRIIDGE WAY SW          | 21ST AVE SW                 | 0.15           |
| 798            | SW ANDOVER ST                                     | CALIFORNIA AVE SW         | 36TH AVE SW                 | 0.44           |
| 799            | SW ANDOVER ST/28TH AVE SW/SW YANCY ST/35TH AVE SW | 36TH AVE SW               | 26TH AVE SW                 | 0.68           |
| 800            | SW AVALON WAY                                     | FAUNTLEROY WAY SW         | SW SPOKANE ST               | 0.77           |

| Project Number | Street   | From                      | To                     | Length (miles) |
|----------------|--|---------------------------|------------------------|----------------|
| 801            | SW BARTON ST                                     | CALIFORNIA AVE SW         | 35TH AVE SW            | 0.54           |
| 802            | SW BARTON ST                                     | 35TH AVE SW               | 25TH AVE SW            | 0.57           |
| 803            | SW BRANDON ST/30TH AVE SW/SW JUNEAU ST           | 32ND AVE SW               | DELRIDGE WAY SW        | 0.75           |
| 804            | SW CHARLESTOWN ST                                | 55TH AVE SW               | CALIFORNIA AVE SW      | 0.75           |
| 805            | SW CLOVERDALE ST                                 | 10TH AVE SW               | 4TH AVE SW             | 0.37           |
| 806            | SW DAWSON ST                                     | 21ST AVE SW               | 16TH AVE SW            | 0.32           |
| 807            | SW FINDLAY ST/38TH AVE SW                        | SW GRAHAM ST              | 39TH AVE SW            | 0.44           |
| 808            | SW GENESEE ST                                    | DELRIDGE WAY SW           | 21ST AVE SW            | 0.15           |
| 809            | SW GENESEE ST                                    | 46TH AVE SW               | 55TH AVE SW            | 0.57           |
| 810            | SW GRAHAM ST                                     | 42ND AVE SW               | LANHAM PL SW           | 0.59           |
| 811            | SW GRAHAM ST/CROFT PL SW/SW JUNEAU ST            | 26TH AVE SW               | END (NEAR 17TH AVE SW) | 0.65           |
| 812            | SW HENDERSON ST                                  | 17TH AVE SW               | 9TH AVE SW             | 0.45           |
| 813            | SW HENDERSON ST/ SW BARTON ST/SW BARTON PL       | 25TH AVE SW               | 17TH AVE SW            | 0.43           |
| 814            | SW HILL ST/FERRY AVE SW/SW WALKER ST/45TH AVE SW | SW ADMIRAL WAY            | 42ND AVE SW            | 0.42           |
| 815            | SW HINDS ST                                      | 51ST AVE SW               | CALIFORNIA AVE SW      | 0.49           |
| 816            | SW HINDS ST                                      | 42ND AVE SW               | BELVIDERE AVE SW       | 0.30           |
| 817            | SW HOLDEN ST                                     | CALIFORNIA AVE SW         | 35TH AVE SW            | 0.50           |
| 818            | SW HOLDEN ST                                     | 35TH AVE SW               | 28TH AVE SW            | 0.38           |
| 819            | SW HOLDEN ST/17TH AVE SW                         | SW THISTLE ST             | 16TH AVE SW            | 1.09           |
| 820            | SW HOLLY ST                                      | 34TH AVE SW               | SYLVAN WAY SW          | 0.21           |
| 821            | SW JUNEAU ST                                     | 48TH AVE SW               | LANHAM PL SW           | 0.94           |
| 822            | SW MORGAN ST                                     | CALIFORNIA AVE SW         | 35TH AVE SW            | 0.50           |
| 823            | SW MORGAN ST/SW ORCHARD ST/ SYLVAN WAY SW        | DELRIDGE WAY SW           | 35TH AVE SW            | 1.03           |
| 824            | SW MYRTLE ST/SW ORCHARD ST                       | 21ST AVE SW/DUNMAR WAY SW | 12TH AVE SW            | 0.56           |
| 825            | SW NEVADA ST/30TH AVE SW                         | SW YANCY ST               | 26TH AVE SW            | 0.40           |
| 826            | SW OREGON ST/23RD AVE SW/22ND AVE SW             | 21ST AVE SW               | DELRIDGE WAY SW        | 0.30           |
| 827            | SW PORTLAND ST                                   | 10TH AVE SW               | 9TH AVE SW             | 0.05           |
| 828            | SW RAYMOND ST/HIGH POINT DR SW                   | SYLVAN WAY SW             | 32ND AVE SW            | 0.62           |
| 829            | SW ROXBURY ST                                    | 35TH AVE SW               | 16TH AVE SW            | 1.02           |
| 830            | SW ROXBURY ST                                    | 16TH AVE SW               | 8TH AVE SW             | 0.46           |
| 831            | SW THISTLE ST                                    | CALIFORNIA AVE SW         | 35TH AVE SW            | 0.50           |
| 832            | SW THISTLE ST                                    | DELRIDGE WAY SW           | 10TH AVE SW            | 0.58           |
| 833            | SW THISTLE ST                                    | 35TH AVE SW               | DELRIDGE WAY SW        | 0.76           |
| 834            | SW TRENTON ST                                    | 10TH AVE SW               | 17TH AVE SW            | 0.39           |
| 835            | SWIFT AVE S                                      | S WARSAW ST               | S ALBRO PL             | 0.47           |
| 836            | TERRY AVE  | BROADWAY                  | UNIVERSITY ST          | 0.72           |

