

Appendix A Alternatives Technical Report

Transportation 2040

Developing the region's new long-range plan

TRANSPORTATION 2040

Appendix A ALTERNATIVES TECHNICAL REPORT



Contents

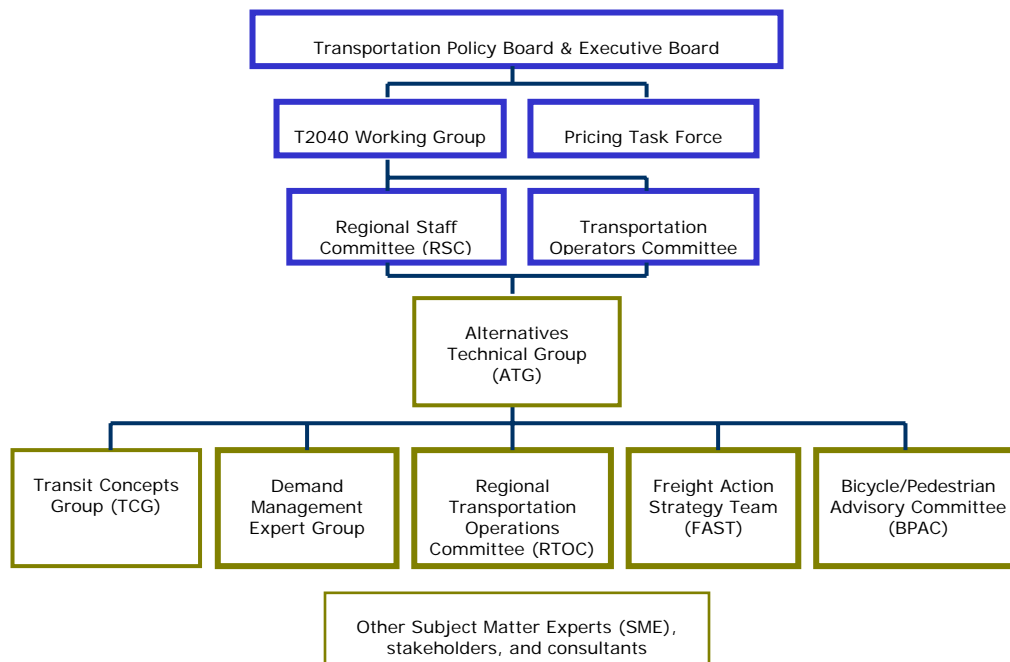
1.	Process of designing the alternatives	1
a.	Organizational structure	
b.	Organizational process	
2.	The alternatives	3
a.	Introduction to the alternatives	3
b.	The baseline alternative	3
c.	Core strategies for all action alternatives.....	15
d.	Alternative 1.....	18
e.	Alternative 2.....	27
f.	Alternative 3.....	32
g.	Alternative 4.....	39
h.	Alternative 5.....	46
i.	Preferred Alternative (Constrained)	55
j.	Preferred Alternative (Full Plan)	62
3.	Glossary	69
a.	Demand management.....	69
b.	Bicycle & pedestrian.....	72
c.	System management	72
d.	Transit	76
4.	Addenda	77
a.	Tolling strategies across alternatives	77
b.	Roadway investments across alternatives (including Baseline)	84
c.	Transit strategies	209
d.	System management strategies	294
e.	Demand management strategies	304
f.	Transit corridors used in alternatives development	314
g.	Bicycle and pedestrian strategies	320
h.	Ferry strategies.....	425

1 Process of Designing the Alternatives

Organizational Structure

The figure below illustrates the committees and technical working groups that contributed to the process of designing and analyzing plan alternatives. The PSRC Transportation Policy Board (TPB), the main decision-making body, formed two subcommittees from its members to guide the planning process and alternatives development in general: the Pricing Task Force (PTF) to examine tolling and pricing strategies, and the Transportation 2040 Working Group (T2040 WG) to guide all other elements of alternatives construction. The Regional Staff Committee (RSC), a standing staff committee supporting TPB, supplies the primary PSRC member agency senior staff oversight for the planning process. PSRC recruited technical staff from various member agencies to form the Alternatives Technical Group (ATG) as the umbrella forum for addressing modeling, investment detail, and other technical questions. The ATG was in turn supported by a series of Subject Matter Expert (SME) groups already in existence or formed specifically for the transportation plan update as listed below:

- Transit Concepts Group (TCG): transit details
- Freight Action Strategy Team (FAST): freight issues
- Regional Transportation Operations Committee (RTOC): system management details
- Demand Management Team: demand management details
- Bicycle/Pedestrian Advisory Committee (BPAC): bicycle and pedestrian details
- Full ATG: roadway details
- Other stakeholders (such as the Special Needs Committee): received opportunities to comment



Organizational Process

The technical groups summarized above carried out a number of specific preparatory tasks in constructing the alternatives under the general direction of the Transportation 2040 Working Group, the Pricing Task Force. With their understanding of the goals and policies in VISION 2040, they:

- Conducted empirical research to understand current practices in their respective areas of expertise.
- Analyzed tolling concepts specified by the Pricing Task Force to determine which pricing strategies should be carried into the plan alternatives.
- Collected from member agencies and interest groups investment “concepts” to supplement the existing project list in the current plan, *Destination 2030*. Taken together, the investment concepts, existing projects, and tolling concepts formed the building blocks from which the working groups constructed the alternatives.
- Shared their findings on these topics with their peers and the groups and committees outlined above and in return received guidance on what the plan alternatives should attempt to address.

With the knowledge and material generated from the preparatory work, the Alternatives Technical Group began an iterative process of suggesting alternative design ideas and assumptions. For example, they synthesized from all they had heard the idea that one alternative should test what the region could do with very limited future financial resources and the idea that another alternative should test what the region could achieve by using tolls to pay specifically for roadway investments. The ATG and its representatives aired their ideas at meetings of the various groups and committees and refined those ideas using the feedback the groups offered, the tolling concepts results, and other results from other focused analyses, such as that done concerning freight investments for the Joint Transportation Committee (JTC) of the state Legislature. This iterative process of applying professional judgment and expertise—responding to stakeholder concerns—converged over several months on the alternatives' specifications contained in the rest of this document.

2 The Alternatives

2.a: Introduction to the Alternatives

A baseline alternative serves the requirements of the State Environmental Policy Act (SEPA) and serves as a point of comparison for the “action” alternatives. The baseline, consisting of existing systems and a limited series of future investments, is a foundation layer for all action alternatives. Another layer atop the baseline is common to all alternatives: “core” investments that are either required by law or regional policy or which are so fundamental to the region’s needs that the region considers them necessary in any conceivable future. Finally, each alternative contains different mixes of future investments beyond the baseline plus the core. These “custom” investments differentiate one alternative from another. In total there are seven alternatives: the baseline, five preliminary alternatives, and the Preferred Alternative. The Preferred Alternative includes a range of possible actions, the minimum set of which are included in the financially constrained portion of the plan. The Constrained Plan is a federally required component of the plan where project and program costs must be accounted for and balanced with reasonably expected revenues over the life of the plan. The Preferred Alternative (Constrained) contains fewer investments and actions than the Full Plan. For clarity in the following sections, the Preferred Alternative (Constrained) and Preferred Alternative (Full Plan) are described in separate narratives and figures.

2.b: The Baseline Alternative

- i. Design Philosophy: Action alternatives for the *Transportation 2040* update require a baseline for consistent comparison during the planning and environmental review processes. The baseline scenario is necessary for environmental analysis and as a means of estimating benefit-cost results of build scenarios and plan alternatives. The baseline defined herein follows Washington state’s SEPA guidance, which defines the No Action Alternative as “...what would be most likely to happen if the proposal did not occur.” The base year is 2006; references in this document to “current conditions” mean conditions on the ground in calendar year 2006. The plan horizon is 2040.
- ii. Roadway
 1. Efficiency strategies
 - Arterial
 - i. Signal Optimization: Existing
 - ii. Signal Coordination: Continue implementing Time of Day signal coordination and/or centralized control.
 - iii. Traffic-Responsive Coordination: Existing
 - iv. System Detection: Existing
 - v. Adaptive Control: None
 - vi. Incident Detection/Response: None
 - vii. Managed lanes (non-transit): Existing with additional HOV additions per baseline project list (see addenda listings for identification of Baseline investment specifics)
 - Freeway
 - i. Ramp Meters: Deploy at remaining locations regionwide

- ii. Active Traffic Management (ATM)
 - 1. On I-5 NB only, from SR 900 (Boeing Access Road) to I-90: Speed harmonization
 - 2. I-90 between I-5 and I-405: variable speed signs/real time information
 - 3. Approaches to SR 520 and the corridor itself between the two freeways and as part of the Urban Partnership Agreement (UPA): variable speed signs/real time information
 - 4. US 2 “Trestle” EB only: hard shoulder running during the PM peak period
 - iii. Incident Detection/Response: Continue incident detection capabilities and response on core freeway
 - iv. Managed lanes: Existing with additional HOV additions per baseline project list (see addenda listings for identification of Baseline investment specifics)
 - Other ITS (spanning both freeways and arterials)
 - i. ICM: On I-5 NB only, from SR 900 (Boeing Access Road) to I-90. Speed harmonization
 - ii. Advanced Traveller Information Systems (ATIS):
 - 1. Continue 511.
 - 2. WSDOT traveler information web page update.
 - 3. Highway Advisory Radio.
 - 4. Dynamic message and travel time signs.
 - iii. Traffic Management Centers Strategies: Maintain existing
 - iv. Truck focused management: None
 - v. Supporting deployments that are necessary for many of the other strategies to be successful include Traffic Management Center operations, traffic surveillance (CCTV & vehicle detection), maintenance and staffing.
 - 1. Expansion and new TMCs. NW Region, Lynnwood, Everett, Edmonds, Marysville
 - 2. Traffic Busters video sharing
 - vi. Other: None
- 2.Capacity expansion and major preservation strategies: Roadway facility functional classification (where applicable) and capacity will remain unchanged except for changes made by future projects specifically identified as belonging in the Baseline Alternative (see Addendum B listings for identification fo Baseline roadway projects). The following special case assumptions deserve special mention:
- i. Alaskan Way Viaduct will remain in service in its present configuration with three general purpose lanes northbound and southbound.
 - ii. SR 520 Bridge will remain in service in its present configuration with two general purpose lanes eastbound and westbound.
 - iii. I-5 will be repaved at a point early enough in the planning period to retain its full

existing capacity.

- iv. Old SR 509/City Waterway Bridge in Tacoma: The City Waterway Bridge, also known as 11th Street Bridge or Murray Morgan Bridge, was closed to vehicle traffic. This facility will be shown as closed in the baseline since there are no known fully funded efforts for replacement or refit.

iii. Freight aspects

Some of the FAST Corridor grade separation projects are in the Baseline (see addenda).

iv. Transit

1. Efficiency strategies: Transit agencies will in general seek all opportunities to make service as efficient as possible by rationalizing routes, stop consolidation, and other techniques.

- i. Transit Signal Priority: maintain existing and add where needed to support baseline Metro Rapid Ride routes.
- ii. Continue and maintain ORCA card
- iii. Continue and maintain AVL

2. Capacity expansion/reallocation strategies: **The Baseline description of service in this section (subsections a-c) is organized by operator rather than by service type.**

Regional Transit (Sound Transit Program Area)

Light Rail

- Link Light Rail
 - Central Link will run from Redondo/Star Lake through Sea-Tac Airport and downtown Seattle to Lynnwood.
 - East Link will run from Northgate through the U-District Capitol Hill, Seattle Central Business District (CBD) and then across Lake Washington to Mercer Island, Bellevue and Overlake.
 - Tacoma Link will be extended to Tacoma Community College.
- Link Light Rail service will be¹:
 - Central and East Link (as they come on line 2010 to 2040): 7-minute headways during AM and PM peaks, 10-minute headways midday, and 15-minute headways in evening and night. This gives effective headways on the Seattle CBD to Northgate segment of 3.5 minutes in the peaks, 5 minutes midday, and 7.5 minutes evening and night.
 - Tacoma Link (2006 to 2040): 10-minute headways during AM & PM peaks and midday, 20-minute headways evening and night.

Commuter Rail

- Routes: system will run from Everett to Seattle (“north line”) and from Tacoma to Seattle (“south line”) in 2006 with some south line service to Lakewood starting 2011.
- Sounder Commuter Rail service²:

¹ Communication from Sound Transit staff correcting draft 05 per the ST2 vote.

- North Line: 4 daily peak period roundtrips from Everett to Seattle from 2008 on and Amtrak Rail Plus trips.
- South Line: 7 daily peak period roundtrips from Tacoma to Seattle and 2 daily peak period roundtrips from Seattle to Tacoma from 2009 on; extend all 7 Tacoma-Seattle roundtrips to Lakewood in 2012; add 3 daily peak period and 1 daily midday roundtrip from Lakewood to Seattle by 2015.

Regional Bus Service

- Existing regional bus service configuration will remain unchanged except for changes described in the Sound Transit 2008 Service Implementation Plan (ST 2008 SIP) to:
 - Connect service to future park-and-ride facilities that will come online under other baseline assumptions.
 - Connect certain bus routes to Link Light Rail stations.
- Service levels will increase 17 percent of 2006 levels (100,000 new service hours) by 2010 from the ST2 funding. Service will remain at that level until 2040.

Intermediate Capacity Transit

- Streetcar will connect Seattle CBD to First Hill.

Local Transit (Bus Service from providers other than Sound Transit)

Kitsap Transit (KT)

- Service configuration in the baseline.
 - Regional model now treats operations under KT's worker-driver program as regular fixed-route service; regional model will be changed to represent these as extended vanpool type of service.
 - Worker-driver runs will remain the only direct KT connections to the Bremerton Shipyard.
 - Local service will be added to cover the new Quadrant development in Port Orchard.
 - Worker-driver and vanpool will be added to serve South Kitsap Industrial Area (SKIA).
 - Cross-Sound passenger-only ferry (POF) is only in demonstration mode and will NOT be included in the baseline.
- Service levels in the baseline
 - Fixed route service will be maintained at 2007 levels until 2010, at which time there will be a one-time 2 percent service increase³ (with the addition of new service configuration noted above) with the assumption that sufficient revenue will be generated to maintain the 2010 scheduled service level as-is from 2010 to 2040.
 - Twenty vanpool vans will be added in 2012⁴.

² Ibid.

³ 2006-2012 Transit Development Plan, Kitsap Transit, p. 15 (see <http://www.kitsaptransit.org/capital/Planning.html>)

⁴ Ibid.

King County Metro

- Service configuration in baseline.
 - Rapid Ride service will be included starting in years shown in parentheses on these routes:

Route	Direction	Weekdays						
		Begin	AM Peak	Midday	PM Peak	Evening	Night	End
Ballard (15th Ave only) to Seattle CBD (2010)	Inbound	5:00	7.5	15	15	15	30	1:00
Seattle CBD to Ballard (15th Ave only) (2010)	Outbound	5:00	15	15	7.5	15	30	1:30
W Seattle to Seattle CBD (2011)	Inbound	5:00	7.5	15	15	15	30	1:00
Seattle CBD to W Seattle (2011)	Outbound	5:00	15	15	7.5	15	30	1:30
Aurora Village to Seattle CBD via SR 99 (2013)	Inbound	4:30	7.5	15	15	15	30	0:30
Seattle CBD to Aurora Village via SR 99 (2013)	Outbound	5:30	15	15	7.5	15	30	1:30
Federal Way to SeaTac via Pacific Highway South (2010)	Inbound	24 hrs	10	15	10	15	30	24 hrs
SeaTac to Federal Way via Pacific Highway South (2010)	Outbound	24 hrs	10	15	10	15	30	24 hrs
Bellevue to Redmond (2012)	Inbound	5:00	10	15	10	15	30	0:00
Redmond to Bellevue (2012)	Outbound	5:30	10	15	10	15	30	0:30

- In addition, Urban Village Transit Network (UVTN) service in Seattle will start in 2020 and persist through 2040 with these characteristics:

	Direction	Begin	AM Peak	Midday	PM Peak	Evening	Night	End
Ballard to U-District (Route 44 UVTN)	Both	5:00	15	15	15	15	15	23:00
Greenwood to Downtown (Route 5 UVTN)	Both	5:00	15	15	15	15	15	23:00
Rainier Beach to Downtown (Route 7 UVTN)	Both	5:00	15	15	15	15	15	23:00
U-District to 23rd Ave (Route 48 UVTN)	Both	5:00	15	15	15	15	15	23:00

- Minor route adjustments will be made to connect to Link Light Rail stations as Link comes online.
- All other service routes will remain the same as 2008 throughout future baseline years.
- A new south base will be constructed by 2016 (necessary to support service increases and schedule maintenance).
- Service levels in baseline:
 - Fixed route service levels will grow 2 percent of 2006 levels per year up to and including 2016 (this growth INCLUDES the Rapid Ride Service) and 1 percent of 2006 levels per year afterward.
 - Rapid Ride service levels will stay fixed throughout 2040 (see above).
 - Schedule maintenance consumes one third of the service increase in any given year.
 - South Lake Union Streetcar will run at 15-minute headways through 2019 changing to 10-minute headways 2020 and beyond.
 - Baseline will assume that rideshare (vanpool) investments will double the program's ridership from 2007 to 2016⁵.

Community Transit

- Service configuration in baseline:
 - Swift BRT service will be added from Everett Station in the City of Everett along Pacific Avenue, down Rucker Avenue, Evergreen Way and Highway 99 to the Aurora Village Transit Center in Shoreline starting 2009⁶.

⁵ King County Metro Strategic Plan for Public Transportation, 2007-2016. p 4-33

⁶ Transit Development Plan 2008-2013, Community Transit, p. 126
(<http://www.commtrans.org/?mc=commtrans&subcat=15>)

- By 2013 CT will add a new route between north, east and south Snohomish County extending service running between Marysville and Lake Stevens south along SR 9 to Cathcart Way and then west along 132nd St SE and 128th St to Mariner park & ride.
- The planned route restructure in south Snohomish County proposed for 2011-2013 and potential growth in service area will be addressed in the action alternatives (not in the baseline) to aid in Community Transit service planning.
- Service levels in baseline:
 - Fixed route will increase 17 percent of 2008 levels by 2013, with sufficient investment after that to maintain 2013 schedules⁷.
 - Fixed route increases will be focused in selected corridors per the *Community Transit Development Plan 2008-2013* (see pp. 126-129).
 - Vanpool fleet will grow from 358 vehicles to 383 in 2008 with 7,000 added revenue service hours, but with no additional growth in the baseline through 2040.
 - DART paratransit services will have these increases in total service hours in the years shown in parentheses: 4,000 (2008) 1,000 (2009) 9,000 (2010) 1,000 (2011) 1,000 (2012) and 1,000 (2013). Baseline assumes that 2013 service levels will be maintained through 2040.

Everett Transit

- Service configuration in baseline:
 - Will remain the same as current 2008 routing.
- Service levels in baseline:
 - Fixed route will be assumed to remain constant through 2040 (sufficient revenue to maintain existing schedules, but no new service)⁸.

Pierce Transit

- Service configuration in baseline:
 - Will largely remain unchanged, with minor adjustments as indicated in the *Pierce Transit Development Plan 2008-2013* (see pp. 13-16)
- Service levels in baseline:
 - Fixed route service will grow (beyond schedule maintenance) 1 percent per year starting in 2010 through 2013⁹ with no net growth thereafter.
 - Vanpool fleet will grow an additional 19 percent of 2008 size by 2013¹⁰.

Shared Right-of-Way strategies

- Baseline assumes that some arterial BAT lanes will be added in the future (see Addendum C for details).

⁷ Ibid p. 121

⁸ Transit Development Plan 2007-2012 and Annual Report 2006, Everett Transit, p. 10 (see www.everettwa.org/Get_PDF.aspx?pdfID=902)

⁹ Electronic [communication](#) from Kelly Hayden 7/25/08

¹⁰ Transit Development Plan 2008-2013, Pierce Transit, p. 12 (see <http://www.piercetransit.org/>).

Other Facilities (i.e., Park & Rides, stations, stops, etc.)

- Park-and-ride locations and capacities will remain unchanged except for changes made by future projects specifically identified as belonging in the baseline (see addendum C).

Operating Environment/Support

- Baseline assumes the transit access percentage (the proportion of persons within an analysis zone with access to transit) will remain unchanged.
 - Baseline assumes that timed transfer points (where separate bus routes “connect” reliably) will remain unchanged.
- v. Ferry: The regional plan update baseline uses the assumptions compiled by Washington State Ferries (WSF) for its long range planning effort underway at the time of writing. These assumptions are summarized below.

Washington State Ferries (WSF) Service: WSF will...

- Maintain its existing auto ferry service configuration (year 2006) through 2040.
- Maintain the existing service levels (year 2006) through 2040.
- Maintain and preserve existing ferry terminals and boats. Includes replacement boats for the following vessels that have either recently been retired or will need to be replaced during the planning horizon: construction of two Island Home and three 144-car boats near term to replace the recently retired Steel Electric class plus the Rhododendron and the first of three Evergreen State class vessels, two additional Evergreen State Class boats by 2020-2025; four Super Class boats plus the Hiyu by 2025-2030, two jumbo class vessels by 2030 – 2035, and two Issaquah class vessels in 2035 - 2040.
- Maintain existing transit routes and service levels to ferry terminals.
- Implement planned and funded transit improvements to ferry terminals.

Other Ferries Service

- King County will operate a passenger-only ferry (POF) on the Vashon-Seattle run.
- Seattle-Vashon POF service will have three weekday Vashon-to-Seattle morning sailings (first two return to Vashon) and three weekday Seattle-to-Vashon evening sailings (first two return to Seattle).¹¹
- West Seattle to Seattle CBD Water Taxi service will commence year-round service by year 2010 in the peak period (6:30 a.m. to 9 a.m. and 4:30 p.m. to 7 p.m.).¹²
- Existing Bremerton-Port Orchard and Bremerton-Annapolis Passenger-Only service will continue through 2040.

Existing and Future Pricing

- WSF rates will increase 2.5 percent per year every October (starting from May 2006 fares) and ending in October 2019 (the 2019 rates would apply to year 2020). After 2020, rates would scale with predicted inflation.¹³

¹¹ King County Passenger-Only Ferry Project Briefing Paper (November 7, 2007). (http://www.kingcounty.gov/council/ferry_district.aspx) p. 4

¹² Ibid. p 5

- Seattle-Vashon fares will start at \$4.25 adult one-way per trip (in May 2006) and scale the same as WSF fares as described above.¹⁴ (Note that this is slightly higher than fare assumptions in a King County briefing paper, which assumed only inflation).¹⁵
- West Seattle-Seattle fares will start at \$3.00 adult one-way per trip and scale with predicted inflation.¹⁶

Ferry Terminal Parking

- Parking locations and capacities will remain unchanged except for changes made by future projects specifically identified as belonging in the Baseline (see addenda).
 - Parking costs will start at 2006 levels and scale by 1.5 percent over predicted inflation to reflect observed historical trends.
- vi. Bicycle/Pedestrian: some future bicycle and pedestrian investments are included in the Baseline. See Appendices for details.
- vii. Demand Management
1. Programs and integrated efforts
 - a. CTR: Existing program configuration. CTR affects employers with over 100 employees commuting to worksite between 6 and 9 a.m. Currently affects 715 worksites and approximately 396,814 employees.
 - b. GTEC: GTECs funded in downtown Seattle, Bellevue, Tacoma, and Redmond/Overlake.
 - c. Land use policy: No regionally coordinated land use policy outside of recently adopted VISION 2040. Disparate and uncoordinated policies throughout region.
 - d. Transportation policy: Existing policies remain in effect.
 - e. Enabling efforts: Maintain RideshareOnline.com and other regional travel calendaring efforts. Integrate with local, regional, and statewide TDM efforts.
 2. Efforts that reduce number of person-trips
 - a. Telework: Passive education campaigns. No coordinated regional effort to promote the use of telework in the region.
 - b. Employer tools (flexible scheduling, etc.): Various firms allow employees to work flexible schedules. No coordinated regional effort to promote flexible schedules as method to reduce commute trips.
 3. Efforts that promote use of non-SOV modes
 - a. Guaranteed Ride Home: Existing configurations
 - i. King County – All employers eligible through contractual arrangements

¹³ WSF Base Year and Future Baseline LOS Update – Key Assumptions. Parsons Brinkerhoff (February 25, 2008) p.1

¹⁴ Ibid. p. 2.

¹⁵ King County Passenger-Only Ferry Project Briefing Paper (November 7, 2007). p. 14

¹⁶ Ibid. p. 15

- ii. Snohomish County – CTR employers eligible for service
 - iii. Pierce County - CTR employers eligible for service
 - iv. Kitsap County - CTR employers eligible for service
- b. Alternative Mode Education: Campaigns implemented by jurisdictions, Transportation Management Associations (TMA), transit agencies, and individual employers. No regionally coordinated campaign.
- c. Alternative Mode Incentives: Incentives offered by jurisdictions, TMAs, transit agencies, the state, and individual employers. No regionally coordinated incentive program.
- d. Rideshare (vanpool/vanshare/carpool):
 - i. 2006: 1,714 vans in operation; 8.34 average occupancy, 14,273 passengers
 - ii. 2040: 2,772 vans in operation; 9.07 average occupancy, 24,581 passengers
- e. Carshare: Market-driven, 175 locations in greater Seattle
- f. Parking Supply and Management: Limit additional parking in major regional centers to spur transit and alternative mode use in these high-activity areas. Focus on-street parking for short-term users (<2 hours.) and encourage long-term parkers to use off-street facilities. Parking management programs implemented throughout region in high-activity areas.

viii. System Management

The Baseline continues existing system management programs for the most part with the addition of the selected Active Traffic Management investments listed above.

ix. Pricing, Managed Lanes, and operating costs:

- The Tacoma Narrows Bridge will be the only tolled roadway facility.
- Tacoma Narrows Bridge tolls will scale with predicted inflation (in other words, will remain the same in constant dollars) but will end at the end of year 2030 when the bonds are projected to be paid off.¹⁷
- Locations within the region that apply parking charges will not change.
- Future parking costs will be forecast by scaling to 1.5 percent over the predicted inflation rate on an annual basis.
- Auto operating costs at 15 cents per mile (in year 2000 dollars) are applied to all auto modes, to the light commercial vehicles, and to the auto-access to transit modes. Medium and Heavy truck costs are 78 cents per mile. These costs are assumed to scale with inflation into the future.
- The Baseline freeway HOV network will apply an HOV3+ restriction on all HOV lanes **after** year 2020 in the peak AM and PM periods but preserve the existing primarily HOV2+ restriction in all non-peak time periods after 2020. In and before year 2020 HOV2+ will be allowed in all HOV lanes except for the eastern approach to the SR 520 Bridge.

x. Other: Demographics and Land Use

¹⁷ <http://www.wsdot.wa.gov/projects/sr16narrowsbridge/>

- Population and employment growth and distribution through 2040 will occur per the regional land use vision described in the VISION 2040 plan.
- Locations within the region assumed in the analysis to generate or attract especially high volumes of trips (for example, Sea-Tac Airport, Seattle Center, and major logistics centers, which are labeled “special generators”) will remain unchanged through 2040.
- Trips generated by or attracted to regional “special generators” will be factored by population and employment growth in future analysis years.
- General and truck trips generated by or attracted to locations outside the four-county region will be factored by population and employment growth in future analysis years.

xi. Financial Strategy:

- Baseline financial constraint is defined by current law revenue authority (as currently enacted) forecast through 2040:
 - Revenue streams were estimated for each program area.
 - Forecast risk was addressed by choosing a final forecast with a level of probability acceptable to the Alternatives Technical Group.
 - Future actions assumed in each program area in the baseline were limited to the estimated revenues in that program area (additional limitations may be applied).
 - Adjustments were made to assumptions in certain special cases (called out as appropriate in the following text).
- Financial Forecast for the Baseline Alternative: PSRC staff forecast future current law revenue in various program areas to establish what financial constraints might apply. In broad terms the conclusions of this analysis were:
 - Cities and Counties – ability to channel general funds to transportation investments is diminishing, to the extent that by 2022 jurisdictions such as King County will face a shortfall in both capital project and maintenance/preservation program areas.¹⁸ It is uncertain whether current law revenues combined with increasing demand upon general fund resources will enable local jurisdictions to fully fund preservation and maintenance of their transportation assets.
 - Local Transit – in general, operating costs have exceeded the basic inflation rate in the period 2004-2007. Although revenues will grow into the future as regional population grows, and it is unlikely that operating costs will grow at the recent rate indefinitely, operators will be able to fund schedule maintenance and at most modest increases to service (described below).
 - Regional Transit – Sound Transit 2 (ST2) was funded by voter referendum in November 2008. Combined with the original Sound Move program, ST2 funds the increased regional express bus service and Link Light Rail extensions documented above.
 - Ferries – revenues can support the maintenance of existing service.
 - Highways – Nickel and TPA capital projects are funded; pre-existing revenues continue to be needed to support maintenance and preservation within the region and throughout the state.
- Financial Rationale for State Highways Program

¹⁸ Transportation Needs Report 2008. King County Metro. Draft, March 2008.

- “Nickel” and “TPA” funds intended to fully fund specific projects (such as the specific I-405 widening projects in addendum B identified as being in the Baseline) are committed and those projects will be constructed as planned.
- Other state current-law revenues will be sufficient to maintain the existing system at present capacity and to fund the remaining state capital projects listed in the Addenda below as being in the Baseline.
- The baseline will assume that the rate of return to the region of regionally generated state transportation funds will remain sufficient to supply the funds necessary for the I-5 repaving.
- Financial Rationale for Local Roadways
 - The baseline assumes that city and county general funds available for transportation investments will continue to decline into the future, although local revenues will grow with population growth. The default assumption was that the baseline included no future local capital roadway projects except those explicitly identified by local agencies as fundable and necessary to meet statutory growth requirements (see Addendum B). The default baseline assumption is that preservation and maintenance of existing facilities could be sustained through 2040 with current law revenue.
- Financial Rationale for Washington State Ferries (WSF). WSF is now engaged in updating its system plan, which will cover service and financial planning. PSRC will assume for now in the baseline that the state will fund WSF ferry service levels described above but will confirm with WSF—hopefully by end of calendar 2009—before beginning final alternatives analysis under SEPA.
- Financial Rationale for Transit Systems Assumptions
 - Sound Move and Sound Transit 2 provide sufficient funds to complete light rail extensions and regional bus service additions documented above.
 - Local transit agencies’ financial pictures vary, but, in general, recent years have seen operating costs escalating faster than inflation (4 percent to 5 percent per year). Agencies report that they are also seeing higher demand for paratransit services as the percent of the population eligible for such services increases. For these reasons, the baseline assumptions above for fixed level service remain modest.
 - King County Metro Vanpool (“rideshare”) funds 100 percent of operating costs from user fees and increased ridership 20 percent from 2006 to 2007.¹⁹ Metro analysis indicates that this trend can be sustained to achieve the doubling of vanpool ridership by 2016 assumed in the baseline.²⁰
 - The Transit Now referendum funded King County Metro “Rapid Ride” routes.

¹⁹ Rideshare Operations Monthly Performance Indicators, December and YTD 2007. King County Metro. Roger Bruckshen. 1/29/08.

²⁰ Personal communication from Rideshare Manager Syd Pawlawski, 3/27/08

2.c Core Strategies for All Action Alternatives

- i. Design Philosophy: core strategies are those investments beyond the baseline common to all action alternatives. They became “core” because they are required by law, are required by regional policy, or were found during the alternatives construction process to be proposals useful and appropriate for all action alternatives.
- ii. Roadway
 1. Efficiency strategies
 - Arterial
 - i. Signal Optimization: No change from baseline
 - ii. Signal Coordination: Corridor-level coordinated signal control via technology investments
 - iii. Traffic-Responsive Coordination: No change from baseline
 - iv. System Detection: No change from baseline
 - v. Adaptive Control: No change from baseline
 - vi. Incident Detection/Response: Expand to all arterials
 - vii. Managed lanes (non-transit): No change from baseline
 - Freeway
 - i. Ramp Meters: Complete deployment regionwide
 - ii. ATM: No change from baseline
 - iii. Incident Detection/Response: Expand to all freeways
 - iv. Managed lanes: No change from baseline
 - Other ITS (spanning both freeways and arterials)
 - i. ICM: No change from baseline
 - ii. ATIS: Regional Integrated Multimodal traveler information
 - iii. Operations Center Strategies: TMC, infrastructure, maintenance as needed
 - iv. Truck focused management: No change from baseline
 - v. Support: No change from baseline
 - vi. Other: Coordinate freeway ramp meters with arterial signals
 2. Capacity expansion and major preservation strategies

All alternatives include a six-lane SR 520 bridge and the FAST Corridor “grade separation” projects.
- iii. Freight aspects

Freight needs are addressed in the core by the inclusion of the FAST Corridor grade separation projects.
- iv. Transit
 1. Efficiency strategies

Transit agencies will, in general, seek all opportunities to make service as efficient as possible by rationalizing routes, stop consolidation, and other techniques.

2. Capacity expansion/reallocation strategies

- Core Service:
 - See the Baseline for ST2 program service provisions.
 - Other core bus service: 2 percent annual increase from 2006 to 2020, 1 percent of which is consumed by schedule maintenance and 1 percent of which is net service increase.
- Community Connections Service: 2 percent annual increase from 2006 to 2020, 1 percent of which is consumed by schedule maintenance and 1 percent of which is net service increase.
- Specialized Service: 2 percent annual increase from 2006 to 2020, 1 percent of which is consumed by schedule maintenance and 1 percent of which is net service increase.
- Shared Right-of-Way strategies: No change from Baseline.
- Other Facilities (i.e., park-and-rides, stations, stops, etc.):
 - i. Park-and-rides: No change from Baseline
 - ii. Bases: New bases to support increased service
 - iii. Fleet: New buses to support increased service
 - iv. Transit Centers and Stations: Multi-modal hubs at King Street Station, Westlake Station, and Colman Ferry Terminal
- Operating Environment/Support: No change from Baseline.

v. Ferry: Core proposals for the ferry system focus on efficiency measures, specifically:

- Establish variable fare pricing structure to: (1) reduce vehicle demand; (2) shift demand to walk-on; and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer).
- Establish reservation system on some or all routes to mitigate existing and forecast imbalance between supply and demand during peak periods (especially for autos).

vi. Bicycle/Pedestrian

1. Education & Encouragement: Regional bike map, online walk/bike route planner, regionally coordinated individualized marketing program, best practices manual for CTR and GTEC employers
2. Access to Transit: Expand bike-on-bus rack capacity, improve roadway crossing safety, accommodate pedestrians and bicyclists when making transit improvements where appropriate
3. Pedestrian Network: Improve roadway crossing safety, accommodate pedestrians when making roadway improvements where appropriate
4. Bicycle Network: Improve roadway crossing safety, accommodate bicyclists when making roadway improvements where appropriate.

5. Support Facilities: Regional Wayfinding System, targeted bike parking, end-of-trip facilities such as shower facilities and lockers
 6. Other: Establish a regionally coordinated bike share program. Implement regionwide “no net loss” policy that would ensure that future roadway transportation projects not reduce existing bicycle and pedestrian mobility or accessibility.
- vii. Demand Management
1. Programs and integrated efforts
 - a. CTR: No change from baseline. Coordinated, regionwide, employer-based marketing/incentive/education program through CTR employers
 - b. GTEC: No change from baseline
 - c. Land use policy: No change from baseline
 - d. Transportation policy: No change from baseline
 - e. Enabling efforts: Upgrade RideshareOnline.com for calendaring and incentive distribution
 2. Efforts that reduce number of person-trips
 - c. Telework: Deployment of Kitsap Regional Coordinating Council "Telework Toolkit"
 - d. Employer tools (flexible scheduling, etc.): No change from baseline
 3. Efforts that promote use of non-SOV modes
 - g. Guaranteed Ride Home: No change from baseline
 - h. Alternative Mode Education: No change from baseline
 - i. Alternative Mode Incentives: No change from baseline
 - j. Rideshare (vanpool/vanshare/carpool): No change from baseline
 - k. Carshare: No change from baseline
 - l. Parking Supply and Management: No change from baseline
- viii. System Management: System management, in summary, focuses on extending freeway ramp metering regionwide and extending incident response to all freeways and major arterials. Signal coordination along key arterial corridors would be extended across jurisdictions.
- ix. Pricing: No change from Baseline
- x. Other: As part of the plan update process, the region is examining public policy efforts to promote low-emissions technologies in the transportation sector. This will include research on the impact improved vehicle and fuel technologies may have on reducing greenhouse gas emissions. Analysis will document the potential emission reductions from varying levels of improved vehicle fleet fuel economy (e.g., 50 miles per gallon [mpg], 75 mpg, 100 mpg) and carbon fuel content. Specific scenarios that may be researched include a fleet of hybrid vehicles, percentages of electric vehicles, biofuels, etc. These strategies would be potential actions that could be applied to a preferred alternative in addition to the transportation system strategies contemplated in the action alternatives as documented in the rest of this report.
- xi. Financial Strategy: Finances necessary to implement proposed core investments are discussed in the financial strategy for each individual action alternative.

2.d ALTERNATIVE 1

Custom Strategies IN ADDITION TO Core and Baseline Strategies

- i. Design Philosophy: Alternative 1 seeks to maximize the efficiency of all elements of the existing regional transportation networks (roads, transit, ferry, bicycle/pedestrian, freight) by the use of system management strategies with very limited expansion investments.
- ii. Roadway
 1. Efficiency strategies
 - a. Integrated Corridor Management: On all major freeway corridors with parallel routes and modes. A combination of traveler information, inter-jurisdictional and modal coordination to achieve a balance in the demand on the system thereby creating equilibrium in the corridors by distributing travel on parallel routes and modes.
 - b. Arterial Traffic Management
 - i. Corridor and regionally coordinated signal control
 - Maintain and signal optimization program.
 - Coordinate major corridor signals across jurisdictions and agencies with a focus on implementing center-to-center communications.
 - ii. Transit signal priority to accommodate transit. Move towards a regional approach
 - iii. Traffic Responsive Corridor Signal Coordination
 - iv. Improve System Detection
 - v. Move toward Adaptive Signal control
 - c. Freeway Management
 - i. Complete ramp meter deployment and coordinate with arterial signals systems
 - ii. Active Traffic Management:
 - Deploy speed harmonization on the core freeway system.
 - Deploy lane control such as hard shoulder running where applicable.
 - d. Incident Management and Response
 - i. Expand incident detection capabilities to core freeway and arterial system.
 - ii. Expand incident response teams on all freeways and to the arterials.
 - e. Regional Multimodal Traveler Information
 - i. Implement traveler information systems to allow travelers to make informed travel decisions via advisory radio, messaging signs, telephone-based systems, kiosks, handhelds, in-vehicle
 - ii. Integrate freeway, arterial and multimodal traveler information together for one-stop shopping via Internet, 511, kiosks, handhelds, etc.
 - iii. Dynamic re-routing

- iv. Travel time message boards on core freeway
- v. Expand 511
- vi. Kiosk with multimodal Traveler Information (Way Finding, etc.)
- vii. Handheld Personal Device – traveler information with route guidance
- viii. In-Vehicle – traveler information with route guidance
- ix. Trip Planning (predictive)

f. Supporting Deployments

- i. Supporting deployments that are necessary for many of the other strategies to be successful include Traffic Management Center operations, traffic surveillance (CCTV & vehicle detection), maintenance and staffing
 - Coordination with Centers (centers, transit).
 - Central center with multiple agencies and modes.
 - Additional Transportation Management Association (TMC) (Federal Way), expansion WSDOT Olympic region.
- 2. Capacity expansion strategies: Alternative 1 focuses its limited capacity investments on making a functional High-Occupancy Toll (HOT) system, ensuring that buses operate reasonably on the arterials, and eliminating the worst bottlenecks and chokepoints. See Addendum B for a complete inventory of roadway capacity investments in each alternative.
 - Complete and extend the regional HOV system (I-5, SR 16) and additional capacity (I-405) to support the conversion of the region's HOV system to HOT operations.
 - Regionwide arterial improvements to shared ROW for transit, including BAT lanes on SR 99 in Snohomish County but less aggressive strategies (such as Transit Signal Priority (TSP), stop pullouts or curb bulb-outs as appropriate) elsewhere.

iii. Freight aspects

- 1. Efficiency strategies: Alternative 1 includes aggressive system management investments on key arterial freight corridors. See Addendum D for an inventory of system management investments across all alternatives.
- 2. Capacity expansion strategies: Alternative 1 adds a truck-only lane to portions of East Marginal Way and Spokane Street to support truck traffic to and from the Port of Seattle.

iv. Transit

- 1. Design Philosophy: Optimize what exists with limited capital expansion. Add significant service expansion in all three types (Core, Community Connector, and Specialized). See Appendices C, F, and G for more details on transit investments.
- 2. Efficiency strategies
 - a. Reallocate service hours where possible, focus on stop locations; dwell time improvements, etc.
- 3. Capacity expansion/reallocation strategies:
 - a. Core Service (including HCT): Increase 1.25 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - b. Community Connections Service: Increase 1.25 percent annually 2020 to 2040 (above

2020 increase assumed in core alternative investments)

- c. Specialized Service: Increase 1.25 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
- d. Shared Right-of-Way strategies: Limited given available revenue, will be focused on TSP, stop pullout/curb bulb-out, and other non-expansive efficiency strategies.
- e. Other Capital Facilities (i.e., park-and-rides, stations, stops, etc.)
 - i. Park-and-rides: Purchase and operate small lots (200 stalls max) to “incubate” transit service in the “third ring” of smaller cities where Core Service is being expanded. Plan TOD development as a part of lot purchase and development. Expand parking capacity (where bus feeder service is not cost-effective) at rail stations in the main origin areas of the major daily commutes. Provide off-site parking at main ferry terminals west of the Sound with shuttle service to the docks.
 - ii. Bases: New bases to support increased service
 - iii. Fleet: New buses to support increased service
 - iv. Transit Centers & Stations: Add transit centers at U-District, North Rainier, West Seattle and Ballard
- f. Operating Environment/Support: Focus on stop locations; dwell time improvements, etc. Increase funding 1.25 percent annually 2020 to 2040

4. Other Linkages: Significant pedestrian access investments

- v. Ferries: This alternative would align with the WSF long-range plan’s reduced revenue alternative, which would reduce auto ferry service on some routes. Accordingly, in this alternative WSF would:
 - 1. Rely on existing and new POF service as follows: (1) maintain and enhance existing POF service by King County Ferry District (Vashon-Seattle and Elliott Bay Water Taxi) and Kitsap Transit Foot Ferry (Bremerton-Port Orchard and Bremerton-Annapolis), (2) begin Seattle-Bremerton and Seattle-Kingston service by 2012, and (3) begin Kirkland-UW, Port Orchard-Seattle, and Bainbridge-Des Moines POF service by 2020. Tailor POF service to adequately fill gap left by the reduction in auto-ferry service.
 - 2. Institute a fuel charge on top of regular base fares (see section ix below).
 - 3. Maintain and/or improve existing passenger ferry terminals where needed to serve existing and new routes (Bremerton, Port Orchard, Annapolis, Kingston, downtown Seattle, Bainbridge, Southworth, Vashon, West Seattle) and provide new passenger ferry terminals to serve new routes (Kirkland, UW, Des Moines, Suquamish, Shilshole, Renton, Leschi, Kenmore).

vi. Bicycle/Pedestrian

- 1. Education and Encouragement
 - a. No change from core
- 2. Access to Transit
 - a. Secure bike parking at HCT stations, transit centers, ferry terminals, and park-and-ride lots
 - b. Walk and bike information systems at HCT stations, transit stops and centers, ferry terminals, and park-and-ride lots
- 3. Pedestrian Network

- a. To reduce pedestrian deaths and injuries, and to increase access, create a connected network of enhanced pedestrian-friendly amenities including wide, well-lit sidewalks, refuge islands, clearly marked crosswalks; pedestrian-activated crossing signals, and transit station/stop treatments at facilities in metropolitan and core cities to capture the highest percentage of the population and greatest number of short trips
 4. Bicycle Network
 - a. To reduce bicyclist deaths and injuries, and to increase access, create a connected network of bicycle tracks/paths physically separated from motor vehicle traffic, including intersection modifications to minimize conflicts in metropolitan and core cities to capture the highest percentage of the population and greatest number of short trips
 - b. Complete the regional trail network
 5. Support Facilities
 - a. Bike parking and end-of-trip facilities throughout the region
 6. Other: No change from baseline + core
- vii. Demand Management
 1. Programs and integrated efforts
 - a. Commute Trip Reduction (CTR):
 - Remove the 6 a.m. to 9 a.m. “commute window” found in Washington’s CTR law. This would expand program to affect approximately 1.4 million employees in the region by 2040, nearly 95 percent more than if the window remained. Victoria Transportation Policy Institute’s (VTPI) Todd Alexander Litman cites multiple studies that indicate a comprehensive CTR program implemented and directed towards individuals who have not been offered the program before has the potential to reduce between 5 and 20 percent of peak period automobile trips in the target population. A portion of the CTR program’s effectiveness can be seen in the model through the vanpool program. See Addendum E.
 - Create a CTR Lite program for voluntary and rural sites. This program would provide the infrastructure, support, and services necessary for CTR implementation without the regulatory responsibilities of the full CTR program. CTR Lite would be targeted towards non-CTR, non-GTEC affected employers in both urban and rural areas alike. Based on Litman’s literature review (see above) peak period automobile trips to participating employers could be reduced within the range of 2-7 percent from this strategy.
 - Implement a state or regionally coordinated employer-based alternative mode marketing, promotion, education, and incentive program. A branded program would provide education and promotional materials for alternative modes as well as offer incentives and a platform for electronic distribution (e.g., calendaring software). This program would likely be a key aspect of CTR Lite. Its effect cannot be estimated outside the context of the full CTR program or CTR Lite because these would be the primary conduits for delivery.
 - b. Growth and Transportation Efficiency Centers (GTEC):
 - Create GTECs in all regional growth centers and extend policies designed to apply to regional growth centers to locally designated urban centers. GTECs can be described as CTR programs with a geographic focus area. Litman’s citations suggest that a comprehensive Commute Trip Reduction program has the potential to reduce between 5 and 20 percent of peak period automobile trips within the target

population. This range would only apply to those individuals who were not previously affected by the GTEC. See Addendum E.

- Create or expand TMAs within all regional growth centers. Litman cites a study performed by the TDM Resource Center in 1996 that concluded the implementation of a TMA alone can potentially reduce between 6 and 7 percent of total commute trips in the target geography. Since this effort has synergistic effects with GTEC programs where both occur in regional growth centers, impacts are treated together in this environmental review.
- Transportation choices materials package delivered to all employers within GTECs. Educating employers and employees about transportation options available to them would be expected to increase the effectiveness of all other alternative mode investments.

c. Land use policy:

- Implement “green” and/or “complete” streets policies in all jurisdictions. There is very little to no documentation on how these policies can affect regional travel as a whole. However, constituent portions of these policies such as the installation of bicycle lanes, pedestrian, and streetscape improvements have shown to increase non-motorized mode share by making these alternative modes more attractive options. The effects of these types of physical improvements are being addressed in the “Bicycle/Pedestrian” portions of this document.
- Remove parking “minimums” and establish aggressive parking maximums for new development based on geography and facility type. Case studies cited in the “Transportation Encyclopedia” portion of VTIP’s website (including Seattle and Portland) all indicate that various restrictions placed on the number of parking stalls allowed in new development have a moderate impact on the number of peak period vehicles traveling to that development. Additionally, the city of Portland has seen a marked increase in transit ridership partly resulting from a citywide cap on new parking stalls.
- Require new or redevelopment in GTECs to provide secure parking and locker facilities for bicycle commuters, as well as preferential parking for vanpool and carpool vehicles. “End of trip facilities” (showers, lockers, secure bicycle storage) are an important aspect of any cyclist’s decision to commute via two wheels, rather than four. By making this policy statement and providing these facilities, the region can encourage and facilitate the use of non-motorized modes for commuting.
- The region should require development adjacent to park-and-ride facilities to be transit- or pedestrian-oriented. See Addendum E for a table of expected results.

d. Transportation policy: No change from core or baseline

e. Enabling efforts: No change from core or baseline

2. Efforts that reduce number of person-trips

a. Telework:

- Deploy tools to further educate employers on the benefits of telework and flexible scheduling and provide tax (or other) incentives for trip reductions (e.g., high telecommuting mode share or other trip reductions). While the likelihood of every employer in the Puget Sound region adopting policies that allow flexible schedules, compressed work weeks, or telecommuting is small, studies have shown that these strategies, in combination, have the potential to reduce peak hour vehicle commute

trips between 20-50 percent²¹. By providing tools for employers to use in making these decisions and incentives, the region can promote the use of these strategies and the potential vehicle trip reductions that accompany them.

- Employers with high telecommuting mode share should be provided with tax or other incentives to continue (or start) allowing employees to work from home. As more employers allow employees to telecommute, additional peak period commutes will be removed from our transportation system.

b. Employer tools (flexible scheduling, etc.):

- See telework section above.
- Non-essential government employees change to 4/10 work schedule. Litman cites a 1998 study conducted by the Center for Urban Transportation Research (CUTR) that concluded that compressed work week could reduce automobile commute trips between 7 and 10 percent²² for the targeted employees. There are approximately 157,000 government employees in the region in 2007. Assuming that 60 percent of those employees are “non-essential” (non-customer service employees) and that 80 percent of that subset commute via SOV, one could expect to see somewhere between 1,000 and 1,500 daily peak period trips reduced by the implementation of a mandatory 4/10 work week for “non-essential” government employees.

3. Efforts that promote use of non-SOV modes

a. Guaranteed Ride Home:

- Expand guaranteed ride home (GRH) eligibility to all firms in urban growth area. While GRH has little direct effect on the transportation network, the availability of the service greatly factors into an individual’s decision to utilize an alternative mode for the daily commute. A 1992 survey administered by K.T. Analytics indicates that the availability of GRH was classified as “important” by 59 percent of rideshare and transit users. Currently, any firm within King County is eligible to subscribe to GRH services provide by Metro. However, in Pierce, Kitsap, and Snohomish counties the firm must currently be affected by the state’s Commute Trip Reduction law.

b. Alternative Mode Education:

- Implement a state or regionally coordinated residential-based marketing and incentive program targeted towards residents within 1/2 mile of high-capacity transit routes, park-and-ride lots, transit centers, and congestion hotspots. Addendum E includes a table of projected impacts.

c. Alternative Mode Incentives:

- See “Alternative Mode Education” above for combined marketing/incentive program.
- All government employees provided with alternative mode subsidy. (policy statement – no measure of effectiveness)

²¹ <http://www.vtpi.org/tdm/tdm15.htm>. Ewing, 1993.

²² <http://www.vtpi.org/tdm/tdm15.htm>. Center for Urban Transportation Research, 1998.

- Examine the feasibility of providing publicly funded incentives for non-CTR affected employees who commute via alternative modes. (policy statement – no measure of effectiveness)
- d. Rideshare (vanpool/vanshare/carpool):
 - “High” Expansion – Vanpool vehicles grow steadily to 4,301 in 2040 as ridership grows commensurately to 40,000 passengers over the same period. See Addendum E for details.
 - Transit agencies should focus new vanpool meeting locations in leased park-and-ride lots when passengers need public meeting locations. This will allow transit agency- and WSDOT-owned park-and-ride lots to maintain their capacity to fulfill demand for fixed-route transit. This will not produce additional trip reductions beyond vanpool expansion and will likely have little to no effect on the transportation system as a whole.
 - When demand for vanpool meeting locations in one particular area becomes high enough, and purchasing right of way is cost effective, build dedicated “park-and-pool” lots to serve vanpool customers. Again, this will likely have a negligible effect on the transportation network as a whole; however, it will provide designated load/unload space for an increasing number of vanpool passengers when they need public meeting locations.
 - While vanpool meeting locations should be pushed to leased parking lots, vanshare vehicles will be allowed to park at “trunk line” park-and-rides and transit centers. Vanshares provide first or last mile connections for a number of commuters, most of whom utilize fixed-route transit for the remainder of their commute. Allowing vanshare customers to conveniently access either the second or final leg of their trip will increase the attractiveness and effectiveness of the vanshare program.
 - The region should introduce premium or luxury vanpool service in an attempt to attract a customer base that is currently not appealed to. Additionally, transit agencies should allow company sponsorships that could offset a portion of maintenance and operation costs associated with the vanpool program.
- e. Carshare:
 - Incentivize carshare expansion in GTECs to promote single-vehicle households and to provide non-commute trip transportation options in the densest areas of the region. Based on data collected during multiple carshare studies, Litman calculates that overall vehicle trips can be reduced between .10 and .20 percent in the target area(s).
 - Incentivize GTEC employers to maintain company-sponsored carshare or bikeshare memberships. By encouraging carshare or bikeshare memberships, employers and employees alike would feel less like they needed to have a personal automobile at their place of employment. This, combined with commuter financial incentives inherent in the CTR and GTEC network, would have an effect on an individual’s decision to drive alone. Research on this particular strategy has been minimal.
 - The region should provide publicly funded carshare memberships for residents within ¼ mile of carshare locations. This policy would encourage additional use of carshare vehicles and provide a customer base necessary for widespread carshare expansion. Based on Litman’s assessment cited above, one would expect carshares to remove upwards of .20 to .25 percent of vehicle trips in the target area if more individuals held memberships.
 - Incentivize building managers/owners to offer carshare facilities within GTECs. Again, this strategy in and of itself will not reduce the number of vehicle trips in

the region. However, by incentivizing building owners or managers to provide carshare locations, one would expect the overall effectiveness of carshare expansion to increase. Placing carshares on the employer end of the trip will also provide alternative mode commuters with a car when needed while at work.

- Tax incentives for private parking operators who incorporate carshare stalls into facility design. The intent is to increase the overall effectiveness of carshare programs.

f. Parking Supply and Management:

- Transit, jurisdictions, or the state should incentivize private parking operators within the urban growth area to offer preferential or discounted HOV and vanpool parking to encourage off-street solutions to increased HOV and vanpool vehicles. Little documentation on the effectiveness of this strategy exists outside of anecdotal professional knowledge that providing carpool or vanpool parking increases the person capacity of that parking facility as well as increases the efficiency of the transportation network as a whole.
- Implement on-street parking management plans in regional growth centers that favor short-term consumers. One aspect of these plans should be performance-based parking pricing, a strategy in which the price of parking is set to encourage 85 percent occupancy of short-term spaces during peak periods.
- Implement shared-parking policies in regional growth centers. Evidence presented by Litman indicates that shared-parking facilities can accommodate 20-40 percent more users than those facilities with assigned parking. The intent is to increase parking supply efficiency where all users do not need a parking space all day, every day. This is likely to be more successful in mixed-use areas where customer or employee demand for parking peaks at different points during the day.
- Increase customer amenities at major park-and-ride facilities and transit centers. Implementing this policy will increase the attractiveness of utilizing transit for daily commuters.
- Install outlets for plug-in hybrid vehicles at major park-and-ride facilities (250+ stalls). This is not a trip reduction strategy, but more of an emissions reductions strategy. By installing these outlets, transit agencies and WSDOT would encourage the use of hybrid electric vehicles.
- The region should invest in real-time parking information technology. VTPI's review indicates that improving user information by using maps, signs, brochures, or electronic communication can produce a typical reduction between 5 and 15 percent. Additionally, by providing accurate, real-time information, the number of individuals circling throughout the area looking for parking would be decreased.
- Apply parking charges or surcharges atop baseline parking costs to on-street and off-street parking in all designated urban centers. See section (ix) below and Addendum E for details.

viii. System Management: System Management in Alternative 1 represents a comprehensive, integrated, regionwide approach to managing entire networks and coordinating across networks (e.g., roadways and transit)

ix. Pricing

1. Roadway Tolling: Alternative 1 includes a one-lane HOT system on much of the region's freeway network with two-lane HOT on much of I-405
2. Parking Charges

- a. Apply a 20 percent surcharge to all daily parking in locations where parking charges already exist in the baseline; add daily parking charge in all other designated urban centers estimated from the density of total employment relative to areas with existing parking charges.
 - b. Apply a 20 percent surcharge to all hourly parking in locations where parking charges already exist in the baseline; add daily parking charge in all other designated urban centers estimated from the density of retail employment relative to areas with existing parking charges.
- 3. Park and Ride Charges: None
- 4. Ferry Special Charges: Institute a fuel charge on top of regular base fares
- x. Other: See the “Other” discussion in the Core Strategies section (page 17) for emissions technology strategies.

2.e ALTERNATIVE 2

Custom Strategies IN ADDITION TO Core and Baseline Strategies

- i. Design Philosophy: Alternative 2 tries to meet regional goals by adding significant capacity to all regional transportation systems.
- ii. Roadway:
 1. Efficiency strategies
 - a. Integrated Corridor Management: No change from Baseline/Core
 - b. Arterial Traffic Management
 - i. Corridor and regionally coordinated signal control on key congested arterials
 - ii. Coordinate major corridor signals across jurisdictions and agencies with a focus on implementing center-to-center communications and/or Time of Day Coordination
 - iii. Maintain a signal optimization program
 - iv. Transit signal priority to accommodate transit
 - v. Traffic Responsive Corridor Signal Coordination
 - vi. Improve System Detection
 - c. Freeway Management
 - vii. Active Traffic Management: Deploy speed harmonization on select freeways
 - d. Incident Management and Response
 - viii. Expand incident detection and response capabilities to core freeways
 - e. Regional Multimodal Traveler Information: Baseline/Core
 - f. Supporting Deployments: Baseline/Core
 2. Capacity expansion strategies: Alternative 2 proposes an aggressive array of general-purpose (GP) freeway capacity, plus the capacity necessary to support a two-lane HOT system on much of the region's core freeway network. On the arterial side, it also includes a great deal of general-purpose and BAT expansion for both automobile, freight, and transit users. See Addendum B for a complete inventory of roadway capacity investments.
 - General purpose freeway capacity would be added to many state highways including U.S. 2, SR 18, SR 104, SR 305, SR 167, I-5, I-405, and others.
 - Capacity to support the HOT system would be added to I-5, I-405, and SR 167.
 - The SR 167 and SR 509 extensions would both be constructed.
 - BAT lanes would be completed on SR 99 in Snohomish County and SR 522.
- iii. Freight aspects
 1. Efficiency strategies. Freight will benefit from the targeted efficiency strategies such as incident response and the focused ATM deployments.
 2. Capacity expansion strategies. Freight will be able to take advantage of regionwide general

roadway expansion, especially the SR 167 and SR 509 extensions and the general investments on the arterials.

iv. Transit

1. Design Philosophy: High investment in core service fixed-guideway and shared right-of-way routes (rail, BRT) with some limited increases in other service types. See Appendices C, F, and G for more details on transit investments.
2. Efficiency strategies
 - a. Reallocate service hours freed up by expanded HCT projects
3. Capacity expansion/reallocation strategies
 - a. Core Service (including HCT): Increase 0.5 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - b. Community Connections Service: Increase 0.3 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - c. Specialized Service: Increase 0.4 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - d. Shared Right-of-Way strategies: Limited
 - e. Other Capital Facilities (i.e. park-and-rides, stations, stops, etc.)
 - i. Park-and-rides: Expand lots along the core regional freeways and at rail stations in the main origin areas of the major daily commutes. Provide off-site parking at main ferry terminals west of the Sound with shuttle service to the docks.
 - ii. Bases: Additional bases to support expanded bus service
 - iii. Fleet: Significant fleet expansion for rail and BRT bus services
 - iv. Transit Centers & Stations: Add transit centers at U-District, North Rainier, West Seattle and Ballard
 - f. Operating Environment/Support: Increase 0.5 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
4. Other Linkages: Expand bicycle and pedestrian networks around stations to reduce station/parking facility size

v. Ferry

- Establish variable fare pricing structure to: (1) reduce vehicle demand, (2) shift demand to walk-on, and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer)
- Institute a fuel charge on top of regular base fares.
- Improve transit frequencies and connections to ferry terminals and provide park-and-rides to encourage transit use and walk and bike passengers.
- Establish new level of service policy: implement operational and pricing strategies BEFORE considering costly capital programs in response to demand.
- Add new Southworth-downtown Seattle auto ferry route.

- Begin Seattle-Bremerton and Seattle-Kingston service by 2012; begin Kirkland-UW, Port Orchard-Seattle, and Bainbridge-Des Moines POF service by 2020.
- Maintain and/or improve existing passenger ferry terminals where needed to serve existing routes (Bremerton, Port Orchard, Annapolis, downtown Seattle, Vashon, West Seattle) and improve/expand existing passenger ferry terminals as needed to serve new routes (Bremerton, Kingston).

vi. Bicycle/Pedestrian

1. Education & Encouragement: No change from core
2. Access to Transit
 - a. Secure bike parking at HCT stations, transit centers, ferry terminals, and park-and-ride lots
 - b. Complete a continuous network of pedestrian facilities (sidewalks, walkways, paths, bridges, etc.) within a ½-mile radius of high capacity transit stations, transit centers, ferry terminals and park-and-ride lots.
 - c. Complete a continuous network of bicycle facilities (bike lanes, trails, shared lane pavement markings, bike boulevards, etc.) within a 3-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots.
3. Pedestrian Network: Complete a continuous network of pedestrian facilities (sidewalks, walkways, paths, bridges, etc.) within all regional growth centers and manufacturing/industrial centers
4. Bicycle Network: Complete a continuous network of bicycle facilities (bike lanes, trails, shared lane pavement markings, bike boulevards, etc.) within and between all regional growth centers and manufacturing/industrial centers
5. Support Facilities: Bike parking and end-of-trip facilities in all regional growth centers and manufacturing/industrial centers
6. Other: No change from core

vii. Demand Management

1. Programs and integrated efforts
 - a. Commute Trip Reduction (CTR):
 - a. No change from core or baseline
 - b. Growth and Transportation Efficiency Centers (GTEC):
 - Create new GTECs in the cities of Bremerton and Everett. This will result in GTECs in all Metropolitan Cities as defined in VISION 2040. GTECs can be described as CTR programs with a geographic element. Understanding that, we can estimate their effect by utilizing Litman’s citations that indicate a comprehensive Commute Trip Reduction program has the potential to reduce between 5 and 20 percent of peak period automobile trips within the target population. This range would only apply to those individuals who were not previously affected by the GTEC. See Addendum E.
 - c. Land use policy:
 - Implement “green” and/or “complete” streets policies in Metropolitan Cities. There is very little to no documentation on how these policies can affect regional travel as a whole. However, constituent portions of these policies, such as the installation of bicycle lanes, pedestrian, and streetscape improvements, have been

shown to increase non-motorized mode share by making these alternative modes more attractive options. The effects of these types of physical improvements are addressed in the “Bicycle/Pedestrian” portions of this document.

- The region should incentivize development adjacent to park-and-ride facilities to be transit- or pedestrian-oriented. See Addendum E for a table of expected results.
- d. Transportation policy: No change from core or baseline
- e. Enabling Efforts: No change from core or baseline
- 2. Efforts that reduce number of person-trips
 - a. Telework: No change from core or baseline
 - b. Employer tools (flexible scheduling, etc.): No change from core or baseline
- 3. Efforts that promote use of non-SOV modes
 - a. Guaranteed Ride Home: No change from core or baseline
 - b. Alternative Mode Education:
 - Implement household marketing and incentive program targeted towards residents within 1/4 mile of HCT routes, park-and-ride lots, transit centers, and congestion hotspots. Addendum E includes a table of projected impacts.
 - c. Alternative Mode Incentives: See “Alternative Mode Education” above.
 - d. Rideshare (vanpool/vanshare/carpool):
 - a. “Growth Trend” Expansion: Vanpool vehicles in operation grow steadily to 3,245 in 2040. Ridership grows commensurately to 29,500 passengers over the same period. See Addendum E for details.
 - b. Transit agencies should focus new vanpool meeting locations in leased park-and-ride lots when passengers need public meeting locations. This will allow transit agency and WSDOT-owned park-and-ride lots to maintain their capacity to fulfill demand for fixed-route transit. This will not produce additional trip reductions beyond vanpool expansion and will likely have little to no effect on the transportation system as a whole.
 - While vanpool meeting locations should be pushed to leased parking lots, vanshare vehicles will be allowed to park at “trunk line” park-and-rides and transit centers. Vanshares provide first or last mile connections for a number of commuters, most of whom utilize fixed-route transit for the remainder of their commute. Allowing vanshare customers to conveniently access either the second or final leg of their trip will increase the attractiveness and effectiveness of the vanshare program.
 - e. Carshare:
 - Incentivize carshare expansion in GTECs to promote single-vehicle households and to provide non-commute trip transportation options in the densest areas of the region. Based on data collected during multiple carshare studies, Litman calculates that overall vehicle trips can be reduced between .10 and .20 percent in the target area(s).
 - f. Parking Supply and Management:
 - Transit, jurisdictions, or the state should incentivize private parking operators within the urban growth area to offer preferential or discounted HOV and vanpool parking to encourage off-street solutions to increased HOV and

vanpool vehicles. Little documentation on the effectiveness of this strategy exists outside of anecdotal professional knowledge that providing carpool or vanpool parking increases the person capacity of that parking facility as well as increases the efficiency of the transportation network as a whole.

- Implement on-street parking management plans in GTECs that favor short-term consumers. One aspect of these plans should be performance-based parking pricing, a strategy in which the price of parking is set to encourage 85 percent occupancy of short-term spaces during peak periods.
- Increase customer amenities at major park-and-ride facilities and transit centers. Implementing this policy will increase the attractiveness of utilizing transit for daily commuters.

viii. System Management: In Alternative 2, management focuses mainly on dealing with arterial strategies for general and transit users, dealing with non-recurring congestion on the freeways and arterials, and coordination activities that link systems across jurisdictions for maximum effect.

ix. Pricing:

1. Roadway Tolling: Alternative 2 includes a two-lane HOT system on much of the region's freeway network with one-lane HOT on the periphery of the core freeway system.
2. Parking Charges: Private sector market will set rates everywhere except in those cities with on-street parking charges in the baseline. Public policy will offer incentives to private providers to provide reduced-rate parking for HOVs in the designated centers. On-street parking charges will increase per baseline assumptions.
3. Park-and-ride Charges: None.
4. Ferry Special Charges:
 - Establish variable fare pricing structure to: (1) reduce vehicle demand, (2) shift demand to walk-on, and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer).
 - Institute a fuel charge on top of regular base fares.

x. Other: See the "Other" discussion in the Core Strategies section (page 17) for emissions technology strategies.

2.f ALTERNATIVE 3

Custom Strategies IN ADDITION TO Core and Baseline Strategies

- i. Design Philosophy: Alternative 3 proposes to build long-contemplated capacity additions to the region's freeway backbone by tolling the facilities in which the investments are being made.
- ii. Roadway:
 - 1. Efficiency strategies
 - a. Integrated Corridor Management: Baseline/Core
 - b. Arterial Traffic Management
 - i. Corridor and regionally coordinated signal control on key congested arterials
 - ii. Coordinate major corridor signals across jurisdictions and agencies with a focus on implementing center to center communications and/or Time of Day Coordination
 - iii. Maintain and signal optimization program
 - iv. Transit signal priority to accommodate transit.
 - v. Traffic Responsive Corridor Signal Coordination
 - vi. Improve System Detection
 - c. Freeway Management: Baseline/Core
 - d. Incident Management and Response
 - i. Expand incident detection capabilities to core freeway and arterial system
 - ii. Expand incident response teams on all freeways and to the arterials
 - e. Regional Multimodal Traveler Information
 - i. Implement traveler information systems to allow travelers to make informed travel decisions via advisory radio, messaging signs, telephone-based systems, kiosks, handhelds, in-vehicle
 - ii. Integrate freeway, arterial and multimodal traveler information together for one stop shopping via Internet, 511, kiosks, handhelds, etc
 - iii. Travel time message boards on core freeway
 - iv. Expand 511
 - v. Kiosk with Multimodal Traveler Information (Way Finding, etc.)
 - vi. Handheld Personal Device – traveler information with route guidance
 - vii. In-Vehicle – traveler information with route guidance
 - f. Supporting Deployments
 - i. Supporting deployments that are necessary for many of the other strategies to be successful include Traffic Management Center operations, traffic surveillance (CCTV & vehicle detection), maintenance and staffing.
 - ii. Coordination with Centers (centers, transit)

2. Capacity expansion strategies: Alternative 3 proposes significant expansion on the region's key freeways, including, but not limited to, the list below. See Addendum B for a complete inventory of roadway capacity investments.
 - I-5 (capacity at north and south ends)
 - I-405
 - SR 167 (expand existing)
 - SR 167 (Extension)
 - US 2 (Trestle)
 - SR 704
 - SR 509 (Extension)

iii. Freight aspects

1. Efficiency strategies
2. Capacity expansion strategies

iv. Transit

1. Design Philosophy: Increase specialized service to take advantage of improved freeway speed performance and increased demand for transit from freeway tolling. Maintain schedules on arterial routes. See Appendices C, F, and G for more details on transit investments.
2. Efficiency strategies: Focus on stop locations; dwell time improvements, etc.
3. Capacity expansion/reallocation strategies:
 - a. Core Service (incl. HCT): Increase 0.3 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - b. Community Connections Service: Increase 0 percent
 - c. Specialized Service: Increase 1.0 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - d. Shared Right-of-Way strategies: Limited or none
 - e. Other Capital Facilities (i.e., park-and-rides, stations, stops, etc.):
 - i. Park-and-rides: Expand lots along core regional freeways by tapping toll revenue from the freeway projects and charging SOV's for parking to recover maintenance costs.
 - ii. Bases: Minimal expansion, if any
 - iii. Fleet: Minimal expansion
 - f. Operating Environment/Support: Transit access to tolled facilities only
4. Other Linkages: Transit signal priority (TSP) on arterials and direct access ramps to freeways.

v. Ferry

- Focus auto-ferry investments on major routes with strong growth forecasts: Seattle-Bremerton, Seattle-Bainbridge Island, Fauntleroy-Vashon-Southworth, and Edmonds-Kingston.
- Expand/enhance terminals (subject to findings of WSF long-range plan):
 - Holding and overhead loading at Fauntleroy
 - Second tie-up at Southworth
 - Expand trestle at Vashon
 - Transit enhancements at Winslow
 - New Mukilteo terminal with overhead loading

- Deploy passenger-only ferries on certain routes to serve demand rather than expanding the auto ferry system.
- Begin passenger-only ferry (POF) service on these routes by 2012: Seattle-Bremerton, Seattle-Kingston, and Seattle-Southworth.
- Maintain and/or improve existing passenger ferry terminals where needed to serve existing routes (Bremerton, Port Orchard, Annapolis, downtown Seattle, Vashon, West Seattle) and improve or expand existing passenger ferry terminals or provide new terminals to serve new routes (Bremerton, Kingston, Port Orchard, Des Moines).
- Establish variable fare pricing structure to: (1) reduce vehicle demand, (2) shift demand to walk-on, and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer).
- Institute a fuel charge on top of regular base fares.
- Improve transit connections to ferry terminals and provide park-and-rides to encourage transit use and walk and bike passengers.
- Establish new level of service policy: implement operational and pricing strategies BEFORE considering costly capital programs in response to demand.

vi. Bicycle/Pedestrian

1. Education & Encouragement: No change from core
2. Access to Transit
 - a. Increase bicycle and pedestrian access to arterial transit service
3. Pedestrian Network
 - a. Complete arterial sidewalk network in urban areas
4. Bicycle Network
 - a. Complete a continuous network of bicycle facilities (bike lanes, trails, shared lane pavement markings, bike boulevards, etc.) between all regional growth centers and manufacturing/industrial centers
 - b. If bicyclists lose use of an existing right-of-way through freeway expansion, provide an alternative parallel route
5. Support Facilities
 - a. Bike parking and end-of-trip facilities in metropolitan and core cities
6. Other
 - a. No change from core

vii. Demand Management

1. Programs and integrated efforts
 - a. CTR:
 - Remove the 6 a.m. to 9 a.m. “commute window” found in Washington’s CTR law. This would expand program to affect approximately 1.4 million employees in the region by 2040, nearly 95 percent more than if the window remained. Victoria Transportation Policy Institute’s Todd Alexander Litman cites multiple studies that indicate a comprehensive CTR program implemented and directed towards individuals who have not been offered the program before has the potential to reduce between 5 and 20 percent of peak

period automobile trips in the target population. A portion of the CTR program's effectiveness can be seen in the model through the vanpool program. See Addendum E.

- Implement a state or regionally coordinated employer-based alternative mode marketing, promotion, education, and incentive program. A branded program would provide education and promotional materials for alternative modes as well as offer incentives and a platform for electronic distribution (e.g., calendaring software). This program would likely be a key aspect of CTR Lite. Its effect can not be estimated outside the context of the full CTR program or CTR Lite because these would be the primary conduits for delivery.

b. GTEC:

- Create GTECs in Bremerton, Everett, and "core" cities. GTECs can be described as CTR programs with a geographic element. Understanding that, we can estimate their effect by utilizing Litman's citations that indicate a comprehensive Commute Trip Reduction program has the potential to reduce between 5 and 20 percent of peak period automobile trips within the target population. This range would only apply to those individuals who were not previously affected by the GTEC. See Addendum E.
- Create or expand TMAs in GTECs within Metropolitan Cities. Create or expand TMAs within all regional growth centers. Litman cites a study performed by the TDM Resource Center in 1996 that concluded the implementation of a TMA alone can potentially reduce between 6 and 7 percent of total commute trips in the target geography. This analysis assumes that there would be synergistic effects of GTEC programs with CTR in the same location and that the overall impacts are similar.

c. Land use policy:

- Implement "green" and/or "complete" streets policies in Metropolitan Cities. There is very little to no documentation on how these policies can affect regional travel as a whole. However, constituent portions of these policies such as the installation of bicycle lanes, pedestrian, and streetscape improvements have shown to increase non-motorized mode share by making these alternative modes more attractive options. The effects of these types of physical improvements are being addressed in the "Bicycle/Pedestrian" portions of this document.
- Reduce or remove parking "minimums" and establish parking maximums for new development based on geography and facility type. Case studies cited in the "Transportation Encyclopedia" portion of VTIP's website, including Seattle and Portland, all indicate that various restrictions placed on the number of parking stalls allowed in new development have a moderate impact on the number of peak period vehicles traveling to that development. Additionally, the city of Portland has seen a marked increase in transit ridership partly resulting from a citywide cap on new parking stalls.
- Incentives for secure bicycle parking, locker facilities, and preferential parking spaces for vanpool and carpool vehicles should be offered to building owners and managers within GTECs. "End of trip facilities" (showers, lockers, secure bicycle storage) are an important aspect of any cyclist's decision to ride rather than drive. By making this policy statement

- and providing these facilities, the region can encourage and facilitate the use of non-motorized modes for commuting.
 - The region would incentivize development adjacent to park-and-ride facilities to be transit or pedestrian oriented. See Addendum E for a table of expected results.
- d. Transportation policy: No change from baseline or core
- e. Enabling efforts: No change from baseline or core
- 2. Efforts that reduce number of person-trips
 - a. Telework:
 - See “Employer Tools” below.
 - b. Employer tools (flexible scheduling, etc.):
 - Deploy tools to further educate employers on the benefits of telework and flexible scheduling. While the likelihood of every employer in the Puget Sound region adopting policies that allow flexible schedules, compressed work weeks, or telecommuting is small, studies have shown that these strategies, in combination, have the potential to reduce peak hour vehicle commute trips between 20 and 50 percent. By providing tools for employers to use in making these decisions, the region can promote the use of these strategies and the potential vehicle trip reductions that accompany them.
- 3. Efforts that promote use of non-SOV modes
 - a. Guaranteed Ride Home: (GRH)
 - Expand eligibility to all firms within regional growth centers. While GRH has little direct effect on the transportation network, the availability of the service greatly factors into an individual’s decision to utilize an alternative mode for the daily commute. A 1992 survey administered by K.T. Analytics indicates that the availability of GRH was classified as “important” by 59 percent of rideshare and transit users. Currently, any firm within King County is eligible to subscribe to GRH services provide by Metro. However, in Pierce, Kitsap, and Snohomish counties, the firm must currently be affected by the state’s Commute Trip Reduction law.
 - b. Alternative Mode Education:
 - Implement household marketing and incentive program targeted towards residents within 1/4 mile of HCT routes, park-and-ride lots, transit centers, and congestion hotspots. Addendum E includes a table of projected impacts.
 - c. Alternative Mode Incentives: See “Alternative Mode Education” above.
 - d. Rideshare (vanpool/vanshare/carpool):
 - Medium Expansion: Vanpool vehicles grow steadily to 3,856 in 2040. Ridership grows commensurately to 34,900 passengers over the same period. See Addendum E for details.
 - Transit agencies should focus new vanpool meeting locations in leased park-and-ride lots when passengers need public meeting locations. This will allow transit agency- and WSDOT-owned park-and-ride lots to maintain their capacity to fulfill demand for fixed-route transit. This will not produce additional trip reductions beyond vanpool expansion and will likely have little to no effect on the transportation system as a whole.

- While vanpool meeting locations should be pushed to leased parking lots, vanshare vehicles will be allowed to park at “trunk line” park-and-rides and transit centers. Vanshares provide first or last mile connections for a number of commuters, most of whom utilize fixed-route transit for the remainder of their commute. Allowing vanshare customers to conveniently access either the second or final leg of their trip will increase the attractiveness and effectiveness of the vanshare program.
 - The region should introduce premium or luxury vanpool service in an attempt to attract a customer base that is currently not appealed to. Additionally, transit agencies should allow company sponsorships that could offset a portion of maintenance and operation costs associated with the vanpool program.
- e. Carshare:
- Incentivize carshare expansion in GTECs to promote single-vehicle households and to provide non-commute trip transportation options in the densest areas of the region. Based on data collected during multiple carshare studies, Litman calculates that overall vehicle trips can be reduced between .10 and .20 percent in the target area(s).
 - Incentivize GTEC employers to maintain company-sponsored carshare or bikeshare memberships. By encouraging carshare or bikeshare memberships, employers and employees alike would feel less like they needed to have a personal automobile at their place of employment. This combined with commuter financial incentives inherent in the CTR and GTEC network, would have an effect on an individual’s decision to drive to alone. Research on this particular strategy has been minimal.
- f. Parking Supply and Management:
- Transit, jurisdictions, or the state should incentivize private parking operators within the urban growth area to offer preferential or discounted HOV and vanpool parking to encourage off-street solutions to increased HOV and vanpool vehicles. Little documentation on the effectiveness of this strategy exists outside of anecdotal professional knowledge that providing carpool or vanpool parking increases the person capacity of that parking facility as well as increases the efficiency of the transportation network as a whole.
 - Increase customer amenities at major park-and-ride facilities and transit centers. Implementing this policy will increase the attractiveness of utilizing transit for daily commuters.
 - Implement on-street parking management plans in GTECs that favor short-term consumers. One aspect of these plans should be performance-based parking pricing, a strategy in which the price of parking is set to encourage 85 percent occupancy of short-term spaces during peak periods.
 - Apply 5 percent parking surcharge to on- and off-street facilities. See section (ix) below and Addendum E for details on this strategy’s impact on the transportation system.
 - Implement shared-parking policies in GTECs. Evidence presented by Litman indicates that shared-parking facilities can accommodate 20 to 40 percent more users than those facilities with assigned parking. The premise behind this efficiency is that not everyone needs a parking space all day, every day. This is particularly true with mixed-uses where customer or employee demand for parking peaks at different points during the day.

- Implement a toll at larger park-and-ride facilities. See section (ix) below.
- viii. System Management: Alternative 3 uses freeway system tolling as one key component of managing the roadway system. It also includes other vital activities described in the Roadway...Efficiency Strategies and Transit subsections.
- ix. Pricing
 1. Roadway Tolling: Alternative 3 tolls major freeways to fund investments on those freeways and adjacent park-and-ride lots. See Addendum A for maps showing the tolled segments.
 2. Parking Charges: Private sector market will set rates everywhere except GTEC locations (all Metropolitan and Core cities), in which there will be a 5 percent regional parking surcharge on- and off-street parking facilities with existing parking charges or the addition of on- and off-street parking charges where there are no existing parking charges. The latter will be set based on the surcharged parking rates proportional to total employment density (off-street) or retail employment density (on-street). See Addendum E for details. Elsewhere, on-street parking charges will increase per baseline assumptions. Public policy will offer incentives to private providers to provide reduced-rate parking for HOVs in the designated centers.
 3. Park-and-Ride Charges: All auto users will be charged to park at park-and-rides. Rates will be set to recover facility maintenance costs.
 4. Ferry Special Charges:
 - Establish variable fare pricing structure to: (1) reduce vehicle demand, (2) shift demand to walk-on, and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer).
 - Institute a fuel charge on top of regular base fares.
- x. Other: See the “Other” discussion in the Core Strategies section (page 17) for emissions technology strategies.

2.g ALTERNATIVE 4

Custom Strategies IN ADDITION TO Core and Baseline Strategies

- i. Design Philosophy: Alternative 4 seeks to mitigate congestion by using tolls on most regional freeways to maximize system efficiency, supported by complementary selected roadway and transit expansion investments.
- ii. Roadway:
 - 1. Efficiency strategies
 - a. Integrated Corridor Management
 - i. On all major freeway corridors with parallel routes and modes. A combination of traveler information, inter-jurisdictional and modal coordination to achieve a balance in the demand on the system thereby creating equilibrium in the corridors by distributing travel on parallel routes and modes.
 - b. Arterial Traffic Management
 - i. Corridor and regionally coordinated signal control.
 - 1. Coordinate major corridor signals across jurisdictions and agencies with a focus on implementing center-to-center communications.
 - 2. Maintain and signal optimization program
 - 3. Traffic Responsive Corridor Signal Coordination
 - 4. Improve System Detection
 - 5. Transit signal priority to accommodate transit. Move towards a regional approach.
 - 6. Move toward Adaptive Signal control in key arterials
 - c. Freeway Management
 - i. Complete ramp meter deployment and coordinate with arterial signals systems.
 - ii. Active Traffic Management: Deploy speed harmonization on select freeways
 - d. Incident Management and Response
 - i. Expand incident detection capabilities & incident response teams to core freeway and arterial system.
 - e. Regional Multimodal Traveler Information
 - i. Implement traveler information systems to allow travelers to make informed travel decisions via advisory radio, messaging signs, telephone-based systems, kiosks, handhelds, in-vehicle.
 - ii. Integrate freeway, arterial and multimodal traveler information together for one-stop shopping via Internet, 511, kiosks, handhelds, etc.
 - iii. Travel time message boards on core freeway
 - iv. Expand 511
 - v. Kiosk with multimodal traveler information (Way Finding, etc.)

f. Supporting Deployments

- i. Supporting deployments that are necessary for many of the other strategies to be successful include Traffic Management Center operations, traffic surveillance (CCTV & vehicle detection), maintenance and staffing.

1. Coordination with Centers (centers, transit)

2. Capacity expansion strategies: Alternative 4 concentrates expansion investments into fixing freeway bottlenecks and chokepoints, providing direct-access connections to transit, and adding capacity for managed lanes to support transit movement. Based on Benefit-Cost Analysis and the recommendation of the freight community, it also includes the SR 509 extension. See Addendum B for a complete inventory of roadway capacity investments.
 - SR 509 Extension.
 - Capacity for managed lanes on I-5, SR 16, I-405.
 - Direct connections and interchange efficiency improvements at the I-405 interchanges with I-5 Tukwila, SR 167, I-90, SR 520, SR 522, and I-5 Lynnwood.
 - Add/drop, auxiliary lanes, and other efficiency investments at strategic locations on I-405, I-5, SR 16, and SR 18.

iii. Freight aspects

1. Efficiency strategies: Freight in general, will be a large beneficiary of the roadway congestion mitigation from freeway tolling. Key arterial freight corridors will also receive system management investments to benefit freight and other users.
 2. Capacity expansion strategies: Alternative 4 includes the SR 509 project to serve freight movements.

iv. Transit

2. Design Philosophy: Alternative 4 taps toll revenues to provide better transit service for the tolled corridors—both freeways and arterials—and especially seeks to improve transit service to manage congestion on arterials. See Appendices C, F, and G for more details on transit investments.
 3. Efficiency strategies: Focus service hours on tolled facilities and adjacent corridors, inc arterials
 4. Capacity expansion/reallocation strategies
 - a. Core Service (including HCT): Increase 1.0 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - b. Community Connections Service: No increase above 2020 increase assumed in core alternative investments.
 - c. Specialized Service: Increase 1.0 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - d. Shared Right-of-Way strategies: Manage shared ROW for transit priority access from arterials to freeways
 - e. Other Capital Facilities (i.e., park-and-rides, stations, stops, etc.)
 - i. Park-and-rides: Lease small lots or shared spaces from private sector owners for park-and-ride use during main commute times as transit service “incubators” in the “third ring” of smaller cities where Core Service is being

started and in areas where lower income quartiles are negatively impacted by tolling. Charge SOV users at larger park-and-rides (250 or more stalls) to manage demand for parking space.

- ii. Bases: Add bases sufficient to support expanded service
 - iii. Fleet: Add buses and rail vehicles sufficient to support expanded service
 - f. May include flyer stops, improved passenger facilities
 - g. Operating Environment/Support: Transit priority on arterials and tolled facilities
5. Other Linkages: TSM (transit priority) on affected roadways, including queue jumps, direct access ramps
- v. Ferry:
- Establish variable fare pricing structure to: (1) reduce vehicle demand, (2) shift demand to walk-on, and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer).
 - Institute a fuel charge on top of regular base fares.
 - Improve transit frequencies and connections to ferry terminals and provide park-and-rides to encourage transit use and walk and bike passengers.
 - Provide dedicated transit connections at major ferry terminals during peak periods: Seattle, Bremerton, Edmonds, Winslow, Kingston, and Southworth.
 - Establish new level of service policy: implement operational and pricing strategies BEFORE considering costly capital programs in response to demand.
 - Begin passenger-only ferry service on these routes by 2012: Seattle-Bremerton, Seattle-Kingston, and Seattle-Southworth.
 - Maintain and/or improve existing passenger ferry terminals where needed to serve existing routes (Bremerton, Port Orchard, Annapolis, downtown Seattle, Vashon, West Seattle) and improve or expand existing passenger ferry terminals or provide new terminals to serve new routes (Bremerton, Kingston, Southworth, UW, Kirkland, Des Moines, Suquamish, Bainbridge).
- vi. Bicycle/Pedestrian
- 1. Education & Encouragement: No change from core
 - 2. Access to Transit
 - a. Secure bike parking at HCT stations, transit centers, ferry terminals, and park-and-ride lots
 - b. Complete a continuous network of pedestrian facilities (sidewalks, walkways, paths, bridges, etc.) within a ½-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots
 - c. Complete a continuous network of bicycle facilities (bike lanes, trails, shared lane pavement markings, bike boulevards, etc.) within a 3-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots
 - 3. Pedestrian Network
 - a. Complete a continuous network of pedestrian facilities (sidewalks, walkways, paths, bridges, etc.) in Metropolitan and Core cities and manufacturing/industrial centers giving priority to investments near transit stations/stops

4. Bicycle Network
 - a. Complete a continuous network of bicycle facilities (bike lanes, trails, shared lane pavement markings, bike boulevards, etc.) within and between all regional growth centers and manufacturing/industrial centers
 5. Support Facilities
 - a. Bike parking and end-of-trip facilities in Metropolitan and Core cities
 6. Other: No change from core
- vii. Demand Management:
1. Programs and integrated efforts
 - a. Commute Trip Reduction (CTR):
 - Remove the 6 a.m. to 9 a.m. “commute window” found in Washington’s CTR law. This would expand program to affect approximately 1.4 million employees in the region by 2040, nearly 95 percent more than if the window remained. Victoria Transportation Policy Institute’s (VTPI) Todd Alexander Litman cites multiple studies that indicate a comprehensive CTR program implemented and directed towards individuals who have not been offered the program before, has the potential to reduce between 5 and 20 percent of peak period automobile trips in the target population. A portion of the CTR program’s effectiveness can be seen in the model through the vanpool program. See Addendum E.
 - Implement a state or regionally coordinated employer-based alternative mode marketing, promotion, education, and incentive program. Branded program would provide education and promotional materials for alternative modes as well as offer incentives and a platform for electronic distribution (e.g., calendaring software). Its effect cannot be estimated outside the context of the full CTR program because these would be the primary conduits for delivery.
 - b. Growth and Transportation Efficiency Centers (GTEC):
 - Create GTECs in Bremerton, Everett, and Core cities. GTECs can be described as CTR programs with a geographic element. Understanding that, we can estimate their effect by utilizing Litman’s citations that indicate a comprehensive Commute Trip Reduction program has the potential to reduce between 5 and 20 percent of peak period automobile trips within the target population. This range would only apply to those individuals who were not previously affected by the GTEC. See Addendum E.
 - Create or expand TMAs in GTECs within Metropolitan Cities. Create or expand TMAs within all regional growth centers. Litman cites a study performed by the TDM Resource Center in 1996 that concluded the implementation of a TMA alone can potentially reduce between 6 and 7 percent of total commute trips in the target geography. We have to assume that the synergistic effects of the GTEC program and a TMA in each regional growth center will make identifying each program’s individual effect on the transportation system nearly impossible. Professional judgment will be employed to estimate the combined impacts of these two programs.
 - c. Land use policy:
 - Implement “green” and/or “complete” streets policies in Metropolitan Cities. There is very little to no documentation on how these policies can affect

regional travel as a whole. However, constituent portions of these policies such as the installation of bicycle lanes, pedestrian, and streetscape improvements have shown to increase non-motorized mode share by making these alternative modes more attractive options. The effects of these types of physical improvements are being addressed in the “Bicycle/Pedestrian” portions of this document.

- Reduce or remove parking “minimums” and establish parking maximums for new development based on geography and facility type. Case studies cited in the “Transportation Encyclopedia” portion of VTIP’s website (including Seattle and Portland), all indicate that various restrictions placed on the number of parking stalls allowed in new development have a moderate impact on the number of peak period vehicles traveling to that development. Additionally, the city of Portland has seen a marked increase in transit ridership partly resulting from a citywide cap on new parking stalls.
 - Incentives for secure bicycle parking, locker facilities, and preferential parking spaces for vanpool and carpool vehicles should be offered to building owners and managers within GTECs. “End of trip facilities” (showers, lockers, secure bicycle storage) are an important aspect of any cyclist’s decision to commute via two wheels, rather than four. By making this policy statement and providing these facilities the region can encourage and facilitate the use of non-motorized modes for commuting.
 - The region should incentivize development adjacent to park-and-ride facilities to be transit or pedestrian oriented. See Addendum E for a table of expected effectiveness.
- d. Transportation policy: No change from baseline or core
- e. Enabling efforts: No change from baseline or core
2. Efforts that reduce number of person-trips
- a. Telework:
- Deploy tools to further educate employers on the benefits of telework and flexible scheduling. While the likelihood of every employer in the Puget Sound region adopting policies that allow flexible schedules, compressed work weeks, or telecommuting is small, studies have shown that these strategies, in combination, have the potential to reduce peak hour vehicle commute trips between 20 and 50 percent. By providing tools for employers to use in making these decisions, the region can promote the use of these strategies and the potential vehicle trip reductions that accompany them.
- b. Employer tools (flexible scheduling, etc.):
- See Telework above.
3. Efforts that promote use of non-SOV modes
- a. Guaranteed Ride Home:
- Expand eligibility to all firms within regional growth centers. While GRH has little direct effect on the transportation network, the availability of the service greatly factors into an individual’s decision to utilize an alternative mode for the daily commute. A 1992 survey administered by K.T. Analytics indicates that the availability of GRH was classified as “important” by 59 percent of rideshare and transit users. Currently, any firm within King County is eligible to subscribe to GRH services provided by Metro.

