



# APPENDIX A

## **Current Plan and Potential Plan Modifications Alternatives: Corridors and Representative Projects/ Programs/Policies**

November 2014





## Contents

|   |  |    |
|---|--|----|
| 1 | Current Plan Alternative .....                 | 1  |
| 2 | Potential Plan Modifications Alternative ..... | 12 |

## Tables

|             |  |    |
|-------------|--|----|
| Table A-1.  | Current Plan Alternative—Link Light Rail and Tacoma Link corridors and service .....           | 2  |
| Table A-2.  | Current Plan Alternative—Sounder corridors and service .....                                   | 2  |
| Table A-3.  | Current Plan Alternative—HCT corridors and service .....                                       | 3  |
| Table A-4.  | Current Plan Alternative—bus corridors and service .....                                       | 3  |
| Table A-5.  | Current Plan Alternative—policies and programs .....   | 4  |
| Table A-6.  | Current Plan Alternative—representative projects and programs .....                            | 5  |
| Table A-7.  | Potential Plan Modifications Alternative—Link Light Rail corridors and service .....           | 12 |
| Table A-8.  | Potential Plan Modifications Alternative—Sounder corridors and service .....                   | 12 |
| Table A-9.  | Potential Plan Modifications Alternative—HCT corridors and service .....                       | 13 |
| Table A-10. | Potential Plan Modifications Alternatives—bus corridors and service .....                      | 13 |
| Table A-11. | Potential Plan Modifications Alternative—representative projects, policies, and programs ..... | 14 |



This Appendix includes a list of the HCT corridors that make up the Current Plan Alternative and the Potential Plan Modifications Alternative described in Chapter 2 of the Final SEIS. For both alternatives, it also includes a list of representative projects associated with these corridors for purposes of modeling and impact analysis. Specific projects, locations, operating characteristics, and levels of service would be determined and evaluated at the project-level in the future as appropriate. Accordingly, new or different projects not listed below, but that are similar to the types of representative projects listed, could be implemented at the project-level. The order of listing below does not imply rank or preference.

## 1 Current Plan Alternative

The 1996 Long-Range Vision and 2005 Regional Transit Long-Range Plan identified broadly defined corridors for commuter rail, light rail, BRT and regional express bus service, thus creating a vision for transit in the central Puget Sound Region. *Sound Move* in 1996 and Sound Transit 2 (ST2) in 2008 created a more refined blueprint for specific projects and services for which voters approved funding. These projects and services were a subset of the 1996 vision and 2005 long-range plan. Sound Transit has been in the process of building these projects in a phased manner. The following list for the Current Plan Alternative includes corridor segments with projects (including service, stations, and other infrastructure projects) that as part of *Sound Move* or ST2 have either (1) been built, (2) are in construction or in final design, or (3) in project development (project-level preliminary design and environmental review is either underway or complete). Since these projects have already been evaluated (or are being evaluated) through a more detailed environmental review process, they are generally not evaluated in this Final SEIS with regard to potential environmental impacts.

This list also includes commuter rail, light rail, BRT and regional express bus corridors included in the 2005 Long-Range Plan that are not yet (1) approved in a system plan, (2) approved by voters for funding, and (3) entered into the project development phase (preliminary design and environmental review). Since project-level environmental review of these corridors sections has not previously been completed or initiated, the impact analysis for the Current Plan Alternative in this Final SEIS (see Chapter 4) largely focuses on environmental effects within these corridors.

Also included below is a list of representative projects that could be implemented within any of the HCT corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. Specific projects, locations, operating characteristics, and levels of service would be determined and evaluated in greater detail during future project-level reviews for those projects that are advanced as part of system plan. New or different projects not listed below, but that are similar to the types of representative projects listed, could be implemented at the project-level. This Final SEIS broadly considers the potential impacts of additional projects that might occur along existing Link light rail or Sounder commuter rail lines, such as infill stations or sections of new railroad track for storage. In fact, many of the suggestions for specific projects that came out of the 2013 scoping process for the Draft SEIS were within corridors already in operation, in final design or construction, or currently undergoing project-level environmental reviews. Those suggestions are included in this list of representative projects for the Current Plan Alternative.

Table A-1. Current Plan Alternative—Link Light Rail and Tacoma Link corridors and service

| Chapter 4 map letter | Name  | Status                   | Note/operational status  | Counties served |
|----------------------|---|--------------------------|--|-----------------|
|                      | SeaTac Airport to Westlake  | <i>Sound Move/ST2</i>    | In operation   | King            |
|                      | Tacoma Link   | <i>Sound Move/ST2</i>    | In operation   | Pierce          |
|                      | Westlake to University of Washington (University Link Extension)  | <i>Sound Move/ST2</i>    | Under construction   | King            |
|                      | University of Washington to Northgate (Northgate Link Extension)  | <i>Sound Move/ST2</i>    | Under construction   | King            |
|                      | Northgate to Lynnwood (Lynnwood Link Extension)                   | <i>Sound Move/ST2</i>    | Under environmental review and in preliminary design                 | Snohomish, King |
|                      | Seattle to Overlake (East Link Extension)                         | <i>Sound Move/ST2</i>    | In final design  | King            |
|                      | Overlake to Redmond (East Link)                                   | <i>Sound Move/ST2</i>    | Project development completed or in process; construction not funded | King            |
|                      | SeaTac Airport to South 200th Street (South 200th Link Extension) | <i>Sound Move/ST2</i>    | Under construction   | King            |
|                      | SeaTac Airport to Kent/Des Moines (Federal Way Link Extension)    | <i>Sound Move/ST2</i>    | Under environmental review and in preliminary design                 | King            |
|                      | Kent/Des Moines to Federal Way (Federal Way Link Extension)       | <i>Sound Move/ST2</i>    | Project development completed or in process; construction not funded | King            |
|                      | Tacoma Link Expansion   | <i>Sound Move/ST2</i>    | Under environmental review; construction not yet fully funded        | Pierce          |
| A                    | Federal Way to Tacoma   | Long-Range Plan Corridor |  | King, Pierce    |
| B                    | Renton to Burien  | Long-Range Plan Corridor |  | King            |
| C <sup>1</sup>       | Bellevue to Issaquah  | Long-Range Plan Corridor |  | King            |
| D                    | Lynnwood to Renton along I-405 Corridor                           | Long-Range Plan Corridor |  | Snohomish, King |
| E                    | Renton to Woodinville along ERC                                   | Long-Range Plan Corridor |  | King            |
| F <sup>1</sup>       | Downtown Seattle to Ballard                                       | Long-Range Plan Corridor |  | King            |
| G <sup>1</sup>       | Ballard to University District/U.W.                               | Long-Range Plan Corridor |  | King            |
| H                    | Lynnwood to Everett   | Long-Range Plan Corridor |  | Snohomish       |

