



HCT System Development Issues in the South Corridor

Sound Transit Long-Range Plan – Time for an Update

Sound Transit’s Long-Range Plan update is being supported by two efforts: a Supplemental Environmental Impact Statement (SEIS), which updates the 1993 EIS, and several issue papers addressing specific long-range planning issues. These issue papers provide a level of detail beyond what is considered in the EIS, and are designed to help the Sound Transit Board and the region identify any needed additions to the existing Long-Range Plan. All of this information will be reflected in a draft Long-Range Plan, scheduled for public review in late spring this year. For a list of all the Long-Range Plan issue papers, please see the reverse.

What is the question?

The South Corridor, which roughly encompasses the urbanized regions of South King and North Pierce County, currently enjoys Sound Transit’s three lines of service (Link, Sounder and ST Express), along with King County Metro’s and Pierce Transit’s local and commuter bus service. The Long-Range Plan envisions phased development of the HCT system over a period of decades. During that time as changes occur in housing and employment, Sound Transit will face choices in how to develop an integrated transit system, balancing the three modes. What are some of the likely key issues that will need to be considered as the system expands?

What was studied?

The paper describes Sound Transit’s existing and planned HCT projects and services under *Sound Move* and the Long-Range Plan and examines major issues by mode.

What are the key findings?

- **As the overall HCT system develops, some corridors may need to be served by more than one mode.** This creates choices for the agency on how to serve a specific market and how to balance the delivery of services.
- **The role of ST Express may evolve.** Currently, ST Express buses provide connections that are anticipated to be served eventually by Link light rail. In the future, ST Express service could shift to providing direct connecting service to both Sounder and Link. It could also provide additional service in the Sounder corridor during evenings or at times when Sounder trains don’t run. As other markets are identified, ST Express service could be shifted to serve them. Options for how to restructure, redistribute and/or reduce service will need to be considered.
- **As Sound Transit builds capital facilities (e.g. park-and-rides) it must balance immediate needs with how the system will work when the Long-Range Plan is completely built.** Sound Transit will need to continually evaluate and plan for how the system will ultimately evolve, even as it plans the next phase of projects.

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Sound Transit’s Tukwila/International Blvd Station will be served by Link light rail, and ST Express and Metro buses.

As issue papers are presented to the Sound Transit Board, they will be available at: www.soundtransit.org/projects/longrange/issuepapers.asp

See other Long-Range Plan Issue Papers

- Convertibility of BRT to Light Rail
- I-90 Corridor/East King County High Capacity Transit Analysis
- BRT in the SR-99 Corridor
- I-5 Corridor Northgate to Everett HCT Assessment
- SR 522 Corridor HCT Assessment
- Seattle Streetcar Options
- Potential Rail Extensions to Frederickson and Orting
- Potential Tacoma Link Extension - East
- Potential Tacoma Link Extension - West
- Tacoma Link Integration with Central Link
- Rail between Burien and Renton