However, in Pierce, Kitsap, and Snohomish counties the firm must currently be affected by the state's Commute Trip Reduction law.

- b. Alternative Mode Education:
 - The region should implement a state or regionally coordinated residential-based marketing and incentive program targeted towards residents within 1/4 mile of high-capacity transit routes, park and ride lots, transit centers, and congestion hotspots. Addendum E includes a table of projected impacts.
- c. Alternative Mode Incentives: See "Alternative Mode Education" above.
- d. Rideshare (vanpool/vanshare/carpool):
 - Medium Expansion: Vanpool vehicles grow steadily to 3,856 in 2040. Ridership grows commensurately to 34,900 passengers over the same period. See Addendum E for details.
 - Transit agencies should focus new vanpool meeting locations in leased park-and-ride lots when passengers need public meeting locations. This will allow transit agency- and WSDOT-owned park-and-ride lots to maintain their capacity to fulfill demand for fixed-route transit. This will not produce additional trip reductions beyond vanpool expansion and will likely have little to no effect on the transportation system as a whole.
 - While vanpool meeting locations should be pushed to leased parking lots, vanshare vehicles will be allowed to park at "trunk line" park-and-rides and transit centers. Vanshares provide first or last mile connections for a number of commuters, most of whom utilize fixed-route transit for the remainder of their commute. Allowing vanshare customers to conveniently access either the second or final leg of their trip will increase the attractiveness and effectiveness of the vanshare program.
 - The region should introduce premium or luxury vanpool service in an attempt to attract a customer base that is currently not appealed to. Additionally, transit agencies should allow company sponsorships that could offset a portion of maintenance and operation costs associated with the vanpool program.
- e. Carshare:
 - Incentivize carshare expansion in GTECs to promote single-vehicle households and to provide non-commute trip transportation options in the densest areas of the region. Based on data collected during multiple carshare studies, Litman calculates that overall vehicle trips can be reduced between .10 and .20 percent in the target area(s).
 - Incentivize GTEC employers to maintain company-sponsored carshare or bikeshare memberships. By encouraging carshare or bikeshare memberships, employers and employees alike would feel less like they needed to have a personal automobile at their place of employment. This combined with commuter financial incentives inherent in the CTR and GTEC network would have an effect on an individual's decision to drive to alone. Research on this particular strategy has been minimal.
- f. Parking Supply and Management:
 - Transit, jurisdictions, or the state should incentivize private parking operators within the urban growth area to offer preferential or discounted HOV and vanpool parking to encourage off-street solutions to increased HOV and

vanpool vehicles. Little documentation on the effectiveness of this strategy exists outside of anecdotal professional knowledge that providing carpool or vanpool parking increases the person capacity of that parking facility as well as increases the efficiency of the transportation network as a whole.

- Increase customer amenities at major park-and-ride facilities and transit centers. Implementing this policy will increase the attractiveness of utilizing transit for daily commuters.
- Implement on-street parking management plans in GTECs that favor short-term consumers. One aspect of these plans should be performance-based parking pricing, a strategy in which the price of parking is set to encourage 85 percent occupancy of short-term spaces during peak periods.
- Apply 5 percent parking surcharge to on- and off-street facilities. See section (ix) below and Addendum E for details.
- Implement shared-parking policies in GTECs. Evidence presented by Litman indicates that shared-parking facilities can accommodate 20 to 40 percent more users than those facilities with assigned parking. The premise behind this efficiency is that not everyone needs a parking space all day, every day. This is particularly true with mixed-uses where customer or employee demand for parking peaks at different points during the day.
- Implement a toll at park-and-ride facilities. See section (ix) for details.

viii. System Management: Alternative 4 uses full freeway tolling as one key roadway management strategy. Other vital activities are described above in the Roadway...Efficiency Strategies and Transit subsections.

ix. Pricing

1. Roadway Tolling: Alternative 4 tolls most freeways in the region with rates set to maximize system efficiency. See Addendum A for a map showing the extent of the tolled freeways.
2. Parking Charges: Private sector market will set rates everywhere except GTEC locations (all Metropolitan and Core cities), in which there will be a 5 percent surcharge on off-street parking and proportional increase in on-street rates in areas where charges exist in the baseline. In areas where parking charges do not exist in the baseline, parking charges will be set based on the surcharged parking rates proportional to total employment density (off-street) or retail employment density (on-street). Elsewhere, on-street parking charges will increase per baseline assumptions. Public policy will offer incentives to private providers to provide reduced-rate parking for HOVs in the designated centers.
3. Park-and-ride Charges: All auto users will be charged to use larger (250 or more stalls) park-and-rides. Rates will be set to manage demand for the available parking.
4. Ferry Special Charges:
 - Establish variable fare pricing structure to: (1) reduce vehicle demand, (2) shift demand to walk-on, and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer).
 - Institute a fuel charge on top of regular base fares.

x. Other: See the “Other” discussion in the Core Strategies section (Section 2.c above) for emissions technology strategies.

2.h ALTERNATIVE 5

Custom Strategies IN ADDITION TO Core and Baseline Strategies

- i. Design Philosophy: Alternative 5 emphasizes the goal of reducing emissions and employs an array of complementary strategies in an attempt to achieve those reductions.
- ii. Roadway
 - 1. Efficiency strategies
 - a. Integrated Corridor Management
 - i. On all major freeway corridors with parallel routes and modes. A combination of traveler information, inter-jurisdictional and modal coordination to achieve a balance in the demand on the system. Creates equilibrium in the corridors by distributing travel on parallel routes and modes.
 - b. Arterial Traffic Management
 - ii. Corridor and regionally coordinated signal control
 - 1. Maintain and signal optimization program
 - 2. Coordinate major corridor signals across jurisdictions and agencies with a focus on implementing center-to-center communications
 - iii. Transit signal priority to accommodate transit: Move towards a regional approach
 - iv. Traffic Responsive Corridor Signal Coordination
 - v. Improve System Detection
 - vi. Move toward Adaptive Signal control
 - c. Freeway Management
 - vii. Complete ramp meter deployment and coordinate with arterial signals systems.
 - viii. Active Traffic Management:
 - 1. Deploy speed harmonization on the core freeway system.
 - 2. Deploy lane control such as hard shoulder running where applicable.
 - d. Incident Management and Response
 - ix. Expand incident detection capabilities to core freeway and arterial system.
 - x. Expand incident response teams on all freeways and to the arterials.
 - e. Regional Multimodal Traveler Information
 - xi. Implement traveler information systems to allow travelers to make informed travel decisions via advisory radio, messaging signs, telephone based systems, kiosks, handhelds, in-vehicle.
 - xii. Integrate freeway, arterial and multimodal traveler information together for one stop shopping via Internet, 511, kiosks, handhelds. etc.
 - xiii. Dynamic re-routing

- xiv. Travel time message boards on core freeway
- xv. Expand 511
- xvi. Kiosk with multimodal traveler information (Way Finding, etc)
- xvii. Handheld Personal Device – traveler information with route guidance
- xviii. In-Vehicle – traveler information with route guidance
- xix. Trip Planning (predictive)

f. Supporting Deployments

- xx. Supporting deployments that are necessary for many of the other strategies to be successful include Traffic Management Center operations, traffic surveillance (CCTV & vehicle detection), maintenance and staffing.
 - 1. Coordination with Centers (centers, transit)
 - 2. Central center with multiple agencies and modes
- 2. Capacity expansion strategies: Alternative 5 makes focused freeway expansion investments to eliminate bottlenecks and chokepoints and provide the capacity necessary for the tolled system to function for motorists, freight, and transit. This includes (See Addendum B for more details.):
 - Additional lanes on sections of I-5, SR 16, I-405.
 - Auxiliary lanes or add/drop lanes on I-405.

iii. Freight aspects

- 1. Efficiency strategies: Freight will benefit greatly from the congestion mitigation that general roadway tolling is likely to bring. In addition, arterial system management strategies will improve freight movement on key arterial freight corridors and in general.
- 2. Capacity expansion strategies: Like Alternative 1, Alternative 5 adds a truck-only lane to portions of East Marginal Way and Spokane Street to support truck traffic to and from the Port of Seattle.

iv. Transit

- 1. Design Philosophy: Alternative 5 includes an “all out” transit effort to meet large demand engendered by the large roadway tolling implementation using significant core service expansion—including rail & BRT. See Appendices C, F, and G for more details on transit investments.
- 2. Efficiency strategies: Transit service focuses on building core service network—work and non-work trips. Intra- and inter-regional centers focus.
- 3. Capacity expansion/reallocation strategies
 - a. Core Service (including HCT): Increase 2.5 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - b. Community Connections Service: Increase 2.5 percent annually 2020 to 2040 (above 2020 increase assumed in core alternative investments)
 - c. Specialized Service: Increase 3 percent annually by 2040 above 2020 increase assumed in core alternative investments, focused on providing commute trips in areas not served by rail

- d. Shared Right-of-Way strategies: ROW priority for transit for all service types
- e. Capital Facilities (i.e., park-and-rides, stations, stops, etc.) Focus on supporting compact land use
 - i. Park-and-rides: Purchase and operate small lots (200 stalls max) to “incubate” transit service in the “third ring” of smaller cities where Core Service is being started. Plan for, and using toll revenues, incentivize TOD development adjacent to the new lots as a part of lot purchase and development. Expand parking capacity (where bus feeder service is not cost-effective) at rail stations and bus transit centers in the main origin areas of the major daily commutes. Provide off-site parking at main ferry terminals west of the Sound with shuttle service to the docks. Continue expansion of major park-and-ride lots near freeways, funded by the roadway tolling revenue.
 - ii. Bases: Add bases sufficient to support expanded service.
 - iii. Fleet: Add buses and rail vehicles sufficient to support expanded service.
 - iv. Transit Centers & Stations: Add transit centers at U-District, North Rainier, West Seattle and Ballard.
- f. Operating Environment/Support: ROW priority for transit for all service types, Enhance Technology projects to manage operations, information. 2.5 percent annual increase in funding beyond 2020.
- 4. Other Linkages: Significant pedestrian and bicycle facilities to ensure connections to the transit centers and stations.
- v. Ferry:
 - Establish variable fare pricing structure to: (1) reduce vehicle demand, (2) shift demand to walk-on, and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer).
 - Institute a fuel charge on top of regular base fares.
 - Improve transit frequencies and connections to ferry terminals and provide park-and-rides to encourage transit use and walk and bike passengers.
 - Provide dedicated transit connections at major ferry terminals during peak periods: Seattle, Bremerton, Edmonds, Winslow, Kingston, Southworth.
 - Establish new level of service policy: implement operational and pricing strategies BEFORE considering costly capital programs in response to demand.
 - Establish new emission standards for all ferries.
 - Employ comprehensive system efficiency measures to reduce vehicle congestion: reservation system, improved fare collection, traffic management, improved entrance and exit queuing, parking and holding strategies.
 - Begin passenger-only ferry service on these routes by 2012: Seattle-Bremerton, Seattle-Kingston, and Seattle-Southworth; begin passenger-only service on these routes by 2020: Seattle-Port Orchard, Kirkland-UW, and Bainbridge-Des Moines.
 - Maintain and/or improve existing passenger ferry terminals where needed to serve existing routes (Bremerton, Port Orchard, Annapolis, downtown Seattle, Vashon, West Seattle) and improve or expand existing passenger ferry terminals or provide new terminals to serve new routes (Bremerton, Kingston, Southworth, UW, Kirkland, Bainbridge, Des Moines, Shilshole, Renton, Leschi, Kenmore).
- vi. Bicycle/Pedestrian:

4. Education & Encouragement: No change from core
5. Access to Transit
 - a. Secure bike parking at HCT stations, transit centers, ferry terminals, and park-and-ride lots.
 - b. Complete a continuous network of pedestrian facilities (sidewalks, walkways, paths, bridges, etc.) within a ½-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots.
 - c. Complete a continuous network of bicycle facilities (bike lanes, trails, shared lane pavement markings, bike boulevards, etc.) within a 3-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots.
 - d. Walk and bike information systems at HCT stations, transit stops and centers, ferry terminals, and park-and-ride lots.
6. Pedestrian Network
 - a. To encourage walking, to reduce pedestrian deaths and injuries, and to increase access, create a connected network of enhanced pedestrian-friendly amenities including wide, well-lit sidewalks, refuge islands; clearly marked crosswalks, pedestrian-activated crossing signals, and transit station/stop treatments in regional growth centers.
7. Bicycle Network
 - a. To encourage bicycling, to reduce bicyclist deaths and injuries, and to increase access, create a network of bicycle tracks/paths physically separated from motor vehicle traffic, including intersection modifications to minimize conflicts, within and between regional growth centers and manufacturing/industrial centers, and complete the regional trail network.
8. Support Facilities
 - a. Bike parking and end-of-trip facilities throughout the region
9. Other: No change from core

vii. Demand Management:

1. Programs and integrated efforts
 - a. CTR:
 - Remove the 6 a.m. to 9 a.m. “commute window” found in Washington’s CTR law. This would expand program to affect approximately 1.4 million employees in the region by 2040, nearly 95 percent more than if the window remained. Victoria Transportation Policy Institute’s (VTPI) Todd Alexander Litman cites multiple studies that indicate a comprehensive CTR program implemented and directed towards individuals who have not been offered the program before has the potential to reduce between 5 and 20 percent of peak period automobile trips in the target population. A portion of the CTR program’s effectiveness can be seen in the model through the vanpool program. See Addendum E.
 - Create a CTR Lite program for voluntary and rural sites. This program would provide the infrastructure, support, and services necessary for CTR implementation without the regulatory responsibilities of the full CTR program. CTR Lite would be targeted towards non-CTR, non-GTEC affected employers in both urban and rural areas alike. Based on Litman’s descriptions and citations listed above, one

might expect to see peak period automobile trips to participating employers reduced within the range of 2 to 7 percent

- Implement a state or regionally coordinated employer-based alternative mode marketing, promotion, education, and incentive program. A branded program would provide education and promotional materials for alternative modes as well as offer incentives and a platform for electronic distribution (e.g., calendaring software). This program would likely be a key aspect of CTR Lite. Its effect cannot be estimated outside the context of the full CTR program or CTR Lite because these would be the primary conduits for delivery.

b. Growth and Transportation Efficiency Centers (GTEC):

- Create GTECs in all regional growth centers and extend policies designed to apply to regional growth centers to locally designated urban centers. GTECs can be described as CTR programs with a geographic element. Understanding that, we can estimate their effect by utilizing Litman's citations that indicate a comprehensive Commute Trip Reduction program has the potential to reduce between 5 and 20 percent of peak period automobile trips within the target population. This range would only apply to those individuals who were not previously affected by the GTEC. See Addendum E.
- Create or expand TMAs within all regional growth centers. Litman cites a study performed by the TDM Resource Center in 1996 that concluded the implementation of a TMA alone can potentially reduce between 6 and 7 percent of total commute trips in the target geography. We have to assume that the synergistic effects of the GTEC program and a TMA in each regional growth center will make identifying each program's individual effect on the transportation system nearly impossible. Professional judgment will be employed to estimate the combined impacts of these two programs.
- Transportation choices materials package delivered to all employers within GTECs. Educating employers and employees about transportation options available to them will increase the effectiveness of all other alternative mode investments.

c. Land use policy:

- Implement "green" and/or "complete" streets policies in all jurisdictions. There is very little to no documentation on how these policies can affect regional travel as a whole. However, constituent portions of these policies such as the installation of bicycle lanes, pedestrian, and streetscape improvements have shown to increase non-motorized mode share by making these alternative modes more attractive options. The effects of these types of physical improvements are being addressed in the "Bicycle/Pedestrian" portions of this document.
- Remove parking "minimums" and establish aggressive parking maximums for new development based on geography and facility type. Case studies cited in the "Transportation Encyclopedia" portion of VTIP's website (including Seattle and Portland), all indicate that various restrictions placed on the number of parking stalls allowed in new development have a moderate impact on the number of peak period vehicles traveling to that development. Additionally, the city of Portland has seen a marked increase in transit ridership partly resulting from a citywide cap on new parking stalls.
- New or redevelopment in GTECs required to provide secure parking and locker facilities for bicycle commuters, as well as preferential parking for vanpool and carpool vehicles. "End of trip facilities" (showers, lockers, secure bicycle storage)

are an important aspect of any cyclist's decision to commute via two wheels, rather than four. By making this policy statement and providing these facilities the region can encourage and facilitate the use of non-motorized modes for commuting.

- The region should require development adjacent to park-and-ride facilities to be transit- or pedestrian-oriented. See Addendum E for a table of potential impacts.

d. Transportation policy: No change from core or baseline

e. Enabling efforts: No change from core or baseline

2. Efforts that reduce number of person-trips

a. Telework:

- Deploy tools to further educate employers on the benefits of telework and flexible scheduling and provide tax (or other) incentives for trip reductions (e.g., high telecommuting mode share or other trip reductions). While the likelihood of every employer in the Puget Sound region adopting policies that allow flexible schedules, compressed work weeks, or telecommuting is small, studies have shown that these strategies, in combination, have the potential to reduce peak hour vehicle commute trips between 20-50 percent²³. By providing tools for employers to use in making these decisions and incentives, the region can promote the use of these strategies and the potential vehicle trip reductions that accompany them.
- Employers with high telecommuting mode share should be provided with tax or other incentives to continue (or start) allowing employees to work from home. As more employers allow employees to telecommute, additional peak period commutes will be removed from our transportation system.

b. Employer tools (flexible scheduling, etc.)

- See Telework description above.
- Non-essential government employees change to 4/10 work schedule. Litman cites a 1998 study conducted by the Center for Urban Transportation Research (CUTR) that concluded that a compressed work week could reduce automobile commute trips between 7 and 10 percent for the targeted employees.²⁴ There are approximately 157,000 government employees in the region in 2007. Assuming that 60 percent of those employees are "non-essential" (non-customer service employees) and that 80 percent of that subset commute via SOV, one could expect to see somewhere between 1,000 and 1,500 daily peak period trips reduced by the implementation of a mandatory 4/10 work week for non-essential government employees.

3. Efforts that promote use of non-SOV modes

a. Guaranteed Ride Home:

- Expand guaranteed ride home (GRH) eligibility to all firms in urban growth area. While GRH has little direct effect on the transportation network, the availability of the service greatly factors into an individual's decision to utilize an alternative mode for the daily commute. A 1992 survey administered by K.T. Analytics indicates that the availability of GRH was classified as "important" by 59 percent of rideshare and transit users. Currently, any firm within King County is eligible to subscribe to GRH

²³ <http://www.vtpi.org/tdm/tdm15.htm>. Ewing, 1993.

²⁴ <http://www.vtpi.org/tdm/tdm15.htm>. Center for Urban Transportation Research, 1998.

services provided by Metro. However, in Pierce, Kitsap, and Snohomish counties the firm must currently be affected by the state's Commute Trip Reduction law.

f. Alternative Mode Education:

- The region should implement a state or regionally coordinated residential-based marketing and incentive program targeted towards residents within 1/2 mile of high-capacity transit routes, park-and-ride lots, transit centers, and congestion hotspots. See Addendum E for potential impacts.

g. Alternative Mode Incentives: See "Alternative Mode Education" above.

- All government employees provided with alternative mode subsidy (policy statement – no measure of effectiveness).
- Examine the feasibility of providing publicly funded incentives for non-CTR affected employees who commute via alternative modes (policy statement – no measure of effectiveness).

h. Rideshare (vanpool/vanshare/carpool):

- "High" Expansion – Vanpool vehicles grow steadily to 4,301 in 2040 as ridership grows commensurately to 40,000 passengers over the same period. See Addendum E for impact on transportation network.
- Transit agencies should focus new vanpool meeting locations in leased park-and-ride lots when passengers need public meeting locations. This will allow transit agency-and WSDOT-owned park-and-ride lots to maintain their capacity to fulfill demand for fixed-route transit. This will not produce additional trip reductions beyond vanpool expansion and will likely have little to no effect on the transportation system as a whole.
- When demand for vanpool meeting locations in one particular area becomes high enough, and purchasing right of way is cost effective, build dedicated "park-and-pool" lots to serve vanpool customers. Again, this will likely have a negligible effect on the transportation network as a whole; however, it will provide designated load/unload space for an increasing number of vanpool passengers when they need public meeting locations.
- While vanpool meeting locations should be pushed to leased parking lots, vanshare vehicles will be allowed to park at "trunk line" park-and-rides and transit centers. Vanshares provide first or last mile connections for a number of commuters, most of whom utilize fixed-route transit for the remainder of their commute. Allowing vanshare customers to conveniently access either the second or final leg of their trip will increase the attractiveness and effectiveness of the vanshare program.
- The region should introduce premium or luxury vanpool service in an attempt to attract a customer base that is currently not appealed to. Additionally, transit agencies should allow company sponsorships that could offset a portion of maintenance and operation costs associated with the vanpool program.

i. Carshare:

- Incentivize carshare expansion in GTECs to promote single-vehicle households and to provide non-commute trip transportation options in the

densest areas of the region. Based on data collected during multiple carshare studies, Litman calculates that overall vehicle trips can be reduced between .10 and .20 percent in the target area(s).

- Incentivize GTEC employers to maintain company-sponsored carshare or bikeshare memberships. By encouraging carshare or bikeshare memberships, employers and employees alike would feel less like they needed to have a personal automobile at their place of employment. This, combined with commuter financial incentives inherent in the CTR and GTEC network, would have an effect on an individual's decision to drive to alone. Research on this particular strategy has been minimal.
- The region should provide publicly funded carshare memberships for residents within ¼ mile of carshare locations. This policy would encourage additional use of carshare vehicles and provide a customer base necessary for widespread carshare expansion. Based on Litman's assessment cited above, one would expect carshares to remove upwards of .20 - .25 percent of vehicle trips in the target area if more individuals held memberships.
- Incentivize building managers/owners to offer carshare facilities within GTECs. Again, this strategy in and of itself will not reduce the number of vehicle trips in the region. However by incentivizing building owners or managers to provide carshare locations, one would expect the overall effectiveness of carshare expansion to increase. Placing carshares on the employer end of the trip will also provide alternative mode commuters with a car when needed while at work.
- Tax incentives for private parking operators who incorporate carshare stalls into facility design. Again, this strategy in and of itself will not reduce the number of vehicle trips in the region. However, by incentivizing private parking operators to provide carshare locations, one would expect the overall effectiveness of carshare expansion to increase.

j. Parking Supply and Management:

- Transit, jurisdictions, or the state should incentivize private parking operators within the urban growth area to offer preferential or discounted HOV and vanpool parking to encourage off-street solutions to increased HOV and vanpool vehicles. Little documentation on the effectiveness of this strategy exists outside of anecdotal professional knowledge that providing carpool or vanpool parking increases the person capacity of that parking facility, as well as increases the efficiency of the transportation network as a whole.
- Implement on-street parking management plans in regional growth centers that favor short-term consumers. One aspect of these plans should be performance-based parking pricing, a strategy in which the price of parking is set to encourage 85 percent occupancy of short-term spaces during peak periods.
- Implement shared-parking policies in regional growth centers. Evidence presented by Litman indicates that shared-parking facilities can accommodate 20-40 percent more users than those facilities with assigned parking. The premise behind this efficiency is that not everyone needs a parking space all day, every day. This is particularly true with mixed-uses where customer or employee demand for parking peaks at different points during the day.

- Increase customer amenities at major park-and-ride facilities and transit centers. Implementing this policy will increase the attractiveness of utilizing transit for daily commuters.
 - Install outlets for plug-in hybrid vehicles at major park-and-ride facilities (250+ stalls). This is not a trip reduction strategy, but more of an emissions reductions strategy. By installing these outlets, transit agencies and WSDOT would encourage the use of hybrid electric vehicles.
 - The region should invest in real-time parking information technology. VTPI's Litman indicates that improving user information by using maps, signs, brochures, or electronic communication can produce a typical reduction between 5 and 15 percent. Additionally, by providing accurate, real-time information, the number of individuals circling throughout the area looking for parking would be decreased.
- viii. System Management: Alternative 5 uses tolling as the main system management tool with complementary strategies to reduce non-recurring congestion and promote maximum efficiency of the arterial system.
- ix. Pricing:
1. Roadway Tolling: Alternative 5 tolls all freeways and arterials in the region with rates set to maximize system efficiency. See Addendum A for a map showing the extent of the tolled freeways.
 2. Parking Charges: Private sector market will set rates for off-street parking and on-street parking charges will increase per baseline assumptions. Public policy will offer incentives to private providers to provide reduced-rate parking for HOVs in the designated centers.
 3. Park-and-Ride Charges: No charges.
 4. Ferry Special Charges:
 - Establish variable fare pricing structure to: (1) reduce vehicle demand, (2) shift demand to walk-on, and (3) encourage use by smaller vehicles. Pricing strategies include lower fares for passengers (over time, passenger fares would increase at half the rate of vehicle fares), discounts (20 percent) for smaller vehicles, and introduce a three-season pricing structure (highest fares in summer).
 - Institute a fuel charge on top of regular base fares.
- x. Other: See the "Other" discussion in the Core Strategies section (Section 2.c above) for emissions technology strategies.
- xi. Financial Strategy: Alternative 5 will examine the financial and behavioral effects of converting the state fuel tax to a vehicle-mile-traveled (VMT) charge.

2.i Preferred Alternative (Constrained)

Custom Strategies IN ADDITION TO Core and Baseline Strategies

- i. Design Philosophy: The Constrained version of the Preferred Alternative seeks to advance the region's mobility and environmental goals within a sustainable and achievable financial framework. It chooses from among all actions in the Full Plan those ripest for implementation and those believed likely to achieve key mobility, emissions, and other benefits.
- ii. Roadway:
 - 1. Efficiency strategies
 - a. Integrated Corridor Management
 - i. Begin initial deployment of Integrated Corridor Management (ICM) on I-5 from I-90 to SR 900
 - b. Arterial Traffic Management
 - ii. Corridor and regionally coordinated signal control
 - 1. Maintain existing re-timing and maintenance programs
 - 2. Expand and construct traffic management centers and work toward center to center communication
 - iii. Expand transit signal priority on key transit arterials and bus rapid transit routes
 - iv. Coordinate traffic signals
 - v. Improve incident detection and response
 - vi. Move toward Adaptive Signal control
 - c. Freeway Management
 - i. Complete ramp meter deployment.
 - ii. Active Traffic Management:
 - 1. Install dynamic message signs for traveler information using Active Traffic Management Techniques such as speed harmonization and queue warning
 - d. Incident Management and Response
 - i. Expand incident detection capabilities to core freeway and arterial system
 - ii. Expand incident response teams on all freeways and to the arterials
 - e. Regional Multimodal Traveler Information
 - i. Strive towards integrated traveler information
 - ii. Maintain and expand existing travel information outlets such as 511, Internet sites, handheld devices, and kiosks
 - iii. Strive towards route guidance
 - iv. Additional travel time message boards on core freeways

f. Supporting Deployments

- i. Supporting deployments that are necessary for many of the other strategies to be successful include Traffic Management Center operations, traffic surveillance (CCTV & vehicle detection), maintenance and staffing
 1. Expand and construct traffic management centers and work toward center-to-center communication
2. Capacity expansion strategies: the Preferred Alternative (Constrained) makes both freeway and arterial expansion investments to complete the managed lane network, add transit-emphasis facilities (such as Business Access/Transit lanes), eliminate bottlenecks and chokepoints, establish new connections in the region, and provide the capacity necessary for the tolled system to function for motorists, freight, and transit. This includes (See Addendum B for more details.):
 - Additional managed lanes on I-5, SR 16, and I-405.
 - Additional general purpose lanes on I-405, SR 169, and other routes.
 - The SR 704 (Cross-Base) highway plus the SR 509 and SR 167 Extensions.

More than 95 percent of roadway investment costs and 94 percent of highway system costs are for projects located in the urban growth area. Approximately 76 percent of arterial roadway investments and 69 percent of highway investments costs are for projects within or directly serving Metropolitan Cities, Core Cities and designated regional and manufacturing/industrial centers.

iii. Freight aspects:

1. Efficiency strategies: Freight will benefit greatly from the congestion mitigation that freeway system tolling is likely to bring. In addition, arterial system management strategies will improve freight movement on key arterial freight corridors and in general.
2. Capacity expansion strategies: The roadway capacity investments mentioned above are designed to serve truck movement as well as transit and personal vehicles. In addition, the Preferred Alternative (Constrained) contains the entire set of freight-specific grade separation and operational improvement projects identified by the Freight Action Strategy Team (FAST) group.

iv. Transit:

1. Design Philosophy: The Preferred Alternative (Constrained) contains significant investments in transit efficiency, service expansion, and new infrastructure. Service expansion emphasizes all-day Core service with additional specialized service also to serve peak period commutes. See Addenda C and F for more details on transit investments.
2. Efficiency strategies include efforts to:
 - Continue and expand fare collection by implementing the Regional Fare Coordination Project and reducing the time spent at bus stops to load passengers.
 - Continue inter-county bus routes through Regional Automated Trip Planning project.
 - Improve and expand vehicle location and identification through the development and implementation of new vehicle tracking technologies.
 - Provide better safety monitoring by installing closed-circuit cameras on buses and at park-and-rides.

- Improve and integrate transit information available to travelers at transit stations and over the Internet.

3. Capacity expansion/reallocation strategies

- a. Core Service (including HCT): Increase peak period bus service 119 percent and off-peak service 105 percent above 2006 levels by 2040 (includes the 2020 increase assumed in core alternative investments). Sound Transit Link Light Rail will extend to Redmond, Everett, and Tacoma from the existing segment in Seattle.
- b. Community Connections Service: Increase peak period bus service 43 percent and off-peak service almost 18 percent above 2006 levels by 2040 (includes the 2020 increase assumed in core alternative investments).
- c. Specialized Service: Increase peak period bus service 98 percent and off-peak service 4.5 percent above 2006 levels by 2040 (includes the 2020 increase assumed in core alternative investments).
- d. Shared Right-of-Way strategies: ROW priority for transit for all service types on the arterial system. While the FEIS analysis did not explicitly assume managed lane treatments on the fully tolled freeways, such treatments could be included in practice if found to be necessary by experience in early tolling deployments.
- e. Capital Facilities (i.e., park-and-rides, stations, stops, etc.)
 - i. Park-and-rides: Expand existing park and ride capacity and, in a few cases, add a new facility at more than 30 locations around the region, focused on supporting rail and bus Core Service
 - ii. Bases: Add bases sufficient to support expanded service
 - iii. Fleet: Add buses and rail vehicles sufficient to support expanded service
 - iv. Transit Centers & Stations: Add or enhance eight transit centers, other new stations to support the Light Rail extensions, and other transit stops, stop amenities, and supporting infrastructure for expanded bus service
- f. Operating Environment/Support: Transit Signal Priority treatments on key arterial corridors. Implement technology upgrades for system management, fare collection, automatic passenger count/automatic vehicle locations, and traveler information

4. Other Linkages: Significant pedestrian and bicycle facilities to ensure connections to the transit centers and stations. See subsection (vi) below.

v. Ferry:

- Sustain existing auto ferry service through vessel replacement and preservation investments and the following actions.
- Institute a fuel charge on top of regular base fares.
- Improve transit frequencies and connections to ferry terminals and provide park-and-rides to encourage transit use and walk and bike passengers.
- Provide dedicated transit connections at major ferry terminals during peak periods: Seattle, Bremerton, Edmonds, Winslow, Kingston, Southworth.
- Employ comprehensive system efficiency measures to reduce vehicle congestion: reservation system; improved fare collection; traffic management; improved entrance and exit queuing; parking and holding strategies.

- Begin passenger-only ferry service on these new routes: Seattle-Bremerton, Seattle-Kingston, and Seattle-Southworth.
- Maintain and/or improve existing passenger ferry terminals where needed to serve existing routes (Bremerton, Port Orchard, Annapolis, downtown Seattle, Vashon, West Seattle) and improve or expand existing passenger ferry terminals or provide new terminals to serve new routes (Bremerton, Kingston, Southworth).

vi. Bicycle/Pedestrian

1. Education & Encouragement: No change from core
2. Access to Transit
 - a. Secure bike parking at HCT stations, transit centers, ferry terminals, and park-and-ride lots.
 - b. Complete a continuous network of pedestrian facilities (sidewalks, walkways, paths, bridges, etc.) within a 3/4-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots.
 - c. Complete a continuous network of bicycle facilities (bike lanes, trails, shared lane pavement markings, bike boulevards, etc.) within a 3/4-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots.
 - d. Walk and bike information wayfinding systems at HCT stations, transit stops and centers, ferry terminals, and park-and-ride lots.
3. Pedestrian Network
 - a. To encourage walking, to reduce pedestrian deaths and injuries, and to increase access, create a connected network of enhanced pedestrian-friendly amenities including wide, well-lit sidewalks, refuge islands, clearly marked crosswalks; pedestrian-activated crossing signals, and transit station/stop treatments in regional growth centers.
4. Bicycle Network
 - a. To encourage bicycling, to reduce bicyclist deaths and injuries, and to increase access, create a network of bicycle tracks/paths physically separated from motor vehicle traffic, including intersection modifications to minimize conflicts, within and between regional growth centers and manufacturing/industrial centers, and complete the regional trail network resulting in over 315 miles of trails beyond the 2040 Baseline.
5. Support Facilities
 - a. Bike parking and end-of-trip facilities throughout the region
6. Other: No change from core

vii. Demand Management:

1. Programs and integrated efforts
 - a. CTR:
 - Continue implementation of the existing Washington state CTR in the region.
 - Use the Regional Council's role under the 2006 CTR Efficiency Act to coordinate local CTR plans and integrate them into regional planning efforts and work with local, regional, and state stakeholders to analyze the CTR program to identify successes and opportunities for improvement.
 - b. Growth and Transportation Efficiency Centers (GTEC):

- Focus GTEC growth in regional growth centers and manufacturing/industrial centers within the five Metropolitan Cities.
 - Create or expand TMAs concurrent with GTEC growth.
- c. Land use policy:
- Implement “green” and/or “complete” streets policies in all jurisdictions. The effects of these types of physical improvements are being addressed in the “Bicycle/Pedestrian” portions of this document.
 - Promote programs and policies that provide bicycle and pedestrian facilities and increased population and job density near transit hubs.
 - Provide developer incentives or credits for the inclusion of nonmotorized “end of trip” facilities in new or re-development within regional growth centers.
 - Implement developer incentive program to encourage transit- and pedestrian-oriented development at regionally significant park and rides and transit station areas.
- d. Transportation policy: No change from core or baseline
- e. Enabling efforts: No change from core or baseline
2. Regional efforts that reduce number of person-trips:
- a. Telework:
- Implement a regionally coordinated telework and flexible scheduling education, marketing, and technical assistance program targeted towards 500 employers annually.
- b. Employer tools (telework and flexible scheduling, etc.):
- Implement a regionally coordinated telework and flexible scheduling education, marketing, and technical assistance program targeted towards 500 employers annually.
3. Efforts that promote use of non-SOV modes
- a. Guaranteed Ride Home: No change from baseline
- b. Alternative Mode Education:
- Implement a regionally coordinated residential-based marketing and incentive program. This program would be similar to “Smart Trips” programs implemented in Portland, OR and in Whatcom County. Targeted at 22,500 households annually in coordination with multimodal investments throughout the region.
- c. Alternative Mode Incentives: See “Alternative Mode Education” and “CTR” above.
- d. Rideshare (vanpool/vanshare/carpool):
- Greatly expand vanpool programs – Steadily increase vanpool investment to proposed Alternative 5 2040 levels: 4,301 vans in 2040. Leverage investment in other alternative mode commute programs to increase ridership to 40,000 passengers over the same period. Program cost includes maintenance/preservation, lifecycle replacement costs, and vanpool incentives.
- a. Carshare:
- Carshare supply: Incentivize carshare expansion in regional growth centers to promote single-vehicle households and to provide non-commute trip

transportation options in the densest areas of the region.

- Carshare supply: Incentivize building managers/owners and private parking operators to offer carshare facilities within regional growth centers. Placing carshares on the employer end of the trip will provide alternative mode commuters with a car when needed while at work and is intended to increase the overall effectiveness of the carshare strategy.
- Carshare demand: Incentivize GTEC employers to maintain company sponsored carshare or bikeshare memberships. By encouraging carshare or bikeshare memberships, employers and employees alike would feel less like they needed to have a personal automobile at their place of employment. This combined with commuter financial incentives inherent in the CTR and GTEC network would have an effect on an individual's decision to drive alone.

b. Parking Supply and Management:

- Implement on-street parking management plans in regional growth centers that favor short-term consumers. One aspect of these plans should be performance-based parking pricing, a strategy in which the price of parking is set to encourage 85 percent occupancy of short-term spaces during peak periods.
- Implement shared-parking policies in regional growth centers. Evidence presented by Litman indicates that shared-parking facilities can accommodate 20-40 percent more users than those facilities with assigned parking. The intent is to increase parking supply efficiency where all users do not need a parking space all day, every day. This is likely to be more successful in mixed-use areas where customer or employee demand for parking peaks at different points during the day.
- See section (ix) below.

viii. System Management: Mid-term (HOT with some fully tolled segments) and long-term (fully tolled freeway system) tolling strategies form a major component of system management in the Preferred Alternative (Constrained). Other vital activities are described above in the Roadway...Efficiency Strategies and Transit subsections.

ix. Pricing: Roadway Tolling: The Preferred Alternative (Constrained) expands road tolling implementation in successive steps from HOT lane operations on most of the region's freeways in the mid-term of the plan to fully tolling the entire regional freeway system by 2035. See Addendum A for a map showing the extent of the tolled freeways reviewed in the analysis at 2040 build-out.

1. Parking Charges: In general on-street parking charges will grow with inflation (cost increases at 1.5 percent above the general inflation rate) per baseline assumptions except centers in Metropolitan and Core cities. In those centers the analysis assumes a 5 percent regional parking surcharge applied to on- and off-street parking facilities with existing parking charges in year 2006 plus the addition of on- and off-street parking charges in centers where there are no existing parking charges. The latter were set based on the surcharged parking rates proportional to total employment density (off-street) or retail employment density (on-street). See Addendum E for details.

2. Park-and-Ride Charges: No charges

3. Ferry Special Charges: Institute a fuel charge on top of regular base fares

x. Other: See the "Other" discussion in the Core Strategies section (page 17) for emissions technology strategies.

- xi. Financial Strategy: The Preferred Alternative (Constrained) includes a variety of additional traditional funding measures plus new funding. Elements of the latter explicitly treated in the alternatives modeling include the roadway tolling and parking charges summarized above plus a fuel tax replacement (treated in the modeling as an additional 2 cents per vehicle mile traveled for non-transit vehicles by year 2035).

2.j Preferred Alternative (Full Plan)

Custom Strategies IN ADDITION TO Core and Baseline Strategies

- i. Design Philosophy: The Full Preferred Alternative is an ambitious set of actions designed to advance the region's mobility and environmental goals. While the region has not yet articulated means of funding all actions, the Full Plan articulates a long-term vision of what the region would like its future transportation system to be.
- ii. Roadway:
 - 1. Efficiency strategies
 - a. Integrated Corridor Management
 - i. Begin initial deployment of Integrated Corridor Management (ICM) on I-5 from I-90 to SR 900
 - ii. Expand to applicable corridors with parallel route and modes
 - b. Arterial Traffic Management
 - i. Corridor and regionally coordinated signal control
 - 1. Maintain existing re-timing and maintenance programs
 - 2. Expand and construct traffic management centers and work toward center to center communication
 - ii. Expand transit signal priority on key transit arterials and bus rapid transit routes
 - iii. Coordinate traffic signals beyond jurisdictional boundaries
 - iv. Improve incident detection and response
 - v. Move toward Adaptive Signal control
 - c. Freeway Management
 - i. Complete ramp meter deployment
 - ii. Active Traffic Management
 - 1. Install dynamic message signs for traveler information using Active Traffic Management Techniques such as speed harmonization and queue warning and hard shoulder running.
 - d. Incident Management and Response
 - i. Expand incident detection capabilities to core freeway and arterial system
 - ii. Expand incident response teams on all freeways and to the arterials
 - e. Regional Multimodal Traveler Information
 - i. Strive towards integrated traveler information
 - ii. Maintain and expand existing travel information outlets such as 511, Internet sites, handheld devices, and kiosks
 - iii. Strive towards route guidance

- iv. Travel time message boards on core freeway
- f. Supporting Deployments
 - i. Supporting deployments that are necessary for many of the other strategies to be successful include Traffic Management Center operations, traffic surveillance (CCTV & vehicle detection), maintenance and staffing.
 - 1. Expand and construct traffic management centers and work toward center-to-center communication
 - 2. Capacity expansion strategies: the Full Preferred Alternative makes additional freeway and arterial expansion investments beyond the Constrained plan. It includes additional transit-emphasis facilities (such as Business Access/Transit lanes) and more widenings to alleviate bottlenecks and chokepoints (see Addendum B for more details.)

Approximately 88 percent of highway investments costs are for projects within or directly serving Metropolitan Cities, Core Cities and designated regional and manufacturing/industrial centers.

iii. Freight aspects:

- 1. Efficiency strategies: Freight will benefit greatly from the congestion mitigation that freeway or full system tolling are likely to bring. Broader tolling would fund additional system management strategies that are also likely to improve freight mobility.
- 2. Capacity expansion strategies: The roadway capacity investments mentioned above are designed to serve truck movement as well as transit and personal vehicles. In addition the Full Preferred Alternative contains the entire set of freight-specific grade separation and operational improvement projects identified by the Freight Action Strategy Team (FAST) group.

iv. Transit:

- 1. Design Philosophy: The Full Preferred Alternative contains major investments in transit efficiency, service expansion, and new infrastructure. Service expansion emphasizes all-day Core service with additional Specialized service also to serve peak period commutes. See Addenda C and F for more details on transit investments.
- 2. Efficiency strategies include efforts to:
 - Continue and expand fare collection by implementing the Regional Fare Coordination Project and reducing the time spent at bus stops to load passengers.
 - Continue inter-county bus routes through Regional Automated Trip Planning project.
 - Improve and expand vehicle location and identification through the development and implementation of new vehicle tracking technologies.
 - Provide better safety monitoring by installing closed-circuit cameras on buses and at park-and-rides.
 - Improve and integrate transit information available to travelers at transit stations and over the Internet.
- 3. Capacity expansion/reallocation strategies
 - a. Core Service (including HCT): Increase peak period bus service 160 percent and off-peak service 135 percent above 2006 levels by 2040 (includes the 2020 increase assumed in core alternative investments). Sound Transit Link Light Rail or other High Capacity Transit (HCT) systems will extend beyond the system envisaged in the

Constrained plan to locations including West Seattle, Ballard, Woodinville and Monroe along the east-side Burlington Northern/Santa Fe (BNSF) right-of-way, and other places (see Addendum C for details).

- b. Community Connections Service: Increase peak period bus service 58 percent and off-peak service almost 30 percent above 2006 levels by 2040 (includes the 2020 increase assumed in core alternative investments).
 - c. Specialized Service: Increase peak period bus service 123 percent and off-peak service over 12 percent above 2006 levels by 2040 (includes the 2020 increase assumed in core alternative investments).
 - d. Shared Right-of-Way strategies: ROW priority for transit for all service types on the arterial system. While the FEIS analysis did not explicitly assume managed lane treatments on the fully tolled freeways, such treatments could be included in practice if found to be necessary by experience in early tolling deployments.
 - e. Capital Facilities (i.e., park-and-rides, stations, stops, etc.)
 - i. Park-and-rides: Expand existing park and ride capacity and in a few cases add a new facility at more than 40 locations around the region, focused on supporting rail and bus Core Service.
 - ii. Bases: Add bases sufficient to support expanded service.
 - iii. Fleet: Add buses and rail vehicles sufficient to support expanded service.
 - iv. Transit Centers & Stations: Add or enhance eight transit centers, other new stations to support the Light Rail extensions, and other transit stops, stop amenities, and supporting infrastructure for expanded bus service.
 - f. Operating Environment/Support: Transit Signal Priority treatments on key arterial corridors. Implement technology upgrades for system management, fare collection, automatic passenger count/automatic vehicle locations, and traveler information.
4. Other Linkages: Significant pedestrian and bicycle facilities to ensure connections to the transit centers and stations. See subsection (vi) below.
- v. Ferry:
- o Sustain existing auto ferry service through vessel replacement and preservation investments and the following actions.
 - o Institute a fuel charge on top of regular base fares.
 - o Improve transit frequencies and connections to ferry terminals and provide park-and-rides to encourage transit use and walk and bike passengers.
 - o Provide dedicated transit connections at major ferry terminals during peak periods: Seattle, Bremerton, Edmonds, Winslow, Kingston, Southworth.
 - o Employ comprehensive system efficiency measures to reduce vehicle congestion: reservation system; improved fare collection; traffic management; improved entrance and exit queuing; parking and holding strategies.
 - o Begin passenger-only ferry service on these new routes:
 - Bainbridge Island – Des Moines
 - Kirkland – University of Washington
 - Des Moines – downtown Seattle
 - Shilshole – downtown Seattle
 - Port Orchard – downtown Seattle
 - Port Townsend – downtown Seattle

- Vancouver, BC – downtown Seattle
- Kenmore – University of Washington
- Renton – Leschi
- Maintain and/or improve existing passenger ferry terminals where needed to serve existing routes (Bremerton, Port Orchard, Annapolis, downtown Seattle, Vashon, West Seattle) and improve or expand existing passenger ferry terminals or provide new terminals to serve new routes.

vi. Bicycle/Pedestrian

1. Education & Encouragement: No change from core
2. Access to Transit
 - a. Secure bike parking at HCT stations, transit centers, ferry terminals, and park-and-ride lots.
 - b. Complete a continuous network of pedestrian facilities (sidewalks, walkways, paths, bridges, etc.) within a ¾-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots.
 - c. Complete a continuous network of bicycle facilities (bike lanes, trails, shared lane pavement markings, bike boulevards, etc.) within a 3-mile radius of high-capacity transit stations, transit centers, ferry terminals and park-and-ride lots.
 - d. Walk and bike information wayfinding systems at HCT stations, transit stops and centers, ferry terminals, and park-and-ride lots.
3. Pedestrian Network
 - a. To encourage walking, to reduce pedestrian deaths and injuries, and to increase access, create a connected network of enhanced pedestrian-friendly amenities including wide, well-lit sidewalks, refuge islands, clearly marked crosswalks, pedestrian-activated crossing signals; and transit station/stop treatments in regional growth centers.
4. Bicycle Network
 - a. To encourage bicycling, to reduce bicyclist deaths and injuries, and to increase access, create a network of bicycle tracks/paths physically separated from motor vehicle traffic, including intersection modifications to minimize conflicts, within and between regional growth centers and manufacturing/industrial centers, and complete the regional trail network resulting in over 553 miles of trails beyond the 2040 Baseline.
5. Support Facilities
 - a. Bike parking and end-of-trip facilities throughout the region
6. Other: No change from core

vii. Demand Management:

1. Programs and integrated efforts
 - a. CTR:
 - Continue implementation of the existing Washington state CTR in the region.
 - Use the Regional Council's role under the 2006 CTR Efficiency Act to coordinate local CTR plans and integrate them into regional planning efforts. Work with local, regional, and state stakeholders to analyze the CTR program to identify successes and opportunities for improvement.

- Study the potential Implementation a “CTR Light”- type program targeting non-CTR impacted employers. Examine relationship to full CTR program as input for program refinement.
- b. Growth and Transportation Efficiency Centers (GTEC):
 - Create GTECs in regional growth centers and manufacturing/industrial centers throughout the region.
 - Create or expand TMAs within all regional growth centers commensurate with GTEC expansion in regional centers.
 - c. Land use policy:
 - Implement “green” and/or “complete” streets policies in all jurisdictions. The effects of these types of physical improvements are being addressed in the “Bicycle/Pedestrian” portions of this document.
 - Promote programs and policies that provide bicycle and pedestrian facilities and increased population and job density near transit hubs.
 - Require new or re-development within regional growth centers to include nonmotorized “end of trip” facilities.
 - Require development around regionally significant park and rides and transit station areas to be transit- and pedestrian-oriented.
 - d. Transportation policy: No change from core or baseline
 - e. Enabling efforts: No change from core or baseline
2. Regional efforts that reduce number of person-trips:
 - a. Telework:
 - Implement a regionally coordinated telework and flexible scheduling education, marketing, and technical assistance program targeted towards 1,000 employers annually.
 - Provide mini-grants designed to assist employers with capital costs associated with the implementation of a telework policy.
 - Implement a public subsidy or tax break for employers achieving a high telework or flexible-scheduling mode share.
 - b. Employer tools (flexible scheduling, etc.):
 - See “Telework” subsection above.
 3. Regional efforts that promote use of non-SOV modes
 - a. Guaranteed Ride Home:
 - Expand guaranteed ride home (GRH) eligibility to all firms in urban growth area. The availability of the service greatly factors into an individual’s decision to utilize an alternative mode for the daily commute.
 - b. Alternative Mode Education:
 - Implement a regionally coordinated residential-based marketing and incentive program. This program would be similar to “Smart Trips” programs implemented in Portland, OR and in Whatcom county. Targeted at 40,000 households annually in coordination with multimodal investments throughout the region.
 - c. Alternative Mode Incentives: See “Alternative Mode Education” and “CTR” above.
 - d. Rideshare (vanpool/vanshare/carpool):

- Greatly expand vanpool programs– Steadily increase vanpool investment to proposed Alternative 5 2040 levels: 4,301 vans in 2040. Leverage investment in other alternative mode commute programs to increase ridership to 40,000 passengers over the same period. Program cost includes maintenance/ preservation, lifecycle replacement costs, and vanpool incentives.

c. Carshare:

- Carshare supply: Incentivize carshare expansion in regional growth centers to promote single-vehicle households and to provide non-commute trip transportation options in the densest areas of the region.
- Carshare supply: Incentivize building managers/owners and private parking operators to offer carshare facilities within regional growth centers. Placing carshares on the employer end of the trip will provide alternative mode commuters with a car when needed while at work and is intended to increase the overall effectiveness of the carshare strategy.
- Carshare demand: Incentivize GTEC employers to maintain company sponsored carshare or bikeshare memberships. By encouraging carshare or bikeshare memberships, employers and employees alike would feel less like they needed to have a personal automobile at their place of employment. This combined with commuter financial incentives inherent in the CTR and GTEC network would have an effect on an individual's decision to drive alone.
- Carshare demand: Provide public funding for either partial or full memberships for carshare memberships for "eligible individuals" living within a quarter mile of carshare stations. "Eligible individuals" yet to be determined.

d. Parking Supply and Management:

- Implement on-street parking management plans in regional growth centers that favor short-term consumers. One aspect of these plans should be performance-based parking pricing, a strategy in which the price of parking is set to encourage 85 percent occupancy of short-term spaces during peak periods.
- Implement shared-parking policies in regional growth centers. Evidence presented by Litman indicates that shared-parking facilities can accommodate 20-40 percent more users than those facilities with assigned parking. The intent is to increase parking supply efficiency where all users do not need a parking space all day, every day. This is likely to be more successful in mixed-use areas where customer or employee demand for parking peaks at different points during the day.
- See section (ix) below.

- viii. System Management: Mid-term (HOT with some fully tolled segments) and long-term tolling strategies form a major component of system management in the Full Preferred Alternative. The long-term option analyzed was full system tolling (tolling all freeways and arterials) to establish an upper end of the range of possibilities beyond freeway system tolling. Other vital activities are described above in the Roadway...Efficiency Strategies and Transit subsections.
- ix. Pricing: Roadway Tolling: The full Preferred Alternative expands road tolling implementation in successive steps from HOT lane operations on most of the region's freeways in the mid-term of the plan to fully tolling the entire regional freeway system by 2035. In addition, the full Preferred

Alternative realizes the need for a potential range of additional pricing strategies such as extended VMT, system tolling, and other user fees. For analysis purposes, arterial tolling was assumed in addition to freeway tolling to represent the extent of that range of user fees. See Addendum A for a map showing the extent of the tolled freeways reviewed in the analysis at 2040 build-out.

1. **Parking Charges:** In general on-street parking charges will grow with inflation (cost increases at 1.5 percent above the general inflation rate) per baseline assumptions except centers in Metropolitan and Core cities. In those centers the analysis assumes a 5 percent regional parking surcharge applied to on- and off-street parking facilities with existing parking charges in year 2006, plus the addition of on- and off-street parking charges in centers where there are no existing parking charges. The latter were set based on the surcharged parking rates proportional to total employment density (off-street) or retail employment density (on-street). See Addendum E for details.
 2. **Park-and-Ride Charges:** No charges
 3. **Ferry Special Charges:** Institute a fuel charge on top of regular base fares
- x. **Other:** See the “Other” discussion in the Core Strategies section (page 17) for emissions technology strategies
- xi. **Financial Strategy:** The Full Preferred Alternative does not include a detailed financial strategy. It does, however, include actions that would generate revenues. Elements of the latter explicitly treated in the alternatives modeling include the roadway tolling and parking charges summarized above plus a fuel tax replacement (treated in the modeling as an additional 2 cents per vehicle mile traveled for non-transit vehicles by year 2035).

3 Glossary

Demand Management

Alternative Mode Subsidy or Incentive => Subsidies that either partially or fully offset the cost of an individual's choice to use an alternative mode. These subsidies are often offered by employers as a part of the CTR program but can also be offered through other public or private programs. Some employers or agencies may also offer financial incentives to use non-motorized modes of transportation that do not incur a monthly cost.

Carshare => Carshare programs and station cars allow a large group of people to share a pool of vehicles—usually owned by an implementing agency or private company—and split the associated costs. In the central Puget Sound region the most widely used carshare company is Zipcar.

Commute Trip Reduction (CTR) => Washington's CTR law was enacted in 1991 with the intent of reducing peak period traffic congestion through employer-based programs. The law affects only employers with over 100 employees commuting during peak periods and aims to reduce congestion by decreasing the number of commute trips made by single-occupant drivers. The primary method of reducing these single-occupant commute trips is offering alternative commute mode incentives and subsidies such as free bus passes.

Distance-Based Insurance => Also known as pay-as-you-drive (PAYD) insurance and other names, these are automobile insurance policies whose premiums are determined by the number of miles driven during the policy term.

Guaranteed Ride Home (GRH) => Guaranteed ride home programs subsidize an occasional or emergency ride, such as by taxi or rental car, for commuters who normally carpool or use transit.

Growth and Transportation Efficiency Center (GTEC) => A GTEC is a defined boundary of dense mixed development with major employers, small businesses and residential units. The Washington State Legislature created the Growth and Transportation Efficiency Center (GTEC) concept in 2006 as part of the CTR Efficiency Act to increase the efficiency of the state's transportation system in areas of the containing high concentrations of jobs and housing. The program allows implementing agencies to employ a variety of strategies to reduce single-occupant commute trips into and out of the defined area.

"Green Streets" or "Complete Streets" Policies => "Green Streets" and "Complete Streets" are policies in which existing or planned streetscapes are designed to provide multimodal transportation facilities, such as bike lanes and sidewalks, as well as provide an inviting environment to pedestrian activity. The latter would include trees and other amenities or design characteristics that increase the walk-ability of a particular segment of roadway.

Individual Trip Planning => Individualized trip planning is a service that equips customers with the knowledge of how to get from their home to their destination or vice versa. Generally a one-on-one session with a trip planner will result in the customer receiving information such as which bus routes to take and when, which facilities are appropriate for cycling, and potentially the establishment or joining of a rideshare. These types of trip planning services are expensive to provide, but generally result in some form of mode shift.

Mixed-Use and Transit/Pedestrian Oriented Development (TOD) => Mixed-use and transit/pedestrian-oriented development works hand-in-hand with other strategies such transit service and non-motorized

improvements to encourage residents and customers to take advantage of alternate modes of travel. Additionally, by locating homes, commercial, and retail in the same space, the need to travel longer distances for particular services may be avoided.

Park-and-Ride Lots => Park-and-ride lots serve as an artificial means of creating the critical mass for commuter transit service. They spare users increasingly high parking costs while providing the flexibility to run errands and make other trips prior to returning home.

Parking Cash-Out => Commuters who are offered subsidized parking are also offered the cash equivalent if they use alternative travel modes. This strategy can be very effective in reducing single-occupant commute trips to and from work.

Parking Management => Includes a variety of strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users and improve parking facility design. Parking Management can help address a wide range of transportation problems and help achieve a variety of transportation, land use development, economic, environmental objectives. Parking pricing is included as a parking management strategy.

Pricing => Toll roads, cordon pricing, congestion pricing, and high-occupancy toll (HOT) lanes are all forms of road pricing that charge motorists for driving on a particular roadway or zone.

Public Education and Promotion => A lack of understanding of available transportation options has been identified as a major barrier to alternative mode use. Marketing and public education programs can help overcome that barrier, effectively making the use of those alternative modes more convenient.

Ridematching Programs => Programs that facilitate carpool formation, including ride-matching services and vanpool programs. One example of a ridematching system is www.rideshareonline.com where individuals log in to start a car or vanpool or find an existing local rideshare.

Rideshare => Generic term referring to carpooling, vanpooling, or vansharing.

Shuttle Services => Shuttle services are a subset of public transportation using vans, shuttles, or small buses to fill gaps in the transportation system, often serving very small or particular market segments.

Telecommuting and Flexible Work Schedules => Telecommuting programs enable employees to use telecommunications (phone, Internet, video-conferencing, remote desktop, and others) to substitute for physical travel to a worksite. Some telecommuting programs also include the use of remote worksites, facilitating shorter commute trips for some employees. Flexible work schedules, a compressed work week (such as 4/40 or 9/80), or staggered shifts that enable employees to reduce peak-hour trip-making.

Transit => The provision of reliable, efficient transit service is essential to reducing VMT and SOV rates.

Transit and Vanpool Operational Improvements => Include agency efforts designed to increase the efficiency and effectiveness of existing transit and vanpool services.

Transportation Concurrency => Provision contained in Washington state's Growth Management Act (GMA) requiring local jurisdictions to have in place, or to have funded, necessary transportation facilities "concurrent" with new development.

Transportation Management Association (TMA) => Non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support. Local TMA's include the Greater Redmond TMA, TransManage, the Urban Mobility Group, and the Duwamish TMA.

Vanpool => A service in which 6-15 passengers meet or are picked up in a van and transported to a common destination. The vehicle is operated by one of the vanpool members and is owned by a transit agency. Members pay a fare to ride in vanpools, which provide a comfortable alternative to individuals where their commute does not lend itself to fixed-route transit.

Vanshare => Vanshare vehicles are essentially the same thing as vanpools; however, this service is utilized for either the first or last leg of a commute. On the origin end of the trip members of the vanshare are picked up, or they meet in a common location and are transported to a transit stop/station, where they disembark and board the fixed-route transit vehicle to take them to their final destination. The vehicle remains at the drop-off point and members re-board upon their return trip to be taken back to their place of origin. On the destination end, vanshare members disembark from fixed-route transit and board the vanshare vehicle to go to a common destination.

Bicycle & Pedestrian

Bicycle and Pedestrian Infrastructure and Transit Integration => This includes investment in the non-motorized network that facilitates efficient movement of pedestrians and bicyclists. Includes, but is not limited to sidewalk improvements, dedicated non-motorized paths, bike lanes, signage, signalization, and parking that make it easier and safer to move throughout the community without the use of an automobile. Additionally, providing capacity for bicycles on transit vehicles and at transit stations promotes not only non-motorized transportation, but the use of transit as well.

System Management

511 => An easy-to-remember 3-digit telephone number, available nationwide, that provides current information about travel conditions, allowing travelers to make better choices—choice of time, choice of mode of transportation, choice of route.

Active Traffic Management (ATM) => A tool that can maximize safety and traffic flow by dynamically managing and controlling traffic based on the prevailing traffic conditions. These strategies include speed harmonization, queue warning, junction control, hard shoulder running, dynamic re-routing, and traveler information.

Adaptive Signal Control=> Automatically adjusts signal timings (cycle lengths, splits, offsets) in real-time based on current traffic conditions. Adaptive timing has been shown to improve travel times, reduce stops and reduce fuel consumption compared to traditional signal timing methods. Adaptive timing requires additional detection and a communications controller on the selected corridors, as well as a central computer.

Advanced Parking Systems=> Advanced parking systems help drivers find or reserve parking, enable wireless and/or electronic payment, and/or convey real-time information regarding the status of a lot or metered space.

Advanced Signal Systems => Includes coordinated signal operations across neighboring jurisdictions, as well as centralized control of traffic signals, which may include some necessary technologies for the later development of adaptive signal control.

Advanced Vehicle Location (AVL)=> AVL systems are computer-based vehicle tracking systems that measure the real-time position of each vehicle and relay the information back to a central location. They are used most frequently to identify the location coordinates of vehicles in order to better satisfy demand. They also serve to provide location coordinates to respond to emergency situations. The benefits of AVL include improved dispatch and operational efficiency, improved overall reliability of service, quicker responses to disruptions in service, such as vehicle failure or unexpected congestion, quicker response to threats of criminal activity (via silent alarm activation by the driver), and extensive information provided at a lower cost for future planning purposes.

Center to Center Communications (C2C) => Communications span the entire ITS domain, covering the exchange of data between computers physically located in different transportation management center facilities (e.g., traffic management centers, transit management centers, emergency management centers, and parking management centers).

Closed Circuit Television (CCTV) Cameras => Fixed or pan/tilt/zoom cameras could be used to monitor traffic conditions on these roadways, collect counts, and to observe the operation of signal coordination on the corridor.

Dynamic Messaging => Dynamic messaging uses changeable message signs to provide information to motorists.

Dynamic Rerouting => Change destination signs to account for current traffic conditions to effectively utilize available roadway capacity by redirecting traffic to less congested facilities.

Hard Shoulder Running => Hard shoulder running uses the shoulder as a travel lane during congested periods or allows traffic to move around an incident. Use of the lane may be general purpose or restricted, such as to transit vehicles.

Highway Advisory Radio => Can be deployed temporarily, or existing systems can be updated periodically to provide information on work zones or other highway maintenance activities. ITS operators may also send this information to in-vehicle devices capable of displaying traveler information.

High-Occupancy Vehicle (HOV) lanes => High occupancy vehicle lanes are reserved for vehicles containing at least a specified number of occupants (such as 2, 3, 4, or more) or for transit vehicles.

Incident Management Systems => Incident management systems assist in the efficient handling of incidents, such as emergency response, highway service patrol, highway advisory radio, and incident detection.

Incident Response Teams => Roadside assistance teams that are dispatched and/or roving to quickly respond to incidents.

In-Vehicle Systems => Organizations operating ITS can share information collected by detectors associated with arterial management systems with road users through technologies within the arterial network, such as dynamic messages signs or highway advisory radio. ITS operators may also send information to in-vehicle devices capable of displaying traveler information. Coordination with regional or multimodal traveler information efforts, as well as freeway and incident management programs, can increase the availability of information on arterial travel conditions.

Integrated Corridor Management (ICM) => A combination of traveler information, inter-jurisdictional and modal coordination to achieve a balance in the demand on the system. Creates equilibrium in the corridors by distributing travel on parallel routes and modes.

Junction Control => Use variable traffic signs, dynamic pavement markings, and lane use control to direct traffic to specific lanes (mainline or ramp) based on varying traffic demand.

Queue Warning => Overhead messaging signs warn motorists of downstream queues and direct through-traffic to alternate lanes.

Ramp Metering => Ramp metering uses signals at points where ramps enter a freeway to regulate the rate and spacing of traffic.

Reversible Lanes => Traffic may travel in either direction in reversible lanes, depending on conditions. Direction of flow may be established using signals, signage, or pavement markings.

Signal interconnect=> Twisted wire pair and fiber optic signal interconnect are used to allow local traffic signal controllers to communicate to field masters or to a central monitoring and/or control system. With a physical communication link to traffic signals, agency personnel can upload and download data from a remote site, alarms can alert operators of problems, and timings can be monitored and adjusted.

Special Events and Work-Zone Planning => These are procedures for managing the impact on traffic of construction projects or irregular events.

Speed Harmonization => Speed harmonization dynamically and automatically reduces speed limits approaching areas of congestion.

Traffic Signalization and Control => Adapting and synchronizing control systems to current conditions in a larger signalized network.

Traveler Information => Provides estimated travel time and other condition reports to communicate travel and traffic conditions. Allows for better pre-trip and en-route decisions by travelers.

Traffic Management Center (TMC) => Is the hub of a transportation management system, where information about the transportation network is collected and combined with other operational and control data to manage the transportation network and to produce traveler information. The TMC links various elements of Intelligent Transportation Systems, such as variable message signs, closed circuit video equipment (CCTV), roadside count stations, etc. It enables decision makers to identify and react to an incident in a timely manner based on real-time data.

Time of Day Signal Coordination => Multiple signals are synchronized based on coordinating clocks so timing plans operate in sync.

Time of Day Signal Timing => Signal timing plans are varied to respond to peak and off-peak periods.

Traffic Responsive Signal Timing (TRPS) => Would be used to adjust signal timings based on current volumes. Count stations are used to monitor traffic volumes. When the volumes reach a pre-defined level for a certain amount of time, the coordination plan is changed. Each coordination plan used is predefined, whereas, with adaptive signal timing, the plans are continuously being modified.

Transit Signal Priority => Transit priority access to green signals at intersections can speed travel by public transportation and improve the on-time performance of buses and light-rail vehicles. Transit signal priority systems follow a number of different operating strategies that provide green signals to approaching transit vehicles.

Vehicle Infrastructure Integration (VII) => An initiative that is a cooperative effort among U.S. Department of Transportation, state and local governments, the automobile industry, and other partners to support development of an information infrastructure for ongoing real-time data communications with, and among, vehicles to enable a number of safety, mobility, and commercial applications. An implemented VII network will enable travelers to access traffic conditions and routing information for multiple modes of travel, receive warnings about imminent hazards, and conduct commercial transactions within their vehicles. Transportation agencies will have access to data needed

to better manage traffic operations, support planning, and more efficiently manage maintenance services.

Transit

Automatic Fare Collection=> Electronic transit fare payment systems, often enabled by smart card or magnetic stripe technologies, can provide increased convenience to customers and generate significant cost savings to transportation agencies by increasing the efficiency of money handling processes and improving administrative controls.

Community Connectors or Community Connector Service => See “Service Typology”

Core Service => See “Service Typology”

Service Typology => The arrangement of transit service provision, for the purpose of long-range planning and regardless of technology, into one of these three categories:

- *Core Service*: Transit routed between or through areas with higher density population and/or employment. Because of the land use patterns it serves, it is by design the most accessible to large numbers of people (highest ridership). Typically running all day, it tends to be high frequency, operating at the highest possible speeds. Examples include the King County Metro 71, 72, and 73, as well as the Sound Transit all-day regional buses. HCT service is considered part of core service.
- *Community Connector Service*: Transit routed between or through areas that are not dense enough to warrant core service but that the operator is required or has chosen to serve for policy reasons. Because of the land use pattern it serves, it does not serve large numbers of people. Typically running through much (but not all of) the day, it tends to be lower frequency but can operate at higher or lower speed depending on individual routes. Examples are King County Metro #'s 17 and 24.
- *Specialized Service*: Transit routed to serve very specific users at specific times, such as peak-period commutes from Park and Rides to employment centers. Running only at specific times, it can be either high frequency or low frequency during those times but is generally high speed and can carry high volumes of passengers. An examples are the King County Metro #37 or the 306/312 route connecting Park and Rides in Bothell and Kenmore to downtown Seattle in the morning and evening commute periods. Paratransit service is also considered part of specialized service.

Specialized Service=> See “Service Typology”

Addendum A: Tolling Strategies Across Alternatives

The table below is a quick reference to the main tolling aspects of the alternatives. Maps following show the specific tolling strategy locations for each given alternative. PDF files containing larger versions of each map are noted under each map title.

Tolling and Managed Lane Strategies by 2040: Quick Reference

Alt.	Description	Transit	HOV 2	HOV 3+	Med+Hvy Truck
Baseline	HOV 1-lane	Free	Prohibited in AM & PM Peaks**	Free	Prohibited
1	HOT 1-lane	Free	Pay	Free	Prohibited
2	HOT 2-lane	Free	Pay**	Free	Prohibited
3	Freeways Tolled: No Managed lanes	Free	Pay	Pay	Pay
4	Freeways Tolled with Managed Lanes	Free and Permitted in Mgd. Lane	Pay but Permitted in Mgd. Lane	Pay but Permitted in Mgd. Lane	Pay; prohibited in Mgd. Lane
5	Freeways & Arterials Tolled: No Managed Lanes	Free	Pay	Pay	Pay
Preferred Alternative (Constrained)	Freeways Tolled: No Managed Lanes	Free	Pay***	Pay***	Pay (Med=1.5xSOV, Hvy=2xSOV)
Preferred Alternative (Constrained)	Freeways & Arterials Tolled: No Managed Lanes	Free	Pay***	Pay***	Pay (Med=1.5xSOV, Hvy=2xSOV)

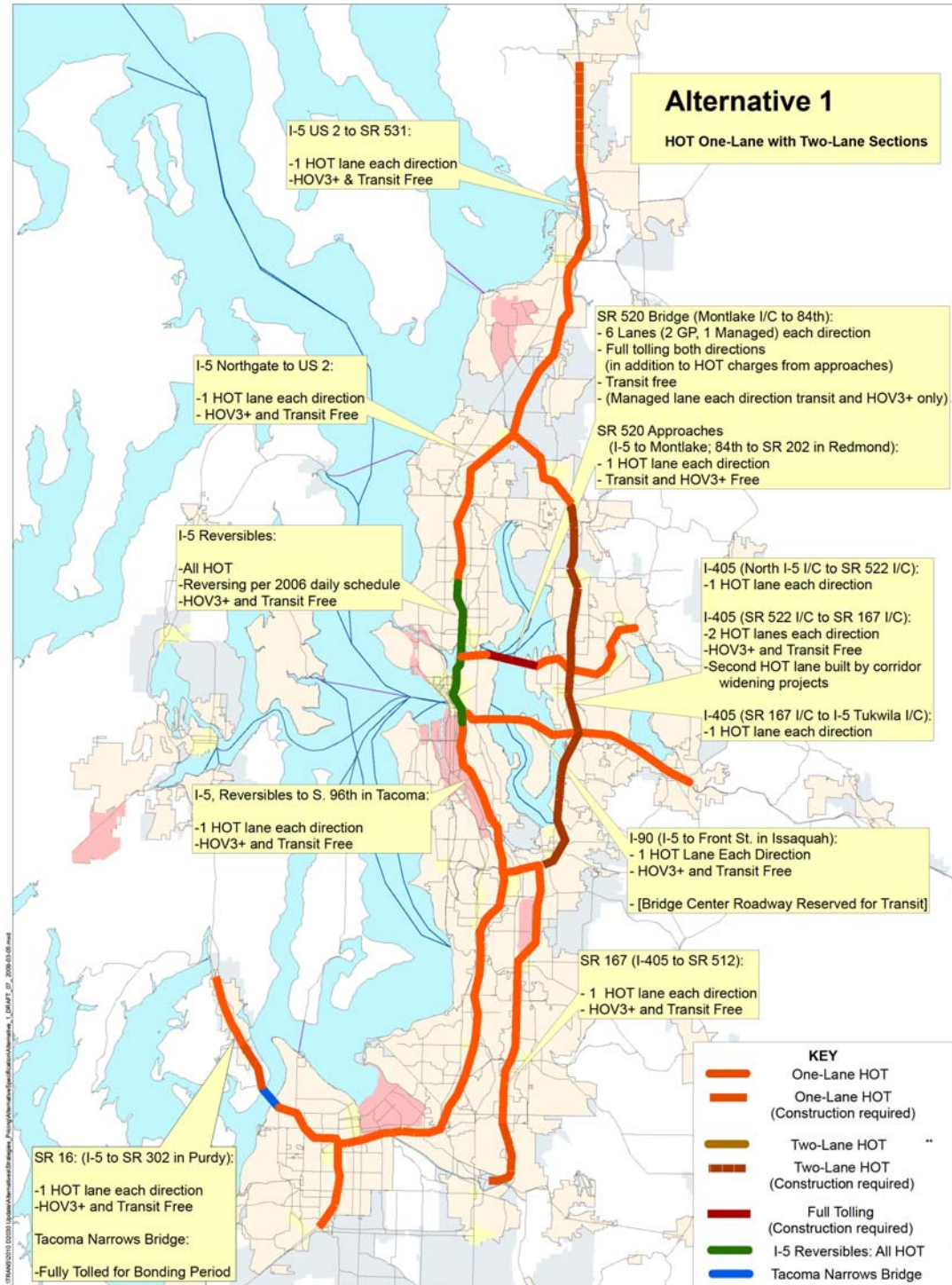
* SR 520 and Tacoma Narrows Bridges have their own toll rates

** HOV2 Free in year 2020

*** Preferred Alternative analysis assumed a HOT system in year 2020

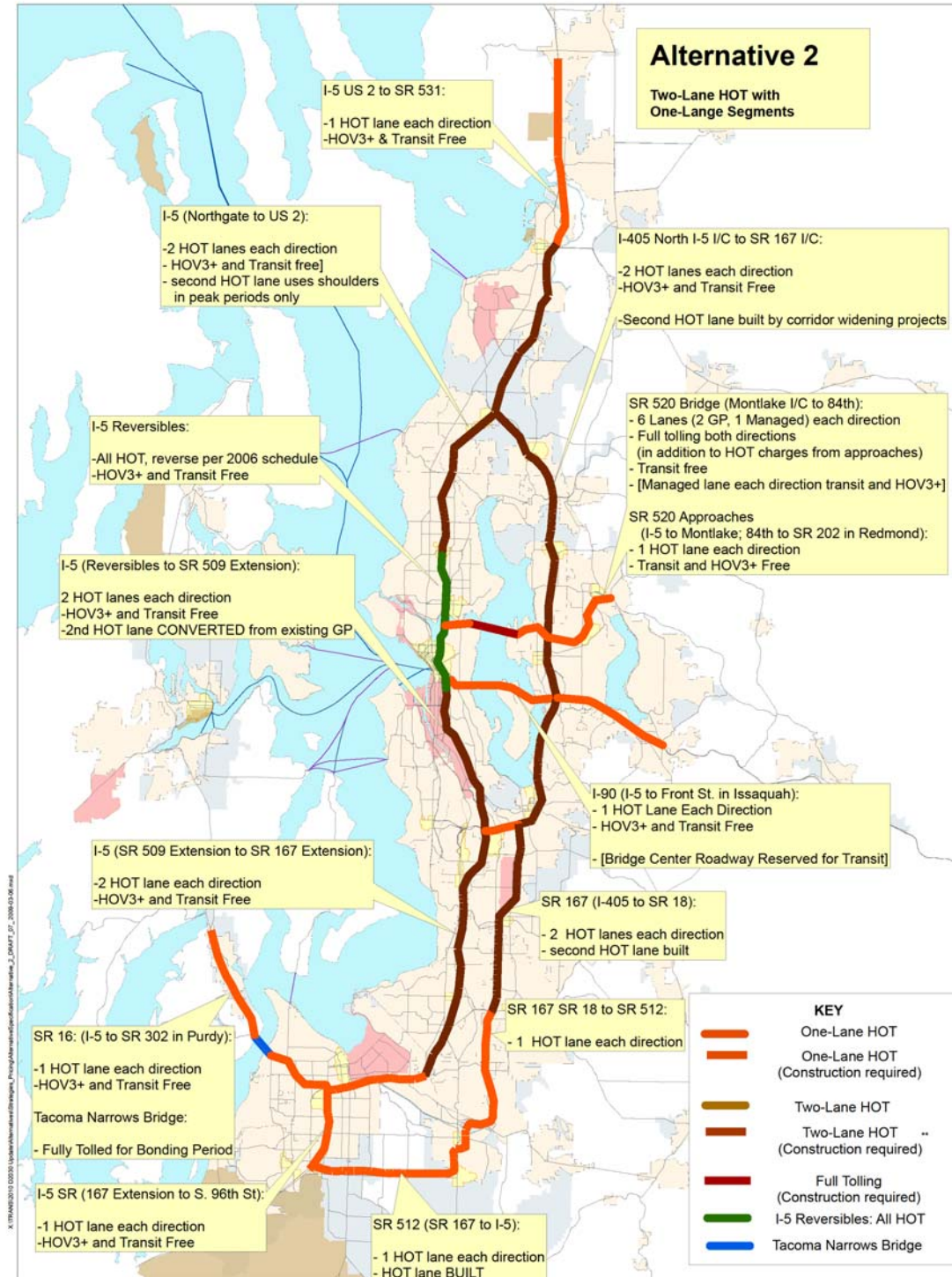
Alternative 1: One-Lane High Occupancy/Toll (HOT) System

Alternative 1 includes a one-lane HOT system on major regional freeways with one two-lane HOT segments on much of I-405.



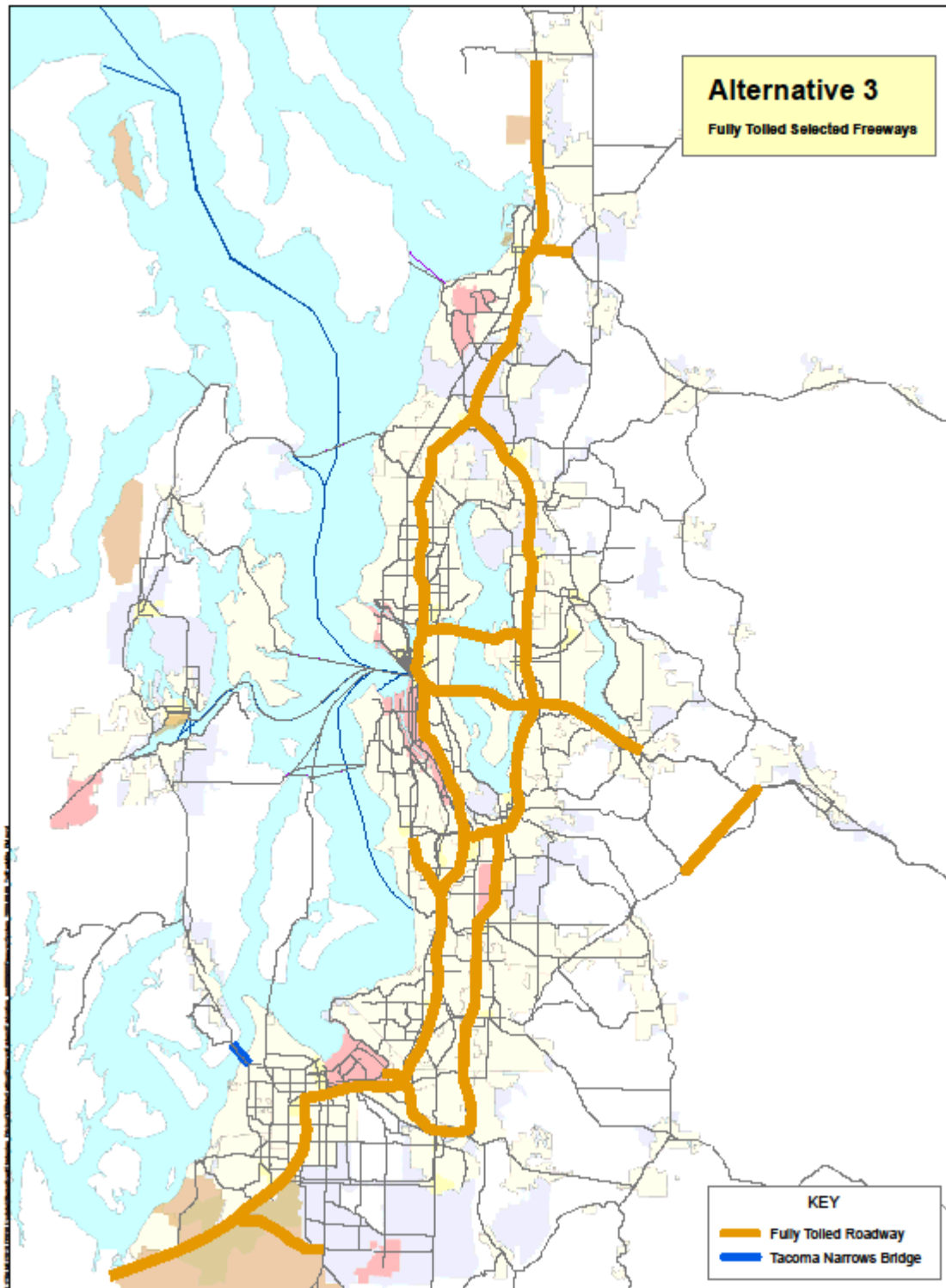
Alternative 2: Two-Lane High Occupancy/Toll (HOT) System

Alternative 2 includes a two-lane HOT system on major regional freeways with some one-lane HOT segments.



Alternative 3: Freeway Tolling (Project Funding Focus)

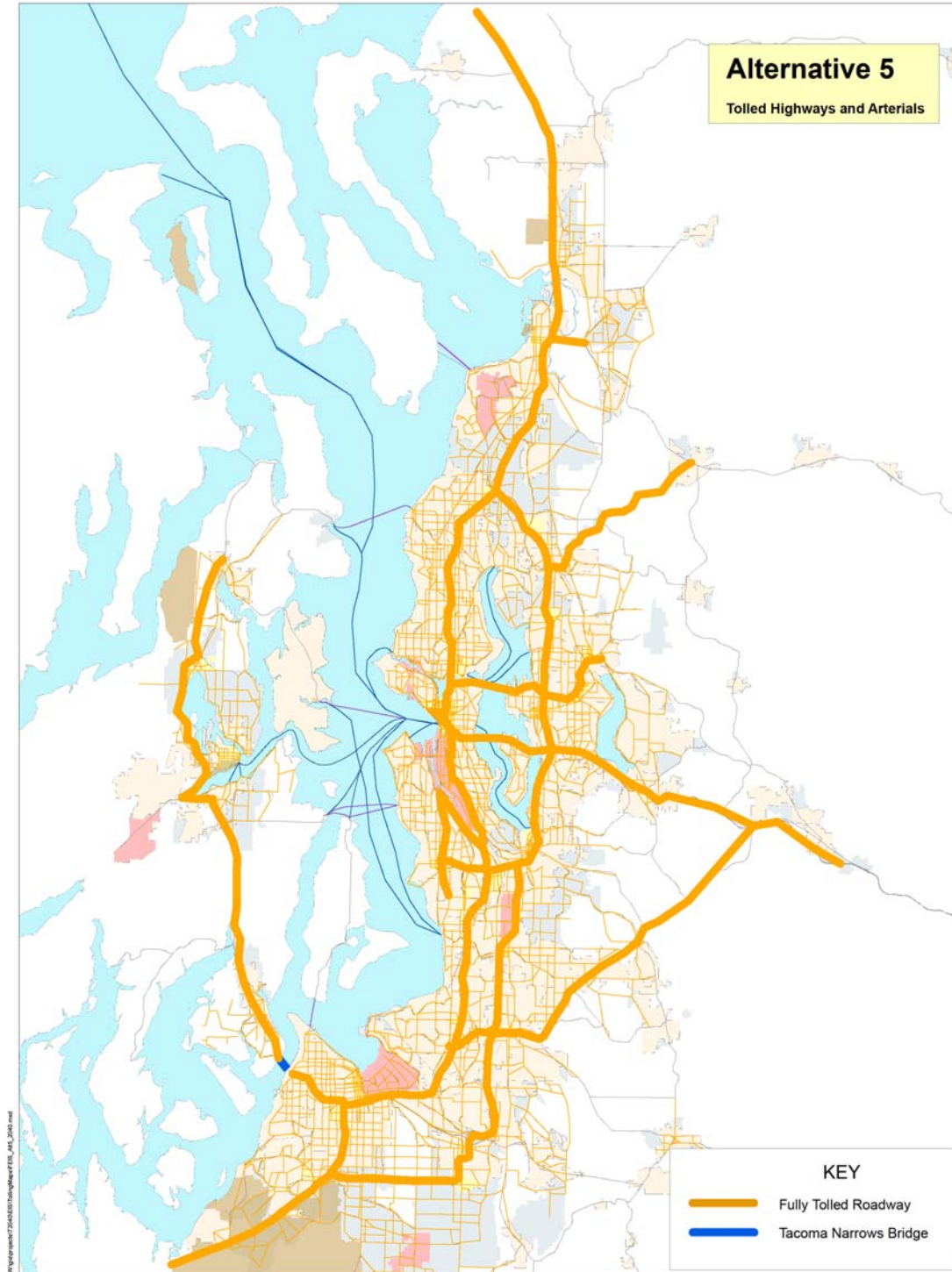
Alternative 3 tolls major segments of the regional freeway network with rates set to generate funding for investments on those respective segments. The map below summarizes investments per segment.



Alternative 4 dynamically tolls the majority of the region's freeways with rates set to maximize system efficiency.

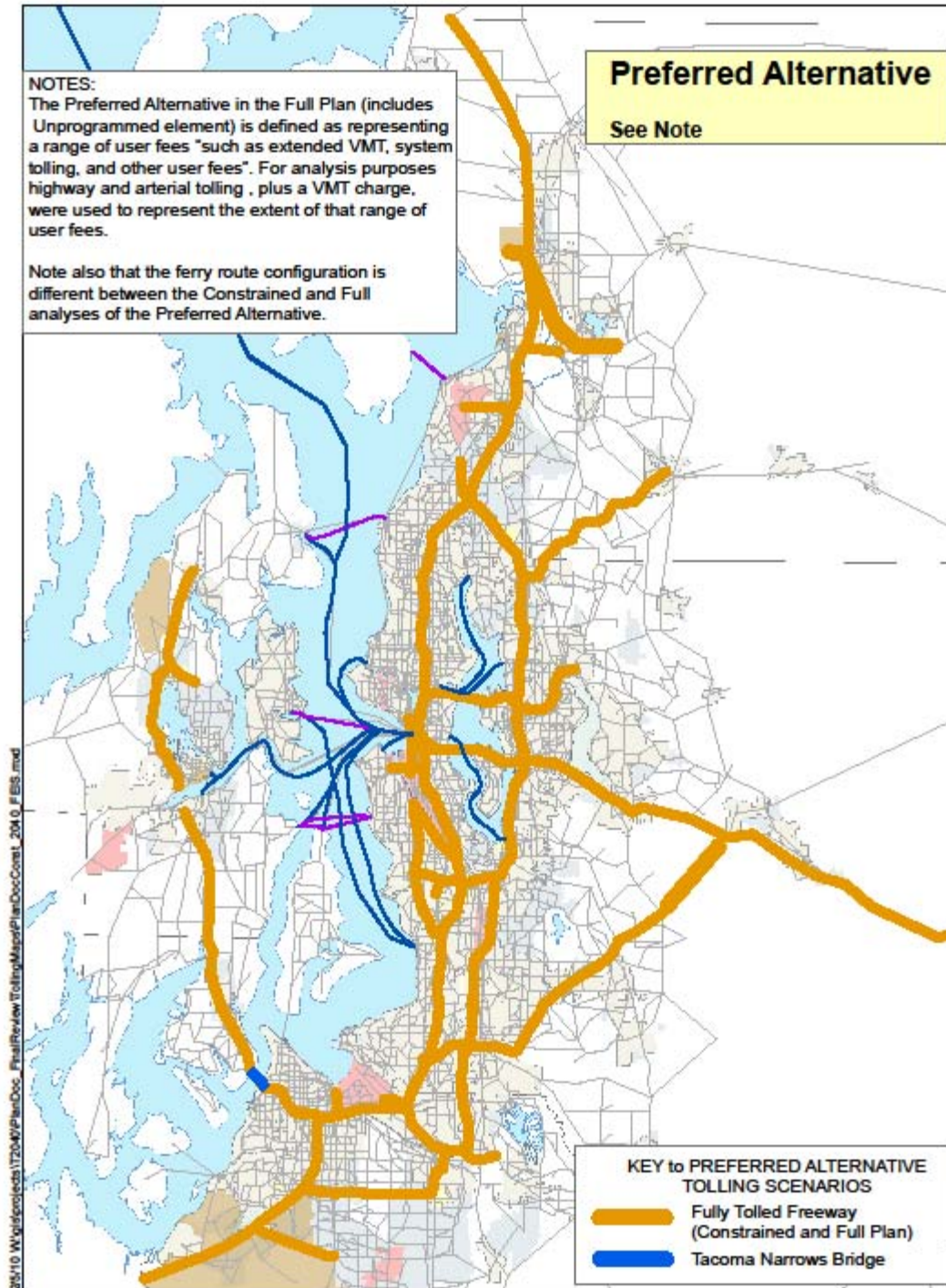


Alternative 5 dynamically tolls the regions freeways, minor arterials, and principal arterials with rates set to maximize system efficiency.