<sup>1</sup> Portions of these corridors could be constructed in tunnels

Table A-2. Current Plan Alternative—Sounder corridors and service

| Chapter 4 map letter | Name                             | Status                   | Note/operational status | Counties served |
|----------------------|----------------------------------|--------------------------|-------------------------|-----------------|
|                      | North Line (Seattle to Everett)  | <i>Sound Move/ST2</i>    | In operation            | Snohomish, King |
|                      | South Line (Seattle to Lakewood) | <i>Sound Move/ST2</i>    | In operation            | King, Pierce    |
| I                    | Lakewood to DuPont               | Long-Range Plan Corridor |                         | Pierce          |
| J                    | Renton to Woodinville along ERC  | Long-Range Plan Corridor |                         | King            |

<sup>1</sup> Indicated as “Potential Rail” in Long-Range Plan; assumed as Sounder extension

Table A-3. Current Plan Alternative—HCT corridors and service

| Chapter 4 map letter | Name                            | Status                   | Note/operational status | Counties served |
|----------------------|---------------------------------|--------------------------|-------------------------|-----------------|
|                      | HCT Corridor Studies            | <i>Sound Move</i> /ST2   |                         | Systemwide      |
| K <sup>1</sup>       | U.W. to Redmond via SR 520      | Long-Range Plan Corridor |                         | King            |
| L                    | Northgate to Bothell via SR 522 | Long-Range Plan Corridor |                         | King            |

<sup>1</sup> A portion of this corridor could be constructed in tunnels

Table A-4. Current Plan Alternative—bus corridors and service

| Chapter 4 map letter | Name   | Status                   | Note/operational status | Counties served |
|----------------------|--|--------------------------|-------------------------|-----------------|
|                      | ST Express Route 510 Everett–Seattle               | <i>Sound Move</i> /ST2   | In operation            | Snohomish, King |
|                      | ST Express Route 511 Ash Way–Seattle               | <i>Sound Move</i> /ST2   | In operation            | Snohomish, King |
|                      | ST Express Route 512 Everett–Seattle               | <i>Sound Move</i> /ST2   | In operation            | Snohomish, King |
|                      | ST Express Route 513 Everett–Seattle               | <i>Sound Move</i> /ST2   | In operation            | Snohomish, King |
|                      | ST Express Route 522 Woodinville–Seattle           | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 532 Everett–Bellevue              | <i>Sound Move</i> /ST2   | In operation            | Snohomish, King |
|                      | ST Express Route 535 Lynnwood–Bellevue             | <i>Sound Move</i> /ST2   | In operation            | Snohomish, King |
|                      | ST Express Route 540 Kirkland–University District  | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 542 Redmond–University District   | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 545 Redmond–Seattle               | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 550 Bellevue–Seattle              | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 554 Issaquah–Seattle              | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 555 Issaquah–Northgate            | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 556 Issaquah–Northgate            | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 560 Bellevue–Sea-Tac–West Seattle | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 566 Auburn–Overlake               | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 567 Kent–Overlake                 | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 574 Lakewood–SeaTac               | <i>Sound Move</i> /ST2   | In operation            | King, Pierce    |
|                      | ST Express Route 577 Federal Way–Seattle           | <i>Sound Move</i> /ST2   | In operation            | King            |
|                      | ST Express Route 578 Puyallup–Seattle              | <i>Sound Move</i> /ST2   | In operation            | King, Pierce    |
|                      | ST Express Route 586 Tacoma–U. District            | <i>Sound Move</i> /ST2   | In operation            | King, Pierce    |
|                      | ST Express Route 590 Tacoma–Seattle                | <i>Sound Move</i> /ST2   | In operation            | King, Pierce    |
|                      | ST Express Route 592 Olympia/DuPont–Seattle        | <i>Sound Move</i> /ST2   | In operation            | King, Pierce    |
|                      | ST Express Route 594 Lakewood–Seattle              | <i>Sound Move</i> /ST2   | In operation            | King, Pierce    |
|                      | ST Express Route 595 Gig Harbor–Seattle            | <i>Sound Move</i> /ST2   | In operation            | King, Pierce    |
|                      | ST Express Route 596 Bonney Lake–Sumner            | <i>Sound Move</i> /ST2   | In operation            | Pierce          |
|                      | First Hill Streetcar                               | <i>Sound Move</i> /ST2   | Under construction      | King            |
| M                    | BRT along I-5 corridor from DuPont to Federal Way  | Long-Range Plan Corridor |                         | King, Pierce    |
| N                    | BRT along SR-167 corridor from Renton to Puyallup  | Long-Range Plan Corridor |                         | King, Pierce    |
| O                    | BRT along I-90 corridor from Bellevue to Issaquah  | Long-Range Plan Corridor |                         | King            |
| P                    | BRT from Renton to Woodinville along ERC           | Long-Range Plan Corridor |                         | King            |

