



APPENDIX A

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

November 2014



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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 ¹	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 ¹	Downtown Seattle to Ballard	Long-Range Plan Corridor		King
G ¹	Ballard to University District/U.W.	Long-Range Plan Corridor		King
H	Lynnwood to Everett	Long-Range Plan Corridor		Snohomish

¹ 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

¹ 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 ¹	U.W. to Redmond via SR 520	Long-Range Plan Corridor		King
L	Northgate to Bothell via SR 522	Long-Range Plan Corridor		King

¹ 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
Link Light Rail		
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
Souder		
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 ¹	I-5/128th Street SE/SW Direct Access (Mariner Park-and-Ride)	Snohomish
HOV direct access ¹	I-5/I-405 HOV Direct Access near Lynnwood	Snohomish
HOV direct access ¹	Completion of north half of HOV ramps at Ash Way	Snohomish
HOV direct access ¹	SR 525 at 164th (Swamp Creek) HOV Access Ramps	Snohomish
HOV direct access ¹	SR 527 HOV, 208th-228th SW	Snohomish
HOV direct access ¹	I-5 to SODO Busway Direct Access at S Industrial Way	King
HOV direct access ¹	Direct HOV Access Ramps on SR 167 in Kent (e.g., at Smith Street)	King
HOV direct access ¹	I-405/I-90 Interchange HOV Direct Access	King
HOV direct access ¹	I-90 HOV Ramps to SR 900	King
HOV direct access ¹	Issaquah HOV crossing with I-90 Direct Access	King
HOV direct access ¹	SR 520 Direct Access to Downtown Redmond	King
HOV direct access ¹	SR 520 at NE 31st Street HOV Access	King
HOV direct access ¹	SR 520 at 108th Ave NE direct HOV access (to/from East)	King
HOV direct access ¹	I-405/SR 520 Interchange HOV Direct Access (West leg to North leg)	King
HOV direct access ¹	Newcastle (112th SE) I-405 Center HOV Direct Access	King
HOV direct access ¹	Flyer station on I-405 at N 30th Street in Renton	King
HOV direct access ¹	Renton Rainier Ave at I-405 Center HOV Direct Access	King
HOV direct access ¹	Kirkland at 85th HOV Center Direct Access	King
HOV direct access ¹	Houghton Freeway Station	King
HOV direct access ¹	Houghton (Kirkland) I-405 Center HOV Direct Access	King
HOV direct access ¹	Brickyard (NE 160th) I-405 Center HOV Direct Access	King
HOV direct access ¹	Direct Access at UW-Bothell (195th)	King
HOV direct access ¹	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 ¹	Transit center HOV direct access ramp and lanes to and from I-405 at N 8th Street	King
HOV direct access ¹	I-5 Direct access to Tacoma Dome Station	Pierce
HOV direct access ¹	I-5 Direct access to Lakewood Park-and-Ride	Pierce
HOV direct access ¹	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 th 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
Multiple Modes		
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	McCullum 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

¹ 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 ¹	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

¹A 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 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 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
Bus	
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
Streetcar	
Rapid streetcar from Roosevelt to downtown Seattle via University District ¹	King
Rapid streetcar from North Ballard to downtown Seattle via Fremont ¹	King
Center City Connector 1: Lower Queen Anne to King Street via 1st Avenue ¹	King
Center City Connector 2: Westlake to King Street Station via 4th/5th Avenues ¹	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
Link Light Rail	
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
Multiple Modes	
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
Policies, Programs, and Services	
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

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