Preferred Alternative: Freeway System Tolling (System Management Focus)

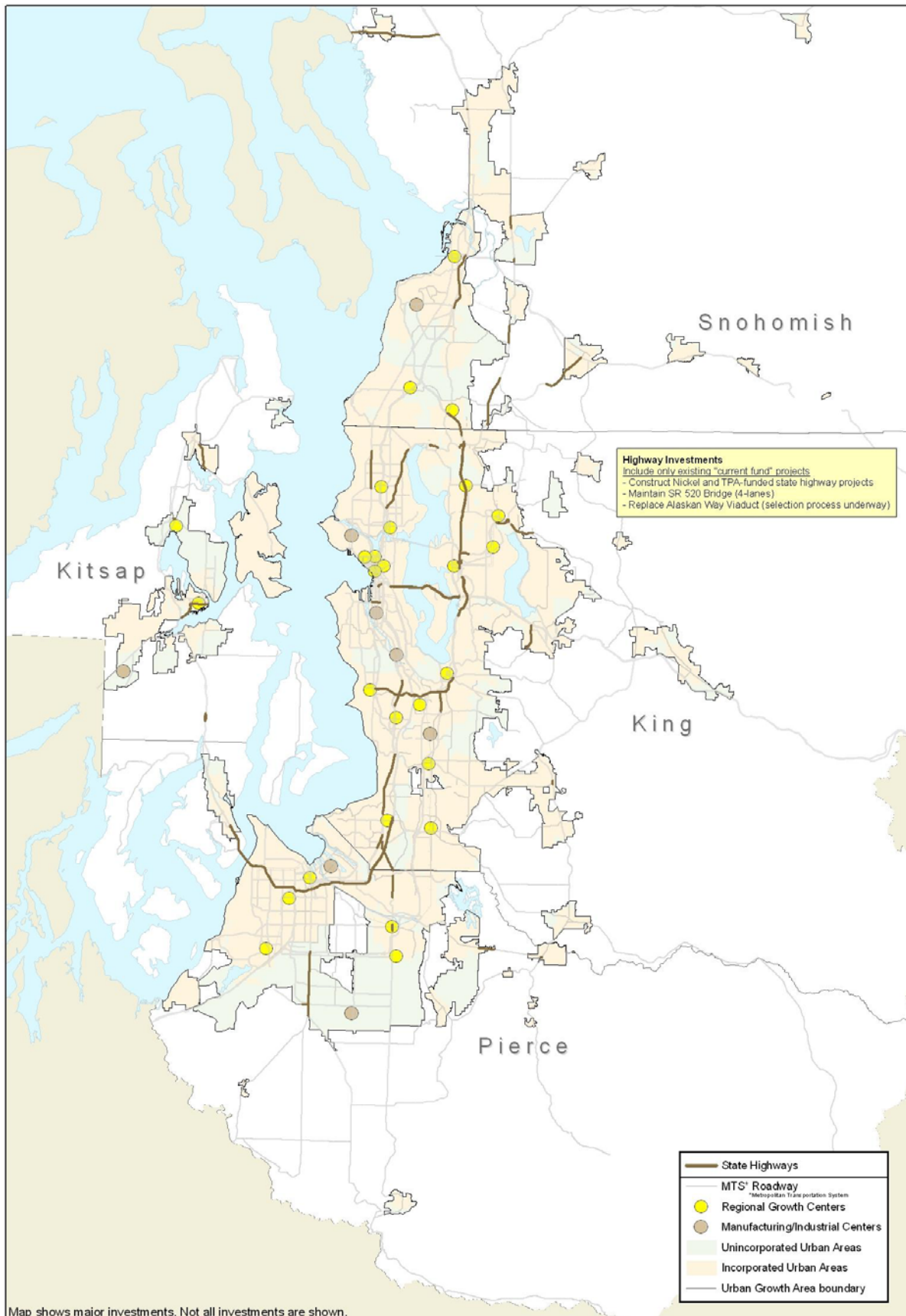
The Preferred Alternative (Constrained) tolls the entire freeway system. The full Preferred Alternative would require other revenues: the FEIS analysis assumed all arterials would be tolled and a VMT charge of 2 cents per mile.



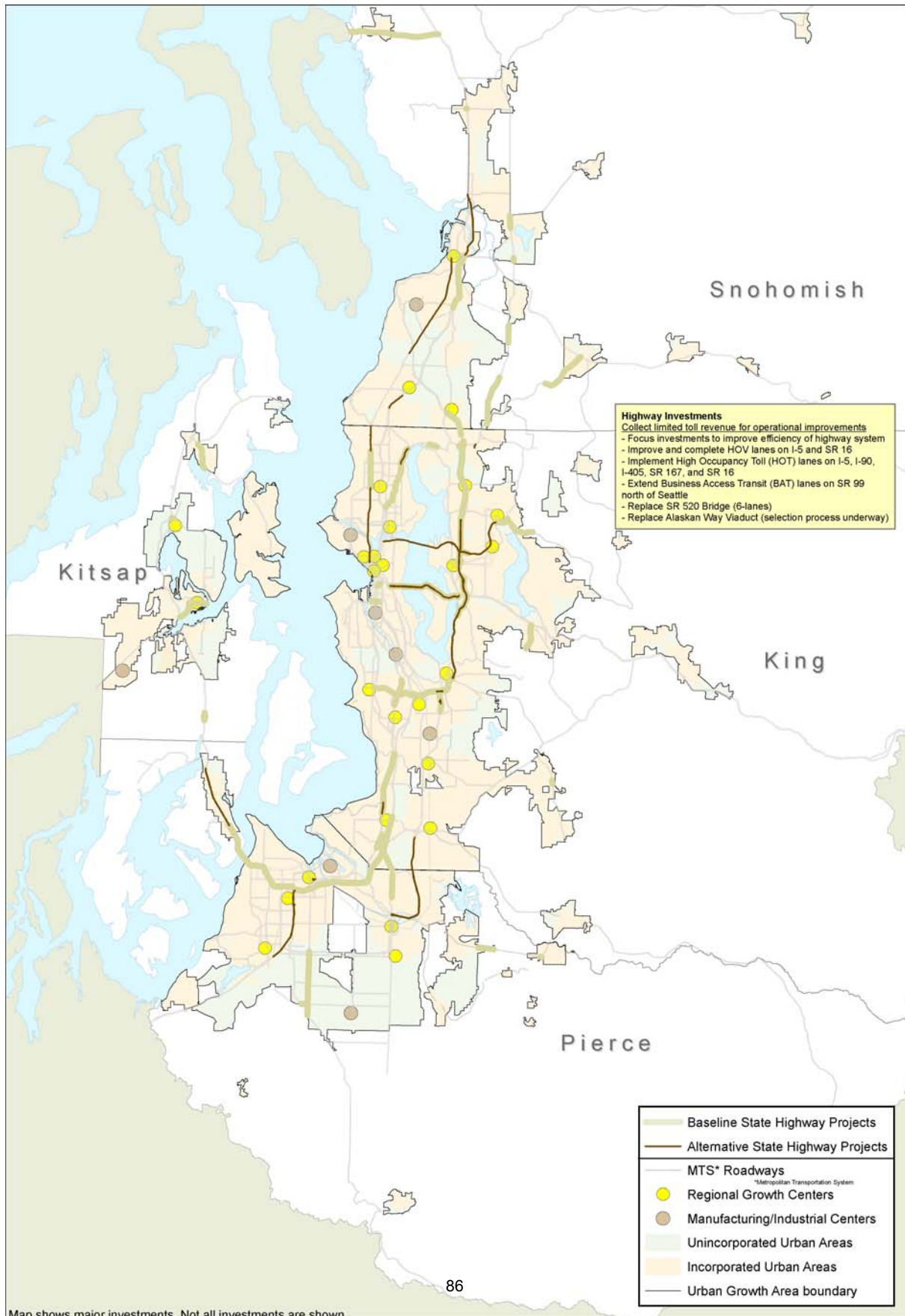
Addendum B: Roadway Investments Across Alternatives

The following maps illustrate capacity investments by alternative on the state highway system. A table in part 2 of this Addendum indicates which individual investments are included in each alternative. Part 3 of this Addendum tabulates arterial investments in the action alternatives.

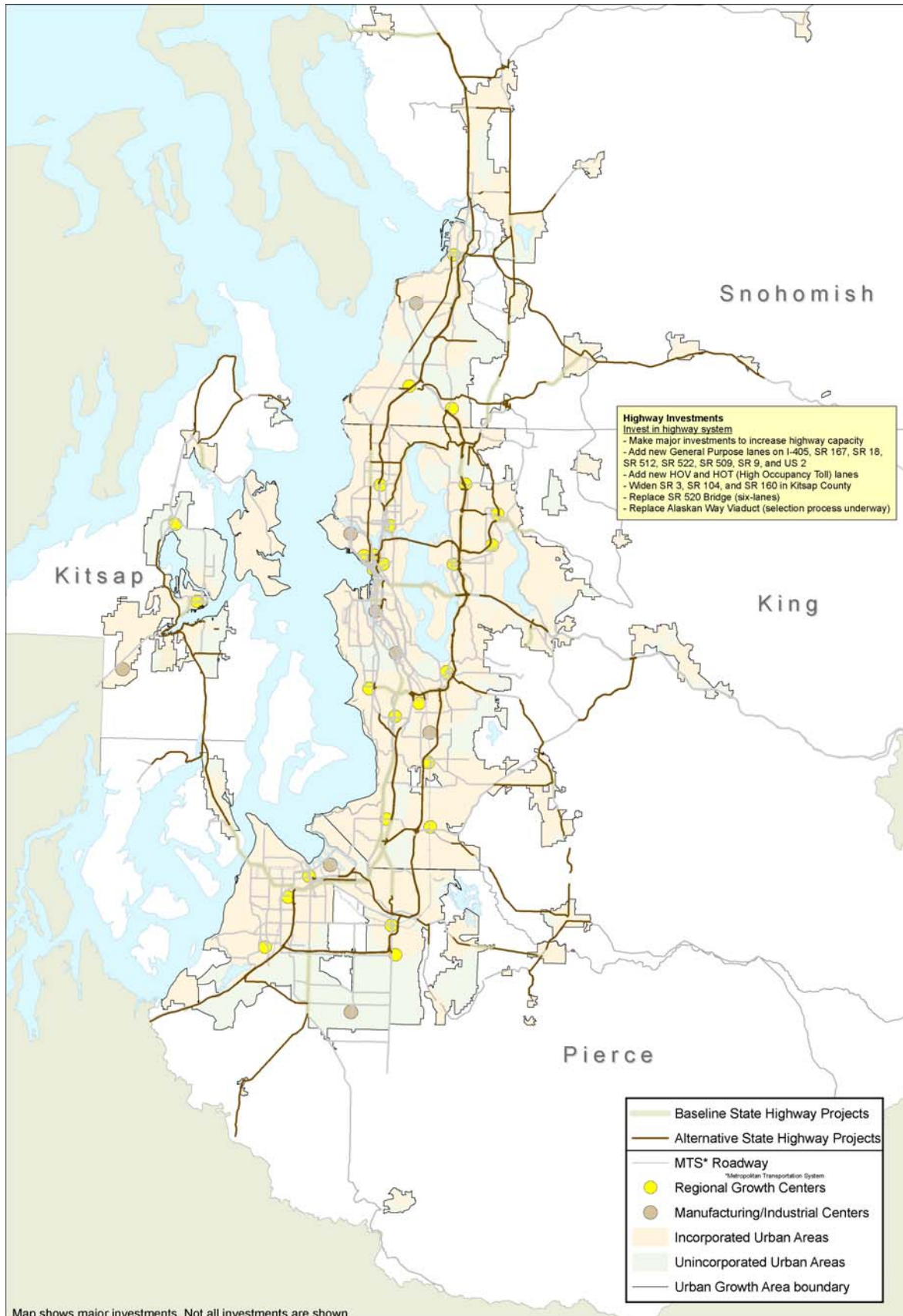
Addendum B Part 1: State Highways Expansion Investments, BASELINE



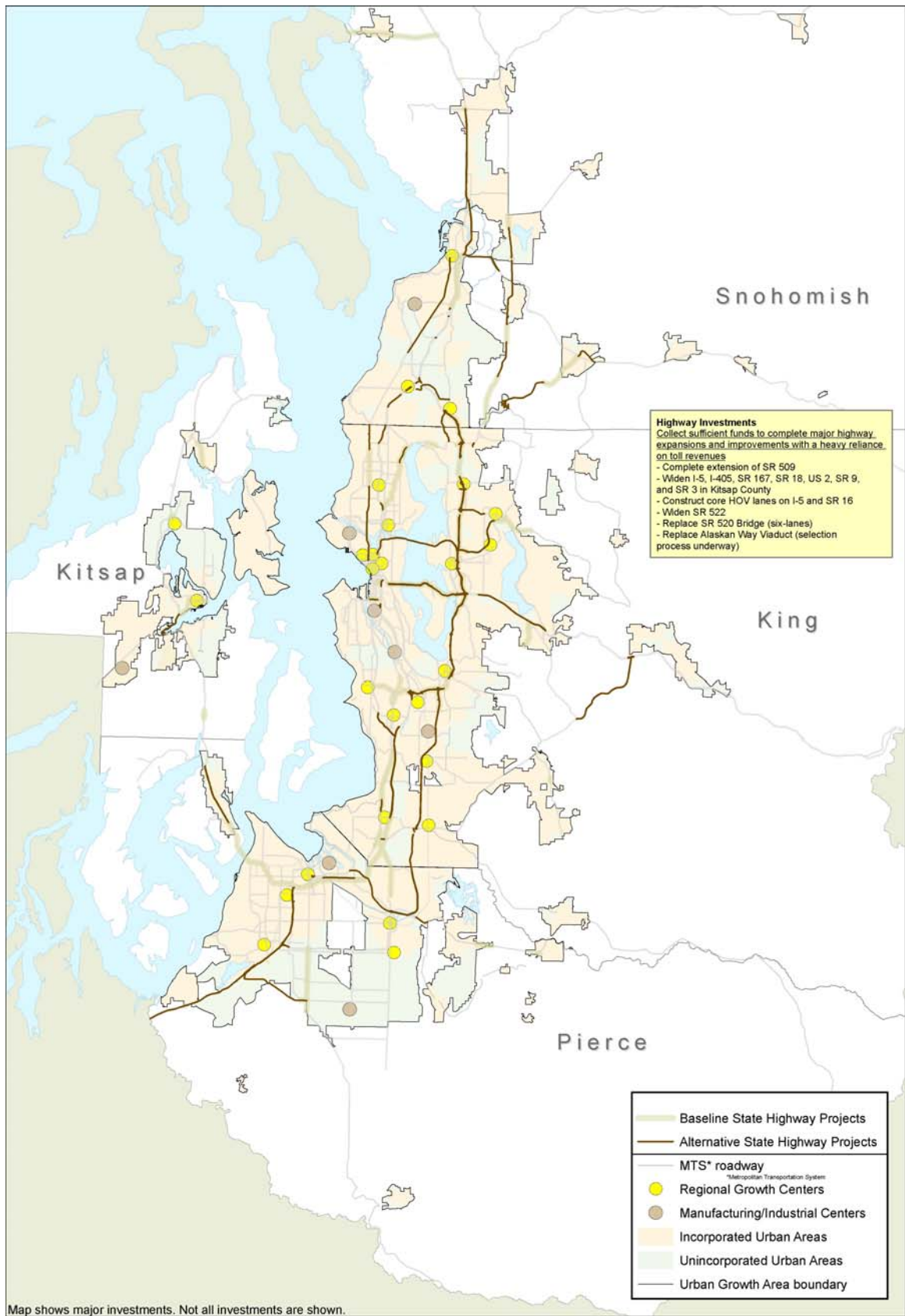
Addendum B Part 1: State Highways Expansion Investments, Alternative 1



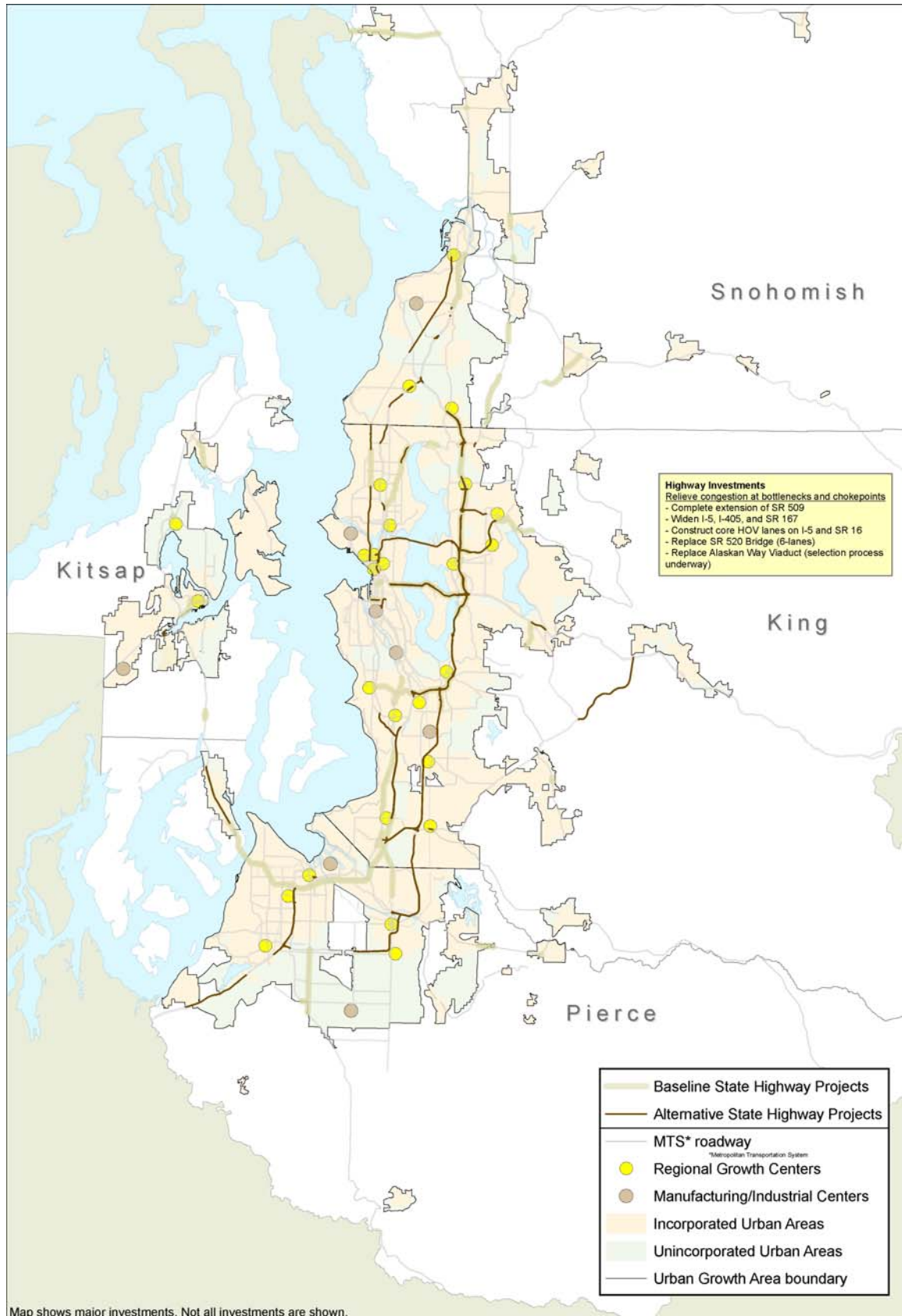
Addendum B Part 1: State Highways Expansion Investments, Alternative 2



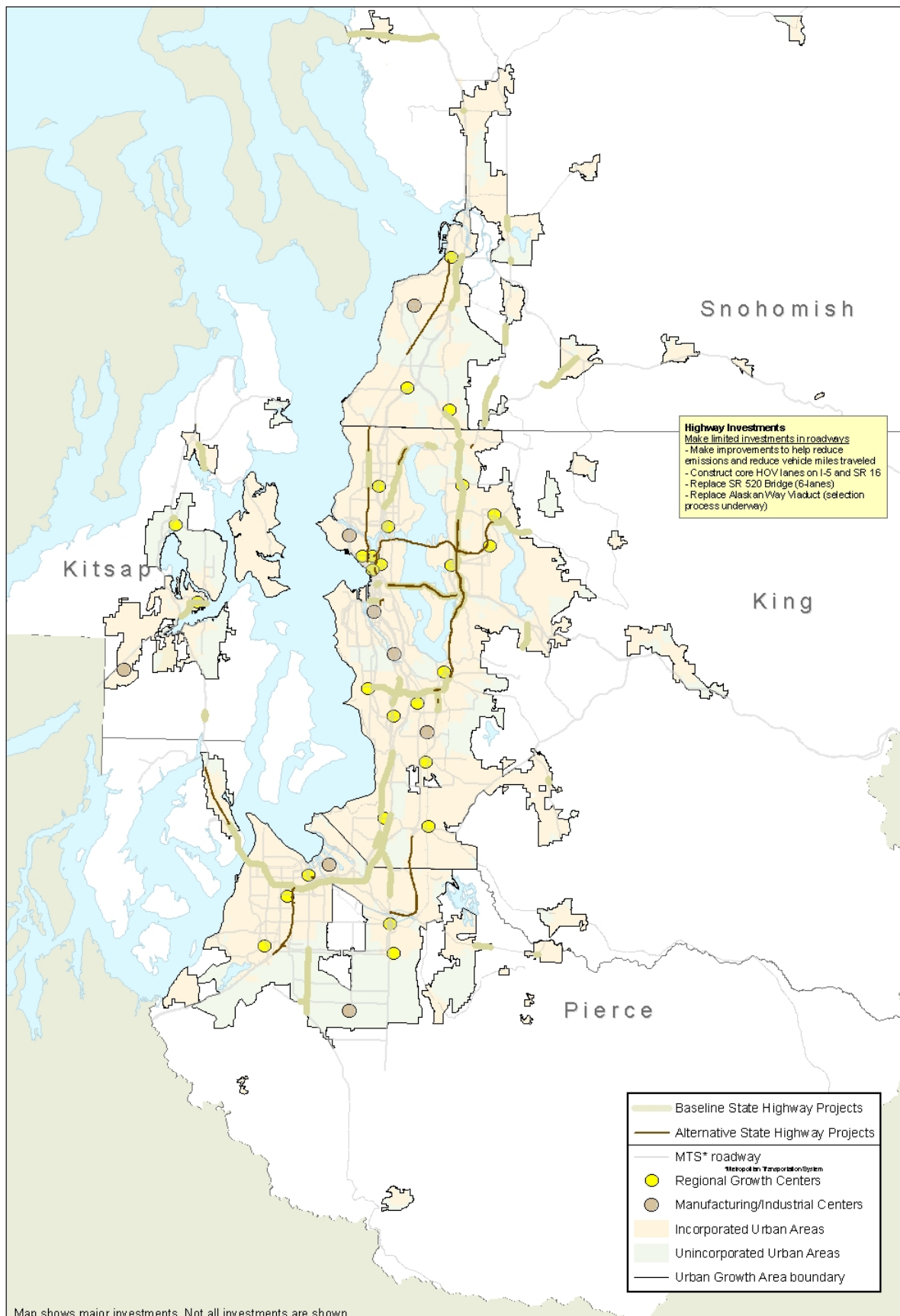
Addendum B Part 1: State Highways Expansion Investments, Alternative 3



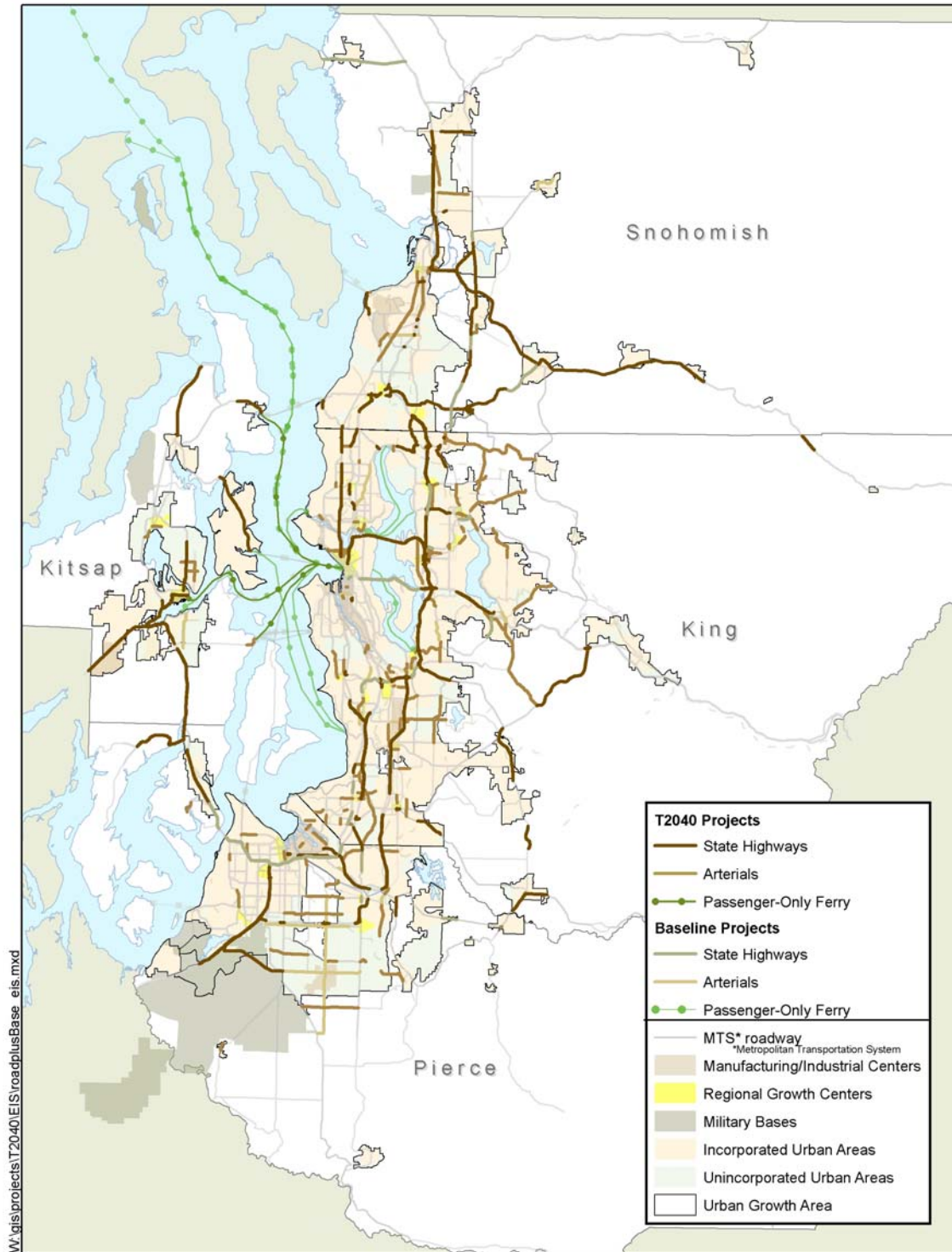
Addendum B Part 1: State Highways Expansion Investments, Alternative 4



Addendum B Part 1: State Highways Expansion Investments, Alternative 5



Addendum B Part 1: State Highways Expansion Investments, Preferred Alternative



Addendum B Part 2: State Highways Investments Cross-Tabulation

Sorted by SR number (i.e. US 2 is treated as “2”, I-5 is treated as “5”, and I-405 is treated as “405”). An “X” in one of the alternatives columns indicates that that investment was included in that particular alternative. Note that the Preferred Alternative was analyzed with a range of possible outcomes starting from a “Constrained” configuration (column “PA-C”) extending to the full Preferred Alternative (column “PA”).

This list was revised in response to comments and additional information received during the DEIS comment period. Comments in the “PA-C” and “PA” columns reflect the additional information. In some cases staff discovered that the project had entered construction or been recently completed (labeled “under construction” or “completed”). Certain investment outcomes were found to have been included in other projects (labeled “in XXXX” where XXXX denotes the other project) or duplicates (labeled “duplicate”). Finally, in the process of reaching a decision on the final plan, some investments included in the original five alternatives were excluded from the Preferred Alternative. Some of these projects were retained in a “concepts” list outside of the final plan (these are labeled “concepts” below). In some cases new investments were analyzed for the first time in the Preferred Alternative, making it possible that an investment will only have X’s in the PA-C and PA columns.

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5323	US 2 "Trestle" ATM	Restripe the east bound carriageway to allow hard shoulder running (3 lanes) during the PM peak and install other companion ATM devices.	2010	I-5	SR 204	WSDOT	X						under construction	
4174	US 2	Add one westbound lane and modify the US 2/SR 204 interchange.	2030	I-5	SR 204	WSDOT			X				concept	
5324	US 2	Widen the trestle to 3 lanes each direction (with HOV lane) with standard lane and shoulder widths and improve the US 2/I-5 interchange.	2020	I-5	SR 204	WSDOT				X			X	
4175	US 2	Widen to 4 lanes. Construct interchange at Bickford Road.	2020	SR 204	Bickford Ave.	WSDOT			X	X			X	
4176	US 2	Widen to four lanes. The alignment may be on the existing highway or it may be on R/W purchased for a bypass in the 1960s. The final decision should be resolved in an EIS.	2020	Bickford Ave.	City of Monroe (SR 522)	WSDOT			X				X	
5444	US 2 (Monroe Bypass) - (phase 1)	Construct a two lane SR 522 extension to the north and terminate at a roundabout that connects to the local street system.	2020	North of the SR 522 I/C	North of the SR 522 I/C	WSDOT		changed from 1620					X	
1620	US 2 (Monroe Bypass) - phases 2 and 3	Construct a four two - lane, limited access bypass around Monroe on new alignment to the north of the city. This project could be constructed in two stages.	2020	(west of) SR 522	Monroe east City limits	WSDOT			X	X			X	
4177	US 2	Widen the corridor to four lanes.	2040	Monroe east city limits	Sultan west city limits	WSDOT			X					X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4178	US 2	The long term vision through Sultan is a four-lane section (two lanes in each direction with bike lanes, sidewalks and a center median). The existing signalized intersections would be replaced with roundabouts.	2040	City of Sultan west city limits	City of Sultan east city limits	WSDOT			X					X
1704	US 2	In between Sultan and Gold Bar would be a four lane section (two lanes in each direction) separated by a four foot median with rumble strips to improve safety. The four-lane widening is carried through Gold Bar to just east of Reiter Road.	2040	City of Sultan east city limits	Goldbar West City Limits	WSDOT			X					X
5419	US 2	Within the city of Goldbar, this will be a a four-lane section (two lanes in each direction with bike lanes, sidewalks and a center median). The existing signalized intersections would be replaced with roundabouts.	2040	Gold Bar WCL	Gold Bar ECL	WSDOT		see 1704 (original extent included this)						X
5420	US 2	Widen to four lanes (safety related widening)	2040	Enter Baring	Leave Baring	WSDOT		not in DEIS						X
5421	US 3	Widen to four lanes	2040	Kitsap/Mason Co. Line	Imperial Way	WSDOT		not in DEIS						X
5422	US 3	Widen to four lanes	2040	Imperial Way	Gorst (SR 16)	WSDOT		not in DEIS					X	
5423	SR 3	Improve SR 3/Christopherson Road intersection - new through lanes and new turn lanes.	2015	Gorst (SR 16)	Gorst (SR 16)	WSDOT		not in DEIS					X	
4185	SR 3	Eliminate lane drop on SR 16 to northbound SR 3 by extending the lane north of the railroad bridge and extending the northbound SR 3 on-ramp.	2015	SR 3/ SR 16 Vicinity (Gorst)	SR 3/ SR 16 Vicinity (Gorst)	WSDOT			X	X	X		X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4186	SR 3	Reconstruct the SR 3/SR 16 Interchange.	2025	SR 3/ SR 16 Vicinity (Gorst)	SR 3/ SR 16 Vicinity (Gorst)	WSDOT			X	X			X	
1667	SR 3	Interchange improvements at Waaga Way per study. WSDOT participation is \$6.86 M. Total cost is \$13.70 M	2008	SR 3/SR 303 Interchange Vic (Waaga Way)		WSDOT	X						completed	
4184	SR 3	Widen from four to six-lane divided facility (creating one HOV lane in each direction) between the SR 3/SR 16 Interchange and the SR 3/SR 304 Interchange.	2040	SR 16	SR 304	WSDOT			X	X			X	
4182	SR 3	Widen SB SR 3 under bridge, ramp meter WB SR 304 onto SR 3 and extend on ramp to SB SR 3	2015	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	WSDOT			X	X			X	
4183	SR 3	Reconstruct the SR 3/SR 304 Interchange.	2025	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	WSDOT			X	X			X	
1828	SR 3	Widen from 4 lanes to 6 lanes creating HOV lanes, ITS, interchange improvements, enhanced transit. Cost not included for new Park and Ride Lots West Bremerton.	2040	SR 3/SR 304 Interchange Vicinity	Loxie Eagens Blvd.	WSDOT			X				X	
1829	SR 3	Widen from 4 lanes to 6 lanes creating HOV lanes, ITS, enhanced transit	2035	Bremerton NCL (Erland Pt. Rd)	Newberry Hill Rd U-xing Vic	WSDOT			X				concept	
4180	SR 3	Widen to a 4-lane, median divided facility	2040	SR 305	SR 104	WSDOT			X				X	
4181	SR 3	Southbound truck/climbing lane between Pioneer Way and Kinman-Big Valley Road.	2040	Pioneer Way	Kinman-Big Valley Road	WSDOT			X				X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1832	SR 3	Add a truck climbing lane/ Hood Canal Bridge holding lane NB between Big Valley and the SR 3/SR 104 intersection.	2040	Kinman/Big Valley Road	SR 104	WSDOT			X				X	
4179	SR 3	Flyover jug-handle	2025	SR 104 I/C		WSDOT			X				removed	
1803	I-5	Widen from 6 lanes to 8 lanes creating HOV lanes, ITS, and study alternate routes	2040	Thurston/Pierce County Line	Mounts Rd Old Nisqually Rd Vicinity	WSDOT			X	X			concept	
1804	I-5	Widen from 6 lanes to 9 lanes creating HOV lanes, a Southbound auxiliary lane, and ultimate South DuPont Interchange (Center Drive) per access report, ITS, and study alternate routes	2040	Mounts Rd-Old Nisqually Rd Vicinity	new South DuPont I/C Vicinity (Center)	WSDOT			X	X			concept	
1805	I-5	Widen from 6 lanes to 11 lanes creating HOV lanes, a SB aux. lane, a NB 2 lane collector-distributor, ultimate DuPont Interchange, ITS, enhanced transit per access report.	2040	New South DuPont I/C Vicinity (Center)	DuPont Rd U-xing	WSDOT			X	X	X		concept	
1718	I-5	Widen from 6 lanes to 9 lanes creating HOV lanes and a Northbound 1 lane collector-distributor, ITS, enhanced transit per access report	2030	DuPont Rd U-xing	Fort Lewis Rd Vicinity	WSDOT			X	X	X		concept	
4194	I-5	Construct SB and NB auxiliary lanes	2015	Fort Lewis Rd. I/C	Thorne Lane I/C	WSDOT			X	X	X		X	
1720	I-5	Add HOV/HOT Lanes in both directions, reconstruct I/C at Gravelly Lake Drive	2040	Thorne Lane I/C	Gravelly Lake Dr.	WSDOT			X	X				X
4193	I-5	Add SB and NB HOV/HOT lanes, reconstruct I/C at Bridgeport Way	2040	Gravelly Lake Dr.	BN RR U-Xing	WSDOT			X	X				X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4188	I-5	Construct SB & NB HOV/HOT lanes and a new freeway to freeway I/C at SR 512	2040	BN RR U-Xing	S 96th St.	WSDOT		X	X	X	X	X		X
1721	I-5 @ Thorne Lane	Interchange improvements for future Cross Base Corridor Connection	2025	East Tillicum I/C (Thorne Lane U-xing)		WSDOT			X	X			removed	
4192	I-5	SR 512 SB Ramp - Construct WB to SB two-lane flyover ramp	2025	SR 512 I/C		WSDOT			X	X	X	X	X	
1194	SR 99	Add HOV lanes, raised median, curb, gutter, sidewalks, street lights, underground utilities	2008	S 284TH ST	SR 509 (Dash Point Rd)	Federal Way	X						completed	
4191	I-5	WB SR 512 to NB I-5 on ramp - Widen on ramp and add an auxiliary land on SR 512 from E Steele St	2015	SR 512 I/C	E Steele St.	WSDOT			X	X	X		X	
4190	I-5	NB I-5 to EB SR 512 - Widen off ramp and add an auxiliary lane on SR 512 to E Steele St.	2015	SR 512 I/C	E Steele St.	WSDOT			X	X	X		X	
4189	I-5	Construct Core HOV lanes, reconstruct interchanges, modify the S 38th St interchange, provide SB ramp access to Tacoma Mall, replace the S 48th St. Bridge and add Intelligent Transportation Systems (ITS) facilities.	2025	S 96th St.	SR 16	WSDOT		X	X	X	X	X	X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1644	I-5: SR 16 to Port of Tacoma Rd Interchange	Core HOV lanes, interchange improvements, ITS, enhanced transit. Actual restriping and opening of HOV lanes south of the Port of Tacoma Interchange is likely to occur during or after POT Bridge replacement work (2017) since existing POT Interchange does not have enough existing span width to accommodate HOV lane widening underneath bridge.	2017	SR 16	Port of Tacoma Rd Interchange	WSDOT	X						X	
5343	I-5: Port of Tacoma Rd Interchange to Pierce/King County Line	Core HOV lanes, interchange improvements, ITS, enhanced transit.	2012	Port of Tacoma Rd Interchange	Pierce/King County Line	WSDOT	X						X	
4529	Port of Tacoma Interchange Improvement	Reconstruct the Port of Tacoma Road interchange (study underway to determine final configuration)	2025	Port of Tacoma Road	Port of Tacoma Road	WSDOT		X	X	X	X	X	X	
5424	I-5	Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.	2015	SR 16	Pierce/King County Line	WSDOT		covered in DEIS under tolling policy					X	
5425	I-5	Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.	2015	Pierce/King County Line	S. 260th St	WSDOT		covered in DEIS under tolling policy					X	
1645	I-5	Core HOV lanes, interchange improvements, ITS, enhanced transit.	2007	Pierce/King County Line	320th St Vicinity	WSDOT	X						completed	

ID	Title	Description	Year	From	To	Lead Sponso r	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2567	I-5 @ SR 18/SR 161 (Triangle)	Phase 2 - This projects completes the reconstruction of the I-5/SR 18 interchange by constructing a southbound I-5 to eastbound SR 18 flyover ramp and making other interchange modifications.	2030	SR 18 I/C		WSDOT			X	X	X		X	
1848	I-5 and South 317th HOV	Construct HOV direct access ramps for bus and carpool access between the HOV lanes on I-5 and S 317th Street to serve the Federal Way Transit Center and parking structure in Federal Way.	2005	I-5@S. 317th		Sound Transit	X						completed	
5426	I-5	Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.	2015	S. 260th St	I-405	WSDOT		covered in DEIS under tolling policy					X	
5427	I-5	Convert HOV lanes to HOT lanes. Assume existing HOV conversion and shoulder for dual HOT lanes. Cost does not include shoulder prep.	2015	I-405	US 2	WSDOT		covered in DEIS under tolling policy					X	
1595	I-5 @ Airport/Industrial Way	HOV direct access connection to South Industrial Way/E3 bus way.	2025	0.5 miles south of West Seattle Freeway	Metro's E3 Busway	WSDOT			X	X	X		X	
4202	I-5	Construct a two lane off-ramp from NB I-5 to EB I-90.	2020	I-90 I/C		WSDOT			X	X			concept	
5342	Spokane St. braided ramps	The project would close the existing I-5 exit ramp to the NB I-5 Collector-Distributor (C/D) road and braid the Spokane Street on-ramp with the NB I-5 C/D road. This would extend the NB I-5 C/D road south to S Spokane St. The project would also provide th	2040	I-5 @ Spokane St.		WSDOT			X	X	X	X	concept	

ID	Title	Description	Year	From	To	Lead Sponso r	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4653	I-5 Downtown Seattle Access Management	I-5 Denny interchange- eliminate Yale/Howell on-ramp. Realign the SB off ramp(S) to James street. Rebuild Denny Way bridge and Denny Way down to Fairview. Add direct access ramp off Denny way into the I-5 Main line. Revise Roy on ramp and braiding with n	0	at Denny Way	-	WSDOT			X	X	X	X	concept	
4655	I-5 shoulder transit lane	Convert right shoulder as peak hour transit lane (Olive Way to SR 520)	2025	Olive Way	SR 520	WSDOT		X		X		X	X	
4652	I-5 traffic improvement	Reconfigure the northbound lanes between Olive Way and SR 520 to create a peak period transit lane on the I-5 shoulder. (Cost estimate: \$74M - \$148M - there's a wide range in cost because it's unclear if we have to replace the existing cast in-place bar	2020	Olive	SR 520	WSDOT			X	X	X	X	see 4655	
5336	I-5 Express lane reconfiguration	Separate the northbound HOV and GP merge from the express lanes to the mainline by moving the GP merge south to the 92nd Street vicinity. (cost estimate: \$21M - \$42M)	2040	I-5 @ Northgate Way	I-5 @ 92nd St. vicinity	WSDOT			X	X	X	X	X	
5508	I-5 NB lane	Add a northbound GP lane to I-5 between Seneca and Olive. Requires narrowing traveled lanes to 11 feet or widening a structure (which may require the closure of the University Street on-ramp). More study is needed.	2030	Seneca	Olive	WSDOT		not in DEIS						X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
138	S Meridian (SR 161)	This three phase project will reconstruct S Meridian with new infrastructure, curb, gutter and sidewalk. Interconnect signals, improve road base to support truck traffic and provide improved pedestrian friendly environment with street scape items.	2000	7th Ave	Stewart St	Puyallup	X						X	
4200	I-5	Reconstruct the Mercer Street and SR 520 Interchanges to eliminate the left side exit ramps.	2040	E Denny Way	NE 45th St.	WSDOT			X	X	X			X
4198	I-5	Extend right lane that drops to Lake City Way up to the N 85th St. exit and braid the N 70th on ramp into the mainline.	2025	Lake City Way I/C		WSDOT			X	X	X		X	
4199	I-5	Construct a southbound auxiliary lane on I-5 from SR 104 down to NE 175th Street.	2025	SR 104 I/C	NE 175th St.	WSDOT		X	X	X	X		X	
1624	I-5	Construct a northbound auxiliary lane.	2025	220th St SW	44th Ave W	WSDOT		X	X	X	X		X	
5315	I-5 Shoulder Modification	This project picks up the a lane as a shoulder modification to accommodate a peak period HOT lane in the Northgate to Everett area.	2020	Northgate	Everett	Agency not Identified			X				concept	
1625	I-5: 196th St (SR 524) Interchange Southbound Braided Ramp Project	This project will construct a braided ramp configuration where the SR 525 to southbound I-5 ramp and the I-405 to southbound I-5 ramp will be grade separated over the southbound I-5 to 196th St. ramp. It is expected this concept will improve the I-5 mainline operations, eliminate the weave and address a high accident location.	2025	SR 524 I/C		WSDOT			X	X	X		X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4278	I-5: 196th St (SR 524) Interchange Northbound Braided Ramp Project	This project adds a braided ramp NB at the I-5/ 196th St I/C	2030	SR 524 I/C		WSDOT		see 1625					X	
4632	I-5/44th Ave W Interchange	Completion of existing half diamond interchange by adding access to the north. Project includes two braided ramps.	2025	196th St SW	220th St SW	Lynnwood			X				X	
1706	I-5 @ SR 96 / 128th St SW	Reconstruct interchange. Current concept is for a SPUI	2025	SR 96/128th St. SW I/C		WSDOT			X	X			X	
4061	HOV Access Ramps at Mariner Park-and-Ride	Construct transit and HOV access ramps directly connecting the Mariner Park-and-Ride with the center HOV lanes on I-5, providing access to and from both the north and south; design the facility to accommodate possible future connection to the east side of	2027	I-5 @ Mariner Park-and-Ride		Sound Transit			X		X		concept	
5429	I-5	Reconstruct interchange to a SPUI configuration	2015	116th Street NE I/C	116th Street NE I/C	WSDOT		see 4204 (original extent)					X	
4006	South Everett Interchange Improvements (I-5@100th and Everett Mall	Construct a new crossing under I-5 at 100th St and provide NB and SB HOV access south of SR 526/SR527/South Broadway interchange.	2030	SR 527/South Broadway I/C	SB I-5; 7th Avenue SE	WSDOT			X	X			X	
5430	I-5	Construct on ramp to southbound I-5. Either at SR 526 I/C or SR 99/ Everett Mall Way. Exact location TBD	2015	SR 526 I/C	SR 526 I/C	WSDOT		see 5430 (original extent)						X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
547	I-5/41st Street Interchange Access Improvements	41st St Interchange improvement, improvement of arterial approaches and connections	2009	Colby	3rd Ave	Everett			X		X		X	
1618	I-5	Construct Core HOV lanes from SR526 to SR2 , I/C improvements, auxiliary lanes between 41st Street & SR 2, and TSM. Park & Ride lots by other agencies.	2010	SR 526	SR 2	WSDOT	X						completed	
1708	I-5	Construct HOV/HOT Lanes in each direction and reconstruct the SR 528 I/C	2040	SR 2	SR 528	WSDOT		X	X	X				X
1945	I-5 @ 88th St. N Interchange	Reconstruct interchange to a SPUI configuration	2015	88th Street NE I/C	88th Street NE I/C	WSDOT			X	X			X	
4204	I-5	Add one lane in each direction.	2040	SR 528	SR 531	WSDOT			X	X				X
1626	I-5 @ SR 531 / 172nd St	172nd St. I/C modifications; widen structure to 5/6 lanes.	2006	I-5/SR 531 I/C		WSDOT	X						X	
1787	I-5	Widen from 3 to 4 lanes in each direction. Reconstruct interchange ramps. Park and ride lot by others.	2040	SR 531	SR 530	WSDOT			X				concept	
1788	I-5	Widen from 3 to 4 lanes in each direction. Reconstruct interchange ramps. Expand Stanwoo/I-5 park & ride lot.	2040	SR 530	SR 532	WSDOT			X				concept	
1810	SR 7	This project will construct sidewalks, retaining walls, lighting, upgrade signal systems and consolidates highway approach points.	2008	SR 507 Wye Connection	108th St S	WSDOT	X						exempt	
1627	SR 9 Widening: SR 522 to 176th St SE	[Rebuild SR 522 I/C] Widen to 5 lanes.	2015	SR 522	176th St SE	WSDOT	X						X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4206	SR 9	Widen to four/ five lanes.	2030	176th St SE	SR 96	WSDOT			X	X			X	
4265	SR 9: SR 96 to Marsh Road	This project will widen SR 9 to two lanes in each direction and add left and right turn lanes at SR 96 and Marsh Rd. Other improvements include upgrading the existing lighting and traffic signals and modifying the drainage system at each intersection. When complete this project will increase traffic flow and enhance motorist safety along the SR 9 corridor between Clearview and Arlington.	2011	SR 96	Marsh Road	WSDOT	X						X	
4207	SR 9	Wden to 4 lanes and intersection improvenents at Marsh Road	2030	Marsh Rd.	Snohomish River Bridge	WSDOT			X	X			X	
5431	SR 9: Snohomish River Bridge	Replace bridge with new 4-lane bridge across river. Also, new 4-lane overflow bridge south of Snohomish River with ramp and interchange improvements.	2030	Snohomish River Bridge	Snohomish River Bridge	WSDOT		see 4207 (original extent)					X	
5432	SR 9	Wden to 4 lanes and intersection improvenents	2030	Snohomish River Bridge	US 2	WSDOT		see 4267 (original extent)					X	
5433	SR 9 / US2 Interchange	Reconstruct the SR 9/US 2 I/C	2030	US 2		WSDOT		see 4267 (original extent)					X	
4208	SR 9	Widen to 4/5 lanes from US-2 to Lake Stevens Road	2035	US 2	Market Place	WSDOT			X	X			X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4266	SR 9 widening	This project adds NB & SB SR 9 through lanes, a right turn lane at 20th St SE, left turn lanes on SR 9, and adds a WB right turn lane onto 20th St SE (Hewitt Ave). Existing illumination, traffic signal, drainage and stormwater facilities will be upgraded	2012	Lake Stevens Way	20th St. E	WSDOT	X						duplicate	
4210	SR 9	Construct an interchange between SR 9 and SR 204.	2030	SR 9/SR 204 Intersection		WSDOT			X	X			concept	
4209	SR 9	Add third NB and third SB through lanes	2015	Market Place	Lundeen Parkway	WSDOT			X	X			X	
4267	SR 9: Lundeen Pkwy to SR 92	This project adds new northbound and southbound SR-9 through lanes, improves or adds the left and right turn lanes on northbound and southbound SR-9 as needed, adds a left turn lane and extends the right turn lane on SR 92, and upgrades illumination and signal systems at Lundeen Parkway, Soper Hill Rd and SR 92 intersections. This project will treat and detain new impervious stormwater runoff.	2013	Lundeen Parkway	SR 92	WSDOT	X						X	
5434	SR 9	Intersection improvements at Division Street and 84th Street	2040	SR 92	SR 530	WSDOT		see 4267 (original extent)						X
4211	SR 9 Widening: SR 92 to SR 528	Widen to four lanes.	2030	SR 92	SR 528	WSDOT			X				concept	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4269	SR 9: 84th Street NE Intersection	This project extends or builds right and left turn lanes on SB and NB SR 9 and builds right and left turn lanes on 84th St. NE. Existing illumination, traffic signal, drainage and stormwater facilities will be upgraded. Environmental impacts will be mit	2013	84th St. NE Intersection	84th St. NE Intersection	WSDOT			X				see 5434	
4268	SR 9: SR 528 Intersection	Construct left turn and right turn lanes on SR 9 and SR 528. Upgrade traffic signal, illumination, drainage, and stormwater treatment. Environmental impacts will be mitigated.	2013	SR 528 Intersection	SR 528 Intersection	WSDOT			X		X		concept	
4212	SR 9 Widening: SR 528 to SR 531	Widen to four lanes.	2030	SR 528	SR 531	WSDOT			X				concept	
4270	SR 9: SR 531 Intersection	Construct new right turn lanes in both directions on SR 9 and add right turn lanes in both directions on SR 531/172nd Street NE. Existing illumination, traffic signal, drainage and stormwater facilities will be upgraded and environmental impacts will be m	2013	SR 531 Intersection	SR 531 Intersection	WSDOT			X		X		X	
1794	SR 9	Widen to 4 lanes w/ TWLTL (Arlington).	2040	SR 530	City of Arlington(N CL)	WSDOT			X				concept	
4099	SR 16	Approved in April 24, 2003. Core HOV lanes, interchange improvements, TSM/TDM, ITS, enhanced transit.	2010	I-5	Tacoma Narrows Bridge	WSDOT	X						X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1649	SR 16 Tacoma Narrows Bridge	This project constructs a new parallel suspension bridge, reconfigures the existing bridge deck, and constructs a manual and electronic toll plaza just west of 24th Street NW. Toll collections will occur eastbound at a toll plaza. The new bridge has two	2008	Approx. Skyline Dr	Approx. 36th St NW	WSDOT	X						completed	
1650	SR 16	Approved in 24, 2003. Core HOV lanes, new interchange, TSM/TDM, ITS, enhanced transit. Cost unknown for expanding North Gig Harbor Park and Ride lot (Kimball), therefore not in estimate. SR 16/36th St to Olympic Dr NW - Add HOV Lanes is programmed for completion in 2010.	2010	Tacoma Narrows Bridge (36th St E)	Olympic Drive	WSDOT	X						X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1651	SR 16	Construct Core HOV lanes, interchange improvements, frontage road, Intelligent Transportation Systems. This project has several Conditions approved by EB on September 29th, 2000: a) No additional freeway capacity expansion NW of SR-16/Wollochet Drive NW/Pioneer Way interchange until a complete grade-separated exchange is developed on SR-16 in the vicinity of the intersection with SE Burley-Olalla Road. This condition does not preclude development of interim measures to address safety and access controls at SE Burley/Olalla Road. b) Future HOV capacity expansion entire SR 16 corridor from I-5 to SR3 should include full implementation of surveillance control and driver information (SC&DI) system improvements to include conventional electronic flow monitoring and on-ramp metering for preferential HOV access.	2040	Olympic Drive	SR 302 Vicinity	WSDOT		X	X	X	X	X		X
4213	SR 16	Construct EB and WB auxiliary lanes	2040	Burnham Drive I/C	SR 302 Bridges	WSDOT			X	X	X			X
1811	SR 16	Widen from 4 lanes to 6 lanes creating HOV lanes, interchange improvements, TSM/TDM, ITS, enhanced transit	2030	SR 302 Vicinity	Pierce/Kitsap County Line	WSDOT			X				concept	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1833	SR 16	Widen from 4 lanes to 6 lanes creating HOV lanes, I/C improvements, TDM, ITS, enhanced transit. Cost unknown for expansion of Park and Ride Lot at Mullenix, therefore not in estimate	2040	Pierce/Kitsap County Line	SR 160 (Sedgwick Rd) Vicinity	WSDOT			X					X
3620	SR 16 @ Burley Olalla Interchange	This safety project will remove an at grade intersection connecting SR 16 and Burley-Olalla Road and replace it with a full interchange. An overpass will be provided for through traffic on Burley-Olalla Road, and all movements between SR 16 and Burley-Ol	2010	SR 16 and Burley-Olalla Road		WSDOT	X						completed	
1727	SR 16	Widen from 4 lanes to 6 lanes creating HOV lanes, I/C improvements, TDM, ITS, enhanced transit. Cost not included for Park and Ride Lots at Armory and Landfill.	2040	SR 160 (Sedgwick Rd) Vicinity	SR 166	WSDOT			X					X
1743	SR 99	Add business, access and transit lanes throughout this segment of the corridor.	2020	N 105th St	N 145th St (Seattle - NCL)	Seattle		X	X	X	X	X	X	
1668	SR 16	Convert two of this 6 lane cross section to HOV.	2040	SR 166	SR 3	WSDOT			X					X
4092	SR 99	Add business, access and transit lanes throughout this segment of the corridor. Project 1743 handles next segment to the north within Seattle CL.	2025	Battery Street Tunnel	N 105th St.	Seattle		X	X	X	X	X	X	
4214	SR 18	Add an Auxiliary lane each direction on SR 18 from C Street to SR 164.	2040	C Street	SR 164 I/C	WSDOT					X			X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4215	SR 18	Provide missing northbound SR 167 to westbound SR 18 and eastbound SR 18 to southbound SR 167 freeway-to-freeway ramps.	2030	SR 167 I/C		WSDOT			X	X			concept	
4216	SR 18	Widen to four lanes, interchange improvements	2040	Issaquah-Hobart Road	Tigergate	WSDOT			X	X	X		X	
4217	SR 18	Widen to four lanes, interchange improvements. The first phase (Tier 2 investment) is to make improvements to the existing truck climbing lane in the 'raging river' vicinity.	2040	Tigergate	I-90	WSDOT			X	X	X		X	
5435	I-90 HOV to HOT	Convert HOV lanes to HOT lanes	2015			WSDOT		covered in DEIS under tolling policy					X	
3658	I-90 Two-Way Transit & HOV Operations (Stage 3)	Stage 3: This stage will design and construct eastbound and westbound HOV lanes in the outer roadway between I-5 in Seattle and 80th Avenue SE in Mercer Island. Components of the project include: Mount Baker Ridge and First Hill Lid tunnel system improvements; Eastbound and westbound HOV lane from Rainier Ave to 80th Ave SE; Shared-use pathway screening installation on the I-90 floating bridge; and dowel bar retrofit eastbound and westbound from Rainier Ave to Bellevue Way. This stage may be divided into segments as funding becomes available.	2015	Rainier Ave/I-5 in Seattle	80th Avenue SE (Mercer Island)	Sound Transit	X						X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4276	I-90 Two-Way Transit & HOV Operations (Stage 2)	Stage 2: This stage will design and construct (a) an eastbound HOV lane in the outer roadway between 80th Ave SE (Mercer Island) and Bellevue Way. Components of the project include: New HOV lane in the eastbound outer roadway; (b) 80th Ave SE HOV ramp modification to connect to the eastbound HOV lane; (c) Modification of Bellevue Way and I-405 HOV direct access from the eastbound HOV lane; (d) Eastbound I-90 to I-405 auxiliary lane extension west to East Mercer Way' and Variable speed limit system eastbound from 80th Ave SE to Bellevue Way.	2012	80th Avenue SE (Mercer Island)	Bellevue Way / I-405	Sound Transit	X						X	
3657	I-90 Two-Way Transit & HOV Operations (Stage 1)	Design and construct westbound HOV lane in outer roadway between Bellevue Way and 80th Avenue SE (Mercer Island). Components of the project include: New HOV lane in the westbound outer roadway; New 80th Avenue SE HOV direct access ramp; Modifications to	2009	Bellevue Way (Bellevue)	80th Avenue SE (Mercer Island)	Sound Transit	X						completed	
2377	BNRP: Trestle Replacement and Sammamish Bridge Replacement	Trestle Replacement: Widen existing roadway, including bridge sections, trestle removal, re-channelization, additional lanes, non-motorized improvements, signal and operational studies as needed to improve travel time and LOS. SBRP: Widen two-lane road	2011	NE 175th	SR 522	Woodinville		X	X	X	X	X	X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4221	I-90	Extend the westbound HOV Lane to Sunset interchange.	2020	Eastgate	Sunset I/C	WSDOT			X	X			see 5437, 5438, 5439	
4222	I-90	Construct an eastbound auxiliary lane from SR 900 to Front Street with a two lane eastbound off-ramp to Front Street.	2020	SR 900	Front St. I/C	WSDOT			X	X	X		see 5437, 5438, 5439	
5436	I-90	Construct an eastbound auxiliary lane between Eastgate and West Lake Sammamish Parkway	2040	Eastgate	West Lake Sammamish Parkway	WSDOT		not in DEIS					X	
5437	I-90	On WLSP, convert single lane roundabout to a dual lane roundabout	2040	West Lake Sammamish Parkway	West Lake Sammamish Parkway	WSDOT		see 4221, 4222					X	
5438	I-90	Add one westbound GP lane from Eastgate to SR 900	2040	Eastgate	SR 900	WSDOT		see 4221, 4222					X	
5439	I-90	Reconstruct the Front Street I/C	2040	Front St. I/C	Front St. I/C	WSDOT		see 4221, 4222					X	
4223	I-90	Construct freeway to freeway interchange at SR 18, widen to four lanes in each direction, maintain truck lanes, and reconstruct interchange ramps.	2040	SR 18 I/C		WSDOT			X	X			X	
4543	I-90 HOV Direct Access Ramp	Will improve speed and reliability of transit and other HOV modes and, therefore, increase ridership and decrease SOV travel. Van- and car-pools, jitneys and buses all can use this to complement and support HCT and to provide smaller transit and HOV usage to activity centers that are too small to support HCT but of which there are many in King County	2018	-		Issaquah			X		X			X

ID	Title	Description	Year	From	To	Lead Sponso r	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1795	SR 92	Widen to 4 lanes. Aggressive access management.	2030	SR 9	147th Ave NE	WSDOT			X				concept	
1709	SR 96	Add transit queue jump lane and transit priority signal from MP 0.00 - 3.28 (132nd Ave SE)	2030	I-5	Seattle Hill Rd	WSDOT			X				concept	
1812	SR 99	Add a southbound thru lane on Hwy 99 from 54th to NB On Ramp to I-5. Improve intersection of HWY 99 and 54th Avenue.	2040	I-5	Pacific Highway East/54th Ave	WSDOT			X	X				X
3574	SR 99--S. 284th to S. 272nd--HOV Lanes	Constructs HOV lanes along this section of SR 99 with improvements for bus zone upgrades, ADA access, and pedestrian safety. This project will also provide transit signal priority system at signalized intersections. There are currently 5 lanes. There w	2009	S. 284th	S. 272nd	WSDOT	X						completed	
2061	SR 99	HOV	2020	S 340th St	S 356th St	Federal Way	X						X	
1200	SR 99 Phase IV	CONSTRUCT HOV LANES	2010	SR 509	S 312TH ST	Federal Way	X						X	
2071	SR 99	Widen SR 99 (Pacific Hwy S) to provide a pair of HOV lanes from S 252nd St to S 272nd St, construct 10 ft wide sidewalks/bicycle ways, and modify the existing traffic signal systems at the Fred Meyer Shopping Center, S 260th St and S 272nd St. Project w	2008	South 252nd Street	South 272nd Street	Kent	X						completed	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2070	SR 99	Widen SR 99 (Pacific Highway South) to provide a pair of HOV lanes from the Kent-Des Moines Rd to S 252nd St, reconstruct existing sidewalks, provide a 10 ft wide concrete sidewalk/bicycle path, and modify the existing traffic signal systems at the Kent-D	2007	Kent-Des Moines Road	South 252nd Street	Kent	X						completed	
3431	Pacific Highway South (Tukwila)	Reconstruct existing roadway which is two (2) through lanes in each direction, a center two-way left turn lane, left and right turn lanes at intersections, and bus pullouts. Other improvements will include curb and gutter, sidewalks, landscaping, drainag	2010	S 138th St	S 152nd St	Tukwila	X						X	
190	International Blvd	Add SB HOV lanes. It is to widen to six lane urban arterial with curbs, gutters, sidewalks, bicycle lanes, medians, street lighting, storm drainage, channelization, signalization, paving, landscaping, and to consolidate driveways and underground utility	2002	S 152nd St	S 170th St		X						completed	
2458	SR 99 Alaskan Way Viaduct	Replace the seismically vulnerable viaduct.	2020	S Holgate St.	Denny Way	WSDOT		X	X	X	X	X	see 4280, 4281, 4282	

ID	Title	Description	Year	From	To	Lead Sponso r	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4280	SR 99/S Holgate St to S King St - Viaduct Replacement	Remove and replace the seismically vulnerable viaduct by adding new SR 99 on and off ramps, constructing a new undercrossing at S. Atlantic St, constructing new bicycle/pedestrian paths, signing, illumination, utilities, and drainage as well as new roadway connecting the realigned Alaskan Way to East Marginal Way S .	2015	S Holgate St.	S King St	WSDOT		see 2458					X	
4281	SR 99/Central Waterfront Viaduct Replacement	Replace the viaduct with a bored tunnel north of S. Royal Brougham Way to Harrison Street including connections to the city street system and reconnection of John, Thomas and Harrison streets over SR 99.	2015	S Dearborn St	Harrison St	WSDOT		see 2459					X	
4282	SR 99/Viaduct Surface Restoration & Construction Transit Center	Demolish the existing Alaskan Way Viaduct structure on Seattle's central waterfront and construct facilities that mitigate the impacts to traffic and parking resulting from the demolition. Included is widening and improvements of the Alaskan Way surface street so that it can accommodate increased daily trips.	2015	S King St	Lenora	WSDOT		see 2460					X	
3568	SR 99-- Shoreline-- South Segment	Widen to 6/7 lanes for HOV w/ transit (specifically: BAT lanes) and pedestrian improvements. Aggressive access management. Signal coordination. Regional Bus Service.	2007	N 145th St.	N 165th St.	Shoreline	X						completed	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4277	SR 99-- Shoreline-- North Segment	This corridor improvement will include access management, sidewalks, pedestrian crossings, landscaping and urban amenities, intersection improvements, congestion reduction, and Business Access and Transit (BAT) lanes. The improvements will occur on Aurora Avenue N (SR 99) between N 165th Street and N 185th Street. Partners include: WSDOT, King County Metro, and TIB.	2011	N 165th St.	N 185th St.	Shoreline		X	X	X	X	X	X	
3569	SR 99-- Shoreline-- North Segment	This corridor improvement will include access management, sidewalks, pedestrian crossings, landscaping and urban amenities, intersection improvements, congestion reduction, and Business Access and Transit (BAT) lanes. The improvements will occur on Aurora Avenue N (SR 99) between N 185th Street and N 205th Street. Partners include: WSDOT, King County Metro, and TIB.	2012	N 185th St.	N 205th St.	Shoreline		X	X	X	X	X	X	
1630	SR 99 - 244TH ST. SW to 240th St. SW	Add one lane each direction to connect with Business Access and Transit (BAT) lanes that cities have built or are planning to build on each side of the HWY 99 and SR 104 Interchange.	2030	244th Ave SW	240th St. SW	WSDOT			X			X	X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1710	SR 99	Widen to 6/7 lanes for HOV. Aggressive access management. Signal coordination. Regional Bus Service. See also Everett (#621) and ST (Potential ST2 N11) projects which overlap this; PSRC assumption is that the BAT lanes will go the entire extent of this	2020	SR 525	Airport Rd	WSDOT		X	X	X			concept	
4063	Business Access/Transit Lanes on SR 99 and Evergreen Way (Snohomish County)	Construct curbside BAT lanes in both directions. See also Everett (#621) and WSDOT (#1710) projects which overlap this; PSRC assumption is that the BAT lanes will go the entire extent of this ST project but there may be multiple sponsors on different seg	2027	148th Street SW	Pacific Avenue in Everett	Agency not Identified		X	X	X	X	X		X
1834	SR 104	Further Study: Pending regional and local discussions. Widen from 2 lanes to 4/5 lanes OR intermittent passing lanes OR Port Gamble alternate route, access management	2030	SR 3/SR 104 Jct	SR 307	WSDOT			X				concept	
1682	SR 104	Add one lane each direction on SR 104 from 178th to SR 522 with intersection channelization improvements at 178th, 175th and SR 522.	2040	SR 522	178th	WSDOT			X					X
1711	SR 104	NFS - New connection from existing SR 104 alignment to proposed multimodal terminal location.	2040	Proposed ferry terminal	Pine St. I/S	WSDOT			X					X
1728	SR 104	Construct a new park and ride/remote ferry holding lot for passenger ferry traffic and seasonal peaks in automobile ferry traffic. Placeholder Strategy	2040	Miller Bay	Kingston Ferry	WSDOT			X				X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1669	SR 104	Construct additional lanes and signals per SR 104 Corridor Traffic Circulation Improvements	2020	Lindvog Rd	Kingston Ferry and Couplet	WSDOT			X				concept	
1670	SR 160	Widen from 2 lanes to 4 lanes, widen bridge 160/5 at interchange to 5/6 lanes--Route Development Plan in progress	2020	SR 160/SR 16 Interchange	Bethel Rd Vicinity	WSDOT			X				concept	
1835	SR 160	Widen from 2 lanes to 4 lanes--Route Development Plan in progress	2030	Bethel Rd Vic	Jackson Ave Vic	WSDOT			X				concept	
1836	SR 160	Widen from 2 lanes to 4 lanes--Route Development Plan in progress	2030	Jackson Ave Vic	Long Lake Rd Vic	WSDOT			X				concept	
5525	SR 160 (Sedwick) HOV lanes	Widen to add HOV lanes EB and WB lanes	2015	Wilson Creek Rd SE	Southworth Ferry	Kitsap Transit		not in DEIS						X
1606	SR 161	Widen to 4 lanes. Aggressive access management. SR 161/Jovita Blvd to S 360th St, Stage 2 - Widen to Four/Five Lanes is programmed for completion in 2009.	2009	Jovita Blvd.	SR 18 (S. 360th St.)	WSDOT	X						completed	
1658	SR 161	SR 161/24th St E to Jovita - Add Lanes is programmed for completion in 2011, but majority of work likely to be done by 2010.	2011	24th St. E	Jovita Blvd.	WSDOT	X						X	
5344	SR 161	SR 161/36th to Vicinity 24th St E - Widen to 5 lanes (creating 5 lane roadway with center two-way left turn).	2022	24th St. E	36th St. E	WSDOT	X						X	
1815	SR 161	Provide one additional lane each direction, widen structure over SR 512 to accommodate lanes per RDP	2030	Meridian St (35th Vicinity)	SR 512 I/C Vicinity	WSDOT			X				concept	

ID	Title	Description	Year	From	To	Lead Sponso r	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1816	SR 161	Provide two general purpose through lanes each direction incl. the existing truck climbing lane/as per RDP. Replace bridge # 161/22	2030	SR 167	36th St E	WSDOT			X				concept	
497	SR 162	Add a southbound lane from the SR 410 eastbound on/off ramps to 96th Street East.	2030	SR 410	96th St. E	WSDOT			X				X	
1745	SR 164	Intersection improvements, multi-use trail, access management.	2040	SE 380th Street	SR 169	WSDOT			X				exempt	
1744	SR 164	Widen to 4 lanes. Restrict access where appropriate.	2040	Dogwood Street SE	Academy Drive Updated: Auburn City Limits	WSDOT			X					X
1817	SR 165	Intermittent passing lanes AND realign SR 165 at SR 410. Buckley is likely to become Urban (population over 5000) by 2020	2040	Wilkeson N Corporate Limit (Briarhill Blvd Vic.)	SR 410	WSDOT			X				concept	
4225	SR 166	Add one lane westbound and improve intersection.	2030	Jackson Ave.	Mile Hill Dr.	WSDOT			X				concept	
1837	SR 166	Further study: Pending regional and local discussions (Widen from 2 to 4 lanes)	2040	SR 16	Port Orchard Blvd.	WSDOT			X				concept	
4100	SR 166	Further study: Pending regional and local discussions. Assume widening from 2/3 lanes to 4/5 lanes.	2040	Port Orchard Blvd.	Bethel Burley Road	WSDOT			X				concept	
1659	SR 167 Extension Phase 1	Stage 1: Construction of a new four lane freeway from SR 509 at the Port of Tacoma to Interstate 5. This project includes a new major interchange with I-5.	2015	SR 509	I-5	WSDOT			X	X			X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1722	SR 167 Extension Phase 2.	Stage 2: Construction of a new four lane freeway from Interstate 5 in Fife to existing SR 167 in the vicinity of Puyallup and Sumner. Project includes new interchanges at Valley Road and at SR 161.	2020	I-5	Puyallup	WSDOT			X	X			X	
2667	SR 167 Extension Phase 3	SR 167 Extension Phase 3 - Add HOV lanes both directions between I-5 and Puyallup.	2040	I-5	Puyallup	WSDOT			X				concept	
1652	SR 167 HOV lane completion	Extend HOV/HOT Lanes from current termini to SR 410 in Sumner.	2015	15th St. SW/ NW	SR 410 (Sumner)	WSDOT		X	X	X	X	X	X	
4228	SR 167	Widen the southbound off-ramp to two lanes.	2020	S 277th St. SB off-ramp		WSDOT			X	X			concept	
4229	SR 167	Construct auxiliary lanes between interchanges.	2025	S 277th St.	SR 516	WSDOT			X	X	X		X	
4166	East Valley Road access to SR 167	Construct HOV direct access ramps at SW 27th St.	2030	Vicinity of SW 27th St.		WSDOT		X	X	X	X	X	concept	
4076	HOV Access Ramps on SR 167 at Smith Street (Kent)	Construct HOV access ramps to and from the east (from SR 167 to Smith Street).	2027	SR 167 @ Smith Street (Kent)		Sound Transit					X		concept	
5325	SR 167	Add 1 GP lane each direction from SR 18 to I-405	2040	15th St. NW	S 180th St.	WSDOT			X	X	X			X
1749	SR 169	Intersection improvements, sidewalks.	2030	SR 164	SE 400th Street	WSDOT			X				exempt	
1751	SR 169	Intersection improvements, sidewalks, multi-use path.	2030	City of Black Diamond SCL	City of Black Diamond NCL	WSDOT			X				concept	
4231	SR 169	Construct a southbound truck climbing lane.	2040	SE 383rd St.	Green River	WSDOT			X					X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4232	SR 169	Replace the existing northbound truck climbing shoulder with a truck climbing lane and extend it to the north.	2040	Green River	Crest of Hill (ARMP 6.32)	WSDOT			X					X
3644	SR 169 Widening SR 516 to 231st	Widen to 4 lanes with turn lanes where warranted.	2040	SR 516	SE 231st St.	WSDOT			X					X
2038	SR 169	Add one NB and one SB lane and one center lane	2010	SE 240 St	SE 253 St	Maple Valley			X				duplicate (see 3644)	
5445	SR 169	Add one NB and one SB lane and one center lane. Termini will be from SE 270th St. to SE 290th St including bike lanes	2010	SE 270th St	SE 290th St	Maple Valley		not in DEIS						X
3645	SR 169 Widening 264th to SR 516/SR 516@SR 169 Intersection Improvements	Add two general purpose lanes to SR 169 between SR 516 and SE 264th Street (Approximately 1400 feet); Repair existing asphalt on SR 169 starting approximately 1500 feet south of SR 516 and extending past 264th SE for a total distance of 3600 feet to be re	2007	SR 516	SE 264th	Maple Valley	X						completed	
4233	SR 169	Construct a southbound truck climbing lane.	2040	Near Cedar River	(ARM 16.02 to 17.02)	WSDOT			X					X
5328	SR 169 Widening: Jones Rd to SR 216th Pl.	Widen SR 169 from 2 to 4 lanes between Jones Rd and SR 216th Pl.	2030	Jones Rd	SR 216th Pl.	WSDOT			X				removed	
5327	SR 169 Widening: I-405 to 152nd Ave. SE	Widen SR 169 from 4 to 6 lanes between I-405 and 152nd Ave. SE	2040	I-405	152nd Ave. SE	WSDOT			X					X
1297	SR 181	Widen to 7 lanes including curb, gutter, and sidewalks	2010	I-405	Strander Blvd	Tukwila			X				concept	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1140	SR 202	Additional Lanes; 5 lane cross-section when done.	2010	E LAKE SAMMAMI SH PKWY	SAHALEE WAY	WSDOT	X						completed	
1755	SR 202	NFS - Study w/ King County, ETP, city of Redmond - Develop parallel arterial for state route redesignation or widen existing to 5 lanes w/ TWLTL. See also Redmond project 830.	2040	NE 116th St	SR 908/SR 202 Couplet(Redmond Way)	WSDOT			X				concept	
4094	SR 202	Widen to 4-lanes. Redmond and WSDOT will coordinate a planning process to finalize final design for segment between 116th and 124th; the latter might not be widened. See also WSDOT project 1755 and Redmond 830.	2040	NE 145th St./148th Ave NE	NE 116th Street	WSDOT			X				concept	
1686	SR 202	Realignment and widening (to 5 lane cross section) of SR 202 at the SR 522 interchange to bypass congestion points and to improve connection between counties, Bothell, Woodinville, SR-522 and I-405.	2040	SR 522	NE 145th St./148th Ave NE	WSDOT			X				concept	
4019	SR 202 Intersection Corridor Improvement (CCRP)	Rechannelization and reconfiguration of SR 202, including new turn pockets, widening, new traffic signal, and on-ramps, New connection between SR 202 and 175th. New ramp.	2020	NE 175th	NE 182nd	Woodinville			X					X
1712	SR 204	Relocate Frontier Village access out of intersection with SR 9 and look at removing signal at 91st. Add storage for traffic from eastbound SR 204 to northbound SR 9.	2040	US-2	SR 9	WSDOT			X					X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3618	SR 302 Capacity Improvements--Elgin-Clifton Road to SR 16	Widen SR 302 to 4 lanes from Elgin-Clifton Road to 144th St NW to tie in with planned new alignment from 144th St NW to SR 16.	2040	Elgin Clifton Rd.	SR 16	WSDOT			X					X
5440	SR 302	Construct a new corridor from the vicinity of 144th Street NW to a new interchange on SR 16 in the vicinity of SE Pine Road.	2040	144th Street	SR 16	WSDOT		not in DEIS						X
4095	SR 303	Construct Business Access and Transit Lanes.	2040	11th Street (Bremerton)	Fairgrounds Road	WSDOT			X				X	
3570	SR 304--Bremerton--South Segment	WIDEN, REALIGN, LIMIT ACCESS, ADD ONE LANE WB HOV LANE BETWEEN FARRAGUT ST AND SR-3, LANDSCAPING, PHASES UNDER DESIGN/ROW ACQUISITION AND CONSTRUCTION. This is Section B as described in FEIS and ROD. Total 5 lanes; 2NB, 2SB and 1SB HOV.	2008	SR 3	Farragut Ave.	Bremerton	X						completed	
3571	SR 304--Bremerton--North and East Segment	WIDEN, REALIGN, LIMIT ACCESS, LANDSCAPING, PHASES UNDER DESIGN/ROW ACQUISITION AND CONSTRUCTION. This is Section C as described in FEIS and ROD. Segments vary from 3 -4 lanes depending on location.	2006	Farragut Ave.	Bremerton Ferry Landing	Bremerton	X						completed	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1673	SR 305	Widen from 2/3 lanes to 4/5 lanes creating High Occupancy Vehicle (HOV) lanes. New 2 lanes will be used as HOV only during peak hours. Cost not included for new Park and Ride Lot in Poulsbo and expansion of Christ Memorial Church Park & Ride Lot. Total	2008	Poulsbo South Corporate Limit Vicinity	Bond Road	WSDOT	X							completed
4237	SR 305	Intersection improvements with transit queue jump lanes.	2040	Bainbridge	Suquamish	WSDOT		X	X			X	X	
1674	SR 307	Phase 1, widen southern segment from 2 lanes to 4 lanes (termini pending further study), intermittent passing lanes along the route, and access control.	2030	SR 305	Foss Road	WSDOT			X					concept
1731	SR 307	Phase 2, complete the route widening from 2 lanes to 4 lanes (termini pending Phase 1), access control (cost estimate excludes developer contributions and a new park & ride lot in Indianola vicinity).	2030	Foss Road	SR 104	WSDOT		X	X		X	X		concept

ID	Title	Description	Year	From	To	Lead Sponso r	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4300	I-405 Corridor: I-5 to SR 169 Widening Stage 1	I-405/I-5 to SR 167 and SR 167/I-405 to SW 41st St.: This project combines into one contract WSDOT projects: Renton Nickel (South portion), I-5 to SR 181 TPA project, SR 167 SB - I-405 to SW 41st TPA project. (a) Widens I-405 by one lane NB and SB resulting in 4 lanes (1 HOV & 3 GP) in each direction. Minimizes investments in non-future compatible elements by minimal or no widening of bridges and using some non-standard lanes and shoulders. (b) The Springbrook Creek and Oaksdale crossings will be replaced compatible with Master Plan. (c) On SR 167, extends the SB HOV lane north to I-405 and adds a SB auxiliary lane from I-405 to the off-connection at SW 41st St.	2010	I-5	SR 167	WSDOT	X						X	
4301	I-405 Corridor: I-5 to SR 169 Widening Stage 1 (replace crossings)	(b) Replace the Springbrook Creek and Oaksdale crossings to be compatible with the Master Plan	2010	Springbrook Creek Crossing/ Oaksdale Crossing @ I-405		WSDOT	X						see 4300	
4310	I-405 Corridor: SR 167 Interchange (SR 167 component)	(e) Add one NB lane on SR 167 between S 180th (SW 43rd) and I-405 resulting in 4 lanes (1 HOV and 3 GP).	2040	S 180th (SW 43rd)	I-405	WSDOT			X	X	X			X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4302	I-405 Corridor: I-5 to SR 169 Widening Stage 1 (SR 167 component)	(c) On SR 167, extend the SB HOV lane north to I-405 and add a SB auxiliary lane from I-405 to the off-connection at SW 41st St.	2010	SW 41st St	I-405	WSDOT	X						see 4300	
4311	I-405 Corridor: I-5 to SR 169 - Stg. 2	SR 167 to SR 169: (a) Widens I-405 by one lane NB and SB resulting in 4 lanes (1 HOV, 2 GP & 1 Aux.) in each direction. Minimizes investments in non-future compatible elements by using some non-standard lanes and shoulders. (b) Constructs the SR 515 (Talbot Rd.) half diamond interchange which is a first phase of the redevelopment of the SR 167 Interchange and provides SR 515 to NB I-405 and SB I-405 to SR 515 movements. (c) Reconstruct the Benson Rd. crossing. This project combines into one contract WSDOT projects: Renton Nickel (North portion), SR 167 to SR 169 TPA project and SR 515 Interchange TPA project.	2011	SR 167	SR 169	WSDOT	X						X	
4312	I-405 Corridor: I-5 to SR 169 - Stg. 2 (SR 515/Talbot half diamond)	(b) Constructs the SR 515 (Talbot Rd.) half diamond interchange which is a first phase of the redevelopment of the SR 167 Interchange. Provides SR 515 to NB I-405 and SB I-405 to SR 515 movements.	2011	I-405 @ Talbot		WSDOT	X						see 4311	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4313	I-405 Corridor: I-5 to SR 169 - Stg. 2 (Benson Crossing)	(c) Reconstruct the Benson Rd. crossing.	2011	I-405 @ Benson		WSDOT	X						see 4311	
4303	I-405 Corridor: I-5 to SR 167 Widening	I-5 to SR 167: (a) Rebuilds I-405 adding one auxiliary lane NB and SB from SR 181 to the SR 167 I/C resulting in 5 lanes (1 HOV, 3 GP & 1 Aux.) in each direction in this section. I-5 to SR 181 remains at 4 lanes (1 HOV & 3 GP) each direction. Includes the 4 ft. HOV buffer from SR 181 to SR 167. (b) Rebuilds the Green River crossing. (c) Rebuilds the SR 181 Interchange.	2040	SR 181	SR 167	WSDOT			X	X	X		X	
4304	I-405 Corridor: I-5 to SR 167 Widening (Green River Crossing)	(b) Rebuilds the Green River crossing.	2030	I-405 @ Green River Crossing		WSDOT			X	X			see 4303	
4305	I-405 Corridor: I-5 to SR 167 Widening (SR 181 I/C)	(c) Rebuilds the SR 181 Interchange.	2030	I-405 @ SR 181		WSDOT			X	X			see 4303	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4306	I-405 Corridor: SR 167 Interchange	(a) Add one GP lane NB and SB through the SR 167 Interchange resulting in 1 HOV and 3 GP lanes in each direction. (b) Construct half-diamond interchange at Lind Ave. (c) Construct NB and SB frontage roads connecting half-diamond interchanges at Lind and Talbot (SR 515). (d) Construct GP ramp connecting I-405 SB to SR 167 SB.	2040	I-405 @ SR 167 I/C		WSDOT		X	X	X	X	X	X	
4309	I-405 Corridor: SR 167 Interchange	(d) Construct GP ramp connecting I-405 SB to SR 167 SB.	2030	I-405 @ SR 167 I/C		WSDOT			X	X	X		see 4306	
4307	I-405 Corridor: SR 167 Interchange (Lind half-diamond component)	(b) Construct half-diamond interchange at Lind Ave.	2030	I-405 @ Lind		WSDOT			X	X	X		see 4306	
4308	I-405 Corridor: SR 167 Interchange (Lind to Talbot frontage roads)	(c) Construct NB and SB frontage roads connecting half-diamond interchanges at Lind and Talbot (SR 515).	2030	Lind	Talbot (SR 515)	WSDOT			X	X	X		see 4306	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4133	I-405 Corridor: SR 167 Direct HOV Ramps	SR 167 Interchange: Construct NB and SB HOV flyover ramps directly connecting SR 167 HOV/HOT lanes with I-405 HOV lanes north of the SR 167 Interchange. (a) Provides SB I-405 HOV/HOT to SB SR 167 HOV/HOT and (b) NB SR 167 HOV/HOT to NB I-405 HOV/HOT.	2015	SR 167	SR 167	WSDOT			X	X	X		X	
4314	I-405 Corridor: SR 167 to SR 169 Widening	(a) Rebuilds I-405 to Master Plan resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. Includes the 4 ft. HOV buffer.	2040	SR 167	SR 169	WSDOT			X		X			X
4315	I-405 Corridor: SR 167 to SR 169 Widening	(b) Rebuilds the SR 169 Interchange. (c) Reconstructs access to Renton Hill. (d) Reconstructs the bridge over the Cedar R and realigns and reconstructs the BNRR over the Cedar River.	2040	I-405 @ SR 169 I/C		WSDOT			X	X			X	
4316	I-405 Corridor: SR 167 to SR 169 Widening (Renton Hill access component)	(c) Reconstructs access to Renton Hill.	2020	unknown		WSDOT			X	X			see 4315	
4317	I-405 Corridor: SR 167 to SR 169 Widening (BNRR and Cedar Bridge crossings)	(d) Reconstructs the bridge over the Cedar R and realigns and reconstructs the BNRR over the Cedar River.	2020	I-405 @ Cedar River crossing		WSDOT			X	X			see 4315	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4360	I-405 Corridor: I-5 to SR 169	(a) Reconstruct the following I-5/I-405 Interchange ramps: NB I-5 to NB I-405 (b) Reconstruct of the following Interchange ramps: EB SR 518 to NB I-5, (c) adds new GP direct connector flyover ramp from SB I-405 to SB I-5 (d) SB I-5 to NB I-405 (e) EB SR 518 to SB I-5 (g) Reconstructs NB I-5 through the interchange.	2030	I-405 @ I-5 I/C		WSDOT			X	X			X	
4361	I-405 Corridor: I-5 to SR 169 (SR 518 I/C)	(b) Reconstruct of the following Interchange ramps: EB SR 518 to NB I-5, (e) EB SR 518 to SB I-5	2030	I-405 @ SR 518 I/C		WSDOT			X	X			see 4360	
4362	I-405 Corridor: I-5 to SR 169 (I-5/ I-405 HOV direct connector ramps)	(f) adds HOV direct connector ramps between I-405 and I-5 in all directions.	2040	I-405 @ I-5 I/C		WSDOT			X	X	X			X
4363	I-405 Corridor: I-5 to SR 169 (I-5 improvements)	(g) Reconstructs NB I-5 through the interchange. I-5 to SR 167:	2030	I-5 through I-405 I/C		WSDOT			X	X			see 4360	
4364	I-405 Corridor: I-5 to SR 169	(h) Add one lane NB and SB resulting in 5 lanes (1 HOV & 4 GP) between I-5 and SR 181	2030	I-5	SR 181	WSDOT			X	X	X		X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4365	I-405 Corridor: I-5 to SR 169	(i) 6 lanes (1 HOV, 4 GP & 1 Aux.) between SR 181 and SR 167 in each direction. (j) HOV direct access in SR 181 vicinity south of I-405. SR 167 Intechange: (k) Add GP direct connection ramp from SR 167 NB to I-405 SB. (m) Add NB and SB HOV flyover direct connector ramps connecting I-405 HOV lanes south of SR 167 I/C and SR 167 HOV/HOT lanes. (l) Add HOV direct access ramp in vicinity of Rainier Ave S.	2040	SR 181	SR 167	WSDOT			X	X	X			X
4366	I-405 Corridor: I-5 to SR 169 (SR 181 direct access)	(j) HOV direct access in SR 181 vicinity south of I-405.	2030	I-405 @ SR 181/I/C		WSDOT			X	X	X		see 4365	
4367	I-405 Corridor: I-5 to SR 169 (SR 167 I/C and HOV direct access)	SR 167 Intechange: (k) Add GP direct connection ramp from SR 167 NB to I-405 SB. (m) Add NB and SB HOV flyover direct connector ramps connecting I-405 HOV lanes south of SR 167 I/C and SR 167 HOV/HOT lanes.	2030	I-405 @ SR 167 I/C		WSDOT			X	X	X		see 4365	
4368	I-405 Corridor: I-5 to SR 169 (Rainier Ave HOV direct access)	(l) Add HOV direct access ramp in vicinity of Rainier Ave S.	2030	I-405 @ Rainier Ave I/C		WSDOT			X	X	X		see 4365	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4374	I-405 Corridor: SR 169 to I-90 (Kennydale Hill climbing lanes)	(b) Add climbing lanes at Kennydale Hill 1 lane NB from SR 900 to NE 30th and (c) 1 lane SB from NE 44th to NE 30th.	2030	SR 900 NB, NE 44th SB	NE 30th	WSDOT			X	X			concept	
2372	Renton HOV Access/N 8th	Construct an HOV interchange on I-405 at North 8th Street in north Renton. PROJECT IMPLEMENTATION IS DEPENDENT ON WSDOT OBTAINING FUNDING FOR THE I-405 WIDENING PROJECT. COMPLETION YEAR UNKNOWN.	2011	I-405@N 8th St.			X						X	
4373	I-405 Corridor: SR 169 to I-90 (SR 169 Direct Connection Ramp)	(a) Construct NB SR 169 to NB I-405 direct connection ramp.	2040	I-405 @ SR 169 I/C		WSDOT		X	X	X	X	X	X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4332	I-405 Corridor: I-90 to SR 520: 112th Ave to SE 8th St - Widening	112th Ave. SE . to SE 8th St.: This project combines into one contract 2 WSDOT projects: I-90 to SE 8th Widening Nickel project and the 112th to I-90 Widening project. (a) Add a NB GP lane from 112th Ave. through I-90 I/C resulting in 4 lanes (1 HOV & 3 GP or 2 HOV & 2 GP). (b) Construct new 3 lane SB bridge over I-90 (1HOV & 2 GP). (c) Add one GP lane NB and SB from I-90 to SE 8th resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. (d) Add 1 additional SB HOV lane on the outside (right) between I-90 and SE 8th St connecting to the outside HOV entrance to I-90 WB. The Wilburton Tunnel will be removed.	2009	112th Ave.	through I-90 I/C	WSDOT	X						X	
4333	I-405 Corridor: I-90 to SR 520: 112th Ave to SE 8th St - Widening (new bridge over I-90)	(b) Construct new 3 lane SB bridge over I-90 (1HOV & 2 GP). convert the existing southbound bridge over I-90 to carry the northbound HOV lane.	2009	I-405 @ I-90 I/C		WSDOT	X						see 4332	
4334	I-405 Corridor: I-90 to SR 520: 112th Ave to SE 8th St - Widening	(c) Add one GP lane NB and SB from I-90 to SE 8th resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction.	2009	I-90	SE 8th St	WSDOT	X						see 4332	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4335	I-405 Corridor: I-90 to SR 520: 112th Ave to SE 8th St - Widening (HOV lanes)	(d) Add 1 additional SB HOV lane on the outside (right) between I-90 and SE 8th St connecting to the outside HOV entrance to I-90 WB. The Wilburton Tunnel will be removed.	2009	I-90	SE 8th St	WSDOT	X						see 4332	
4340	I-405 Corridor: I-90 to SR 520: NE 8th to SR 520 -NB Braided Ramps	NE 4th to SR 520 & SR 520-I-405 to 124th Ave NE: (a) Construct NB to SR 520 EB braided ramp to separate NB I-405 to EB SR 520 off-ramp from NE 8th to NB I-405 on-ramp and (b) Separating I-405 to EB SR 520 traffic from SR 520 EB off-ramp to 124th Ave NE traffic (c) Includes constructing the NE 10th to EB SR 520 ramp. (d) Adds one NB auxiliary lane from NE 4th to SR 520. (e) Requires replacement of the NE 12th structure and ramp and collector distributor revisions on EB SR 520. (f) Convert WB SR 520 to SB I-405 ramp to auxiliary lane.	2012	I-405 @ SR 520 I/C		WSDOT	X						X	
4341	I-405 Corridor: I-90 to SR 520: NE 8th to SR 520 -NB Braided Ramps (NE 10th ramp)	(c) Includes constructing the NE 10th to EB SR 520 ramp.	2012	SR 520 @ NE 10th I/C		WSDOT	X						see 4340	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4342	I-405 Corridor: I-90 to SR 520: NE 8th to SR 520 -NB Braided Ramps (aux lane)	(d) Adds one NB auxiliary lane from NE 4th to SR 520.	2012	NE 4th	SR 520	WSDOT	X						see 4340	
4343	I-405 Corridor: I-90 to SR 520: NE 8th to SR 520 -NB Braided Ramps (NE 12th improvements)	(e) Requires replacement of the NE 12th structure and ramp and collector distributor revisions on EB SR 520.	2012	I-405 @ NE 12th structure/ SR 520		WSDOT	X						see 4340	
4357	I-405 Corridor: SR 520 to SR 522 Widening - Stage 1	NE 85 to NE 124th: (a) Add one lane NB and SB resulting in 5 lanes (1 HOV & 4 GP) in each direction. (b) Reconfigures the NE 116th Interchange. Includes improving NE 85th St. Connection to I-405. Improve NE 116th connection to I-405.	2007	SR 520	SR 522	WSDOT	X						X	
4358	I-405 Corridor: SR 520 to SR 522 Widening - Stage 1 (NE 116th I/C)	(b) Reconfigures the NE 116th Interchange. Improve NE 116th connection to I-405.	2007	I-405 @ NE 116th I/C			X						see 4357	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4359	I-405 Corridor: SR 520 to SR 522 Widening - Stage 1 (NE 85th connection)	(c) Includes improving NE 85th St. Connection to I-405.	2007	I-405 @ NE 85th I/C			X						see 4357	
4352	I-405 Corridor: SR 520 to I-5 Widening	(a) Add one lane SB from SR 520 to NE 85th St resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in this section. (b) Add one lane NB between NE 70th and NE 85th Streets resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in this section. (c) Add one lane NB and SB from NE 124th St. to SR 522 resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. Includes Managed Lanes buffer. Managed Lanes: Should the decisions be made to implement Managed Lanes they could be incorporated(d) Rebuild the structures over NE 132nd St. (e) Add one NB lane from between NE 195th St. and SR 527 resulting in 4 lanes (1 HOV & 3 GP) in this section and includes Managed Lanes buffer.	2011	SR 520	NE 85th	WSDOT	X						X	
2383	SR 202 Corridor Widening Improvement	Widening, bike and ped facilites, ped bridge, landscaping, widened to 3 lanes	2010	NE 145th	SR 202	Woodinville			X					X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4353	I-405 Corridor: SR 520 to I-5 Widening (NB NE 70th to NE 85th)	(b) Add one lane NB between NE 70th and NE 85th Streets resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in this section.	2011	NE 85th	NE 70th		X							see 4352
4354	I-405 Corridor: SR 520 to I-5 Widening (NE 124th to SR 522)	(c) Add one lane NB and SB from NE 124th St. to SR 522 resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. Includes Managed Lanes buffer. Managed Lanes: Should the decisions be made to implement Managed Lanes they could be incorporated	2011	NE 124th St	SR 522		X							see 4352
4355	I-405 Corridor: SR 520 to I-5 Widening (NE 132nd structures)	(d) Rebuild the structures over NE 132nd St.	2011	I-405 @ NE 132nd St structure			X							see 4352
4356	I-405 Corridor: SR 520 to I-5 Widening (NB NE 195th to SR 527)	(e) Add one NB lane from between NE 195th St. and SR 527 resulting in 4 lanes (1 HOV & 3 GP) in this section and includes Managed Lanes buffer. Managed Lanes: Should the decisions be made to implement Managed Lanes they could be incorporated into this se	2011	NE 195th St	SR 527		X							see 4352
4318	I-405 Corridor: SR 169 to I-90 (widening)	(a) Add lanes NB and SB and rebuild the existing roadway from SR 169 to I-90, including the 4 ft. HOV buffer, resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in both directions. Modify or rebuild all interchanges:	2020	SR 169	I-90	WSDOT		X	X	X	X	X		see 4325