Table A-4. Current Plan Alternative—bus corridors and service (continued)

| Chapter 4 map letter | Name   | Status                   | Note/operational status | Counties served |
|----------------------|--|--------------------------|-------------------------|-----------------|
| Q                    | BRT—eastside in vicinity of I-405 from Lynnwood I-5/I-405 junction to Renton | Long-Range Plan Corridor |                         | Snohomish, King |
| R                    | BRT along SR 99—Seattle to Everett   | Long-Range Plan Corridor |                         | Snohomish, King |
| S                    | BRT along I-5 corridor from Lynnwood to Everett                              | Long-Range Plan Corridor |                         | Snohomish       |
| T                    | Regional Express Puyallup to DuPont via Cross Base Highway                   | Long-Range Plan Corridor |                         | Pierce          |
| U                    | Regional Express Puyallup to Lakewood in vicinity of SR 512                  | Long-Range Plan Corridor |                         | Pierce          |
| V                    | Regional Express Puyallup to Tacoma  | Long-Range Plan Corridor |                         | Pierce          |
| W                    | Regional Express SeaTac to West Seattle Junction                             | Long-Range Plan Corridor |                         | King            |
| X                    | Regional Express Redmond to Kirkland   | Long-Range Plan Corridor |                         | King            |
| Y                    | Regional Express North Bothell to Millcreek to Mukilteo                      | Long-Range Plan Corridor |                         | Snohomish       |

Table A-5. Current Plan Alternative—policies and programs

| Program Element   | Name  | Status                         | Note/operational status |
|---|---|--------------------------------|-------------------------|
| Access (Non-Motorized; Connections with Other Transit; Parking) | Sound Transit System Access Policy  | Current policies               | In operation            |
| Sustainability  | Sound Transit Sustainability Initiative                                   | Current policies               | In operation            |
| Transit Oriented Development                                    | Sound Transit Transit-Oriented Development Policy                         | Current policies               | In operation            |
| Research and Technology   | Off-board payments  | Current policies               | In operation            |
| Connections with Other Services and Facilities                  | Support high-capacity feeder services                                     | Long-Range Plan Policy/Program |                         |
| Connections with Other Services and Facilities                  | Better integrate transit transfer areas and operations                    | Long-Range Plan Policy/Program |                         |
| Transit Oriented Development                                    | Support transit-oriented development                                      | Long-Range Plan Policy/Program |                         |
| Connections with Other Services and Facilities                  | Improve passenger facilities  | Long-Range Plan Policy/Program |                         |
| Transit Oriented Development                                    | Support transit-oriented development through station design and placement | Long-Range Plan Policy/Program |                         |
| Connections with Other Services and Facilities                  | Support multi-modal connections   | Long-Range Plan Policy/Program |                         |
| Connections with Other Services and Facilities                  | Provide improved system access  | Long-Range Plan Policy/Program |                         |
| Planning, TSM, TDM, Other                                       | Help fund TDM/market development programs                                 | Long-Range Plan Policy/Program |                         |
| Research and Technology   | Provide real-time information displays                                    | Long-Range Plan Policy/Program |                         |
| Research and Technology   | Technology advancements and upgrades                                      | Long-Range Plan Policy/Program |                         |

The first four policies in this table have been adopted by the ST Board as separate policies, while the others are policy statements included in the current Long-Range Plan.



Table A-6. Current Plan Alternative—representative projects and programs

| Program Element        | Name                               | Counties served         |
|------------------------|------------------------------------|-------------------------|
| <b>Link Light Rail</b> |                                    |                         |
| Service                | Increase service frequency         | Snohomish, King, Pierce |
| Station                | Everett Waterfront                 | Snohomish               |
| Station                | Hewitt Ave                         | Snohomish               |
| Station                | Everett                            | Snohomish               |
| Station                | Broadway                           | Snohomish               |
| Station                | Silver Lake Park & Ride            | Snohomish               |
| Station                | Boeing Plant                       | Snohomish               |
| Station                | Everett Mall                       | Snohomish               |
| Station                | 128th Street                       | Snohomish               |
| Station                | 164th Street SW/ Ash Way           | Snohomish               |
| Station                | Lynnwood CBD (Alderwood Mall)      | Snohomish               |
| Station                | 220th Street Southwest             | Snohomish               |
| Station                | Damson/SR 524                      | Snohomish               |
| Station                | Canyon Park                        | Snohomish               |
| Station                | NE 155th Street                    | King                    |
| Station                | NE 130th Street                    | King                    |
| Station                | Convention Place                   | King                    |
| Station                | S Graham Street                    | King                    |
| Station                | Boeing Access Road                 | King                    |
| Station                | NW Market and 15th NW              | King                    |
| Station                | NW Market and 8th NW               | King                    |
| Station                | N 46th and Fremont N               | King                    |
| Station                | N 45th and Wallingford Way N       | King                    |
| Station                | NE 45th and Thackeray NE           | King                    |
| Station                | Memorial Stadium at Seattle Center | King                    |
| Station                | Thomas Street                      | King                    |
| Station                | Mercer and Westlake                | King                    |
| Station                | S 133rd Street                     | King                    |
| Station                | S 216th Street                     | King                    |
| Station                | S 260th Street                     | King                    |
| Station                | Tukwila                            | King                    |
| Station                | Southcenter                        | King                    |
| Station                | S Renton                           | King                    |
| Station                | Bothell                            | King                    |
| Station                | Brickyard                          | King                    |
| Station                | Totem Lake                         | King                    |
| Station                | Kirkland                           | King                    |
| Station                | Houghton                           | King                    |
| Station                | I-90/I-405 Transfer                | King                    |
| Station                | Newport/112th                      | King                    |
| Station                | N 44th Street                      | King                    |
| Station                | N Renton                           | King                    |
| Station                | Wilburton                          | King                    |
| Station                | Eastgate                           | King                    |
| Station                | Lakemont                           | King                    |
| Station                | Bellevue College                   | King                    |

*Preliminary draft for internal use only; not reviewed or approved by or on behalf of any party.*