| Project Number | Street                                    | From                 | To               | Length (miles) |
|----------------|---|----------------------|------------------|----------------|
| 837            | THOMAS ST                                 | 3RD AVE W            | EASTLAKE AVE E   | 1.46           |
| 838            | THORNDYKE AVE W                           | W GALER ST           | W PLYMOUTH ST    | 0.31           |
| 839            | W BERTONA ST/11TH AVE W                   | W ETRURIA ST         | W NICKERSON ST   | 0.72           |
| 840            | W BLAINE ST\NEWTON ST\BLAINE ST\4TH AVE N | BIGELOW AVE N        | 7TH AVE W        | 1.13           |
| 841            | W CROCKETT ST/3RD AVE W/W BOSTON ST       | 7TH AVE W            | QUEEN ANNE AVE N | 0.48           |
| 842            | W DRAVUS ST                               | 20TH AVE W           | 14TH AVE W       | 0.33           |
| 843            | W DRAVUS ST                               | MAGNOLIA BLVD W      | 32ND AVE W       | 0.75           |
| 844            | W DRAVUS ST/11TH AVE W/WBARRETT ST        | 14TH AVE W           | W SMITH ST       | 1.00           |
| 845            | W EMERSON PL                              | GILMAN AVE W         | SHIP CANAL TRAIL | 0.16           |
| 846            | W EMERSON ST                              | MAGNOLIA BLVD W      | 36TH AVE W       | 0.40           |
| 847            | W GOVERNMENT WAY                          | 34TH AVE W           | 32ND AVE W       | 0.14           |
| 848            | W MCGRAW PL/W SMITH ST                    | 3RD AVE W            | 7TH AVE W        | 0.30           |
| 849            | W MCGRAW ST                               | 35TH AVE W           | 32ND AVE W       | 0.19           |
| 850            | W MCGRAW ST                               | 6TH AVE W            | QUEEN ANNE AVE N | 0.38           |
| 851            | W NICKERSON ST                            | W BERTONA ST         | 3RD AVE W        | 0.09           |
| 852            | W NICKERSON ST                            | 12TH AVE W           | 13TH AVE W       | 0.07           |
| 853            | W ROY ST                                  | 5TH AVE W            | QUEEN ANNE AVE N | 0.25           |
| 854            | W ROY ST/2ND AVE W                        | 5TH AVE W            | QUEEN ANNE AVE N | 0.27           |
| 855            | WALLINGFORD AVE N                         | EAST GREEN LAKE DR N | N 92ND ST        | 0.72           |
| 856            | WALLINGFORD AVE N                         | N 34TH ST            | N 45TH ST        | 0.92           |
| 857            | WALNUT AVE SW/42ND AVE SW                 | SW HINDS ST          | SW HILL ST       | 0.93           |
| 858            | WATERS AVE S\57TH AVE S\64TH AVE S        | S ROXBURY ST         | RAINIER AVE S    | 0.31           |
| 859            | WATERS AVE S\57TH AVE S\64TH AVE S        | S BANGOR ST          | S ROXBURY ST     | 1.15           |
| 860            | WEST GREEN LAKE DR N/WINONA AVE N         | N 73RD ST            | DENSMORE AVE N   | 0.48           |
| 861            | WESTERN AVE                               | YESLER WAY           | UNIVERSITY ST    | 0.37           |
| 862            | WILSON AVE S                              | S ORCAS ST           | S DAWSON ST      | 0.32           |
| 863            | WILSON AVE S                              | S MORGAN ST          | S ORCAS ST       | 0.51           |
| 864            | WOODLAWN AVE N                            | N NORTHLAKE PL       | N 36TH ST        | 0.22           |
| 865            | YAKIMA AVE S/30TH AVE S                   | S IRVING ST          | E YESLER WAY     | 0.81           |

### Map 4-10: Recommended All Ages and Abilities Bicycle Network



## Map 4-3: NW Sector

### Legend

#### Citywide Network

| Existing | Recommended |                                       |
|----------|-------------|---------------------------------------|
|          |             | Offstreet                             |
|          |             | Cycle track (protected bicycle lanes) |
|          |             | Neighborhood greenway                 |