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4320	I-405 Corridor: SR 169 to I-90	(b) Modify or rebuild N 3rd St. I/C (to accommodate future direct ramp to SR 169); add lanes NB and SB and rebuild the existing roadway from SR 169 I/C to the half way to the SR 900 I/C in the north {a portion of (a)} including the 4 ft. HOV buffer, resulting in 6 lanes (1 HOV & 4 GP & 1 Aux or 2 HOV & 3 GP & 1 Aux) in both directions. (j) Realign and reconstruct undercrossing at Sunset Blvd.	2015	SR 169	I-90	WSDOT			X	X	X		X	
4321	I-405 Corridor: SR 169 to I-90 (SR 900 I/C component)	(c) Modify or rebuild SR 900 I/C; (k) Construct NB auxiliary lane between SR 900 and NE 30th; add lanes NB and SB and rebuild the existing roadway half way to the adjacent interchanges {a portion of (a)} including the 4 ft. HOV buffer, resulting in 6 lanes (1 HOV & 4 GP & 1 Aux or 2 HOV & 3 GP & 1 Aux) in both directions.	2015	I-405 @ SR 900 I/C		WSDOT			X	X			X	
4322	I-405 Corridor: SR 169 to I-90 (NE 30th I/C component)	(d) Modify or rebuild NE 30th I/C; add lanes NB and SB and rebuild the existing roadway half way to the adjacent interchanges {a portion of (a)} including the 4 ft. HOV buffer, resulting in 6 lanes (1 HOV & 4 GP & 1 Aux or 2 HOV & 3 GP & 1 Aux) in both directions.	2015	SR 169	I-90	WSDOT			X	X			X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4323	I-405 Corridor: SR 169 to I-90	(e) Modify or rebuild NE 44th I/C (to accommodate future HOV Direct Access); add lanes NB and SB and rebuild the existing roadway half way to the adjacent interchanges {a portion of , (a)} including the 4 ft. HOV buffer, resulting in 6 lanes (1 HOV & 4 GP & 1 Aux or 2 HOV & 3 GP & 1 Aux) in both directions. (h) Construct SB I-405 to SB SR 169 direct connection ramp. (f) Modify or rebuild 112th St I/C (to accommodate future flyer stop and park & ride expansion)	2015	I-405 @ NE 44th I/C		WSDOT			X	X	X		X	
4325	I-405 Corridor: SR 169 to I-90	(g) Modify or rebuild Coal Ck Pkwy I/C; add lanes NB and SB and rebuild the existing roadway half way to the 112th St interchanges in the south and all the way to I-90 in the north {a portion of , (a)} including the 4 ft. HOV buffer, resulting in 6 lanes (1 HOV & 4 GP & 1 Aux or 2 HOV & 3 GP & 1 Aux) in both directions.	2025	SR 169	I-90	WSDOT			X	X			X	
4326	I-405 Corridor: SR 169 to I-90 (SR 169 Direct Connection Ramp)	(i) Construct SB I-405 to SB SR 169 direct connection ramp.	2020	I-405 @ SR 169 I/C		WSDOT			X	X			see 4323	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4327	I-405 Corridor: SR 169 to I-90 (Sunset Blvd undercrossing)	(j) Realign and reconstruct undercrossing at Sunset Blvd.	2020	I-405 @ Sunset Blvd undercrossing		WSDOT			X	X			see 4320	
4328	I-405 Corridor: SR 169 to I-90 (aux lane)	(k) Construct NB auxiliary lane between SR 900 and NE 30th.	2020	SR 900	NE 30th	WSDOT			X	X	X		see 4321	
4330	I-405 Corridor: SR 169 to I-90 (I-90 I/C and braided ramps)	(a) Add NB I-405 to EB I-90 and (b) EB I-90 to SB I-405 braided ramps between Coal Ck Pkwy. and I-90.	2030	Coal Ck Pkwy	I-90	WSDOT			X		X		X	
5441	I-405 Corridor: I-405/I-90 Interchange	WB I-90 to NB I-405 Freeway to Freeway HOV/HOT Connection	2030	I-405 @ I-90 I/C		WSDOT		see 4376					X	
4376	I-405 Corridor: I-405/I-90 Interchange (HOV direct connector ramps)	I-90 Interchange: (a) Construct HOV direct connector ramps between I-405 and I-90 in all four quadrants of the interchange. (b) Widen SB bridge by 2 lanes including 4 ft. HOV buffer resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP). (c) Construct a new 5 lane NB bridge over I-90 including 4 ft. HOV buffer replacing the existing two bridges. (d) Address I-90 connecting capacity to I-405 as necessary by adding one lane approaching ramp to I-405 to avoid congestion.	2040	I-405 @ I-90 I/C		WSDOT			X	X	X			X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4377	I-405 Corridor: I-405/I-90 Interchange (SB bridge widening)	I-90 Interchange: (b) Widen SB bridge by 2 lanes including 4 ft. HOV buffer resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP).	2030	I-405 @ I-90 I/C		WSDOT			X	X	X		see 4376	
4378	I-405 Corridor: I-405/I-90 Interchange (new NB bridge)	I-90 Interchange: (c) Construct a new 5 lane NB bridge over I-90 including 4 ft. HOV buffer replacing the existing two bridges.	2030	I-405 @ I-90 I/C		WSDOT			X	X	X		see 4376	
4379	I-405 Corridor: I-405/I-90 Interchange (I-90 approach)	I-90 Interchange: (d) Address I-90 connecting capacity to I-405 as necessary by adding one lane approaching ramp to I-405 to avoid congestion.	2030	I-405 @ I-90 I/C		WSDOT			X	X			see 4376	
4336	I-405 Corridor: I-90 to SR 520 (widening)	(a) Add one lane NB and SB between I-90 and SR 520 resulting in 7 lanes NB (1 HOV, 5 GP & 1 Aux. or 2 HOV, 4 GP & 1 Aux.) and SB (1 HOV, 4 GP, 1 Aux & 1HOV outside) or (2 HOV, 3 GP, 1 Aux. & 1 HOV outside). (b) Reconstruct the Main Street bridge.	2030	I-90	SR 520	WSDOT		X	X	X	X		X	
4337	I-405 Corridor: I-90 to SR 520 (Main St. Bridge component)	(b) Reconstruct the Main Street bridge.	2030	I-405 @ Main St bridge		WSDOT			X	X			see 4336	
4524	Bel-Red Regional Connectivity - NE 6th St Extension	Construct east half of NE 6th/I-405 HOV/HOT interchange to provide transit/HOV access east of I-405	2011	112th Avenue NE	120th Avenue NE	Bellevue			X				X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4338	I-405 Corridor: I 90 to SR 520 (SE 8th braided ramps)	(c) Construct NB and SB braided crossings for the on and off ramps on the north legs of the SE 8th St Interchange.	2040	I-405 @ SE 8th St I/C		WSDOT			X	X	X		X	
4339	I-405 Corridor: I 90 to SR 520 (114th Ave NE ramps)	(d) Modify ramps to accommodate lane addition and reconstruct and close a portion of 114th Ave NE.	2030	I-405 @ 114th Ave NE		WSDOT			X	X			see 4380	
4380	I-405 Corridor: NE 2nd St	(e) NE 2nd St.: Construct half-diamond interchange with ramps to and from the south. This includes a new undercrossing. Reconstruct and close a portion of 114th Ave NE to accommodate NE 2nd St ramps.	2040	I-405 @ NE 2nd St I/C		WSDOT			X	X				X
4381	I-405 Corridor: NE 8th St	(f) NE 8th St.: Revise NE 8th Interchange configuration. (g) Rebuild the interchange to include direct HOV connectors in the NW, SE and SW quadrants. (h) Requires shifting the NB I-405 and EB SR 520 mainline lanes to accommodate this rebuild.	2040	I-405 @ NE 8th St I/C		WSDOT			X	X				X
4344	I-405 Corridor: NE 8th to SR 520 - SB Braided Ramps	(a) Construct SB braided ramp to separate SB I-405 to NE 8th and EB SR 520 to NE 10th traffic from EB SR 520 to SB I-405 traffic. (b) Includes the EB SR 520 off-ramp to NE 10th.	2030	I-405 @ SR 520 I/C		WSDOT			X	X	X		X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4345	I-405 Corridor: NE 8th to SR 520 - SB Braided Ramps (off-ramp to NE 10th)	(b) Includes the EB SR 520 off-ramp to NE 10th.	2030	SR 520 @ NE 10th I/C		WSDOT			X	X	X		see 4344	
4382	I-405 Corridor: SR 520 Interchange (HOV direct connection ramps)	(g) Rebuild the interchange to include direct HOV connectors in the NW, SE and SW quadrants.	2030	I-405 @ SR 520 I/C		WSDOT			X	X	X		see 4381	
4383	I-405 Corridor: SR 520 Interchange	(h) Requires shifting the NB I-405 and EB SR 520 mainline lanes to accommodate this rebuild.	2030	I-405 @ SR 520 I/C		WSDOT			X	X			see 4381	
5329	I-405 Corridor: SR 520 to SR 522 (Lake Washington Blvd)	(i) Add HOV lane on Lake Washington Blvd from SR 520 to Yarrow Bay (Lakeview Dr.)		SR 520	Yarrow Bay	WSDOT		X					concept	
4122	SR 528 (4th/64th St. NE)	Upgrade existing 2/4 lane roadway to 4/5 lanes	2008	Allen Creek	53rd Avenue NE	Marysville			X				completed	
4346	I-405 Corridor: SR 520 to SR 522 (aux lanes)	(a) Add NB and SB auxiliary lanes from SR 520 to NE 70th including Managed Lanes buffer.	2040	SR 520	SR 522 Updated Extent: NE 70th	WSDOT		X	X	X	X	X	X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4348	I-405 Corridor: SR 520 to SR 522 (NE 70th I/C)	(c) Reconfigure and rebuild the NE 70th and NE 85th Interchanges including HOV bypasses. Rebuilding of NE 70th requires abandonment of the Houghton Park & Ride.	2040	I-405 @ NE 70th I/C		WSDOT			X	X	X		X	
4349	I-405 Corridor: SR 520 to SR 522 (NE 85th I/C connections and direct access)	Construct HOV direct access at NE 85th (g) Improve NE 85th connection to I-405 from Kirkland Way to 148th Ave NE including transit and HOV queue bypass and upgrade arterial.	2040	Kirkland Way	148th	WSDOT			X	X	X		X	
4351	I-405 Corridor: SR 520 to SR 522 (widening)	(h) NE 85th to NE 116th: Add one lane NB and SB resulting in 6 lanes (1 HOV, 4 GP & 1 Aux. or 2 HOV, 3 GP & 1 Aux.) in each direction including Managed Lanes buffer. (i) NE 116th to NE 124th: Add one lane NB and SB resulting in 6 lanes (1 HOV, 4 GP & 1 Aux. or 2 HOV, 3 GP & 1 Aux.) in each direction including Managed Lanes buffer.	2040	NE 85th	NE 116th	WSDOT			X	X	X		X	
4386	I-405 Corridor: SR 520 to SR 522 (NE 116th Improvement)	(a) Improve from 114th Ave NE to 124th Ave NE with transit and HOV priority and queue bypass and upgrade NE 116th arterial. (j) Upgrade NE 116th from 114th Avenue NE to 124th Avenue NE to add transit and HOV queue bypass.	2030	114th Ave NE	124th Ave NE	WSDOT			X	X	X		concept	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4387	I-405 Corridor: SR 520 to SR 522 (Widening - SR 520 to NE 124th St)	(b) Add one lane NB and SB resulting in 6 lanes (1 HOV, 4 GP & 1 Aux. or 2 HOV, 3 GP & 1 Aux.) in each direction. (d) Rebuild the NE 160th St. Interchange.	2040	SR 520	NE 124th St	WSDOT			X	X	X			X
4388	I-405 Corridor: SR 520 to SR 522 (NE 124th I/C)	(c) Reconfigure and rebuild the NE 124th St. Interchange.	2040	I-405 @ NE 124th St I/C		WSDOT			X	X				X
4054	Direct Access Ramps and Parking Garage at Brickyard Park-and-Ride	Construct an HOV direct-access facility to and from the west and parking garage for a total of 700 stalls upon completion.	2027	I-405 @ NE 160th St		Agency not Identified			X	X		X	concept	
4389	I-405 Corridor: SR 520 to SR 522 (NE 160th I/C)	(d) Rebuild the NE 160th St. Interchange.	2030	I-405 @ NE 160th St I/C		WSDOT			X	X			see 4387	
4390	I-405 Corridor: SR 520 to SR 522	(e) SR 522: Add SB climbing auxiliary lane through NE 160th Interchange to SR 522. (f) SR 522 Interchange Rebuild: Reconfigure and rebuild the SR 522 Interchange. The existing SR 522 WB to I-405 SB ramp will remain. Include HOV direct connection in center. (g) Add NB auxiliary lane extending from NE 160th to NE 195th.	2020	160th I/C	SR 522	WSDOT			X	X	X		X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4391	I-405 Corridor: SR 520 to SR 522 (SR 522 I/C and HOV direct access)	(f) SR 522 Interchange Rebuild: Reconfigure and rebuild the SR 522 Interchange. The existing SR 522 WB to I-405 SB ramp will remain. Include HOV direct connection in center.	2030	I-405 @ SR 522 I/C		WSDOT			X	X	X		see 4390	
4392	I-405 Corridor: SR 520 to SR 522 (NB Aux lane NE 160th to NE 195th)	(g) Add NB auxiliary lane extending from NE 160th to NE 195th.	2030	NE 160th	NE 195th	WSDOT			X	X	X		see 4390	
4394	I-405 Corridor: SR 520 to SR 522 (NE 85th Improvement)	(i) Upgrade NE 85th from Kirkland Way to 148th Ave NE including transit and HOV queue bypass and upgrade arterial.	2030	Kirkland Way	148th Ave NE	WSDOT			X	X	X		concept	
4396	I-405 Corridor: SR 522 to I-5 (widening between NE 195th St to SR 527)	(a) Add 2 lanes NB and SB, except 1 lane NB between NE 195th St. and SR 527 where NB lane previously built, resulting in 5 lanes (1 HOV & 4 GP or 2 HOV & 3 GP) in each direction. Includes the 4 ft. managed lane buffer.	2030	SR 522	I-5	WSDOT			X	X	X		X	
4397	I-405 Corridor: SR 522 to I-5 (SR 522 I/C braided ramps)	(b) Remove ramp weaves north of the SR 522 Interchange by constructing NB and SB braided ramps. (c) Rebuild the NE 195th St. Interchange.	2040	I-405 @ SR 522 I/C		WSDOT			X	X	X			X
4398	I-405 Corridor: SR 522 to I-5 (NE 195th I/C)	(c) Rebuild the NE 195th St. Interchange.	2030	I-405 @ NE 195th St I/C		WSDOT			X	X			see 4397	

ID	Title	Description	Year	From	To	Lead Sponso r	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4399	I-405 Corridor: SR 522 to I-5 (240th St. SE direct access ramp)	(d) Construct direct access ramp to 240th St. SE.	2040	I-405 @ 240th St SR I/C		WSDOT			X	X	X			X
4400	I-405 Corridor: SR 522 to I-5 (Direct Access to Canyon Park P&R)	(e) Construct direct access to the Canyon Park Park & Ride. (f) Reconfigure the SR 527 Interchange.	2040	I-405 @ Canyon Park Park & Ride.		WSDOT			X		X			X
4401	I-405 Corridor: SR 522 to I-5 (SR 527 I/C)	(f) Reconfigure the SR 527 Interchange.	2030	I-405 @ SR 527 I/C		WSDOT			X	X			see 4400	
4148	I-405 Corridor: I-405 interchange at 132nd St. NE	Build half diamond interchnage to and from north at the NE 132nd St.	2015	NE 132nd St vicinity		WSDOT	X						X	
4402	I-405 Corridor: SR 522 to I-5 (I-5 north/ I-405 I/C and HOV direct access ramps)	(g) Construct HOV direct connection ramps connecting I-405 managed lanes with I-5 HOV lanes north and south of the I-5 Interchange. (h) Reconfigure the NB I-405 to NB I-5 from 1 lane to a 2 lane on connection. (i) Addresses I-5 connecting capacity to I-405 as necessary by adding one lane approaching ramp to I-405 to avoid congestion.	2040	I-405 @ I-5 I/C		WSDOT			X	X	X			X
362	SR 410	Widen to 3 lanes, curb, gutter, sidewalk, Widening Project 2	2010	Farman St	E city lim	Enumcla w			X					X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4239	SR 410	Construct a westbound auxiliary lane from SR 162 to East Main Avenue.	2030	SR 167	SR 162	WSDOT			X				concept	
4240	SR 410	Widen to six lanes.	2030	181st Ave. E.	202nd Ave E.	WSDOT			X				concept	
1661	SR 410	Widen from 2 lanes to 4 lanes, realign 234th Ave E to create a "split intersection" and add a signal --per Route Development Plan/Design. SR 410/214th Ave E to 234th - Add Lanes is programmed for completion in 2011, but it appears majority of CN will be done by 2010	2011	214th Ave E Vicinity	234th Ave E Vicinity	WSDOT	X						X	
1662	SR 410	Widen from 2/3 lanes to 4 lanes--as per Route Development Plan/Design	2040	234th Ave E Vicinity	Hinkleman Extension Rd Vicinity	WSDOT			X				concept	
1663	SR 410	Signalize the intersection of SR 165 and SR 410. Construct an eastbound SR 410 to southbound SR 165 turn lane which bypasses the signal.	2020	SR 410/SR 165 Intersection	SR 410/SR 165 Intersection	WSDOT	X						exempt	
361	SR 410	Widen to 3 lanes ,curb, gutter, sidew 244th to Cole, widen to 4/5 lanes Cole to Farman, Widening Project 1	2010	244th Ave SE	Farman St	Enumclaw			X				X	
1768	SR 410	NFS - widen to 4 lanes, traffic signal at 244th Ave.? Aggressive access management.	2040	Pierce/King County line	Cole St. (Enumclaw)	WSDOT			X				concept	
1820	SR 410	Widen from 2 lanes to 4/5 lanes--as per Route Development Plan	2040	Park Ave Wye Conn Vicinity	Pierce/King County Line	WSDOT			X				concept	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1824	SR 507	Widen From 2 to 4 Lanes, Access Management--as per Route Development Plan in progress	2040	Depot Rd Vicinity	Roy SCL	WSDOT			X				concept	
1825	SR 507	Widen From 2 to 4/5 lanes, couplet or parallel arterial, Access Management	2040	Roy SCL	Water St Vicinity	WSDOT			X				concept	
1826	SR 507	Widen From 2 to 4 lanes, Access Management--as per Route Development Plan in progress	2040	Water St Vicinity	SR 7	WSDOT			X				concept	
4106	East D Street Slip Ramps at SR 509	Construct a half diamond interchange at East D Street.	2030	East D Street@SR 509	East D Street	WSDOT		X	X	X	X	X		X
1664	SR 509	Widening from 2 to 4 lanes. SR 509 East - West Corridor Project, Phase 2 ultimate cross-section	2030	Port of Tacoma Road	Marine View Drive Vicinity	WSDOT			X				concept	
1613	SR 509 Extension (with I-5)	Construct a four lane divided freeway on a new alignment, construct new I-5 interchange and add general purpose lanes on I-5 from 320th St. S to the new SR 509 alignment. Specifically, in SB direction: add 3 lanes to SR 516, 2 lanes to 272nd St. and 1 lane to 320th. In NB direction, adding 1 lane from 272nd to SR 516, and 3 lanes from SR 516 to the new SR 509/I-5 interchange).	2025	I-5	Existing SR 509	WSDOT			X	X	X		X	
5442	SR 512	Covert shoulders for use as additional lane during peak periods in the peak direction of travel	2030	I-5	Meridian Street	WSDOT		changed from 1723					X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1723	SR 512	Widen from 6 lanes to 8 lanes creating HOV lanes, ITS, enhanced transit	2020	I-5	Canyon Road Intersection	WSDOT			X				concept	
4241	SR 512	Construct a two lane eastbound off-ramp to SR 7.	2015	SR 512/SR 7 I/C	SR 512/SR 7 I/C	WSDOT			X				X	
4574	EB SR-512 - Pacific Ave exit	Extend the off-ramp. Synchronize lights.	2030	SR 513	Pacific Rd	King County/Metro			X				concept	
4242	SR 512	Construct a two lane eastbound and westbound off-ramps to Canyon Road.	2025	SR 512/Canyon Road I/C	SR 512/Canyon Road I/C	WSDOT			X				X	
1821	SR 512	Widen the westbound off ramp to SR 161 to two lanes, widen the eastbound on ramp from SR 161 to two lanes, widen the SR 512/SR 161 under-crossing from two to six lanes and extend the westbound climbing lane through interchange to tie in with the westbound on-ramp from 94th Ave. SE to SR 512.	2025	SR 512/SR 161 I/C	SR 512/SR 161 I/C	WSDOT			X				X	
4573	EB and WB SR-512 Canyon Road exit	Extend off-ramp East Bound. For West Bound - add additional left turn lane. Synchronize the stop lights.	2030	SR 512	Canyon Rd	King County/Metro			X				concept	
4243	SR 512	Construct eastbound and westbound auxiliary lanes from Canyon Rd to SR 167 with two lane off-ramps at each Interchange.	2025	Meridian	Pioneer	WSDOT			X		X		X	
1691	SR 516	Widen to 4/5 lanes. Aggressive access management.	2030	SR 18	SR 169	WSDOT			X				concept	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4118	SR 516 (Kent-Kangley Road), 213th Place SE to 218th Ave. SE	This project will provide two 11' travel lanes with 12' left turn pockets or a landscaped median along Kent-Kangley Road (SR516) from 213th Place SE to 218th Ave. SE. Bicycle lanes, curb and gutter will be constructed on both sides of the street. Plante	2010	213th Place SE	218th Ave SE	Maple Valley			X				X	
5390	SR 518	Construct a new interchange at SR 99	2020	SR 518/SR 509 I/C	I-5	WSDOT	X						X	
1692	SR 518	Add an additional eastbound lane from the North Airport Expressway to the I-5/I-405 Interchange.	2009	SR 518/SR 509 I/C	I-5	WSDOT	X						completed	
4247	SR 518	Construct a southbound to eastbound flyover/tunnel ramp at the SR 509 I/C.	2020	SR 509/SR 518 Interchange	SR 509/SR 518 Interchange	WSDOT			X					X
4248	SR 518	Complete construction of new interchange	2030	SR 509/SR 518 Interchange	SR 509/SR 518 Interchange	WSDOT			X				concept	
2075	SR 518	Construct a new interchange at SR 99 and a new half diamond interchange at 24th Ave. S.	2030	24th Ave. S.	SR 99	WSDOT			X				duplicate (see 5390)	
4245	SR 518	Add a second eastbound lane from the I-5 southbound drop lane to the I-5 northbound add lane at the Tukwila I/C.	2020	SR 518/I-5 Interchange	SR 518/I-5 Interchange	WSDOT			X					X
4246	SR 518	Relocate the I-5 northbound ramp to the right side and combine I-5 northbound, I-5 southbound and the 51st Ave. S ramps at the Tukwila I/C.	2020	SR 518/I-5 Interchange	SR 518/I-5 Interchange	WSDOT			X					X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1866	SR 519 Intermodal Access Project ð Phase 2: South Atlantic Corridor	I-90 Off-Ramp to South Atlantic Street. A new two-lane elevated ramp connection would be built from westbound I 90 to terminate at a signalized T-intersection at South Atlantic Street. The new South Atlantic Street connection would serve westbound freeway traffic from I 90 and I-5. The new ramp would be entirely elevated, passing over Fourth Avenue South and Third Avenue South and connecting to the South Atlantic Street overpass southeast of Safeco Field. Exiting northbound I-5 traffic would be routed to South Atlantic Street, while exiting southbound I-5 traffic would have the option of taking either the new off-ramp to South Atlantic Street or the existing I-90 off-ramp to Fourth Avenue South. South Royal Brougham Way Railroad Overpass. The South Royal Brougham Way at-grade railroad crossing would be closed and a new two-lane elevated structure would be constructed, connecting Occidental Avenue South to Third Avenue South. The new overpass would transport vehicular, pedestrian, and bicycle traffic over the BNSF Railway tracks and provide a new	2010	I-90	Seattle Waterfront	WSDOT	X						X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4250	SR 520	Construct new six lane connection between I-5 and Montlake Blvd. This includes reconstruction of the Portage Bay Bridge. Construct a westbound to southbound freeway-to-freeway Core HOV Connection at the I-5/SR520 interchange.	2015	I-5	Portage Bay Bridge	WSDOT		X	X	X	X	X	X	
4251	SR 520	Construct new six lane bridge and approaches from Montlake Blvd. on the west side of the lake to 84th Ave. NE on the east side.	2015	Mount Lake Blvd.	84th Ave. NE	WSDOT		X	X	X	X	X	X	
4252	SR 520	Add HOV lanes eastbound between 84th Ave. NE and I-405. Move existing HOV lanes to the inside and add a direct HOV access at 108th Avenue	2015	84th Ave. NE	SR 202	WSDOT		X	X	X	X	X	X	
5314	SR 520 HOV	This includes moving the HOV lanes to inside and upgrade to full standard lanes all the way to Redmond in order to move to HOT.	0	I-405	West Lake Sammamish Parkway	WSDOT		X	X	X	X	X	see 4252	
5443	SR 520 HOV to HOT	Convert HOV lanes to HOT lanes	2015	I-405	SR 202	WSDOT		covered in DEIS under tolling policy					X	
4055	HOV/Transit Queue Bypass lane at SR 520/ Bellevue Way	Provide HOV/Transit Access in the vicinity of Bellevue Way	2027	Vicinity SR 520@Bellevue Way		Agency not Identified		X	X		X		concept	
4528	Bel-Red Regional Connectivity - SR 520/ 124th I/C	The City of Bellevue has jurisdiction over the entire route up to the proposed full interchange at SR520 and 124th Avenue NE. This project would be implemented by WSDOT.	2011	-		WSDOT			X					X

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4253	SR 520	Add eastbound auxiliary Lane	2030	NE 51st Street	West Lake Sammamish Parkway	WSDOT			X				concept	
4101	SR 520	Widen SR 520 to 8 lanes including HOV Lanes and auxiliary lanes. Construct a new SR 520/SR 202 interchange.	2020	W Lake Sammamish Parkway	SR 202	WSDOT	X						X	
4062	SR 522	Construct an eastbound Business Access and Transit (BAT) lane.	2008	SR 523 (NE 145th St.)	41st Ave NE	Sound Transit	X						completed	
2212	Kenmore Bothell Way Improvement Project Phase I	Phase I of the SR 522 Multi-Modal Corridor Improvement Project through Kenmore includes installing sidewalks along the north side of SR 522; providing access management improvements including driveway consolidation and medians in SR 522; installing landsc	2009	61st Avenue NE	73rd Avenue NE	Kenmore	X						exempt	
2213	SR 522 Phase II HOV Enhancement Project	Provide eastbound and westbound transit lanes, widen the intersection at 80th Ave, install two new traffic signals at 77th Ct and 83rd PL NE, curbs, gutter and sidewalk, access management improvements and street lighting. ST IS FINANCIAL PARTNER, CAPPED	2008	73rd Ave NE	83rd Ave NE	Kenmore	X						completed	
4272	SR 522 - West City Limits to NE 180th Street Stage 2 Improvements	Improvements along SR 522, including BAT lanes, curb/gutter/sidewalk, signal interconnect and access management within the city of Bothell	2012	91st Ave NE (West City Limits)	NE 180th St.	Bothell			X				X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4254	SR 522	Construct Business Access and Transit (BAT) lanes in both directions.	2040	83rd Ave NE	96th Ave. NE	Bothell			X			X		X
4255	SR 522	Under consideration by the City of Bothell - Realign SR 522 to the south of its existing location and extend SR 527 to the south to create a new intersection. Bothell Crossroads.	2012	Hall Road	102nd Ave NE	Bothell			X					X
2380	SR 522 @ 195th	Construct second half of the existing half-diamond interchange making a full diamond interchange.	2040	NE 195th Street	NE 195th Street	WSDOT			X					X
3621	SR 522 UW Bothell Campus South Access	Construct a new interchange on SR 522 providing direct access to/from the UW-Bothell/Cascadia Community College joint campus in Bothell. Provide a new signalized intersection approx. one half mile west of the I-405 interchange where a new public street w	2007	UW Bothell/Cascadia Community College	one half mile west of I-405	WSDOT	X						completed	
4257	SR 522	Construct a new grade separated diamond interchange.	2020	Paradise Lake Road	Paradise Lake Road	WSDOT			X	X			X	
4258	SR 522	Construct a new interchange to provide grade separation between SR 522 and Fales/Echo Lake Rd.	2020	Fales/Echo Lake Road	Fales/Echo Lake Road	WSDOT			X	X			duplicate (see 1698)	
1698	SR 522	Add two lanes converting a two lane arterial roadway to a four lane divided highway. Complete construction of the Fales/Echo Lake Interchange.	2020	Paradise Lake Rd.	Snohomish River	WSDOT			X	X			X	
4159	SR 522 (Nickel)	Widen to 4 lanes.	2020	Snohomish River Bridge	SR 2	WSDOT	X						X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1776	SR 523	Transit enhancements (Queue bypass), widen 145th St u'xing to provide additional left turn lane to SB I-5.	2030	SR 99	32nd Ave NE	WSDOT			X				program	
1714	SR 524	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.	2015	24th Ave.	SR 527	WSDOT			X	X			X	
4259	SR 524	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.	2040	SR 527	35th/39th Street	WSDOT			X					X
4260	SR 524	Widen to five lanes adding two general purpose lanes and a two-way-left-turn-lane.	2040	35th/39th Street	SR 522	WSDOT			X					X
4009	SR 524 (196th St SW) Widening	Increase capacity of existing major east-west 5 lane arterial by increasing roadway section to 7 lanes, curb,gutter and sidewalk (12 feet). The City of Lynnwood is proposing BAT lanes on this corridor but this is still subject to public process	2012	48th Ave W	37th Ave W	Lynnwood			X				X	
4119	44th Ave. W. (SR 524 Spur)	Widen roadway to 7 lanes with 8 lanes just south of 196th St. SW. The City of Lynnwood is proposing BAT lanes on this corridor but this is still subject to public process.	2015	I-5	194th St.	Lynnwood			X		X	X	X	
1715	SR 525	NFS - Connect to proposed ferry terminal location. Costs are develop a new three-lane roadway on new alignment that would access the relocated Mukilteo Ferry Terminal down an environmentally sensitive drainage known as Japanese Gulch	2027	SR 526	Proposed Mukilteo Multimodal Terminal.	WSDOT			X					X

ID	Title	Description	Year	From	To	Lead Sponso r	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4271	SR 527 - 240th St SE to 228th St. SE	This project will widen SR 527 from two lanes to four lanes with a center dual left turn lane, bike lanes, transit stops and sidewalks, curb/ gutter/ plantings, minor side street improvements, interconnect and coordinate signals, provide access management, retaining walls, storm drainage facilities, landscaping and illumination.	2011	240th St SE	228th St. SE	Bothell			X	X			X	
984	SR 527	BEGIN TO IMPLEMENT ROUTE DEVELOPMENT PLAN, FRONTAGE IMPROVEMENTS CONSTRUCTED ALONG THE CORRIDOR	2006	SR 522	I-405	Bothell			X				see 4271, 4262, 5446	
5446	SR 527	Widen to 4/5 lanes between SR 522 and 188th St. SE	2030	SR 522	188th St. SE	Bothell		see 4262						X
4262	SR 527	Widen to 4/5 lanes between SR 522 and 240th St. SE and between 228th St SE and I-405	2030	188th St	240th St. SE	Bothell			X	X			X	
1799	SR 528	Widen to 4 lanes. Aggressive access management.	2030	83rd Ave.	SR 9	WSDOT			X				concept	
1800	SR 530	Widen to 4 lanes w/ restricted median. Aggressive access management.	2040	I-5	Arlington city limits	WSDOT			X				concept	
1801	SR 530	Widen to 4 lanes Aggressive Access Management.	2040	Arlington city limits	Arlington Heights/Jordan Road	WSDOT			X				concept	
1639	SR 531	Four-lane widening with intersection improvements	2030	43rd Ave.	SR 9	WSDOT			X				X	
1802	SR 532	Improve several intersection choke points, add truck lane, realign local roads, and improve and consolidate driveways.	2015	Snohomish /Island County Line	I-5	WSDOT	X						X	

ID	Title	Description	Year	From	To	Lead Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3680	Gravelly-Thorne Connector (supporting SR 704 - Cross Base Highway)	Construct one mile of roadway connecting Gravelly Lake Drive to Thorne Lane west of the Sound Transit/Burlington Northern Railroad tracks. The Gravelly-Thorne Connector will be a single lane southbound roadway linking multiple Lakewood communities, the p	2012	Gravelly Lake Drive	Thorne Lane	WSDOT			X	X			part of 112	
112	SR 704 - Cross Base Highway, I-5 to Spanaway Loop Rd	Construct new four-lane, limited access facility between Fort Lewis and McCord Air Base. Includes reconstructed interchange at I-5. Includes Gravelly Thorne Connector.	2025	I-5	SR 7	WSDOT			X	X			X	
4168	SR 704 - Cross Base Highway, Spanaway Loop Rd to SR 7	This project is the first construction phase of the SR 704 Cross Base Highway project. This project will complete the connection between Spanaway Loop Road to SR 7 (two GP lanes EB and WB). The alignment follows the 176th St. alignment.	2008	176th St. at Spanaway Loop Extension	176th St. at SR 7 (Pacific)	WSDOT	X						completed	
1617	SR 900	Widen to 4 lanes w/ TWLTL.	2010	I-90	Issaquah WCL	WSDOT	X						X	
4111	SR 900 Widening Between NW Maple St and NW Gilman Blvd.	Add one additional NB through lane	2015	Maple Street	NW Gilman Blvd	Issaquah			X				duplicate (see 1617)	
4113	SR900/NW Sammamish Rd Widening	Add additional through lane WB approaching the I-90 Ramps	2015	11th Ave NW	I-90	Issaquah			X				X	

Addendum B Part 3: Arterial Investments Cross-Tabulation

Sorted by lead sponsor agency. See also the maps in Part 1 of this Addendum.

Note that the Preferred Alternative was analyzed with a range of possible outcomes starting from a “Constrained” configuration (column “PA-C”) extending to the full Preferred Alternative (column “PA”).

This list was revised in response to comments and additional information received during the DEIS comment period. Comments in the “PA-C” and “PA” columns reflect the additional information. In some cases staff discovered that the project had entered construction or been recently completed (labeled “under construction” or “completed”). Certain investment outcomes were found to have been included in other projects (labeled “in XXXX” where XXXX denotes the other project) or duplicates (labeled “duplicate”). Finally, in the process of reaching a decision on the final plan, some investments included in the original five alternatives were excluded from the Preferred Alternative. Some of these projects were retained in a “concepts” list outside of the final plan (these are labeled “concepts” below). In some cases new investments were analyzed for the first time in the Preferred Alternative, making it possible that an investment will only have X’s in the PA-C and PA columns.

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
113	Canyon Rd E	Widen and reconstruct existing 2/4-lane roadway to provide 7 through lanes, turn lanes, wider curb lanes, curbs, gutters, and sidewalks; signal modifications included.	2020	106th St E	192nd St E	Pierce County	X						X	
115	176th St E	Widen and reconstruct existing 2/4-lane road to 5 lanes. Provide non-motorized features.	2020	SR 161 (Meridian E)	SR 7 (Pacific Avenue)	Pierce County	X						X	
116	112th St E/S	Widen and reconstruct existing (two-lane in sections) roadway to 5 lanes, improve intersections and provide non-motorized features.	2011	86th Avenue E	Steele Street	Pierce County	X						X	
122	Valley Ave E	Widen and reconstruct existing two-lane roadway to major arterial standards, including non-motorized plan elements.	2008	Freeman Rd E	70th Ave E	Fife	X						X	
125	Military Rd S/152nd St E	Widen and reconstruct 2-3 lane existing road (east of SR-7) to provide 2 additional general purpose lanes and non-motorized features along entire length.	2030	Waller Rd E	Spanaway Loop Rd	Pierce County			X					X
127	Stewart Rd (8th St E.)	Widen existing two-lane roadway to 5 lanes. East 0.69 mile is within City of Pacific jurisdiction and is a joint project with City of Pacific. Includes replacement of Br #1204-A over the White River. May include construction of Br #1204-B over the BNSF	2010	E Valley Hwy E	W Valley Hwy	Pierce County		X	X	X	X	X	X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
129	Shaw Rd E	Conduct corridor study and environmental documentation for proposed north-south arterial roadway. Widen, and realign as needed, the existing two-lane roadway and/or construct new roadway (in portions) to include non-motorized features.	2030	SR 410	Orting-Kapowsin Hwy	Puyallup			X					X
130	Wollochet Drive NW	Widen existing 2-lane roadway from Artondale Drive NW to Fillmore Drive NW; construct non-motorized features (paved shoulders) from Fillmore Drive NW to Hunt Street NW (Gig harbor C.L.)	2030	Hunt Street NW	Fillmore Dr NW	Pierce County			X		X		concept	
134	Canyon Rd E	Southerly Ext. Extend Major arterial roadway from 192nd Street E to SR-7 in two phases. The proposed roadway will be 4 to 5 lanes wide with paved shoulders and sidewalks to accommodate nonmotorized modes in the first phase to 224th Street E. The roadway would narrow to 2-lane with paved shoulders south of 224th Street E.	2020	Mountain Hwy (SR 7)	192nd Street E	Pierce County	X						X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
135	Canyon Rd E	Northerly Ext. Extend major arterial roadway from it's current northerly terminus to connect with the planned completion of SR-167, crossing over 2 railroads and the Puyallup River. The project would be a four-lane roadway with paved shoulders (to accommodate non-motorized modes). This roadway would link the planned employment center in Frederickson with the Port of Tacoma and destinations northward (e.g. Seattle)	2020	SR 167	Pioneer Way	Pierce County		X	X	X	X	X	X	
192	28th/24th Ave S	It is to construct a new four to five lane arterial including bicycle lanes, curb, gutter, sidewalk, storm drainage, street lighting, signalization, channelization, landscaping, utilities, undergrounding of utility lines and paving.	2016	S 200th St	S 216th St	SeaTac	X						X	
212	SE May Valley Rd	Provide Intelligent Transportation System improvements which could include vehicle detection; cameras; road weather info system	2022	Issaquah Hobart Rd	SE 128th Wy	King County/Metro			X		X		removed	
293	City Residential Surface Sts.	In 1998, funds will be expended to build sidewalks along SR-507/McNaught Street, install or replace traffic control and safety signage, and for the resurfacing of 0.5 miles of residential surface streets, using chip-seal application. The city expects to	2010	280th St S	288th St S	Roy	X						exempt	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
296	DuPont-Steilacoom Rd	Scope of the project has not been defined. Widening Improvements to DuPont-Steilacoom Rd are anticipated to accommodate expected growth in the City of DuPont and nearby areas. The existing road is two lanes with left turn pockets.	2030	[Not submitted]		Dupont			X					X
355	Cole St	New construction and realignment, signalization, improvement of Cole Street at SR 410/Dickson Ave intersection. Dickson Ave is extended to Cole Street realignment at SR 410.	2000	@SR 410	Mt. Villa Dr	Enumclaw			X		X			X
367	NW Maple St	Extend NW Maple 650 ft from SR-900 to Newport Way, 5 lanes, bridge, ped	2011	SR 900	SE Newport Way	Issaquah			X				X	
369	SE Newport Way	Widen existing roadway from 2 to 3 lanes, ped/bike, shoulders	2011	SR-900	SE 54th St	Issaquah			X		X			X
401	100th Ave NE	Widen roadway to 5 lanes.	2022	NE 145th St	NE 139th St	King County/Metro			X				removed	
413	132nd Ave SE	Widen Roadway - assumed estimate 3 total lanes	2022	SE 208 St	SE 224 St	King County/Metro			X		X		duplicate	
414	132nd Ave SE	Widen Roadway - assumed estimate 3 total lanes	2022	SE 224 St	SE 242 St	King County/Metro			X				duplicate	
417	150th Ave SE	Widen portion to 6 lanes - Traffic signal mods - multiple turn lanes - Construct some curb, gutter, sidewalk	2007	SE 36th St	SE Newport Wy	Bellevue		X	X	X	X	X	completed	
422	Avondale Rd	Widen to 3 lanes - Reconstruct intersection - Pave shoulders - Construct walkway/pathway	2010	Woodinville-Duvall Rd	NE 155th St	King County/Metro		X	X	X	X	X	removed	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
447	NE 132nd/NE 128th St	Widen NE 128th St to improve the right-turn lane and add a shoulder. Widen Avondale Road NE to add right-turn lanes and modified signals at NE 132nd Street and at NE 128th Street. Widen NE 132nd Street to four/three lanes with shoulders.	2011	184th Ave NE	196th Ave NE	King County/Metro		X	X	X	X	X		X
454	Novelty Hill Rd	Perform Preliminary Engineering & Environmental investigation in support of developing the Draft and Final EIS for improving the transportation system from Redmond city limits to Redmond Ridge UPDs. Estimate only of 5 lanes for widening	2011	Avondale Rd	244th Ave NE	King County/Metro			X				removed	
482	Woodinville-Duvall Rd	Widen roadway to increase capacity. - estimated to 5 lanes	2022	171st Ave NE	Avondale Rd	King County/Metro			X				duplicate	
485	Bucklin Hill Rd	Widen to 5 lanes, new bridge	2010	Tracyton Blvd	Silverdale Way	Kitsap County			X				X	
491	Silverdale Way	Widen to 5 lanes	2015	Byron	Chico Way NW	Kitsap County			X				X	
499	Stuck River Bridge	Widen existing bridge to improve access to Sumner and SR-410 weave	2006	Vicinity of Stuck River		Sumner			X					X
500	Traffic Ave/Puyallup Riv Bridge Replacement	Widen Traffic Ave in Sumner and replace bridge across Puyallup River.	1998	Main (Sumner)	Puyallup	Sumner			X		X			X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
501	Valley Avenue Improvements Phase III (Washington Street to Elm Street)	Valley Avenue between Washington Street and Elm Street is currently a two-lane roadway that completes a north/south connection between the downtown core, East Valley Highway, and SR-410. Completion of improvements to this busy corridor will include 5-foot	2006	Washington Street	Elm Street	Sumner	X						exempt	
511	Norpoint Way - NE 49th Ave to Nassau Ave	Arterial Streets	2012	NE 49th Ave	Nassau Ave	Tacoma			X		X			X
522	224th St E	Widen and reconstruct existing arterial to 3 lanes including NMF	2030	SR 7	SR 161	Pierce County			X					X
528	Canyon Rd E	Widen to 5 lanes, reconstruct existing arterial including NMF	2020	84th St. E	99th St E	Pierce County	X						X	
584	Airport Way	Widening to 2/3 lane urban standards with bicycle lanes	2012	SR 9	Snohomish C/L	Snohomish Co.		X	X	X	X	X	X	
792	112th St - Beverly Park Rd Corridor	Widen from 2 or 3 lanes to 5 lanes with sidewalks and bike lanes on both sides in 6 phases: 1) SR 99 to 3rd Ave SE 2) SR 99 to Airport Rd 3) Airport Rd to SR 525 4) 3rd Ave SE to I-5 5) I-5 to Silver Lake Road (No HOV ramps or P&R lot as part of this project) and 6) Silver Lake Road to SR 527	2009	SR 527	SR 525	Everett	X						X	
794	EAST MARINE VIEW DR	Four travel lanes from I-5 to 16th St, two travel lanes and left-turn pockets from 16th St to SR 529 (Broadway), a ten-foot wide sidewalk and pedestrian path on the east side, a six-foot wide sidewalk on the west side, parking at strategic locations taken	2008	SR 529	I-5	Everett	X						completed	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
807	Ferry Holding Lanes	Mitigation measure for traffic congestion associated with Ferry traffic backup on SR 525. Options include off-street storage, traffic warning measures, signals at 5th, Goat Trail Rd, 76th St SW, 84th St SW.	2010	Mukilteo Ferry Terminal		Mukilteo			X	X				X
830	REDMOND-WOODINVILLE RD	Widen Red-Wood Rd from intersection with new 160th Ave NE Extension near the Puget Power trail north to NE 124th St. Improvements include 1 through lane in each direction, left turn and extended right turn lanes if appropriate, access management, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and right-of-way acquisition. Redmond and WSDOT will coordinate a planning process to finalize final design for segment between 116th and 124th; the latter might not be widened. See also WSDOT project 1755.	2015	160TH AVE NE	NE 124th ST	Redmond			X		X			X
836	Bel-Red Rd	Widen Bel-Red Rd. Improvements include 4-5 lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, right-of-way and easement acquisition. (exist- 2NB, 1SB)	2030	NE 30th ST	NE 40th ST	Redmond			X		X			X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
840	East Lake Sammamish Pkwy	Widen East Lake Sammamish Pkwy from Redmond Way to 187th Ave NE. Improvements include 1 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power, and right-of-way. (exist- 1NB, 1SB)	2030	Redmond Way	187th AVE NE	Redmond			X		X			X
880	WOLLOCHE T DR NW	Widen existing road between Fillmore Dr NW and Artondale Dr NW to five lanes and between Artondale Dr NW and 40 St NW to 3 lanes to accommodate existing traffic. Construct NMF that will complete the nonmotorized route between the heart of Fox Island and SR-16 and the nonmotorized trail systems in Gig Harbor and Tacoma.	2010	FILLMORE DR NW	40TH ST NW	Pierce County			X				X	
898	132nd Ave SE	MAJOR WIDENING TO 5 LANES, C, G, SIDEW, BIKE LANES (submitted by King County Public Works Directors)	2010	SE 272ND ST	SE 256TH ST	Kent			X				exempt (minor arterial)	
910	SE Carr RD	Widen roadway to provide capacity improvements, assume an estimated 3 lanes each direction for widening	2020	108th Ave SE	SR 167	Renton		X	X	X	X	X	X	
925	Issaquah/Fall City RD	Widen to 4/5 lanes, CGS, bike lanes, path way	2010	272nd PI SE	Issaquah Pine Lake Rd	King County/Metro			X				removed	
929	SE Newport Wy	Provide Left Turn Lane	2022	138th Ave SE	Eastgate Park Entrance	King County/Metro			X				removed	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
967	South Lake Union Transportation Improvement	Improvements to the Mercer Corridor between I-5 and Dexter Avenue, including: a more direct westbound route, with reduced travel time, from the I-5 ramps to SR 99; new bicycle lanes on Valley/Roy Streets from Fairview to Dexter Avenue, and; improved opera	2010	I-5	Dexter	Seattle			X		X		see 5509, 5510	
975	M St SE	GRADE SEPARATE RAIL XING, WIDEN TO 4 LANES, SIDEW	2012	E MAIN	AUBURN WAY S	Auburn		X	X	X	X	X	X	
976	52nd St NE	ADD 2 LANES	2011	AUBURN WAY N	GREEN RIVER	Auburn			X					X
978	M St NE	WIDEN FROM 2 TO 5 LANES, MODIFY SIGNALS	2012	E MAIN	8TH ST NE	Auburn		X	X	X	X	X	X	
1100	COAL CREEK PKWY	WIDEN COAL CREEK TO 6 LANES AT THIS INTERSECTION	2020	I-405		Bellevue			X					X
1221	D Street Overpass--Puyallup Ave to S 23rd	Bridge Construction	2007	Puyallup Ave	E 23rd St	Tacoma	X						completed	
1222	Shaw Rd Extension in Puyallup	The extension is a grade-separated crossing of the BNSF railway tracks, connecting Shaw road directly to E Main. This project also includes the addition of pedestrian and bicycle facilities and direct access to from E. Pioneer Ave. and Shaw Rd to E. Main	2010	E MAIN AVE	E. PIONEER AVE	Puyallup	X						X	
1224	E MARGINAL WAY GRADE SEPARATION	GRADE SEPARATION OF ON/OFF RAMP AT SR 99 OVER UP LEAD TRACK FROM HARBOR ISLAND. http://www.psrc.org/assets/1851/EMW_FAST090907.pdf	2009	300 ft south of S Idaho (MP 28.35)	Spokane St	Port of Seattle	X						X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1239	Ryan Rd, SR 165, SR 410, River Avenue, Foothills Trail	Realign intersection of SR-165, SR-410, River Avenue, Ryan Road and Foothills Trail to improve efficiency and safety	2020	Intersection Ryan Road/River Ave/SR 410	Intersection Ryan Road/SR 410	Buckley			X				X	
1251	Main St and City Center St	Purchase property rights and construct street system for city center. Streets to consist of two twelve foot lanes, two eight foot sidewalks, storm drainages, landscaping, street lighting and utility undergrounding.	2011	[Not submitted]		SeaTac			X				exempt	
1262	Viking Way	Widen to 5 lanes	2015	City Limits	SR 308	Kitsap County	X						removed	
1264	Newberry Hill Rd	Widen to 4 lanes	2015	Chico Way NW	SR 3 SB on Ramp	Kitsap County			X				X	
1273	Riddell Rd	Widen to 3 lanes	2020	Pine Rd	Perry Ave	Kitsap County			X					X
1274	Perry Ave	Widen to 3 lanes	2020	Magnuson Way	Riddell Rd	Kitsap County			X					X
1276	Sylvan Way	Widen to 3 lanes	2020	SR 303	Trenton Ave	Kitsap County			X					X
1294	BNSF Intermodal Railyard Access	Design and construct a new access to BNSF intermodal railyard	2010	[Not submitted]		Tukwila			X				X	
1299	E Marginal Way	Design and construct widening to 3 lanes including curbs, gutters, sidewalks, drainage, and paving	2010	Boeing Access Road	S 112th St	Tukwila			X				X	
1300	Tukwila International Blvd	Design and construct widening including paving, curbs, gutters, sidewalks, drainage	2010	Boeing Access Road	S 116th Way	Tukwila			X				X	
1431	Orchard St S - 6th Ave to S 19th St	Arterial Streets	2011	6th Ave	S 19th St	Tacoma			X		X			X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1432	Pioneer Way - Browning Rd to S City Limits	Arterial Streets	2012	Browning Rd	S City Limits	Tacoma			X					X
1473	72nd St E	Reconstruct existing arterial roadway including NMF, add center left turn lane	2020	Tacoma City Limits	Fruitland Avenue E	Pierce County			X					X
1474	96th St E	Reconstruct existing arterial roadway including NMF, add center left turn lane	2030	SR 7	Fruitland Ave E	Pierce County			X					X
1477	160th St E	Construct new 3 lane arterial roadway including NMF	2025	SR 161 (Meridian E)	110th Ave E	Pierce County		X	X	X	X	X	X	
1489	Br #36193-A / 176th St E	Widen to 4 lanes with NMF and replace bridge to eliminate the bottleneck caused by this being the only two-lane section of 176 St E.	2011	176th St E over Tacoma Eastern Railroad		Pierce County			X				X	
1563	212th St	Grade Separated Railroad Crossing in Kent First Phase II	2010	@ BN RR XING		Kent	X						X	
1564	212th St	Grade Separated Railroad Crossing in Kent Fast Phase II	2010	@ UP RR XING		Kent	X						X	
1869	Bridgeport Way West Phase 5	Add two way left turn lane, bike lanes, curbs, sidewalks, landscaping, and streetlighting. Includes drainage revisions and utility adjustments.	2014	27th Street W	S 19th St	University Place			X				exempt	
1879	Evergreen Way	Widen Evergreen Way from 5 to 7 lanes, with curb, gutters and sidewalks and drainage improvements.	2009	115th Street	Airport Road	Everett			X		X		X	
1889	Everett Ave Extension and Overcrossing	Eastern extension of Everett Ave over the existing BNSF rail lines to riverfront industrial property, 4 total lanes	2010	Everett Ave and E. Grand	Riverfront industrial property	Everett		X	X	X	X	X	X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1890	Holly Drive	Widen road, build curbs, gutters, sidewalks, and bike lanes.	2008	92nd St SW	4th Avenue West	Everett	X						completed	
1907	S 356th St	Widen to 5 lanes through intersection for S 356th St, realign east leg add EB and NB 2nd left turn lanes	2009	S 356th St	SR 99	Federal Way	X						X	
1937	160th St E	Widen and reconstruct existing arterial roadway including NMF	2010	56th Ave Ct E	70th Ave E	Pierce County			X					X
1938	176th St E	Construct the eastern two miles of 176 St E to provide for the future connection of SR-704 to SR-162 and to provide evacuation route from the Orting Valley. Construct urban section with 4-5 lanes and NMF. Construct rural section with 2-3 lanes and NMF (sidewalks, bicycle facilities, and a raised median).	2020	130th Ave E	Calistoga Ave	Pierce County			X				X	
1950	Granite Falls Alternative Route (Bypass)	New 2-lane principal arterial	2025	State Route 92	Mountain Loop Highway	Snohomish Co.	X						X	
1956	112th Street SW/Beverly Edmonds Road	Improve to 5 lanes urban standards with bicycle lanes	2012	Airport Road	SR 525	Snohomish Co.		X	X	X	X	X	X	
1958	Milton Way	Road widening / sidewalk install	2010	28th Ave	20th St E	Milton			X					X
1978	Sahalee Way NE	4 lanes with median/turn lanes, bike lanes and sidewalks Phase II	2024	NE 12th	NE 37th/City Limit	Sammamish			X					X
1980	Sahalee Way NE	4 lanes with median/turn lanes, bike lanes and sidewalks	2024	NE 37th	SR 202	Sammamish			X					X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2020	SW 336th Wy & S 340th St	Major Widening to 5 lanes. Improves ped access with wider sidewalks and signalized crossings. Bikes provided for on parallel route per Comp Plan	2020	26th PI SW	Hoyt Rd SW	Federal Way			X					X
2023	S 356th St	Major Widening to 5 lanes. Provides sidewalks and bike lanes; improves freight movement; fixes bottlenecks at SR 161/S 356 St	2011	SR 99	SR 161	Federal Way			X					X
2026	W Valley Hwy	Major Widening including Complete Streets, three lanes each direction and center left-turn lane.	2010	Meeker St N	218th Vicinity	Kent			X					X
2030	Interurban Ave	Major bridge widening	2010	Southcenter Blvd	Fort Dent Wy	Tukwila	X						X	
2074	South Airport Link Project	New Construction (Based on SR 509 Extension project). Four lane limited access facility along 28th Ave S connecting S 188th St with the Airport	2025	S 188th St	Airport	Port of Seattle			X				X	
2078	W Meeker St	Widen W Meeker St to provide a five lane roadway, including four general purpose travel lanes, a center left turn lane, and a bicycle facility. Construct second bridge over the Green River parallel to the existing structure. Project will include the con	2013	Green R Bridge	SR 516	Kent			X		X		exempt	
2079	W Meeker St	Widen W Meeker St to provide a five-lane roadway, including four general-purpose travel lanes, a center left-turn lane, and a bicycle facility, and modify the existing traffic signal system at the intersection of 64th Ave S and Washington Ave. Project wi	2007	Washington Ave	64th Ave S	Kent			X		X		completed	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2082	1st Ave S	Major Widening (5 lanes). Provides sidewalks; Bikes provided for on parallel route per Comp Plan	2020	S 348th St	S 356th St	Federal Way			X					X
2091	132nd Ave SE	Widen 132nd Ave SE to provide a three lane roadway, including two general purpose travel lanes, a center left turn lane, and a Class II bicycle facility. Project include the construction of full width paving, paved shoulders, street lighting, storm drains	2012	SE 240th St	SE 256th St	Kent			X		X		exempt	
2094	S 154th St	Major Widening	2010	SR 518	24th Ave S	SeaTac			X				exempt	
2101	21st Ave SW Extension	New alignment (3 lanes)	2007	SW 356th St	22nd Avenue SW	Federal Way			X				completed	
2103	21st Ave SW	Major Widening (5 lanes). Provides sidewalks; Bikes provided for on parallel route per Comp Plan	2020	SW 344th St	SW 356th St	Federal Way			X					X
2128	Military Rd S	Major Widening (3 lanes). Provides sidewalks and bike lanes	2020	S 288th St	I-5 S overcrossing (near S 304th St)	Federal Way			X					X
2142	S 208th St	Widen SE 208th St from 84th Ave to 96th Way S, to include two lanes, center left turn lane, not all areas will have bike lane because of steep hill, but there will be pedestrian facility all the way.	2013	84th Ave/ E Valley Hwy	96th Way S	Kent		X	X	X	X	X	X	
2147	S 288th St	Minor Widening - Add TWLTL (5 lanes). Widens sidewalks and improves ped crossings	2020	18th Ave S	Military Rd S	Federal Way			X		X			X
2267	Issaquah SE Bypass	Construct new 4/5 lanes with separated ped/bike trail	2009	Front St	I-90	Issaquah			X				removed	
2270	Newport Way	Widen to 3 lanes including bike facilities	2013	NW Maple St	W. Sunset Way	Issaquah			X				X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2284	Avondale Rd	Widen to 3 lanes + bike facilities	2010	NE 133 St	NE 155th	King County/Metro			X				removed	
2292	68th Ave NE	Widen to add additional GP lanes - estimated additional NB lane	2010	NE 175th St	NE 170th St.	Kenmore			X		X			X
2293	124th Ave NE	Widen to 3 lanes (s. of NE 116th St, 5 lanes n. of NE 116th St with ped/bike facilities	2010	NE 85th St	NE 124th Ave	Kirkland			X				X	
2313	Coal Creek Pkwy (Phase I, II & III)	Widen to 4/5 lanes + CGS, bike lanes, traffic signals; (PSRC ID No. NC-5)	2010	Newcastle Way	SE 95th Way	Newcastle	X						X	
2326	Duvall Ave NE	Widen to 5 lanes, CGS (curb, gutter, and sidewalk), add Class II bike lanes, add amenities, channelization.	2010	NE 4th St	NE 25th Ct (Renton City Limit)	Renton			X		X		X	
2328	Oakesdale Ave SW	Replace Monster Rd Bridge; widen to 4/5 lanes +Bike Lanes + CGS	2020	Monster Rd	SR 900	Renton			X		X			X
3422	Overlake to Downtown Redmond Corridor ITS Improvements	This project supports multiple centers interconnecting & synchronizing the traffic signals on the 2.8 mile corridor from the Overlake Manufacturing Center to Downtown Redmond (along NE 40th St., Bellevue Redmond Road, West Lake Sammamish Parkway NE & Leary	2007	NE 40th St. @ 156th Ave. NE	Leary Way @ Bear Creek Parkway	Redmond	X						exempt	
3432	Warren Ave SB Off-Ramp	Design and construction of off-ramp.	2007	Port Washington Narrows Bridge	Sheridan Road	Bremerton			X				completed	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3461	Steilacoom Blvd / Gravelly Lake Dr / Lakewood Dr	Realign Gravelly Lake Dr to Steilacoom Blvd 440' further west than existing location, creating a cul-de-sac of the existing Gravelly Lake Dr at its present intersection with Steilacoom Blvd. Remove existing signal, add curb, gutter and sidewalk, street l	2010	@ Gravelly Lake Dr / Lakewood Dr		Lakewood		X	X	X	X	X	completed	
3527	Southcenter Pkwy Capacity Expansion	Expand capacity on North-South arterials	2030	Tukwila Pkwy	Strander Blvd	WSDOT			X				X	
3528	Interurban Ave Capacity Expansion	Expand capacity on North-South arterials	2030	144th St	Southcenter Blvd	WSDOT			X					X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3550	Lincoln Ave Grade Separation	Grade Separation. This project will construct a three-lane overpass on Lincoln Avenue from Thorne Road to Marc Avenue for a total length of 3,000 feet. The completion of the Lincoln Avenue Overpass will allow for the unimpeded movement of vehicles and trains that move freight and goods in the Port of Tacoma. The overpass will allow rail-switching activity to take place without compromising over the road freight movements between Port Terminals and other businesses in the Puget Sound Region and beyond. The bridge will be a 3-lane structure at the time of implementation in 2009, but will be built to support five lanes; the additional lanes are expected to be added based on capacity needs by 2015. The total cost for all phases of this project (2006 estimate) is \$42.5 M.	2011	Thorne Ave	Marc Ave	Tacoma		X	X	X	X	X	X	
3553	1st Avenue South Phase 1 (Highline Corridor Improvement Project)	Two 11' lanes in each direction, one 12' left turn/raised center landscaped median, curbs, gutters, sidewalk, landscaping & street lighting. Between SW 160th St & SW 162nd St, corridor will include two 5' bicycle lanes and storm drainage. Selective turn	2008	SW 146th St	SW 162nd Place	Burien		X	X	X	X	X	completed	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3612	East Valley Highway (84th Ave. S.) Improvement Project	This project will widen East Valley Highway (84th Ave. S.) between SR 167 and S. 212th St by providing: Continuous SB GP lane from S. 216th St. to SR 167; Continuous NB GP lane from SR 167 to S. 212th St.; New deceleration lane SB at 216th St.; Complete sidewalk system on the E side of road with new curb, gutter, sidewalk where not currently existing; new sidewalk on W side of roadway from S. 212th to S. 224th where missing currently; overlay of entire roadway; upgrades to existing traffic signal system at S. 212th, S. 216th, S. 220th, and S. 224th streets as needed to accommodate widening.	2006	SR 167	S. 212th St.	Kent		X	X	X	X	X	X	
3643	S 228th St Grade Separation	Grade separation of the roadway from the UP railroad tracks. Bridges will be constructed at the track locations and the road will run under the tracks.	2010	500 ft west of the Union Pacific Railroad tracks	500 ft west of the Burlington Northern Santa-Fe railroad tracks	Kent	X						X	
3646	Bethel Road SE	Widen the roadway from 2 lanes to 4 lanes with a planted median island, bike lanes, street lighting, and sidewalks separated from the roadway by a planting strip. Bus pullouts will be constructed at major intersections, traffic signals will be installed	2010	Lincoln Ave SE	Ives Mill Rd SE	Kitsap County (may change to Porth Orchard due to an annexation)	X						X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3647	Bethel Road/Bethel Ave SE	Widen the roadway from 2 lanes to 5 lanes (center lane likely to be median interspersed with turn lanes) with bike lanes, street lighting, and sidewalks	2010	Lincoln Ave SE	Bay St	Port Orchard	X						X	
3648	Puyallup Bridge F16A & F16B Replacement	Bridge Construction, from 3 to 4 lanes.	2014	Portland Ave	Milwaukee Way	Tacoma			X				X	
3655	City Center Access Phase 3AùS 320th St/I-5 I/C Southbound Ramp Widening	Add 2nd left turn lane and 3rd right turn lane on the SB off ramp from I-5 to S. 320th St	2009	I-5@S. 320th St		Federal Way			X					X
3656	City Center AccessPhase 3BùS 312th St	Widen S 312th St to 5 lanes. Provides sidewalks; Bikes provided for on parallel route per Comp Plan; May be downsized to 3 lanes	2015	23rd Ave. S.	28th Ave. S	Federal Way			X					X
3659	City Center Access Phase 3C-- 32nd Ave S.	Extend and widen 32nd Ave S to 3 lane collector from Military Rd S to S 320th St and 3 intersection signal improvements at Military Rd S, S 312th St and S 320th S. New facility to be constructed with bike lanes and sidewalks	2015	Military Rd S	S 320th St	Federal Way		X	X	X	X	X	X	
3661	City Center AccessPhase 4BùS 312th St/I-5 I/C modification at S 312th St.	New 5-lane bridge structure at S 312th St, completion of CDs, new ramps, and braided ramp sections. Extends 312th (5 lane arterial) from 28th Ave. S. to 51st Ave S, adds new I-5 to S 312th St interchange	2015	28th Ave. S	51st Ave. S	Federal Way			X					X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3662	Redmond Way Widening	Widen Redmond Way bridge at Bear Creek. Improvements would include 2 through lanes in each direction, 2 eastbound left turn lanes to NE 76th St, 1 eastbound right turn lane to westbound SR 520 on-ramp, sidewalks, Bear Creek and E Lake Sammamish Trail con	2030	Bear Creek (171st Ave NE Vicinity)	SR 520 Westbound on-ramp	Redmond			X		X		X	
3665	West Lake Sammamish Parkway Widening	Widen West Lake Sammamish Pkwy from NE 51st St to Bel-Red Rd. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and right-of-way.	2030	NE 51st St	Bel-Red Rd	Redmond			X		X			X
3666	Bellevue NE 8th Street Widening	Construct a third WB GP lane between 106th and 108th Avenue and enhance adjacent pedestrian facilities	2008	108th Ave NE	106th Ave NE	Bellevue			X				completed	
4005	Everett Arterial Access Improvements	Arterial access improvements to US 2 and I-5 in Everett	2010	Everett Avenue	Pacific	Everett			X		X			X
4008	Cross SKIA Connector	New construction, Urban Collector 2 lanes with turn pockets.	2020	SR3	Lake Flora Road	Kitsap County			X				exempt	
4012	South Lake Washington Roadway Improvements	Extending Logan Ave North from N 6th street to the existing intersection at Garden Ave North and Lake Washington Boulevard N, N 8th street from New Logan Ave North to existing Park Ave N, N 10th street from New Logan Ave North to existing Garden Ave N; an	2007	N. 6th Street	Park Drive North	Renton		X	X	X	X	X	completed	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4017	Woodinville-Sno Rd Widening	Widen existing two lanes to provide additional lanes, turn lanes, curb/gutter and bike lanes, street lighting and signal improvements, 2 lanes to 3 lanes	2015	NE 195th St	NE 205th St	Woodinville			X					X
4018	Woodinville-Sno Rd Widening	Widen existing two lanes to provide an additional continuous left turn lane; also bike lanes	2012	NE 185th St	NE 195th St	Woodinville			X					X
4103	21st St N - N Proctor St to N Pearl St, widen to 5 lanes	Arterial Streets	2014	N Proctor St	N Pearl St	Tacoma			X					X
4104	Hylebos Bridge, on E. 11th Street corridor between Taylor Way and Marine View Drive	Bridge Construction	2011	Taylor Way	Marine View Drive	Tacoma			X					X
4105	Puyallup River Bridge Rehabilitation (F16C, F16D, F16E).	Bridge Construction. Widen from 1 to 2 lanes WB	2012	Portland Ave	Milwaukee Way	Tacoma			X					X
4107	Taylor Avenue Realignment	Arterial Streets. Taylor Way between SR509 and Lincoln Avenue will be moved east (parallel) between the railroad tracks and the Hylebos Waterway.	2011	Marine View Drive	Lincoln Avenue	Tacoma			X					X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4110	Pacific Avenue at S.26th/South Tacoma Way Rail grade separation crossing	Build a rail grade separation crossing on Pacific Avenue in Tacoma to eliminate construction of two new at-grade crossings at Pacific Avenue and South Tacoma Way and would substantially improve safety and capacity for future operating expansion of passenger train service along the rail corridor.	2010	S 26th St	S 26th St (over Pacific Ave)	Sound Transit		X	X	X	X	X	X	
4114	Bear Creek Parkway Extension, west (162nd Avenue NE)	Construct new principle arterial from 159th PI NE to Leary Way. Improvements include 1 through lane in each direction, left turn lanes, curb, gutter, sidewalks, street lights, storm drainage, and right-of-way.	2009	Redmond Way	Leary Way	Redmond			X		X		completed	
4116	Cleveland St	Convert Cleveland St to 1 through lane in each direction. Improvements include parking, curb bulbouts, widened sidewalks, pedestrian amenities and realignment of street at eastern connection to Redmond Way to improve traffic flow.	2015	Redmond Way (SR 908)	Redmond Way (SR 202)	Redmond			X		X		X	
4117	Redmond Way	Convert Redmond Way from 159th PI NE to 170th Ave NE to 1 through lane in each direction and center turn lane except at west end where there would be two westbound through lanes from 159th Ave NE to 160th Ave NE. Improvements include curb bulbouts, sidewalk improvements, pedestrian amenities and parking.	2015	159th PI NE	170th Ave NE	Redmond			X		X		X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4121	Pacific Ave. Safety and Mobility Improvements	Increase SOUNDER passenger rail capacity without degrading existing/future arterial capacity by grade separating the two travel modes.	2010	S. 17th Street	S. 25th Street	Tacoma		X	X	X	X	X	X	
4123	88th St NE	Upgrade existing 2 lane roadway to 5 lanes, upgrade State Ave. intersection.	2012	State Avenue	67th Avenue NE	Marysville		X	X	X	X	X	X	
4124	State Avenue	Upgrade existing 3 lane roadway to 5 lanes	2008	116th St. NE	136th St. NE	Marysville			X		X			X
4125	State Avenue	Upgrade existing 2 lane roadway to 5 lanes	2008	136th St. NE	152nd St. NE	Marysville			X		X		X	
4126	State Avenue	Upgrade existing 3 lane roadway to 5 lanes	2012	100th St. NE	116th St. NE	Marysville			X		X			X
4127	Ingraham Boulevard	New 3/4 ane arterial to finish 88th Street NE Corridor between I-5 and SR 9	2011	67th Ave. NE	83rd Ave. NE	Marysville			X		X		X	
4164	SW 27th St / Strander Blvd Ph 1 Segment 2b	Design and construction of the bridge structure, that will provide a grade separation between rail and vehicles at the Strander/27th St./BNSF RR crossing.	2010	SW 27th St	Strander Blvd	Renton		X	X	X	X	X	X	
4264	120th Avenue NE Corridor Widening: NE 4th Street to Northup Way	The project will: widen the corridor to five lanes with two-way center turn lanes throughout; provide bike lanes along selected segments; install continuous sidewalk to arterial standards; realign the roadway between Old Bel-Red Road and NE 8th Street; and improve key intersections at NE 8th, 12th, 16th Streets, and Northup Way including additional turn lanes. This project will likely be implemented in three phases: NE 4th to NE 8th Streets, NE 8th to NE 15th Streets, and NE 15th Street to Northup Way.	2014	NE 4th Street (new connection at 120th Ave NE)	Northup Way	Bellevue		see 4525					X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4503	15th Street SW	Reconstruction, Corridor Enhancement, http://auburnwa.gov/_media/docs/CTP/CTP_Chapter_3.pdf	2010	C Street SW	UPRR	Auburn		X	X	X	X	X	exempt	
4504	Grade Separated Crossing of BNSF Railway	Improved east-west connectivity and mitigation for potential future BNSF railyard expansion as a multimodal facility (at 6th Street SW/SE)	2030	C Street SW	A Street SE	Auburn		X	X	X	X	X	X	
4505	Harvey/8th Capacity Improvement	Level-of-service improvement on 8th Street NE. http://auburnwa.gov/_media/docs/CTP/CTP_Chapter_3.pdf	2009	-		Auburn		X	X	X	X	X	exempt	
4506	Auburn Way South & M Street	Level-of-service and capacity improvement on M Street SE. http://auburnwa.gov/_media/docs/CTP/CTP_Chapter_3.pdf	2011	-		Auburn		X	X	X	X	X	exempt	
4507	A Street NW	Improved access to the urban center. Freight movement benefits, level-of service improvements on parallel north-south corridors.	2011	3rd Street NW	14th Street NW	Auburn		X	X	X	X	X	X	
4509	Arterial Street Preservation	An arterial street system with pavement in good condition that can be maintained with routine overlays, rather than periodic reconstruction. http://auburnwa.gov/_media/docs/CTP/CTP_Chapter_3.pdf	0	-		Auburn		X	X	X	X	X	exempt	
4522	Bel-Red Regional Connectivity	Construction of new and enhancement of existing roadway segments to create a connection from I-405 to SR-520 through the western TOD node planned for the Bel-Red Area. Enhance connectivity between regional facilities and between what will be Bellevue's'	2011	-		Bellevue			X				see 4523, 4524, 4526, 4527, 4528, 4264	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4523	Bel-Red Regional Connectivity - NE 4th St Extension	Construct a four/five lane extension of NE 4th Street from 116th Ave to 120th Ave, including sidewalks, bike lanes, and BNSF trail access, to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node	2011	116th Avenue NE	120th Avenue NE	Bellevue			X				X	
4525	Bel-Red Regional Connectivity - 120th Ave NE	Widening of segments of 120th to five lanes	2011	NE 4th Street	NE 15th Street	Bellevue			X				duplicate (see 4264)	
4526	Bel-Red Regional Connectivity - NE 15th/ NE 16th St (Phase 1)	Construction of a new roadway called NE 15th/16th from 116th to 124th Avenue NE to accommodate future light rail service and to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node	2011	116th Avenue NE	124th Avenue NE	Bellevue			X				X	
4527	Bel-Red Regional Connectivity - 124th Ave NE	Improve segment of 124th Ave to five lanes with sidewalks and bike lanes to increase connectivity between Downtown Bellevue and Overlake regional growth centers and the new Bel-Red TOD node.	2011	NE 15th Street	Northup Way	Bellevue			X				X	
4537	Capacity improvement s - SR 99 interchanges	Capacity Improvements, adding lanes heavy movements such as left turn and right turns - Improve the intersection capacity, reduce delay, go from split phasing traffic signal operation to normal 8-phase traffic signal operation	2015	-		Edmonds			X		X			X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4546	System-wide Congestion Pricing	[Not submitted]	2016	The entire King County area (This could be done successfully entirely within the King County area alone, but we would probably want to have every last cent spent within King County)	The entire King County area (This could be done successfully entirely within the King County area alone, but we would probably want to have every last cent spent within King County)	Issaquah			X					program
4551	140th/132nd Avenue SE	Provide continuity in the north/south corridor by capacity, operational, and safety improvements. Will add additional lanes in the south portion of the corridor.	2020	SE Petrovitsky Road	SE 240th St	King County/Metro			X		X			X
4553	Auburn-Black Diamond Rd	Road reconstruction and intersection improvements	2020	SR 18	Kent-Black Diamond Road	King County/Metro		X	X	X	X	X	removed	
4554	Avondale Road	Capacity, ITS, operational and pedestrian improvements will aid traffic flow in this corridor	2011	City of Redmond	Woodinville Duvall Road	King County/Metro			X				X	
4555	Issaquah Fall City/Duthie Hill Road	Widened four lane arterial with turn pockets, bicycle and pedestrian facilities. Install ITS on roadway	2020	Issaquah Pine Lake Road	SR 202	King County/Metro		X	X	X	X	X		X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4556	Issaquah Hobart Road	Operational, ITS and safety improvements to congested corridor used as an Urban Connector between the Maple Valley/SR-18 area and Issaquah	2030	I-90	SR-18	King County/Metro			X		X		X	
4557	Kent-Black Diamond Rd	Pedestrian, bridge replacement and intersection improvements along this corridor	2020	City of Covington	Auburn-Black Diamond Rd	King County/Metro		X	X	X	X	X	removed	
4558	May Valley Rd	Intersection, road reconstruction and bridge improvements to this narrow rural road	2020	City of Newcastle	Issaquah-Hobart Rd	King County/Metro		X	X	X	X	X	removed	
4559	Military Rd S	Reconstruct the road to urban standards with facilities for bicyclists and pedestrians. In the north where Military Rd intersects with S 272 St, partner with the City of Federal Way to add travel lanes	2020	south King County line	S 272 St	King County/Metro			X					X
4561	NE 132nd St	Capacity, ITS, nonmotorized, and operational improvements will improve flow through this heavily used commuting corridor in the Northshore area between Kirkland/Redmond and Bothell/Kenmore.	2020	100th Ave NE	132 Ave NE	King County/Metro			X				removed	
4562	Novelty Hill Road	Capacity, ITS and operational improvements will improve flow through this heavily used commuting corridor in the Bear Creek area between Duvall area and Redmond. Project results in additional lanes, operational, and safety improvements between the UPDs and Redmond.	2020	Union Hill Rd	West Snoqualmie Road NE	King County/Metro			X				X	
4564	Petrovitsky Rd	ITS and intersection projects will improve safety and traffic flow	0	-		King County/Metro		X	X	X	X	X	exempt	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4567	S 277 St	ITS and intersection projects will improve traffic flow	2020	SR 167	I-5	King County/Metro		X	X	X	X	X	exempt	
4569	SE 212th Way/SE 208th Street	Capacity, ITS, operational and pedestrian improvements will provide access to the business district and link two regional trails	2015	SR 167	148th Ave SE	King County/Metro		X	X		X	X		X
4570	Southpark Bridge	Construct structurally sound bridge	2012	-	Crossing Duwamish River	King County/Metro			X				exempt	
4571	Woodinville-Duvall Road	Operational, safety, nonmotorized, ITS and capacity improvements in this congested corridor heavily used by regional traffic.	2030	SR 522	SR 203	King County/Metro			X		X		X	
4579	Portland Ave on and off ramps (134)	[Not submitted]	0	I-5	Portland	King County/Metro			X		X		concept	
4580	Bay Street on-ramp (135)	[Not submitted]	0	I-5	Bay	King County/Metro			X		X		concept	
4581	Port of Tacoma Rd (136)	SB I-5 exit to Port of Tacoma Road - 2 lights, 1 at exit and 1 at SR-99. Needs flyover ramp over SR-99 to Port of Tacoma Road.	0	I-5	Port of Tacoma	King County/Metro			X				duplicate (see 4529)	
4582	Port of Tacoma Road and Fife	interchange improvements and mainline through Fife	0	Port of Tacoma	I-5	King County/Metro		X	X	X	X	X	duplicate (see 4529)	
4590	Boeing Access Road to Mercer Street	[Not submitted]	0	Boeing Access Rd	Mercer St	King County/Metro			X				concept	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4639	Blair Hylebos Terminal Redevelopment Program Road/Rail/Infrastructure	The concept is intended to support the marine terminal functions by eliminating at-grade railroad crossings; introducing a new grade separation, 3 new light signals, one new southbound and one new northbound general purpose lane plus one center left turn lane plus sidewalks and transit stops (Taylor Bypass); providing new Port-owned rail support infrastructure including 7 new arrival/dispatch tracks and intermodal support tracks at a ratio of 2:1 to facilitate efficient and reliable freight movement; providing intersection improvements including additional left-turn lanes and right turn pockets at State Route 509; VMS; and providing improvements to the 54th Ave E corridor to increase arterial capacity and safety.	2019	54th Avenue East@Interstate 5, City of Fife	Northern terminus of Alexander Avenue (northerly end of the Blair Hylebos Peninsula), City of Tacoma	Port of Tacoma		X	X	X	X	X	X	
4640	Blair Hylebos Terminal - grade separations	eliminating at-grade railroad crossings; introducing a new grade separation, 3 new light signals,	2019	-	-	Port of Tacoma		X	X	X	X	X	see 4639	
4641	Blair Hylebos Terminal - Taylor Bypass	one new southbound and one new northbound general purpose lane plus one center left turn lane plus sidewalks and transit stops (Taylor Bypass);	2019	-	-	Port of Tacoma			X				X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4642	Blair Hylebos Terminal - rail support infrastructure	providing new Port-owned rail support infrastructure including 7 new arrival/dispatch tracks and intermodal support tracks at a ratio of 2:1 to facilitate efficient and reliable freight movement;	2019	-	-	Port of Tacoma			X					see 4639
4643	Blair Hylebos Terminal - SR 509 I/C	providing intersection improvements including additional left-turn lanes and right turn pockets at State Route 509;	2019	-	-	Port of Tacoma			X					see 4639
4645	Blair Hylebos Terminal - 54th Ave E	and providing improvements to the 54th Ave E corridor to increase arterial capacity and safety.	2019	-	-	Port of Tacoma			X		X			see 4639
5070	Eastlake @ Republican signal	Addition of a signal and associated striping at Eastlake and Republican	0	Republican		Seattle			X					exempt
5071	Republican @ Dexter Signal	Addition of a signal and associated striping at Dexter and Republican	0	Dexter		Seattle			X					exempt
5074	15 Ave E Street Improvements	Interconnect 5 existing signals. Install curb bulbs with some sidewalk repair to improve pedestrian safety and convenience. Asphalt resurfacing and some concrete panel replacement. Pedestrian lighting installed. Street lighting and drainage systems will	2030	E Pike St	E Aloha St	Seattle			X		X			exempt
5076	15th Ave E Street Improvements	[restore to spreadsheet]	0	new		Seattle			X		X			exempt

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5077	15th Ave NE - UATAS	Combines two UATAS projects. Add protected left-turn phase to signal timing at the intersection of NE Campus Parkway and 15th Ave Ne. Install left-turn pockets, modify signal operations and restrict parking at the intersection with NE 50th St	2020	NE Campus Parkway	NE 50th St	Seattle			X		X		exempt	
5078	15th Ave Ne / NE Campus Parkway Signal Upgrade	Add protected left-turn phase to signal timing at the intersection of NE Campus Parkway and 15th Ave Ne	0	NE Campus Parkway		Seattle			X				exempt	
5080	15th Ave NE Safety Improvements	Install left-turn pockets, modify signal operations and restrict parking at the intersection with NE 50th St	0	NE 50th St		Seattle			X		X		exempt	
5086	1st Ave NE Signal	Install a signal at the NE 92nd St and 1st Ave NE intersection.	0	NE 92nd St		Seattle			X		X		exempt	
5090	24 Av NW Street Improvements	Signal interconnect, curb bulbs, paving, drainage, lighting. Asphalt resurfacing between NW 73rd and NW 85th. 8 existing signals will be upgraded and interconnected and fire pre-empt installed. Curb bulbs will be installed at 8+ intersections. Drainage	2030	Market	85th	Seattle			X		X		exempt	
5093	25th Ave NE Turn Lanes	Establish NB and SB left-turn pockets at the intersection with NE 55th St	0	55th Ave NE		Seattle			X		X		exempt	
5098	4th Ave S Corridor Improvements	Improve access to manufacturing and industrial center and Port facilities	2020	S Jackson St	E Marginal Way	Seattle			X		X		exempt	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5099	57th Ave S & Fletcher St - Safety Improvements	Convert 57th to a one-way street. Reconfigure Fletcher At Waters Ave S to a right angle	0	Waters Ave S		Seattle		X	X	X	X	X	exempt	
5101	5th Ave NE Improvements-NCTIP	Project changes 5th Ave NE from 100th to 112th to pedestrian friendly corridor accommodating all modes. Widens sidewalks, defines street xings, adds medians and street trees, increases opportunity for pedestrian movement between the community, the new lib	2020	NE 100 St	N 112th St	Seattle			X		X		exempt	
5102	5th Ave NE Signal	Signalize the I-5 northbound off-ramp and 5th Avenue NE intersection and coordinate this signal with the 5th Avenue NE/NE 130th Street intersection signal.	2040	I-5 northbound off-ramp		Seattle			X				exempt	
5104	6 Av. Extension	Extend 6 Av. From Roy to Harrison St. Provide overpass of Mercer St to provide new N-S arterial connection from Queen Anne to Denny Way.	2020	Roy	Harrison	Seattle		X	X	X	X	X	exempt	
5105	6th Ave NE Turn Lanes	Add left turn lanes NB, WB	0	Lower NE 40th St		Seattle			X		X		exempt	
5106	7TH Avenue NE/NE 40th St Roundabout	7TH Avenue NE/NE 40th St Roundabout	0	NE 40th St		Seattle			X		X		exempt	
5109	Airport Way Corridor Improvements	Maintain critical link to manufacturing and industrial center and Port facilities	2020	4th Ave S	S Boeing Access Rd	Seattle			X		X		exempt	
5110	Areaway/Street Walls	Does not include Alaskan Way Seawall	0	new		Seattle			X		X		exempt	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5111	Arterial Asphalt and Concrete Program	This ongoing program maintains asphalt and concrete arterial streets. The Department uses a pavement management system to track the condition of arterial street pavement, to develop maintenance needs and establish priorities	0	new		Seattle			X		X			exempt
5116	Beacon Ave S & S Columbian Way S Intersection	Beacon Ave S & S Columbian Way S Intersection	2040	Beacon Ave S		Seattle		X	X	X	X	X		exempt
5118	Beacon Ave S Corridor Safety Improvements	Make improvements at intersections along Beacon Ave S to improve safety. Complete sidewalks and improve pedestrian crossing as needed. Combines individual improvements from SETS.	2040	14th Ave S	S Orcas Street	Seattle			X		X			exempt
5123	Bridge Rehabilitation and Replacement	Annual program for major rehab & replacement - CIP Reab & CIP Replacements	0	new		Seattle			X					exempt
5124	Bridge Seismic Retrofit Phase II	This program will analyze the remainign 65 bridges that were not retrofitted during Phase 1 Seismic Retrofit. The project will also complete partial retrofits that were part of Phase 1. The project will prioritize the bridges based on traffic importance	0	new		Seattle			X					exempt
5125	Broad St. Rebuild	Demolish existing structure and eliminate current roadway. Replace by filling in street grid (see 6th, Mercer, Taylor, Thomas projects)	2020	5th Ave.	9th Ave.	Seattle			X		X			see 5509, 5510

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5144	Duwamish Truck Mobility Improvement Program	This program funds minor improvements to the city street system to improve connections between the port, railroad intermodal yards, industrial businesses, and the regional highway system.	2010	new		Seattle			X	X	X		exempt	
5147	Eastlake @ Thomas signal	Addition of a signal and associated striping at Eastlake and Thomas	0	Thomas		Seattle			X				exempt	
5150	Eastlake near Denny Signal	Add SB U-turn for access to northbound I-5 express lanes. Includes signal and 4 lane stripes over 150 feet on Eastlake near Denny	0	Denny		Seattle			X				exempt	
5163	Interbay-Ballard-Northgate Seaport Connector Improvements	Maintain critical link to manufacturing and industrial center and Port facilities	2040	I-5	Denny Way	Seattle			X		X		exempt	
5169	Leary Way 3-lane Conversion	Convert Leary way to a three-lane configuration between 17th Ave and 22nd Ave. Incorporate measures to minimize delays to transit	2020	17th Ave NW	22nd Ave NW	Seattle		X	X	X	X	X	X	
5170	Leary Way Improvements	Reconfigure intersection at Leary way / Vernon Street / 20th Avenue, add channelization, install signal and convert to 3-lane intersection	2020	17th Ave NW	22nd Ave NW	Seattle			X		X		exempt	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5175	Magnolia Bridge Replacement Project	This project evaluates possible locations and bridge types for replacement of the Magnolia Bridge, which was damaged by a landslide in 1997 and the Nisqually earthquake in 2001. The current alignment is studied as well as other alignments	2040	14th Ave W	Thornedyke	Seattle			X					exempt
5178	Mercer Corridor Project	This project implements a comprehensive package of transportation improvements in the Mercer Corridor and South Lake Union. The project aims to enhance all modes of travel, including pedestrian mobility.	2020	Dexter Ave	I-5	Seattle	X							see 5509, 5510
5179	Mercer from Dexter to 5th Ave.	Convert Mercer to two-way operations from Dexter to 5th Ave. Widen Mercer Street underpass of SR 99 N to 6 lanes. Include median, bicycle lanes, left-turn lanes and sidewalks.	2020	Dexter	5th Ave.	Seattle	X							see 5509, 5510
5180	Meridian / N 130th St Turn Lanes	Add left turn pockets on all approaches at the N 130th/Meridian Avenue N intersection.	2030	Meridian Ave N		Seattle			X		X			exempt
5186	Montlake Blvd Intersection Reconstruction	Narrow intersection, add bike lanes and widen sidewalks at the intersection with NE Shelby St	2020	NE Shelby St		Seattle			X		X			exempt
5189	Montlake Boulevard U Turn Lane Extension	Extend NB left/U-turn lane at E Hamlin St to reduce congestion on Montlake Blvd	2020	E Hamlin St		Seattle			X		X			exempt

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5193	N 130th St Improvements	Improve congestion, safety, and pavement conditions by upgrading and interconnecting signals, installing left turn lanes at two intersections, widening two intersections 10' for left turn lanes, and providing curb, gutter and curb ramps. Widen and Cons	2040	Aurora Ave N	I-5	Seattle			X		X			exempt
5195	N 50 St Intersection Improvements	Reconfigure Greenlake Wy N & 50th, widen Meridian and Wallingford and 50th to accommodate vehicle turning movement issues which will result when new CLTL is installed as part of Phinney/Fremont/50th project. Improve safety and mobility at three intersec	2020	new		Seattle		X	X	X	X	X		exempt
5196	N 50th St Intersection Improvements	[restore to spreadsheet]	0	new		Seattle		X	X	X	X	X		exempt
5197	N/NE 145th St	Safety and mobility in two Hub Urban Villages will be significantly improved for transit, pedestrians, bicyclists, general traffic and trucks by providing left turn pockets at two intersections. Landing pads or other sidewalk improvements will improve saf	2040	I-5	SR 522	Seattle			X		X			exempt
5199	N/NW 85 St. Corridor Improvements	Reconstruct roadway. Widen street at key intersections. Improve sidewalk, driveways and curb ramps. Improve signals and provide emergency vehicle preemption. Install ITS items	2040	15th NW	I-5	Seattle			X		X			exempt