Table A-6. Current Plan Alternative—representative projects and programs (continued)

| Program Element            | Name  | Counties served         |
|----------------------------|---|-------------------------|
| Station                    | Factoria  | King                    |
| Station                    | Issaquah (Downtown)   | King                    |
| Station                    | North Issaquah  | King                    |
| Station                    | Fife City Center  | Pierce                  |
| Station                    | 70th Ave  | Pierce                  |
| Station                    | 54th Ave E  | Pierce                  |
| Station                    | Tacoma Dome   | Pierce                  |
| Other infrastructure       | Park & Ride in southeast Seattle/Rainier Beach  | King                    |
| Other infrastructure       | Provide improved transfers and pedestrian connections at Mount Baker Station                        | King                    |
| Other infrastructure       | Improve pedestrian access to Tukwila/International Blvd Station from International Blvd             | King                    |
| Other infrastructure       | Non-motorized bridge between North Seattle Community College and Northgate Link Station             | King                    |
| Other infrastructure       | Non-motorized bridge between 156th Ave NE and Inbound on-ramp to SR 520 via Overlake Transit Center | King                    |
| Other infrastructure       | Renovate International District/Chinatown Station to add center platforms                           | King                    |
| Other infrastructure       | Increase parking capacity at Tukwila/International Blvd Station                                     | King                    |
| Other infrastructure       | Structured parking at Kent-Des Moines LRT station   | King                    |
| Other infrastructure       | Non-motorized bridge providing access to the 145th Street HCT station                               | King                    |
| Other infrastructure       | Operation and Maintenance facilities  | Systemwide              |
| Tacoma Link                |   |                         |
| Station                    | Tacoma Link Extension Station(s)  | Pierce                  |
| Sonder                     |   |                         |
| Service                    | Add Express Service   | Snohomish, King, Pierce |
| Service                    | Increase service frequency  | Snohomish, King, Pierce |
| Service                    | All-day, two-way service  | Snohomish, King, Pierce |
| Station                    | Shoreline/Richmond Beach  | King                    |
| Station                    | Ballard   | King                    |
| Station                    | Interbay  | King                    |
| Station                    | Broad Street  | King                    |
| Station                    | Georgetown  | King                    |
| Station                    | Boeing Access Road  | King                    |
| Station                    | Woodinville   | King                    |
| Station                    | Bothell   | King                    |
| Station                    | Kirkland/Totem Lake   | King                    |
| Station                    | Bellevue  | King                    |
| Station                    | Newcastle   | King                    |
| Station                    | Renton  | King                    |
| Station                    | North Sumner/Pacific  | King, Pierce            |
| Station                    | Station Between Puyallup and Sumner   | Pierce                  |
| Station                    | Joint Base Lewis-McChord (JBLM)/Tillicum  | Pierce                  |
| Station                    | DuPont  | Pierce                  |
| Station                    | Shaw Road   | Pierce                  |
| Infrastructure improvement | Extend all station platforms to 10-cars   | Systemwide              |
| Infrastructure improvement | Additional parking at stations  | Systemwide              |

Table A-6. Current Plan Alternative—representative projects and programs (continued)

| Program Element                | Name   | Counties served |
|--------------------------------|--|-----------------|
| Infrastructure improvement     | Construct rail line between Argo Yard and Tacoma to increase operations during off-peak periods                    | King, Pierce    |
| Infrastructure improvement     | Track and Signal Improvements  | Systemwide      |
| Infrastructure improvement     | Maintenance Facilities   | Systemwide      |
| Infrastructure improvement     | Eastside Rail Corridor Yard & Shops Facilities   | King            |
| Infrastructure improvement     | Pierce County Yard & Shops   | Pierce          |
| Infrastructure improvement     | Improve non-motorized access to Tukwila Sounder Station  | King            |
| Infrastructure improvement     | Improve Puyallup Sounder Station access  | Pierce          |
| Infrastructure improvement     | Tacoma Dome Station improvements   | Pierce          |
| Infrastructure improvement     | South Tacoma Station pedestrian bridge   | Pierce          |
| Infrastructure improvement     | Layover facility at DuPont   | Pierce          |
| Bus                            |  |                 |
| HOV direct access <sup>1</sup> | I-5/128th Street SE/SW Direct Access (Mariner Park-and-Ride)   | Snohomish       |
| HOV direct access <sup>1</sup> | I-5/I-405 HOV Direct Access near Lynnwood  | Snohomish       |
| HOV direct access <sup>1</sup> | Completion of north half of HOV ramps at Ash Way   | Snohomish       |
| HOV direct access <sup>1</sup> | SR 525 at 164th (Swamp Creek) HOV Access Ramps   | Snohomish       |
| HOV direct access <sup>1</sup> | SR 527 HOV, 208th-228th SW   | Snohomish       |
| HOV direct access <sup>1</sup> | I-5 to SODO Busway Direct Access at S Industrial Way   | King            |
| HOV direct access <sup>1</sup> | Direct HOV Access Ramps on SR 167 in Kent (e.g., at Smith Street)  | King            |
| HOV direct access <sup>1</sup> | I-405/I-90 Interchange HOV Direct Access   | King            |
| HOV direct access <sup>1</sup> | I-90 HOV Ramps to SR 900   | King            |
| HOV direct access <sup>1</sup> | Issaquah HOV crossing with I-90 Direct Access  | King            |
| HOV direct access <sup>1</sup> | SR 520 Direct Access to Downtown Redmond   | King            |
| HOV direct access <sup>1</sup> | SR 520 at NE 31st Street HOV Access  | King            |
| HOV direct access <sup>1</sup> | SR 520 at 108th Ave NE direct HOV access (to/from East)  | King            |
| HOV direct access <sup>1</sup> | I-405/SR 520 Interchange HOV Direct Access (West leg to North leg)   | King            |
| HOV direct access <sup>1</sup> | Newcastle (112th SE) I-405 Center HOV Direct Access  | King            |
| HOV direct access <sup>1</sup> | Flyer station on I-405 at N 30th Street in Renton  | King            |
| HOV direct access <sup>1</sup> | Renton Rainier Ave at I-405 Center HOV Direct Access   | King            |
| HOV direct access <sup>1</sup> | Kirkland at 85th HOV Center Direct Access  | King            |
| HOV direct access <sup>1</sup> | Houghton Freeway Station   | King            |
| HOV direct access <sup>1</sup> | Houghton (Kirkland) I-405 Center HOV Direct Access   | King            |
| HOV direct access <sup>1</sup> | Brickyard (NE 160th) I-405 Center HOV Direct Access  | King            |
| HOV direct access <sup>1</sup> | Direct Access at UW-Bothell (195th)  | King            |
| HOV direct access <sup>1</sup> | Direct HOV access ramps on I-405 in the vicinity of the Tukwila Sounder station (e.g., at SR 181/Interurban Ave S) | King            |
| HOV direct access <sup>1</sup> | Transit center HOV direct access ramp and lanes to and from I-405 at N 8th Street                                  | King            |
| HOV direct access <sup>1</sup> | I-5 Direct access to Tacoma Dome Station   | Pierce          |
| HOV direct access <sup>1</sup> | I-5 Direct access to Lakewood Park-and-Ride  | Pierce          |
| HOV direct access <sup>1</sup> | I-5/North Pierce HOV Access Ramp near 54th Ave E   | Pierce          |
| Transit center                 | North Everett Transit Center   | Snohomish       |
| Transit center                 | Everett Station Transit Center and parking expansion   | Snohomish       |
| Transit center                 | Mill Creek Town Center Transit Center  | Snohomish       |
| Transit center                 | King Street Multimodal Hub Improvements  | King            |
| Transit center                 | Westlake Multimodal Hub Improvements   | King            |
| Transit center                 | Northgate Multimodal Hub Improvements  | King            |