#### Local Connectors

| Existing | Recommended |  |
|----------|-------------|--|
|          |             | Off street                             |
|          |             | Cycle track (protected bicycle lanes)  |
|          |             | In street, minor separation            |
|          |             | Neighborhood greenway                  |
|          |             | Shared street                          |
|          |             | Existing light rail station            |
|          |             | Future light rail station              |
|          |             | Public school                          |
|          |             | Stairway (along neighborhood greenway) |
|          |             | Catalyst project location              |

0 0.5 1 Mile

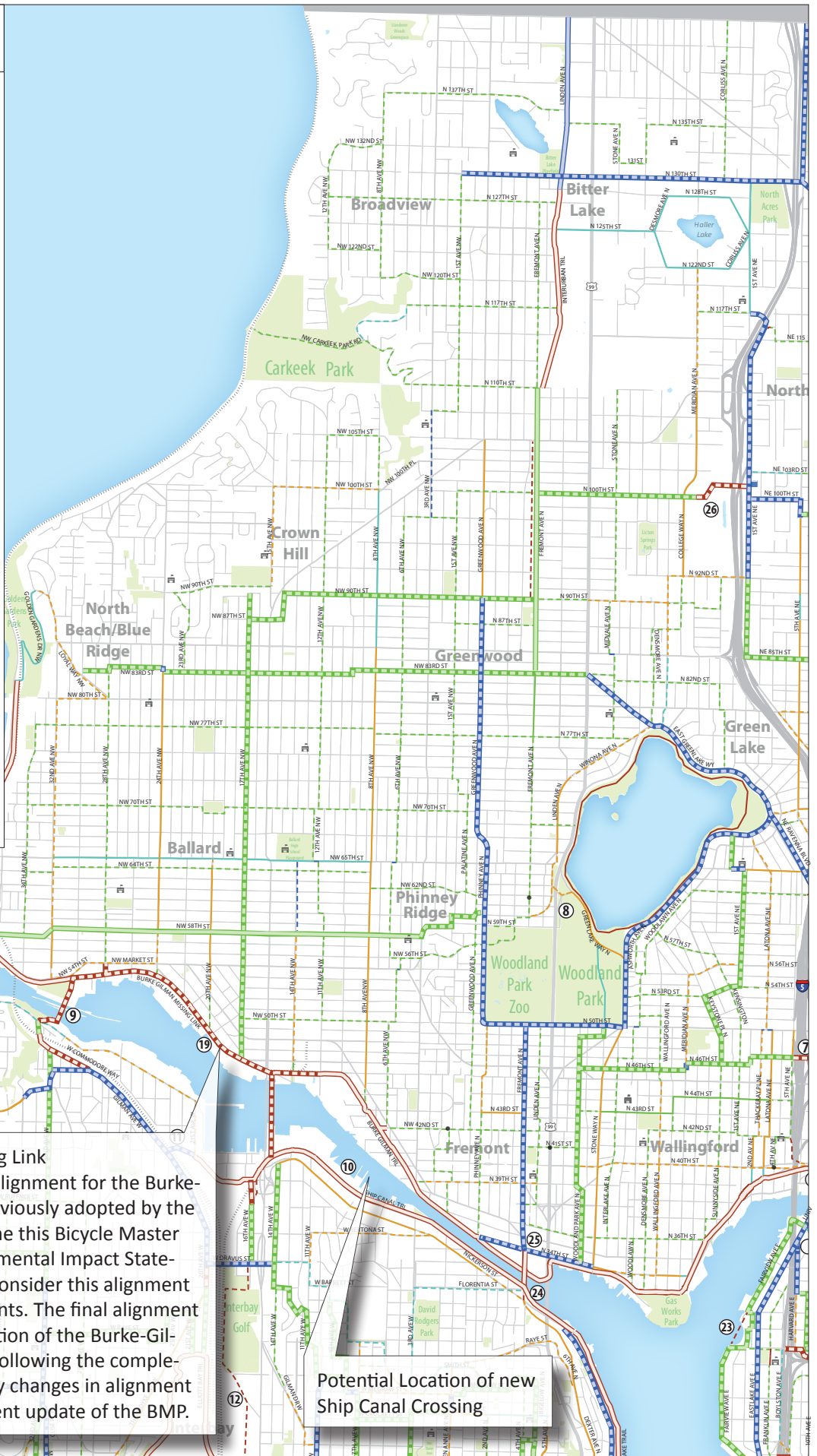


Discovery Park  
2 Miles

#### The Burke-Gilman Trail Missing Link

The network map shows the alignment for the Burke-Gilman Trail that has been previously adopted by the Seattle City Council. At the time this Bicycle Master Plan was adopted, an Environmental Impact Statement was being prepared to consider this alignment and other alternative alignments. The final alignment for the completion of this portion of the Burke-Gilman Trail will be determined following the completion of the EIS process and any changes in alignment will be reflected in a subsequent update of the BMP.