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5202	15th Ave S Pedestrian Safety Improvements	Make improvements along 15th Ave S at four intersections (S. Lander St, McClellan, Forest and Stevens). Improvements will slow traffic speed, reduce collisions and improve access to the Beacon Hill Light Rail Station. Cost includes new signal.	2020	Beacon Ave S	S Stevens St	Seattle			X		X			exempt
5208	NE Northgate Intersection Reconstruction	Add a second WB left turn lane on Northgate Way at 5th Avenue by widening the south side of Northgate Way from approximately 8th Avenue to 3rd Avenue. Realign the SB through lane and eliminate the "offset" condition.	2020	5th Ave NE		Seattle			X		X			exempt
5217	NW Market St. Street Improvements	Interconnect and upgrade seven signalized intersections, provide new traffic controllers, add emergency vehicle preempt, and install vehicle loop detection on all north/south streets. Project will include asphalt resurfacing and some concrete panel repla	2020	14th Ave NW	24th Ave NW	Seattle			X		X			exempt
5228	Ranier Ave S Parking	Ranier corridor parking improvements from S. Genesee St. to S Alaskan St	0	S Genesee St	S Alaskan St	Seattle			X					exempt
5230	Ravenna Blvd / NE 55th St Intersection Improvements	Improve safety by constructing curbs, gutters and sidewalks. Designate street corners	0	NE 54 St	NE 55th St	Seattle			X		X			exempt
5231	Ravenna Boulevard Paving	Repave Ravenna Blvd from NE 65th St to Ravenna Ave NE	0	25th Ave NE		Seattle			X		X			exempt

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5232	Renton Ave S	Corridor Improvements including intersection and safety improvements at 43rd Ave S, 44th Ave S and S Ryan Street	0	43rd Ave S	S Ryan St	Seattle			X		X		exempt	
5234	Republican St Extension	Build new 2-lane Republican Street between Aurora Ave and 5th Ave. 60' cross-section (EB 10' sidewalk, 8' pkg, 12' travel, WB 12' travel, 8' pkg, 10' sidewalk) for 850'	2020	Aurora	5th	Seattle			X				exempt	
5235	Retaining Wall Replacement Program	This program identifies retaining walls throughout the city that require repair or reconstruction, and makes the necessary repairs to reduce interference with adjoining sidewalks or roadways. Construction began in 2003 and continued in 2004	0	new		Seattle			X		X		exempt	
5237	Roy St. and 8th Ave Rebuild	Rebuild Roy to accommodate one 11' lane in each direction, two 8' parking lanes, an 11' turn-lane, 20' LTB rail/sidewalk, two 5' bike lanes and one 10' sidewalk and rebuild 8th (one 12' lane in each direction and one 8' parking lane in each direction and	0	Westlake	Dexter	Seattle			X				see 5509, 5510	
5240	S Columbian Way Corridor Improvement	Reconstruct roadway. Reconfigure intersections as outlined in SETS. Construct curbs from Beacon Ave S to S Alaska Street. Construct new sidewalk on north side of S Columbian Way from S Alaska St to MLK Jr. Way S. Make spot sidewalk improvements, install	2020	15 Av S	MLK Jr. Way S	Seattle			X		X		exempt	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5243	S McClellan St Improvements	Corridor, intersection, sidewalk and streetscape Improvements	2030	23rd Ave S	Mt Baker Blvd	Seattle			X		X			exempt
5244	S Oregon St & S Columbian Way/15th Ave S Intersection	S Oregon St & S Columbian Way/15th Ave S Intersection	0	S Oregon St		Seattle		X	X	X	X	X		exempt
5245	S Spokane Street Corridor Improvements	Maintains and improves key freight connections in the Spokane Street Corridor. Includes a number of separate projects; Spokane St Viaduct Widening, E Marginal Way Grade Separation, E Duwamish Waterway Bridge Rehab, West Seattle Bridge Deck Maintenance, and	2040	I-5	35th Ave SW	Seattle			X		X			removed
5246	S. McClellan St & Mt. Baker Blvd Intersection	S. McClellan St & Mt. Baker Blvd Intersection	0	Mt Baker Blvd		Seattle		X	X	X	X	X		exempt
5247	Seattle ITS Plan Implementation	Improve access to manufacturing and industrial center and Port facilities	2020	Yesler Way	S Spokane St	Seattle			X					exempt
5248	Shilshole Ave Intersection Reconstruction	Reconfigure the 24th Avenue / Shilshole Avenue intersection. Construct a new connection from Shilshole Ave to 24th Ave adjacent to the railroad tracks. Provide parking along 24th Ave	0	24th Av NW		Seattle		X	X	X	X	X		exempt

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5252	SODO Rail Corridor Grade Separations	Improve access to manufacturing and industrial center and Port facilities (vicinity of S. Hanford Street).	2040	S Royal Brougham Way	S Spokane St	Seattle		X	X	X	X	X	X	
5253	South Alaskan Way Viaduct / East Marginal Corridor	Rehabilitate facility and improve access to manufacturing / industrial center and Port facilities	2020	Seneca	S 81st Pl	Seattle			X		X		exempt	
5254	South Lander Street Grade Separation	This project develops a grade separation of the Lander St. roadway and the Burlington Northern mainline railroad tracks between 1st Ave. S near the Starbucks Center and 4th Ave. S. to facilitate freight movement	2020	1st Ave S	4th Ave S	Seattle		X	X	X	X	X	X	
5255	SR 99 N - Denny to 85th Seaport Connector Improvements	Improve access to manufacturing and industrial center and Port facilities	2020	Denny Ave	N 85th St	Seattle			X				exempt	
5257	Sylvan Way SW Street Improvements	Widen from existing 20 ft. to 36' as principal arterial with asphalt over new 8 " concrete base. Construct curb, planting strip and concrete walk on both sides. Sylvan Wy SW between SW Othello and Delridge is 36' and in good condition. Construct curb	2040	35th Ave SW	Delridge Ave SW	Seattle			X		X		exempt	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5258	Taylor Av Extension	Extend Taylor Ave from Mercer to Harrison St. and add signal at Mercer. 66' cross-section (SB 8' sidewalk, 8' pkg, 5' bike, 12' travel, NB 12' travel, 5' bike 8' pkg, 8' sidewalk) for 1100'	2020	Mercer	Harrison	Seattle			X					see 5509, 5510
5260	Thomas St. Center left-turn lane	Add center left-turn lane on Thomas St from Fairview to 5th. (Option: Harrison instead of Thomas) Re-stripe 2400' from 2 lanes to 2 thru lanes with left-turn pockets, arrows and 3 new signals.	0	Fairview	5th Ave.	Seattle			X		X			see 5509, 5510
5261	Thomas St. Extension	Extend Thomas St from 6th Ave to Dexter. Build overpass of SR 99 N to provide new E-W arterial connection from Uptown to South Lake Union.	0	6th	Dexter	Seattle			X					see 5509, 5510
5263	Thomas Street Improvements	Add Center left-turn lane on Thomas St from Fairview to 5th. Install 3 new signals. Install curb bulbs on all 4 corners of each intersection. A total of 17 full curb bulbs and 9 half bulbs.	0	new		Seattle			X		X			see 5509, 5510
5264	Two-way Mercer St	Convert Mercer to two-way operations from Dexter to I-5. Include 6 lanes, medians and turn lanes.	2020	Fairview	Dexter	Seattle	X							see 5509, 5510
5265	Two-way Valley St.	Rebuild Valley St. from Fairview to Westlake Ave as a 2-lane street w/ left turn lanes and bike lanes.	2020	Fairview	Westlake	Seattle			X		X			see 5509, 5510
5278	Westlake & 9th Two-way Improvements	Convert Westlake Ave and 9th Ave two-way from Aloha St to Denny. New Westlake section should be 4-5 lanes and 9th Ave should be 3 lanes.	2020	Aloha	Denny	Seattle			X		X			see 5509, 5510

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5280	Wilson-Dawson Roundabout	Wilson-Dawson Roundabout	0	Dawson		Seattle			X		X		exempt	
5286	West Marine View Drive / Rucker Ave / 41st St Freight Route Improvements	Improved freight mobility through surface and turn improvements as well as signal timing	0	-	-	Everett			X	X	X		exempt	
5289	Willis St Grade Separations	Provides a critical, grade-separated link through the commercial/industrial/central area of Kent. Links the valley warehouse/industrial center to SR 167 and I-5	2020	SR 167	Central Ave.	Kent		X	X	X	X	X	X	
5290	S 228th St (Phase 2)	Provides a critical, grade-separated link through the warehouse/industrial center of Kent. Links the valley warehouse/industrial center to SR 167 and I-5. Will be connected directly to SR-509, once funding for that project is secured	2009	SR 167	Central Ave.	Kent		X	X	X	X	X	X	
5346	North Argo Truck Roadway	Create a new southbound one-way truck-only street from the east end of Duwamish Ave S to the north end of Colorado Ave S just east of East Marginal Way/ Alaskan Way viaduct.	2020	east end of Duwamish Ave S	north end of Colorado Ave S	Port of Seattle		X	X	X				X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5347	U tube at Atlantic St. - South End Viaduct local access	U-Tube is the local access portion of the Alaskan Way Viaduct project at Atlantic. It allows a grade separated roadway to get traffic from Terminal 46 (north of Atlantic) to North Sig Yard (south of Atlantic) if at-grade roadway is blocked. This project creates a new 'U' loop road underneath the viaduct (to and from Atlantic) in-between Atlantic and S. Royal Brougham Way.	2020	Atlantic (east of Viaduct)	Atlantic (south of Viaduct)	Port of Seattle		X	X	X			X	
5348	Hanford & Main SIG/Es Entry Gate Improvements	Add a center turn lane and, if warranted, a traffic signal for east-to-north bound truck traffic entering the Main SIG Yard entrance on Hanford	2020	Colorado Ave S	East Marginal Way	Port of Seattle		X	X	X			X	
5350	West Marginal Way/Chelan Street/Spokane Street intersection	Re-stripe & change the signal timing at West Marginal Way/Chelan Street/Spokane Street intersection to maintain freight flows during commute hours (particularly morning commute) by using existing lanes to designate current left/through lane on northwest-bound West Marginal Way and eastbound Chelan Avenue as left turn only lanes. Also, need to change signal phasing to provide for concurrent through movements on these same two approaches.	2020	West Marginal Way/Chelan Street/Spokane Street intersection		Port of Seattle		X	X	X			X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5351	East Marginal Way northbound freight only lane	Add a northbound freight only lane on East Marginal Way between Spokane and Atlantic by re-configuring the roadway to provide for a northbound freight lane from Spokane Street to Atlantic Street	0	Spokane	Atlantic	Port of Seattle		X						concept
5352	East Marginal Way - limit GP access during peak access	Alternate Concept to East Marginal Way (from 5351): Limit access to EMW between Atlantic Street & Hanford Street (or Spokane Street), to reduce through-trips (potentially only during commute hours, particularly morning commute). General purpose traffic w	0	Atlantic	Hanford	Port of Seattle						X		concept
5353	South Access Plan B: increased capacity for airport traffic on alternate routes	South Access Plan B: this is a concept to be developed, as an alternative to the SR 509/South Access design if SR 509/South Access is not built (given the historical difficulty in funding SR 509). South Access Plan B should include increased capacity fo	0	S. 28th Street	I-5	Port of Seattle		X	X	X				concept

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5448	Greenwood Avenue North Corridor Improvement	Widen from an existing 4 lanes 40 ft to 5 lanes 55 ft. and include a center two-way-left turn lane. This improvement will include parking , curb, planting strip and concrete walkways on both sides of street which is a total improvement of the street right-of-way. Upgrade and interconnect two signals in project area. Upgrade street lighting, and drainage systems as needed. Transportation Improvement Board - Arterial Improvement Program funding - TIB FY05	2008	North 105th Street	North 112th Street	Seattle		not part of DEIS					X	
5449	1st Avenue South, Phase 2 (SW 140th Street to SW 146th Street)	Reconstruct 1st Avenue South from SW 140th Street to SW 146th Street. Maintain two travel lanes in each direction and a center turn lane. Provide curb, gutter, sidewalks, planter strips, illumination, storm water facilities, traffic signals and interconnections, and driveway consolidation where feasible. Utility undergrounding will be completed by the respective utility companies.	2011	SW 140th Street	SW 146th Street	Burien		not part of DEIS (but is a road 'diet', no					X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5450	1st Avenue South, Phase 3 (SW 128th Street to SW 140th Street)	Reconstruct 1st Avenue South from SW 128th Street to SW 140th Street. Maintain two travel lanes in each direction and a center turn lane. Provide curb, gutter, sidewalks, planter strips, illumination, storm water facilities, traffic signals and interconnections, and driveway consolidation where feasible. Utility undergrounding will be completed by the respective utility companies.	2015	SW 128th Street	SW 140th Street	Burien		not part of DEIS (but is a road 'diet', not new pavement)						X
5509	Mercer Corridor East Phase	Improvements in the Mercer Corridor area between I-5 and Dexter Ave. Improvements include Roy St and 8th Ave reconstruction between Westlake and Dexter, Thomas St center turn lane and signals between Fairview and 5th, two-way conversion of Westlake Ave and 9th Ave between Aloha and Denny, two-way conversion of Mercer St between Yale Ave N and Dexter, two-way conversion of Valley St between Fairview and Westlake. All project activities will include Complete Street elements. Incorporates prior projects 5237, 5260, 5263, 5264, 5265, 5278. Supersedes prior project 967.	2012	I-5	Dexter	Seattle		see 5237, 5260, 5263, 5264, 5265, 5278					X	

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5510	Mercer Corridor West Phase	Improvements in the Mercer Corridor area between Dexter and Elliott Ave. Improvements include two-way conversion of Mercer St between Dexter and 2nd Ave, widening of Mercer St between Dexter and 5th Ave, two-way conversion of Roy St between 6th and Queen Anne Ave N, extension of 6th Ave from Mercer St to Harrison St, demolition of Broad St between 9th Ave and Harrison St. All project activities will include Complete Streets elements. Incorporates prior projects 5104, 5125, 5179.	2014	Dexter	Elliott	Seattle		see 5104, 5125, 5179					X	
5512	South Access	Four lane limited-access arterial providing access for airport travelers coming to and from the South.	2025	SR 509 new extension	S 188th St	Port of Seattle		see 5353 (this is clarification of South Access)					X	
5521	Bel-Red Regional Connectivity - NE 15th/ NE 16th St (Phase 2)	Extend five lane roadway from 124th Avenue NE to 136th Place NE with a key intersection at 130th Avenue NE. Widen 136th Place NE between NE 16th Street and NE 20th Street. The project will accommodate future light rail service and increase connectivity between Downtown Bellevue and Overlake regional growth centers via the new Bel-Red TOD node.	2025	124th Avenue NE// NE 16th Street	136th Place NE// NE 20th Street	Bellevue		not part of DEIS						X

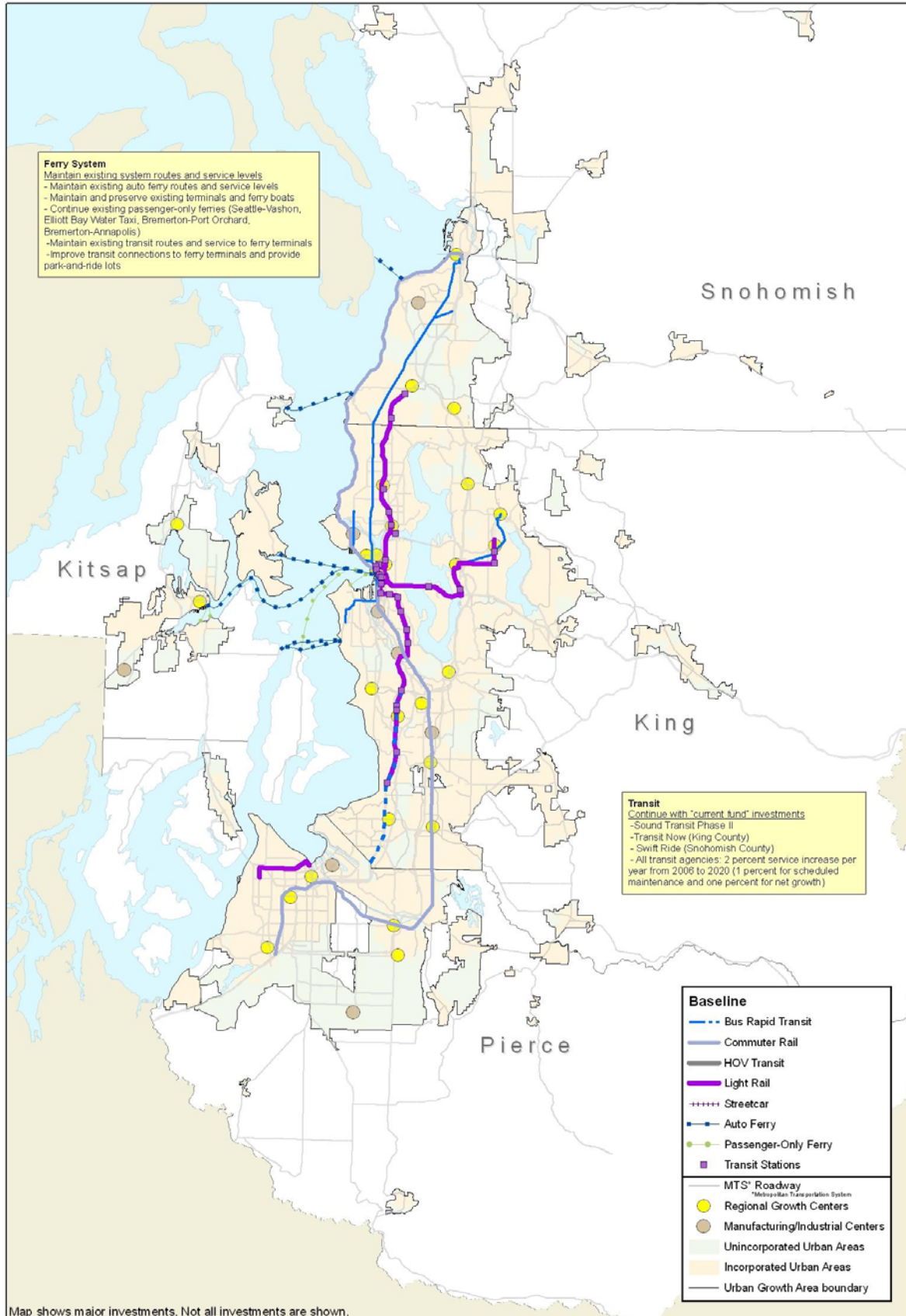
ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5523	Bridgeport Way	Widen roadway to accommodate continuous 2-way center turn lane. Add 5 foot bike lanes OR widen outside travel lane to be a shared bike/vehicle facility. Add curb, gutter, sidewalks, streetlights, landscaping, and upgraded storm drainage. Signal upgrades as required to accommodate improvements.	2015	Steilacoom Blvd	N. City Limits	Lakewood		not part of DEIS						X
5527	1st St Bypass: 3/5 lane new alignment	3/5 lane new alignment	2015	SR 529	Sunnyside Blvd	Marysville		not part of DEIS						X
5528	156th St NE Widening to 3/5 lanes: State Ave to 51st St NE Vic.	Widen to 3 to 5 lanes w/ curb gutter and sidewalk	2015	State Ave	51st Ave	Marysville		not part of DEIS						X
5529	Lakewood Triangle Access/156th St NE Overcrossing	New I-5 overcrossing 2/4 lane	2011	Twin Lakes Blvd	State Ave	Marysville		not part of DEIS						X
5531	Sunnyside Blvds Widening: 47th Ave NE to 52nd St NE	Widen to 5 lane on existing alignment and connect to 1st St Bypass	2015	47th Ave NE	52nd St NE	Marysville		not part of DEIS						X
5532	40th St NE - 3/5 lanes on existing and new alignment: Sunnyside Blvd to SR9	3/5 lane on existing and new alignment	2013	Sunnyside Blvd	SR9 at SR 92	Marysville		not part of DEIS						X

ID	Title	Description	Year	From	To	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5533	88th St NE new WB lane: Quil Ceda Crk Bridge to I-5	Add new westbound lane	2013	Quil Ceda Crk Bridge	I-5 NB on ramp	Marysville		not part of DEIS						X
5534	SR528/I-5 additional lanes under I- 5 interchange	Add one new east and west bound lane under I-5 at the interchange	2015	I-5 SR 528 NB ramps	I-5 SR 528 SB ramps	Marysville		not part of DEIS						X

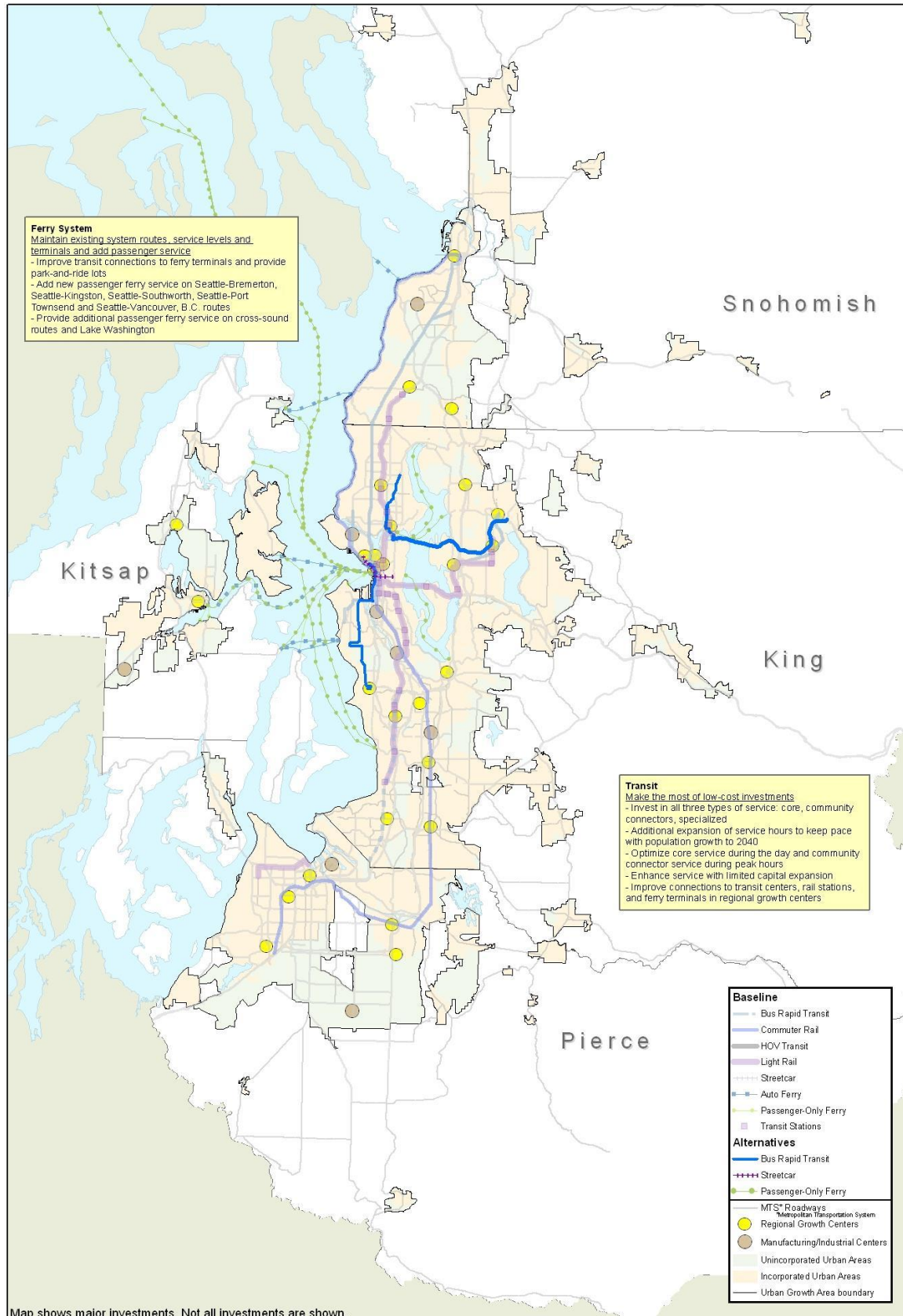
Addendum C: Transit Strategies

Transit investments in the alternatives are categorized into a “service typology” distinguishing “core service,” “community connector service,” and “specialized service.” See the Chapter 5 Glossary section on transit for typology definitions. The following maps illustrate the major “core service” investments (but not all “core service” investments) for each alternative. Note that these maps and lists exclude “specialized service” including most express bus service changes. Following the maps is a table cross-referencing individual core service investments shown on the maps to each alternative. Appendix E discusses the alternatives analysis approach to bus service hour investments across the alternatives.

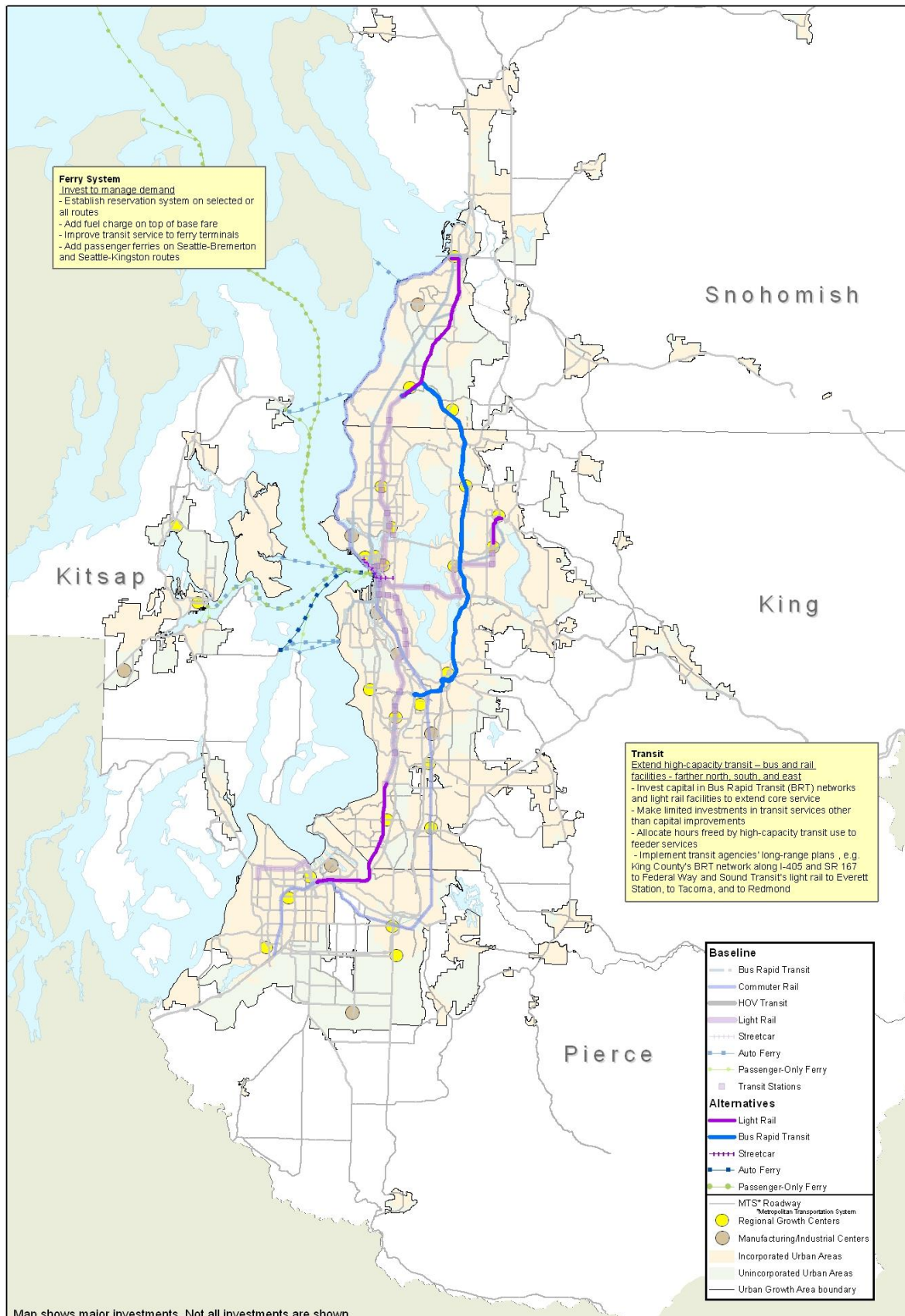
Ad. C Part 1: Transit “Core Service” Expansion Investments, BASELINE



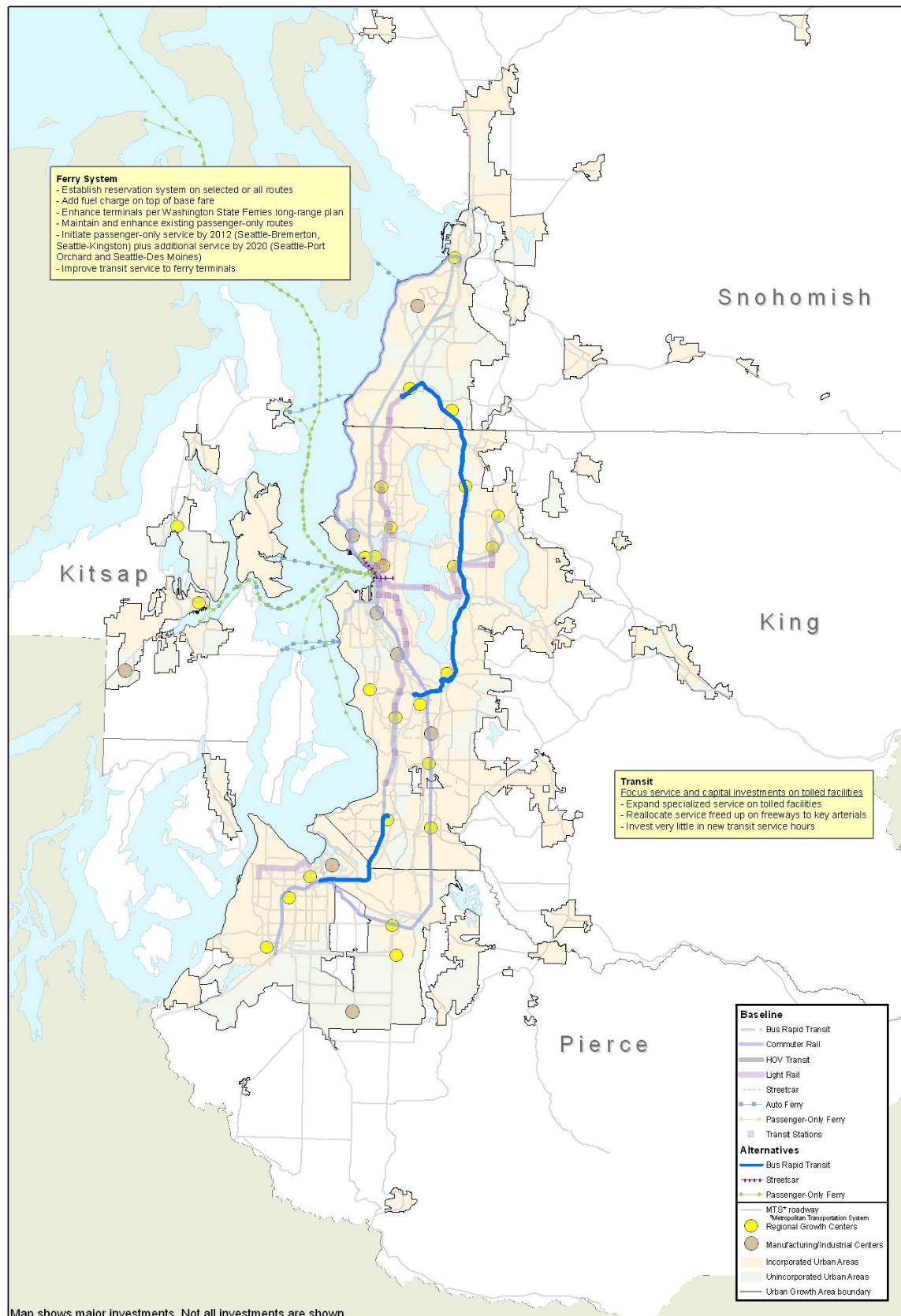
Ad. C Part 2: Transit “Core Service” Expansion Investments, Alternative 1



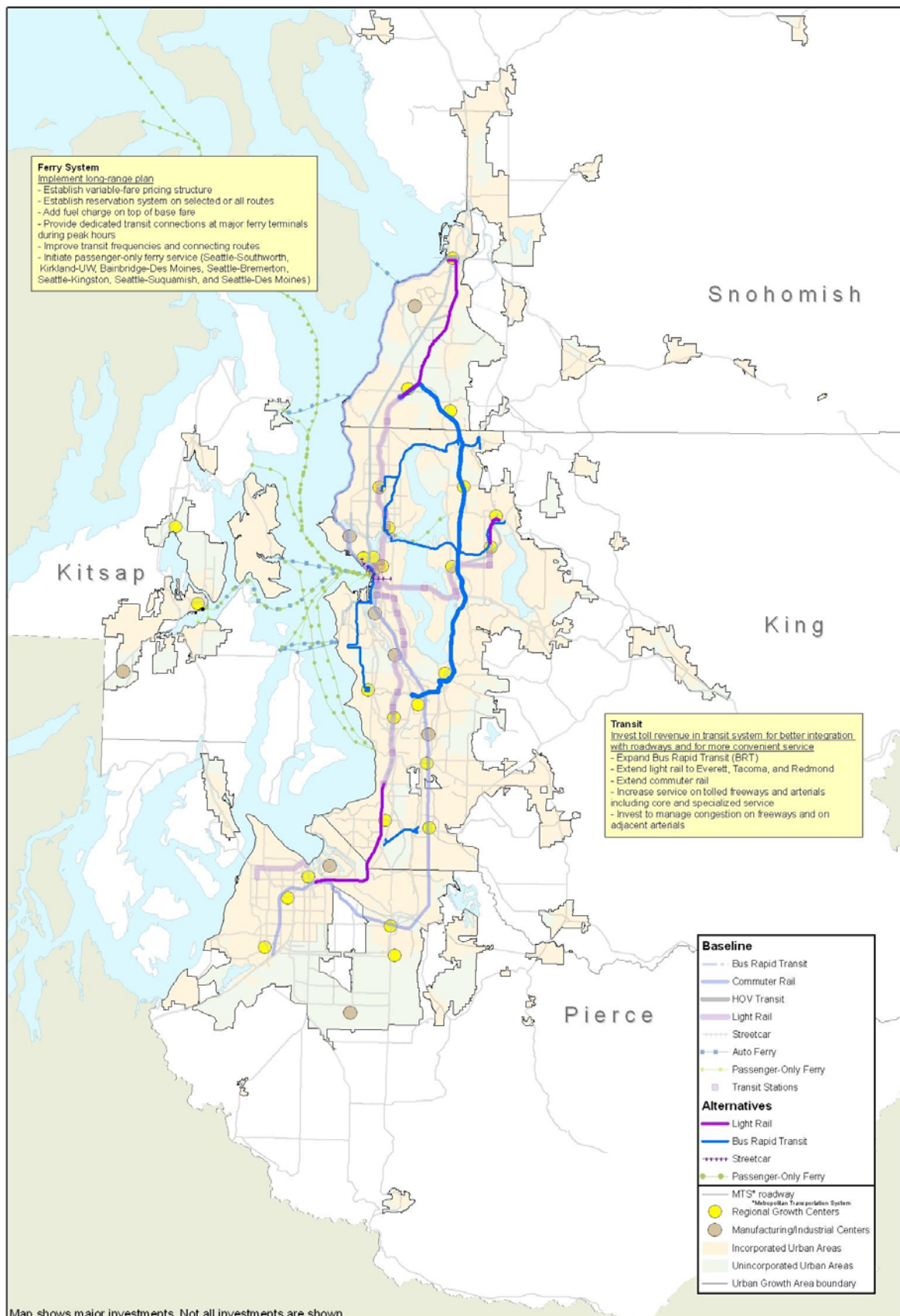
Ad. C Part 3: Transit “Core Service” Expansion Investments, Alternative 2



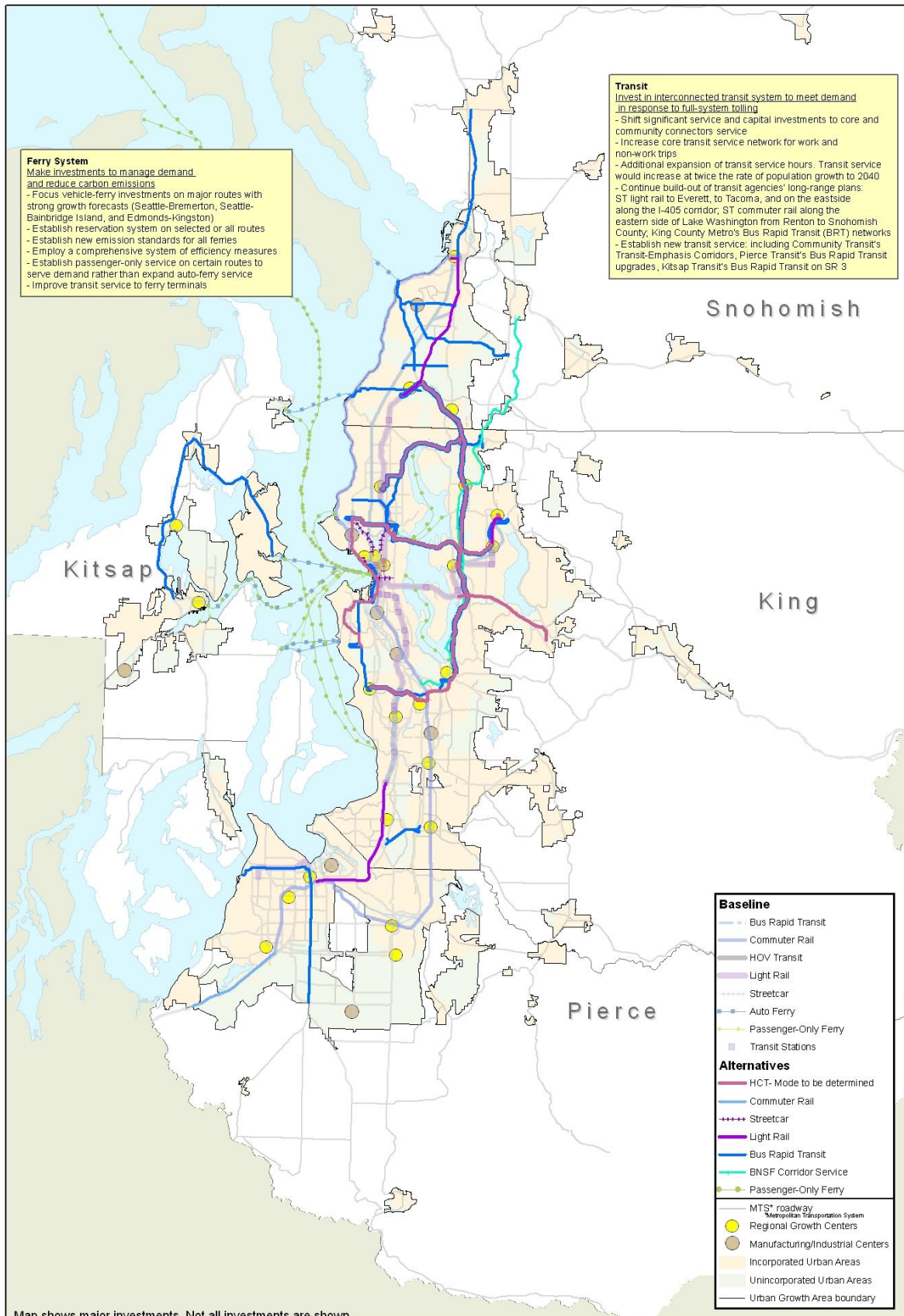
Ad. C Part 4: Transit “Core Service” Expansion Investments, Alternative 3



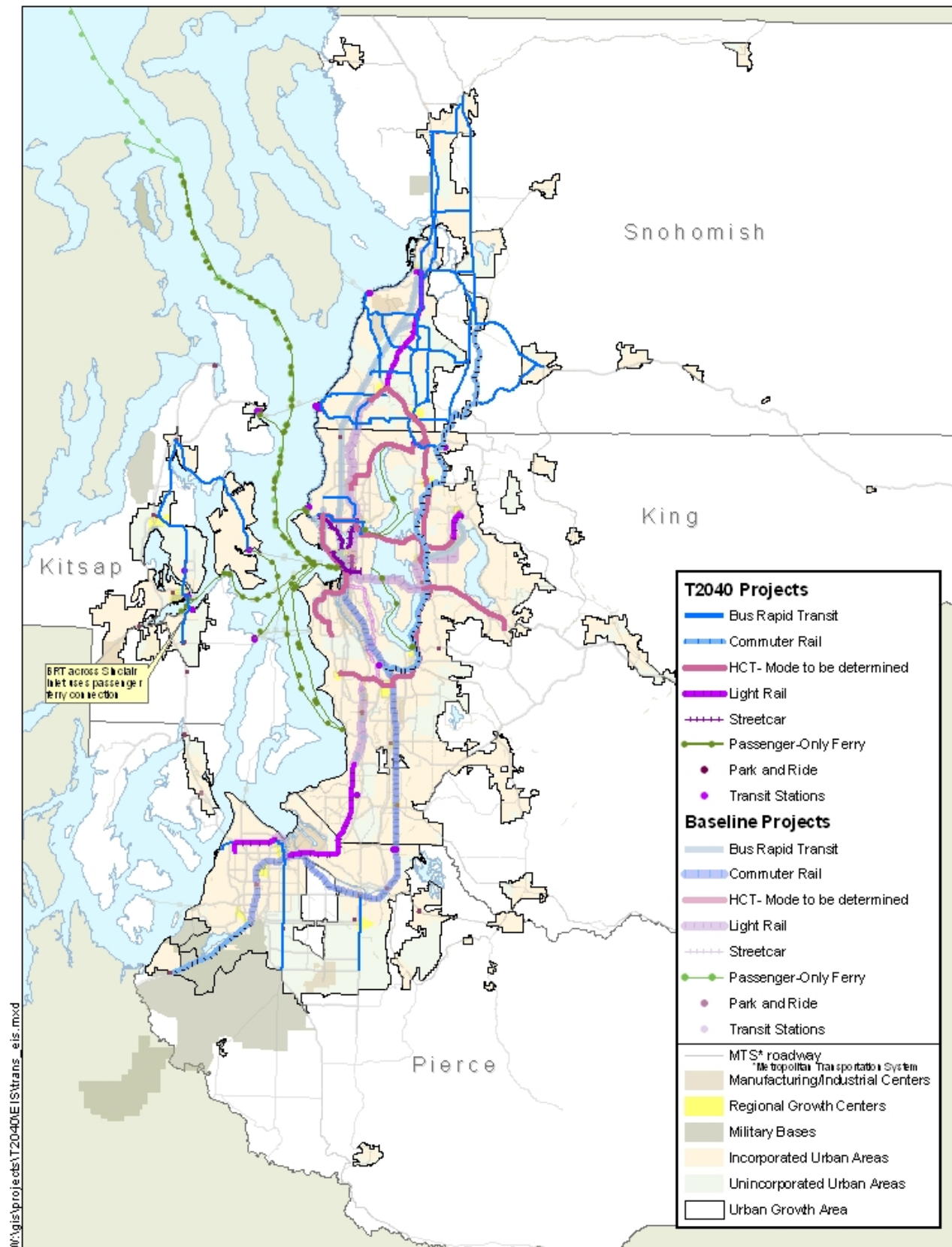
Ad. C Part 5: Transit “Core Service” Expansion Investments, Alternative 4



Ad. C Part 6: Transit “Core Service” Expansion Investments, Alternative 5



Ad. C Part 6: Transit “Core Service” Expansion, Preferred Alternative



Ad. C Part 7: Major “core service” Transit Investment Cross-Tabulation

This table shows the larger “Core Service” transit investments presented in the maps in part 1 of this Addendum. These are not ALL Core Service investments; see Appendices F and G for additional transit information. Sorted by sponsor.

Note that the Preferred Alternative was analyzed with a range of possible outcomes starting from a “Constrained” configuration (column “PA-C”) extending to the full Preferred Alternative (column “PA”).

This list was revised in response to comments and additional information received during the DEIS comment period. Comments in the “PA-C” and “PA” columns reflect the additional information. In some cases staff discovered that the project had entered construction or been recently completed (labeled “under construction” or “completed”). Certain investment outcomes were found to have been included in other projects (labeled “in XXXX” where XXXX denotes the other project) or duplicates (labeled “duplicate”). Finally, in the process of reaching a decision on the final plan, some investments included in the original five alternatives were excluded from the Preferred Alternative. Some of these projects were retained in a “concepts” list outside of the final plan (these are labeled “concepts” below). In some cases new investments were analyzed for the first time in the Preferred Alternative, making it possible that an investment will only have X’s in the PA-C and PA columns.

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2519	Link LRT Extension from Lynnwood to Everett	Light Rail extension. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.	Everett	Lynnwood Transit Center (202nd St SW & 46th Ave W)	2040	Sound Transit			X		X	X	X	
2524	Link LRT Extension from Overlake Transit Center to Redmond	Alignment and Stations. East Link project from the Overlake Transit Center to downtown Redmond. This segment would have three stations at SR-202 @ SR-520 (SE Redmond), BNSF ROW @ ~ 165th Ave. NE (Redmond Town Center), 161st Ave. NE @ NE 83rd St. (Redmond TC)	Overlake Transit Center	Redmond	2030	Sound Transit			X		X	X	X	
2494	Link LRT Initial Segment	Alignment; Westlake Station, University St. Station, Pioneer Square Station; International District Station; Stadium, SODO, Beacon Hill, Mt Baker, Columbia City, Othello, Rainier Beach, Tukwila International Blvd HAS ABSORBED 2495. INCLUDES King Co./Metro	Westlake Station	Tukwila International Boulevard	2009	Sound Transit	X						completed	
2497	Airport Link	Alignment; Airport Station	Tukwila International Boulevard	SeaTac Airport	2009	Sound Transit	X						completed	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5392	Link LRT Extension from Redondo/Star Lake Station to Federal Way Transit Center	Alignment and Stations: Federal Way Transit Center (at S. 316/317th - track extends E from SR99 btwn 312th and 316th to meet the transit station) to S 272nd (272nd Street Station - S of 272nd to serve existing Redondo Heights P&R but opposite side of SR99 from P&R to be connected by ped bridge).	Redondo/Star Lake	Federal Way Transit Center	2040	Sound Transit			X		X	X	X	
4088	Link LRT Extension from Federal Way Transit Center to South Federal Way	Alignment and stations. From Federal Way TC (see #2525 for Fed Way TC info) to S 348th (vicinity: W side of I-5 and S. 348th).	Federal Way Transit Center	South Federal Way	2040	Sound Transit			X		X	X	X	
4089	Link LRT Extension from South Federal Way to Port of Tacoma	Alignment and stations. From S 348th St. to Port of Tacoma (station in vicinity between I-5 and 58th Ave).	South Federal Way	Port of Tacoma	2040	Sound Transit			X		X	X	X	
2526	Link LRT Extension from Port of Tacoma to Tacoma Dome	HCT Corridor. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.	Port of Tacoma	Tacoma Dome	2040	Sound Transit			X		X	X	X	
5459	Extension of Tacoma Link to Mary Bridge Hospital	Link LRT from Tacoma (UWT station most likely) to Mary Bridge Hospital (MLK Jr. Way and Division in Tacoma).	9th Street/Theater District Station	Mary Bridge Hospital (MLK Jr. Way and Division)	2023	Sound Transit	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4075	Extension of Tacoma Link to Tacoma Community College with Tacoma Link Technology	Construct a 5.5-mile at-grade extension of the existing Tacoma Link system from the 9th Street/Theater District Station in Downtown Tacoma to Tacoma Community College. Stations under consideration: stations at Stadium High School, Tacoma General Hospital, 6th/Sprague, the University of Puget Sound (on 6th), 6th/Stevens, 6th/Pearl, Tacoma Community College (S. 19th and Mildred in University Place). NOTE: This alignment is also subject to change, extension to Pacific Lutheran University (121st ST. S and Park Ave S in Parkland) is being considered. Undetermined which alignment will be chosen at this time but funded by ST2.	Mary Bridge Hospital (MLK Jr. Way and Division)	Tacoma Community College	2040	Sound Transit	X							X
2492	North Link: LRT Extension from University of Washington Station to Northgate	Light Rail. Alignment; NE 45th Station, Roosevelt Station, Northgate Station	Northgate	University of Washington Station	2020	Sound Transit	X						X	
2493	University Link	Alignment; Capitol Hill Station, University of Washington Station; includes some PE/ROW for UW Station - Northgate	Westlake Station	University of Washington Station (stadium)	2016	Sound Transit	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2520	Link LRT Extension from Northgate to Lynnwood Transit Center	Alignment and Stations. Northgate to 145th (Jackson Park Station), 145th to 185th (Shoreline Station), 185th to 236th (Montlake Terrace Station), 236th to Lynnwood TC.	Lynnwood Transit Center (202nd St SW & 46th Ave W)	Northgate	2023	Sound Transit	X						X	
2521	Link LRT Extension from Seattle to Downtown Bellevue	Seattle to Bellevue Light Rail segment, Alignment and Stations. Stations under consideration include: I-90 @ Rainier Avenue (Rainier/I-90), Mercer Island P&R (Mercer Island), South Bellevue P&R (South Bellevue), Main St @ SE 8th St. (SE 8th)	Seattle	Downtown Bellevue	2020	Sound Transit	X						X	
2523	Link LRT Downtown Bellevue to Overlake Transit Center	Light Rail Alignment and Stations. Stations under consideration include: Bellevue TC (Bellevue TC), NE 12th St. @ I-405 (Overlake Hospital), 124th Ave. NE @ ~ NE 16th St. (Bel-Red West), 130th Ave. NE @ ~ NE 16th St. (Bel-Red East), 152nd Ave. NE @ NE 24th St. (NE 24th), Overlake TC (Overlake TC)	Downtown Bellevue	Overlake Transit Center	2021	Sound Transit	X						X	
2525	Link LRT Extension from SeaTac Airport to Highline Community College	Alignment and Stations : Kent-DesMoines Rd (Near Highline CC) to S 200th St (Station). From 200th to SeaTac/ Airport Station	SeaTac Airport Station	Highline Community College	2020	Sound Transit	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5391	Link LRT Extension from Highline Community College to Redondo/Star Lake Station	Alignment and Stations: From S 272nd St to Kent-DesMoines Rd (Near Highline CC).	Highline Community College	Redondo/Star Lake	2023	Sound Transit	X						X	
5345	LRT UW to Ballard	New LRT alignment (exact alignment TBD) generally following Pacific St. from the UW LRT station to the U District, then along N 45th St. to Ballard (at 15th)	UW	Ballard	2040	Sound Transit						X		X
5295	LRT Ballard, Seattle, W Seattle	Light Rail from Ballard to Seattle CBD then to West Seattle (exact alignment TBD but potentially along previously studied monorail alignment)	Ballard	West Seattle	2040	Sound Transit						X		X
5337	Redondo/Star Lake LRT station	Redondo/Star Lake LRT station:á + 500 stalls	S. 272nd St @ SR-99 or I-5		2023	Sound Transit	X						X	
5338	Jackson Park LRT station	Jackson Park LRT station:á + 500 stalls	I-5 @ N 145th St		2023	Sound Transit	X						X	
5339	Shoreline LRT station	Shoreline LRT station:á + 500 stalls	I-5 @ N 185th St.		2023	Sound Transit	X						X	
5340	Bel-Red LRT station	Bel-Red LRT station:á + 300 stalls	~ NE 16th St. @ 132nd Ave. NE		2021	Sound Transit	X						X	
5341	Overlake LRT station	Overlake LRT station:á + 320 stalls	Overlake TC		2021	Sound Transit	X						X	
2533	Sounder Lakewood to Dupont Extension	Extension of service to DuPont, upgrade of track & signals between Lakewood and DuPont, and a new station at DuPont HAS ABSORBED 3314	Lakewood	Dupont	2040	Sound Transit						X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5296	BNSF - Eastside	Utilize the Eastside BNSF rail corridor from Snohomish - Woodinville to Renton/ Tukwila for Commuter Rail	Snohomish	Tukwila	2040	Sound Transit						X		X
2500	Sounder Everett-Seattle Track & Signal	Track and signal improvements (cost includes permitting & environmental mitigation)f	Everett	Seattle	2007	Sound Transit	X						completed	
2501	Sounder Seattle-Auburn Track	Track and signal improvements	Seattle	Auburn	2007	Sound Transit	X						completed	
2502	Sounder Commuter Rail Auburn-Tacoma Track & Signal	Track and signal improvements.	Auburn	Tacoma	2008	Sound Transit	X						X	
4047	Tacoma-Lakewood Track & Signal	Track and signal improvements needed to implement the Tacoma-to-Lakewood Commuter Rail project. May include a rail grade-separated overcrossing at Pacific Avenue and S 26th Street in downtown Tacoma listed in project 4110.	Tacoma	Lakewood	2012	Sound Transit	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4087	Expanded Sounder Service Levels	Expand Seattle-Tacoma-Lakewood Sounder service beyond the level provided in Sound Move, and implement track improvements along the Seattle/Tacoma Sounder line to support the service expansion. Up to 26 trains (13 round trips) in the south allowed by current agreements with the BNSF and up to four round trips in the north. The ST transit model for 2030 assumes p.m. peak headways of 18 minutes Seattle-Lakewood, 45 minutes Lakewood-Seattle, and 30 minutes Seattle-Everett. There is no reverse-peak direction service on the Everett line. There is no off-peak service except some special event service. Related Track and Signal Improvements between Lakewood and Seattle	Seattle	Lakewood	2015	Sound Transit	X						X	
3311	Ballard Commuter Rail Station	Commuter Rail Station. PROJECT COMPLETION POST-2027.	NW 70th Block @ BNSF RR		2040	Sound Transit						X		X
4073	New Sounder Station at Broad Street	Construct new station at the north end of the downtown Seattle core in the vicinity of Broad Street	Vicinity Broad Street@BNSF tracks		2040	Sound Transit						X		X
4082	New Station in North Sumner	Construct a new Sounder station including station facilities, bus boarding area, and a surface parking lot with up to 400 stalls upon completion.	SW of East Valley Hwy / 8th St E @ BNSF RR (Sumner)		2040	Sound Transit			X	X		X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4080	Permanent Station at Tukwila	Build permanent station facilities, bus loading area, and new parking facilities (400 new stalls) for a total of 620 stalls at the station upon completion. See also 3557 for Tukwila street access project.	Longacres Way @ BNSF RR (Tukwila)		2015	Sound Transit	X						X	
4050	Edmonds Station	Commuter Rail Station including two platforms, shelters for weather protection, off-street bus area, short-term parking, and about 150 parking spaces	Edmonds Way / James Street @ BNSF RR		2011	Sound Transit	X						X	
4048	Everett Station	Final phase of multimodal station, including 770 parking stalls , pedestrian bridge over tracks, pedestrian access plazas on both sides of tracks, and operations building. Part of structure was completed by the City of Everett and Sound Transit will be fi	32nd St @ Smith Ave (Everett)		2008	Sound Transit	X						completed	
4049	Mukilteo Station	Commuter rail station including two platforms connected by overhead pedestrian walkway, continuous canopies, and parking for 65 vehicles	First St E of SR 525 (Mukilteo)		2009	Sound Transit	X						completed	
4052	South Tacoma Station	Commuter Rail Station sith a single-side platform and a passenger dropoff zone. See 2600 for P & R portion.	S 56th St & Washington St (Tacoma)		2012	Sound Transit	X						completed	
4053	Lakewood Station	Multimodal station with 620-stall parking garage, bus transit center, commuter rail platform	Pacific Hwy SW near 47th Ave SW @ BNSF RR		2012	Sound Transit	X						completed	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4071	Parking Garage at Mukilteo Sounder Station	Joint Development of a garage at the Mukilteo Sounder station. ST to provide funding to construct up to 130 additional structured parking stalls for Sounder riders in a joint-use parking garage developed as part of Washington State Ferries' Mukilteo Landing multimodal terminal project. See 808 for main terminal project.	First St E of SR 525 (Mukilteo)		2023	Sound Transit	X						X	
4072	New Permanent Sounder Station at Edmonds Crossing	This project would relocate the interim station at Edmonds to the permanent location and expand parking by up to 300 structured stalls for Sound Transit riders, in conjunction with Washington State Ferries' Edmonds Crossing multimodal terminal project. COST INCLUDES SOUND TRANSIT PORTION OF PROJECT ONLY.	11400 Block Admiral Way @ BNSF RR		2023	Sound Transit	X						X	
5359	HCT Northgate to Bothell	HCT (mode TBD) from Northgate to Bothell via Roosevelt, NE 125th St., SR 522	Northgate	Bothell	2040	Sound Transit						X		X
2527	I-405 HCT Corridor from I-5 Interchange (Lynnwood) to Burien	HCT Corridor. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027. HAS ABSORBED 2528, 2531, AND 2532. Intersects the Central Link line between the Airport and downtown Seattle but does not serve the airport directly.	I-5 / I-405 Interchange (Alderwood)	Burien Transit Center	2040	Sound Transit						X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2529	HCT Extension from South Bellevue to Issaquah	HCT Corridor. COST ESTIMATE ASSUMES GRADE-SEPARATED AERIAL ALIGNMENT. PER-MILE AERIAL COST ESTIMATE USED. PROJECT COMPLETION POST-2027.	S Bellevue	Issaquah	2040	Sound Transit						X		X
5294	HCT Redmond to UW	New HCT alignment (mode and exact alignment TBD) starting from Redmond TC and generally following the Link LRT Extension from Overlake to Redmond (MTP 2524) but then following SR 520 to vicinity of the UW LRT station.	Redmond	UW	2040	Sound Transit						X		X
5133	Central Streetcar Line	Construct a four-mile line running primarily along First Avenue and S Jackson St, making connections through the center of Seattle to connect major center city destinations, transit services and neighborhoods including the Central District, Chinatown-International District, Pioneer Square, the Waterfront, The Retail Core, Belltown and Uptown/Seattle Center. The project would also include a connection to the South Lake Union Line.	Republica n St	23rd23rd Ave S	2020	Seattle		X	X	X	X	X	X	
5154	Fremont - Ballard Streetcar Line	Four-mile streetcar network extension, making connections between historic and emerging mixed-use neighborhood district in Ballard, Fremont and South Lake Union, as well as providing connecting service to downtown Seattle	Westlake Hub	Ballard Commons	2040	Seattle						X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5271	UW / Eastlake	Three and one-half mile extension of the South Lake Union line will serve the Eastlake neighborhood, connect the centers of life science research at UW and South Lake Union, and bring streetcar economic benefits to "The Ave"	E Galer St	NE 50th St	2040	Seattle							X	X
5153	First Hill / Capitol Hill Streetcar Line	Provide three miles of streetcar service with connections to First Hill via LINK Light Rail stations at Chinatown / International District and Capitol Hill	IntÆl District Station	Capitol Hill Station (John St)	2016	Seattle	X						X	
5316	BRT to Ballard (TCI) - U district along 45th to 24th Ave W	Bus Rapid Transit from UW along N. 45th/ Market to Ballard (24th Ave W). This route was identified in the Transit Competitive Index	UW Hub	Ballard (24th Ave W)	2020	TBD							X	X
5317	BRT to Ballard (TCI) - U district to Roosevelt to 80th to 85th at I-5 to NW 24th Ave	Bus Rapid Transit from UW along Roosevelt/ 85th to Ballard (24th Ave W). This route was identified in the Transit Competitive Index	UW Hub	Ballard (24th Ave W)	2020	TBD							X	X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4025	Rapid Ride (BRT) - A line (K Co Metro) - Pacific Hwy S	Bus Rapid Transit between Federal Way and SeaTac, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks. Rapid Ride - Bus Rapid Transit (A line) along Pacific Highway S. Corridor from existing Link Light Rail station in Tukwila to the Federal Way Transit Center.	Federal Way Transit Center	Tukwila Light Rail Station	2010	King County/Metro	X						X	
4024	Rapid Ride BRT: Redmond TC to Bellevue TC (B line)	Bus Rapid Transit between Bellevue and Redmond, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks. From the Redmond Transit Center (NE 90th to 148th Ave NE) to Overlake Transit Center then (along 156th Ave NE and NE 8th ST) to the Bellevue Transit Center.	Redmond Transit Center	Bellevue Transit Center	2011	King County/Metro	X						X	
4023	Rapid Ride BRT: West Seattle to Downtown (C line)	Bus Rapid Transit between West Seattle and Downtown Seattle. Station, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks. Westwood Village in West Seattle to Seattle CBD via Fauntleroy and Alaska Junction. This is the Route 54 Rapid Ride or Bus Rapid Transit C line.	West Seattle	Downtown Seattle	2011	King County/Metro	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4022	Rapid Ride BRT: Ballard to Downtown (D line)	Bus Rapid Transit between Ballard and Downtown Seattle via lower Queen Anne, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks. Routing alternatives on 15th Ave NW or 24th Ave NW and is Route 15 RapidRide or E line).	Ballard	Downtown Seattle	2012	King County/Metro	X						X	
4026	Aurora Village Rapid Ride BRT (E line)	Bus Rapid Transit between Aurora Village and Downtown Seattle, providing more frequent service, transit signal priority, enhanced bus zones, queue jumps and rider information kiosks (in coordination with SWIFT).	Aurora Village	Downtown Seattle	2013	King County/Metro	X						X	
5526	RapidRide BRT: Burien to Renton (F line)	Provide a direct East/West routing between Burien and Renton via Tukwila International Blvd Link Station, Southcenter Mall, Tukwila Sounder Station and South Renton P&R. 10 minute peak, 15 minute off-peak midday and early evening, 30 minute night. Span 5:30AM-12:00AM. 1/2 mile stop spacing.	Burien Transit Center	Renton Transit Center	2013			not in DEIS					X	
5297	BRT - SR 167	Bus Rapid Transit along SR 167 using HOT lanes (see I-405 corridor Master Plan)	15th St. NW (SB) or 15th St. SW (NB)	I-405	2030	King County/Metro					X	X	removed	
5304	BRT - Federal Way to Tacoma	Bus Rapid Transit from Federal Way Transit Center to Tacoma via Pacific Highway South	Federal Way Transit Center	Tacoma Dome	2020	King County/Metro				X			concept	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5305	BRT - Tukwila to Bellevue	Bus Rapid Transit from Tukwila to Bellevue along I-405 corridor (see I-405 corridor Master Plan)	Tukwila	Bellevue	2020	King County/Metro			X	X	X	X	removed	
5306	BRT- Bellevue to Lynnwood (I-405)	Bus Rapid Transit Bellevue to Lynnwood via I-405 corridor (see I-405 corridor Master Plan)	Bellevue	Lynnwood	2020	King County/Metro			X	X	X	X	removed	
5307	BRT - Redmond to UW via SR 520	Bus Rapid Transit from Redmond to UW via SR 520 corridor (see I-405 corridor Master Plan)	Redmond	UW	2020	King County/Metro		X			X	X	removed	
5308	BRT - Northgate to Bothell -	Bus Rapid Transit from Northgate to Bothell via Roosevelt, NE 125th St., SR 522	Northgate	Bothell	2020	King County/Metro					X	X	removed	
5309	BRT - Bothell to Woodinville	Bus Rapid Transit from Bothell to Woodinville	Bothell	Woodinville	2020	King County/Metro					X	X	removed	
5311	BRT - DT Seattle to West Seattle/ Burien via Viaduct/ W Seattle Bridge/Delridge/ Ambaum	Bus Rapid Transit from Downtown Seattle to West Seattle / Burien via Viaduct/ W Seattle Bridge/ Delridge/ Ambaum	Downtown Seattle	West Seattle/ Burien	2020	Agency not Identified		X			X	X	removed	
5322	Extend BRT / Rapid Ride from White Center to LRT Terminus @ 154th/ Tukwila	Bus Rapid Transit from White Center to LRT Terminus at 154th in Tukwila. This route was identified in the Transit Competative Index	White Center	LRT Terminus (154th in Tukwila)	2020	Agency not Identified						X	concept	
5394	Delridge to Redmond bus service	Add bus route from Delridge to I-90 to Bellevue/Overlake/Redmond	Delridge	Redmond	2020	Agency not Identified		X		X	X	X	program	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5395	West Seattle to East Link Supplemental Bus Service	Model supplement bus service from West Seattle to East Link	West Seattle	East Link	2020	Agency not Identified			X			X	program	
5396	Additional Bus routes from Crown Hill, Ballard, Wallingford, Ravenna to Bel/Red	Add bus routes from Crown Hill, Ballard, Wallingford, Ravenna to Bel/Red	Crown Hill	Bell/Red	2020	Agency not Identified		X		X	X	X	program	
3649	SR 99 Bus Rapid Transit (SWIFT)	Create a bus rapid transit system operating along SR-99 from Everett Station to the Aurora Village Transit Center. This will include new bus fleet investments, design/construction of upgraded bus passenger stations with amenities and technology to support	Everett Station	Aurora Village	2008	Community Transit	X						completed	
5312	Core or Swift BRT - SR 526 from SR 525 to I-5	Service hours and buses. Core service or Swift Bus Rapid Transit on SR 526 from SR 525 to I-5. Requires speed & reliability improvements and accessible transit stops.	SR 525	I-5	2040	Community Transit					X	X		X
5331	Core or Swift BRT - SR 524 (196th)	Service hours and buses. Core service or Swift Bus Rapid Transit on SR 524 (196th, Filbert) from ferry to SR 527. Requires speed & reliability improvements and accessible transit stops.	Edmonds Ferry	SR 527	2030	Community Transit						X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5332	Core or Swift BRT - Smokey Point Corridor	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on N Broadway (Smokey Point corridor) from Everett Station up N Broadway, SR 529, State Ave, Smokey Pt to Arlington (SR 531). Requires speed & reliability improvements and accessible transit stops.	Everett Station	SR 531	2030	Community Transit/ Everett Transit						X	X	
5333	Core or Swift BRT - Mukilteo Speedway	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on Mukilteo Speedway (SR 525) from	Mukilteo Ferry	I-405	2040	Community Transit						X		X
5334	Core or Swift BRT - Airport Rd to Cathcart Way (Everett)	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on Airport Rd, 128th, 132nd, Cathcart Way from SR 526 to SR 9. Requires speed & reliability improvements and accessible transit stops.	SR 526	SR 9	2030	Agency not Identified						X	X	
5335	Core or Swift BRT - 164th St	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on 164th from SR 99 to SR 527. Requires speed & reliability improvements and accessible transit stops.	SR 99	SR 527	2030	Agency not Identified						X	X	
5466	Core or Swift BRT - SR 527 Downtown Bothell to SR 526/I-5	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on SR 527 from downtown Bothell to SR 526/I-5. Requires speed & reliability improvements and accessible transit stops.	Downtown Bothell	SR 526/I-5	2030	Community Transit		not in DEIS					X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5468	Core or Swift BRT - SR 531 I-5 to downtown Arlington	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on SR 531 from I-5 to downtown Arlington. Requires speed & reliability improvements and accessible transit stops.	I-5	Downtown Arlington	2040	Community Transit		not in DEIS						X
5470	Core or Swift BRT - SR 528 I-5 to SR-9	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on SR 528 from I-5 to SR 9. Requires speed & reliability improvements and accessible transit stops.	I-5	SR 9	2040	Community Transit		not in DEIS						X
5472	Core or Swift BRT - US 2 Everett to Monroe (via Ave D and 2nd St in Snohomish)	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on US 2 from Everett to Monroe (via Ave D and 2nd St in Snohomish). Requires speed & reliability improvements and accessible transit stops.	Everett	Monroe	2040	Community Transit		not in DEIS						X
5474	Core or Swift BRT - SR 9 Bothell to Arlington	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on SR 9 from Bothell to Arlington. Requires speed & reliability improvements and accessible transit stops.	Downtown Bothell	Arlington	2040	Community Transit		not in DEIS						X
5476	Core or Swift BRT - 228th St Edmonds Ferry, SR 104, 228th, 236th, 228th to SR 9	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on 228th St from Edmonds Ferry to SR 9. Requires speed & reliability improvements and accessible transit stops.	Edmonds Ferry	SR 9	2040	Community Transit		not in DEIS						X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5478	Core or Swift BRT - 20th St US 2 to SR 9	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on 20th St from US 2 to SR 9. Requires speed & reliability improvements and accessible transit stops.	US 2	SR 9	2040	Community Transit		not in DEIS						X
5480	Core or Swift BRT - 35th Ave SE Bothell to Everett	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on 35th Ave SE from downtown Bothell to Everett. Requires speed & reliability improvements and accessible transit stops.	Downtown Bothell	Everett	2040	Community Transit		not in DEIS						X
5482	Core or Swift BRT - I-5 Smokey Point to King County	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on I-5 from Smokey Point to King County. Requires speed & reliability improvements and accessible transit stops.	Smokey Point	King County	2040	Community Transit		not in DEIS						X
5484	Core or Swift BRT - SR 522 Monroe to Bothell	Service hours and buses. Core Service or Swift Bus Rapid Transit (BRT) on SR 522 Monroe to Bothell. Requires speed & reliability improvements and accessible transit stops.	Monroe	Bothell	2040	Community Transit		not in DEIS						X
5320	BRT (Route 1) on SR 7 from Roy Y to Downtown Tacoma(PC Congested Corridor)	Bus Rapid Transit from on SR 7 from Roy Y to downtown Tacoma. This route was identified in the Transit Competitive Index	Roy Y	Downtown Tacoma	2020	Pierce Transit						X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5487	6th Avenue (Tacoma) Transit Corridor Transit Service	Additional core service			2020	Pierce Transit		not in DEIS					X	
5489	BRT - Meridian / SR 161	Bus Rapid Transit on SR 161 from 176th Street to Downtown Puyallup	176th St.	Downtown Puyallup	2030	Candidate		not in DEIS					X	
5491	112th Avenue (Puyallup/Lakewood) Transit Corridor Transit Service	Additional core service			2030	Pierce Transit		not in DEIS					X	
5318	BRT on SR 303 Bremerton Ferry Dock to Poulsbo (SR 305)	Bus Rapid Transit on SR 303 from Bremerton to SR 305. This route was identified in the Transit Competitive Index	SR 160 (Sedwick)	Silverdale	2020	Kitsap Transit						X	X	
5319	BRT on SR 305 (matching congested corridor) to Bainbridge Ferry Dock	Bus Rapid Transit on SR 305 from SR 3 to Bainbridge Ferry Dock. This route was identified in the Transit Competitive Index	SR 3 (Poulsbo)	Bainbridge Ferry Dock	2020	Kitsap Transit						X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5114	Ballard Transit Center	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	NW Market		2020	Seattle						X	X	
5211	North Rainier Transit Center	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	McClellan	Yesler	2020	Seattle		X					X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5277	West Seattle Junction Transit Center	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Alaska	SW Alaska St	2020	Seattle		X					X	
5212	Northgate Hub	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	NE 103rd	Pinehurst	2030	Seattle						X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5266	University District Hub/Husky Stadium	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	University Way	17th	2030	Seattle		X					X	
5279	Westlake Multimodal Transportation Hub	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Pine St		2020	Seattle		X					X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4404	I-405 Corridor: SR 522 to I-5 (UW Bothell Transit Station)	(k) UW Bothell Transit Station,	UW Bothell Transit Station		2030	WSDOT			X	X	X	X		X
4405	I-405 Corridor: SR 522 to I-5 (DT Woodinville Transit Center)	(l) Downtown Woodinville Transit Center,	Downtown Woodinville Transit Center		2030	WSDOT			X	X	X	X		X
4393	I-405 Corridor: SR 520 to SR 522 (Central Kirkland Transit Station)	(h) Transit/HOV: Central Kirkland Transit Station.	Central Kirkland Transit Station		2030	WSDOT			X	X	X	X		X
1303	Tukwila CBD Bus Transit Center	Construct Transit Center in the CBD	CBD		2017	Tukwila						X		X
4403	I-405 Corridor: SR 522 to I-5 (Canyon Park Transit Station)	(j) Canyon Park Transit Station,	Canyon Park Transit Station		2030	WSDOT			X	X	X	X		X
3310	East Bremerton Bus Transit Center	Relocated and improved intermodal transit center	[Not submitted]		2010	Kitsap Transit						X	X	
610	King St Multimodal Terminal	Intermodal; MIS Redevelop as inter/multimodal terminal	[Not submitted]		2010	Seattle	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3418	Atlantic / Central Base Expansion	Pre-design and property acquisition toward expanding the Phase One bus base capacity in the North Duwamish area of Seattle to cost effectively repair, service and dispatch buses for transit service planned by both King County METRO and Sound Transit for King County. This three phase will increase area capacity by approximately 385 buses. Phase One is estimated at approximately \$58 million and will add capacity for approximately 100 buses to the existing bases.	1270 Sixth Ave S		2011	King County/Metro	X						X	
4160	Kirkland Transit Center(3rd Street Downtown)	Provide a new transit center on 3rd Street between Central Way and Kirkland Avenue. The project will transform the existing bus facility into a regional transit hub with expanded bus capacity and routing options, improved waiting areas and passenger shelters, and enhanced pedestrian crossings. Signal, intersection, and traffic circulation improvements will increase bus speed and schedule reliability. Bicycle amenities, landscaping and public art are also elements of the project.	3rd Street between Central Way and Kirkland Avenue		2010	Sound Transit	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4128	Highline Community College Intermodal Transit Facility and Parking Garage	Construct a Transit Center with bus layover to facilitate a potential Bus Rapid Transit route on SR 99 in south King County. In addition, the project will construct a parking garage with up to 500 stalls that will provide commuter parking, vanpool and carpool stalls as well as joint use parking for Highline Community College students and staff.	South 240th Street@S R 99 South		2012	King County/Metro	X						X	
1003	On-Board Systems Integration (OBSI) Program	Replace and upgrade on-board infrastructure components for voice and data communications, automatic vehicle location, automatic passenger counting and signal priority. (Note: this does not include the radio itself but the management of it.) Add automated stop announcements, external route and destination announcements, interior next stop signs and automatic vehicle monitoring. Integrate destination signs so that they automatically change to the correct display at the correct place along the route.	[Not submitted]		2009	King County/Metro	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
N/A	Transit Coach / Paratransit Vehicle Replacement	With 2010 FTA 5307 funds and local matching funds, ET will acquire approximately six replacement paratransit vehicles for use within the Everett Transit service area. ET also used previously approved FTA grants WA-03-0156-00 (approved March 2002) and gra	NULL	NULL	2010	Everett Transit	X	added as roadway component to existing BRT service projects to account for additional cost					program	
298	Renton Urban Shuttle Local Cir	Transit shuttle service trips within the City of Renton. Interconnects activity centers, major employers, regional transit routes and park and ride facilities. Cost represents 20 years total costs of operations.	[Not submitted]		2020	Renton	X						exempt	
1894	North Everett Transit Center	Provide space for approx. 6 buses and customer amenities in North Everett, in close proximity to Everett Community College. Project is in partnership with Sound Transit. Current FTA grant WA-90-X196 funds \$320,000 federal/\$80,000 local for construction. \$	NULL	NULL	2004	Everett Transit	X						completed	
3304	Totem Lake Transit Center/Evergreen Medical Center	Transit Center Totem Lake @ Evergreen Health Care	NE 128th St@Evergreen Health Care		2007	Sound Transit	X						completed	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3434	Bremerton Transportation Center	Bremerton Transportation Center is a multimodal transfer center located at the current Bremerton Ferry Terminal. Phase A/B/C/D will include such elements as expanded car holding, elevated transit deck, expanded waiting terminal, WSF tollbooths, terminal	Bremerton Ferry Terminal		2007	Kitsap Transit	X							completed
N/A	Pierce Transit Base Expansion	Expand the existing Pierce Transit base facility at South 96th Street and South Tacoma Way. This project will add additional vehicle storage, operational facilities and equipment.	So. 96th St @ South Tacoma Way	NULL		Pierce Transit	X							program
5365	Passenger Only Ferry: Bremerton-Downtown Seattle	Passenger Only Ferry - new route: Bremerton-Downtown Seattle	Bremerton	Downtown Seattle	2020	Agency not Identified		X	X	X	X	X	X	
5366	Passenger Only Ferry: Kingston-Downtown Seattle	Passenger Only Ferry - new route: Kingston-Downtown Seattle	Kingston	Downtown Seattle	2020	Agency not Identified		X	X	X	X	X	X	
5367	Passenger Only Ferry: Southworth-Downtown Seattle	Passenger Only Ferry - new route: Southworth-Downtown Seattle	Southworth	Downtown Seattle	2020	Agency not Identified		X			X	X	X	
5368	Passenger Only Ferry: Kirkland-UW	Passenger Only Ferry - new route: Kirkland-UW	Kirkland	UW	2020	Agency not Identified		X			X	X		X

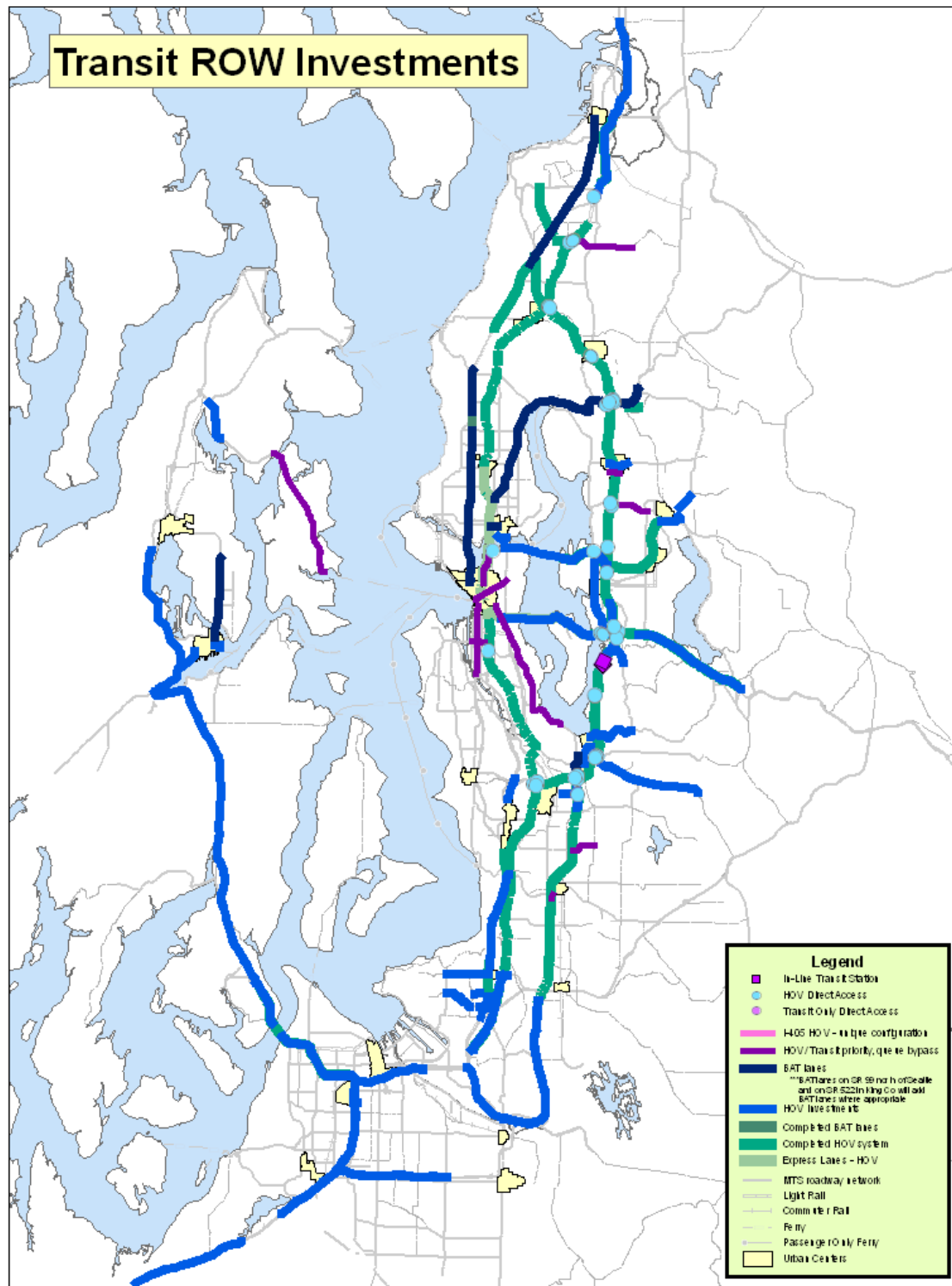
ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5369	Passenger Only Ferry: Bainbridge-Des Moines	Passenger Only Ferry - new route: Bainbridge-Des Moines	Bainbridge	Des Moines	2020	Agency not Identified		X			X	X		X
5370	Passenger Only Ferry: Port Orchard-Downtown Seattle	Passenger Only Ferry - new route: Port Orchard-Downtown Seattle	Port Orchard	Downtown Seattle	2020	Agency not Identified				X				X
5372	Passenger Only Ferry: Des Moines-Downtown Seattle	Passenger Only Ferry - new route: Des Moines-Downtown Seattle	Des Moines	Downtown Seattle	2020	Agency not Identified		X		X	X	X		X
5373	Passenger Only Ferry: Shilshole-Downtown Seattle	Passenger Only Ferry - new route: Shilshole-Downtown Seattle	Shilshole	Downtown Seattle	2020	Agency not Identified						X		X
5374	Passenger Only Ferry: Renton-Leschi	Passenger Only Ferry - new route: Renton-Leschi	Renton	Leschi	2040	Agency not Identified		X				X		X
5375	Passenger Only Ferry: Kenmore-UW	Passenger Only Ferry - new route: Kenmore-UW	Kenmore	UW	2020	Agency not Identified		X				X		X
5376	Passenger Only Ferry: Port Townsend-Downtown Seattle	Passenger Only Ferry - new route: Port Townsend-Downtown Seattle	Port Townsend	Downtown Seattle	2020	Agency not Identified		X	X	X	X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5377	Passenger Only Ferry: Vancouver B.C.-Downtown Seattle	Passenger Only Ferry - new route: Vancouver B.C.-Downtown Seattle	Vancouver B.C.	Downtown Seattle	2020	Agency not Identified		X	X	X	X	X		X
2478	Southworth POFF Terminal Expansion	Terminal expansion	[Not submitted]		2015	Kitsap Transit		X	X	X	X	X	X	
2480	Bremerton POFF Terminal Expansion	Terminal expansion	[Not submitted]		2010	Kitsap Transit		X	X	X	X	X	X	
3436	Annapolis Ferry Terminal	Purchase and improve existing passenger-only dock. Extend the dock 50 feet, provide ADA accessibility and build a larger float to accommodate both Bremerton ferries and smaller, fast POFs to Seattle.	Marine Drive and Olney Rd		2015	Kitsap Transit		X	X	X	X	X	X	
2485	Kingston POFF Terminal Construction	Terminal construction	[Not submitted]		2015	Kitsap Transit		X	X	X	X	X	X	
3308	Bainbridge Island Multimodal Center	Replace old ferry terminal to new multimodal terminal at Winslow.	Olympic Dr		2015	Kitsap Transit						X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5135	Colman Dock Hub	Make improvements to improve transfer opportunities between transit services, create clear routes and improved wayfinding, provide real-time transit rider information, and maximize fare integration. Transportation hubs and transit centers bring together regional and local transit service, as well as other transportation services. They are important points of transfer for passengers traveling from Seattle neighborhoods to regional destinations and for many neighborhood-to-neighborhood trips.	Marion St		2020	Seattle							X	
3415	Edmonds Terminal Relocation/Expansion Phase II	Phase II or relocation; people mover. See 4072 for the parking structure and Sounder Station.	[Not submitted]		2020	Edmonds			X	X				X
2483	Edmonds Terminal Relocation/Expansion Phase I	Bus/Rail connection, vehicle holding lanes, toll-booth, parking, ferry pier, slip and terminal relocation	[Not submitted]		2005	Edmonds			X	X				X
808	Mukilteo Multimodal Terminal	Develop new multimodal terminal at current location for rail, bus, ferry, pedestrian, bicycle; initial work on access from terminal to Paine Field Blvd Extension. See 4071 for Park and Ride portion.	Loveland Street	Cornelia Street	2015	WSDOT			X	X			X	
2486	Mukilteo Terminal Relocation/Expansion	Terminal relocation/expansion	Loveland	Cornelia St.	2015	WSDOT			X	X			X	

Ad. C Part 8: Transit-Supportive Shared Right-of-Way Investments

This map shows all capital investments in various rights of way that would improve transit speed and reliability. Part 4 of this Addendum tabulates these investments into each alternative.



App. C Part 9: Transit-Supportive Right of Way Investments Cross-Tabulation

Sorted by Sponsor.

Note that the Preferred Alternative was analyzed with a range of possible outcomes starting from a “Constrained” configuration (column “PA-C”) extending to the full Preferred Alternative (column “PA”).

This list was revised in response to comments and additional information received during the DEIS comment period. Comments in the “PA-C” and “PA” columns reflect the additional information. In some cases staff discovered that the project had entered construction or been recently completed (labeled “under construction” or “completed”). Certain investment outcomes were found to have been included in other projects (labeled “in XXXX” where XXXX denotes the other project) or duplicates (labeled “duplicate”). Finally, in the process of reaching a decision on the final plan, some investments included in the original five alternatives were excluded from the Preferred Alternative. Some of these projects were retained in a “concepts” list outside of the final plan (these are labeled “concepts” below). In some cases new investments were analyzed for the first time in the Preferred Alternative, making it possible that an investment will only have X’s in the PA-C and PA columns.