Table A-6. Current Plan Alternative—representative projects and programs (continued)

| Program Element            | Name  | Counties served |
|----------------------------|---|-----------------|
| Transit center             | West Seattle Transit Hub  | King            |
| Transit center             | Husky Stadium/SR 520 Multimodal Hub Improvements  | King            |
| Transit center             | Aurora Village Hub Improvements   | King            |
| Transit center             | Federal Way Hub Improvements  | King            |
| Transit center             | Newcastle Transit Center (on-street transit center)   | King            |
| Transit center             | Brickyard (NE 160th) I-405 in-line freeway station  | King            |
| Transit center             | Totem Lake/128th Transit Center   | King            |
| Transit center             | Totem Lake/128th Freeway Station  | King            |
| Transit center             | Kirkland Transit Center   | King            |
| Transit center             | Redmond Transit Center  | King            |
| Transit center             | Bothell Transit Center  | King            |
| Transit center             | Woodinville CBD Transit Center  | King            |
| Transit center             | Renton Transit Center   | King            |
| Transit center             | Enhance South Kirkland Park-and-Ride to major regional transit hub                                      | King            |
| Transit center             | Rainier Beach Transit Center  | King            |
| Infrastructure improvement | Everett Station Bus Layover   | Snohomish       |
| Infrastructure improvement | Widen SR 99 at SR 104 to provide bus lanes  | Snohomish       |
| Infrastructure improvement | SR 99 Signal/Queue Bypass, Airport Road to Everett  | Snohomish       |
| Infrastructure improvement | Northgate Way/5th Ave NE Signal/Queue Bypass  | King            |
| Infrastructure improvement | 15th Ave NE/NE 45th Street LT Signal/Queue Bypass   | King            |
| Infrastructure improvement | I-90 D2 Transitway ramps  | King            |
| Infrastructure improvement | SR 522 BAT Lanes: NE 145th to Bothell/I-405   | King            |
| Infrastructure improvement | SR 99 BAT Lanes: Aurora Village to Seattle CBD  | King            |
| Infrastructure improvement | Improve I-5/145th Street interchange  | King            |
| Infrastructure improvement | Add connection from SODO busway to Downtown Seattle surface streets                                     | King            |
| Infrastructure improvement | SR 516/W Meeker Signal Priority   | King            |
| Infrastructure improvement | S 272nd/S 277th Signal Priority/Queue Bypass, SR 99 to East Valley Highway                              | King            |
| Infrastructure improvement | SR 522 BAT lanes: re-design lanes from 130th to 145th   | King            |
| Infrastructure improvement | 156th Ave HOV, Overlake Transit Center to NE 24th   | King            |
| Infrastructure improvement | Woodinville Arterial HOV enhancements   | King            |
| Infrastructure improvement | NE 8th Signal Priority at 112th   | King            |
| Infrastructure improvement | NE 6th Signal Priority, 108th to 114th  | King            |
| Infrastructure improvement | NE 85th Street Signal/Queue Bypass, Willows Road to I-405   | King            |
| Infrastructure improvement | Bus Ramp over Redmond Way   | King            |
| Infrastructure improvement | Improve 98th Ave NE & NE 185th Street in Bothell, including bus priority treatments                     | King            |
| Infrastructure improvement | SR 522 HOV Woodinville-Bothell  | King            |
| Infrastructure improvement | Leary Way HOV from Redmond Way  | King            |
| Infrastructure improvement | SR 900 HOV Lane, I-5 to S 129th   | King            |
| Infrastructure improvement | Avondale Road HOV, Avondale Way to SR 202   | King            |
| Infrastructure improvement | SW 27 <sup>th</sup> Street/Strander Blvd. Extension   | King            |
| Infrastructure improvement | Bellevue College Connection Improvements (e.g., improvements to non-motorized facilities and bus stops) | King            |
| Infrastructure improvement | Improve pedestrian access between HCT on the Eastside Rail Corridor and the Kirkland Transit Center.    | King            |

Table A-6. Current Plan Alternative—representative projects and programs (continued)