Potential Location of new Ship Canal Crossing









Map 4-8: SE Sector

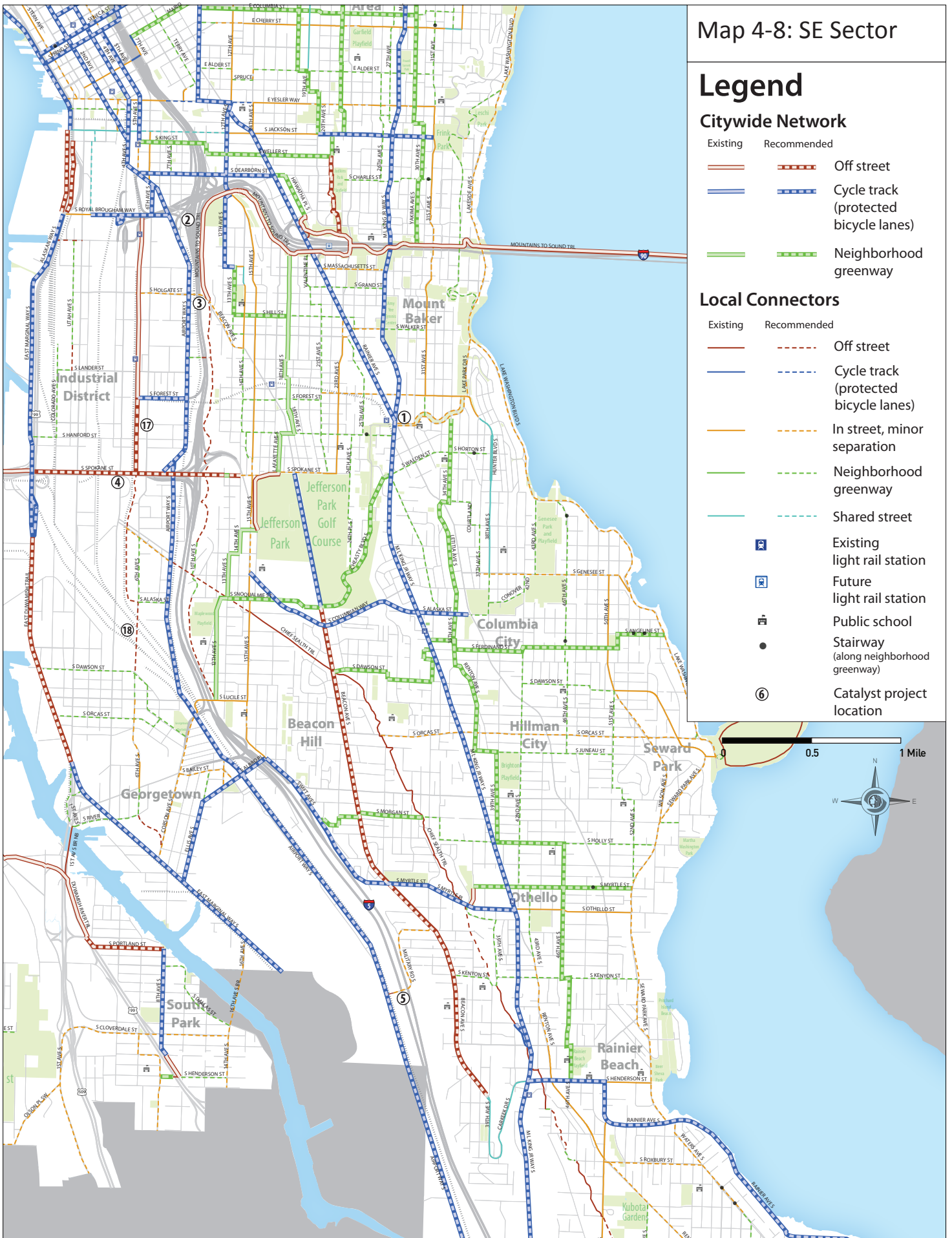
## Legend

### Citywide Network

| Existing | Recommended |                                       |
|----------|-------------|---------------------------------------|
|          |             | Off street                            |
|          |             | Cycle track (protected bicycle lanes) |
|          |             | Neighborhood greenway                 |