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4331	I-405 Corridor: SR 169 to I-90 (112th I/C P&R Exp, In-Line Station)	(c) Construct 112th I/C Park & Ride expansion and In-Line Station.	I-405 @ 112th I/C		2030	Agency not Identified			X		X	X	X	
4025a	Transit priority infrastructure for RapidRide BRT: A line	Improve RapidRide corridor - stations, real-time info sighs, transit signal priority and fiber communications	Federal Way Transit Center	Tukwila Light Rail Station	2010	Federal Way/ Tukwila		added as roadway component to existing BRT service projects to account for additional cost					X	
4024a	Transit priority infrastructure for RapidRide BRT: B line	Improve RapidRide corridor - stations, real-time info sighs, transit signal priority and fiber communications	Redmond Transit Center	Bellevue Transit Center	2011	Redmond/ Bellevue		added as roadway component to existing BRT service projects to account for additional cost					X	
5073	14th / 15th Ave UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Jackson St	Campus Parkway	2040	Seattle		X			X	X	X	
5075	15th AV NE UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Campus Parkway	65th Ave NE	2040	Seattle		X			X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5079	15th Ave NE / Pinehurst UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Northgate Way	145th St	2020	Seattle		X			X	X		X
5082	15th Ave S UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Jackson	S Roxbury St	2040	Seattle		X			X	X		X
5084	1st Ave N / Cedar UVTN	Make capital improvements to support 15 minute or better service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Denny and Queen Anne Ave	3rd and Cedar	2040	Seattle	X						X	
5087	1st Ave S UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Yesler St	S Spokane St	2020	Seattle		X			X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5088	23rd / 24th Ave UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Pacific Ave	Ranier Ave S	2020	Seattle	X						X	
5091	24th Av NW UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	NW 65th St	NW 85th St	2040	Seattle		X			X	X	X	
5094	25th Ave NE UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Campus Parkway	NE 65th St	2040	Seattle		X			X	X		X
5095	3rd Avenue UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Cedar St	Jackson St	2020	Seattle	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5097	4th AV S / Michigan / 1st Ave S Br / SR 99 Limited Stop UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	S Spokane St	South Park	2040	Seattle		X			X	X		X
5100	5th Ave N / Taylor / Ave N / Boston UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Denny and 5th Ave N	3rd Ave W and McGraw	2020	Seattle		X			X	X		X
5103	5th Ave NE UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	65th St NE	103rd St NE	2020	Seattle		X			X	X		X
5108	92nd St / 1st Ave NE UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	92nd and Meridian	Northgate LRT	2040	Seattle		X			X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5115	Beacon / Myrtle / Othello UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	12th and Jackson	East end of Othello	2020	Seattle		X			X	X		X
5126	Broadway UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Jackson St	Campus Parkway	2040	Seattle		X			X	X		X
5316a	BRT to Ballard Supporting Investments - U district along 45th to 24th Ave W	Improve RapidRide corridor - stations, real-time info signs, transit signal priority and fiber communications	UW Hub	Ballard (24th Ave W)	2020	Seattle		added as roadway component to existing BRT service projects to account for additional cost						X
5317a	BRT to Ballard Supporting Investments - U district to Roosevelt to 80th to 85th at I-5 to NW 24th Ave	Improve RapidRide corridor - stations, real-time info signs, transit signal priority and fiber communications	UW Hub	Ballard (24th Ave W)	2020	Seattle		added as roadway component to existing BRT service projects to account for additional cost						X
5131	California UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Admiral St	Fauntleroy	2040	Seattle		X			X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5137	Delridge UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Spokane St	S Roxbury St	2020	Seattle		X			X	X	X	
5141	Dexter / Nickerson UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Denny and Dexter	Fremont Bridge and Nickerson	2020	Seattle	X						X	
5146	E3 Transit Way Limited Stop UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	S King St	S Spokane St	2020	Seattle		X			X	X	X	
5152	Fairview UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Stewart	U District	2020	Seattle		X			X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5155	Green Lake / 65th UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	85th and Aurora	Roosevelt LRT	2040	Seattle		X			X	X		X
5156	Greenwood Ave N UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Fremont Bridge and Nickerson	NW 145th St (City Limits)	0	Seattle	X						X	
5160	Holman / NE 105th St / Northgate Way UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Crown Hill	Northgate LRT	2040	Seattle		X			X	X		X
5164	James or Yesler / 9th UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	3rd Ave	9th Ave	2040	Seattle		X			X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5165	Jefferson / Cherry UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	9th Ave	MLK Jr E	2020	Seattle		X			X	X		X
5166	Lake City Way UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Roosevelt LRT	145th St	2020	Seattle		X			X	X	X	
5171	Leary, 20th Ave NW UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	20th Ave and Market	14th Ave NW and Leary	2040	Seattle		X			X	X		X
5172	Leary, NW 39th St UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	14th Ave NW and Leary	Stone Way	2040	Seattle		X			X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5173	Madison / Marion UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Western Ave	6th Ave	2040	Seattle		X			X	X		X
5177	Market / N 46th St UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	32nd Ave NW	Stone Way	2020	Seattle	X						X	
5185	Montlake Ave UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Montlake Station	NE 45th St	2020	Seattle		X			X	X		X
5190	Morgan, 35th Ave SW, Roxbury UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Morgan Jct	S Roxbury St	2040	Seattle		X			X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5192	N 115 th St, Meridian Av UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	115th and Aurora	105th and Meridian	2040	Seattle		X			X	X		X
5194	N 45th or N 50 St UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Stone Way	University Ave	2020	Seattle	X						X	
5198	N/NE 40th or N/NE Pacific St. UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Stone Way	University Ave	2020	Seattle		X			X	X		X
5203	NE 45th St / Sand Point UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	University Ave	Princeton / Sand Point (NE 50th St)	2040	Seattle		X			X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5206	NE 65 St UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Roosevelt LRT	25th Ave NE	2040	Seattle		X			X	X		X
5210	Nickerson / 15 Ave W UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	15th Ave NW	Fremont Bridge	2040	Seattle		X			X	X		X
5216	NW 85th St UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	24th Ave NW	Aurora	2020	Seattle		X			X	X		X
5218	Olive / John / Thomas UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Summit	23rd	2040	Seattle		X			X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5219	Olive or Stewart or Virginia UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	1st	I-5	2020	Seattle		X			X	X		X
5220	Olympic / 10th Ave W / Gilman Dr W UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Denny and Queen Anne Ave	15th Ave NW	2040	Seattle		X			X	X		X
5222	Pacific St UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Montlake Station	U District	2020	Seattle	X						X	
5223	Pike / Pine UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	1st	Summit	2020	Seattle		X			X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5224	Pine / Union UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Summit	MLK	2020	Seattle		X			X	X		X
5226	Queen Anne Ave / McGraw / 3rd Ave W UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Denny	Nickerson	2040	Seattle		X			X	X		X
5227	Rainier / Rainier Beach UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	Jackson St	Henderson St	2020	Seattle	X						X	
4023a	Transit priority infrastructure for RapidRide BRT: C line	Improve RapidRide corridor - stations, real-time info signs, transit signal priority and fiber communications	West Seattle	Downtown Seattle	2011	Seattle		added as roadway component to existing BRT service projects to account for additional cost					X	
4022a	Transit priority infrastructure for RapidRide BRT: D line	Improve RapidRide corridor - stations, real-time info signs, transit signal priority and fiber communications	Ballard	Downtown Seattle	2012	Seattle		added as roadway component to existing BRT service projects to account for additional cost					X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5272	Wallingford / Meridian (NSCC) UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	85th and Aurora	Northgate LRT	2040	Seattle		X			X	X		X
5282	Yesler or Jackson UVTN	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops.	1st	MLK	2040	Seattle		X			X	X		X
4026a	Transit priority infrastructure for RapidRide BRT: E line	Improve RapidRide corridor - stations, real-time info signs, transit signal priority and fiber communications	Aurora Village	Downtown Seattle	2013	Seattle/ Shoreline		added as roadway component to existing BRT service projects to account for additional cost					X	
5526a	Transit priority infrastructure for RapidRide BRT: Burien to Renton(F line)	Improve RapidRide corridor - 10 stations, real-time info signs, transit signal priority and fiber communications - realize approx 10-15% running time improvement	Burien Transit Center	Renton Transit Center	2013			added as roadway component to existing BRT service projects to account for additional cost					X	
5494	SR 305 Transit Corridor Supporting Investments	Transit priority treatments on SR 305	Poulsbo	Bainbridge Ferry	2020	Poulsbo, Bainbridge Island, Kitsap County, Kitsap Transit		added as roadway component to existing BRT service projects to account for additional cost					X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5493	SR 303 Transit Corridor Supporting Investments	Transit priority treatments on SR 303	Silverdale	Bremerton	2020	Silverdale, Bremerton, Kitsap County, Kitsap Transit		added as roadway component to existing BRT service projects to account for additional cost					X	
5451	Ambaum Boulevard SW Corridor Study (SW 116th Street to SW 153rd Street)	Conduct study to determine current and projected requirements for Transit HOV/BAT capabilities, non-motorized upgrades for bicycle and pedestrian uses, center turn lane/left turn pocket additions and coordinated signalization enhancement for safety and volume improvement requirements. The study will identify locations of anticipated significant purchases of ROW and easements.	SW 116th Street	SW 153rd Street	2020	Burien		not part of DEIS						X
5517	Broadway Corridor Improvements	Widen to 5 lanes with bike lanes, sidewalks, new bridge. Transit signal priority.	SR 526	37th St.	2013	Everett		not part of DEIS						X
5516	148th Ave NE	Create third northbound through lane on 148th Ave NE from NE 22nd St to SR 520 eastbound on-ramp using primarily existing right turn lanes and modify SR 520 westbound on-ramp to allow HOV access. At NE 24th St and 148th Ave NE intersection add second left	NE 22nd St	SR 520 eastbound on-ramp	2020	Redmond		not part of DEIS					X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5492	112th Avenue (Puyallup/Lakewood) Transit Corridor Supporting Investments	Transit priority treatments on 112th Avenue			2030	Puyallup, Lakewood, Pierce County		not in DEIS					X	
5490	Meridian Avenue (Puyallup) Transit Corridor Supporting Investments	Transit priority treatments on 6th Avenue	176th St.	Downtown Puyallup	2030	Puyallup, Pierce County		not in DEIS					X	
5488	6th Avenue (Tacoma) Transit Corridor Supporting Investments	Transit priority treatments on 6th Avenue			2020	Tacoma		not in DEIS					X	
5486	Pacific Avenue (SR 7) Transit Corridor Supporting Investments	Transit priority treatments on Pacific Avenue	Ft Lewis	University Place	2020	Tacoma, Spanaway, Pierce County		not in DEIS					X	
5465	Transit priority infrastructure for Core or Swift BRT - 164th St	Transit priority infrastructure for Core or Swift BRT - 164th St. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	SR 99	SR 527	2030	Agency not Identified		added as roadway component to existing BRT service projects to account for additional cost					X	
5479	Transit priority infrastructure for Core or Swift BRT - 20th St US 2 to SR 9	Transit priority infrastructure for Core or Swift BRT - 20th St US 2 to SR 9. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	US 2	SR 9	2040	Agency not Identified		not in DEIS						X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5477	Transit priority infrastructure for Core or Swift BRT - 228th St Edmonds Ferry, SR 104, 228th, 236th, 228th to SR 9	Transit priority infrastructure for Core or Swift BRT - 228th St Edmonds Ferry, SR 104, 228th, 236th, 228th to SR 9. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Edmonds Ferry	SR 9	2040	Agency not Identified		not in DEIS						X
5481	Transit priority infrastructure for Core or Swift BRT - 35th Ave SE Bothell to Everett	Transit priority infrastructure for Core or Swift BRT - 35th Ave SE Bothell to Everett. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Downtown Bothell	Everett	2040	Agency not Identified		not in DEIS						X
5464	Transit priority infrastructure for Core or Swift BRT - Airport Rd to Cathcart Way (Everett, Sno Co, Mill Creek)	Transit priority infrastructure for Core or Swift BRT - Airport Rd to Cathcart Way. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	SR 526	SR 9	2030	Agency not Identified		added as roadway component to existing BRT service projects to account for additional cost					X	
5483	Transit priority infrastructure for Core or Swift BRT - I-5 Smokey Point to King County	Transit priority infrastructure for Core or Swift BRT - I-5 Smokey Point to King County. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Smokey Point	King County	2040	Agency not Identified		not in DEIS						X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5463	Transit priority infrastructure for Core or Swift BRT - Mukilteo Speedway	Transit priority infrastructure for Core or Swift BRT - Mukilteo Speedway. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Mukilteo Ferry	I-405	2040	Agency not Identified		added as roadway component to existing BRT service projects to account for additional cost						X
5462	Transit priority infrastructure for Core or Swift BRT - Smokey Point Corridor	Transit priority infrastructure for Core or Swift BRT - Smokey Point Corridor. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Everett Station	SR 531	2030	Agency not Identified		added as roadway component to existing BRT service projects to account for additional cost					X	
5485	Transit priority infrastructure for Core or Swift BRT - SR 522 Monroe to Bothell	Transit priority infrastructure for Core or Swift BRT - SR 522 Monroe to Bothell. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Monroe	Bothell	2040	Agency not Identified		not in DEIS						X
5461	Transit priority infrastructure for Core or Swift BRT - SR 524 (196th, Filbert) from ferry to SR 527	Transit priority infrastructure for Core or Swift BRT - SR 524 (196th, Filbert) from ferry to SR 527. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Edmonds Ferry	SR 527	2030	Agency not Identified		added as roadway component to existing BRT service projects to account for additional cost					X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5460	Transit priority infrastructure for Core or Swift BRT - SR 526 from SR 525 to I-5	Transit priority infrastructure for Core or Swift BRT - SR 526 from SR 525 to I-5. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	SR 525	I-5	2040	Agency not Identified		added as roadway component to existing BRT service projects to account for additional cost						X
5467	Transit priority infrastructure for Core or Swift BRT - SR 527 Downtown Bothell to SR 526/I-5	Transit priority infrastructure for Core or Swift BRT - SR 527 Downtown Bothell to SR 526/I-5. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Downtown Bothell	SR 526/I-5	2030	Agency not Identified		not in DEIS					X	
5471	Transit priority infrastructure for Core or Swift BRT - SR 528 I-5 to SR-9	Transit priority infrastructure for Core or Swift BRT - SR 528 I-5 to SR-9. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	I-5	SR 9	2040	Agency not Identified		not in DEIS						X
5469	Transit priority infrastructure for Core or Swift BRT - SR 531 I-5 to downtown Arlington	Transit priority infrastructure for Core or Swift BRT - SR 531 I-5 to downtown Arlington. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	I-5	Downtown Arlington	2040	Agency not Identified		not in DEIS						X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5475	Transit priority infrastructure for Core or Swift BRT - SR 9 Bothell to Arlington	Transit priority infrastructure for Core or Swift BRT - SR 9 Bothell to Arlington. To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Downtown Bothell	Arlington	2040	Agency not Identified		not in DEIS						X
5473	Transit priority infrastructure for Core or Swift BRT - US 2 Everett to Monroe (via Ave D and 2nd St in Snohomish)	Transit priority infrastructure for Core or Swift BRT - US 2 Everett to Monroe (via Ave D and 2nd St in Snohomish). To provide speed and reliability for transit. May include BAT lanes, signal priority, stations, queue-jumps, etc.	Everett	Monroe	2040	Agency not Identified		not in DEIS						X
3477	Bellevue Way HOV Lanes and Transit Priority	HOV lanes addition and transit priority	South Bellevue P&R	I-90	2020	Bellevue		X	X	X	X	X	X	
2399	Woodinville Dr	This project includes adding a Business Access Transit (BAT) lane on both direction and sidewalk	SR 522	Kaysner Way	2010	Bothell		X	X	X	X	X	concept	
621	Evergreen Way Transit HOV Treatments	Design, construct transit priority HOV enhancements. See also ST (Potential ST2 N11) and WSDOT (#1710) projects which overlap this; PSRC assumption is that the BAT lanes will go the entire extent of this ST project but there may be multiple sponsors on different segments for implementation.	Madison Street	Airport Road	2010	Everett		X	X	X	X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2100	16th Ave S	HOV	SR 99	SR 18	2030	Federal Way		X	X	X	X	X	removed	
3660	City Center AccessPhase 4A: S 320th St @ I-5 I/C HOV lanes	Add two HOV lanes and widen existing bridge structure to the south with HOV lanes on S 320th St from 25th Ave S to 32nd Ave S, retrofit to current standards existing HAL loop ramp, modify existing ramps, add CD lane.	S 320th St @ I-5 I/C		2015	Federal Way		X	X	X	X	X	X	
2008	S 320th St	HOV	8th Ave S	SR 99	2011	Federal Way		X	X	X	X	X	X	
2012	S 320th St	HOV	1st Ave S	8th Ave S	2012	Federal Way		X	X	X	X	X	X	
1905	S 348th St	Add HOV lanes, raised median, underground utilities	9th Ave S	SR 99	2008	Federal Way		X	X	X	X	X	completed	
2019	S 348th St	HOV	1st Ave S	9th Ave S	2030	Federal Way		X	X	X	X	X	X	
2013	SW 320th St	HOV	1st Ave S	21st Ave SW	2030	Federal Way		X	X	X	X	X	removed	
2022	SW Campus Dr (SW336th/S 348th St)	HOV, major widening (6 lanes)	1st Ave S	21st Ave SW	2030	Federal Way		X	X	X	X	X	removed	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2027	W Valley Hwy	Widen Washington Ave (SR-181) to seven lanes (two general purpose lanes in each direction, one HOV lane in each direction, plus turn lanes), from Harrison St to SR-516 (Kent-Des Moines Rd), and four lanes S to the Green River Bridge, and modify the existing traffic signal systems at the intersections of Wa Ave at W Meeker St and Kent-Des Moines Rd. Project will include the construction of full-width paving, concrete curbs, gutters and 10-foot wide sidewalks/bicycle-ways, street lighting, storm drainage, bike paths, landscaping, utilities and appurtenances. Improvements from Harrison St to James are limited to curbs, gutters, sidewalks and drainage.	James Street	Green River Bridge	2006	Kent		X	X	X	X	X	removed	
2282	SE 212th Wy/SE 208th St	Widen to Six Lanes--Turn Channels--Provide Transit/HOV Preferential Treatment/Operating Improvements--Construct Bike Lane	SR 167	Benson Rd/SR 515	2022	King County/Metro		X	X	X	X	X	duplicate	
443	NE 124th St	New HOV lanes	116th Ave NE	132nd PL NE	2020	Kirkland		X	X	X	X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2415	NE 124th St	This project will provide WB NE 124th St to NB I-405 transit/HOV queue by-pass. It calls for approximately 500 ft of new travel lane and signal modifications to allow the queue jump by transit and HOV.	@I-405 WB		2010	Kirkland		X	X	X	X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
1308	Central Renton Transit Corridor - Rainier Ave S (SR 167): S Grady Way to S 2nd St	This project consists of reconfiguration of Rainier Ave S to accommodate Business Access and Transit (BAT) lanes specifically for use by transit, vehicles entering and exiting businesses and for right turn use at intersections. The BAT lanes will extend from S Grady Way to S 3rd St in the northbound direction and S 2nd St to Grady Way S in the southbound direction. The project will also install traffic signalization (including signal preemption), landscaped medians, rebuild curb/gutter, install a stormwater bypass system along Shattuck Ave S, widen sidewalks, add planted pedestrian buffer between traffic lanes and the sidewalks, add pedestrian scale lighting, install textured and colored pavement at intersections. This project will complete the 0.85 miles corridor between SR-167 and SR-900.	Grady Way	S 3rd St.	2012	Renton		X	X	X	X	X	X	
2347	Logan Ave N / N 6th St	HOV improvements, sidewalks	S 3rd St	Park Dr	2020	Renton		X	X	X	X	X	X	
2341	Park Dr-Sunset Blvd	HOV lane (Garden Ave to I-405). Construct HOV operational improvements.	Garden Ave	Duvall Ave NE	2020	Renton		X	X	X	X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4165	SW 27th St/Strander Blvd Ph 2	Extend SW 27th St as a five lane arterial between East Valley Hwy and Oaksdale Ave SW, including transit queue jumps at Lind. Construct HOV lanes on SW 27 S. ST FINANCIAL PARTNER CAPPED AT \$4M.	Oaksdale Ave SW	East Valley Rd	2011	Renton		X	X	X	X	X	X	
5187	Montlake Blvd NE HOV Lane	Extend HOV lane on s/b Montlake Blvd to increase speed of HOV vehicles and encourage new transit service	NE Pacific Place	25th Ave NE	2020	Seattle		X	X	X	X	X	X	
5205	NE 45th St Corridor BAT Lanes	Add westbound BAT Lane	7th Ave NE	Univ. Way NE	2020	Seattle		X	X	X	X	X	X	
5209	NE Pacific St Corridor Improvements	Extend existing e/b HOV lane to 15th Ave NE and widen Burke Gilman Trail	Burke Gilman Trail	Montlake Blvd	2030	Seattle		X	X	X	X	X	X	
1031	15th Ave NE (Fircrest Vicinity)	Roadway safety and operations, new signal at NE 150th St, Transit transfer upgrade (bus stop improvements such as nice shelter) at SR-523, new x-walk at NE 152nd St.	NE 147th Street	NE 152ND ST	2007	Shoreline		X	X	X	X	X	exempt	
1028	N 175th St	Roadway and pedestrian improvements (additional center left turn lane), sidewalks, signal improvement at Meridian Ave N, transit transfer upgrade at Meridian	MERIDIAN AVE N	SR 99	2017	Shoreline		X	X	X	X	X	X	
1298	Tukwila International Blvd / S 116th St	Design and construct widening on SR-99 and SR-599 for HOV and queue jump	Duwamish Bridge	SR 599	2010	Tukwila		X	X	X	X	X	removed	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3476	Avondale Rd SB HOV Lane and Transit Priority	SB HOV lane addition and transit priority	Novelty Hill Rd	Avondale Way	2020	WSDOT		X	X	X	X	X	X	
3472	Coal Creek Parkway	HOV lane addition and transit priority	Forest Drive	I-405	2020	WSDOT		X	X	X	X	X	X	
4508	Lea Hill Capacity	New roadway capacity and transit services from Lea Hill to other areas of Auburn.	-		2030	Auburn			X					X
3619	Downtown Bremerton Pedestrian/Bremerton Transit Center Access Improvements	Construct a two-lane, one-directional tunnel for ferry traffic egress, and reconfigure and reconstruct the surface alignments of Burwell Street (between Warren and Pacific Ave), Pacific Ave (between 1st St. and Burwell St), and 1st St to accommodate ferry	Warren Ave, 1st St, Pacific (respectively)	Pacific Ave, Burwell St, Burwell St (respectively)	2009	Bremerton	X						completed	
265	E Lake Sammamish Pkwy	This project includes widening to four/five lanes, interconnecting traffic signals, constructing curb, gutter, sidewalk, and bike lane, and providing transit/HOV preferential treatment/operating improvements	SE 56th St	I-90	2011	Issaquah	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4544	I-90 Corridor Arterial HOV queue jumps	Will improve speed and reliability of transit and other HOV modes and, therefore, increase ridership and decrease SOV travel. Travel time savings past congestion points will create an incentive to use van- and car-pools, jitneys and buses to access transit centers, I-90 HOV lanes and local activity and employment centers, and provide a synergy for those centers to develop as desired.	Areas north and south of Issaquah to I-90 and to the Issaquah transit center	I-90	2018	Issaquah			X		X	X	X	
2007	S 272nd St	Major Widening Phase I (including HOV, sidewalks and bike lanes)	Military Rd	Pacific Hwy S.	2010	Kent			X				X	
141	31st Ave SW	Widen 31st Ave SW between S Meridian/SR 161 to SR-512 westbound ramp including widening 31st Avenue SW overpass across SR-512, signal modifications, addition of curb, gutter, sidewalks, and shared bike lanes, and add transit signal priority.	SR 512 off ramp	S Meridian/ SR 161	2005	Puyallup	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
494	Shaw Rd	Widen Shaw Road from 2 lanes to 5 lanes to include curb, gutter, sidewalk, shared bike lanes, transit signal priority, and street lighting. This project is critical as the other portion of Shaw Road connecting E Main and E Pioneer is currently under construction and will be completed by 2010. As a parallel route to S Meridian/SR 161, Shaw Road improvements would also help ease the traffic congestion along S Meridian/SR 161.	E Pioneer	39th Ave SE	2004	Puyallup			X		X		X	
3664	Redmond Way HOV Treatments	Construct HOV treatments such as queue jumps and signal priority from SR 520 to East Lake Sammamish Pkwy.	SR 520	E Lake Sammamish Pkwy	2030	Redmond			X					X
4152	1st Avenue South Corridor Improvements	Multimodal corridor improvements. Some combination of: a) operational improvements such as signal interconnection and transit priority along the length of the corridors, which serve urban centers; b) transit queue jumps or lanes in some locations (primarily using existing ROW); c) bicycle and pedestrian facilities within and connecting to regionally designated urban centers.	Jackson St	South Graham Street	2012	Seattle			X		X		exempt	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5127	Broadway/10th Ave E Corridor Improvement	Reconstruct full corridor in concrete; sidewalk, driveway and curb ramp improvements. Emergency vehicle preempt at all signals, Transit Signal Priority and queue jumps as needed, CCTV at Roanoke, upgrade lighting and signal equipment. New tree pits as space allows.	E Yesler	E Roanoke	2030	Seattle			X		X		exempt	
176	Lake City Way Multimodal	Ped safety/access to transit will be enhanced by sidewalk enhancements and completion of the sidewalk system where feasible. Main elements include: addition of NB BAT lane (NE 135th St. to NE 130th St. and NE 123rd St. to NE Northgate Way); expansion of W side of roadway (NE 123rd to NE Northgate Way); construct sidewalks on W side (NE 123rd St. to NE Northgate Way); and bus stop improvements at 24th Ave. NE. WSDOT will contribute to resurfacing on the I-5 to 12th Ave. NE segment.	NE 145th St	I-5	2010	Seattle	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4153	Madison Street Corridor Improvements	Multimodal corridor improvements. Some combination of: a) operational improvements such as signal interconnection and transit priority along the length of the corridors, which serve urban centers; b) transit queue jumps or lanes in some locations (primarily using existing ROW); c) bicycle and pedestrian facilities within and connecting to regionally designated urban centers.	1st Avenue	23rd Av E	2012	Seattle			X		X		exempt	
4155	Northgate Way Corridor Improvements	Multimodal corridor improvements. Some combination of: a) operational improvements such as signal interconnection and transit priority along the length of the corridors, which serve urban centers; b) transit queue jumps or lanes in some locations (primarily using existing ROW); c) bicycle and pedestrian facilities within and connecting to regionally designated urban centers.	Meridian Av NE	15th Av NE	2010	Seattle			X		X		exempt	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4154	Rainier Avenue South Corridor Improvements	Multimodal corridor improvements. Some combination of: a) operational improvements such as signal interconnection and transit priority along the length of the corridors, which serve urban centers; b) transit queue jumps or lanes in some locations (primarily using existing ROW); c) bicycle and pedestrian facilities within and connecting to regionally designated urban centers.	South Jackson St.	South City Limits	2012	Seattle			X		X		exempt	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
958	Spokane Street Viaduct	Widening, bridge strengthening and seismic improvements. Improve transit operations and access to the Port of Seattle by: a) removing and replacing traffic signal controllers; b) installing a full signal interconnect; c) providing loops for signal actuation; d) providing left turn lanes at 6th Ave S and at 4th Ave S; e) providing spot pavement resurfacing; f) providing transit a separate turn lane; g) installing a video system to monitor traffic in the corridor and on the viaduct; h) providing U-Turn facilities for trucks; i) improving signing to Port of Seattle facilities; j) improving x-walls; k) connecting signals to the central traffic computer, and; l)proving landscaping enhancements.	I-5	SR 99	2010	Seattle	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4263	Spokane Street Viaduct 4th Avenue Off-Ramp	Construct an off-ramp from the eastbound S. Spokane St Viaduct connecting to 4th Avenue South. The new ramp will help relieve congestion by providing a grade-separated route over three Burlington Northern-Santa Fe rail lines. The ramp will help relieve congestion by providing an alternate route over the rail lines and helping redistribute traffic across the arterial network, making more efficient use of local street capacity to help move regional traffic. The ramp will be part of a continuous HOV connection from West Seattle to the Seattle CBD and will also provide significant mitigation for the Alaskan Way Viaduct Project by providing an alternate access to I-5, I-90 and the Seattle CBD when SR 99 is closed for construction.	EB Spokane St. Viaduct	4th Ave S.	2010	Seattle	X						X	
4010	Mukilteo Multimodal Terminal & Commuter Rail Pedestrian Connections	Construction of a pedestrian bridge at the Mukilteo Commuter Rail Station linking two commuter rail platforms located on either side of the BSNF tracks with the Sounder Commuter Rail Station.	Dept. of Defense Tank Farm	Mukilteo waterfront	2020	Sound Transit	X						exempt	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3572	Totem Lake Freeway Station/NE 128th	New I-405 overpass connecting N.E. 128th St. and adding direct access to/from the NB and SB I-405 HOV lanes, serving the Totem Lake area of Kirkland incl. Kingsgate P & R and the proposed Totem Lake Transit Ctr. on the Evergreen Hospital campus.	I-405 @128th St NE		2007	Sound Transit	X						completed	
3557	Tukwila Station Access with 156th St to 16th Ave S Link	The project will construct approximately 1500 feet of new roadway, curb, gutter and sidewalks, and rail bridges to pass under the BNSF and UP tracks; connecting S 156th St in Tukwila to 16th Ave in Renton. Projects 4051 and 4080 describe the accompanying rail station (for Sound Transit and Amtrak) and Park & Ride facilities. Express bus and light rail may also serve the site.	156th St	16th Ave S	2020	Tukwila			X				X	
4324	I-405 Corridor: SR 169 to I-90 (112th St I/C component)	(g) Modify or rebuild 112th St I/C (to accommodate future flyer stop and park & ride expansion)	2020	I-405 @ 112th St I/C	I-405 @ 112th St I/C	WSDOT				X	X		see 4323	
4091	I-5 @ 272nd Street Interchange	Reconstruct the S. 272nd Street I/C. Current concept is for a SPUI, This project includes a flyer stop.	2030	S 272nd I/C	I-5	WSDOT			X	X	X		X	

Addendum C Part 10: Park and Ride Strategies

The alternatives analysis tested different approaches to future Park and Ride investments. Park and Ride investment inclusion in the various alternatives appears below.

This list was revised in response to comments and additional information received during the DEIS comment period. Comments in the “PA-C” and “PA” columns reflect the additional information. In some cases staff discovered that the project had entered construction or been recently completed (labeled “under construction” or “completed”). Certain investment outcomes were found to have been included in other projects (labeled “in XXXX” where XXXX denotes the other project) or duplicates (labeled “duplicate”). Finally, in the process of reaching a decision on the final plan, some investments included in the original five alternatives were excluded from the Preferred Alternative. Some of these projects were retained in a “concepts” list outside of the final plan (these are labeled “concepts” below). In some cases new investments were analyzed for the first time in the Preferred Alternative, making it possible that an investment will only have X’s in the PA-C and PA columns.

Note also that in cases where no sponsor is identified an operating agency or other jurisdiction would need to take sponsorship to realize the project.

Sorted first by original sponsor then by title.

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4082	New Station in North Sumner	Construct a new Sounder station including station facilities, bus boarding area, and a surface parking lot with up to 400 stalls upon completion.	SW of East Valley Hwy / 8th St E @ BNSF RR (Sumner)		2040	Sound Transit			X	X		X		X
4080	Permanent Station at Tukwila	Build permanent station facilities, bus loading area, and new parking facilities (400 new stalls) for a total of 620 stalls at the station upon completion. See also 3557 for Tukwila street access project.	Longacres Way @ BNSF RR (Tukwila)		2015	Sound Transit	X						X	
4048	Everett Station	Final phase of multimodal station, including 770 parking stalls, pedestrian bridge over tracks, pedestrian access plazas on both sides of tracks, and operations building. Part of structure was completed by the City of Everett and Sound Transit will be fi	32nd St @ Smith Ave (Everett)		2008	Sound Transit	X						completed	
4053	Lakewood Station	Multimodal station with 620-stall parking garage, bus transit center, commuter rail platform	Pacific Hwy SW near 47th Ave SW @ BNSF RR		2012	Sound Transit	X						completed	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4071	Parking Garage at Mukilteo Sounder Station	Joint Development of a garage at the Mukilteo Sounder station. ST to provide funding to construct up to 130 additional structured parking stalls for Sounder riders in a joint-use parking garage developed as part of Washington State Ferries' Mukilteo Landing multimodal terminal project. See 808 for main terminal project.	First St E of SR 525 (Mukilteo)		2023	Sound Transit	X						X	
4072	New Permanent Sounder Station at Edmonds Crossing	This project would relocate the interim station at Edmonds to the permanent location and expand parking by up to 300 structured stalls for Sound Transit riders, in conjunction with Washington State Ferries' Edmonds Crossing multimodal terminal project. COST INCLUDES SOUND TRANSIT PORTION OF PROJECT ONLY.	11400 Block Admiral Way @ BNSF RR		2023	Sound Transit	X						X	
4056	Transit Center and Parking Garage (Bothell)	Construct a transit center/park-and-ride with up to 400 stalls in the vicinity of SR 527/Bothell Way NE and NE 185th Street in downtown Bothell	SR 527@NE 185th St.		2040	Bothell		X	X	X	X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4128	Highline Community College Intermodal Transit Facility and Parking Garage	Construct a Transit Center with bus layover to facilitate a potential Bus Rapid Transit route on SR 99 in south King County. In addition, the project will construct a parking garage with up to 500 stalls that will provide commuter parking, vanpool and carpool stalls as well as joint use parking for Highline Community College students and staff.	South 240th Street@SR 99 South		2012	King County/Metro	X						X	
4059	Parking Garage at South Kirkland Park-and-Ride	Construct parking garage for a 850 stalls upon completion.	NE 38th St @ 108th Ave NE		2027	King County/Metro			X	X		X	X	
1011	LEASED PARK & RIDE LOT PROGRAM	Maintain existing small lots and open new couple lots (apprx. less than 200 stalls)	Throughout County		2030	King County/Metro		X	X	X	X	X	exempt	
3601	Burien Transit Oriented Development/ Park and Ride Expansion	117 additional stalls. This project will assist in meeting the City's goals by constructing a 550-stall transit-oriented development (TOD) Facility that will occupy 50% less land than the present 385-stall park and ride surface lot. \$12.5m contribution	Burien P & R		2011	King County/Metro		X	X	X	X	X	X	
2665	Kennydale P&R	400 new stalls	I-405		2030	King County/Metro			X	X		X		X
3584	Eastgate Park and Ride Expansion	250 new stalls.	Eastgate P & R		2030	King County/Metro			X	X		X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5393	Issaquah Park and Ride Expansion	1000 new stalls	I-90@Issaquah P & R		2030	King County/Metro			X	X	X			X
2342	New P&R Lot- Renton East Highlands	Construct new lot.	SR 900	Duvall (138th Ave SE)	2020	Renton		X			X	X		X
3597	Shoreline Park and Ride TOD	Replace existing 385 , and add additional 200, for a total of 585 stalls in parking structure supporting new mixed use housing development. In King County TOD Workplan to issue 2010 RFP seeking deve	Shoreline P&R at 18821 Aurora Ave. N.		2013	King County/Metro			X	X		X	X	
4407	I-405 Corridor: SR 522 to I-5 (Lake Forest Park vicinity P&R expansion)	Park & Ride: (n) Lake Forest Park at Bothell Way and SR 104 vicinity park & ride capacity expansion (+300 spaces),	at Bothell Way and SR 104 vicinity		2030	Agency not Identified			X	X		X		X
4331	I-405 Corridor: SR 169 to I-90 (112th I/C P&R Exp, In-Line Station)	(c) Construct 112th I/C Park & Ride expansion and In-Line Station.	I-405 @ 112th I/C		2030	Agency not Identified			X		X	X	X	
2589	SR 305 / SR 307 / SR 3 (OLHAVA) P&R	800 new stalls	SR 305	SR 305 / SR 307 / SR 3	2015	Kitsap Transit		X			X	X	X	
2574	SR 304 (Bremerton) P&R (Gateway)	400 new stalls (At 6th and Montgomery)	Central Kitsap	SR 304	2015	Kitsap Transit		X			X	X	X	
2575	SR 303 (North of Bremerton) P&R (Riddell)	300 new stalls	Central Kitsap	SR 303	2015	Kitsap Transit		X			X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2576	(Silverdale) P&R	200 new stalls - changed location... now at Silverdale P&R above the mall in DT Silverdale.	Central Kitsap	SR 3	2015	Kitsap Transit		X			X	X	X	
2577	SR 3 / SR 16 P&R	250 new stalls (intercept lot)	Central Kitsap	SR 3 / SR 16	2015	Kitsap Transit		X			X	X	X	
2585	SR 3 / SR 303 P&R (N Silverdale)	300 new stalls (upper Silverdale)	Central Kitsap	SR 3 / SR 303	2030	Kitsap Transit		X			X	X	X	
2582	SR 16 P&R (Mullenix)	250 new stalls (Vanpool lot... no busses)	South Kitsap	SR 16	2015	Kitsap Transit		X			X	X	X	
3603	SR 104 Port Gamble Park and Ride Expansion	250 Stalls total	SR 104@Port Gamble		2030	Kitsap Transit		X			X	X	X	
3602	SR 104 Kingston Park and Ride Expansion	100 additional stalls (350 total)	SR 104@Kingston		2030	Kitsap Transit		X			X	X	X	
3604	SR 16/SR 160 or at SR 16/SR 166 Park and Ride Expansion	250 Stalls total	SR 16/SR 160@Port Orchard or at SR 16@SR 166		2015	Kitsap Transit		X			X	X	X	
2592	Bonney Lake P & R	350 new stalls	Valley	SR 410	2030	Pierce Transit		X			X	X		X
2594	Dupont P&R	250 new stalls	I-5@Steilacoom Rd.		2030	Pierce Transit		X			X	X		X
2596	South Hill P & R	433 new stalls	Valley	SR 512 / SR 161	2030	Pierce Transit		X			X	X		X
2602	SR 512 / SR 7 (Parkland) P&R	550 new stalls	Vicinity SR 512@SR 7		2030	Pierce Transit			X		X	X		X
2606	Fife I-5 P&R	1000 new stalls	I-5 Central		2030	Pierce Transit			X		X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3582	Purdy Crescent Park and Ride Expansion	375 new stalls.	Purdy Crescent P & R		2030	Pierce Transit		X			X	X		X
3654	North Snohomish Co. Park & Ride #2 (Arlington/Smokey Point)	Create a new Park and Ride facility with approximately 350 stalls, bus bays and layover space, DART transfer space, platform with customer shelters, lighting, bike lockers & racks, information kiosks, driversÆ restroom/utility building, pedestrian walkway	172nd in Smokey Pt		2009	Community Transit		X			X	X	X	
4007	Everett Station Parking Structure	Structured parking for up to 900 vehicles at Everett Station. Separate from Multimodal station with ST and Everett, this provides additional parking on E side of tracks in a separate structure.	33rd Street	35th Street	2010	Everett			X	X	X	X		X
2599	SR 16 Peninsula Park and Ride	New Park and Ride with up to 600 stalls west of SR 16 south of Wollochet Dr. on the Gig Harbor peninsula.	Peninsula	SR 16	2022	Approved	X						X	
4081	Parking Garage at Auburn Station	Construct up to 600 parking stalls in a new structure for a net increase of up to 500 parking stalls, and up to 1,100 stalls upon completion.	23 A St (Auburn)		2015	Sound Transit	X						X	
3594	South Bellevue Park and Ride Expansion	900 additional stalls, 1400 total stalls.	I-90@South Bellevue P & R		2020	Sound Transit	X						X	
2640	S. 200th Park and Ride	630 new stalls	I-5 South		2020	Sound Transit	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2644	Kent Station P&R	450 new stalls (1,550 total after completion)	SR 167		2023	Sound Transit	X						X	
4079	Surface Parking Expansion at Tacoma Dome Station	Construct a new surface parking lot with up to 300 stalls, for a total of 2,700 stalls upon completion.	605 Puyallup Ave (Tacoma)		2023	Sound Transit	X						X	
4083	Parking Garage and Pedestrian Bridge at Sumner Station	Construct a new multilevel parking structure with up to 400 stalls and a pedestrian bridge, for a total of up to 700 stalls upon completion.	810 Maple St (Sumner)		2015	Sound Transit	X						X	
4084	Parking Garage and Pedestrian Bridge at Puyallup Station	Expand parking by building a multilevel parking structure and a surface parking lot (600 new stalls) for a total of up to 900 stalls upon completion.	131 W Main St (Puyallup)		2015	Sound Transit	X						X	
4085	Parking Garage and Pedestrian Bridge at South Tacoma Station	Construct a new multilevel parking structure (400 new stalls) for a total of up to 600 stalls upon completion.	S 56th St & Washington St (Tacoma)		2023	Sound Transit	X						X	
4086	Parking Garage at Lakewood Station (Alternative)	Construct a new multilevel parking structure with up to 600 stalls adjacent to the planned Lakewood Sounder Station parking garage on property currently owned by Sound Transit, for a total of up to 1,000 1,200 stalls upon completion.	Pacific Hwy SW near 47th Ave SW @ BNSF RR		2023	Sound Transit	X						X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2627	Marysville P&R	250 new stalls split between Marysville 4th Street #1 and Marysville 4th Street #2 P&Rs	North Snohomish	I-5	2009	WSDOT	X						X	
2628	SR 9 / SR 2 / Lake Stevens P&R	350 new stalls	SE Snohomish	SR 9 / SR2	2010	WSDOT	X						X	
4067	Parking Garage at Lynnwood Transit Center	Construct parking structure with 500 stalls upon completion	202nd St SW @ 46th Ave W		2023	Sound Transit	X						X	
1852	S Everett Freeway Station/ 112th SE	HOV Direct-Access Ramps @ 112th St SE and direct Park and Ride lot (up to 400 stalls) in I-5 median and flyer stop for transit.	I-5 @ 112th St SE vicinity (Silver Lake)		2008	Sound Transit	X						completed	
3653	Cedar @ Grove P & R	Construct new 200 stall Park and Ride at intersection of Cedar and Grove Streets in Marysville	Cedar @ Grove		2012	Community Transit	X						completed	
2614	I-5, Mountlake Terrace P&R	500 new stalls: 5 story parking garage on existing lower (west) parking lot.	SW Snohomish County	I-5	2008	Community Transit	X						completed	
2366	Issaquah Transit Center	Build new transit center or expand existing park and ride lot to include transit center (building over 800 parking stalls in a garage; don't know what net addition is above current surface parking).	Newport Wy	NW Maple	2008	Sound Transit	X						completed	
2370	Mercer Island Park-and-Ride/N Mercer Way	Transit Center and Park and Ride with up to 247 new stalls	North Mercer and 80th Ave SE		2007	Sound Transit	X						completed	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2571	Harper Church - Sedgwick Road P&R	624 stalls upon completion.	South Kitsap	SR 160	2007	Kitsap Transit	X							completed
2639	Federal Way Transit Center/Parking Structure	Transit Center and up to 1200 new stalls HAS ABSORBED PROJECT 2014	23rd Ave @ S 317th		2006	Sound Transit	X							completed

Addendum D: System Management Strategies

Addendum D Part 1: Transit-Supportive ITS Investments in the Core (applied in all action alternatives)

Title	Need	From	To	On or In
ITS Corridor with TSP	CT Emphasis Corridor RSSH Tier 2	Lakewood Road	SR9	SR531
ITS Corridor with TSP	CT Emphasis Corridor, ET Congested Corridor, Principal Arterial through Marysville, RTOC Designated Corridor	140 th Street NE	SR99	Smokey Point Blvd/State Avenue/SR529/North Broadway
ITS Corridor with TSP	CT Emphasis Corridor RSSH Tier 1	State Avenue	SR9	SR528
ITS Corridor with TSP	ET Congested Corridor, Port of Everett Key Route, Principal Arterial, T1 & T2 Freight Route, RTOC Designated Corridor RSSH Tier 1	I-5	I-5 (loop)	Marine View Drive/SR529/Everett Avenue
ITS Corridor with TSP and ATM hard Shoulder Running on the Trestle	ET Congested Corridor, CT Emphasis Corridor, Principal Arterial, T1 & T2 Freight Route MTS/HSS	West Marine View Drive	Lake Stevens Road	Pacific Avenue/Maple Street/US2
ITS Corridor with TSP	ET Congested Corridor, SnoCo Cities Identified Corridor, Principal Arterial, T1 Freight Route RSSH Tier 1 HSS, RTOC Designated Corridor	SR529	Downtown Seattle	SR99
ITS Corridor with TSP	CT Emphasis Corridor, Principal Arterial HSS	Ferry Terminal	I-5	Mukilteo Speedway/SR 525
ITS Corridor with TSP	ET Congested Corridor MTS	Airport Road	19 th Avenue SE/SR527	112 th Street
ITS Corridor with demand response and TSP	CT Emphasis Corridor, ET Congested Corridor, Principal Arterial, T2 Freight Route RSSH Tier 1, RTOC Designated Corridor	I-5	SR522 (Bothell)	SR527
ITS Corridor with TSP	CT Emphasis Corridor, ET Congested Corridor, Principal Arterial (Airport Road), T1 & T2 Freight Route RSSH Tier 1 HSS, RTOC Designated Corridor	SR526	SR9	Casino Road/Airport Road/128 th Street SW/SR96

Title	Need	From	To	On or In
ITS Corridor with TSP	CT Emphasis Corridor, Principal Arterial, T1 Freight Route MTS, RTOC Designated Corridor	SR99	SR527	164 th Street SW
ITS Corridor with TSP	SnoCo Cities Identified Corridor, CT Emphasis Corridor, Principal Arterial RSSH Tier 1, RTOC Designated Corridor	80 th	SR-522	196 th Street SW/SR524
ITS Corridor with TSP	CT Emphasis Corridor	SR527	SR9	228 th Street SE
ITS Corridor with TSP	RSSH Tier 1, Other Principle Arterial	SR 99 / Evergreen Way Junction	SR 526	Everett Mall Way (SR 99)
ITS Corridor with TSP	PT Designated Corridor Pierce Transit Unofficial BRT, Pierce County Emergency Services, Principal Arterial, T1/T2 Freight Route, RSSH Tier 1 / Tier 2	Stadium Way	SR507	Pacific Avenue/SR7
ITS Corridor with TSP	PT Designated Corridor Pierce Transit Unofficial BRT	S Jackson Ave	Tacoma Ave S	6 th Avenue
ITS Corridor with TSP	Principal Arterial, Pierce Transit Unofficial BRT, PT Designated Corridor T2 Route through Lakewood only	King County Line	SR512	SR99/South Tacoma Way

Addendum D Part 2: State ITS Investments--Selected Sample ITS investments on State Facilities (WSDOT)

This list represents a sample of the ITS strategies on State Highways. The strategies are NOT limited to these facilities and each facility may have more than one strategy applied.

MTP ID	ITS No.	Title	Description	From	To	On
4773	NW11	I-405 Express Toll Lanes (SR167 to SR520)	Adds tolled express lanes on I-405 from SR167 to SR520 in each direction, adds direct HOV connector ramps at SR167	SR 167	SR 520	I-405
4775	NW13	SR167 Active Traffic Management (SR410 to 15th St SW)	ATM Level 3 (variable speed limit, lane control, queue warning systems)	SR 410	15th Ave SW	SR 167
4788	NW25	SR18 ITS (SR169 to I-90)	ATM Level 2 (traveler info, detection, vms, cameras, ramp meters, integrated ramp signals)	SR 169	I-90	SR 18
4789	NW26	SR522 ITS (I-405 to SR9)	ATM Level 1 (fiber comm, detection, cameras, integrated ramp signals)	I-405	SR 9	SR 522
4798	NW33	I-90 Express Lanes Automation	Allows control and monitoring of express lanes reversal from TMC	new		I-90
4799	NW34	I-5 Ramp Terminal Signal Integration (PCL to Marysville)	Upgrades ramp terminal signals to 2070 controllers and connects to central system	PCL	Marysville	I-5
4800	NW35	I-405 Ramp Terminal Signal Integration	Upgrades ramp terminal signals to 2070 controllers and connects to central system	new		I-405
4802	NW37	SR9 Arterial ITS (SR522 to SR528)	Adds fiber, upgrades controllers, integrates signals, adds cameras	SR 522	SR 528	SR 9
4816	NW50	Roadside Travel Time Signs System	Expands roadside travel time sign system on I-5 and adds signs to SR520, I-405, I-90,	new		new

MTP ID	ITS No.	Title	Description	From	To	On
		Expansion	SR16 (12 total)			
4817	NW51	Traveler Info System Expansion- Core Urban (I-5, I-90, SR18, SR512, SR522)	Expand WSDOT Flow Map and 511 coverage with cellular connected devices and use license plate readers for travel times	new		Core Freeway
4821	NW8	Convert HOV to HOT	Converts existing HOV system to tolled HOT lanes	new		?
4823	OLY1	SR 512 - TMC	SR 512 - TMC to I-5; I-5 - Thorne to I-5/SR 16; SR 16 - Union to Olympic, 25 miles - Upgrade of existing fiber optics from 48 count to 144 max - 96 min count	new		SR 512 & SR 16
4824	OLY10	I-705 and SR 509 - ITS Stage 2	3 - Ramp meters	new		I-705 & SR 509
4826	OLY13	SR 16 - ITS stage 2	SR 16, Burley-Olalla to SR 16/SR 3 Junction, SR 3, Gorst to SR 3/SR 104 Junction - ITS Stage 2, 4 - Ramp meters	new		SR 16 & SR 3
4827	OLY16	SR 512, SR 167, SR 410 - ITS Stage 1	(Portland Ave. to King County Line) 35 miles of fiber optic cable and conduit, 13-CCTV, 40-Data Station, 10-VMS. 4-HAR, 3-RWIS	new		SR 512, SR 167, SR 410
4831	OLY2	Olympic Region TMC Expansion	Expansion of TMC to continue providing traffic management functions and manage additional ITS equipment hardware and software. Upgrade ITS end equipment and software.	new		Olympic Region
4834	OLY24	SR 3, Gorst to SR 3/SR 104 Junction	12 miles of fiber optic cable and conduit, 6-CCTV, 24-Data Station, 2-VMS	Gorst	SR 3/ SR 104	SR 3

MTP ID	ITS No.	Title	Description	From	To	On
		- ITS Stage 1				
4836	OLY4	I-5 NB, Fort Lewis Area Congestion Warning System	Placing detection surveillance and system to monitor congestion that will activate variable message signs to warn motorist.	new		I-5 @ Fort Lewis
4837	OLY5	Detection surveillance	Placing detection surveillance and system to monitor congestion that will activate variable message signs to warn motorist.	new		?
4839	OLY8	SR 512, SR 167, SR 410 - ITS Stage 2	(Portland Ave. to King County Line) 25 - Ramp meters	Portland Ave	King County Line	SR 512, SR 167, SR 410
4916	UPA	ATM - SR 520	ATM: Speed harmonization, lane control and queue warning.	I-5	Terminus/Redmond	SR 520
4917	UPA	ATM - I-90	ATM: Speed harmonization, lane control and queue warning.	I-5	I-405	I-90
4919	UPA	Traveler Information and dynamic re-routing - I-405/SR 520 (WB) I/C	Traveler Information and dynamic re-routing - Interchange of 405 & SR 520 (WB)	new		Interchange of 405 & SR 520 (WB)
4873	Region 2	Incident Mgmt/ Response	Incident Mgmt/ Response - Region Wide			Region Wide
4875	Region 4	Regional TMC	Regional TMC - Region Wide			Region Wide

Addendum D Part 3: Local ITS Investments--Top 25 System Management Arterial Corridors

This list represents the top 25 ITS corridors based on calculated ITS criteria. This is a sampling from a total of 136 corridors in all and the facilities are not listed in order of priority.

The arterial corridors include most of the region's Principal Arterials. The location will remain the same per alternative so each line item is in each alternative but the intensity of ITS strategies varies by alternative as follows:

- Alternative 1: Intensive ITS corridor treatment with an emphasis on regional signal coordination and centralized control, adaptive signal timing in some locations, integrated traveler information and corridor management.
- Alternative 2: ITS corridor treatment with an emphasis on regional signal coordination through time of day coordination and integrated traveler information.
- Alternative 3: ITS corridor treatment with an emphasis on regional coordination and moving towards centralized control, integrated traveler information and corridor management.
- Alternative 4: ITS corridor treatment with an emphasis on regional coordination and moving towards centralized control, integrated traveler information and corridor management.
- Alternative 5: Intensive ITS corridor treatment with an emphasis on regional signal coordination and centralized control, adaptive signal timing in some locations, integrated traveler information and corridor management."

MTP ID	ITS No.	Title	Description	From	To	On
4699	K10	ITS - East King County	ITS - Central Way/NE 85th Street/Redmond Way/SR 908/SR 202/NE Redmond-Fall City Road/Redmond Fall City Rd NE/ SE Redmond Fall city Rd/ Railroad Ave SE/ Snoqualmie PKWY/ Echo Glen Rd	Market Street	SR 18/I-90	Central Way/NE 85th Street/Redmond Way/SR 908/SR 202/NE Redmond-Fall City Road/Redmond Fall City Rd NE/ SE Redmond Fall city Rd/ Railroad Ave SE/ Snoqualmie PKWY/ Echo Glen Rd
4701	K12	ITS Corridor with TSP - East King County	ITS w/ TSP - 68th Avenue NE/NE 170th Street/Simonds Road NE/100th Avenue NE/NE 120th Place/98th Avenue NE/Market Street/Central Way/Lake Street S/Lake Washington Blvd NE/Bellevue Way NE/SR908 (ITS Corridor with TSP - cost est btwn NE 132nd and NE 145th)	SR522 /NE Bothell Way	I-90	68th Avenue NE/NE 170th Street/Simonds Road NE/100th Avenue NE/NE 120th Place/98th Avenue NE/Market Street/Central Way/Lake Street S/Lake Washington Blvd NE/Bellevue Way NE/SR908

MTP ID	ITS No.	Title	Description	From	To	On
4703	K14	ITS - East King County	ITS - Richards Road SE/Factoria Blvd. SE/Coal Creek Parkway SE/Duval Avenue NE/138th Avenue SE	Lake Hill Connector	NE 4th Street	Richards Road SE/Factoria Blvd. SE/Coal Creek Parkway SE/Duval Avenue NE/138th Avenue SE
4705	K16	ITS Corridor - South/East King County	ITS - MLK Jr. Street S/Renton-Issaquah Road/SR900/Logan/Sunset Blvd./56th –Loop 2nd & 3rd St on Route	SR167	E. Lake Sammamish Pkwy	MLK Jr. Street S/Renton-Issaquah Road/SR900/Logan/Sunset Blvd./56th –Loop 2nd & 3rd St on Route
4706	K17	ITS w/ TSP - SR99	ICM Corridor including TSP	Downtown Seattle	County Line	SR99
4709	K1a	ITS w/ VMS - Woodinville Duval Road	ITS Corridor Phase 1: plus VMS	SR522	SR203	Woodinville Duval Road
4710	K1b	ITS w/ RWIS, VMS - Woodinville Duval Road	ITS Corridor Phase 2: plus RWIS & VMS	SR522	SR203	Woodinville Duval Road
4712	K20	ITS - King County Central (ICM Corridor)	ITS - 4th Ave/4th Ave S/East Marginal Way South/Interurban Avenue South/West Valley Highway/SR181/68th Avenue South	John St	SR18	4th Ave/4th Ave S/East Marginal Way South/Interurban Avenue South/West Valley Highway/SR181/68th Avenue South
4714	K22	ITS w/ TSP - Central/South King County	ITS w/ TSP - 1st Ave N/1st Ave/1st Avenue S/Myers Way S/1st Avenue S/SR509/S 216th / SR516/South Kent Des Moines Road/West Willis Street/Central Avenue North/East Smith Street/Canyon Drive/SE Kent Kangley Road/SE 272nd Avenue (ICM Corridor with TSP - cost est btwn SW 100th & SW 112th)	SR 99/SR 509	SR 169	1st Ave N/1st Ave/1st Avenue S/Myers Way S/1st Avenue S/SR509/S 216th / SR516/South Kent Des Moines Road/West Willis Street/Central Avenue North/East Smith Street/Canyon Drive/SE Kent Kangley Road/SE 272nd Avenue

MTP ID	ITS No.	Title	Description	From	To	On
4715	K23	ITS - Southcenter BLVD/ Grady Way/ I-405/ Main Ave S	ITS Corridor	SR99	SR900	Southcenter BLVD/ Grady Way/ I-405/ Main Ave S
4717	K25	ITS w/ TSP - S Jackson Street/Rainier Avenue South/ Airport Way	ITS Corridor with TSP (cost btwn Seattle city limit & Renton city limit)	4th Ave South	Logan Ave S	S Jackson Street/Rainier Avenue South/ Airport Way
4719	K27	ITS & TSP Corridor - North King County	ITS w/ TSP - Beardslee Blvd.SR522/Northeast Bothell Way/Lake City Way NE	I-405	I-5	Beardslee Blvd.SR522/Northeast Bothell Way/Lake City Way NE
4721	K29	ITS & TSP Corridor - King County Central/ North	ITS w/ TSP - Greenwood Ave N/Holman Road NW/ 15th Avenue NW/15th Avenue W/Elliot Avenue W	NE 145th St/SR 523	SR99	Greenwood Ave N/Holman Road NW/ 15th Avenue NW/15th Avenue W/Elliot Avenue W
4744	K5	ITS - NE 90th/148th Avenue NE	TSP Corridor	Highway 202/Redmond Woodinville Road NE	I-90	NE 90th/148th Avenue NE
4753	K58	ITS - E Valley/84th Ave S/Central/ Auburn Way	ITS - E Valley Hwy/E Valley Rd/84th Ave S/Central Way/Central Ave/Auburn Way	I405	SR 164	E Valley Hwy/E Valley Rd/84th Ave S/Central Way/Central Ave/Auburn Way
4754	K59	ITS - SW 320th/S 320th / Peasly Canyon	ITS Corridor	47th Ave SW	Valley Hwy S.	SW 320th/S 320th / Peasly Canyon Road

MTP ID	ITS No.	Title	Description	From	To	On
		Road				
4768	KT1	ITS - SR 304	ITS; Coordination, Traveler Info, Incident Response - SR304	SR3	Bremerton Ferry Terminal	SR304
4841	P1	ITS - SR161/Enchanted Parkway South/MERIDIAN AVE E	ITS Corridor	SR99	224TH ST E	SR161/Enchanted Parkway South/MERIDIAN AVE E
4863	P3	ITS - Pierce County	ITS - SR162/ Orting Hwy E/ SR 5E/ Pioneer Way/ SR162/E Valley Hwy/A St. NE	Main St.	South City of Orting Limits	SR162/ Orting Hwy E/ SR 5E/ Pioneer Way/ SR162/E Valley Hwy/A St. NE
4867	P6	ITS w/ TSP - Pacific Avenue/SR7	ITS Corridor with TSP	Stadium Way	SR507	Pacific Avenue/SR7
4869	P8	ITS w/ TSP - SR99/South Tacoma Way	ITS Corridor with TSP	King County Line	SR512	SR99/South Tacoma Way
4879	S10	ITS w/ TSP - Snohomish County	ITS w/ TSP - Casino Road/Airport Road/128th Street SW/SR96	SR526	SR9	Casino Road/Airport Road/128th Street SW/SR96
4880	S11	ITS w/ TSP - 164th Street SW	ITS Corridor with TSP	SR99	SR527	164th Street SW
4910	S4	ITS w/ TSP - Marine View Drive/SR529/Everett	ITS Corridor with TSP	I-5	I-5 (loop)	Marine View Drive/SR529/Everett Avenue

MTP ID	ITS No.	Title	Description	From	To	On
		Avenue				
4912	S6	ITS w/ TSP - SR99	ITS Corridor with TSP	SR529	Downtown Seattle	SR99
5312	K70	ITS Corridor Airport Way S	ITS Corridor - Airport Way S, ICM and freight	4th Ave South	Boeing Access Rd	Airport Way
4915	S9	ITS w/ TSP - SR527	ITS Corridor with demand response and TSP	I-5	SR522 (Bothell)	SR527

Addendum E: Demand Management Strategies Applied Across Alternatives

Vanpool Strategy Details

Vanpool trips are essentially an input to the Travel Demand Model. Based on the work of the Travel Demand Management stakeholders' group, these future year inputs were created to implement the vanpool strategies by alternative listed in Section 2:

Total Daily Vanpool Round Trips

Year	Baseline	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2020	2,772	2,778	2,289	2,956	2,956	2,778	2,778	2,778
2040	2,772	4,301	3,245	3,856	3,856	4,301	4,301	4,301

Park and Ride Parking Charge Details

Park and Ride charges cited in Section 2 will be examined in future studies.

Parking Charges Summary

Alt.	Daily SOV Parking (Destination, Off-Street)*	Hourly Parking (Public)*	P & R Parking SOV	P & R Parking HOV	P & R Parking Vanshare
Base-line	1.5% real annual growth	1.5% real annual growth	No Charge	No charge; Some Reserved	None
1	20% Surcharge atop baseline	20% Surcharge atop baseline	No Charge	Same as baseline	None
2	Same as baseline	Same as baseline	No Charge	Same as baseline	None
3	5% Surcharge atop baseline	5% Surcharge atop baseline	Pay (rate set to cover annual maint.)	Pay (same as SOV)	None
4	5% Surcharge atop baseline	5% Surcharge atop baseline	Pay (rate set to manage supply)	Pay (same as SOV)	None
5	Same as baseline	Same as baseline	No Charge	Same as baseline	None
PA-C	5% Surcharge atop baseline	5% Surcharge atop baseline	No Charge	Same as baseline	None
PA	5% Surcharge atop baseline	5% Surcharge atop baseline	No Charge	Same as baseline	None

- Surcharges or discounts applied only in designated centers or GTEC's; see Section 2

Parking Charges Details: Charges (cents) By TAZ in Alternatives 1, 3, 4, PA-C, PA

TAZ	City	Alt 1 2020 Daily	Alt 1 2020 Hourly	Alt 1 2040 Daily	Alt 1 2040 Hourly	Alt 3, 4, PA-C, PA 2020 Daily	Alt 3, 4, PA-C, PA 2020 Hourly	Alt 3, 4, PA-C, PA 2040 Daily	Alt 3, 4, PA-C, PA 2040 Hourly
433	Auburn	406.2	23.5	547.1	31.7	355.4	20.6	478.7	27.7
438	Auburn	443.1	0.0	596.8	0.0	387.7	0.0	522.2	0.0
291	Bellevue	674.9	285.0	909.0	383.8	590.5	249.4	795.4	335.8
293	Bellevue	1977.4	685.0	2663.3	922.5	1730.2	599.3	2330.4	807.2
294	Bellevue	1840.1	718.6	2478.3	833.3	1610.1	628.8	2168.5	729.2
295	Bellevue	1445.9	484.7	1947.5	652.8	1265.2	424.1	1704.0	571.2
296	Bellevue	1746.4	542.8	2352.1	731.0	1528.1	474.9	2058.1	639.6
300	Bellevue	912.1	370.1	1228.5	498.5	798.1	323.9	1075.0	436.2
301	Bellevue	974.4	492.5	1312.3	663.3	852.6	430.9	1148.3	580.4
239	Bothell	442.1	20.7	595.4	27.9	386.8	18.1	521.0	24.4
240	Bothell	616.2	185.1	830.0	249.2	539.2	161.9	726.2	218.1
247	Bothell	802.5	167.8	1080.8	226.0	702.2	146.8	945.7	197.7
884	Bremerton	796.0	234.1	1072.0	315.3	696.5	204.9	938.0	275.9
885	Bremerton	1110.9	484.1	1496.3	652.0	972.1	423.6	1309.2	570.5
886	Bremerton	638.5	114.3	860.0	154.0	558.7	100.0	752.5	134.7
890	Bremerton	574.8	32.5	774.2	43.7	503.0	28.4	677.4	38.3
891	Bremerton	955.2	262.8	1286.5	354.0	835.8	230.0	1125.6	309.7
892	Bremerton	942.7	240.9	1269.7	324.5	824.9	210.8	1111.0	283.9
893	Bremerton	1027.5	374.8	1383.9	504.9	899.1	328.0	1210.9	441.8
894	Bremerton	754.5	221.8	1016.2	221.8	660.2	194.0	889.1	194.0
363	Burien	304.6	0.0	410.3	0.0	266.6	0.0	359.0	0.0
601	Canyon Park	849.2	168.9	1143.7	227.5	743.0	147.8	1000.7	199.1

TAZ	City	Alt 1 2020 Daily	Alt 1 2020 Hourly	Alt 1 2040 Daily	Alt 1 2040 Hourly	Alt 3, 4, PA-C, PA 2020 Daily	Alt 3, 4, PA-C, PA 2020 Hourly	Alt 3, 4, PA-C, PA 2040 Daily	Alt 3, 4, PA-C, PA 2040 Hourly
603	Canyon Park	783.1	71.5	1054.7	96.4	685.2	62.6	922.9	84.3
605	Canyon Park	794.0	64.6	1069.5	87.0	694.8	56.5	935.8	76.1
608	Canyon Park	521.6	63.8	702.6	86.0	456.4	55.9	614.7	75.2
534	Everett	754.5	48.5	1016.2	65.3	660.2	42.4	889.1	57.1
536	Everett	858.9	331.7	1156.9	446.7	751.6	290.2	1012.2	390.9
537	Everett	1158.4	268.0	1560.1	269.5	1013.6	234.5	1365.1	235.8
538	Everett	987.1	85.6	1329.5	115.3	863.7	74.9	1163.3	100.9
416	Federal Way	376.5	27.0	507.1	36.4	329.4	23.7	443.7	31.9
419	Federal Way	594.2	175.9	800.3	236.9	519.9	153.9	700.3	207.3
421	Federal Way	568.6	189.8	765.9	255.6	497.5	166.1	670.1	223.7
429	Federal Way	738.6	214.2	994.8	288.5	646.3	187.4	870.5	252.4
389	Kent	713.2	322.4	960.6	434.2	624.0	282.1	840.5	379.9
406	Kent	629.2	78.7	847.5	106.0	550.6	68.9	741.5	92.7
407	Kent	679.9	279.7	915.8	376.7	594.9	244.7	801.3	329.6
258	Kirkland	604.8	162.7	814.6	219.2	529.2	142.4	712.8	191.8
805	Lakewood	521.9	184.2	702.9	248.1	456.7	161.2	615.1	217.0
806	Lakewood	904.9	362.1	1218.8	487.7	791.8	316.9	1066.4	426.8
809	Lakewood	526.9	184.0	709.7	247.9	461.1	161.0	621.0	216.9
810	Lakewood	487.6	144.4	656.8	194.5	426.7	126.4	574.7	170.2
811	Lakewood	766.0	142.2	1031.6	191.5	670.2	124.4	902.7	167.6
812	Lakewood	413.3	0.0	556.6	0.0	361.6	0.0	487.0	0.0

TAZ	City	Alt 1 2020 Daily	Alt 1 2020 Hourly	Alt 1 2040 Daily	Alt 1 2040 Hourly	Alt 3, 4, PA-C, PA 2020 Daily	Alt 3, 4, PA-C, PA 2020 Hourly	Alt 3, 4, PA-C, PA 2040 Daily	Alt 3, 4, PA-C, PA 2040 Hourly
587	Lynnwood	675.5	186.7	909.8	251.4	591.1	163.3	796.1	220.0
592	Lynnwood	654.8	164.1	881.9	221.0	573.0	143.6	771.7	193.4
595	Lynnwood	714.1	154.5	961.8	208.0	624.8	135.2	841.5	182.0
596	Lynnwood	615.3	99.0	828.8	133.4	538.4	86.6	725.2	116.7
597	Lynnwood	768.6	188.3	1035.2	253.6	672.5	164.8	905.8	221.9
777	Puyallup	196.3	0.0	264.4	0.0	171.8	0.0	231.3	0.0
778	Puyallup	223.9	0.0	301.6	0.0	195.9	0.0	263.9	0.0
779	Puyallup	177.5	0.0	239.1	0.0	155.3	0.0	209.2	0.0
786	Puyallup	213.0	0.0	286.9	0.0	186.4	0.0	251.0	0.0
873	Puyallup	412.4	89.2	555.4	120.1	360.8	78.0	486.0	105.1
875	Puyallup	191.7	0.0	258.2	0.0	167.7	0.0	225.9	0.0
271	Redmond	929.6	382.7	1252.0	515.4	813.4	334.8	1095.5	451.0
515	Redmond	783.4	286.3	1055.1	385.6	685.5	250.5	923.2	337.4
516	Redmond	654.9	228.4	882.1	307.6	573.1	199.8	771.9	269.1
518	Redmond	825.5	396.9	1111.9	534.5	722.3	347.3	972.9	467.7
519	Redmond	852.1	274.8	1147.7	370.1	745.6	240.4	1004.2	323.8
270	Redmond- Overlake	1119.4	443.7	1507.6	597.6	979.4	388.3	1319.2	522.9
272	Redmond- Overlake	999.5	371.7	1346.2	500.7	874.6	325.3	1177.9	438.1
323	Renton	685.5	196.1	923.3	264.2	599.9	171.6	807.9	231.2
324	Renton	693.8	324.4	934.5	437.0	607.1	283.9	817.7	382.4
329	Renton	1017.4	381.4	1370.3	513.6	890.2	333.7	1199.0	449.4
366	Sea Tac	857.3	347.5	1154.7	468.0	750.1	304.1	1010.3	409.5
370	Sea Tac	382.1	59.7	514.6	80.4	334.3	52.3	450.3	70.4
371	Sea Tac	795.4	361.0	1071.2	486.2	695.9	315.8	937.3	425.4

TAZ	City	Alt 1 2020 Daily	Alt 1 2020 Hourly	Alt 1 2040 Daily	Alt 1 2040 Hourly	Alt 3, 4, PA-C, PA 2020 Daily	Alt 3, 4, PA-C, PA 2020 Hourly	Alt 3, 4, PA-C, PA 2040 Daily	Alt 3, 4, PA-C, PA 2040 Hourly
375	Sea Tac	537.1	12.6	723.5	16.9	470.0	11.0	633.0	14.8
376	Sea Tac	507.4	114.7	683.4	154.5	444.0	100.4	598.0	135.2
377	Sea Tac	767.9	361.7	1034.2	487.1	671.9	316.5	904.9	426.3
378	Sea Tac	798.2	290.7	1075.0	391.6	698.4	254.4	940.7	342.6
369	SeaTac	933.1	329.0	1256.8	443.2	816.5	287.9	1099.7	387.8
8	Seattle	597.1	227.6	599.4	227.7	522.5	199.1	524.5	199.2
15	Seattle	2427.1	1387.5	3268.9	1868.8	2123.7	1214.1	2860.3	1635.2
16	Seattle	1550.5	824.2	2088.3	1110.1	1356.7	721.2	1827.3	971.3
17	Seattle	1017.5	303.9	1370.5	409.3	890.3	265.9	1199.2	358.1
25	Seattle	696.3	307.1	815.6	373.9	609.3	268.7	713.7	327.1
56	Seattle	639.9	235.0	861.8	235.4	559.9	205.6	754.1	206.0
58	Seattle	1411.4	395.5	1901.0	532.7	1235.0	346.1	1663.4	466.1
59	Seattle	892.8	474.0	894.5	474.8	781.2	414.8	782.7	415.4
60	Seattle	668.1	250.2	899.8	250.4	584.6	218.9	787.4	219.1
61	Seattle	917.5	203.6	1235.7	203.7	802.8	178.2	1081.2	178.2
70	Seattle	1008.1	411.9	1357.8	535.3	882.1	360.4	1188.1	468.4
71	Seattle	1124.4	510.5	1514.5	511.5	983.9	446.6	1325.2	447.6
72	Seattle	1018.2	906.4	1023.8	1220.8	891.0	793.1	895.8	1068.2
73	Seattle	886.4	906.4	893.4	1220.8	775.6	793.1	781.7	1068.2
82	Seattle	760.5	376.3	1024.3	376.5	665.4	329.2	896.2	329.5
93	Seattle	708.4	341.9	708.6	341.9	619.9	299.1	620.0	299.2
94	Seattle	717.1	344.3	722.2	344.8	627.5	301.2	632.0	301.7
95	Seattle	733.9	339.4	867.2	339.9	642.2	297.0	758.8	297.4
98	Seattle	1179.4	865.9	1588.4	1166.2	1031.9	757.6	1389.9	1020.4
99	Seattle	1288.2	719.0	1584.1	968.3	1127.2	629.1	1386.1	847.3

TAZ	City	Alt 1 2020 Daily	Alt 1 2020 Hourly	Alt 1 2040 Daily	Alt 1 2040 Hourly	Alt 3, 4, PA-C, PA 2020 Daily	Alt 3, 4, PA-C, PA 2020 Hourly	Alt 3, 4, PA-C, PA 2040 Daily	Alt 3, 4, PA-C, PA 2040 Hourly
100	Seattle	1256.9	1011.3	1692.9	1362.1	1099.8	884.9	1481.3	1191.8
101	Seattle	1076.6	796.4	1194.6	1072.6	942.0	696.9	1045.3	938.6
102	Seattle	2006.5	948.4	2702.5	1277.3	1755.7	829.8	2364.7	1117.6
104	Seattle	1531.3	682.5	1725.5	861.6	1339.9	597.2	1509.8	753.9
105	Seattle	1806.2	752.8	2432.8	1013.9	1580.5	658.7	2128.7	887.2
106	Seattle	1107.6	505.6	1240.3	605.0	969.2	442.4	1085.2	529.4
107	Seattle	1094.5	488.3	1142.4	491.1	957.7	427.2	999.6	429.7
108	Seattle	1875.7	1085.7	2526.3	1462.2	1641.3	950.0	2210.5	1279.5
109	Seattle	1925.8	940.2	2593.8	1266.3	1685.1	822.7	2269.6	1108.1
110	Seattle	847.1	463.4	848.3	463.9	741.2	405.5	742.3	405.9
111	Seattle	884.5	432.7	886.0	435.2	774.0	378.6	775.3	380.8
112	Seattle	819.2	376.4	818.8	377.2	716.8	329.4	716.4	330.0
118	Seattle	651.3	329.8	769.0	330.5	569.9	288.5	672.9	289.2
119	Seattle	1433.0	899.9	1930.1	1212.0	1253.9	787.4	1688.8	1060.5
120	Seattle	1722.1	867.5	2319.5	1168.4	1506.9	759.1	2029.5	1022.3
121	Seattle	2539.7	925.7	3420.6	1246.8	2222.2	810.0	2993.0	1091.0
122	Seattle	1757.8	933.9	2367.5	1257.8	1538.0	817.1	2071.5	1100.6
123	Seattle	2526.6	975.8	2671.4	1314.3	2210.8	853.9	2337.4	1150.0
124	Seattle	3134.2	1297.3	4221.3	1747.3	2742.4	1135.2	3693.6	1528.9
125	Seattle	3142.3	1101.8	3559.7	1483.9	2749.5	964.1	3114.8	1298.4
126	Seattle	1557.5	683.3	2097.7	920.3	1362.8	597.9	1835.5	805.3
127	Seattle	2696.4	1269.8	3631.6	1710.3	2359.3	1111.1	3177.7	1496.5
128	Seattle	2298.9	947.5	3096.3	1157.6	2011.5	829.1	2709.2	1012.9
129	Seattle	2946.8	1400.7	3968.9	1886.5	2578.4	1225.6	3472.7	1650.7
130	Seattle	2063.1	946.7	2778.8	1275.1	1805.2	828.4	2431.4	1115.7

TAZ	City	Alt 1 2020 Daily	Alt 1 2020 Hourly	Alt 1 2040 Daily	Alt 1 2040 Hourly	Alt 3, 4, PA-C, PA 2020 Daily	Alt 3, 4, PA-C, PA 2020 Hourly	Alt 3, 4, PA-C, PA 2040 Daily	Alt 3, 4, PA-C, PA 2040 Hourly
131	Seattle	2017.9	1046.9	2717.8	1410.1	1765.7	916.1	2378.1	1233.8
132	Seattle	1740.0	673.7	2343.6	907.4	1522.5	589.5	2050.6	794.0
133	Seattle	1292.5	568.6	1740.8	765.9	1130.9	497.5	1523.2	670.1
134	Seattle	1777.1	888.6	2393.5	1196.9	1555.0	777.6	2094.3	1047.3
135	Seattle	3501.6	1205.2	4291.0	1623.3	3063.9	1054.6	3754.6	1420.4
136	Seattle	3218.3	1313.4	4334.6	1769.0	2816.0	1149.3	3792.7	1547.9
137	Seattle	2423.4	1130.9	3263.9	1523.2	2120.4	989.5	2855.9	1332.8
138	Seattle	3216.7	788.7	4332.4	970.5	2814.6	690.1	3790.8	849.2
139	Seattle	2144.6	983.8	2600.2	1325.1	1876.5	860.8	2275.2	1159.4
140	Seattle	1615.6	807.8	2175.9	1088.0	1413.6	706.8	1903.9	952.0
141	Seattle	1866.0	441.1	2513.2	594.1	1632.7	385.9	2199.0	519.8
142	Seattle	2126.1	625.6	2863.6	626.0	1860.3	547.4	2505.6	547.7
143	Seattle	1546.1	698.0	2082.4	940.1	1352.8	610.7	1822.1	822.5
144	Seattle	1292.5	807.8	1740.8	1088.0	1130.9	706.8	1523.2	952.0
145	Seattle	1584.8	539.5	2134.5	589.7	1386.7	472.0	1867.7	516.0
146	Seattle	1315.1	709.2	1771.2	955.2	1150.7	620.5	1549.8	835.8
147	Seattle	1890.2	588.7	2545.8	588.7	1653.9	515.1	2227.6	515.1
148	Seattle	1756.1	583.3	2365.3	607.0	1536.6	510.4	2069.6	531.1
149	Seattle	3189.2	1281.1	4295.3	1725.4	2790.5	1120.9	3758.4	1509.7
150	Seattle	866.2	472.8	867.7	472.9	757.9	413.7	759.2	413.8
157	Seattle	941.3	498.6	1267.7	671.5	823.6	436.2	1109.3	587.6
158	Seattle	982.6	495.9	1027.1	496.2	859.8	433.9	898.7	434.2
159	Seattle	1395.9	712.4	1880.0	959.6	1221.4	623.4	1645.0	839.6
160	Seattle	1494.4	695.3	2012.7	936.5	1307.6	608.4	1761.1	819.4
162	Seattle	1016.2	693.1	1368.7	933.5	889.2	606.4	1197.6	816.8

TAZ	City	Alt 1 2020 Daily	Alt 1 2020 Hourly	Alt 1 2040 Daily	Alt 1 2040 Hourly	Alt 3, 4, PA-C, PA 2020 Daily	Alt 3, 4, PA-C, PA 2020 Hourly	Alt 3, 4, PA-C, PA 2040 Daily	Alt 3, 4, PA-C, PA 2040 Hourly
166	Seattle	1515.6	752.9	1830.0	898.6	1326.2	658.8	1601.2	786.3
167	Seattle	1294.7	616.8	1743.7	830.8	1132.8	539.7	1525.8	726.9
168	Seattle	955.4	536.3	1286.9	722.3	836.0	469.2	1126.0	632.0
911	Silverdale	312.5	0.0	420.9	0.0	273.4	0.0	368.2	0.0
912	Silverdale	704.5	115.6	948.8	155.7	616.4	101.1	830.2	136.2
913	Silverdale	443.3	0.0	597.0	0.0	387.9	0.0	522.4	0.0
677	Tacoma	915.2	186.1	1232.7	250.6	800.8	162.8	1078.6	219.3
679	Tacoma	1147.1	342.5	1544.9	461.3	1003.7	299.7	1351.8	403.6
680	Tacoma	864.1	427.3	1016.2	435.2	756.1	373.9	889.1	380.8
685	Tacoma	439.9	0.0	592.5	0.0	384.9	0.0	518.4	0.0
704	Tacoma	754.5	302.1	1016.2	406.9	660.2	264.4	889.1	356.1
705	Tacoma	532.9	150.2	565.3	202.3	466.3	131.4	494.7	177.0
706	Tacoma	501.2	171.1	631.0	172.4	438.6	149.7	552.1	150.9
707	Tacoma	656.3	230.1	883.9	310.0	574.2	201.4	773.4	271.2
708	Tacoma	1408.8	512.2	1897.4	689.8	1232.7	448.1	1660.2	603.6
709	Tacoma	1680.2	888.6	2262.9	1196.9	1470.1	777.6	1980.1	1047.3
710	Tacoma	769.0	374.8	1035.8	504.9	672.9	328.0	906.3	441.8
711	Tacoma	754.5	302.1	1016.2	406.9	660.2	264.4	889.1	356.1
712	Tacoma	946.0	485.4	1274.1	653.8	827.7	424.7	1114.8	572.1
721	Tacoma	998.0	352.2	1344.2	474.4	873.3	308.2	1176.2	415.1
722	Tacoma	802.0	261.5	1080.2	352.2	701.8	228.8	945.2	308.2
723	Tacoma	593.5	194.2	799.3	261.6	519.3	169.9	699.4	228.9
724	Tacoma	557.1	227.6	750.3	306.6	487.5	199.2	656.5	268.3
725	Tacoma	609.7	210.2	821.2	283.1	533.5	183.9	718.6	247.7
731	Tacoma	1009.3	406.2	1359.3	547.1	883.1	355.4	1189.4	478.7

TAZ	City	Alt 1 2020 Daily	Alt 1 2020 Hourly	Alt 1 2040 Daily	Alt 1 2040 Hourly	Alt 3, 4, PA-C, PA 2020 Daily	Alt 3, 4, PA-C, PA 2020 Hourly	Alt 3, 4, PA-C, PA 2040 Daily	Alt 3, 4, PA-C, PA 2040 Hourly
244	Totem Lake	599.8	188.8	807.9	254.2	524.8	165.2	706.9	222.4
249	Totem Lake	605.6	277.6	815.6	373.9	529.9	242.9	713.7	327.1
250	Totem Lake	540.4	162.0	727.8	218.2	472.8	141.8	636.9	190.9
261	Totem Lake	1054.5	435.9	1420.2	587.1	922.7	381.4	1242.7	513.7
340	Tukwila	971.0	273.4	1307.8	368.3	849.6	239.3	1144.3	322.3
342	Tukwila	1093.9	326.1	1473.4	439.2	957.2	285.3	1289.2	384.3
368	Tukwila	764.6	189.2	1029.8	254.8	669.0	165.5	901.1	223.0

Potential Impacts of Various TDM Programmatic Investments

These effects are not presently captured in the PSRC model suite and are discussed qualitatively in the FEIS.

Projected impacts in target geographies of state or regionally coordinated residential-based alternative-mode marketing and incentive program:

SOV Reductions	10.7%
Walk Increase	4.0%
Bike Increase	1.5%
Transit Increase	2.0%

Land Use Impacts on Vehicle Ownership and Travel (Ohland and Shelley Poticha, 2006)

Land Use Type	Auto Ownership Per Household	Daily VMT Per Capita	Mode Split				
			Auto	Walk	Transit	Bike	Other
Good transit/Mixed use	0.93	9.8	58.10%	27.00%	11.50%	1.90%	1.50%
Good transit only	1.5	13.28	74.40%	15.20%	7.90%	1.40%	1.10%
Remainder of county	1.74	17.34	81.50%	9.70%	3.50%	1.60%	3.70%
Remainder of region	1.93	21.79	87.30%	6.10%	1.20%	0.80%	4.00%

Addendum F: Transit Corridors Used in Alternatives Development

The following table identifies transit corridors identified as congested or otherwise needful of specific attention in developing the plan alternatives. It also summarizes proposed specific actions in that corridor for each alternative. These corridors appear in gray on the maps in Addendum C.

Corridor		Baseline	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	PA-C	PA
1	I-5 N: Seattle CBD to Everett								
	1a. I-5 from Lynnwood to Everett (Congested #8)	Incl'ds SWIFT BRT and Rapid Ride on SR 99		LRT extended north to Everett		HOT Lanes – travel time improvements	LRT extended north to Everett	LRT extended north to Everett	LRT extended north to Everett
	1b. I-5 from Everett to Arlington, Smokey Point	No changes	Decrease HW to 15 min.		Decrease HW to 15 min.	Decrease HW to 15 min.	BRT Broadway/State St/Smokey Pt Blvd - Increase HW to 15 min all day, reduce transfers	BRT Broadway/State St/Smokey Pt Blvd - Increase HW to 15 min all day, reduce transfers	BRT Broadway/State St/Smokey Pt Blvd - Increase HW to 15 min all day, reduce transfers
2	I-5 S: Seattle CBD to Tacoma	No changes		LRT extended to Tacoma			LRT extended to Tacoma	LRT extended to Tacoma	LRT extended to Tacoma
3	I-90 to Eastgate								
	3a. West Seattle to Bel/Red	No changes	Add bus route from Delridge to I-90 to Bellevue/Overlake/Redmond	Model supplement bus service from West Seattle to East Link	Add bus route from Delridge to I-90 to Bellevue/Overlake/Redmond	Add bus route from Delridge to I-90 to Bellevue/Overlake/Redmond	Add bus route from Delridge to I-90 to Bellevue/Overlake/Redmond or Model supplement bus service from West Seattle to East Link	Supplemental bus service from West Seattle to East Link	HCT Connection to Seattle CBD and from there to other regional destinations

Corridor		Baseline	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	PA-C	PA
4	SR 520 to Redmond								
	4a. SR 520 Cross Lake (Congested #2)	HOV lanes on SR 520 Bridge	Add bus routes from Crown Hill, Ballard, Wallingford, Ravenna to Bel/Red	Improved travel times on Eastlink - better than SR 520 Bus?	Improved travel times, lower wait times from HOT lanes	Improved travel times, lower wait times from HOT lanes	Light Rail or High Capacity Transit from Seattle CBC across SR 520 Bridge to Bellevue Improved travel times via Eastlink connections	Improved travel times via Eastlink connections.	Light Rail or High Capacity Transit (Mode to be Determined) from UW across SR 520 Bridge to Redmond Improved travel times via Eastlink connections
	4b. Northwest Seattle to Bel/Red	No changes	Add direct thru-rt bus routes from Crown Hill, Ballard, Wallingford, Ravenna to Bel/Red	Eval. Travel time from NW Seattle to Bel/Red on Eastlink vs improved SR 520 Bus	Add direct thru-rt bus routes from Crown Hill, Ballard, Wallingford, Ravenna to Bel/Red	Add direct thru-rt bus routes from Crown Hill, Ballard, Wallingford, Ravenna to Bel/Red	Evaluate bus route/LRT feeding U-Dist TC vs through routes to Bel/Red		
5	WSF Seattle to Bainbridge Island	No changes					BRT on SR 3: Improved travel times, reduced wait times	BRT on SR 305: Improved travel times, reduced wait times	BRT on SR 305: Improved travel times, reduced wait times
6	SR 99 N: Seattle CBD to Everett								
	6a. SR 99 N Aurora Village to Everett Station (Congested #5)	Incl'ds SWIFT BRT and Rapid Ride on SR 99		LRT extended north to Everett			LRT extended north to Everett	LRT extended north to Everett	LRT extended north to Everett

Corridor		Baseline	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	PA-C	PA
7	Seattle CBD to West Seattle/SR 509								
	7a. SR 509 from Seattle to Burien (Congested #3)	No Change	Model BRT on Delridge as alt to 509 (KCM 120)			Model BRT on Delridge as alt to 509 (KCM 120)	LRT extension from Seattle CBD to West Seattle BRT on Delridge as alt to 509 (KCM 120)	Rapid Ride Seattle CBD to West Seattle	HCT extension (Mode to Be Determined) from Seattle CBD to West Seattle Rapid Ride Seattle CBD to West Seattle
	7b. SR 99 S from SoDo and SR 518 to Federal Way (Congested 4)	Model Rapid Ride: 99 S					LRT extended south to Tacoma	LRT extended south to Tacoma	LRT extended south to Tacoma
8	I-405: Totem Lake to Tukwila								
	8a. I-405 Tukwila to Bellevue (Congested #8)	No changes		I-405 BRT: Improved travel times, lower wait times from Direct Access Ramps	I-405 BRT: Improved travel times, lower wait times from Direct Access Ramps	I-405 BRT: Improved travel times, lower wait times from Direct Access Ramps	I-405 LRT: Improved travel times, lower wait times, fewer transfers		I-405 HCT: Improved travel times, lower wait times, fewer transfer HCT on BNSF Right-of-Way
	8b. Eastside Commuter Rail	No changes					Model Renton to Snohomish all day CR: improved travel times, reduced transfers, reduced wait times		Renton to Snohomish HCT (mode to be determined) on the BNSF Right-of-Way

Corridor		Baseline	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	PA-C	PA
9	Seattle CBD to Ballard	Incl'd Rapid Ride along 15th Ave					BRT from U-Dist to Ballard and Crown Hill; reduced wait times, improved travel times. LRT from Seattle CBD to Ballard (and from U-Dist to Ballard)		HCT (mode to be determined) from Seattle CBD to Ballard and from U-Dist to Ballard.
10	SR 522 to Bothell								
	10a. SR 522 Lake City Way (Congested #10)	No changes				Upgrade to BRT to Bothell with BAT lanes: reduced wait times, improved travel times, reduced transfers	Upgrade to BRT to Bothell with BAT lanes: reduced wait times, improved travel times, reduced transfers. Then replace BRT with LRT or High Capacity Transit from Northgate via Bothell to Woodinville	Upgrade to BRT to Bothell with BAT lanes: reduced wait times, improved travel times, reduced transfers.	Replace BRT with LRT or HCT (mode to be determined) from Northgate to Bothell.
11	SR 167: Auburn to Renton					BRT: Improved travel times, lower wait times, fewer transfers	BRT: Improved travel times, lower wait times, fewer transfers		
12	SR 7: Tacoma to Spanaway								
	12a. Pacific Ave, Tacoma to Parkland, 6 th Ave to Narrows (Congested #6)	No changes					BRT with BAT lanes: Improved travel times, lower wait times, fewer	BRT with transit-supportive road-side elements.	BRT with transit-supportive road-side

Corridor		Baseline	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	PA-C	PA
							transfers		elements.
13	SR 18: Fed. Way to Auburn								
	13a. SR 18 from Auburn to Federal Way	No changes				BRT: Improved travel times, lower wait times, fewer transfers	BRT: Improved travel times, lower wait times, fewer transfers		
14	SR 3: Silverdale to Bremerton								
	14a. SR 305 from Poulsbo to Bainbridge Ferry (Congested #7)	No changes					BRT with BAT lanes: Improved travel times, lower wait times, fewer transfers	BRT with BAT lanes as far as Sedgwick Road: Improved travel times, lower wait times, fewer transfers	BRT with BAT lanes as far as Sedgwick Road: Improved travel times, lower wait times, fewer transfers
15	SR 525/526: Boeing to I-5/I-405								
	15a. Mukilteo Speedway, SR 525 from Mukilteo to I-405	No changes					BRT with BAT lanes: Improved travel times, lower wait times, fewer transfers	BRT with BAT lanes: Improved travel times, lower wait times, fewer transfers	BRT with BAT lanes: Improved travel times, lower wait times, fewer transfers
	15b. Boeing Freeway SR 526, from SR 525 to I-5	No changes					BRT with BAT lanes with service to Everett Mall: Improved travel times, lower wait	BRT with BAT lanes with service to Everett Mall: Improved travel times, lower wait	BRT with BAT lanes with service to Everett Mall: Improved travel

Corridor		Baseline	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	PA-C	PA
							times, fewer transfers	times, fewer transfers	times, lower wait times, fewer transfers
	15c. Boeing to Mill Creek Airport Rd to 128th to 132nd to Maltby Rd	No changes					BRT with BAT lanes: Improved travel times, lower wait times, fewer transfers	BRT with BAT lanes: Improved travel times, lower wait times, fewer transfers	BRT with BAT lanes: Improved travel times, lower wait times, fewer transfers
16	South Snohomish: East - West Corridor								
	16a. 164th to Mill Creek	No changes					BRT with BAT lanes from SR 99 N to SR 527 in Mill Creek: Improved travel times, lower wait times, fewer transfers	BRT with BAT lanes from SR 99 N to SR 527 in Mill Creek: Improved travel times, lower wait times, fewer transfers	BRT with BAT lanes from SR 99 N to SR 527 in Mill Creek: Improved travel times, lower wait times, fewer transfers
	16b. Edmonds and Lynnwood to Bothell/Maltby	No changes							

Addendum G: Bicycle and Pedestrian Strategies

Addendum G Part 1: Off-Road Bicycle and Pedestrian Trail Investments

Section 2 specifies various bicycle and pedestrian strategies. The table below represents specific investments in separated bicycle/pedestrian trails that were encoded into the alternatives modeling to allow such investments to influence mode choice in the travel demand and benefit-cost results. This table therefore captures a significant portion of actions mentioned in Section 2 regarding completing bicycle trail networks and a portion—but not all—of any actions alluding to completing the pedestrian network. The FEIS includes some qualitative treatment of the affects of additional pedestrian and bicycle facility actions (e.g. sidewalks, bike lanes).

Note that the Preferred Alternative was analyzed with a range of possible outcomes starting from a “Constrained” configuration (column “PA-C”) extending to the full Preferred Alternative (column “PA”).

This list was revised in response to comments and additional information received during the DEIS comment period. Comments in the “PA-C” and “PA” columns reflect the additional information. In some cases staff discovered that the project had entered construction or been recently completed (labeled “under construction” or “completed”). Certain investment outcomes were found to have been included in other projects (labeled “in XXXX” where XXXX denotes the other project) or duplicates (labeled “duplicate”). Finally, in the process of reaching a decision on the final plan, some investments included in the original five alternatives were excluded from the Preferred Alternative. Some of these projects were retained in a “concepts” list outside of the final plan (these are labeled “concepts” below). In some cases new investments were analyzed for the first time in the Preferred Alternative, making it possible that an investment will only have X’s in the PA-C and PA columns.