| Program Element                               | Name  | Counties served |
|---|---|-----------------|
| Infrastructure improvement                    | SR 161 Arterial HOV and/or signal priority/queue bypass—176th E to SR 512   | Pierce          |
| Infrastructure improvement                    | Bus Maintenance Facilities  | Systemwide      |
| Infrastructure improvement                    | Bus Midday Storage Facilities   | Systemwide      |
| Infrastructure improvement                    | Surveillance, Control & Driver Information (systemwide)   | Systemwide      |
| Regional express service                      | ST Express South Everett to Overlake via SR 527   | Snohomish       |
| Service                                       | Improve connections to east of Everett  | Snohomish       |
| Service                                       | Midday shadow bus service for Sounder South Stations (Tukwila, South Tacoma)  | Pierce          |
| Service                                       | Increase frequency/hours of Regional Express Bus service  | Systemwide      |
| Restructured or enhanced regional express bus | Improve bus service to Sea-Tac Airport  | King            |
| Restructured or enhanced regional express bus | Revise/enhance ST Express Route 522 (e.g., to full BRT, to serve NE 185th in Bothell, to serve Roosevelt Link)                | King            |
| Restructured or enhanced regional express bus | Restructure or improve routes (e.g., 540, 554)  | King            |
| Restructured or enhanced regional express bus | Enhance to full BRT service levels routes 545, 532  | Snohomish, King |
| Restructured or enhanced regional express bus | Modify ST Express routes between Everett and Bellevue (532) to serve Lynnwood Transit Center, UW Bothell, and NE 128th Street | Snohomish, King |
| Restructured or enhanced regional express bus | ST Express Route 550—delete or enhance to full BRT service levels   | King            |
| Restructured or enhanced regional express bus | Add stop to ST Express Route 560 at Tukwila/International Blvd Station  | King            |
| Restructured or enhanced regional express bus | ST Express Route 560—restructure or improve route, or enhance to full BRT service levels                                      | King            |
| Restructured or enhanced regional express bus | Restructure or enhance ST Express Routes 555/566/567  | King            |
| Restructured or enhanced regional express bus | Increase ST Express route 574 frequency   | King, Pierce    |
| Restructured or enhanced regional express bus | Extend ST Express Route 590 further, into South Lake Union  | King, Pierce    |
| Restructured or enhanced regional express bus | Reroute ST Express route 594 to serve Federal Way Transit Center, skip SODO   | King, Pierce    |
| Restructured or enhanced regional express bus | Expand service between UW Tacoma and UW Seattle campus  | King, Pierce    |
| Restructured or enhanced regional express bus | Restructure transit service in Southeast Seattle possibly towards Renton  | King            |
| Restructured or enhanced regional express bus | Add bus stop to the northbound Olive Way onramp   | King            |
| Restructured or enhanced regional express bus | Consider revision of bus operations at Montlake Triangle  | King            |
| Restructured or enhanced regional express bus | Increase service of ST Express route 594  | King, Pierce    |
| <b>Multiple Modes</b>                         |   |                 |
| Parking                                       | Swamp Creek Park-and-Ride Lot Expansion   | Snohomish       |
| Parking                                       | Mariner Park-and-Ride Lot Expansion   | Snohomish       |
| Parking                                       | SR 525, Mukilteo Park-and-Ride lot  | Snohomish       |
| Parking                                       | McCollum Park-and-Ride expansion  | Snohomish       |
| Parking                                       | Expansion of Ash Way Park-and-Ride (garage)   | Snohomish       |
| Parking                                       | Park-and-Ride between Mill Creek and Canyon Park  | Snohomish       |
| Parking                                       | Canyon Park Park-and-Ride expansion   | Snohomish       |

Table A-6. Current Plan Alternative—representative projects and programs (continued)

| Program Element                                | Name  | Counties served |
|--|---|-----------------|
| Parking  | NE 145th/SR 522 Park-and-Ride Lot   | King            |
| Parking  | I-5/NE 145th  | King            |
| Parking  | Shoreline Park-and-Ride Lot Expansion   | King            |
| Parking  | I-5/NE 185th Street, Shoreline  | King            |
| Parking  | Lake Forest Park Park-and-Ride Lot  | King            |
| Parking  | Husky Stadium/SR 520 Multimodal Hub   | King            |
| Parking  | Burien Park & Ride expansion  | King            |
| Parking  | Issaquah Highland Park & Ride   | King            |
| Parking  | Bothell Park-and-Ride Expansion   | King            |
| Parking  | Kenmore Park-and-Ride Lot Expansion   | King            |
| Parking  | Brickyard Park-and-Ride Lot Expansion   | King            |
| Parking  | Newport Hills Park-and-Ride Lot Expansion, I-405 at 112th SE  | King            |
| Parking  | Renton Boeing/Park/8th Expansion  | King            |
| Parking  | South Renton Park-and-Ride Lot, Strander Blvd at E Valley Hwy   | King            |
| Parking  | Newcastle Park-and-Ride Lot   | King            |
| Parking  | N 44th Park-and-Ride Lot  | King            |
| Parking  | Bothell Park-and-Ride at Kaysner Way Expansion  | King            |
| Parking  | SR 522 at 68th NE Park-and-Ride Lot   | King            |
| Parking  | Wilburton Park-and-Ride Lot Expansion   | King            |
| Parking  | Kingsgate Park-and-Ride Lot Expansion   | King            |
| Parking  | North Sumner Station Parking  | Pierce          |
| Parking  | SR 99 at 54th Ave E Station Parking   | Pierce          |
| Policies, Programs, and Services               |   |                 |
| Parking  | Increase costs for Park & Ride use  | Systemwide      |
| Parking  | Provide increased Park & Ride capacity  | Systemwide      |
| Parking  | Stop building new Park & Ride capacity  | Systemwide      |
| Parking  | Evaluate Eastside Park & Ride capacities and locations  | King            |
| Parking  | Provide parking mitigation to cities with stations  | Systemwide      |
| Connections with other services and facilities | Improve feeder services (e.g., to Federal Way Transit Center from Auburn, Puyallup and nearby park-and-rides) | Systemwide      |
| Connections with other services and facilities | Complete a transit access study on SR 522 (improve access to transit)   | King            |
| Connections with other services and facilities | Support transit speed and reliability projects  | Systemwide      |
| Connections with other services and facilities | Pedestrian access and circulation information/wayfinding  | Systemwide      |
| Connections with other services and facilities | Provide increased bus layover capacity at stations and hubs   | Systemwide      |
| Connections with other services and facilities | Consider revision of bus operations at Montlake Triangle  | King            |
| Connections with other services and facilities | Improve connections between HCT and regional centers  | Systemwide      |
| Connections with other services and facilities | Provide improved bicycle storage, including bike share  | Systemwide      |
| Connections with other services and facilities | Improve non-motorized access to stations  | Systemwide      |
| Connections with other services and facilities | Support implementation of the Growing Transit Communities partnership   | Systemwide      |
| Planning, TSM, TDM, other                      | Transit Flow & Safety   | Systemwide      |
| Planning, TSM, TDM, other                      | Computer Systems/Enhancements   | Systemwide      |