### Local Connectors

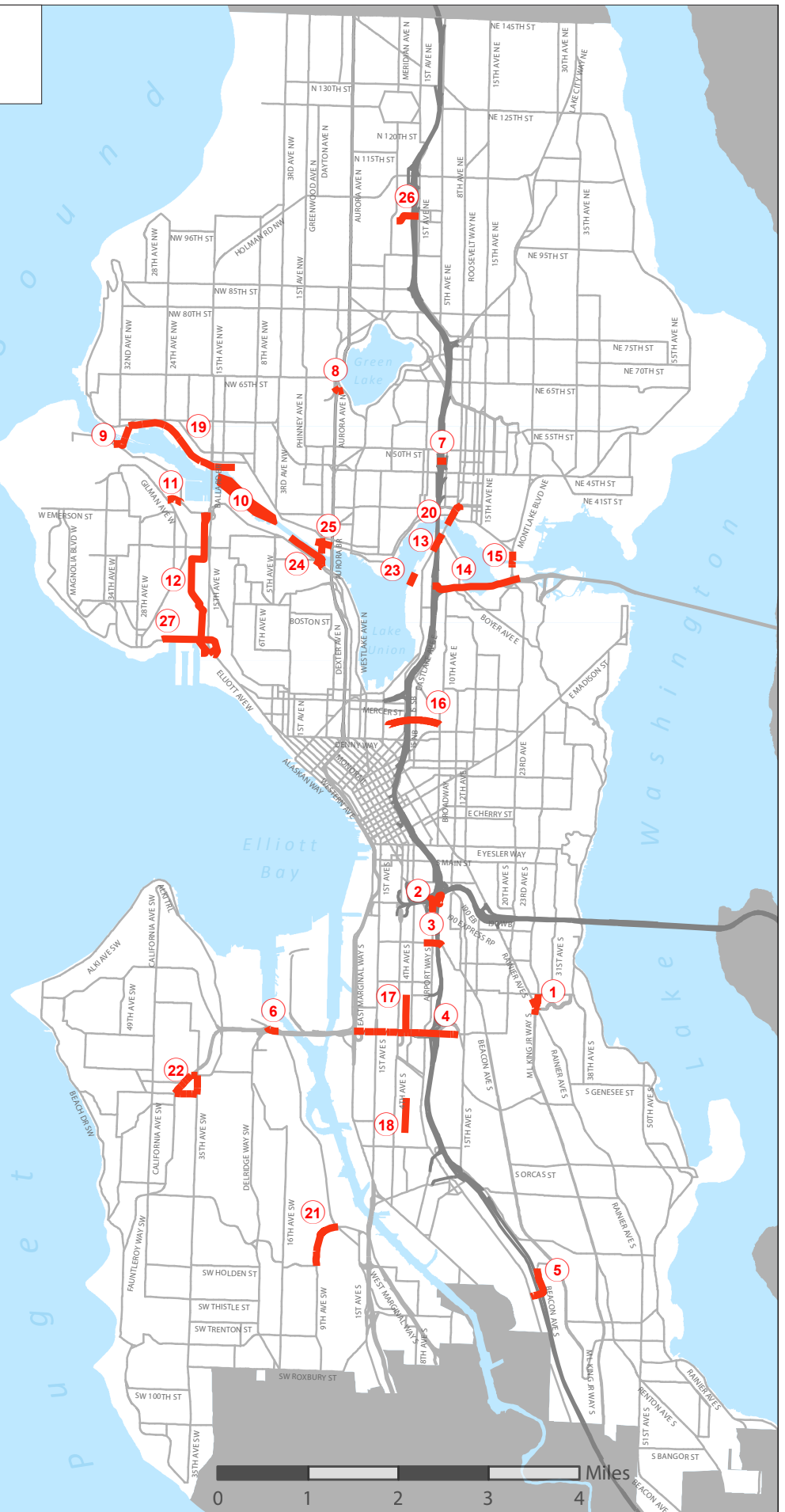
| Existing | Recommended |  |
|----------|-------------|--|
|          |             | Off street                             |
|          |             | Cycle track (protected bicycle lanes)  |
|          |             | In street, minor separation            |
|          |             | Neighborhood greenway                  |
|          |             | Shared street                          |
|          |             | Existing light rail station            |
|          |             | Future light rail station              |
|          |             | Public school                          |
|          |             | Stairway (along neighborhood greenway) |
|          |             | Catalyst project location              |