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2858	A St Trail	Shared use bike path	31st St SE	Transit station at 1st & B St.	2012	Auburn			X	X	X	X	X	
4516	Auburn Pacific Phase 2	New east-west trail connection serving the residents of Auburn and Pacific and connecting through other existing trails to the Auburn urban center. http://auburnwa.gov/_media/docs/CTP/CTP_Chapter_3.pdf	Ellingson Road SW	Pacific Park	2010	Auburn						X		X
4515	BNSF Pedestrian/Bicycle Undercrossing	Non-motorized connection extending from the White River Trail to the Interurban Trail and all urban centers located proximate to the Interurban Trail.	A Street SE	Skinner Road	2020	Auburn						X		X
4510	BPA Trail	New east-west trail connection from Federal Way urban center to Covington. http://auburnwa.gov/_media/docs/CTP/CTP_Chapter_3.pdf	west city limits	east city limits	2020	Auburn						X	X	
2871	C St Trail	Shared use bike path	Interurban Trail at 15th St SW	Pacific city limits	2012	Auburn			X	X	X	X	X	
4511	Green River Trail	New north-south non-motorized corridor that links to Auburn's urban center through future on-street bicycle lanes and sidewalks.	S. 277th Street	Sr 18	2020	Auburn			X	X	X	X	X	
4512	On-Street Bicycle Connection from Green River Trail to Auburn Urban Center	Seamless non-motorized connection from the Auburn urban center and transit station to the Green River Trail. http://auburnwa.gov/_media/docs/CTP/CTP_Chapter_3.pdf	Green River Trail near Auburn Black Diamond Road	Auburn Transit Station	2020	Auburn			X	X	X	X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4513	White River Trail	A new trail connection that will link south-east Auburn residents to the Auburn urban center via travel on the future BNSF Pedestrian/Bicycle Undercrossing, Auburn-Pacific Trail (Phase 2), and Interurban Trail.	Roegner Park	eastern termini of White River	2020	Auburn						X		X
4514	Williams Trail	A new trail connection that will link south-east Auburn and Pierce County residents to the Auburn urban center via travel on the White River Trail, future BNSF Pedestrian/Bicycle Undercrossing, Auburn-Pacific Trail (Phase 2), and Interurban Trail.	Kersey Way/White River Trail	Lake Tapps Parkway	2020	Auburn						X		X
2865	Bellevue Way Trail	Shared use bike path	Parallel along Bellevue Way from SE 30th	SE 8th St	2029	Bellevue		X	X	X	X	X	X	
5497	Downtown-Overlake Connection Trail	Add a 10 to 14 foot wide off-street path on the north side of NE 12th Street from 100th Avenue NE to 116th Avenue NE. Component of priority bike corridor; Add 10-14 foot-wide off street path along the north side of NE 16th Street from 116th Avenue NE to	100th Ave NE	140th Ave NE	2029	Bellevue		not in DEIS					X	
2868	I-90 Trail/124th Ave SE Connector	Shared use bike path	124th Ave SE & SE 38th Pl	I-90 Trail at Factoria Blvd.	2011	Bellevue		X				X	X	
2888	Lake Washington Blvd Trail	Shared use bike path	Southern terminus of existing Lk WA Blvd Trail near Bagley Ln	Along BNSF Corridor to Bellevue/Ne wcastle limits	2029	Bellevue		X				X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5498	Lake-to-Lake Trail	Add a 10 to 14 foot wide off street path on the south side of Main Street from Bellevue Way NE to 116th Avenue NE. Component of priority bike corridor;	Bellevue Way	116th Ave NE	2029	Bellevue		not in DEIS					X	
5499	Lake-to-Lake Trail	Add a 10-14 foot-wide off street path on the north side of Lake Hills Connector from Main Street to 140th Avenue SE. Component of priority bike corridor;	Main St	140th Ave SE	2029	Bellevue		not in DEIS						X
5500	Lake-to-Lake Trail	Add a 10-14 foot-wide off street path on the south side of SE 8th Street from 114th Avenue SE to Lake Hills Connector. Component of priority bike corridor;	114th Ave SE	Lake Hills Connector	2029	Bellevue		not in DEIS					X	
5501	Mountain-to-Sound Greenway	A paved multiuse trail of 10 feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th St to the curve near the southwest quadrant's ramps of the 148th-150th Ave	Factoria Blvd	Sunset Pedestrian Bridge	2029	Bellevue		not in DEIS						X
5495	SR 520 Trail	Add a 10-14 foot-wide off street path along the south side of NE Points Drive from the western part of the interchange area to the south side of Northup Way just east of the interchange. Component of priority bike corridor; Add a 10-14 foot-wide off stre	Bellevue Way I/C	Belleuve Way	2029	Bellevue		not in DEIS						X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5496	SR 520 Trail	Construct 10-14 foot-wide path from Bellevue Way / Evergreen Point Bridge to the west terminus of existing SR-520 trail at 124th Avenue NE. This facility extends east of Bellevue Way along the south side of Northup Way to 108th Avenue NE; along the east	Evergreen Point Bridge	124th Ave NE	2029	Bellevue		not in DEIS						X
5502	West Lake Sammamish Pkwy Path	Ten-foot multi-use path on the west side of the parkway. Portions of the west sidepath will be separated from the vehicle travel lanes by two to five foot landscape planting. 4) Five mid-block crossings, and three intersection crossings.	North City Limit	I-90	2025	Bellevue		covered in DEIS by other projects					X	
4169	North Creek Trail, Section 1 Stage 1	The North Creek Trail - Section 1, Stage 1 project will construct a Class I non-motorized trail (missing trail segment) on NE 195th Street between North Creek and I-405/NE 195th Street interchange in Bothell. Proposed improvements will include constructi	I-405 ramp/ NE 195th Street	North Creek (waterway)	2011	Bothell	X						X	
4170	North Creek Trail, Section 1, Stage 2 (Schnitzer)	The North Creek Trail, Section 1, Stage 2 (Schnitzer) project will construct Class I non-motorized trail segments along the North Creek levy top north of NE 195th Street to North Creek Parkway North in Bothell. In addition the proposed improvements will	NE 195th (just north of)	North Creek Parkway North	2011	Bothell			X	X	X	X	X	
3351	BPA Trail	Class 1 bike trail	51st Ave S	32nd Av S	2020	Federal Way						X	X	
3350	Federal Way Trail to Transit Center	Class 1 bike trail	28th Ave S	S 288th St	2020	Federal Way			X	X	X	X	X	
2863	S Park-and-Ride Trail	Shared use bike path	S 348th St	S 352nd St	2020	Federal Way						X		X

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3352	Steel Lake Trail	Class 1 Bike path	28th Ave S	S 290th Pl	2020	Federal Way						X		X
2883	I-90 High Point Trail	Shared use bike path	Planned E Lake Sammamish Trail	Easterly End of 1st Ave NE	2007	Issaquah	X						X	
4112	SR 900 Pedestrian/Non-Motorized Improvement	New non-motorized multi-use trail along SR 900	I-90 Eastbound Ramps	12th Avenue NW/NW Sammamish Rd	2008	Issaquah						X		X
4029	Cedar River to Sammamish Trail	Acquisition, design, and construction of paved off-road multi-purpose facility linking the Cedar River Trail with East Lake Sammamish Trail	Cedar River Trail (Renton)	East Lake Sammamish Trail (Issaquah)	2010	King County/Metro						X	X	
4596	Cedar River Trail - Landsburg to Cedar Falls	Design and construct paved regional trail from southern terminus of Cedar River Trail at Landsburg to southern terminus of Snoqualmie Valley Road at Rattlesnake Lake. Change of current land use would be required for development.	Existing terminus of Cedar River Trail at Landsburg Road SE.	Rattlesnake Lake at junction of Snoqualmie Valley Trail and John Wayne Trail.	2040	King County/Metro						X		X
2672	Chief Sealth Trail Extension	Shared use bike path. Not in local plans Continuation of Seattle's Chief Sealth Trail from south Seattle CL through Unincorporated King County to Renton CL	Southern terminus of planned Chief Sealth Trail	Renton City Limits	2010	King County/Metro						X	X	
4630	Des Moines Creek Trail	Lake to Sound Trail corridor - complete paving of Des Moines Creek Trail as part of the Lake to Sound corridor	Near 13th Ave S at treatment plan	Western terminus of Des Moines Creek Trail.	2012	King County/Metro						X	X	
4038	East Lake Sammamish Trail - Master Plan Trail	Design and construct paved and soft-surface "Master Plan" regional trail	SR 520 (Redmond)	Gilman Boulevard (Issaquah)	2012	King County/Metro		X	X	X	X	X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4598	East Lake Sammamish Trail - North	Design and construct paved regional trail link between northern terminus of the East Lake Sammamish Trail at SR520 and Bear Creek Trail at Bear Creek Parkway in Redmond; incorporates grade separation between trail and SR520.	East Lake Sammamish Trail at SR520.	Bear Creek Trail near SR520.	2014	King County/Metro						X	X	
4599	East Plateau Trail - Klahanie to Soaring Eagle Park	Design and construct paved regional trail from existing East Plateau Trail at Issaquah-Beaver Lake Road at SE Duthie Hill Road to Soaring Eagle Park via Trossachs community in Sammamish.	Existing East Plateau Trail at SE Duthie Hill Road at Issaquah-Beaver Lake Road.	Soaring Eagle Park n/o SE 9th Way.	2018	King County/Metro						X	X	
4600	East Plateau Trails - Issaquah Highlands to Duthie Hill Park	Develop regional trail between Duthie Hill Park at Duthie Hill Road and Issaquah-Preston Trail near High Point.	Existing Issaquah-Preston Trail e/o Sunset interchange.	SE Issaquah-Fall City Road at Duthie Hill Park.	2040	King County/Metro						X		X
4040	Eastside BNSF Trail (Segment A, Renton to N. Bellevue)	Acquisition, design, and construction of a paved and soft-surface regional trail	BNSF track@just northwest of the SR520 and I-405 interchange in north Bellevue	North end of Coulon Park in Renton	2020	King County/Metro			X	X	X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4041	Eastside BNSF Trail (Segment B, N. Bellevue to Woodinville)	Acquisition, design, and construction of a paved and soft-surface regional trail	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	BNSF track@just northwest of the SR520 and I-405 interchange in north Bellevue	2020	King County/Metro			X	X	X	X	X	
4011	Eastside BNSF Trail (Segment D from Redmond CL to Woodinville)	Paved bike path to AASHTO standards connecting main BNSF Corridor Trail to segment within Redmond CL.	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	NE 124th St. in Redmond	2015	King County/Metro						X	X	
2919	Eastside BNSF Trail (Segment D within Redmond aka Willows Rd Bike Path)	Shared use bike path	NE 124th St	E Lake Sammamish Bike Trail @ SR 520	2010	King County/Metro			X	X	X	X	X	
4601	Foothills (Enumclaw Plateau) Trail - Central	Design and construct new paved regional trail segment between Enumclaw and Nolte State Park along BNSF rail line near Veazie-Cumberland Road.	Chinook Avenue, Enumclaw.	304th Avenue SE; Nolte State Park.	2020	King County/Metro						X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4602	Foothills (Enumclaw Plateau) Trail - North	Design and construct new paved regional trail segment between Nolte State Park along BNSF rail line near Cumberland-Kanaskat Road to southern terminus of the Landsburg-Kanaskat Trail in Kanaskat .	304th Avenue SE; Nolte State Park; Foothills Trail - Central (RTNR ID FH-4).	Cumberland-Kanaskat Road at the Green River; southern terminus of Landsburg-Kanaskat Trail (RTNR ID LK-1), Kanaskat.	2022	King County/Metro						X	X	
4603	Foothills (Enumclaw Plateau) Trail - South	Develops 0.9-mile paved regional trail to continue Foothills Trail south of Enumclaw to White River.	252nd Avenue SE, Enumclaw	Mud Mountain Road	2010	King County/Metro						X	X	
4604	Foothills (Enumclaw Plateau) Trail - White River Bridge	Design and construct a pedestrian/regional trail bridge over the White River between Enumclaw and Pierce County to link Foothills Trail between King County and Pierce County.	Terminus of Foothills Trail (RTNR ID FH-1) at Mud Mountain Road	Terminus of Foothills Trail at City of Buckley	2013	King County/Metro						X	X	
4037	Foothills Trail	Acquisition, design, and construction of paved regional trail from Pierce County boundary to Kanaskat	Cumberland - Kanaskat Road (Kanaskat)	Pierce County boundary (Buckley)	2011	King County/Metro						X	X	
4605	Green River 2.2 (S. 259th St)	Design and construct new paved regional trail link along S. 259th Street between Interurban Trail and Green River Trail Phase 2.	Green River Trail at Interurban Trail at S. 259th Street	Green River Trail Phase 2 (RTNR ID GR-1) at S. 259th Street	2014	King County/Metro			X	X	X	X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2880	Green River Trail - Lower Valley	Shared use bike path	Interurban Trail near S. 259th Street (Kent)	Branin Park in Auburn	2010	King County/Metro							X	X
4032	Green River Trail - North	Continues Green River Trail north from current terminus at S. 102nd Street to Seattle CL. Acquisition, design, and construction of a paved regional trail	North Terminus of Green River Trail at S. 102nd Street	Seattle City boundary	2009	King County/Metro			X	X	X	X	X	
4033	Green River Trail - Phase 2	Construction of paved regional trail	S. 259th Street (Kent)	Near Central Avenue S. (Kent)	2008	King County/Metro							X	X
4034	Green River Trail - Phase 3	Design and construction of paved regional trail link between cities of Kent and Auburn.	Green River Bridge (86th Avenue S. - Kent)	Brannan Park (Auburn)	2007	King County/Metro							X	X
4035	Green River Trail - Phase 4	Acquisition, design, permitting, and construction of paved regional trail	Braninan Park (Auburn)	SR-18	2011	King County/Metro							X	X
4036	Green River Trail Bridge	Construction of multi-purpose (non-vehicular) Bridge across Green River	86th Avenue S. (Kent)	86th Avenue S. (Unincorporated King County)	2010	King County/Metro							X	X
4606	Green River Trail Phase 5 (Upper)	Develop paved regional trail along Green River from intersection of Auburn-Black Diamond Road at SE Green Valley Road to Green-to-Cedar Rivers Trail near Flaming Geyser State Park.	SR18.	SE Green Valley Road near 227th Avenue SE at Flaming Geyser State Park.	2025	King County/Metro			X	X	X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4607	Green-to-Cedar Rivers Trail	Design and construct paved regional trail between existing terminus at Kent-Kangley Road in Maple Valley to Green River Trail at SE Green Valley Road.	Green-to Cedar River Trail at Kent-Kangley Road, Maple Valley.	SE Green Valley Road near 227th Avenue SE.	2018	King County/Metro						X		X
4031	Interurban Trail (south) Extension	Construction of paved regional trail extension of the Interurban Trail	Terminus of Interurban Trail in Pacific at 3rd Ave SW (Pacific)	Pierce County Boundary (Edgewood)	2010	King County/Metro						X	X	
4609	Issaquah-Preston Trail - High Point to Preston (WSDOT Lead)	Design and construct new regional trail along I-90 and Issaquah Creek between High Point Way interchange and Preston-Snoqualmie Trail near the Preston Park and Ride in Preston.	High Point Way interchange on I-90	Terminus of Preston-Snoqualmie Trail at High Point Way	2010	King County/Metro						X	X	
4027	Issaquah-Snoqualmie Corridor - Preston-Snoqualmie Trail Extension	Construction of paved trail, including new bridge facilities; easternmost segment provides a link between urban areas and cross-state trail system.	Preston-Snoqualmie Trail terminus 1 mile east of Lake Alice Road	Junction of SR202 at Snoqualmie Parkway	2008	King County/Metro						X	X	
4627	Lake to Sound Trail Corridor	Lake-to-Sound Trail: Shared use paths and on-street nonmotorized facilities linking Cedar River Trail and Lake Washington in Renton to regional trails and Puget Sound at Des Moines.	Cedar River Trail at I-405	Western terminus of Des Moines Creek Trail.	2012	King County/Metro			X	X	X	X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4611	Lake Youngs to Cedar River Trail (Soft-Surface)	Develop regional trail between Lake Youngs Trail near intersection of SE Lake Youngs Road at 184th Avenue SE to Cedar River Trail in Maple Valley near junction of Cedar River Trail at SR18.	Lake Youngs Trail near South Lake Youngs Road..	Junction of Cedar River Trail at Green-to-Cedar Rivers Trail, Maple Valley.	2020	King County/Metro						X		X
4628	Lake-to-Sound Trail connection - Green River Trail - Tukwila to SeaTac	Create off-road and on-road trail connections between the Green River Trail in Tukwila to the Westside Trail in SeaTac	Green River Trail at South Center Blvd	S. 154th Street at 24th Ave S	2012	King County/Metro			X	X	X	X	X	
4612	Landsburg-Kanaskat Trail	Develop paved regional trail between terminus of existing Cedar River Trail at Landsburg to intersection of Kanaskat Kangley Road and Retreat Kanaskat Road in Kanaskat.	Eastern terminus of Cedar River Trail at Landsburg Road SE	Cumberland-Kanaskat Road at the Green River; northern terminus of Foothills Trail (RTNR ID FH-5), Kanaskat.	2018	King County/Metro						X		X
4613	Laughing Jacobs Creek Trail Segment	Design and construct new regional trail segment between East Lake Sammamish Trail on East Lake Sammamish Parkway SE in Issaquah and existing trail terminus w/o 229th Place SE in Sammamish.	East Lake Sammamish Trail (RTNR ID ELS-2) at E. Lake Sammamish Parkway at SE 43rd Way.	Western terminus of East Plateau Trail near Providence Point Place SE.	2015	King County/Metro						X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2891	Milton-Edgewood Interurban Trail	Shared use bike path	Milton city limits near Hylebos Ave	Edgewood city limits	2010	King County/Metro						X		X
3364	Montlake Flyer Bike Station	Construct a bicycle commuter station	SR 520		2010	King County/Metro		X	X	X	X	X	X	
2678	Preston-Snoqualmie Trail	Shared use bike path Not in local plans	Fill gap in trail .7 mi - 1.1 mi west of I-90 (just outside Snoqualmie city limits)		2010	King County/Metro						X	X	
4614	Puget Power (PSE) Trail - East Segment	Design and construct regional trail segment between Ferrel-McWhirter Park and Redmond Watershed Preserve and between Preserve and Novelty Hill Road at Redmond Ridge. Continues existing regional trail east.	Eastern terminus of existing trail at Ferrel-McWhirter Park near 196th Avenue NE.	Novelty Hill Road near Redmond Ridge Drive.	2015	King County/Metro						X		X
4616	Snoqualmie Regional Connector	Design and construct paved regional trail from eastern terminus of Preston-Snoqualmie Trail near intersection of Snoqualmie Parkway at SR202 to Snoqualmie Valley Trail near Tokul Road.	Snoqualmie River Bridge (RTNR ID PS-2) at SR202.	Snoqualmie Valley Trail at Tokul Road.	2016	King County/Metro						X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4617	Snoqualmie River Bridge at SR202, Snoqualmie (Partner with WSDOT)	Design and construct regional trail/pedestrian bridge across Snoqualmie River at or near SR202 in Snoqualmie.	Eastern terminus of Preston-Snoqualmie Trail at Snoqualmie Parkway/SR 202/Snoqualmie River.	North side of Snoqualmie River at SR202; terminus of Snoqualmie Regional Connector (RTNR ID PS-3).	2015	King County/Metro						X		X
4028	Snoqualmie Valley Trail - Snoqualmie Mill Segment	Acquisition, design, and construction of soft-surface regional trail link.	Tokul Road	Reinig Road	2008	King County/Metro						X		X
4042	Snoqualmie Valley Trail (North)	Design and construction of regional trail	Woodinville-Duvall Road	Snohomish County boundary	2012	King County/Metro						X		X
2273	Soos Creek Trail	Construct Class 1 multi-use trail.	cedar River Trail	SE 176th St	2010	King County/Metro						X	X	
4619	Soos Creek Trail Phase 6 (Petro - CRT)	Continue development of paved Soos Creek regional trail from Petrovitsky Road to Cedar River Trail at SR 169.	Cedar River Trail near intersection of 140th Way SE at SR169	Petrovitsky Road	2012	King County/Metro						X		X
4620	Soos Creek Trail Phase 7 (To SR18)	Design and construct continuation of paved Soos Creek Trail from southern terminus of existing trail to SR18.	Southern terminus of existing Soos Creek Trail near 148th Avenue SE at SE 266th Street.	SR18.	2030	King County/Metro						X		X

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4621	Soos Creek Trail Phase 8 (SR18-GRT)	Develop paved regional trail from SR18 to Green River Trail near intersection of Auburn-Black Diamond Road at SE Green Valley Road. Bridge/underpass at SR18.	SR18.	Green River Trail Phase 4 (RTNR ID GR-4) near SR18 at SE Green Valley Road.	2035	King County/Metro						X		X
4622	Soos Creek Trail to Lake Youngs Trail	Design and construct onroad and off-road connector trail between Soos Creek and Lake Youngs Trails via SE 216th Street.	Soos Creek Trail at SE 116th Street.	Lake Youngs Trail at SE 116th Street/148th Avenue SE.	2020	King County/Metro						X		X
2860	SR 18 Trail (Auburn to Snoqualmie Trail)	Shared use bike path	Interurban Trail	Auburn eastern city limits	2010	King County/Metro						X	X	
4045	Tolt Pipeline Trail (East Extension)	Extend regional trail	NE Big Rock Road	NE North Fork Road	2012	King County/Metro						X		X
4044	Tolt Pipeline Trail (West)	Design and construct an approach to Tolt Pipeline Trail	Sammamish River Trail (near W. Riverside Drive)	104th Avenue NE	2010	King County/Metro						X		X
4624	Tolt Pipeline Trail Bridge - Snoqualmie River	Design and construct regional trail crossing of Snoqualmie River near alignment of NE 165th Street west of SR203.	Tolt Pipeline at Snoqualmie River.	Tolt Pipeline at Snoqualmie River.	2040	King County/Metro						X		X

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4625	Tolt River Trail	Develop paved regional trail along Tolt River from Snoqualmie Valley Trail in Carnation to Moss Lake.	Snoqualmie Valley Trail at Tolt River.	Moss Lake, junction with Tolt Pipeline Trail (RTNR ID TP-4).	2032	King County/Metro							X	X
4030	Two Rivers Trail	Acquisition, design, permitting, and construction of paved regional trail link between the Cedar River Trail and the Green River and Interurban Trails	Cedar River Trail (Renton)	Junction of Green River and Interurban Trails (Tukwila)	2010	King County/Metro			X	X	X	X	X	
4626	W Sammamish River Trail (Soft-Surface)	Develop soft-surface regional trail along west bank of Sammamish River from Redmond to 102nd Avenue NE in Bothell.	Sammamish River Trail at Leary Way NE.	102nd Avenue NE at E. Riverside Drive	2030	King County/Metro			X	X	X	X	X	
4629	Westside Trail - Seatac to Des Moines	Westside Trail (Seatac) to the Des Moines Creek Trail in Des Moines;	Cedar River Trail at I-405	Western terminus of Des Moines Creek Trail.	2012	King County/Metro						X	X	
2884	Interurban Trail	Shared use bike path	8th St E	southern terminus of existing Interurban Trail at 3rd Ave SW	2010	Pacific						X	X	
2862	Bear and Evans Creek Trail	Shared use bike path	South of Union Hill Rd at Avondale Way	Puget Sound Energy Trail and East Lake Sammamish Trail	2015	Redmond	X						X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5513	Bear Creek Trail Connector, Redmond Town Center to Marymoor Park	Construct paved multi-use trail that would cross over Bear Creek on a new bridge and pass under SR 520 on the east side of the Sammamish River.	Bear Creek Trail	Sammamish River Trail	2014	Redmond		not in DEIS					X	
5518	Puget Sound Energy Trail Improvements	Improve existing soft surface trail with newly paved multi-use trail that meets AASHTO standards. The trail corridor will also include a parallel soft surface trail.	Sammamish River Trail	Avondale Rd	2030	Redmond		not in DEIS						X
4115	Puget Sound Energy Trail, Rose Hill Extension	Extend Puget Sound Energy Trail from its terminus west of Willows Road to 132nd Avenue NE and 142nd Ave NE. Trail project would also design and construct a new crossing of Willows Road in the vicinity of the trail crossing. Provides a connection to Kirk	Willows Rd	132nd Ave NE/NE 142nd St	2011	Redmond						X		X
2671	Cedar River Trail	Shared use bike path Not in local plans	Terminus of existing Cedar River Trail	Rainier and 88th	2010	Renton			X	X	X	X	X	
2856	Springbrook/Interurban Connection (SW 27th St)	Shared use bike path	Oakesdale Ave SW	SR 181	2010	Renton			X	X	X	X	X	
206	228th Ave SE/Equestrian Trail	This project is to provide equestrian facility.	Inglewood Hill Rd	Issaquah Pine Lake Rd	2010	Sammamish						X		X
5083	16th Avenue / Duwamish Greenbelt	Pedestrian Pathway w/ Bicycles Permitted	12th Ave SW	SW Brandon St and Puget Way SW	2020	Seattle		X	X	X	X	X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2857	6th Ave Bike Path	Shared use bike path	Planned Mountain to Sound Path at Royal Brougham	Spokane St	2010	Seattle		X	X	X	X	X	X	
2859	Alaskan Way	Shared use bike path	Spokane St	Atlantic St	2010	Seattle		X	X	X	X	X	X	
5120	Bicycle Parking / Education / Maps	Provide bicycle use support	new		2020	Seattle		X	X	X	X	X	X	
3613	Burke Gilman Trail (NW 60th to Golden Gardens)	Construct a multi-use, nonmotorized, asphalt pathway from NW 60th St. to Golden Gardens Park using abandoned railroad right-of-way to approximately NW 67th St. and continuing along dedicated street right-of-way to Golden Gardens Park.	NW 60th St.	Golden Gardens Park	2008	Seattle	X						X	
5128	Burke-Gilman Trail / NE 45th St Corridor/ Connection	Construct a bicycle and pedestrian trail connecting between NE 45th and the Burke Gilman Trail	NE 45th St		2030	Seattle		X	X	X	X	X	X	
5129	Burke-Gilman Trail / NE 47th St / University Village Trail Connections	Create new pedestrian connections along NE 47th St and realign intersections along 25th Ave	Burke Gilman Trail	25th Ave NE	2020	Seattle		X	X	X	X	X	X	
2668	Burke-Gilman Trail Extension	Shared use bike path Not in local plans	11th Ave NW	Chittendon Locks (30th Ave NW)	2010	Seattle		X	X	X	X	X	X	
2870	Burke-Gilman Trail Extension	Shared use bike path	Chittendon Locks	Seaview Ave	2010	Seattle	X						X	
3610	Chief Sealth Trail--Seattle--Center Segment	Through a partnership between Sound Transit and the City of Seattle, will construct a multi-use, non-motorized, asphalt path within Seattle City Light ROW.	Beacon Ave. S. @ S. Dawson St.	51st Ave. S. @ S. Gazelle St.	2006	Seattle	X						X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3609	Chief Sealth Trail--Seattle--North Segment	Multit-use nonmotorized path.	I-90 @ I-5	Beacon Ave. S. @ S. Dawson St.	2010	Seattle		X				X	X	
3611	Chief Sealth Trail--Seattle--South Segment	Multi-use nonmotorized path.	51st Ave. S. @ S. Gazelle	S. Leo St. @ 59th Ave. S.	2010	Seattle		X				X	X	
5136	Columbia Trail	Pedestrian Pathway w/ Bicycles Permitted. Serves U-District.	Ship Canal Trail	University Bridge	2020	Seattle		X	X	X	X	X	X	
5142	Duwamish Greenbelt	Pedestrian Pathway w/ Bicycles Permitted	Highland Parkway SW	SW Myrtle St and SW Webster St	2020	Seattle		X	X	X	X	X	X	
5143	Duwamish Greenbelt Trail	Pedestrian Pathway w/ Bicycles Permitted. Parallel to W Marginal Way.	Puget Way SW	SW Myrtle St and SW Webster St	2020	Seattle		X				X		X
2674	Duamish River Trail Missing Links	Shared use bike path Not in local plans	Portland St	Donovan St. (where trails picks up again)	2010	Seattle		X	X	X	X	X	X	
2875	Duamish Trail	Shared use bike path	Idaho St	Chelan St	2010	Seattle		X	X	X	X	X	X	
5145	E-3 Busway Trail	Complete multi-use in E-3 busway right-of-way. Serves Duwamish	S Forest St	S Spokane St	2020	Seattle		X	X	X	X	X	X	
2886	Interurban Trail	Shared use bike path	Shoreline/Seattle city limits	Fremont Ave & Linden St	2010	Seattle	X						X	
5167	Lake to Bay Trail Concept	Construct Lake-to-Bay Trail from Mercer & Dexter to 5th & Thomas	new		2020	Seattle		X	X	X	X	X	X	
5168	Lake Union Ship Canal Trail	This project completes Phase II of a multi-use trail, extending from the Fremont Bridge to Fisherman's Terminal, just west of 15th Ave. NW.	6th Ave W	15th Ave W	2020	Seattle		X	X	X	X	X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5182	Military Road Trail Crossing	Bike/Ped Bridge	Military Rd S	Airport Way South	2040	Seattle		X	X			X		X
5183	MLK Jr Way Trail	Construct new trail from S Holgate St to S McClellan St. Provides access to Mt Baker Station.	S Massachusetts St	S McClellan St	2040	Seattle		X				X	X	
2895	Mountain to Sound Trail	Shared use bike path	western terminus of existing I-90 Trail at 12th Ave	E Marginal Way	2010	Seattle		X	X	X	X	X	X	
5215	Northlake Way Trail	Pedestrian Pathway w/ Bicycles Permitted. Serves U-District.	University Bridge	Stone Way N	2020	Seattle		X	X	X	X	X	X	
5225	Puget Park Trail	Pedestrian Pathway w/ Bicycles Permitted	SW Dakota St	SW Dawson St	2020	Seattle		X	X	X	X	X	X	
5229	Ravenna Ave NE Corridor Trail Improvements	Improve off-street multi-use trail parallel to Ravenna Ave NE	55th Ave	Ravenna Boulevard	2020	Seattle		X	X	X	X	X	X	
2902	Ship Canal Trail Extension	Shared use bike path	Nickerson	15th W	2008	Seattle	X						X	
2905	Spokane St.	Shared use bike path	6th Ave S	E Marginal Way	2010	Seattle	X						X	
5274	Watercrest Park Trail	Pedestrian Pathway w/ Bicycles Permitted	SW Henderson St	Highland Parkway SW	2020	Seattle		X	X	X	X	X	X	
2689	West Lake Union Path Extension	Shared use bike path Not in local plans	Valley Rd	Prospect	2010	Seattle		X	X	X	X	X	X	
5281	Woodland Park Trail	Pedestrian Pathway w/ Bicycles Permitted	N 50th St	W Green Lake Way N	2020	Seattle		X				X	X	
2676	Meadowbrook Farm Trail Extension	Shared use bike path Not in local plans	Planned Meadowbrook Trail western terminus	Planned I-90 Trail	2010	Snoqualime						X		X

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2681	Green River Trail spur	Shared use bike path Not in local plans	Existing Green River Trail	east to southern terminus of planned Interurban/ Springbrook Trail near Valley Rd.	2010	Tukwila			X	X	X	X		X
3429	Interurban Trail/Green River Trail	Construct a bicycle and pedestrian trail between and Strander and Southcenter Blvds completing the Green River / Interurban trail between Alki and Flaming Geyser trail. Segment is expected to interface with future multimodal center.	Southcenter Blvd	Strander Blvd	2010	Tukwila	X						X	
2815	Woodinville Valley Trail	Shared use bike path (exact location needs to be verified)	Tolt Pipeline Trail in vicinity of 145th	Tolt Pipeline Trail	2010	Woodinville		exempt status updated to constrained						X
3541	Cedar River Trail / Lake WA Blvd Connector	Add ped / bike facilities	Cedar River Trail	Lake Washington Blvd Loop	2030	WSDOT			X	X	X	X	X	
3542	Cedar-Duwamish Trail Connection	Add ped / bike facility	I-405	Interurban Ave S	2030	WSDOT						X	X	
3540	I-405 Corridor: Cedar River Trail S Extension	Add ped / bike facility	I-405	Burnett Ave	2030	WSDOT			X	X	X	X	X	
3543	I-405 Corridor: I-405 / SR 167 Trail Connection	Add trail connection	Lind Ave SE	Talbot Rd S	2030	WSDOT			X	X	X	X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3544	I-405 Corridor: I-405@I-5 bike/ped facility via or around I-405@I-5 Interchange	Add ped / bike facility	I-5		2030	WSDOT			X	X	X	X	X	
4329	I-405 Corridor: SR 169 to I-90 (Lk Wa bike path realignment)	(I) Realignment and reconstruction of Lk. Washington bike path.	SR 169	I-90	2020	WSDOT			X		X	X	X	
2882	I-90 Highpoint to Preston Trail	Shared use bike path	Terminus of existing Highpoint Trail near Issaquah eastern city limits	Western terminus of existing Preston-Snoqualmie Trail	2030	WSDOT						X	X	
3536	NE Park Drive Ped/Bike	Add sidewalk / paved shoulder crossing I-405 from SR 900 / Sunset Blvd to Lake Washington Blvd	SR 900 / Sunset Blvd	Lake Washington Blvd	2030	WSDOT			X	X	X	X	X	
2906	SR 520 Trail	Shared use bike path pending outcome of Trans-Lake Corridor study	Montlake	east to Seattle city limits at water's edge	2020	WSDOT			X	X	X	X		X
2907	SR 520 Trail	Shared use bike path Pending outcome of Trans-Lake Corridor study	Medina western city limits	Medina eastern city limits	2020	WSDOT			X	X	X	X		X
2910	SR 520 Trail over 520 Bridge	Shared use bike path Pending outcome of Trans-Lake Corridor study	Eastern Seattle city limits	Western Medina city limits	2020	WSDOT			X	X	X	X	X	
5399	Bicycle Path/ Track Burien	Develop a separated bicycle path/ track network with-in Burien's regional growth center boundary beginning at the corner of 12th Ave SW and SW 146th St. This alignment continues east on SW 146th St. to 4th St. SW turning south to SW 150th St and then tu	Downtown Burien (see description)		2020	Agency not Identified		X				X	concept	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5400	Bicycle Path/ Track Federal Way	Develop a separated bicycle path/ track network with-in Federal Way's regional growth center boundary beginning with a connection to the BPA Trail and continues north/east along S. 34th St. to S. Commons where it continues east and north on 25th Ave S .	Downtown Federal Way (see description)		2020	Agency not Identified		X				X	concept	
5401	Bicycle Path/ Track Kent	Develop a separated bicycle path/ track network with-in Kent's regional growth center boundary beginning with a connection to the Interurban Trail and continues east along W James St. to Jason Ave N where it continues south along Jason and E Titus St to E	Downtown Kent (see description)		2020	Agency not Identified		X				X	concept	
5407	Bicycle Path/ Track Redmond	Develop a separated bicycle path/ track network with-in Redmond's regional growth center boundary. This begins with a connection to the Sammamish River Trail at NE 90th St. The pathway continues along 90th to 160th Ave NE where it turns south to NE 85th	Downtown Redmond (see description)		0	Agency not Identified		X				X	concept	
5417	Bicycle Path/ Track Redmond - Overlake	Develop a separated bicycle path/ track network with-in Redmond's - Overlake regional growth center. This begins at the corner of NE 24th St and 156th Ave NE and will head west on NE 24th to 152nd Ave NE and will continue south to NE 20th. This continue	Redmond - Overlake (see description)		0	Agency not Identified		X				X	concept	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5408	Bicycle Path/ Track Renton	Develop a separated bicycle path/ track network with-in Renton's regional growth center boundary. This begins with a connection to the BNSF Trail at Garden Ave N heading south to Bronson Way N. The trail then makes a loop on Bronson Way N then west to S	Downtown Renton (see description)		0	Agency not Identified		X				X	concept	
5409	Bicycle Path/ Track SeaTac	Develop a separated bicycle path/ track network with-in SeaTac's regional growth center boundary. This begins at 42nd Ave S and SR 518 and continues south to Military Rd. This heads west along S 166th St and continues south along 40th Ave S to S 176th S	Downtown SeaTac (see description)		0	Agency not Identified		X				X	concept	
5364	Bicycle Path/ Track Seattle	Develop a separated bicycle path/ track network with-in Seattle's regional growth center boundary along 2nd Ave from Denny Way to S Jackson St, along 4th Ave from S. Jackson St. to Denny Way, along Pike St from 2nd Ave to 9th Ave., along 9th Ave from Pike	Downtown Seattle (see description)		2020	Agency not Identified		X				X	concept	
5412	Bicycle Path/ Track Seattle - First Hill/ Capital Hill	Develop a separated bicycle path/ track network with-in the Seattle - First Hill/ Capital Hill's regional growth center. This begins at the corner of S Jackson St. and 12th Ave and continues north along 12th to E Aloha St where it turns west to Broadway	Seattle - First Hill/ Capital Hill (see description)		0	Agency not Identified		X				X	concept	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5413	Bicycle Path/ Track Seattle - Northgate	Develop a separated bicycle path/ track network with-in the Seattle - Northgate's regional growth center. This begins at the corner of N 117th St and Meridian Ave N. This continues South along Meridian and College Way N to N 92nd St and continues east t	Seattle - Northgate (see description)		0	Agency not Identified		X				X	concept	
5414	Bicycle Path/ Track Seattle - South Lake Union	Develop a separated bicycle path/ track network with-in the Seattle - South Lake Union's regional growth center. This begins at the corner of John St and 9th Ave N where it will head north along 9th to Broad St where it follows Broad St to the east to Va	Seattle - South Lake Union (see description)		0	Agency not Identified							concept	
5415	Bicycle Path/ Track Seattle - University District	Develop a separated bicycle path/ track network with-in the Seattle - University District's regional growth center. This begins at the corner of Roosevelt Way NE and NE 59th St where it continues south along Roosevelt to the corner of Roosevelt and Eastl	Seattle - University District (see description)		0	Agency not Identified		X				X	concept	
5416	Bicycle Path/ Track Seattle - Uptown Queen Anne	Develop a separated bicycle path/ track network with-in the Seattle - Uptown Queen Anne's regional growth center. This begins at Myrtle Edwards Park at West Thomas and Elliot Ave W and continues east along Thomas ST to 1st Ave N. This continues north al	Seattle - Uptown Queen Anne (see description)		0	Agency not Identified		X				X	concept	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5402	Bicycle Path/ Track Totem Lake	Develop a separated bicycle path/ track network with-in Totem Lake's regional growth center boundary beginning at the corner of 100th Ave NE and NE 132nd St. This continues east along 132nd to 120th Ave NE where it continues south to Totem Lake Blvd. Th	Downtown Totem Lake (see description)		2020	Agency not Identified		X				X	concept	
5410	Bicycle Path/ Track Tukwila	Develop a separated bicycle path/ track network with-in Tukwila's regional growth center boundary. This begins at Tukwila Parkway on the south end of the underpass of I-405 from Southcenter Blvd. This continues west along Tukwila Parkway to Southcenter	Downtown Tukwila (see description)		0	Agency not Identified		X				X	concept	
2920	Foothills Trail	Shared use bike path	Enumclaw city limits at SR 410	Roosevelt Ave E	2010	Enumclaw						X	completed	
2669	Cedar Falls/Snoqualmie Valley Trails Connector	Shared use bike path Not in local plans	Fill gap in trail system, just east of Snoqualmie city limits		2010	King County/Metro						X	removed	
2873	Chief Sealth Trail	Shared use bike path	King Co/Seattle line	68th Ave S	2010	King County/Metro						X	duplicate	
2675	Duwamish River Trail Missing Links	Shared use bike path Not in local plans	Seattle City Limits	104th (where trail picks up again)	2010	King County/Metro						X	duplicate	
3373	Foothills Trail	Class 1 bike path	Buckley City Limits at King/Pierce Co Line	Enumclaw City Limits	2010	King County/Metro						X	duplicate	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2693	Iron Horse/Cedar Falls Trail Connector	Shared use bike path Not in local plans	Iron Horse Trail northwestern terminus	Cedar Falls Trail	2010	King County/Metro						X		removed
4039	Lake Youngs-to-Cedar River Trail	Acquisition, design, and construction of soft-surface regional trail	Lake Youngs Trail (near 184th Avenue SE)	Cedar River Trail near SR 18	2009	King County/Metro						X		duplicate
4043	Sammamish River Trail Extension	Design and construct a paved regional trail	W. Lake Sammamish Parkway	East Lake Sammamish Trail (near E. Lake Sammamish Parkway)	2007	King County/Metro						X		completed
2691	Sumner Pacific Trail Extension	Shared use bike path Not in local plans	Northern terminus of planned Sumner Pacific Trail	southern Pacific City Limits	2010	King County/Metro						X		duplicate
2855	167th Ave NE/NE 85th St	Shared use bike path	166th	83rd	2010	Redmond			X		X	X		removed
3258	Sammamish River Trail link to NE 84th St	Shared use bike path	158th Ave NE	Sammamish River Trail	2010	Redmond			X		X	X		removed
3565	Interurban Trail--Shoreline--Central Segment	Shared use bike path	N 175th St.	N 192nd St.	2007	Shoreline			X	X	X	X		completed
2230	N 175th St Roadway Widening	New Sidewalks	Aurora Ave N	I-5	2000	Shoreline			X	X	X	X		exempt

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4518	Puget Sound to Hood Canal Trail	The basic concept of this plan is to develop a shared use path from the WSF Bainbridge ferry terminal in Winslow to connect with the Discovery Trail in Jefferson County. Components of this concept on Bainbridge would include a shared use path on one side	WSF Bainbridge ferry terminal in Winslow	Agate Pass Bridge	2020	Agency not Identified						X		X
5503	Puget Sound to Hood Canal Trail	The basic concept of this plan is to develop a shared use path from the WSF Bainbridge ferry terminal in Winslow to connect with the Discovery Trail in Jefferson County. Components of this concept on Bainbridge would include a shared use path on one side	Agate Pass Bridge	Hood Canal Bridge	2020	Agency not Identified						X		X
4519	Puget Sound to Hood Canal Trail - Suporting Investment A	a) Separated grade crossings would be preferable at intersections. Overhead bicycle/pedestrian bridges could be adapted to existing terrain in places. Microtunnels might be feasible in places.	-		2020	Agency not Identified						X		X
4520	Puget Sound to Hood Canal Trail - Suporting Investment B	b) A separated non-motorized facility should be constructed at the Agate Pass Bridge, either by cantilever off the existing bridge, or separate construction (possibly in conjunction with constructing a new facility for rapid transit).	-		2020	Agency not Identified						X		X
2820	SR 305 Trail	Shared use bike path	Winslow ferry terminal	High School Rd	2010	Agency not Identified						X		X

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5291	String of Pearls: Port Gamble to Hansville	The String of Pearls is a network of trails that are intended to connect across North Kitsap County. These links include connections to the Mosquito Fleet Trail and Bainbridge Island's Puget Sound to Hood Canal trail as well as other regional connections	Port Gamble	Hansville	2020	Agency Not Identified						X		X
5292	String of Pearls: Port Gamble to Poulsbo	The String of Pearls is a network of trails that are intended to connect across North Kitsap County. These links include connections to the Mosquito Fleet Trail and Bainbridge Island's Puget Sound to Hood Canal trail as well as other regional connections	Port Gamble	Poulsbo (Mosquito Fleet Trail Connection)	2020	Agency Not Identified						X		X
2841	Mosquito Fleet Trail	Shared use bike path/pedestrian	Northeast city limits	Southwest city limits	2015	Bremerton		X	X	X	X	X	X	
2811	Mosquito Fleet Trail	Shared use bike path	Kingston ferry terminal	West Kingston Rd	2010	Kitsap County						X	X	
2813	Mosquito Fleet Trail	Shared use bike path	Port Orchard eastern city limits	Sacco Lane	2020	Kitsap County						X	X	
2833	Mosquito Fleet Trail	Shared use bike path	Anderson Rd SE	Southworth ferry terminal	2015	Kitsap County						X	X	
2848	Mosquito Fleet Trail	Shared use bike path	Bremerton city limits	Port Orchard city limits	2020	Kitsap County						X	X	
2832	Beach Drive Trail	Shared use bike path	city limits	city limits	2010	Port Orchard						X	X	
2838	Mosquito Fleet Trail	Shared use bike path	Southern Poulsbo city limits	Southwest Poulsbo city limits	2010	Poulsbo						X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5361	Bicycle Path/ Track Bellevue	Develop a separated bicycle path/ track network with-in Bellevue's regional growth center boundary along 100th Ave NE from NE 12th St. to Main St, along Main St. from 100th Ave NE to 112th Ave NE, along 112th Ave NE from Main St. to NE 12th St., along NE	Downtown Bellevue (see description)		2020	Agency not Identified		X				X	concept	
5362	Bicycle Path/ Track Bremerton	Develop a separated bicycle path/ track network with-in Bremerton's regional growth center boundary along 6th St from N Montgomery to Pacific Ave, along High Ave from 6th St to 13th St, along 13th St. from High Ave to N. Montgomery Ave. from 13th St. to S	Downtown Bremerton (see description)		2020	Agency not Identified		X				X	concept	
5411	Bicycle Path/ Track Silverdale	Develop a separated bicycle path/ track network with-in Silverdale's regional growth center boundary. This begins at the corner of NW Myhre Rd and NW Randall Way. This continues east on Myhre Rd to Mickelberry Rd NW and continues south to Bucklin Hills	Downtown Silverdale (see description)		0	Agency not Identified		X				X	concept	
5524	Fennel Creek Trail – city segment	Shared use path	Victor Falls Elementary School	Sumner-Buckley Highway (SR-410)	2040	Bonney Lake		covered in DEIS by other projects						X
2809	Foothills Trail	Shared use bike path	Terminus of existing Foothills Trail at White River Park Rd	King County line	2010	Buckley						X		X

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2890	Milton-Edgewood Interurban Trail	Shared use bike path	Edgewood/King Co limits	Edgewood/Pacific city limits	2010	Edgewood						X	X	
2897	Puyallup Riverfront Trail	Shared use bike path	Fife/Tacoma city limits	Fife/Pierce Co limits	2012	Fife			X	X	X	X	X	
5520	Cushman Trail (phase 3)	Shared use bike path	96th Street NW	Borgen Boulevard NW	2015	Gig Harbor		covered in DEIS by other projects						X
2806	City Water Ditch Bike Trail	Shared use bike path	Tacoma city limits	84th St S	2010	Lakewood			X	X	X	X	X	
2892	Milton-Edgewood Interurban Trail	Shared use bike path	Milton city limits at 70th Ave E	northeast to city limits at King Co limits	2010	Milton	X						X	
3359	Lake Tapps Pkwy/8th St Bike Path	Shared use bike path	Planned Interurban Trail	Eastern City Limits	2010	Pacific						X	X	
2851	Cushman Trail (phase 2)	Shared use bike path	Pierce Transit Park and Ride (Kimball Dr NW)	96th Street NW	2015	Pierce County						X	X	
5504	Cushman Trail (Phase 4)	Shared use bike path	Borgen Blvd NW	Purdy	2040	Pierce County		covered in DEIS by other projects						X
5506	Fennel Creek Trail - western extension	Shared use path	Foothills Trail	Victor Falls Elementary School	2040	Pierce County		not in DEIS						X
2835	Foothills Trail	Shared use bike path	South Prairie city limits	Buckley city limits	2010	Pierce County						X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3439	Foothills Trail	Design and construct the Cascade Jct. to Wilkeson/Carbonado section of Foothills Trail. Pierce County owns about half of this 7 mile section. The design portion will include engineering and all environmental requirements.	Cascade Junction	Carbonado	2014	Pierce County						X	X	
2894	Milton-Edgewood Interurban Trail	Shared use bike path	70th Ave E	Milton City Limits	2020	Pierce County	X						X	
5505	SR 302 Trail	Shared use path	Mason County	SR 16	2040	Pierce County		not in DEIS						X
5515	Fennel Creek Trail - eastern extension	Shared use path	Sumner-Buckley Highway	Flume Trail	2040	Pierce County		not in DEIS						X
2844	East Puyallup Riverfront Trail	Shared use bike path	Terminus of Existing Foothills Trail at 134th Ave E	Puyallup Riverfront Trail at easterly Puyallup city limits	2011	Puyallup	X						X	
2899	Puyallup Riverfront Trail	Shared use bike path	western terminus of existing Puyallup Riverfront Trail	Puyallup city limits	2010	Puyallup			X	X	X	X	X	
2900	Puyallup Riverfront Trail	Shared use bike path	Eastern terminus of existing Puyallup Riverfront Trail	Sumner city limits at river	2010	Puyallup			X	X	X	X	X	
2814	Foothills Trail	Shared use bike path	eastern city limits	western city limits	2010	South Prairie						X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2684	Sumner Trail	Construct multiuse trail on the east side of the Stuck River from the Tacoma Avenue Bridge to 24th Street E. This trail will provide access to the proposed Interurban and Foothill Trail extensions to the north and to the Foothills and Puyallup Trails to	Tacoma Avenue Bridge	24th Street	2010	Sumner			X	X	X	X	X	
2911	Sumner Trail	Construct multiuse trail from SR 162 to the Puyallup City limits at traffic Avenue. This section of trail will provide access to the City of Puyallup Trail System and the Foothills Trail.	SR 162	Puyallup city limits	2010	Sumner						X	X	
2912	Sumner Trail	Construct multiuse trail on the west bank of the Stuck River from Houston Road to 24th Street E. This trail will provide access to the proposed Interurban and Foothill Trail extensions to the north and to the Foothills and Puyallup Trails to the south.	Southern city limits at Houston Ave	along west bank of river to 24th St Ct	2010	Sumner			X	X	X	X	X	
2913	Sumner Trail	Construct multiuse trail on the east side of the Stuck River from the Stuck River Bridge on Stewart Road to 16th Street E in the City of Sumner. This project will include constructed a trail along the western edge of the golf course and constructing a pe	The Stuck River Bridge on Stewart Road	16th Street E	2010	Sumner						X	X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2914	Sumner Trail	Construct multiuse trail on the west side of the Stuck River from the SR 410 overpass on State Street to the Tacoma Avenue Bridge. This trail will provide access to the proposed Interurban and Foothill Trail extensions to the north and to the Foothills a	SR 410 Overpass on State Street	Tacoma Avenue Bridge Term inus	2010	Sumner			X	X	X	X	X	
2827	Cross County Commuter Connector Trail	Nonmotorized	Tacoma Dome Sounder Station	Foothills Trail in Orting	2015	Tacoma		X	X	X	X	X	X	
2847	Historic Water Ditch Trail, TAC-40	Nonmotorized	S. 38th at South Tacoma Way	S. 80th at South Tacoma Way	2015	Tacoma		X	X	X	X	X	X	
2816	I-5 Trail Corridor	Nonmotorized	I-5 Trail Corridor	I-5 Trail Corridor	2010	Tacoma		X	X	X	X	X	X	
2688	Prairie Line Trail (Water Ditch Trail Extension)	Nonmotorized	South Tacoma Way	Thea Foss Waterway	2015	Tacoma		X	X		X	X	X	
5507	Train To The Mountain Trail	Shared use path	Downtown Tacoma	Elbe	2040	Tacoma		not in DEIS						X
5514	Walk the Water Front	Nonmotorized	McCarver	S 4th Street	2020	Tacoma		not in DEIS					X	
5397	Bicycle Path/ Track Auburn	Develop a separated bicycle path/ track network with-in Auburn's regional growth center boundary beginning with a connection to the Interurban Trail and continues East along 15th St. NW, south along rail alignment to B St. SW, east on 2nd St SE, north on	Downtown Auburn (see description)		2020	Agency not Identified		X				X	concept	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5403	Bicycle Path/ Track Lakewood	Develop a separated bicycle path/ track network with-in Lakewood's regional growth center boundary beginning at Steilacoom Blvd SW and 59th Ave SW. This continues south along 59th to Davisson Rd SW where it heads south/ east to 108th St. SW to Lakeview Dr	Downtown Lakewood (see description)		2020	Agency not Identified		X				X	concept	
5405	Bicycle Path/ Track Puyallup Downtown	Develop a separated bicycle path/ track network with-in downtown Puyallup's regional growth center boundary beginning with a connection to the Puyallup Riverwalk Trail and continues south along 4th St NW to 7th Ave SW where it continues east until 2nd St	Downtown Puyallup (see description)		2020	Agency not Identified		X				X	concept	
5406	Bicycle Path/ Track Puyallup South Hill	Develop a separated bicycle path/ track network with-in Puyallup's regional growth center boundary in the South Hill area. This begins at the corner of S Meridian and 37th Ave SE and continues east along 37th and 39th Ave SE to Wildwood Park Dr. where it	South Hill area of Puyallup (see description)		2020	Agency not Identified		X				X	concept	
5360	Bicycle Path/ Track Tacoma	Develop a separated bicycle path/ track network with-in Tacoma's regional growth center boundary along Tacoma Ave S from S 25th to Division, along Division from S Tacoma to S I St., along S I St from Division to S 25th, along S 25th from Sprague to Tacoma	Downtown Tacoma (see description)		2020	Agency not Identified		X				X	concept	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
5418	Bicycle Path/ Track Tacoma - Tacoma Mall	Develop a separated bicycle path/ track network with-in Tacoma's Tacoma Mall regional growth center. This begins at I-5 and S 38th St and will continue along 38th to S Union Ave and will link to the Scott Pierson trail. Another segment of this path/ tra	Redmond - Overlake (see description)		0	Agency not Identified		X				X	concept	
2836	Foothills Trail	Shared use bike path	262nd Ave	Johns Rd	2010	Pierce County						X	duplicate	
2887	Lake Tapps Pkwy Bike Path	Shared use bike path	Pacific City Limits	182nd Ave E	2020	Pierce County						X	completed	
2898	Puyallup Riverfront Trail	Shared use bike path	Fife/Pierce Co limits	Pierce Co/Puyallup limits	2020	Pierce County			X	X	X	X	completed	
1422	E 72nd St, D to McKinley	Sidewalk & Curb Ramp	D St	McKinley Ave	2009	Tacoma		X				X	exempt	
2837	Puyallup River Levee Trail - TAC 38	Nonmotorized	E. 11th Street	Lincoln Ave	2007	Tacoma		X	X	X	X	X	removed	
2846	Scott Pierson Trail & Scott's Way (SR 16)	Nonmotorized	Narrows Bridge	Sprague Ave	2008	Tacoma		X				X	completed	
4172	North Creek Trail, 220th Street SE to SR 524 (Woodlands Technology Campus)	The North Creek Trail north of 220th Street SE to SR-524 will be constructed by project developers over the next several years. The proposed project "Woodlands Technology Campus" will construct a 12 foot wide mixed use path on their property which runs	220th Street SE	SR 524	2011	Bothell	X						X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4171	North Creek Trail, Section 2, Stage 2 (Canyon Park Business Park)	The North Creek Trail - Section 2, Stage 2 (Canyon Park Business Park) project will construct a Class I non-motorized trail from 228th Street SE north approximately 0.8 miles to 220th Street SE. The project will construct a pedestrian bridge (approximat	228th Street SE	220th Street SE	2011	Bothell			X		X	X	X	
2812	Interurban Trail	Shared use bike path plus Class II bike lanes from SR 104 to 239th St. Also includes Lake Ballinger Station on 76th Ave. with bike lockers, transit stop, bike map, and kiosks.	Southern terminus at 234th St	SR 104 (Snohomish /King county line)	2012	Edmonds			X	X	X	X	X	
2834	Interurban Trail	Shared use bike path	Northern terminus of existing trail at Beverly Blvd	41st St	2010	Everett	X						X	
1885	Riverfront Walkway	Complete Phase I of Riverfront Walkway non-motorized improvements and construct overcrossing of BNRR.	Lenora Street	Pacific Avenue	2008	Everett	X						X	
2680	Riverfront/Interurban Connector	Shared use bike path Not in local plans	Everett City limits	Interurban Trail at 84th St	2010	Everett		X	X	X	X	X	X	
3365	Everett Bike Station	Construct a bicycle commuter station	Broadway Ave	10th St	2007	Everett Transit		X	X	X	X	X	X	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4161	Eastside BNSF Trail (Segment C, Woodinville to Snohomish)	Study and possibly implement acquisition, design, and construction of a paved and soft-surface regional trail. Rail freight to continue from Woodinville to BNSF main Stevens pass East-West line while trail is under consideration.	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	City of Snohomish	2020	King County/Metro							X	X
4634	Interurban Regional Trail - Missing Link	Completion of a multi-use trail that provides direct access to a designated urban centers and a high capacity transit station	212th St SW	52nd Ave W	2011	Lynnwood			X	X	X	X	X	
3442	Interurban Trail Missing Link Pedestrian Bridge at I-5/44th Ave W	This project will complete the 'missing link' in Lynnwood's Interurban Trail by constructing a Class I bicycle/ pedestrian trail and bridge over 44th Ave W and the southbound on-ramp to I-5 and a missing section of the Interurban trail. The bridge will provide a grade-separated paved trail with an ADA accessible approach. The western end of the bridge will join the existing trail at the Lynnwood Transit Center. On the east side of the bridge, 1500 lineal feet of new Interurban Trail will be constructed at-grade to connect the existing trail that begins at 40th Ave W.	Lynnwood P&R	Landmark Inn/PUD ROW	2010	Lynnwood	X						X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
2829	Centennial Trail	Shared use bike path	Terminus of existing trail	Monroe city limits (by SR 203)	2010	Monroe						X		X
2826	SR 522 Trail	Shared use bike path	City Limits	Proposed Centennial Trail	2010	Monroe						X		X
2687	US Hwy 2 Trail Extension	Shared use bike path Not in local plans	Planned Hwy 2 trail terminus at Monroe city limits	Planned Centennial Trail at SR 203	2010	Monroe						X	X	
4010	Mukilteo Lane Waterfront Access	Construct Parking Lot (80-100 stalls) and Pedestrian Access Bridge connecting Mukilteo with Mukilteo Multi-modal Terminal	Park Ave	Mt. Baker Crossing	2020	Mukilteo	X						X	
3577	Riverfront Trail, Western Section	Shared Use Bike Path along Snohomish River	Hwy 9 on the Snohomish River	Avenue D	2005	Snohomish						X		X
2823	Snohomish Centennial Trail	Shared Use Bike Path along State and Lincoln rights of way/former BNSF RR route	Snohomish River	intersection of Maple and Pine Avenues	2006	Snohomish						X	X	
2822	Centennial Trail	Shared use bicycle path	Monroe southern city limits	High Rock Rd	2025	Snohomish Co.						X		X
2842	Centennial Trail	Shared use bicycle path	City of Snohomish city limits	Existing Centennial Trail at Monroe city limits	2025	Snohomish Co.						X	X	
2850	Centennial Trail	Shared use bicycle path	Snohomish County line	Arlington City limits	2025	Snohomish Co.						X		X
2805	Interurban Trail-- 124th Street SW I-5 overcrossing	Shared use bicycle path. See http://www1.co.snohomish.wa.us/Departments/Public_Works/Services/Roads/Projects/RC1022.htm	128th St SE	I-5	2006	Snohomish Co.	X						X	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4016	North Creek Trail - Bothell to Mill Creek	Pedestrian Trail	North Creek Park	Filbert Road	2012	Snohomish Co.						X	X	
2263	North Creek Trail Link	New Class I bike/ped trail. Construct missing links in the North Creek Trail from Bothell to Everett.	North Creek Park	McCollum Pk	2020	Snohomish Co.			X	X	X	X	X	
2679	Riverfront/Interurban Connector	Shared use bike path Not in local plans	Planned Riverfront Trail	Everett City Limits	2010	Snohomish Co.		X	X	X	X	X	X	
2853	White Horse Trail	Shared use bike path	Western terminus of existing White Horse Trail	SR 9	2010	Snohomish Co.						X		X
3539	SR 527 Ped/Bike I-405 Overcrossing	Add ped / bike facility crossing I-405 from 220th St SE to 228th St SE	220th St SE	228th St SE	2030	WSDOT			X		X	X	X	
5363	Bicycle Path/ Track Everett	Develop a separated bicycle path/ track network with-in Everett's regional growth center boundary along Hewitt Ave from Colby Ave to Maple St, along Maple St from Hewitt Ave to Everett Ave, along Everett Ave (SR 529) from Maple St to Colby Ave and along C	Downtown Everett (see description)		2020	Agency not Identified		X				X	concept	
5404	Bicycle Path/ Track Lynnwood	Develop a separated bicycle path/ track network with-in downtown Lynnwood's regional growth center boundary beginning with a connection to the Interurban Trail and continues north along 40th Ave W to Maple Rd where it continues east along Maple and 181st	Downtown Lynnwood (see description)		2020	Agency not Identified		X				X	concept	
2840	Centennial Trail	Shared use bike path	North Arlington city limits	South Arlington city limits	2001	Arlington						X	completed	

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
3443	Lister Gulch Bicycle-Pedestrian Improvements	Design and construction of 500 LF pedestrian and bicycle path, lighting and 40 LF bridge over Lister Gulch linking the Portland Avenue area neighborhood of Tacoma to the Puyallup Tribal campus thereby decreasing traffic at the I-5 and Hwy 167 interchange.	Tribal Administrative Center	Portland Ave area	2010	Puyallup Tribe							X	X
4686	Annual Bike/Pedestrian safety public awareness campaign (region wide)	Implement a regionally coordinated annual pedestrian and bicycle safety public awareness campaign	new		0	Agency not Identified		X	X	X	X	X	program	
4685	Bicycle Education and Encouragement Programs	Provide education and encouragement programs that encourage investment in modes alternative to SOV travel	new		0	Agency not Identified		X	X	X	X	X	program	
4684	Bike Commuter Stations	Projects that complete bicycle commuter stations	new		0	Agency not Identified		X	X	X	X	X	program	
4696	Pedestrian Information Systems	Projects that provide signage, traveler information, seating, shelters and lighting at high capacity transit stations	new		0	Agency not Identified		X	X	X	X	X	program	
4687	Regional Bike Map	Develop a regional bicycle map	new		0	Agency not Identified		X	X	X	X	X	program	
4689	Regional Bike/Ped marketing program	Implement a regionally coordinated individualized marketing program	new		0	Agency not Identified		X	X	X	X	X	program	
4690	Regional Bike/Pedestrian Wayfinding System	Develop a regional wayfinding system	new		0	Agency not Identified		X	X	X	X	X	program	
4691	Regional Centers Bike Share Program	Develop a regionally coordinated bike-share program within regional growth centers	new		0	Agency not Identified		X	X	X	X	X	program	

Addendum G Part 1, Trails

ID	Title	Description	From	To	Year	Sponsor	BL	Alt1	Alt2	Alt3	Alt4	Alt5	PA-C	PA
4688	Regional On-Line Bike Route Planner	Develop an online bicycle route planner	new		0	Agency not Identified		X	X	X	X	X	program	
4683	Transit Bike Rack Capacity Increase	Projects that increase bike rack capacity on buses	new		0	Agency not Identified		X	X	X	X	X	program	
4681	Transit Centers Bike parking/storage	Projects that provide secure bike parking/storage at high capacity transit station areas	new		0	Agency not Identified		X	X	X	X	X	program	
4167	North Creek Trail, Section 2, Stage 1 (Fitzgerald)	Construct a Class I non-motorized trail from 240th St. SE north approx. 0.8 miles to 228th St. SE where it will connect to an existing pedestrian path in the Canyon Park Business Park. The trail will be located within existing street right-of-way for abo	240th St. SE	228th St. SE	2008	Bothell	X							completed
2843	Foothills Trail	Shared use bike path	Terminus of existing Foothills Trail at Patterson Rd	South Prairie city limits	2010	Pierce County	X							completed
3567	Interurban Trail--Shoreline--SR 99/N 155th Overcrossing	Overcrossing of Aurora North @155th St. for Interurban Trail	SR 99@N 155th St.		2007	Shoreline	X							completed

Addendum G Part 2: Urban Form Factor Model Inputs

The investments listed in Part 1 of this Addendum are converted to travel model inputs by a spatial analysis process (see DEIS Appendix E for details). The inputs are Traffic Analysis Zone (TAZ) Urban Form factors. The non-motorized Urban Form factors used for Transportation 2040 appear below.

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
1	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575
2	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001
3	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535	0.3535
4	0.5186	0.5176	0.5176	0.5176	0.5176	0.5176	0.5186	0.5186	0.5186	0.5176	0.5176	0.5176	0.5176	0.5176	0.5186	0.5186
5	0.5869	0.5851	0.5851	0.5851	0.5851	0.5851	0.587	0.587	0.5869	0.5851	0.5851	0.5851	0.5851	0.5851	0.587	0.587
6	0.6348	0.6495	0.6348	0.6348	0.6348	0.6495	0.6359	0.6359	0.6348	0.6495	0.6348	0.6348	0.6348	0.6495	0.6359	0.6359
7	0	0.6861	0.3549	0	0	0	0	0	0	0.6859	0.3549	0	0	0	0	0
8	0.3549	0.425	0.1064	0.3549	0.3549	0.686	0.358	0.358	0.3549	0.4248	0.1064	0.3549	0.3549	0.686	0.358	0.358
9	0.1064	0.3787	0.3787	0.1064	0.1064	0.4248	0.1064	0.1064	0.1064	0.3787	0.3787	0.1064	0.1064	0.4248	0.1064	0.1064
10	0	0.9773	0.9773	0	0	0	0	0	0	0.9773	0.9773	0	0	0	0	0
11	0.3787	0.0036	0.0036	0.3787	0.3787	0.3787	0.3787	0.3787	0.3787	0.0036	0.0036	0.3787	0.3787	0.3787	0.3787	0.3787
12	0.9773	0.6705	0.1958	0.9773	0.9773	0.9773	0.9773	0.9773	0.9773	0.6704	0.1958	0.9773	0.9773	0.9773	0.9773	0.9773

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
13	0.0036	0.3806	0.3806	0.0036	0.0036	0.0036	0.0036	0.0036	0.0036	0.3806	0.3806	0.0036	0.0036	0.0036	0.0036	0.0036
14	0	0.0006	0.0006	0	0	0	0	0	0	0.0006	0.0006	0	0	0	0	0
15	0	0.1211	0.1211	0	0	0.3379	0	0	0	0.1211	0.1211	0	0	0.3379	0	0
16	0	0.0601	0.0587	0	0	0.8277	0	0	0	0.0601	0.0587	0	0	0.8277	0	0
17	0.1958	0.1299	0.1299	0.1958	0.1958	0.6704	0.1982	0.1982	0.1958	0.1299	0.1299	0.1958	0.1958	0.6704	0.1982	0.1982
18	0.3806	0.4513	0.12	0.3806	0.3806	0.3806	0.3806	0.3806	0.3806	0.4512	0.12	0.3806	0.3806	0.3806	0.3806	0.3806
19	0.0006	0.5855	0.0009	0.0006	0.0006	0.0006	0.0006	0.0006	0.0006	0.5855	0.0009	0.0006	0.0006	0.0006	0.0006	0.0006
20	0.0279	0.0065	0.0065	0	0	0	0.0279	0.0279	0.0279	0.0065	0.0065	0	0	0	0.0279	0.0279
21	0.1211	0.4308	0.4308	0.1211	0.1211	0.1211	0.1211	0.1211	0.1211	0.4308	0.4308	0.1211	0.1211	0.1211	0.1211	0.1211
22	0.0587	0.7472	0.7472	0.0587	0.0587	0.0601	0.0587	0.0587	0.0587	0.7472	0.7472	0.0587	0.0587	0.0601	0.0587	0.0587
23	0.1299	0.0955	0.0955	0.1299	0.1299	0.1299	0.1299	0.1299	0.1299	0.0955	0.0955	0.1299	0.1299	0.1299	0.1299	0.1299
24	0.12	0.2433	0.2365	0.12	0.12	0.4512	0.12	0.12	0.12	0.2433	0.2365	0.12	0.12	0.4512	0.12	0.12
25	0.0009	0.2749	0.2749	0.0009	0.0009	0.5855	0.0009	0.0009	0.0009	0.2749	0.2749	0.0009	0.0009	0.5855	0.0009	0.0009
26	0	0.4747	0.3672	0	0	0.0642	0	0	0	0.4747	0.3672	0	0	0.0642	0	0
27	0.0065	0.6312	0.4671	0.0065	0.0065	0.0065	0.0065	0.0065	0.0065	0.6311	0.4671	0.0065	0.0065	0.0065	0.0065	0.0065

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
28	0.4308	0.3404	0.3404	0.4308	0.4308	0.4308	0.4308	0.4308	0.4308	0.3404	0.3404	0.4308	0.4308	0.4308	0.4308	0.4308
29	0.7472	0.071	0.071	0.7472	0.7472	0.7472	0.7472	0.7472	0.7472	0.071	0.071	0.7472	0.7472	0.7472	0.7472	0.7472
30	0.0955	0.3722	0.3722	0.0955	0.0955	0.0955	0.0955	0.0955	0.0955	0.3722	0.3722	0.0955	0.0955	0.0955	0.0955	0.0955
31	0	0.15	0.15	0	0	0	0	0	0	0.15	0.15	0	0	0	0	0
32	0.1437	0.4998	0.4998	0.2365	0.2365	0.2422	0.2365	0.2365	0.1437	0.4998	0.4998	0.2365	0.2365	0.2422	0.2365	0.2365
33	0.2749	0.1512	0.1512	0.2749	0.2749	0.2749	0.2749	0.2749	0.2749	0.1512	0.1512	0.2749	0.2749	0.2749	0.2749	0.2749
34	0.3672	0.4094	0.4094	0.3672	0.3672	0.4747	0.3672	0.3672	0.3672	0.4094	0.4094	0.3672	0.3672	0.4747	0.3672	0.3672
35	0.4671	0.5906	0.5905	0.4671	0.4671	0.6312	0.4671	0.4671	0.4671	0.5905	0.5905	0.4671	0.4671	0.6312	0.4671	0.4671
36	0.3404	0.234	0.2236	0.3404	0.3404	0.3404	0.3404	0.3404	0.3404	0.234	0.2236	0.3404	0.3404	0.3404	0.3404	0.3404
37	0.071	0.4633	0.3827	0.071	0.071	0.071	0.071	0.071	0.071	0.4633	0.3827	0.071	0.071	0.071	0.071	0.071
38	0.3722	0.73	0.682	0.3722	0.3722	0.3722	0.3722	0.3722	0.3722	0.73	0.682	0.3722	0.3722	0.3722	0.3722	0.3722
39	0.288	0.8275	0.6342	0.15	0.15	0.15	0.288	0.288	0.288	0.8275	0.6342	0.15	0.15	0.15	0.288	0.288
40	0.7054	0.0508	0.0509	0	0	0	0.7054	0.7053	0.7054	0.0508	0.0509	0	0	0	0.7054	0.7053
41	0.6555	0.205	0.205	0.4998	0.4998	0.4998	0.6657	0.6657	0.6555	0.205	0.205	0.4998	0.4998	0.4998	0.6657	0.6657
42	0.9536	0.6759	0.6759	0.1512	0.1512	0.1512	0.9536	0.9536	0.9536	0.6759	0.6759	0.1512	0.1512	0.1512	0.9536	0.9536

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
43	0.4093	0.3325	0.3325	0.4094	0.4094	0.4094	0.4093	0.4093	0.4093	0.3325	0.3325	0.4094	0.4094	0.4094	0.4093	0.4093
44	0.588	0.3705	0.3705	0.5905	0.5905	0.5905	0.5896	0.5896	0.588	0.3705	0.3705	0.5905	0.5905	0.5905	0.5896	0.5896
45	0.2236	0.4334	0.4386	0.2236	0.2236	0.234	0.234	0.234	0.2236	0.4334	0.4386	0.2236	0.2236	0.234	0.234	0.234
46	0.3827	0.6995	0.6995	0.3827	0.3827	0.4633	0.4633	0.4633	0.3827	0.6995	0.6995	0.3827	0.3827	0.4633	0.4633	0.4633
47	0.6821	0.8675	0.8675	0.682	0.682	0.73	0.682	0.682	0.6821	0.8675	0.8675	0.682	0.682	0.73	0.682	0.682
48	0.6342	0.5162	0.5162	0.6342	0.6342	0.8274	0.6342	0.6342	0.6342	0.5162	0.5162	0.6342	0.6342	0.8274	0.6342	0.6342
49	0.0056	0.603	0.5475	0.0509	0.0509	0.0509	0.0509	0.0509	0.0056	0.603	0.5475	0.0509	0.0509	0.0509	0.0509	0.0509
50	0.205	0.9532	0.9223	0.205	0.205	0.205	0.205	0.205	0.205	0.9532	0.9223	0.205	0.205	0.205	0.205	0.205
51	0.6759	0.9192	0.6288	0.6759	0.6759	0.6759	0.6759	0.6759	0.6759	0.9192	0.6288	0.6759	0.6759	0.6759	0.6759	0.6759
52	0.3325	0.7311	0.377	0.3325	0.3325	0.3325	0.3325	0.3325	0.3325	0.7314	0.377	0.3325	0.3325	0.3325	0.3325	0.3325
53	0.3705	0.9397	0.9272	0.3705	0.3705	0.3705	0.3705	0.3705	0.3705	0.9397	0.9272	0.3705	0.3705	0.3705	0.3705	0.3705
54	0.4334	0.6195	0.4071	0.4386	0.4386	0.4386	0.4386	0.4386	0.4334	0.6197	0.4071	0.4386	0.4386	0.4386	0.4386	0.4386
55	0.6995	0.7308	0.7308	0.6995	0.6995	0.6995	0.6995	0.6995	0.6995	0.7308	0.7308	0.6995	0.6995	0.6995	0.6995	0.6995
56	0.8619	0.9006	0.9005	0.8675	0.8675	0.8675	0.8675	0.8675	0.8619	0.9005	0.9005	0.8675	0.8675	0.8675	0.8675	0.8675
57	0.4689	0.571	0.5282	0.5162	0.5162	0.5162	0.5162	0.5162	0.4689	0.571	0.5282	0.5162	0.5162	0.5162	0.5162	0.5162

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
58	0.4173	0.5652	0.4468	0.5475	0.5475	0.6018	0.5475	0.5475	0.4173	0.5651	0.4468	0.5475	0.5475	0.6018	0.5475	0.5475
59	0.8149	0.4179	0.2406	0.9223	0.9223	0.9532	0.9224	0.9224	0.8149	0.4179	0.2406	0.9223	0.9223	0.9532	0.9224	0.9224
60	0.5052	0.5141	0.3908	0.6288	0.6288	0.9181	0.6288	0.6288	0.5052	0.5143	0.3908	0.6288	0.6288	0.9181	0.6288	0.6288
61	0.3631	0.7575	0.5891	0.377	0.377	0.7311	0.3771	0.3771	0.3631	0.7578	0.5891	0.377	0.377	0.7311	0.3771	0.3771
62	0.9272	0.9864	0.7387	0.9272	0.9272	0.9397	0.9397	0.9397	0.9272	0.9865	0.7387	0.9272	0.9272	0.9397	0.9397	0.9397
63	0.4071	0.89	0.89	0.4071	0.4071	0.6195	0.4535	0.4535	0.4071	0.89	0.89	0.4071	0.4071	0.6195	0.4535	0.4535
64	0.7312	0.9859	0.9859	0.7308	0.7308	0.7308	0.7312	0.7312	0.7312	0.9859	0.9859	0.7308	0.7308	0.7308	0.7312	0.7312
65	0.8956	0.7336	0.7336	0.9005	0.9005	0.9005	0.8995	0.8995	0.8956	0.7336	0.7336	0.9005	0.9005	0.9005	0.8995	0.8995
66	0.5308	0.1531	0.1531	0.5282	0.5282	0.571	0.5736	0.5736	0.5308	0.1531	0.1531	0.5282	0.5282	0.571	0.5736	0.5736
67	0.4468	0.0419	0.0419	0.4468	0.4468	0.5651	0.5651	0.5651	0.4468	0.0419	0.0419	0.4468	0.4468	0.5651	0.5651	0.5651
68	0.2406	0.3136	0.3136	0.2406	0.2406	0.4179	0.4179	0.4179	0.2406	0.3136	0.3136	0.2406	0.2406	0.4179	0.4179	0.4179
69	0.3909	0.1555	0.1555	0.3908	0.3908	0.5141	0.4508	0.4508	0.3909	0.1555	0.1555	0.3908	0.3908	0.5141	0.4508	0.4508
70	0.5849	0.697	0.697	0.5891	0.5891	0.7575	0.5891	0.5891	0.5849	0.697	0.697	0.5891	0.5891	0.7575	0.5891	0.5891
71	0.7142	0.4991	0.4991	0.7387	0.7387	0.9864	0.7388	0.7388	0.7142	0.4991	0.4991	0.7387	0.7387	0.9864	0.7388	0.7388
72	0.8535	0.812	0.812	0.89	0.89	0.89	0.8917	0.8917	0.8535	0.812	0.812	0.89	0.89	0.89	0.8917	0.8917

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
73	0.9859	0.5581	0.5581	0.9859	0.9859	0.9859	0.9859	0.9859	0.9859	0.5581	0.5581	0.9859	0.9859	0.9859	0.9859	0.9859
74	0.7309	0.5786	0.5786	0.7336	0.7336	0.7336	0.7347	0.7347	0.7309	0.5786	0.5786	0.7336	0.7336	0.7336	0.7347	0.7347
75	0	0.3337	0.3337	0	0	0	0	0	0	0.3337	0.3337	0	0	0	0	0
76	0.1531	0.4458	0.4458	0.1531	0.1531	0.1531	0.1531	0.1531	0.1531	0.4458	0.4458	0.1531	0.1531	0.1531	0.1531	0.1531
77	0.0506	0.2671	0.2671	0.0419	0.0419	0.0419	0.0506	0.0506	0.0506	0.2671	0.2671	0.0419	0.0419	0.0419	0.0506	0.0506
78	0.4497	0.4738	0.6958	0.3136	0.3136	0.3136	0.4496	0.4496	0.4497	0.4739	0.6958	0.3136	0.3136	0.3136	0.4496	0.4496
79	0.1555	0.1341	0.1679	0.1555	0.1555	0.1555	0.1555	0.1555	0.1555	0.1341	0.1679	0.1555	0.1555	0.1555	0.1555	0.1555
80	0.7043	0	0.2338	0.697	0.697	0.697	0.7045	0.7045	0.7043	0	0.2338	0.697	0.697	0.697	0.7045	0.7045
81	0.4991	0	0.1197	0.4991	0.4991	0.4991	0.4991	0.4991	0.4991	0	0.1197	0.4991	0.4991	0.4991	0.4991	0.4991
82	0.812	0.463	0.2296	0.812	0.812	0.812	0.812	0.812	0.812	0.4629	0.2296	0.812	0.812	0.812	0.812	0.812
83	0.5581	0.5436	0.4951	0.5581	0.5581	0.5581	0.5581	0.5581	0.5581	0.5436	0.4951	0.5581	0.5581	0.5581	0.5581	0.5581
84	0.6501	0.4783	0.3625	0.5786	0.5786	0.5786	0.6502	0.6502	0.6501	0.4787	0.3625	0.5786	0.5786	0.5786	0.6502	0.6502
85	0.3925	0.1439	0.0572	0.3337	0.3337	0.3337	0.3924	0.3924	0.3925	0.1442	0.0572	0.3337	0.3337	0.3337	0.3924	0.3924
86	0.4456	0.3669	0.3193	0.4458	0.4458	0.4458	0.446	0.446	0.4456	0.3669	0.3193	0.4458	0.4458	0.4458	0.446	0.446
87	0.2107	0.6168	0.4866	0.2662	0.2662	0.2662	0.271	0.271	0.2107	0.6171	0.4866	0.2662	0.2662	0.2662	0.271	0.271

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
88	0.3432	0.9445	0.8001	0.6934	0.6934	0.6934	0.6714	0.6958	0.3432	0.9445	0.8001	0.6934	0.6934	0.6934	0.6714	0.6958
89	0.0282	0.9901	0.8453	0.1662	0.1662	0.1762	0.1497	0.1679	0.0282	0.9901	0.8453	0.1662	0.1662	0.1762	0.1497	0.1679
90	0	0.9941	0.827	0.2338	0.2338	0.2338	0.2342	0.2338	0	0.9942	0.827	0.2338	0.2338	0.2338	0.2342	0.2338
91	0	1	0.7932	0.1197	0.1197	0.1197	0.1071	0.1197	0	1	0.7932	0.1197	0.1197	0.1197	0.1071	0.1197
92	0	1	0.7958	0	0	0.179	0	0	0	1	0.7958	0	0	0.179	0	0
93	0.2298	1	0.8579	0.2296	0.2296	0.4629	0.2296	0.2296	0.2298	1	0.8579	0.2296	0.2296	0.4629	0.2296	0.2296
94	0.4951	1	0.7792	0.4951	0.4951	0.5436	0.4951	0.4951	0.4951	1	0.7792	0.4951	0.4951	0.5436	0.4951	0.4951
95	0.3625	1	0.754	0.3625	0.3625	0.4787	0.3625	0.3625	0.3625	1	0.754	0.3625	0.3625	0.4787	0.3625	0.3625
96	0.0572	1	0.7841	0.0572	0.0572	0.1442	0.0572	0.0572	0.0572	1	0.7841	0.0572	0.0572	0.1442	0.0572	0.0572
97	0.3193	1	0.6766	0.3193	0.3193	0.3669	0.3193	0.3193	0.3193	1	0.6766	0.3193	0.3193	0.3669	0.3193	0.3193
98	0.4866	1	0.6904	0.4866	0.4866	0.6171	0.4866	0.4866	0.4866	1	0.6904	0.4866	0.4866	0.6171	0.4866	0.4866
99	0.8001	1	0.6251	0.8001	0.8001	0.9445	0.8001	0.8001	0.8001	1	0.6251	0.8001	0.8001	0.9445	0.8001	0.8001
100	0.8453	0.8249	0.3521	0.8453	0.8453	0.9901	0.8453	0.8453	0.8453	0.8248	0.3521	0.8453	0.8453	0.9901	0.8453	0.8453
101	0.827	0.3879	0.1076	0.827	0.827	0.9942	0.827	0.827	0.827	0.3878	0.1076	0.827	0.827	0.9942	0.827	0.827
102	0.7932	0.2994	0.0397	0.7932	0.7932	0.9616	0.7932	0.7932	0.7932	0.2993	0.0397	0.7932	0.7932	0.9616	0.7932	0.7932

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
103	0.7958	0.5171	0.1505	0.7958	0.7958	0.9804	0.7958	0.7958	0.7958	0.5171	0.1505	0.7958	0.7958	0.9804	0.7958	0.7958
104	0.8579	1	0.9112	0.8579	0.8579	0.9901	0.8579	0.8579	0.8579	1	0.9112	0.8579	0.8579	0.9901	0.8579	0.8579
105	0.7792	1	1	0.7792	0.7792	0.9593	0.7792	0.7792	0.7792	1	1	0.7792	0.7792	0.9593	0.7792	0.7792
106	0.754	1	0.9377	0.754	0.754	0.96	0.754	0.754	0.754	1	0.9377	0.754	0.754	0.96	0.754	0.754
107	0.7841	1	0.8863	0.7841	0.7841	0.9571	0.7841	0.7841	0.7841	1	0.8863	0.7841	0.7841	0.9571	0.7841	0.7841
108	0.6766	1	0.9063	0.6766	0.6766	0.96	0.6766	0.6766	0.6766	1	0.9063	0.6766	0.6766	0.96	0.6766	0.6766
109	0.6904	1	0.7735	0.6904	0.6904	0.96	0.6904	0.6904	0.6904	1	0.7735	0.6904	0.6904	0.96	0.6904	0.6904
110	0.6258	1	0.7413	0.6251	0.6251	0.96	0.6251	0.6251	0.6258	1	0.7413	0.6251	0.6251	0.96	0.6251	0.6251
111	0.3528	1	1	0.3521	0.3521	0.8105	0.3521	0.3521	0.3528	1	1	0.3521	0.3521	0.8105	0.3521	0.3521
112	0.1082	1	0.9195	0.1076	0.1076	0.3878	0.1076	0.1076	0.1082	1	0.9195	0.1076	0.1076	0.3878	0.1076	0.1076
113	0	1	0.7351	0	0	0.0065	0	0	0	1	0.7351	0	0	0.0065	0	0
114	0	1	0.7659	0	0	0.0198	0	0	0	1	0.7659	0	0	0.0198	0	0
115	0	1	0.8831	0	0	0	0	0	0	1	0.8831	0	0	0	0	0
116	0	1	0.913	0	0	0	0	0	0	1	0.913	0	0	0	0	0
117	0.0401	1	0.576	0.0397	0.0397	0.2993	0.0397	0.0397	0.0401	1	0.576	0.0397	0.0397	0.2993	0.0397	0.0397

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
118	0.1511	1	0.5693	0.1505	0.1505	0.5171	0.1505	0.1505	0.1511	1	0.5693	0.1505	0.1505	0.5171	0.1505	0.1505
119	0.9112	1	0.5869	0.9112	0.9112	1	0.9112	0.9112	0.9112	1	0.5869	0.9112	0.9112	1	0.9112	0.9112
120	1	1	0.6414	1	1	1	1	1	1	1	0.6414	1	1	1	1	1
121	0.9377	1	0.6571	0.9377	0.9377	1	0.9377	0.9377	0.9377	1	0.6571	0.9377	0.9377	1	0.9377	0.9377
122	0.8863	1	0.6568	0.8863	0.8863	0.9868	0.8863	0.8863	0.8863	1	0.6568	0.8863	0.8863	0.9868	0.8863	0.8863
123	0.9063	1	0.6464	0.9063	0.9063	1	0.9063	0.9063	0.9063	1	0.6464	0.9063	0.9063	1	0.9063	0.9063
124	0.7735	1	0.6195	0.7735	0.7735	0.9804	0.7735	0.7735	0.7735	1	0.6195	0.7735	0.7735	0.9804	0.7735	0.7735
125	0.7413	1	0.5961	0.7413	0.7413	1	0.7413	0.7413	0.7413	1	0.5961	0.7413	0.7413	1	0.7413	0.7413
126	1	1	0.5307	1	1	1	1	1	1	1	0.5307	1	1	1	1	1
127	0.9195	1	0.483	0.9195	0.9195	1	0.9195	0.9195	0.9195	1	0.483	0.9195	0.9195	1	0.9195	0.9195
128	0.7351	1	0.4446	0.7351	0.7351	0.9608	0.7351	0.7351	0.7351	1	0.4446	0.7351	0.7351	0.9608	0.7351	0.7351
129	0.7659	1	0.6477	0.7659	0.7659	1	0.7659	0.7659	0.7659	1	0.6477	0.7659	0.7659	1	0.7659	0.7659
130	0.8831	0.9906	0.4046	0.8831	0.8831	1	0.8831	0.8831	0.8831	0.9906	0.4046	0.8831	0.8831	1	0.8831	0.8831
131	0.913	1	0.5138	0.913	0.913	0.9946	0.913	0.913	0.913	1	0.5138	0.913	0.913	0.9946	0.913	0.913
132	0.5761	0.9998	0.3561	0.576	0.576	0.96	0.576	0.576	0.5761	0.9998	0.3561	0.576	0.576	0.96	0.576	0.576

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
133	0.5693	1	0.5472	0.5693	0.5693	0.9776	0.5693	0.5693	0.5693	1	0.5472	0.5693	0.5693	0.9776	0.5693	0.5693
134	0.5869	1	0.6372	0.5869	0.5869	0.9599	0.5869	0.5869	0.5869	1	0.6372	0.5869	0.5869	0.9599	0.5869	0.5869
135	0.6415	0.8172	0.1268	0.6414	0.6414	0.959	0.6414	0.6414	0.6415	0.8172	0.1268	0.6414	0.6414	0.959	0.6414	0.6414
136	0.6571	0	0	0.6571	0.6571	0.9652	0.6571	0.6571	0.6571	0	0	0.6571	0.6571	0.9652	0.6571	0.6571
137	0.6568	0	0	0.6568	0.6568	0.9885	0.6568	0.6568	0.6568	0	0	0.6568	0.6568	0.9885	0.6568	0.6568
138	0.6464	0	0	0.6464	0.6464	0.9585	0.6464	0.6464	0.6464	0	0	0.6464	0.6464	0.9585	0.6464	0.6464
139	0.6195	0.338	0	0.6195	0.6195	0.96	0.6195	0.6195	0.6195	0.3379	0	0.6195	0.6195	0.96	0.6195	0.6195
140	0.5961	0.8277	0	0.5961	0.5961	0.96	0.5961	0.5961	0.5961	0.8277	0	0.5961	0.5961	0.96	0.5961	0.5961
141	0.5308	0	0	0.5307	0.5307	0.96	0.5307	0.5307	0.5308	0	0	0.5307	0.5307	0.96	0.5307	0.5307
142	0.4831	0.0642	0	0.483	0.483	0.9607	0.483	0.483	0.4831	0.0642	0	0.483	0.483	0.9607	0.483	0.483
143	0.4449	0	0	0.4446	0.4446	0.96	0.4446	0.4446	0.4449	0	0	0.4446	0.4446	0.96	0.4446	0.4446
144	0.6477	0	0	0.6477	0.6477	1	0.6477	0.6477	0.6477	0	0	0.6477	0.6477	1	0.6477	0.6477
145	0.4046	0	0	0.4046	0.4046	0.9906	0.4046	0.4046	0.4046	0	0	0.4046	0.4046	0.9906	0.4046	0.4046
146	0.5138	0.1791	0	0.5138	0.5138	0.9992	0.5138	0.5138	0.5138	0.179	0	0.5138	0.5138	0.9992	0.5138	0.5138
147	0.3562	0.0065	0	0.3561	0.3561	0.997	0.3561	0.3561	0.3562	0.0065	0	0.3561	0.3561	0.997	0.3561	0.3561

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
148	0.5472	0.0199	0	0.5472	0.5472	1	0.5472	0.5472	0.5472	0.0198	0	0.5472	0.5472	1	0.5472	0.5472
149	0.6372	0	0	0.6372	0.6372	1	0.6372	0.6372	0.6372	0	0	0.6372	0.6372	1	0.6372	0.6372
150	0.1269	0	0	0.1268	0.1268	0.8172	0.1268	0.1268	0.1269	0	0	0.1268	0.1268	0.8172	0.1268	0.1268
151	0	0.4092	0	0	0	0.4092	0	0	0	0.4092	0	0	0	0.4092	0	0
152	0.0767	0.4139	0.0767	0.0767	0.0767	0.4139	0.0767	0.0767	0.0767	0.4139	0.0767	0.0767	0.0767	0.4139	0.0767	0.0767
153	0	0.4133	0.4133	0	0	0.021	0	0	0	0.4133	0.4133	0	0	0.021	0	0
154	0	0.4047	0.4019	0	0	0.0192	0	0	0	0.4047	0.4019	0	0	0.0192	0	0
155	0.4133	0.6277	0.4222	0.4133	0.4133	0.4133	0.4133	0.4133	0.4133	0.6277	0.4222	0.4133	0.4133	0.4133	0.4133	0.4133
156	0.4019	0.9847	0.7131	0.4019	0.4019	0.4047	0.4019	0.4019	0.4019	0.9847	0.7131	0.4019	0.4019	0.4047	0.4019	0.4019
157	0.4222	1	0.9331	0.4222	0.4222	0.6277	0.4222	0.4222	0.4222	1	0.9331	0.4222	0.4222	0.6277	0.4222	0.4222
158	0.7131	0.8804	0.8804	0.7131	0.7131	0.9847	0.7131	0.7131	0.7131	0.8804	0.8804	0.7131	0.7131	0.9847	0.7131	0.7131
159	0.9331	0.9003	0.9003	0.9331	0.9331	1	0.9331	0.9331	0.9331	0.9003	0.9003	0.9331	0.9331	1	0.9331	0.9331
160	0.766	1	0.9321	0.8804	0.8804	0.8804	0.8804	0.8804	0.766	1	0.9321	0.8804	0.8804	0.8804	0.8804	0.8804
161	0.7185	1	0.9058	0.9003	0.9003	0.9003	0.9003	0.9003	0.7185	1	0.9058	0.9003	0.9003	0.9003	0.9003	0.9003
162	0.8555	0.6295	0.1553	0.9321	0.9321	1	0.9955	0.9955	0.8555	0.6295	0.1553	0.9321	0.9321	1	0.9955	0.9955