Table A-6. Current Plan Alternative—representative projects and programs (continued)

| Program Element           | Name   | Counties served |
|---------------------------|--|-----------------|
| Planning, TSM, TDM, other | System Access Study  | Systemwide      |
| Planning, TSM, TDM, other | Evaluate and implement effective technologies  | Systemwide      |
| Planning, TSM, TDM, other | Partner with WSDOT on demand management  | Systemwide      |
| Planning, TSM, TDM, other | Support transit-oriented development through density incentives  | Systemwide      |
| Planning, TSM, TDM, other | Increase security and fare enforcement at stations   | Systemwide      |
| Planning, TSM, TDM, other | Support regional way-finding initiatives that include enhanced fare integration, trip planning tools and technologies, and other amenities that simplify and improve the customer experience of navigation across a multiple-agency system | Systemwide      |
| Sustainability            | Emphasize sustainability for buildings and operations  | Systemwide      |
| Sustainability            | Renewable energy in buildings/ stations  | Systemwide      |

<sup>1</sup> HOV direct access in this table includes ramps, freeway stations, or overpasses

## 2 Potential Plan Modifications Alternative

Following is a list of new HCT corridors and modes for consideration to potentially modify the current plan. These corridors and modes were suggestions provided primarily by the local jurisdictions, agencies, tribes, stakeholder organization, and the public during the Draft SEIS scoping process and the public comment period following issuance of the Draft SEIS. This section also includes a list of representative projects, policies, programs, and services identified in the SEIS for purposes of modeling and impact analysis. Specific projects, locations, operating characteristics, and levels of service would be determined and evaluated at the project level. Accordingly, new or different projects not listed below, but that are similar to the types of representative projects listed, could be implemented at the project-level. Projects or programs that Sound Transit could advance in future system planning under the current Long-Range Plan are not included below as potential plan modifications. The order of listing below does not imply rank or preference.

Table A-7. Potential Plan Modifications Alternative—Link Light Rail corridors and service

| Chapter 4 Map # | Name   | Status       | Counties served |
|-----------------|--|--------------|-----------------|
| 1               | Link line north/south –downtown Seattle to Magnolia/Ballard to Shoreline Community College                   | New corridor | King            |
| 2 <sup>1</sup>  | Link line between downtown Seattle, West Seattle, and Burien   | New corridor | King            |
| 3               | Link line from Ballard to Everett Station via Shoreline Community College, Aurora Village, Lynnwood          | New corridor | Snohomish, King |
| 4               | Link line extension from Everett to North Everett  | New corridor | Snohomish       |
| 5               | Link line from Lakewood to Spanaway to Frederickson to South Hill to Puyallup                                | New corridor | Pierce          |
| 6               | Link line from DuPont to downtown Tacoma via Lakewood and Tacoma Mall  | New corridor | Pierce          |
| 7               | Link line from Puyallup/Sumner to Renton via SR 167  | New corridor | King, Pierce    |
| 8               | Link line east/west—from downtown Seattle along Madison Street   | New corridor | King            |
| 9               | Link line from Tukwila to SODO via Duwamish industrial area  | New corridor | King            |
| 10              | Link line from North Kirkland or UW Bothell to Northgate via SR 522  | New corridor | King            |
| 11              | Link line from Ballard to Bothell via Northgate  | New corridor | King            |
| 12              | Link line to Mill Creek, connecting to Eastside Rail Corridor  | New corridor | Snohomish, King |
| 13              | Link line between Lynnwood and Everett that serves Southwest Everett Industrial Center (Paine Field, Boeing) | New corridor | Snohomish       |
| 14              | Link line from UW to Sand Point to Kirkland to Redmond   | New corridor | King            |
| 15              | Link line from Downtown Tacoma to Tacoma Community College   | New corridor | Pierce          |
| 16              | Link line from Tacoma Mall to University Place   | New corridor | Pierce          |
| 17              | Link line from Steilacoom to Ruston via University Place   | New corridor | Pierce          |
| 18              | Link line from Issaquah to Issaquah Highlands  | New corridor | King            |

<sup>1</sup>A portion of this corridor could be constructed in a tunnel.

Table A-8. Potential Plan Modifications Alternative—Sounder corridors and service

| Chapter 4 Map # | Name  | Status       | Counties served |
|-----------------|---|--------------|-----------------|
| 19              | Sounder line from Puyallup/Sumner to Orting | New corridor | Pierce          |
| 20              | Sounder line between Lakewood and Parkland  | New corridor | Pierce          |
| 21              | Sounder line Tacoma to Frederickson         | New corridor | Pierce          |



Table A-9. Potential Plan Modifications Alternative—HCT corridors and service

| Chapter 4<br>Map # | Name  | Status       | Counties served |
|--------------------|---|--------------|-----------------|
| 22                 | HCT line from downtown Tacoma to Parkland   | New corridor | Pierce          |
| 23                 | HCT line from Tukwila Sounder station to Sea-Tac Airport to Burien to Downtown Seattle via West Seattle | New corridor | King            |
| 24                 | HCT line from downtown Seattle to Edmonds via Ballard, Shoreline Community College                      | New corridor | Snohomish, King |
| 25                 | HCT line from West Seattle to Ballard via Central District, Queen Anne                                  | New corridor | King            |
| 26                 | HCT line from Edmonds to Lynnwood Link  | New corridor | Snohomish, King |