| Project Number | Project Type                | Title   | Project Location   | Description  |
|----------------|-----------------------------|---|--|--|
| 12             | Corridor Improvement        | Elliott Bay Trail to Interbay                                 | Proposed off-street trail parallel to Elliott Ave/15th Ave W.                        | A trail crossing the Interbay rail yard and along the east side of the rail yard would provide non-motorized connections between the Ship Canal Trail and the Elliot Bay Trail.  |
| 13             | Intersection Improvement    | University Bridge - south leg to Eastlake Ave E/Harvard Ave E | Eastlake Ave E from the University Bridge up to Capitol Hill.                        | Intersection safety improvements are needed at Eastlake Ave E and Harvard Ave E for southbound bicyclists wanting to continue on Eastlake or travel to Capitol Hill.   |
| 14             | Overpass                    | SR-520 connection across Portage Bay                          | Proposed off-street trail from Boylston Ave E to Montlake Blvd SR - 520 interchange. | A multi-use path on the Portage Bay Bridge to provide direct connection between Montlake and Capitol Hill. This all ages and abilities facility would significantly alleviate travel between these two heavily used corridors and provide access to the east side.   |
| 15             | Overpass                    | Montlake Bridge Crossing                                      | Montlake Bridge from NE Pacific St. to E Shelby St.                                  | A future bridge or renovation of the existing bridge to provide adequate capacity for both pedestrians and people riding bikes. Additional capacity across this portion of the Ship Canal will improve due to access to the University of Washington( UW), the UW medical center and the future Link Light Rail Station. |
| 16             | Overpass                    | South Lake Union to Capitol Hill I-5 crossing                 | Crossing I-5 and between Mercer St and Denny Way.                                    | Explore I-5 crossing to better facilitate bicycle and pedestrian movement between South Lake Union and Capitol Hill. Innovative solutions could also serve as a tourist attraction with great views.   |
| 17             | Corridor Improvement        | E-3 busway trail extension to railroad tracks                 | Extension of the E-3 busway trail southbound   | Explore the feasibility of extending the E-3 busway to the railroad tracks to better facilitate safe bicycle movement from Downtown through SODO and to Georgetown neighborhoods.  |
| 18             | Overpass                    | 6th Ave S connection over railroad tracks                     | 6th Ave S over Argo railroad tracks  | Explore the feasibility of a pedestrian and bike crossing of the railroad tracks to better facilitate safe non-motorized movement from Downtown via SODO to Georgetown. This project could occur in conjunction with or as an extension of project #17.  |
| 19             | Multi-use Trail Improvement | Burke Gilman Trail "missing link" completion                  | Fill the gap in the Burke-Gilman Trail from 11th Ave NW to the Ballard Locks.        | Completion of the final segment of the Burke Gilman Trail. There are existing bicyclist safety concerns along this corridor. The final alignment will be determined after completion of the project's Environmental Impact Statement (EIS).  |

## Map 4-9: Catalyst Projects

| Project # | Title  |
|-----------|--|
| 1         | Rainier Ave S/Martin Luther King Jr Way S intersection improvements                                  |
| 2         | Mountains to Sound Trail crossing over I-5   |
| 3         | S Holgate St across I-5  |
| 4         | S Spokane St. viaduct at grade to Beacon Hill  |
| 5         | Military Road S to Airport Way S connection across railroad tracks                                   |
| 6         | Chelan Ave SW / W Marginal Way / Alki Trail / SW Marginal Way / Delridge Way SW / SR 99 Intersection |
| 7         | NE 47th St overpass over I-5   |
| 8         | Green Lake Way to N 63rd Street underpass of SR-99   |
| 9         | Ballard Locks crossing   |
| 10        | Ship Canal crossing  |
| 11        | Ship Canal Trail to Gilman Ave W   |
| 12        | Elliott Bay Trail to W Dravus St.  |
| 13        | University Bridge - south leg to Eastlake Ave E/Harvard Ave E  |
| 14        | SR-520 connection across Portage Bay   |
| 15        | Improved crossing of Montlake Bridge   |
| 16        | South Lake Union to Capitol Hill I-5 crossing  |
| 17        | E-3 busway trail extension to railroad tracks  |
| 18        | 6th Ave S connection over railroad tracks  |
| 19        | Burke Gilman Trail "missing link" completion   |
| 20        | University Bridge - north leg to Roosevelt Way NE / 11th Ave NE and the University of Washington     |
| 21        | Duwamish Trail connection to West Seattle  |
| 22        | West Seattle Bridge Triangle area improvements   |
| 23        | Cheshiahud Loop: Mallard Cove connection   |
| 24        | Ship Canal Trail and Dexter Ave to Fremont Bridge connection   |
| 25        | North 34th Street and Fremont Avenue intersection  |
| 26        | Northgate pedestrian/bicycle bridge over I-5   |
| 27        | Magnolia Bridge improvements   |



### Legend

— Catalyst Projects

**Attachment N.1G**  
**Historical Collisions by Collision Type**

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# Attachment N.1G

## Historical Collisions by Collision Type

Table N.1G-1. Top 20 Collision Intersections by Collision Type (2017 to 2021)