Table A-10. Potential Plan Modifications Alternatives—bus corridors and service

| Chapter 4<br>Map # | Name  | Status       | Counties served |
|--------------------|---|--------------|-----------------|
| 27                 | BRT routes in Puyallup vicinity, notably along Meridian Ave   | New corridor | Pierce          |
| 28                 | BRT route from Issaquah to Issaquah Highlands   | New corridor | King            |
| 29                 | BRT route between Kent and Sea-Tac Airport  | New corridor | King            |
| 30                 | BRT route from downtown Seattle along Madison Street  | New corridor | King            |
| 31                 | Regional Express Bus/BRT service between Issaquah Highlands and Overlake via Sammamish, Redmond                           | New corridor | King            |
| 32                 | Regional Express Bus/BRT service between Tacoma and Bellevue  | New corridor | King, Pierce    |
| 33                 | Regional Express Bus/BRT service between Puyallup and downtown Seattle via Kent, Rainier Valley                           | New corridor | King, Pierce    |
| 34                 | Regional Express Bus/BRT service between Lakewood to Spanaway to Frederickson to South Hill to Puyallup                   | New corridor | Pierce          |
| 35                 | Regional Express Bus/BRT service between Tacoma and Frederickson  | New corridor | Pierce          |
| 36                 | ST Regional Express route between Renton and downtown Seattle   | New corridor | King            |
| 37                 | ST Regional Express route connecting UW Bothell to Sammamish via Redmond  | New corridor | King            |
| 38                 | ST Regional Express route from University Place to Titlow Beach to downtown Tacoma  | New corridor | Pierce          |
| 39                 | ST Regional Express route from Renton (Fairwood) to Eastgate via Factoria   | New corridor | King            |
| 40                 | ST Regional Express on 145th Street from I-5 serving SR 522   | New corridor | King            |
| 41                 | ST Regional Express route from North Kirkland to downtown Seattle via SR 520  | New corridor | King            |
| 42                 | ST Regional Express route Woodinville to Bellevue   | New corridor | King            |
| 43                 | ST Regional Express route Woodinville to Everett  | New corridor | Snohomish, King |
| 44                 | ST Regional Express connection to Joint Base Lewis-McChord (JBLM)   | New corridor | Pierce          |
| 45                 | ST Regional Express route Puyallup/Sumner to Orting   | New corridor | Pierce          |
| 46                 | ST Regional Express route from Kent to Kent-Des Moines Station  | New corridor | King            |
| 47                 | ST Regional Express route from Lynnwood and Everett that serves Southwest Everett Industrial Center (Paine Field, Boeing) | New corridor | Snohomish       |

Table A-11. Potential Plan Modifications Alternative—representative projects, policies, and programs

| Name   | Counties served |
|--|-----------------|
| <b>Bus</b>   |                 |
| Improved east-west service in Shoreline, connecting SR 99 BRT, I-5 LRT, and SR 522 HCT                 | King            |
| Totem Lake to Redmond service  | King            |
| Provide frequent, direct bus service to Overlake Transit Center  | King            |
| Improve NE 145th Street, including multimodal/bus priority treatments (e.g. BAT Lanes)                 | King            |
| Add bus priority treatments to east-west bus corridors in Snohomish County (e.g., 128th, 164th, 196th) | Snohomish       |
| Arterial HOV/Transit Signal Priority (TSP) bus lane improvements on 128th                              | Snohomish       |
| SR 99 Signal/Queue Bypass, Airport Road to Everett   | Snohomish       |
| NE 124th HOV, I-405–SR 202   | King            |
| Priority treatment—156th Street Left Turn Queue Bypass, eastbound 8th to NB 156th                      | King            |
| Priority treatment—SR 202 HOV, SR 520–Sahalee Way  | King            |
| Priority treatment—148th NE, Bel-Red Road–SR 520   | King            |
| Priority treatment—148th NE, Bel-Red Road to Bellevue Community College Perimeter Road                 | King            |
| SR 7 Arterial HOV, Roy Wye–SR 512  | Pierce          |
| Bus Ramp over Union Hill Road  | King            |
| HOV/Bus Rapid Transit (BRT) Tunnel from SR 520 to Pacific Street                                       | King            |
| HOV Access Ramp at 1st Ave S Bridge  | King            |
| Additional Regional Express bus maintenance facilities & storage yards for Plan Modifications          | Systemwide      |
| <b>Streetcar</b>   |                 |
| Rapid streetcar from Roosevelt to downtown Seattle via University District <sup>1</sup>                | King            |
| Rapid streetcar from North Ballard to downtown Seattle via Fremont <sup>1</sup>                        | King            |
| Center City Connector 1: Lower Queen Anne to King Street via 1st Avenue <sup>1</sup>                   | King            |
| Center City Connector 2: Westlake to King Street Station via 4th/5th Avenues <sup>1</sup>              | King            |
| Streetcar along Phinney Ridge  | King            |
| Streetcar from Lake City to Roosevelt  | King            |
| Streetcar from Golden Gardens to Magnuson Park   | King            |
| Streetcar from Ballard to University Village   | King            |
| Streetcar from Alki to SW Trenton Street in Seattle  | King            |
| Streetcar on Seattle Waterfront  | King            |
| Streetcar from SODO to E Marginal Way  | King            |
| Streetcar from W Dravus Street to W Mercer Street  | King            |
| Extend streetcar from Jackson Street and 14th Ave S, east to 23rd Ave S                                | King            |
| Streetcar from Totem Lake to East Link station at Overlake Hospital along the Eastside Rail Corridor   | King            |
| Streetcar from Alderwood Mall to Edmonds Community College via Lynnwood Transit Center                 | Snohomish       |
| Streetcar from Everett Waterfront to Lowell via Everett Station  | Snohomish       |
| Streetcar from Paine Field to SR 527 via Airport Road/SR 96  | Snohomish       |
| <b>Link Light Rail</b>   |                 |
| Additional Link maintenance facilities & storage yards for Plan Modifications                          | Systemwide      |
| Station: Issaquah Highlands  | King            |

Table A-11. Potential Plan Modifications Alternative—representative projects, policies, and programs (continued)

| Name  | Counties served         |
|---|-------------------------|
| <b>Multiple Modes</b>   |                         |
| Vehicles, commuter rail cabs, coaches and locomotives.  | Systemwide              |
| Stations and supporting facilities and services for corridor level Plan Modifications.        | Snohomish, King, Pierce |
| Additional Sounder maintenance facilities & storage yards for Plan Modifications              | Systemwide              |
| Colman Dock Multimodal Hub Passenger Facilities   | King                    |
| SR 99 and 118th Street Station Parking  | Snohomish               |
| Beverly Road Station Parking  | Snohomish               |
| Boeing Paine Field Station Parking  | Snohomish               |
| 175th Street E at Canyon Road Station Parking   | Pierce                  |
| Portland Ave E at SR 512 Station Parking  | Pierce                  |
| <b>Policies, Programs, and Services</b>   |                         |
| Study integration of Swift with Link LRT to maximize the transportation benefit of both modes | Snohomish               |
| Support BRT programs of other agencies, with goal of ITDP Bronze BRT standard                 | Systemwide              |
| Financially support construction of transit-oriented development                              | Systemwide              |

<sup>1</sup> These streetcar corridors are included in the adopted City of Seattle Department of Transportation's Transit Master Plan.