| Location <sup>a</sup>   | Segment               | Rear-end Collisions | Angle Collisions | Sideswipe Collisions | Head-on Collisions | Right-turn Collisions | Pedestrian Collisions | Bicycle Collisions | Parked Car Collisions | Other/ Unknown Collisions | Total Collisions |
|---|-----------------------|---------------------|------------------|----------------------|--------------------|-----------------------|-----------------------|--------------------|-----------------------|---------------------------|------------------|
| 4th Avenue South and South Spokane Street (southbound)                | Duwamish              | 6                   | 33               | 5                    | 0                  | 1                     | 0                     | 1                  | 0                     | 1                         | 47               |
| 1st Avenue South and South Spokane Street (northbound)                | Duwamish              | 0                   | 13               | 4                    | 0                  | 3                     | 0                     | 3                  | 0                     | 1                         | 24               |
| 35th Avenue Southwest and Southwest Avalon Way                        | West Seattle Junction | 2                   | 15               | 1                    | 0                  | 1                     | 1                     | 2                  | 0                     | 0                         | 22               |
| 35th Avenue Southwest and Fauntleroy Way Southwest                    | West Seattle Junction | 3                   | 12               | 1                    | 0                  | 0                     | 0                     | 0                  | 0                     | 3                         | 17               |
| East Marginal Way South and South Spokane Street (southbound)         | Duwamish              | 0                   | 4                | 8                    | 0                  | 0                     | 1                     | 0                  | 0                     | 0                         | 13               |
| 42nd Avenue Southwest and Southwest Alaska Street                     | West Seattle Junction | 1                   | 4                | 1                    | 0                  | 1                     | 4                     | 1                  | 0                     | 0                         | 12               |
| 4th Avenue South and South Spokane Street (northbound)                | Duwamish              | 2                   | 8                | 2                    | 0                  | 0                     | 0                     | 0                  | 0                     | 0                         | 12               |
| Delridge Way Southwest and Southwest Andover Street                   | Delridge              | 4                   | 5                | 1                    | 0                  | 0                     | 0                     | 1                  | 0                     | 2                         | 11               |
| 4th Avenue South and South Horton Street                              | Duwamish              | 1                   | 3                | 2                    | 0                  | 1                     | 0                     | 1                  | 0                     | 1                         | 10               |
| 44th Avenue Southwest and Southwest Oregon Street                     | West Seattle Junction | 0                   | 9                | 0                    | 0                  | 0                     | 0                     | 0                  | 0                     | 0                         | 9                |
| California Avenue Southwest and Southwest Oregon Street               | West Seattle Junction | 0                   | 6                | 0                    | 0                  | 0                     | 1                     | 0                  | 1                     | 0                         | 9                |
| Fauntleroy Way Southwest and Southwest Oregon Street                  | West Seattle Junction | 1                   | 4                | 2                    | 0                  | 0                     | 0                     | 0                  | 0                     | 0                         | 8                |
| Klickitat Avenue Southwest and Southwest Spokane Street               | West Seattle Junction | 0                   | 0                | 5                    | 0                  | 0                     | 0                     | 0                  | 0                     | 3                         | 8                |
| 37th Avenue Southwest and Fauntleroy Way Southwest                    | West Seattle Junction | 1                   | 5                | 0                    | 0                  | 0                     | 1                     | 0                  | 0                     | 0                         | 7                |
| West Marginal Way Southwest and Southwest Spokane Street (northbound) | Duwamish              | 0                   | 0                | 3                    | 0                  | 0                     | 0                     | 0                  | 0                     | 3                         | 7                |
| South Lander Street and SODO Busway                                   | Duwamish              | 2                   | 6                | 0                    | 0                  | 0                     | 0                     | 0                  | 0                     | 0                         | 6                |
| 38th Avenue Southwest and Fauntleroy Way Southwest                    | West Seattle Junction | 1                   | 2                | 1                    | 0                  | 0                     | 0                     | 1                  | 0                     | 0                         | 6                |
| 38th Avenue Southwest and Southwest Oregon Street                     | West Seattle Junction | 0                   | 6                | 0                    | 0                  | 0                     | 0                     | 0                  | 0                     | 0                         | 6                |
| Fauntleroy Way Southwest and Southwest Alaska Street                  | West Seattle Junction | 1                   | 5                | 1                    | 0                  | 0                     | 0                     | 0                  | 0                     | 0                         | 6                |
| 1st Avenue South and South Spokane Street (southbound)                | Duwamish              | 1                   | 3                | 1                    | 0                  | 1                     | 0                     | 0                  | 0                     | 0                         | 5                |

<sup>a</sup> Locations are included within one block of the West Seattle Link Extension alignment/station areas.

Table N.1G-2. Top 20 Collision Roadway Segments by Collision Type (2017 to 2021)

| Location <sup>a</sup>   | Segment               | Rear-end Collisions | Angle Collisions | Sideswipe Collisions | Head-on Collisions | Right-turn Collisions | Pedestrian Collisions | Bicycle Collisions | Parked Car Collisions | Other/ Unknown Collisions | Total Collisions |
|---|-----------------------|---------------------|------------------|----------------------|--------------------|-----------------------|-----------------------|--------------------|-----------------------|---------------------------|------------------|
| West Seattle Bridge (eastbound) between Alaskan Way Viaduct (northbound) on-ramp and Delridge-West Seattle Bridge eastbound on-ramp   | Duwamish              | 31                  | 0                | 13                   | 0                  | 0                     | 0                     | 0                  | 0                     | 12                        | 56               |
| West Seattle Bridge (westbound) between Alaskan Way Viaduct southbound West Seattle Bridge westbound off-ramp and West Seattle Bridge westbound-Chelan Avenue off-ramp        | Duwamish              | 16                  | 0                | 7                    | 1                  | 0                     | 0                     | 0                  | 0                     | 10                        | 34               |
| Southwest Spokane Street between West Marginal Way Southwest and 11th Avenue Southwest  | Duwamish              | 7                   | 0                | 6                    | 0                  | 0                     | 0                     | 1                  | 0                     | 9                         | 23               |
| West Seattle Bridge (eastbound) between Alaskan Way Viaduct northbound on-ramp and 1st Avenue South   | Duwamish              | 10                  | 0                | 4                    | 0                  | 0                     | 0                     | 0                  | 0                     | 5                         | 19               |
| West Seattle Bridge (eastbound) between West Seattle Bridge eastbound 4th Avenue off-ramp and 1st Avenue South off-ramp   | Duwamish              | 7                   | 0                | 8                    | 0                  | 0                     | 0                     | 0                  | 0                     | 3                         | 18               |
| Delridge Way Southwest between 23rd Avenue Southwest and West Marginal Way Southwest  | Delridge              | 6                   | 1                | 3                    | 0                  | 0                     | 0                     | 0                  | 0                     | 7                         | 17               |
| Alaskan Way Viaduct (southbound) West Seattle Bridge westbound off-ramp between Alaskan Way Viaduct southbound and West Seattle Bridge westbound                              | Duwamish              | 0                   | 0                | 0                    | 0                  | 0                     | 0                     | 0                  | 0                     | 16                        | 16               |
| Alaskan Way Viaduct northbound on-ramp between Spokane Street–Alaskan Ramp and Alaskan Way Viaduct (northbound)   | Duwamish              | 3                   | 0                | 2                    | 0                  | 0                     | 0                     | 0                  | 0                     | 10                        | 15               |
| Delridge Way Southwest between Southwest Dakota Street and Southwest Genesee Street   | Delridge              | 12                  | 0                | 1                    | 0                  | 0                     | 0                     | 0                  | 1                     | 0                         | 14               |
| California Avenue Southwest between Southwest Hudson Street and Southwest Edmunds Street  | West Seattle Junction | 2                   | 1                | 0                    | 0                  | 0                     | 2                     | 0                  | 8                     | 0                         | 13               |
| 42nd Avenue Southwest between Southwest Alaska Street and Southwest Edmunds Street  | West Seattle Junction | 2                   | 4                | 2                    | 0                  | 0                     | 1                     | 0                  | 4                     | 0                         | 13               |
| California Avenue Southwest between Southwest Edmunds Street and Southwest Alaska Street  | West Seattle Junction | 0                   | 0                | 0                    | 0                  | 0                     | 1                     | 0                  | 12                    | 0                         | 13               |
| Southwest Avalon Way between Southwest Genesee Street and 35th Avenue Southwest   | Delridge              | 0                   | 2                | 1                    | 0                  | 0                     | 0                     | 0                  | 7                     | 3                         | 13               |
| South Spokane Street between Southwest Manning Street and Duwamish Avenue South   | Duwamish              | 3                   | 0                | 1                    | 0                  | 0                     | 0                     | 1                  | 0                     | 7                         | 12               |
| West Marginal Way Southwest between Chelan Avenue Southwest and Southwest Marginal Place  | Delridge              | 2                   | 3                | 5                    | 0                  | 1                     | 0                     | 0                  | 0                     | 1                         | 12               |
| West Seattle Bridge (westbound) between 1st Avenue South and Alaskan Way Viaduct  | Duwamish              | 5                   | 0                | 3                    | 0                  | 0                     | 0                     | 0                  | 0                     | 2                         | 10               |
| West Seattle Bridge (westbound) between 4th Avenue South and 1st Avenue South   | Duwamish              | 1                   | 0                | 4                    | 0                  | 0                     | 0                     | 0                  | 0                     | 4                         | 9                |
| Delridge Way Southwest between Southwest Andover Street and Southwest Dakota Street   | Delridge              | 6                   | 1                | 1                    | 0                  | 0                     | 0                     | 0                  | 0                     | 0                         | 8                |
| East Marginal Way South between South Spokane Street (south) and East Marginal Way South (southbound)   | SODO                  | 2                   | 0                | 1                    | 2                  | 0                     | 0                     | 1                  | 0                     | 2                         | 8                |
| Alaskan Way Viaduct (southbound) between Alaskan Way Viaduct northbound on-ramp from South Spokane Street and Alaskan Way Viaduct southbound off-ramp to South Spokane Street | Duwamish              | 2                   | 0                | 1                    | 0                  | 0                     | 0                     | 0                  | 0                     | 5                         | 8                |

<sup>a</sup> Locations are included within one block of the West Seattle Link Extension alignment/station areas.