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
163	0.5245	0.3804	0.3299	0.9058	0.9058	1	1	1	0.5245	0.3804	0.3299	0.9058	0.9058	1	1	1
164	0.0297	1	0.978	0.1553	0.1553	0.6295	0.6371	0.6371	0.0297	1	0.978	0.1553	0.1553	0.6295	0.6371	0.6371
165	0.224	0.994	0.994	0.3299	0.3299	0.3804	0.4078	0.4078	0.224	0.994	0.994	0.3299	0.3299	0.3804	0.4078	0.4078
166	0.978	0.8167	0.685	0.978	0.978	1	0.978	0.978	0.978	0.8167	0.685	0.978	0.978	1	0.978	0.978
167	0.8922	0.328	0.328	0.994	0.994	0.994	0.994	0.994	0.8922	0.328	0.328	0.994	0.994	0.994	0.994	0.994
168	0.6349	0.5769	0.5766	0.685	0.685	0.8167	0.8342	0.8342	0.6349	0.5766	0.5766	0.685	0.685	0.8848	0.9031	0.9031
169	0.328	0.8062	0.8062	0.328	0.328	0.328	0.328	0.328	0.328	0.8062	0.8062	0.328	0.328	0.426	0.4237	0.4237
170	0.5769	0.4218	0.4218	0.5766	0.5766	0.5766	0.5766	0.5766	0.5769	0.4218	0.4218	0.5766	0.5766	0.8026	0.8024	0.8024
171	0.8062	0.1113	0.1113	0.8062	0.8062	0.8062	0.8062	0.8062	0.8062	0.1113	0.1113	0.8062	0.8062	0.8062	0.8062	0.8062
172	0.4218	0.3206	0.3206	0.4218	0.4218	0.4218	0.4218	0.4218	0.4218	0.3206	0.3206	0.4218	0.4218	0.4218	0.4218	0.4218
173	0.1113	0.4815	0.4815	0.1113	0.1113	0.1113	0.1113	0.1113	0.1113	0.4815	0.4815	0.1113	0.1113	0.1113	0.1113	0.1113
174	0.3206	0.8519	0.8517	0.3206	0.3206	0.3206	0.3206	0.3206	0.3206	0.8517	0.8517	0.3206	0.3206	0.3206	0.3206	0.3206
175	0.4815	0.5839	0.5838	0.4815	0.4815	0.4815	0.4815	0.4815	0.4815	0.5838	0.5838	0.4815	0.4815	0.4815	0.4815	0.4815
176	0.7602	0.6662	0.6662	0.8517	0.8517	0.8517	0.8517	0.8517	0.7602	0.6662	0.6662	0.8517	0.8517	0.8517	0.8517	0.8517
177	0.4189	0.8674	0.8673	0.5838	0.5838	0.5838	0.5838	0.5838	0.4189	0.8673	0.8673	0.5838	0.5838	0.5838	0.5838	0.5838

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
178	0.6662	0.3974	0.3974	0.6662	0.6662	0.6662	0.6662	0.6662	0.6662	0.3974	0.3974	0.6662	0.6662	0.6662	0.6662	0.6662
179	0.6858	0.7016	0.7016	0.8673	0.8673	0.8673	0.8673	0.8673	0.6858	0.7016	0.7016	0.8673	0.8673	0.8673	0.8673	0.8673
180	0.31	0.4888	0.166	0.3974	0.3974	0.3974	0.3974	0.3974	0.31	0.4884	0.166	0.3974	0.3974	0.3974	0.3974	0.3974
181	0.7016	0.252	0.251	0.7016	0.7016	0.7016	0.7016	0.7016	0.7016	0.2516	0.251	0.7016	0.7016	0.7016	0.7016	0.7016
182	0.2012	0.4576	0.4576	0.166	0.166	0.4884	0.4974	0.4974	0.2012	0.4576	0.4576	0.166	0.166	0.5003	0.5096	0.5096
183	0	0.3263	0.3263	0	0	0	0	0	0	0.3263	0.3263	0	0	0	0	0
184	0.2523	0.5599	0.3115	0.251	0.251	0.2516	0.2518	0.2518	0.2523	0.5597	0.3115	0.251	0.251	0.2516	0.2518	0.2518
185	0.4576	0.702	0.2063	0.4576	0.4576	0.4576	0.4576	0.4576	0.4576	0.7019	0.2063	0.4576	0.4576	0.4576	0.4576	0.4576
186	0.4009	0.4296	0.4297	0.3263	0.3263	0.3263	0.4009	0.4009	0.4009	0.4297	0.4297	0.3263	0.3263	0.3263	0.4009	0.4009
187	0.8437	0.289	0.2893	0.3115	0.3115	0.5597	0.8437	0.8437	0.8437	0.2893	0.2893	0.3115	0.3115	0.5597	0.8437	0.8437
188	0.5979	0.2885	0.2893	0.2063	0.2063	0.7019	0.7381	0.7381	0.5979	0.2893	0.2893	0.2063	0.2063	0.7019	0.7381	0.7381
189	0.4297	0.217	0.2169	0.4297	0.4297	0.4297	0.4297	0.4297	0.4297	0.2169	0.2169	0.4297	0.4297	0.4297	0.4297	0.4297
190	0.289	0.1346	0.1346	0.2893	0.2893	0.2893	0.2893	0.2893	0.289	0.1346	0.1346	0.2893	0.2893	0.2893	0.2893	0.2893
191	0.2885	0.9686	0.9686	0.2893	0.2893	0.2893	0.2893	0.2893	0.2885	0.9686	0.9686	0.2893	0.2893	0.2893	0.2893	0.2893
192	0.0297	0.622	0.622	0.2169	0.2169	0.0499	0.2169	0.2169	0.0297	0.622	0.622	0.2169	0.2169	0.0499	0.2169	0.2169

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
193	0.0962	0.3704	0.3704	0.1346	0.1346	0.0962	0.1346	0.1346	0.0962	0.3704	0.3704	0.1346	0.1346	0.0962	0.1346	0.1346
194	0.7525	0.1288	0.1288	0.9686	0.9686	0.8543	0.9686	0.9686	0.7525	0.1288	0.1288	0.9686	0.9686	0.8543	0.9686	0.9686
195	0.2634	0.4625	0.4625	0.622	0.622	0.4512	0.622	0.622	0.2634	0.4625	0.4625	0.622	0.622	0.4512	0.622	0.622
196	0.3704	0.0979	0.0979	0.3704	0.3704	0.3704	0.3704	0.3704	0.3704	0.0979	0.0979	0.3704	0.3704	0.3704	0.3704	0.3704
197	0.0979	0.0829	0.0829	0.1288	0.1288	0.1288	0.1288	0.1288	0.0979	0.0829	0.0829	0.1288	0.1288	0.1288	0.1288	0.1288
198	0.8247	0.4325	0.4324	0.4625	0.4625	0.4625	0.8246	0.8246	0.8247	0.4324	0.4324	0.4625	0.4625	0.4625	0.8246	0.8246
199	0.426	0.687	0.729	0.0979	0.0979	0.0979	0.4266	0.4266	0.426	0.6869	0.729	0.0979	0.0979	0.0979	0.4266	0.4266
200	0.0829	0.8387	0.8405	0.0829	0.0829	0.0829	0.0829	0.0829	0.0829	0.8386	0.8405	0.0829	0.0829	0.0829	0.0829	0.0829
201	0.5341	0.7986	0.7987	0.4324	0.4324	0.4324	0.534	0.534	0.5341	0.7987	0.7987	0.4324	0.4324	0.4324	0.534	0.534
202	0.5544	0.3679	0.3681	0.729	0.729	0.729	0.731	0.731	0.5544	0.3681	0.3681	0.729	0.729	0.729	0.731	0.731
203	0.5344	0.0745	0.0747	0.8405	0.8405	0.8405	0.8243	0.8243	0.5344	0.0747	0.0747	0.8405	0.8405	0.8405	0.8243	0.8243
204	0.3285	0.0012	0.0012	0.7987	0.7987	0.7987	0.8626	0.8626	0.3285	0.0012	0.0012	0.7987	0.7987	0.7987	0.8626	0.8626
205	0.0917	0.0004	0.0004	0.3681	0.3681	0.3681	0.4891	0.4891	0.0917	0.0004	0.0004	0.3681	0.3681	0.3681	0.4891	0.4891
206	0.0691	0.0171	0.0171	0.0747	0.0747	0.0694	0.0826	0.0826	0.0691	0.0171	0.0171	0.0747	0.0747	0.0694	0.0826	0.0826
207	0	0.1671	0.0743	0	0	0	0.0075	0.0075	0	0.1671	0.0743	0	0	0	0.0075	0.0075

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
208	0.0012	0.6546	0.0022	0.0012	0.0012	0.0012	0.0012	0.0012	0.0012	0.6546	0.0022	0.0012	0.0012	0.0012	0.0012	0.0012
209	0	0	0.0022	0	0	0	0	0	0	0	0.0022	0	0	0	0	0
210	0.0004	0.1611	0.5124	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.1611	0.5124	0.0004	0.0004	0.0004	0.0004	0.0004
211	0	0.0174	0.0174	0	0	0	0	0	0	0.0174	0.0174	0	0	0	0	0
212	0.6439	0.1983	0.2502	0.0171	0.0171	0.0171	0.6465	0.6465	0.6439	0.1983	0.2502	0.0171	0.0171	0.0171	0.6465	0.6465
213	0.4946	0.4893	0.6635	0.0743	0.0743	0.1671	0.497	0.497	0.4946	0.4893	0.6635	0.0743	0.0743	0.1671	0.497	0.497
214	0.3094	0	0	0	0	0.0371	0.3091	0.3091	0.3094	0	0	0	0	0.0371	0.3091	0.3091
215	0.0032	0.5291	0.5291	0	0	0.0922	0.0679	0.0679	0.0032	0.5291	0.5291	0	0	0.0922	0.0679	0.0679
216	0.1657	0.0052	0.0052	0.0022	0.0022	0.6569	0.6331	0.6331	0.1657	0.0052	0.0052	0.0022	0.0022	0.6569	0.6331	0.6331
217	0	0.3854	0.3854	0	0	0	0	0	0	0.3854	0.3854	0	0	0	0	0
218	0	0.2182	0.2182	0	0	0	0	0	0	0.2182	0.2182	0	0	0	0	0
219	0	0.0101	0.0101	0	0	0	0	0	0	0.0101	0.0101	0	0	0	0	0
220	0	0.5526	0.5526	0.0022	0.0022	0.0022	0	0.0061	0	0.5526	0.5526	0.0022	0.0022	0.0022	0	0.0061
221	0.1611	0.2672	0.2672	0.5124	0.5124	0.5124	0.1611	0.5069	0.1611	0.2672	0.2672	0.5124	0.5124	0.5124	0.1611	0.5069
222	0.0174	0.2173	0.2173	0.0174	0.0174	0.0174	0.0174	0.0174	0.0174	0.2173	0.2173	0.0174	0.0174	0.0174	0.0174	0.0174

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
223	0	0.5056	0.5056	0	0	0	0	0	0	0.5056	0.5056	0	0	0	0	0
224	0	0.6594	0.6593	0	0	0	0	0	0	0.6593	0.6593	0	0	0	0	0
225	0	0.2831	0.2831	0	0	0	0	0	0	0.2831	0.2831	0	0	0	0	0
226	0.1983	0.6283	0.6283	0.2502	0.2502	0.2502	0.1983	0.2462	0.1983	0.6283	0.6283	0.2502	0.2502	0.2502	0.1983	0.2462
227	0.4893	0.512	0.6195	0.6635	0.6635	0.6635	0.4893	0.6771	0.4893	0.512	0.6195	0.6635	0.6635	0.6635	0.4893	0.6771
228	0	0.6919	0.6919	0	0	0	0	0	0	0.6919	0.6919	0	0	0	0	0
229	0.5301	0.9101	0.9101	0.5291	0.5291	0.5291	0.5301	0.5301	0.5301	0.9101	0.9101	0.5291	0.5291	0.5291	0.5301	0.5301
230	0.0052	0.8952	0.6696	0.0052	0.0052	0.0052	0.0052	0.0052	0.0052	0.8952	0.6696	0.0052	0.0052	0.0052	0.0052	0.0052
231	0.408	0.3359	0.0146	0.3854	0.3854	0.3854	0.3855	0.4038	0.408	0.3359	0.0146	0.3854	0.3854	0.3854	0.3855	0.4038
232	0.2182	0.5416	0.5318	0.2182	0.2182	0.2182	0.2182	0.2182	0.2182	0.5416	0.5318	0.2182	0.2182	0.2182	0.2182	0.2182
233	0.0101	0.7069	0.7069	0.0101	0.0101	0.0101	0.0101	0.0101	0.0101	0.7069	0.7069	0.0101	0.0101	0.0101	0.0101	0.0101
234	0.5526	0.757	0.3552	0.5526	0.5526	0.5526	0.5526	0.5526	0.5526	0.7569	0.3552	0.5526	0.5526	0.5526	0.5526	0.5526
235	0.2672	0.5309	0.3155	0.2672	0.2672	0.2672	0.2672	0.2672	0.2672	0.5308	0.3155	0.2672	0.2672	0.2672	0.2672	0.2672
236	0.2173	0.0067	0.0067	0.2173	0.2173	0.2173	0.2173	0.2173	0.2173	0.0067	0.0067	0.2173	0.2173	0.2173	0.2173	0.2173
237	0.5056	0.1711	0.1711	0.5056	0.5056	0.5056	0.5056	0.5056	0.5056	0.1711	0.1711	0.5056	0.5056	0.5056	0.5056	0.5056

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
238	0.6594	0.0838	0.2981	0.6593	0.6593	0.6593	0.6593	0.6593	0.6594	0.0837	0.2981	0.6593	0.6593	0.6593	0.6593	0.6593
239	0.2831	0.0032	0.2394	0.2831	0.2831	0.2831	0.2831	0.2831	0.2831	0.0032	0.2394	0.2831	0.2831	0.2831	0.2831	0.2831
240	0.6283	0.16	0.6624	0.6283	0.6283	0.6283	0.6283	0.6283	0.6283	0.16	0.6624	0.6283	0.6283	0.6283	0.6283	0.6283
241	0.6087	0.3285	0.7513	0.6195	0.6195	0.6195	0.6193	0.6193	0.6087	0.3285	0.7513	0.6195	0.6195	0.6195	0.6193	0.6193
242	0.6919	0.2524	0.1931	0.6919	0.6919	0.6919	0.6919	0.6919	0.6919	0.2524	0.1931	0.6925	0.6925	0.6925	0.6925	0.6925
243	0.9101	0.2441	0.2441	0.9101	0.9101	0.9101	0.9111	0.9111	0.9101	0.2441	0.2441	0.9101	0.9101	0.9101	0.9111	0.9111
244	0.6665	0.5737	0.5737	0.6696	0.6696	0.8952	0.711	0.711	0.6665	0.5737	0.5737	0.6696	0.6696	0.8952	0.711	0.711
245	0.0146	0.2801	0.2801	0.0146	0.0146	0.3359	0.0146	0.0146	0.0146	0.2801	0.2801	0.0146	0.0146	0.3359	0.0146	0.0146
246	0.5317	0.2849	0.5473	0.5318	0.5318	0.5417	0.5369	0.5369	0.5317	0.2849	0.5473	0.5318	0.5318	0.5417	0.5369	0.5369
247	0.7069	0.2798	0.7525	0.7069	0.7069	0.7069	0.7069	0.7069	0.7069	0.2798	0.7525	0.7069	0.7069	0.7069	0.7069	0.7069
248	0	0.3049	0.3435	0	0	0.2616	0	0	0	0.3049	0.3435	0	0	0.2616	0	0
249	0.2822	0.4828	0.3983	0.3552	0.3552	0.7569	0.3073	0.3073	0.2822	0.4827	0.3983	0.3552	0.3552	0.7569	0.3073	0.3073
250	0.1034	0.8904	0.8904	0.3155	0.3155	0.6002	0.2264	0.2264	0.1034	0.8904	0.8904	0.3155	0.3155	0.6002	0.2264	0.2265
251	0.0067	0.864	0.7129	0.0067	0.0067	0.0067	0.0067	0.0067	0.0067	0.864	0.7129	0.0067	0.0067	0.0067	0.0067	0.0067
252	0.1711	0.6546	0.5804	0.1711	0.1711	0.1711	0.1711	0.1711	0.1711	0.6547	0.5804	0.1711	0.1711	0.1711	0.1711	0.1711

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
253	0	0.7558	0.6222	0	0	0	0	0	0	0.7559	0.6222	0	0	0	0	0
254	0	0.2028	0.1072	0	0	0.0286	0	0	0	0.2028	0.1072	0	0	0.0286	0	0
255	0	0.1282	0.1282	0	0	0	0	0	0	0.1282	0.1282	0	0	0	0	0
256	0	0.0959	0.0744	0	0	0	0	0	0	0.0959	0.0744	0	0	0	0	0
257	0.0337	0.242	0.0704	0.2981	0.2981	0.3255	0.3273	0.3273	0.0337	0.242	0.0704	0.2981	0.2981	0.3255	0.3273	0.3273
258	0.0032	0.0777	0.0037	0.2394	0.2394	0.2394	0.2112	0.2112	0.0032	0.0777	0.0037	0.2394	0.2394	0.2394	0.2112	0.2112
259	0.1568	0.3504	0.3504	0.6624	0.6624	0.6624	0.6996	0.6996	0.1568	0.3504	0.3504	0.6624	0.6624	0.6624	0.6996	0.6996
260	0.3285	0.4356	0.4356	0.7513	0.7513	0.7513	0.8112	0.8112	0.3285	0.4356	0.4356	0.7513	0.7513	0.7513	0.8112	0.8112
261	0.1818	0.4042	0.4041	0.1931	0.1931	0.3401	0.2543	0.3307	0.1818	0.4041	0.4041	0.1931	0.1931	0.3401	0.2543	0.3307
262	0.2441	0.534	0.534	0.2441	0.2441	0.3158	0.2441	0.3158	0.2441	0.534	0.534	0.2441	0.2441	0.3158	0.2441	0.3158
263	0.5737	0.0982	0.1653	0.5737	0.5737	0.738	0.5737	0.738	0.5737	0.0982	0.1653	0.5737	0.5737	0.738	0.5737	0.738
264	0.2801	0.4501	0.6565	0.2801	0.2801	0.2801	0.2801	0.2801	0.2801	0.4501	0.6565	0.2801	0.2801	0.2801	0.2801	0.2801
265	0.2849	0.3584	0.3175	0.5473	0.5473	0.5473	0.8718	0.8718	0.2849	0.3585	0.3175	0.5473	0.5473	0.5473	0.8718	0.8718
266	0.2798	0.3215	0.5346	0.7525	0.7525	0.7525	0.7614	0.7614	0.2798	0.3215	0.5346	0.7525	0.7525	0.7525	0.7614	0.7614
267	0.3049	0.533	0.7883	0.3435	0.3435	0.3435	0.3049	0.3048	0.3049	0.5329	0.7883	0.3435	0.3435	0.3435	0.3049	0.3048

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
268	0.3983	0.7289	0.6796	0.3983	0.3983	0.4827	0.3983	0.3983	0.3983	0.7289	0.6796	0.3983	0.3983	0.4827	0.3983	0.3983
269	0.8904	0.9671	0.8163	0.8904	0.8904	0.8904	0.8904	0.8904	0.8904	0.967	0.8163	0.8904	0.8904	0.8904	0.8904	0.8904
270	0.7129	0.9009	0.9009	0.7129	0.7129	0.864	0.7129	0.7129	0.7129	0.9009	0.9009	0.7129	0.7129	0.864	0.7129	0.7129
271	0.5803	0.8826	0.6967	0.5804	0.5804	0.6547	0.5804	0.5804	0.5803	0.8825	0.6967	0.5804	0.5804	0.6547	0.5804	0.5804
272	0.6222	0.9869	0.3888	0.6222	0.6222	0.7559	0.6222	0.6222	0.6222	0.9868	0.3888	0.6222	0.6222	0.7559	0.6222	0.6222
273	0.1072	0.8934	0.2605	0.1072	0.1072	0.2028	0.1072	0.1072	0.1072	0.8933	0.2605	0.1072	0.1072	0.2028	0.1072	0.1072
274	0.1282	0.7817	0.6604	0.1282	0.1282	0.1282	0.1282	0.1282	0.1282	0.7816	0.6604	0.1282	0.1282	0.1282	0.1282	0.1282
275	0.0744	0.5872	0.53	0.0744	0.0744	0.0959	0.0744	0.0744	0.0744	0.5872	0.53	0.0744	0.0744	0.0959	0.0744	0.0744
276	0	0.694	0.694	0	0	0	0	0	0	0.694	0.694	0	0	0	0	0
277	0.0704	0.9281	0.9281	0.0704	0.0704	0.242	0.0704	0.0704	0.0704	0.9281	0.9281	0.0704	0.0704	0.242	0.0704	0.0704
278	0.0037	0.4468	0.3269	0.0037	0.0037	0.0777	0.0037	0.0037	0.0037	0.4467	0.3269	0.0037	0.0037	0.0777	0.0037	0.0037
279	0	0.5596	0.0201	0	0	0	0	0	0	0.5596	0.0201	0	0	0	0	0
280	0.3504	0.4418	0.4203	0.3504	0.3504	0.3504	0.3504	0.3504	0.3504	0.4418	0.4203	0.3504	0.3504	0.3504	0.3504	0.3504
281	0.4356	0.021	0	0.4356	0.4356	0.4356	0.4356	0.4356	0.4356	0.021	0	0.4356	0.4356	0.4356	0.4356	0.4356
282	0.4042	0.0192	0	0.4041	0.4041	0.4041	0.4041	0.4041	0.4042	0.0192	0	0.4041	0.4041	0.4041	0.4041	0.4041

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
283	0.534	0	0	0.534	0.534	0.534	0.534	0.534	0.534	0	0	0.534	0.534	0.534	0.534	0.534
284	0.0982	0	0	0.1653	0.1653	0.1653	0.1653	0.1653	0.0982	0	0	0.1653	0.1653	0.1653	0.1653	0.1653
285	0.2603	0	0	0.6565	0.6565	0.6665	0.6565	0.6565	0.2603	0	0	0.6565	0.6565	0.6665	0.6565	0.6565
286	0.3175	0	0	0.3175	0.3175	0.3585	0.3175	0.3175	0.3175	0	0	0.3175	0.3175	0.3585	0.3175	0.3175
287	0	0.0371	0	0	0	0	0	0	0	0.0371	0	0	0	0	0	0
288	0.3215	0.0195	0	0.5346	0.5346	0.5346	0.5277	0.5277	0.3215	0.0195	0	0.5346	0.5346	0.5346	0.5277	0.5277
289	0.3977	0	0	0.7883	0.7883	0.8108	0.7883	0.7883	0.3977	0	0	0.7883	0.7883	0.8108	0.7883	0.7883
290	0.6796	0	0	0.6796	0.6796	0.7289	0.6796	0.6796	0.6796	0	0	0.6796	0.6796	0.7289	0.6796	0.6796
291	0.723	0	0	0.8163	0.8163	0.9698	0.8163	0.8163	0.723	0	0	0.8163	0.8163	0.9701	0.8163	0.8163
292	0.9009	0	0	0.9009	0.9009	0.9009	0.9009	0.9009	0.9009	0	0	0.9599	0.9599	0.9599	0.9599	0.9599
293	0.3357	0	0	0.6967	0.6967	0.9947	0.6967	0.6967	0.3357	0	0	0.6967	0.6967	0.9947	0.6967	0.6967
294	0.3642	0	0	0.3888	0.3888	0.9868	0.3888	0.3888	0.3642	0	0	0.3888	0.3888	0.9868	0.3888	0.3888
295	0.242	0.2616	0	0.2605	0.2605	0.8933	0.2605	0.2605	0.242	0.2616	0	0.2605	0.2605	0.8933	0.2605	0.2605
296	0.2964	0	0	0.6604	0.6604	0.9431	0.6604	0.6604	0.2964	0	0	0.6604	0.6604	0.9431	0.6604	0.6604
297	0.53	0.0286	0	0.53	0.53	0.5872	0.53	0.53	0.53	0.0286	0	0.53	0.53	0.5871	0.53	0.53

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
298	0.694	0	0	0.694	0.694	0.694	0.694	0.694	0.694	0	0	0.8025	0.8025	0.8025	0.804	0.804
299	0.9281	0	0	0.9281	0.9281	0.9281	0.9353	0.9353	0.9281	0	0	0.9281	0.9281	0.9281	0.9353	0.9353
300	0.2483	0	0	0.3269	0.3269	0.5134	0.3254	0.3254	0.2483	0	0	0.3269	0.3269	0.5134	0.3254	0.3254
301	0.02	0	0	0.0201	0.0201	0.5596	0.0201	0.0201	0.02	0	0	0.0201	0.0201	0.5596	0.0201	0.0201
302	0.4203	0	0	0.4203	0.4203	0.4418	0.4203	0.4203	0.4203	0	0	0.4203	0.4203	0.4418	0.4203	0.4203
303	0.2034	0.2034	0.2651	0.2651	0.2651	0.2651	0.2557	0.2651	0.2034	0.2028	0.2651	0.2651	0.2651	0.2651	0.2557	0.2651
304	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424	0.5424
305	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225	0.7225
306	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038	0.038
307	0	0.5571	0.5571	0	0	0	0	0	0	0.5571	0.5571	0	0	0	0	0
308	0	0.3226	0.3226	0	0	0	0	0	0	0.3226	0.3226	0	0	0	0	0
309	0.5571	0.6196	0.6196	0.5571	0.5571	0.5571	0.5589	0.5589	0.5571	0.6196	0.6196	0.5571	0.5571	0.5571	0.5589	0.5589
310	0.3226	0.4616	0.4616	0.3226	0.3226	0.3226	0.323	0.323	0.3226	0.4616	0.4616	0.3226	0.3226	0.3226	0.323	0.323
311	0.6196	0.0009	0.0009	0.6196	0.6196	0.6196	0.6196	0.6196	0.6196	0.0009	0.0009	0.6196	0.6196	0.6196	0.6196	0.6196
312	0.4616	0.066	0.066	0.4616	0.4616	0.4616	0.4617	0.4617	0.4616	0.066	0.066	0.4616	0.4616	0.4616	0.4617	0.4616

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
313	0.0009	0.1136	0.1136	0.0009	0.0009	0.0009	0.0009	0.0009	0.0009	0.1136	0.1136	0.0009	0.0009	0.0009	0.0009	0.0009
314	0.066	0.1636	0.1637	0.066	0.066	0.066	0.066	0.066	0.066	0.1636	0.1637	0.066	0.066	0.066	0.066	0.066
315	0	0.9434	0.9449	0	0	0	0	0	0	0.9434	0.9449	0	0	0	0	0
316	0.1136	0.8159	0.8695	0.1136	0.1136	0.1136	0.1136	0.1136	0.1136	0.8159	0.8695	0.1136	0.1136	0.1136	0.1136	0.1136
317	0	0.2506	0.2243	0	0	0	0	0	0	0.2507	0.2243	0	0	0	0	0
318	0	0.3096	0.2951	0	0	0.0008	0.1919	0.192	0	0.3096	0.2951	0	0	0.0008	0.1919	0.192
319	0	0.2017	0.2017	0	0	0	0	0	0	0.2017	0.2017	0	0	0	0	0
320	0	0.4498	0.9066	0	0	0	0.571	0.571	0	0.4498	0.9066	0	0	0	0.571	0.571
321	0	0.319	0.3222	0	0	0	0.3536	0.3536	0	0.319	0.3222	0	0	0	0.3536	0.3536
322	0.1636	0.0067	0.3309	0.1637	0.1637	0.1637	0.4204	0.4204	0.1636	0.0067	0.3309	0.1637	0.1637	0.1637	0.4204	0.4204
323	0.9348	0	0.0696	0.9449	0.9449	0.9555	0.9555	0.9555	0.9348	0	0.0696	0.953	0.953	0.9555	0.9555	0.9555
324	0.638	0.3075	0.4108	0.8695	0.8695	0.9868	0.9505	0.9505	0.638	0.3075	0.4108	0.9066	0.9066	0.998	0.9602	0.9713
325	0.2243	0.0845	0.3245	0.2243	0.2243	0.2506	0.5035	0.5035	0.2243	0.0844	0.3245	0.2388	0.2388	0.251	0.518	0.518
326	0	0.2393	0.0844	0	0	0	0.4015	0.4015	0	0.2393	0.0844	0	0	0	0.4015	0.4015
327	0.2951	0.2336	0.2336	0.2951	0.2951	0.3096	0.2956	0.2957	0.2951	0.2336	0.2336	0.3008	0.3008	0.3096	0.3008	0.3008

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
328	0.2017	0.3641	0.8903	0.2017	0.2017	0.2017	0.2017	0.2017	0.2017	0.3641	0.8903	0.2017	0.2017	0.2017	0.2017	0.2017
329	0.4498	0.5063	0.6859	0.9066	0.9066	0.9067	0.9067	0.9067	0.4498	0.5063	0.6859	0.9066	0.9066	0.9067	0.9067	0.9067
330	0.319	0.8828	0.8828	0.3222	0.3222	0.6971	0.6971	0.6971	0.319	0.8828	0.8828	0.3222	0.3222	0.6971	0.6971	0.6971
331	0.0067	0.9626	0.6772	0.3309	0.3309	0.3309	0.3309	0.3309	0.0067	0.9626	0.6772	0.3798	0.3798	0.3798	0.3309	0.3798
332	0	0.7772	0.6752	0	0	0.1681	0.1681	0.1681	0	0.7772	0.6752	0	0	0.1681	0.1681	0.1681
333	0	0.1047	0.2793	0	0	0.5134	0.5134	0.5134	0	0.1047	0.2793	0	0	0.5134	0.5134	0.5134
334	0	0.4094	0.6192	0.0696	0.0696	0.4807	0.4773	0.4773	0	0.4094	0.6192	0.0696	0.0696	0.4807	0.4773	0.4773
335	0.3075	0.0841	0.2765	0.4108	0.4108	0.7499	0.7499	0.7499	0.3075	0.0841	0.2765	0.4108	0.4108	0.7499	0.7499	0.7499
336	0.0444	0.179	0.179	0.3245	0.3245	0.6835	0.6835	0.6835	0.0444	0.179	0.179	0.3245	0.3245	0.6835	0.6835	0.6835
337	0.0844	0.1911	0.1911	0.0844	0.0844	0.6257	0.5895	0.5895	0.0844	0.1911	0.1911	0.0844	0.0844	0.6257	0.5895	0.5895
338	0.2336	0.6144	0.6144	0.2336	0.2336	0.447	0.447	0.447	0.2336	0.6144	0.6144	0.2336	0.2336	0.447	0.447	0.447
339	0.3713	0.0862	0.0862	0.8903	0.8903	0.8903	0.8903	0.8903	0.3713	0.0862	0.0862	0.8903	0.8903	0.8904	0.8904	0.8904
340	0.5111	0.5909	0.4627	0.6859	0.6859	0.6859	0.6859	0.6859	0.5111	0.5909	0.4627	0.686	0.686	0.686	0.6859	0.686
341	0.8828	0.6676	0.6637	0.8828	0.8828	0.8828	0.8828	0.8828	0.8828	0.6676	0.6637	0.8828	0.8828	0.8828	0.8828	0.8828
342	0.6772	0.8735	0.733	0.6772	0.6772	0.9626	0.6774	0.6774	0.6772	0.8734	0.733	0.7281	0.7281	0.9626	0.7281	0.7281

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
343	0.6938	0.6899	0.0164	0.6752	0.6752	0.7772	0.7772	0.7772	0.6938	0.6898	0.0164	0.6752	0.6752	0.7772	0.7772	0.7772
344	0.1047	0.5833	0.5833	0.2793	0.2793	0.2793	0.2793	0.2793	0.1047	0.5833	0.5833	0.2793	0.2793	0.2793	0.2793	0.2793
345	0.4062	0.441	0.4043	0.6192	0.6192	0.6192	0.6192	0.6192	0.4062	0.441	0.4043	0.6192	0.6192	0.6192	0.6192	0.6192
346	0.0841	0.9731	0.2695	0.2765	0.2765	0.2765	0.2757	0.2757	0.0841	0.9731	0.2695	0.2765	0.2765	0.2765	0.2757	0.2757
347	0	0.3841	0.0325	0.179	0.179	0.179	0.2145	0.2145	0	0.384	0.0325	0.179	0.179	0.179	0.2145	0.2145
348	0	0.7347	0.7347	0	0	0	0	0	0	0.7347	0.7347	0	0	0	0	0
349	0	0.0965	0.0964	0	0	0	0	0	0	0.0964	0.0964	0	0	0	0	0
350	0	0.639	0.639	0	0	0	0	0	0	0.639	0.639	0	0	0	0	0
351	0	0.8403	0.8403	0	0	0	0	0	0	0.8403	0.8403	0	0	0	0	0
352	0	0.5927	0.5926	0	0	0	0	0	0	0.5926	0.5926	0	0	0	0	0
353	0	0.1105	0.1105	0	0	0	0	0	0	0.1105	0.1105	0	0	0	0	0
354	0.1911	0.3471	0.347	0.1911	0.1911	0.1911	0.1911	0.1911	0.1911	0.347	0.347	0.1911	0.1911	0.1911	0.1911	0.1911
355	0.6144	0.388	0.388	0.6144	0.6144	0.6144	0.6144	0.6144	0.6144	0.388	0.388	0.6144	0.6144	0.6144	0.6144	0.6144
356	0.0862	0.2126	0.2121	0.0862	0.0862	0.0862	0.0862	0.0862	0.0862	0.2121	0.2121	0.0862	0.0862	0.0862	0.0862	0.0862
357	0	0.0515	0.0514	0	0	0.0109	0	0	0	0.0514	0.0514	0	0	0.0109	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
358	0	0.0521	0.0521	0	0	0.1961	0	0	0	0.0521	0.0521	0	0	0.1961	0	0
359	0	0.3766	0.3766	0	0	0.1131	0	0	0	0.3766	0.3766	0	0	0.1131	0	0
360	0	0.7834	0.7834	0	0	0	0	0	0	0.7834	0.7834	0	0	0	0	0
361	0	0.6392	0.6392	0	0	0	0	0	0	0.6392	0.6392	0	0	0	0	0
362	0	0.4356	0.4356	0	0	0	0	0	0	0.4356	0.4356	0	0	0	0	0
363	0	0.2528	0.2528	0	0	0.26	0	0	0	0.2528	0.2528	0	0	0.26	0	0
364	0.4627	0.8067	0.3289	0.4627	0.4627	0.5034	0.4627	0.4627	0.4627	0.8067	0.3289	0.4627	0.4627	0.5034	0.4627	0.4627
365	0.6637	0.146	0.0599	0.6637	0.6637	0.6676	0.6651	0.6651	0.6637	0.146	0.0599	0.6641	0.6641	0.6676	0.6653	0.6653
366	0.733	0.3598	0.3597	0.733	0.733	0.8713	0.7374	0.7374	0.733	0.3597	0.3597	0.8643	0.8643	0.8713	0.8643	0.8643
367	0.0164	0.0681	0.0681	0.0164	0.0164	0.528	0.0164	0.0164	0.0164	0.0681	0.0681	0.157	0.157	0.528	0.157	0.157
368	0.5833	0.079	0.079	0.5833	0.5833	0.5833	0.5833	0.5833	0.5833	0.079	0.079	0.5833	0.5833	0.5833	0.5833	0.5833
369	0.4043	0.0103	0.0103	0.4043	0.4043	0.4411	0.407	0.407	0.4043	0.0103	0.0103	0.4108	0.4108	0.4411	0.4132	0.4132
370	0.2695	0.2884	0.2885	0.2695	0.2695	0.808	0.2707	0.2707	0.2695	0.2885	0.2885	0.3594	0.3594	0.808	0.3594	0.3594
371	0.0325	0.1617	0.1617	0.0325	0.0325	0.3837	0.0325	0.0325	0.0325	0.1617	0.1617	0.0325	0.0325	0.3837	0.0325	0.0325
372	0.7347	0.1322	0.1322	0.7347	0.7347	0.7347	0.7364	0.7364	0.7347	0.1322	0.1322	0.7347	0.7347	0.7347	0.7364	0.7364

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
373	0.0965	0.3346	0.2704	0.0964	0.0964	0.0965	0.0964	0.0964	0.0965	0.3345	0.2704	0.0964	0.0964	0.0965	0.0964	0.0964
374	0.639	0.8469	0.8184	0.639	0.639	0.6391	0.639	0.639	0.639	0.8469	0.8184	0.639	0.639	0.6391	0.639	0.639
375	0.8403	0.2853	0.2853	0.8403	0.8403	0.8403	0.8403	0.8403	0.8403	0.2853	0.2853	0.8403	0.8403	0.8403	0.8403	0.8403
376	0.5927	0	0.0197	0.5926	0.5926	0.5927	0.5951	0.5951	0.5927	0	0.0197	0.5926	0.5926	0.5927	0.5951	0.5951
377	0.1105	0.0554	0.2258	0.1105	0.1105	0.1105	0.1105	0.1105	0.1105	0.0555	0.2258	0.1105	0.1105	0.1105	0.1105	0.1105
378	0.3471	0.0617	0.2294	0.347	0.347	0.347	0.347	0.347	0.3471	0.0608	0.2294	0.347	0.347	0.347	0.347	0.347
379	0.388	0.2466	0.2462	0.388	0.388	0.388	0.388	0.388	0.388	0.2462	0.2462	0.388	0.388	0.388	0.388	0.388
380	0.2126	0.1312	0.1762	0.2121	0.2121	0.2121	0.2121	0.2121	0.2126	0.1311	0.1762	0.2121	0.2121	0.2121	0.2121	0.2121
381	0	0	0.7569	0	0	0	0	0	0	0	0.7569	0	0	0	0	0
382	0.0515	0.5904	0.6745	0.0514	0.0514	0.0514	0.0514	0.0514	0.0515	0.5902	0.6745	0.0514	0.0514	0.0514	0.0514	0.0514
383	0.0521	0	0.1252	0.0521	0.0521	0.0521	0.0521	0.0521	0.0521	0	0.1252	0.0521	0.0521	0.0521	0.0521	0.0521
384	0.3766	0.1099	0.1098	0.3766	0.3766	0.3766	0.3766	0.3766	0.3766	0.1098	0.1098	0.3766	0.3766	0.3766	0.3766	0.3766
385	0.7834	0.2215	0.1115	0.7834	0.7834	0.7834	0.7834	0.7834	0.7834	0.2214	0.1115	0.7834	0.7834	0.7834	0.7834	0.7834
386	0.6392	0.6816	0.3851	0.6392	0.6392	0.6392	0.6392	0.6392	0.6392	0.6814	0.3851	0.6392	0.6392	0.6392	0.6392	0.6392
387	0.4356	0.6218	0.6139	0.4356	0.4356	0.4356	0.4356	0.4356	0.4356	0.6217	0.6139	0.4356	0.4356	0.4356	0.4356	0.4356

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
388	0.2528	0.1549	0.1549	0.2528	0.2528	0.2528	0.2528	0.2528	0.2528	0.1549	0.1549	0.2528	0.2528	0.2528	0.2528	0.2528
389	0.3289	0.1623	0.1623	0.3289	0.3289	0.8067	0.3289	0.3289	0.3289	0.1623	0.1623	0.3289	0.3289	0.8067	0.3289	0.3289
390	0.0599	0.7934	0.7934	0.0599	0.0599	0.146	0.0599	0.0599	0.0599	0.7934	0.7934	0.0599	0.0599	0.146	0.0599	0.0599
391	0	0.6917	0.6917	0	0	0	0	0	0	0.6917	0.6917	0	0	0	0	0
392	0	0.1477	0.1477	0	0	0.1086	0.1086	0.1086	0	0.1477	0.1477	0	0	0.1086	0.1086	0.1086
393	0	0.0162	0.0044	0	0	0	0	0	0	0.0162	0.0044	0	0	0	0	0
394	0	0.11	0.11	0	0	0	0	0	0	0.11	0.11	0	0	0	0	0
395	0.3598	0.7387	0.6118	0.3597	0.3597	0.3597	0.3597	0.3597	0.3598	0.7387	0.6118	0.3597	0.3597	0.3597	0.3597	0.3597
396	0.0681	0.5154	0.5154	0.0681	0.0681	0.0681	0.0681	0.0681	0.0681	0.5154	0.5154	0.0681	0.0681	0.0681	0.0681	0.0681
397	0.079	0.6239	0.5631	0.079	0.079	0.079	0.079	0.079	0.079	0.6239	0.5631	0.079	0.079	0.079	0.079	0.079
398	0.0103	0.3921	0.3921	0.0103	0.0103	0.0103	0.0103	0.0103	0.0103	0.3921	0.3921	0.0103	0.0103	0.0103	0.0103	0.0103
399	0.2884	0.148	0.1464	0.2885	0.2885	0.2885	0.2885	0.2885	0.2884	0.1479	0.1464	0.2885	0.2885	0.2885	0.2885	0.2885
400	0.1617	0.5417	0.8131	0.1617	0.1617	0.1617	0.1617	0.1617	0.1617	0.5414	0.8131	0.1617	0.1617	0.1617	0.1617	0.1617
401	0	0.2097	0.5862	0	0	0	0.0037	0.0037	0	0.2096	0.5862	0	0	0	0.0037	0.0037
402	0	0.4335	0.4335	0	0	0	0	0	0	0.4335	0.4335	0	0	0	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
403	0	0.4062	0.9679	0	0	0	0	0	0	0.4062	0.9679	0	0	0	0	0
404	0	0.3509	0.809	0	0	0	0	0	0	0.3509	0.809	0	0	0	0	0
405	0.1322	0.1076	0.2538	0.1322	0.1322	0.5955	0.5955	0.5955	0.1322	0.1076	0.2538	0.1322	0.1322	0.5955	0.5955	0.5955
406	0.2704	0.6644	0.6644	0.2704	0.2704	0.5878	0.5325	0.5325	0.2704	0.6644	0.6644	0.2704	0.2704	0.5878	0.5325	0.5325
407	0.8184	0.3453	0.4027	0.8184	0.8184	0.8573	0.8288	0.8288	0.8184	0.3453	0.4027	0.8184	0.8184	0.8573	0.8288	0.8288
408	0.2853	0.2185	0.2185	0.2853	0.2853	0.2853	0.2853	0.2853	0.2853	0.2185	0.2185	0.2853	0.2853	0.2853	0.2853	0.2853
409	0	0.43	0.4303	0.0197	0.0197	0.0197	0.0197	0.0197	0	0.43	0.4303	0.0197	0.0197	0.0197	0.0197	0.0197
410	0	0.0026	0.0026	0.2258	0.2258	0.5098	0.5098	0.5098	0	0.0026	0.0026	0.2258	0.2258	0.5098	0.5098	0.5098
411	0	0.052	0.1265	0	0	0.0424	0.0424	0.0424	0	0.052	0.1265	0	0	0.0424	0.0424	0.0424
412	0.0618	0.0015	0.0015	0.2294	0.2294	0.2294	0.2296	0.2296	0.0618	0.0015	0.0015	0.2294	0.2294	0.2294	0.2296	0.2296
413	0.2466	0.0002	0.0002	0.2462	0.2462	0.2462	0.2462	0.2462	0.2466	0.0002	0.0002	0.2462	0.2462	0.2462	0.2462	0.2462
414	0.1312	0.0303	0.0302	0.1762	0.1762	0.1762	0.1763	0.1763	0.1312	0.0302	0.0302	0.1762	0.1762	0.1762	0.1763	0.1763
415	0	0.0145	0.0145	0.7569	0.7569	0.7569	0.7569	0.7569	0	0.0145	0.0145	0.7569	0.7569	0.7569	0.7569	0.7569
416	0	0.0068	0.0068	0.6745	0.6745	0.6885	0.6745	0.6745	0	0.0068	0.0068	0.6745	0.6745	0.6885	0.6745	0.6745
417	0	0.4499	0.4497	0.1252	0.1252	0.1252	0.1252	0.1252	0	0.4497	0.4497	0.1252	0.1252	0.1252	0.1252	0.1252

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
418	0.1099	0.0024	0.0023	0.1098	0.1098	0.1098	0.1098	0.1098	0.1099	0.0023	0.0023	0.1098	0.1098	0.1098	0.1098	0.1098
419	0.0495	0.0037	0.0037	0.1115	0.1115	0.1242	0.1115	0.1115	0.0495	0.0037	0.0037	0.1115	0.1115	0.1242	0.1115	0.1115
420	0.2609	0.8565	0.8565	0.3851	0.3851	0.4843	0.3851	0.3851	0.2609	0.8565	0.8565	0.3851	0.3851	0.4843	0.3851	0.3851
421	0.6139	0.491	0.491	0.6139	0.6139	0.6673	0.6139	0.661	0.6139	0.491	0.491	0.6139	0.6139	0.6673	0.6139	0.661
422	0.1549	0.2712	0.2712	0.1549	0.1549	0.2267	0.1549	0.2267	0.1549	0.2712	0.2712	0.1549	0.1549	0.2267	0.1549	0.2267
423	0	0.1345	0.1345	0	0	0	0	0	0	0.1345	0.1345	0	0	0	0	0
424	0	0.1395	0.1395	0	0	0	0	0	0	0.1395	0.1395	0	0	0	0	0
425	0.1623	0.2559	0.2559	0.1623	0.1623	0.1623	0.1623	0.1623	0.1623	0.2559	0.2559	0.1623	0.1623	0.1623	0.1623	0.1623
426	0.7934	0.1817	0.1817	0.7934	0.7934	0.7934	0.7934	0.7934	0.7934	0.1817	0.1817	0.7934	0.7934	0.7934	0.7934	0.7934
427	0.6917	0.6612	0.6612	0.6917	0.6917	0.6917	0.6917	0.6917	0.6917	0.6612	0.6612	0.6917	0.6917	0.6917	0.6917	0.6917
428	0	0.2839	0.2839	0	0	0	0	0	0	0.2839	0.2839	0	0	0	0	0
429	0.1477	0.5571	0.5571	0.1477	0.1477	0.1477	0.1477	0.1477	0.1477	0.5571	0.5571	0.1477	0.1477	0.1477	0.1477	0.1477
430	0	0.0723	0.0723	0.0044	0.0044	0.2737	0.2743	0.2743	0	0.0723	0.0723	0.0044	0.0044	0.2737	0.2743	0.2743
431	0	0.3243	0.3243	0	0	0.3961	0.1222	0.452	0	0.3243	0.3243	0	0	0.3961	0.1222	0.452
432	0.11	0.0026	0.0026	0.11	0.11	0.2837	0.2223	0.277	0.11	0.0026	0.0026	0.11	0.11	0.2837	0.2223	0.277

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
433	0.5906	0.1087	0.1087	0.6118	0.6118	0.7387	0.6118	0.6118	0.5906	0.1087	0.1087	0.6118	0.6118	0.7387	0.6118	0.6118
434	0.5154	0.032	0.032	0.5154	0.5154	0.6872	0.6872	0.6872	0.5154	0.032	0.032	0.5154	0.5154	0.6872	0.6872	0.6872
435	0.5631	0.5657	0.5657	0.5631	0.5631	0.7017	0.641	0.641	0.5631	0.5657	0.5657	0.5631	0.5631	0.7017	0.641	0.641
436	0.3921	0.3588	0.3588	0.3921	0.3921	0.6978	0.6978	0.6978	0.3921	0.3588	0.3588	0.3921	0.3921	0.6978	0.6978	0.6978
437	0.1335	0.0723	0.0724	0.1464	0.1464	0.69	0.6756	0.6756	0.1335	0.0724	0.0724	0.1464	0.1464	0.69	0.6756	0.6756
438	0.4001	0.0365	0.0365	0.8131	0.8131	0.9398	0.9387	0.9472	0.4001	0.0365	0.0365	0.8131	0.8131	0.9398	0.9387	0.9472
439	0.0797	0.3417	0.3417	0.5862	0.5862	0.7055	0.7055	0.7055	0.0797	0.3417	0.3417	0.5862	0.5862	0.7055	0.7055	0.7055
440	0.4335	0.3296	0.3296	0.4335	0.4335	0.4335	0.4335	0.4335	0.4335	0.3296	0.3296	0.4335	0.4335	0.4335	0.4335	0.4335
441	0.396	0.4167	0.4167	0.9679	0.9679	0.9679	0.9679	0.9679	0.396	0.4167	0.4167	0.9679	0.9679	0.9679	0.9679	0.9679
442	0.3509	0.0484	0.0484	0.809	0.809	0.809	0.8062	0.8062	0.3509	0.0484	0.0484	0.809	0.809	0.809	0.8062	0.8062
443	0.1076	0.2083	0.2083	0.2538	0.2538	0.2538	0.2537	0.2537	0.1076	0.2083	0.2083	0.2538	0.2538	0.2538	0.2537	0.2537
444	0.6644	0.5872	0.5872	0.6644	0.6644	0.6644	0.6644	0.6644	0.6644	0.5872	0.5872	0.6644	0.6644	0.6644	0.6644	0.6644
445	0.3453	0.9505	0.9505	0.4027	0.4027	0.626	0.4314	0.5008	0.3453	0.9505	0.9505	0.4027	0.4027	0.626	0.4314	0.5008
446	0.2185	0.141	0.141	0.2185	0.2185	0.2185	0.2185	0.3924	0.2185	0.141	0.141	0.2185	0.2185	0.2185	0.2185	0.3924
447	0.4301	0.1076	0.1076	0.4303	0.4303	0.4392	0.4392	0.5772	0.4301	0.1076	0.1076	0.4303	0.4303	0.4392	0.4392	0.5772

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
448	0	0.6145	0.6145	0	0	0	0	0.3312	0	0.6145	0.6145	0	0	0	0	0.3312
449	0	0.3785	0.3784	0	0	0.0178	0	0.0326	0	0.3784	0.3784	0	0	0.0178	0	0.0326
450	0.0026	0.4931	0.4931	0.0026	0.0026	0.3829	0.3829	0.3829	0.0026	0.4931	0.4931	0.0026	0.0026	0.3829	0.3829	0.3829
451	0.052	0.018	0.018	0.1265	0.1265	0.1869	0.187	0.2077	0.052	0.018	0.018	0.1265	0.1265	0.1869	0.187	0.2077
452	0.0015	0.4444	0.4444	0.0015	0.0015	0.0315	0.0315	0.0439	0.0015	0.4444	0.4444	0.0015	0.0015	0.0315	0.0315	0.0439
453	0.0002	0.5094	0.5094	0.0002	0.0002	0.0002	0.0002	0.2798	0.0002	0.5094	0.5094	0.0002	0.0002	0.0002	0.0002	0.2798
454	0	0.1212	0.1212	0	0	0	0	0	0	0.1212	0.1212	0	0	0	0	0
455	0	0.2583	0.2583	0	0	0	0	0	0	0.2583	0.2583	0	0	0	0	0
456	0	0.8594	0.8594	0	0	0.3319	0.3318	0.3319	0	0.8594	0.8594	0	0	0.3319	0.3318	0.3319
457	0	0.2405	0.2405	0	0	0.3484	0.3483	0.3484	0	0.2405	0.2405	0	0	0.3484	0.3483	0.3484
458	0.0303	0.196	0.196	0.0302	0.0302	0.1218	0.0476	0.1218	0.0303	0.196	0.196	0.0302	0.0302	0.1218	0.0476	0.1218
459	0	0.2517	0.2517	0	0	0.0007	0.0007	0.0007	0	0.2517	0.2517	0	0	0.0007	0.0007	0.0007
460	0.0145	0.8557	0.8885	0.0145	0.0145	0.2807	0.0145	0.2807	0.0145	0.8557	0.8885	0.0145	0.0145	0.2807	0.0145	0.2807
461	0.0068	0.967	0.9631	0.0068	0.0068	0.113	0.0068	0.1231	0.0068	0.967	0.9631	0.0068	0.0068	0.113	0.0068	0.1231
462	0.4499	0.7281	0.7281	0.4497	0.4497	0.4497	0.4497	0.4497	0.4499	0.7281	0.7281	0.4497	0.4497	0.5126	0.4497	0.5126

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
463	0.0024	0.59	0.6245	0.0023	0.0023	0.393	0.393	0.393	0.0024	0.5899	0.6245	0.0023	0.0023	0.502	0.393	0.502
464	0.0037	0.0399	0.074	0.0037	0.0037	0.0331	0.0331	0.0331	0.0037	0.04	0.074	0.0037	0.0037	0.0577	0.0331	0.0577
465	0.8565	0.052	0.052	0.8565	0.8565	0.8662	0.8565	0.8662	0.8565	0.052	0.052	0.8565	0.8565	0.8662	0.8565	0.8662
466	0.491	0.3575	0.3575	0.491	0.491	0.491	0.491	0.491	0.491	0.3575	0.3575	0.491	0.491	0.491	0.491	0.491
467	0.2712	0.0365	0.0365	0.2712	0.2712	0.3919	0.2712	0.3517	0.2712	0.0365	0.0365	0.2712	0.2712	0.3919	0.2712	0.3517
468	0.1345	0.1923	0.1923	0.1345	0.1345	0.1345	0.2757	0.2757	0.1345	0.1923	0.1923	0.1345	0.1345	0.1345	0.2757	0.2757
469	0.1395	0.2795	0.2795	0.1395	0.1395	0.1395	0.1395	0.1395	0.1395	0.2795	0.2795	0.1395	0.1395	0.1395	0.1395	0.1395
470	0.2559	0.3126	0.3126	0.2559	0.2559	0.2559	0.2559	0.2559	0.2559	0.3126	0.3126	0.2559	0.2559	0.2559	0.2559	0.2559
471	0.1817	0.3314	0.3314	0.1817	0.1817	0.1817	0.1817	0.1817	0.1817	0.3314	0.3314	0.1817	0.1817	0.1817	0.1817	0.1817
472	0.6612	0.1222	0.1222	0.6612	0.6612	0.6612	0.6612	0.6612	0.6612	0.1222	0.1222	0.6612	0.6612	0.6612	0.6612	0.6612
473	0.2839	0.0031	0.0031	0.2839	0.2839	0.2864	0.2839	0.2864	0.2839	0.0031	0.0031	0.2839	0.2839	0.2864	0.2839	0.2864
474	0.5571	0.0654	0.0654	0.5571	0.5571	0.87	0.5571	0.7634	0.5571	0.0654	0.0654	0.5571	0.5571	0.87	0.5571	0.7634
475	0.0723	0.0004	0.0004	0.0723	0.0723	0.0723	0.0723	0.0723	0.0723	0.0004	0.0004	0.0723	0.0723	0.0723	0.0723	0.0723
476	0.3243	0.3083	0.2439	0.3243	0.3243	0.3243	0.3243	0.3243	0.3243	0.3083	0.2439	0.3243	0.3243	0.3243	0.3243	0.3243
477	0.0026	0.8107	0.8107	0.0026	0.0026	0.0035	0.0026	0.0035	0.0026	0.8107	0.8107	0.0026	0.0026	0.0035	0.0026	0.0035

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
478	0.1087	0.4548	0.2037	0.1087	0.1087	0.3151	0.1087	0.3132	0.1087	0.4548	0.2037	0.1087	0.1087	0.3151	0.1087	0.3132
479	0.032	0.696	0.0202	0.032	0.032	0.032	0.032	0.032	0.032	0.696	0.0202	0.032	0.032	0.032	0.032	0.032
480	0.5657	0.8976	0.8152	0.5657	0.5657	0.5661	0.5657	0.5661	0.5657	0.8976	0.8152	0.5657	0.5657	0.5661	0.5657	0.5661
481	0	0.9626	0.8379	0	0	0	0	0	0	0.9626	0.8379	0	0	0	0	0
482	0	0.98	0.6163	0	0	0.0089	0.0089	0.0089	0	0.98	0.6163	0	0	0.0089	0.0089	0.0089
483	0.3588	0.7774	0.6115	0.3588	0.3588	0.4848	0.6822	0.7537	0.3588	0.7774	0.6115	0.3588	0.3588	0.4848	0.6822	0.7537
484	0.0723	0.7538	0.6063	0.0724	0.0724	0.0724	0.2656	0.2655	0.0723	0.7537	0.6063	0.0724	0.0724	0.0724	0.2656	0.2655
485	0	0.3712	0.3712	0	0	0	0.0892	0.0892	0	0.3712	0.3712	0	0	0	0.0892	0.0892
486	0.0365	0.1001	0.1001	0.0365	0.0365	0.0365	0.0365	0.0365	0.0365	0.1001	0.1001	0.0365	0.0365	0.0479	0.048	0.048
487	0.3417	0.6179	0.6179	0.3417	0.3417	0.4743	0.3417	0.4743	0.3417	0.6179	0.6179	0.3417	0.3417	0.4743	0.3417	0.4743
488	0.3296	0.138	0.138	0.3296	0.3296	0.4451	0.341	0.4452	0.3296	0.138	0.138	0.3296	0.3296	0.4451	0.341	0.4452
489	0.4167	0.8658	0.8658	0.4167	0.4167	0.6525	0.5532	0.6591	0.4167	0.8658	0.8658	0.4167	0.4167	0.6525	0.5532	0.6591
490	0.0484	0.644	0.644	0.0484	0.0484	0.1141	0.0484	0.1141	0.0484	0.644	0.644	0.0484	0.0484	0.2338	0.0484	0.2338
491	0.2083	0.681	0.681	0.2083	0.2083	0.2083	0.2189	0.2189	0.2083	0.681	0.681	0.2083	0.2083	0.2617	0.2552	0.2724
492	0.5872	0.0927	0.0927	0.5872	0.5872	0.7002	0.5872	0.7002	0.5872	0.0927	0.0927	0.5872	0.5872	0.7002	0.5872	0.7002

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
493	0.9505	0.0034	0.0034	0.9505	0.9505	0.9505	0.9505	0.9505	0.9505	0.0034	0.0034	0.9505	0.9505	0.9505	0.9505	0.9505
494	0	0.657	0.6904	0	0	0	0	0	0	0.657	0.6904	0	0	0	0	0
495	0.141	0.5732	0.5731	0.141	0.141	0.141	0.141	0.141	0.141	0.5731	0.5731	0.141	0.141	0.141	0.141	0.141
496	0.1076	0.6097	0.6097	0.1076	0.1076	0.1076	0.1076	0.1076	0.1076	0.6097	0.6097	0.1076	0.1076	0.1076	0.1076	0.1076
497	0.7404	0.2846	0.2846	0.6145	0.6145	0.6145	0.7444	0.7444	0.7404	0.2846	0.2846	0.6145	0.6145	0.6145	0.7444	0.7444
498	0.3785	0.1077	0.1077	0.3784	0.3784	0.4328	0.3784	0.4328	0.3785	0.1077	0.1077	0.3784	0.3784	0.4328	0.3784	0.4328
499	0.5555	0.5955	0.5955	0.4931	0.4931	0.557	0.5555	0.6191	0.5555	0.5955	0.5955	0.4931	0.4931	0.557	0.5555	0.6191
500	0.2387	0.2391	0.2391	0	0	0	0.244	0.244	0.2387	0.2391	0.2391	0	0	0	0.244	0.244
501	0	0.1235	0.1235	0	0	0.0505	0	0.0505	0	0.1235	0.1235	0	0	0.0505	0	0.0505
502	0	0.0002	0.0002	0	0	0	0	0	0	0.0002	0.0002	0	0	0	0	0
503	0.018	0.2938	0.2937	0.018	0.018	0.018	0.018	0.018	0.018	0.2937	0.2937	0.018	0.018	0.018	0.018	0.018
504	0.4444	0.3081	0.3081	0.4444	0.4444	0.4444	0.4444	0.4444	0.4444	0.3081	0.3081	0.4444	0.4444	0.4444	0.4444	0.4444
505	0	0.0001	0.0001	0	0	0.0583	0	0.0583	0	0.0001	0.0001	0	0	0.0583	0	0.0583
506	0	0.0951	0.0951	0	0	0.0303	0	0.0303	0	0.0951	0.0951	0	0	0.0303	0	0.0303
507	0.5094	0.1676	0.1676	0.5094	0.5094	0.5194	0.5194	0.5194	0.5094	0.1676	0.1676	0.5094	0.5094	0.5194	0.5194	0.5194

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
508	0.1212	0.1186	0.1186	0.1212	0.1212	0.1212	0.1212	0.1212	0.1212	0.1186	0.1186	0.1212	0.1212	0.1212	0.1212	0.1212
509	0	0.6909	0.6909	0	0	0	0	0	0	0.6909	0.6909	0	0	0	0	0
510	0.2583	0.4499	0.45	0.2583	0.2583	0.2583	0.2583	0.2583	0.2583	0.4499	0.45	0.2583	0.2583	0.2583	0.2583	0.2583
511	0.8594	0.093	0.0987	0.8594	0.8594	0.8594	0.8594	0.8594	0.8594	0.093	0.0987	0.8594	0.8594	0.8594	0.8594	0.8594
512	0.2405	0.8069	0.814	0.2405	0.2405	0.2405	0.2405	0.2405	0.2405	0.8069	0.814	0.2405	0.2405	0.2405	0.2405	0.2405
513	0.196	0.0306	0.0306	0.196	0.196	0.196	0.196	0.196	0.196	0.0306	0.0306	0.196	0.196	0.196	0.196	0.196
514	0.2517	0.5461	0.5369	0.2517	0.2517	0.2517	0.2517	0.2517	0.2517	0.5461	0.5369	0.2517	0.2517	0.2517	0.2517	0.2517
515	0.8538	0.5237	0.5159	0.7918	0.8885	0.9645	0.8537	0.9296	0.8538	0.5237	0.5159	0.7918	0.8885	0.9645	0.8537	0.9296
516	0.9448	0.904	0.4866	0.9448	0.9631	0.967	0.9448	0.9448	0.9448	0.904	0.4866	0.9448	0.9631	0.967	0.9448	0.9448
517	0.7402	0.8518	0.182	0.7281	0.7281	0.7281	0.7403	0.7403	0.7402	0.8515	0.182	0.7281	0.7281	0.7281	0.7403	0.7403
518	0.4716	0.146	0.146	0.4287	0.6245	0.6564	0.4715	0.4715	0.4716	0.146	0.146	0.4287	0.6245	0.6564	0.4716	0.4716
519	0.3915	0.3621	0.3419	0.039	0.074	0.074	0.3908	0.3908	0.3915	0.3621	0.3419	0.039	0.074	0.074	0.3908	0.3908
520	0.052	0.6582	0.3706	0.052	0.052	0.1194	0.052	0.1194	0.052	0.6581	0.3706	0.052	0.052	0.1194	0.052	0.1194
521	0.3575	0.8965	0.7593	0.3575	0.3575	0.3575	0.3575	0.3575	0.3575	0.8964	0.7593	0.3575	0.3575	0.3817	0.3575	0.3817
522	0.0365	0.6265	0.6265	0.0365	0.0365	0.0365	0.0365	0.0365	0.0365	0.6266	0.6265	0.0365	0.0365	0.0628	0.0365	0.0789

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
523	0.1923	0.1253	0.1253	0.1923	0.1923	0.1923	0.1923	0.1956	0.1923	0.1253	0.1253	0.1923	0.1923	0.1923	0.1923	0.1956
524	0.2795	0.0966	0.0966	0.2795	0.2795	0.2795	0.2795	0.2795	0.2795	0.0966	0.0966	0.2795	0.2795	0.2795	0.2795	0.2795
525	0.3246	0.432	0.432	0.3126	0.3126	0.5232	0.3126	0.5232	0.3246	0.432	0.432	0.3126	0.3126	0.5232	0.3126	0.5232
526	0.3314	0.0129	0.0321	0.3314	0.3314	0.3349	0.3314	0.3349	0.3314	0.0129	0.0321	0.3314	0.3314	0.3349	0.3314	0.3349
527	0.1222	0.1911	0.1901	0.1222	0.1222	0.1293	0.1222	0.1222	0.1222	0.1901	0.1901	0.1222	0.1222	0.1293	0.1222	0.1222
528	0.0039	0.0403	0.0616	0.0031	0.0031	0.0047	0.0031	0.0088	0.0039	0.0403	0.0616	0.0031	0.0031	0.0047	0.0031	0.0088
529	0.0654	0.5147	0.6859	0.0654	0.0654	0.0759	0.0654	0.0654	0.0654	0.5142	0.6859	0.0654	0.0654	0.0759	0.0654	0.0654
530	0.0004	0.0804	0.1144	0.0004	0.0004	0.0068	0.0068	0.0068	0.0004	0.0804	0.1144	0.0004	0.0004	0.0068	0.0068	0.0068
531	0.0929	0	0.1913	0.0929	0.0929	0.1573	0.2439	0.2439	0.0929	0	0.1913	0.0929	0.0929	0.1573	0.2439	0.2439
532	0.7276	0.146	0.1464	0.7276	0.7276	0.7276	0.8107	0.8107	0.7276	0.146	0.1464	0.7276	0.7276	0.7276	0.8107	0.8107
533	0.1709	0.2616	0.3826	0.1709	0.1709	0.4219	0.2037	0.2037	0.1709	0.2616	0.3826	0.1709	0.1709	0.4219	0.2037	0.2037
534	0.0202	0.3395	0.3395	0.0202	0.0202	0.696	0.0202	0.0202	0.0202	0.3395	0.3395	0.0202	0.0202	0.696	0.0202	0.0202
535	0.8152	0.1536	0.1537	0.8152	0.8152	0.8976	0.8152	0.8152	0.8152	0.1536	0.1537	0.8152	0.8152	0.8976	0.8152	0.8152
536	0.8379	0.1095	0.1477	0.8379	0.8379	0.9626	0.838	0.838	0.8379	0.1095	0.1477	0.8379	0.8379	0.9626	0.838	0.838
537	0.6163	0	0.0012	0.6163	0.6163	0.98	0.6163	0.6163	0.6163	0	0.0012	0.6163	0.6163	0.98	0.6163	0.6163

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
538	0.6115	0.1768	0.1688	0.6115	0.6115	0.7774	0.6115	0.6115	0.6115	0.1768	0.1688	0.6115	0.6115	0.7774	0.6115	0.6115
539	0	0.1667	0.1667	0	0	0	0	0	0	0.1667	0.1667	0	0	0	0	0
540	0.6063	0.2009	0.2009	0.6063	0.6063	0.7537	0.6064	0.6064	0.6063	0.2009	0.2009	0.6063	0.6063	0.7537	0.6064	0.6064
541	0.3712	0.196	0.196	0.3712	0.3712	0.3712	0.3712	0.3712	0.3712	0.196	0.196	0.3712	0.3712	0.3712	0.3712	0.3712
542	0.1002	0.0396	0.0396	0.1001	0.1001	0.1001	0.1003	0.1003	0.1002	0.0396	0.0396	0.1001	0.1001	0.1001	0.1003	0.1003
543	0	0.0936	0.0936	0	0	0	0	0	0	0.0936	0.0936	0	0	0	0	0
544	0.6179	0.5941	0.5941	0.6179	0.6179	0.6179	0.6179	0.6179	0.6179	0.5941	0.5941	0.6179	0.6179	0.6179	0.6179	0.6179
545	0	0.7564	0.7564	0	0	0	0	0	0	0.7564	0.7564	0	0	0	0	0
546	0.138	0.0879	0.0879	0.138	0.138	0.138	0.1446	0.1446	0.138	0.0879	0.0879	0.138	0.138	0.138	0.1446	0.1446
547	0	0.0439	0.0439	0	0	0	0	0	0	0.0439	0.0439	0	0	0	0	0
548	0.8659	0.0962	0.0962	0.8658	0.8658	0.8658	0.866	0.866	0.8659	0.0962	0.0962	0.8658	0.8658	0.8658	0.866	0.866
549	0.644	0.7386	0.7386	0.644	0.644	0.644	0.6441	0.6441	0.644	0.7386	0.7386	0.644	0.644	0.644	0.6441	0.6441
550	0.681	0.1349	0.1349	0.681	0.681	0.681	0.681	0.681	0.681	0.1349	0.1349	0.681	0.681	0.681	0.681	0.681
551	0.0927	0.4023	0.4023	0.0927	0.0927	0.0927	0.0927	0.0927	0.0927	0.4023	0.4023	0.0927	0.0927	0.0927	0.0927	0.0927
552	0.0034	0.3619	0.3619	0.0034	0.0034	0.0034	0.0034	0.0034	0.0034	0.3619	0.3619	0.0034	0.0034	0.0034	0.0034	0.0034

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
553	0	0.3681	0.3681	0	0	0	0	0	0	0.3681	0.3681	0	0	0	0	0
554	0	0.4012	0.4012	0	0	0	0	0	0	0.4012	0.4012	0	0	0	0	0
555	0	0.2577	0.2577	0	0	0	0	0	0	0.2577	0.2577	0	0	0	0	0
556	0.657	0.0845	0.0845	0.6904	0.6904	0.6904	0.6914	0.6914	0.657	0.0845	0.0845	0.6904	0.6904	0.6904	0.6914	0.6914
557	0.5732	0.1963	0.1963	0.5731	0.5731	0.5731	0.5914	0.5914	0.5732	0.1963	0.1963	0.5731	0.5731	0.5731	0.5914	0.5914
558	0.6097	0.1744	0.1744	0.6097	0.6097	0.6097	0.6097	0.6097	0.6097	0.1744	0.1744	0.6097	0.6097	0.6097	0.6097	0.6097
559	0.2846	0.2086	0.2085	0.2846	0.2846	0.2846	0.2846	0.2846	0.2846	0.2085	0.2085	0.2846	0.2846	0.2846	0.2846	0.2846
560	0.1077	0.0557	0.0557	0.1077	0.1077	0.1077	0.1077	0.1077	0.1077	0.0557	0.0557	0.1077	0.1077	0.1077	0.1077	0.1077
561	0.5955	0.1276	0.1276	0.5955	0.5955	0.5955	0.5955	0.5955	0.5955	0.1276	0.1276	0.5955	0.5955	0.5955	0.5955	0.5955
562	0.2391	0.3609	0.3609	0.2391	0.2391	0.2391	0.2391	0.2391	0.2391	0.3609	0.3609	0.2391	0.2391	0.2391	0.2391	0.2391
563	0	0.0835	0.0835	0	0	0	0	0	0	0.0835	0.0835	0	0	0	0	0
564	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
565	0.1235	0.0781	0.0781	0.1235	0.1235	0.1235	0.1235	0.1235	0.1235	0.0781	0.0781	0.1235	0.1235	0.1235	0.1235	0.1235
566	0	0.1576	0.1576	0	0	0	0	0	0	0.1576	0.1576	0	0	0	0	0
567	0	0.0136	0.0136	0	0	0	0	0	0	0.0136	0.0136	0	0	0	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
568	0	0.0255	0.0255	0	0	0	0	0	0	0.0255	0.0255	0	0	0	0	0
569	0	0.3181	0.3181	0	0	0	0	0	0	0.3181	0.3181	0	0	0	0	0
570	0.0002	0.0402	0.0402	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0402	0.0402	0.0002	0.0002	0.0002	0.0002	0.0002
571	0	0.0561	0.0561	0	0	0	0	0	0	0.0561	0.0561	0	0	0	0	0
572	0.2938	0.8123	0.8122	0.2937	0.2937	0.2937	0.2937	0.2937	0.2938	0.8123	0.8122	0.2937	0.2937	0.2937	0.2937	0.2937
573	0	0.325	0.325	0	0	0	0	0	0	0.325	0.325	0	0	0	0	0
574	0.3081	0.823	0.8006	0.3081	0.3081	0.3081	0.3081	0.3081	0.3081	0.8229	0.8006	0.3081	0.3081	0.3081	0.3081	0.3081
575	0	0.9473	0.9473	0	0	0	0	0	0	0.9473	0.9473	0	0	0	0	0
576	0.0001	0.2246	0.2246	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.2246	0.2246	0.0001	0.0001	0.0001	0.0001	0.0001
577	0.0951	0.4668	0.4668	0.0951	0.0951	0.0951	0.0951	0.0951	0.0951	0.4668	0.4668	0.0951	0.0951	0.0951	0.0951	0.0951
578	0.1676	0.4424	0.4424	0.1676	0.1676	0.1676	0.1676	0.1676	0.1676	0.4424	0.4424	0.1676	0.1676	0.1676	0.1676	0.1676
579	0	0.6484	0.6029	0	0	0	0	0	0	0.6484	0.6029	0	0	0	0	0
580	0	0.2036	0.0084	0	0	0	0	0	0	0.2036	0.0084	0	0	0	0	0
581	0.1186	0.4182	0.2332	0.1186	0.1186	0.1186	0.1186	0.1186	0.1186	0.4182	0.2332	0.1186	0.1186	0.1186	0.1186	0.1186
582	0.6909	0.3256	0.2434	0.6909	0.6909	0.6909	0.7082	0.7082	0.6909	0.3256	0.2434	0.6909	0.6909	0.6909	0.7082	0.7082

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
583	0.4499	0.481	0.1354	0.45	0.45	0.4499	0.4619	0.4619	0.4499	0.481	0.1354	0.45	0.45	0.4499	0.4619	0.4619
584	0	0.0339	0.0015	0	0	0	0	0	0	0.0339	0.0015	0	0	0	0	0
585	0.093	0.6547	0.2802	0.0987	0.0987	0.0935	0.0987	0.0987	0.093	0.6547	0.2802	0.0987	0.0987	0.0935	0.0987	0.0987
586	0	0.019	0.0136	0	0	0	0	0	0	0.0188	0.0136	0	0	0	0	0
587	0.8069	0.0036	0.0036	0.814	0.814	0.8073	0.814	0.814	0.8069	0.0036	0.0036	0.814	0.814	0.8073	0.814	0.814
588	0.0306	0.3433	0.0132	0.0306	0.0306	0.0306	0.0306	0.0306	0.0306	0.3433	0.0132	0.0306	0.0306	0.0306	0.0306	0.0306
589	0.5369	0.4166	0.076	0.5369	0.5369	0.5369	0.5369	0.5369	0.5369	0.4163	0.076	0.5369	0.5369	0.5369	0.5369	0.5369
590	0.5159	0.7994	0.4046	0.5159	0.5159	0.5159	0.5159	0.5159	0.5159	0.7993	0.4046	0.5159	0.5159	0.5159	0.5159	0.5159
591	0.4866	0.8142	0.4435	0.4866	0.4866	0.5286	0.4866	0.4866	0.4866	0.8142	0.4435	0.4866	0.4866	0.5286	0.4866	0.4866
592	0.182	0.9125	0.6043	0.182	0.182	0.2704	0.182	0.182	0.182	0.9125	0.6043	0.182	0.182	0.2704	0.182	0.182
593	0.146	0.739	0.4093	0.146	0.146	0.146	0.146	0.146	0.146	0.7389	0.4093	0.146	0.146	0.146	0.146	0.146
594	0.3419	0.8777	0.6536	0.3419	0.3419	0.3419	0.3419	0.3419	0.3419	0.8777	0.6536	0.3419	0.3419	0.3419	0.3419	0.3419
595	0.3706	0.8971	0.7034	0.3706	0.3706	0.3706	0.3706	0.3706	0.3706	0.8971	0.7034	0.3706	0.3706	0.3706	0.3706	0.3706
596	0.7593	0.9878	0.7998	0.7593	0.7593	0.7748	0.7593	0.7593	0.7593	0.9877	0.7998	0.7593	0.7593	0.7748	0.7593	0.7593
597	0.6265	0.8543	0.8266	0.6265	0.6265	0.6265	0.6265	0.6265	0.6265	0.8542	0.8266	0.6265	0.6265	0.6265	0.6265	0.6265

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
598	0.1253	0.8572	0.5407	0.1253	0.1253	0.1253	0.1253	0.1253	0.1253	0.8572	0.5407	0.1253	0.1253	0.1253	0.1253	0.1253
599	0.0966	0.6727	0.6019	0.0966	0.0966	0.0966	0.0966	0.0966	0.0966	0.6724	0.6019	0.0966	0.0966	0.0966	0.0966	0.0966
600	0.432	0.4066	0.3676	0.432	0.432	0.432	0.432	0.432	0.432	0.4065	0.3676	0.432	0.432	0.432	0.432	0.432
601	0.0198	0.3074	0.3072	0.0321	0.0321	0.0321	0.039	0.039	0.0198	0.3073	0.3072	0.0321	0.16	0.16	0.1619	0.1619
602	0.1911	0.7764	0.7763	0.1901	0.1901	0.1901	0.1901	0.1901	0.1911	0.7763	0.7763	0.1901	0.1901	0.1901	0.1901	0.1901
603	0.0404	0.351	0.4733	0.0616	0.0616	0.0616	0.0616	0.0616	0.0404	0.351	0.4733	0.0616	0.1711	0.1711	0.1712	0.1712
604	0.5147	0.3836	0.3835	0.6859	0.6859	0.6905	0.6905	0.6905	0.5147	0.3835	0.3835	0.6859	0.6859	0.6905	0.6905	0.6905
605	0.2676	0.5962	0.5961	0.1144	0.1144	0.4787	0.5157	0.5157	0.2676	0.5961	0.5961	0.1144	0.1515	0.5158	0.5375	0.5375
606	0.0135	0.0074	0.0074	0.1913	0.1913	0.3247	0.3252	0.3252	0.0135	0.0074	0.0074	0.1913	0.1913	0.3247	0.3252	0.3252
607	0.146	0.1164	0.1164	0.1464	0.1464	0.1679	0.1679	0.1679	0.146	0.1164	0.1164	0.1464	0.1464	0.1679	0.1679	0.1679
608	0.3745	0.9376	0.7226	0.3826	0.3826	0.39	0.4151	0.4151	0.3745	0.9375	0.7226	0.3826	0.3826	0.39	0.4151	0.4151
609	0.3395	0.8368	0.6659	0.3395	0.3395	0.4114	0.4114	0.4114	0.3395	0.8367	0.6659	0.3395	0.3395	0.4114	0.4114	0.4114
610	0.1536	0.9012	0.7961	0.1537	0.1537	0.1537	0.1537	0.1537	0.1536	0.901	0.7961	0.1537	0.1537	0.1537	0.1537	0.1537
611	0.1095	0.57	0.0309	0.1477	0.1477	0.1477	0.1477	0.1477	0.1095	0.5698	0.0309	0.1477	0.1477	0.1477	0.1477	0.1477
612	0	0.0265	0.0222	0	0	0	0	0	0	0.0265	0.0222	0	0	0	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
613	0	0.4218	0.0751	0.0012	0.0012	0.0012	0.0012	0.0012	0	0.4218	0.0751	0.0012	0.0012	0.0012	0.0012	0.0012
614	0	0.7574	0.3712	0	0	0	0	0	0	0.7574	0.3712	0	0	0	0	0
615	0.1584	0.4028	0.4028	0.1584	0.1584	0.1664	0.1688	0.1688	0.1584	0.4028	0.4028	0.1584	0.1584	0.1664	0.1688	0.1688
616	0.1667	0.5231	0.5366	0.1667	0.1667	0.2697	0.2697	0.2697	0.1667	0.5231	0.5366	0.1667	0.1667	0.2697	0.2697	0.2697
617	0	0.6925	0.6925	0	0	0	0	0	0	0.6925	0.6925	0	0	0	0	0
618	0	0.0757	0.0757	0	0	0	0	0	0	0.0757	0.0757	0	0	0	0	0
619	0	0.5	0.4251	0	0	0	0	0	0	0.5	0.4251	0	0	0	0	0
620	0	0.0059	0.0059	0	0	0	0	0	0	0.0059	0.0059	0	0	0	0	0
621	0.2009	0.0015	0.0015	0.2009	0.2009	0.3536	0.3536	0.3536	0.2009	0.0015	0.0015	0.2009	0.2009	0.3536	0.3536	0.3536
622	0	0.0708	0.0708	0	0	0.4277	0.4277	0.4277	0	0.0708	0.0708	0	0	0.4277	0.4277	0.4277
623	0.196	0.3797	0.3797	0.196	0.196	0.196	0.196	0.196	0.196	0.3797	0.3797	0.196	0.196	0.196	0.196	0.196
624	0.0396	0.0246	0.0246	0.0396	0.0396	0.0408	0.0396	0.0408	0.0396	0.0246	0.0246	0.0396	0.0396	0.0408	0.0396	0.0408
625	0.0936	0.118	0.118	0.0936	0.0936	0.0936	0.0936	0.0936	0.0936	0.118	0.118	0.0936	0.0936	0.0936	0.0936	0.0936
626	0.5941	0.1218	0.1218	0.5941	0.5941	0.5941	0.5941	0.5941	0.5941	0.1218	0.1218	0.5941	0.5941	0.5941	0.5941	0.5941
627	0.7564	0	0.0004	0.7564	0.7564	0.7565	0.7564	0.7565	0.7564	0	0.0004	0.7564	0.7564	0.7565	0.7564	0.7565

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
628	0	0.0332	0.0643	0	0	0	0	0	0	0.0332	0.0643	0	0	0	0	0
629	0.0879	0.0509	0.0509	0.0879	0.0879	0.0879	0.0879	0.0879	0.0879	0.0509	0.0509	0.0879	0.0879	0.0879	0.0879	0.0879
630	0.0439	0.5065	0.5065	0.0439	0.0439	0.0439	0.0439	0.0439	0.0439	0.5065	0.5065	0.0439	0.0439	0.0439	0.0439	0.0439
631	0.0962	0.246	0.5119	0.0962	0.0962	0.0979	0.0963	0.0963	0.0962	0.2459	0.5119	0.0962	0.0962	0.0979	0.0963	0.0963
632	0.7386	0.0985	0.3897	0.7386	0.7386	0.7394	0.7406	0.7406	0.7386	0.0985	0.3897	0.7386	0.7386	0.7394	0.7406	0.7406
633	0	0	0.4881	0	0	0	0	0	0	0	0.4881	0	0	0	0	0
634	0	0.0594	0.3776	0	0	0	0	0	0	0.0593	0.3776	0	0	0	0	0
635	0.1349	0.0217	0.0385	0.1349	0.1349	0.135	0.1349	0.135	0.1349	0.0216	0.0385	0.1349	0.1349	0.135	0.1349	0.135
636	0.4023	0.084	0.084	0.4023	0.4023	0.4023	0.4023	0.4023	0.4023	0.084	0.084	0.4023	0.4023	0.4023	0.4023	0.4023
637	0	0.1605	0.1606	0	0	0	0	0	0	0.1606	0.1606	0	0	0	0	0
638	0.3619	0.0381	0.4265	0.3619	0.3619	0.3619	0.3619	0.3619	0.3619	0.0381	0.4265	0.3619	0.3619	0.3619	0.3619	0.3619
639	0.3681	0.1272	0.1375	0.3681	0.3681	0.3681	0.3681	0.3681	0.3681	0.1272	0.1375	0.3681	0.3681	0.3681	0.3681	0.3681
640	0.4012	0	0.3812	0.4012	0.4012	0.4012	0.4012	0.4012	0.4012	0	0.3812	0.4012	0.4012	0.4012	0.4012	0.4012
641	0.2577	0.0904	0.0904	0.2577	0.2577	0.2577	0.2577	0.2584	0.2577	0.0904	0.0904	0.2577	0.2577	0.2577	0.2577	0.2584
642	0.0845	0.4703	0.4703	0.0845	0.0845	0.0845	0.0845	0.0845	0.0845	0.4703	0.4703	0.0845	0.0845	0.0845	0.0845	0.0845

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
643	0.1963	0.229	0.229	0.1963	0.1963	0.1963	0.1963	0.1963	0.1963	0.229	0.229	0.1963	0.1963	0.1963	0.1963	0.1963
644	0.1744	0.1024	0.1024	0.1744	0.1744	0.1744	0.1744	0.1744	0.1744	0.1024	0.1024	0.1744	0.1744	0.1744	0.1744	0.1744
645	0	0.5664	0.5663	0	0	0	0	0	0	0.5663	0.5663	0	0	0	0	0
646	0.2086	0.296	0.2228	0.2085	0.2085	0.2086	0.2085	0.2086	0.2086	0.296	0.2228	0.2085	0.2085	0.2086	0.2085	0.2086
647	0.0557	0.6342	0.625	0.0557	0.0557	0.0557	0.0557	0.0557	0.0557	0.6341	0.625	0.0557	0.0557	0.0557	0.0557	0.0557
648	0	0.1037	0.1139	0	0	0	0	0	0	0.1037	0.1139	0	0	0	0	0
649	0	0.1287	0.1287	0	0	0	0	0	0	0.1287	0.1287	0	0	0	0	0
650	0	0.4071	0.3868	0	0	0	0	0	0	0.407	0.3868	0	0	0	0	0
651	0	0.1256	0.1256	0	0	0	0	0	0	0.1256	0.1256	0	0	0	0	0
652	0	0.0044	0.0044	0	0	0	0	0	0	0.0044	0.0044	0	0	0	0	0
653	0	0.0164	0.0164	0	0	0	0	0	0	0.0164	0.0164	0	0	0	0	0
654	0	0.1259	0.1259	0	0	0	0	0	0	0.1259	0.1259	0	0	0	0	0
655	0	0	0.0037	0	0	0	0	0	0	0	0.0037	0	0	0	0	0
656	0	0.0002	0.0002	0	0	0	0	0	0	0.0002	0.0002	0	0	0	0	0
657	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
658	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
659	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
660	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
661	0.1276	0	0	0.1276	0.1276	0.1276	0.1276	0.1456	0.1276	0	0	0.1276	0.1276	0.1276	0.1276	0.1456
662	0.3609	0	0	0.3609	0.3609	0.3853	0.3609	0.3879	0.3609	0	0	0.3609	0.3609	0.3853	0.3609	0.3879
663	0.0835	0	0	0.0835	0.0835	0.0882	0.0835	0.0888	0.0835	0	0	0.0835	0.0835	0.0882	0.0835	0.0888
664	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
665	0.0781	0	0	0.0781	0.0781	0.0781	0.0781	0.0781	0.0781	0	0	0.0781	0.0781	0.0781	0.0781	0.0781
666	0.1576	0	0	0.1576	0.1576	0.1576	0.1576	0.1576	0.1576	0	0	0.1576	0.1576	0.1576	0.1576	0.1576
667	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
668	0.0136	0	0	0.0136	0.0136	0.0136	0.0136	0.0136	0.0136	0	0	0.0136	0.0136	0.0136	0.0136	0.0136
669	0.0255	0	0	0.0255	0.0255	0.0255	0.0255	0.0255	0.0255	0	0	0.0255	0.0255	0.0255	0.0255	0.0255
670	0.3181	0	0	0.3181	0.3181	0.3181	0.3181	0.3181	0.3181	0	0	0.3181	0.3181	0.3181	0.3181	0.3181
671	0.0402	0	0	0.0402	0.0402	0.0402	0.0402	0.0402	0.0402	0	0	0.0402	0.0402	0.0402	0.0402	0.0402
672	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
673	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
674	0	0.0132	0	0	0	0	0	0	0	0.0131	0	0	0	0	0	0
675	0.0561	0.1965	0	0.0561	0.0561	0.0561	0.0561	0.0561	0.0561	0.1963	0	0.0561	0.0561	0.0561	0.0561	0.0561
676	0	0.1161	0	0	0	0	0	0	0	0.1158	0	0	0	0	0	0
677	0.7919	0	0	0.7919	0.8122	0.8123	0.8123	0.8123	0.7919	0	0	0.7919	0.8122	0.8123	0.8123	0.8123
678	0.325	0	0	0.325	0.325	0.325	0.325	0.325	0.325	0	0	0.325	0.325	0.325	0.325	0.325
679	0.7723	0	0	0.7723	0.8006	0.8229	0.8006	0.8006	0.7723	0	0	0.7723	0.8006	0.8229	0.8006	0.8006
680	0.6088	0.5484	0	0.9473	0.9473	0.976	0.9814	0.9814	0.6088	0.5484	0	0.9473	0.9473	0.976	0.9814	0.9814
681	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
682	0.2246	0	0	0.2246	0.2246	0.2246	0.2246	0.2246	0.2246	0	0	0.2246	0.2246	0.2246	0.2246	0.2246
683	0.4668	0	0	0.4668	0.4668	0.4668	0.4668	0.4668	0.4668	0	0	0.4668	0.4668	0.4668	0.4668	0.4668
684	0.4424	0	0	0.4424	0.4424	0.4424	0.4424	0.4424	0.4424	0	0	0.4424	0.4424	0.4424	0.4424	0.4424
685	0.6029	0	0	0.6029	0.6029	0.6484	0.6029	0.6029	0.6029	0	0	0.6029	0.6029	0.6484	0.6029	0.6029
686	0.0084	0	0	0.0084	0.0084	0.2036	0.0084	0.0084	0.0084	0	0	0.0084	0.0084	0.2036	0.0084	0.0084
687	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
688	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
689	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
690	0	0	0	0	0	0.0117	0	0.0129	0	0	0	0	0	0.0117	0	0.0129
691	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
692	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
693	0.2332	0	0	0.2332	0.2332	0.4182	0.2981	0.4057	0.2332	0	0	0.2332	0.2332	0.4182	0.2981	0.4057
694	0	0	0	0	0	0.2714	0	0.2513	0	0	0	0	0	0.2714	0	0.2513
695	0.2434	0	0	0.2434	0.2434	0.3256	0.2987	0.3302	0.2434	0	0	0.2434	0.2434	0.3256	0.2987	0.3302
696	0.1354	0	0	0.1354	0.1354	0.481	0.1354	0.48	0.1354	0	0	0.1354	0.1354	0.481	0.1354	0.48
697	0.0015	0	0	0.0015	0.0015	0.0339	0.0015	0.0751	0.0015	0	0	0.0015	0.0015	0.0339	0.0015	0.0751
698	0.2802	0	0	0.2802	0.2802	0.6547	0.2802	0.6591	0.2802	0	0	0.2802	0.2802	0.6547	0.2802	0.6591
699	0	0	0	0	0	0.5087	0	0.5638	0	0	0	0	0	0.5087	0	0.5638
700	0.0136	0	0	0.0136	0.0136	0.0187	0.0136	0.0137	0.0136	0	0	0.0136	0.0136	0.0187	0.0136	0.0137
701	0.0036	0	0	0.0036	0.0036	0.0036	0.0036	0.0036	0.0036	0	0	0.0036	0.0036	0.0036	0.0036	0.0036
702	0.0132	0	0	0.0132	0.0132	0.3433	0.0132	0.0132	0.0132	0	0	0.0132	0.0132	0.3433	0.0132	0.0132

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
703	0.0497	0	0	0.0741	0.076	0.4163	0.076	0.076	0.0497	0	0	0.0741	0.076	0.4163	0.076	0.076
704	0.4026	0	0	0.4026	0.4046	0.7994	0.4046	0.4046	0.4026	0	0	0.4026	0.4046	0.7994	0.4046	0.4046
705	0.4017	0	0	0.4017	0.4435	0.8142	0.4436	0.4436	0.4017	0	0	0.4017	0.4435	0.8142	0.4436	0.4436
706	0.6043	0	0	0.6043	0.6043	0.9125	0.6043	0.6043	0.6043	0	0	0.6043	0.6043	0.9125	0.6043	0.6043
707	0.4093	0	0	0.4093	0.4093	0.7389	0.4093	0.4093	0.4093	0	0	0.4093	0.4093	0.7389	0.4093	0.4093
708	0.6375	0	0	0.6375	0.6536	0.8777	0.6536	0.6536	0.6375	0	0	0.6375	0.6536	0.8777	0.6536	0.6536
709	0.6729	0	0	0.6729	0.7034	0.8971	0.7034	0.7034	0.6729	0	0	0.6729	0.7034	0.8971	0.7034	0.7034
710	0.7128	0	0	0.7128	0.7998	0.9877	0.7998	0.7998	0.7128	0	0	0.7128	0.7998	0.9877	0.7998	0.7998
711	0.4838	0	0	0.5532	0.8266	0.8542	0.8759	0.8759	0.4838	0	0	0.5532	0.8266	0.8542	0.8759	0.9328
712	0.2096	0	0	0.3137	0.5407	0.8572	0.541	0.5409	0.2096	0	0	0.3137	0.5407	0.8572	0.541	0.5409
713	0.4897	0	0	0.6019	0.6019	0.6724	0.6019	0.6019	0.4897	0	0	0.6019	0.6019	0.6724	0.6019	0.6019
714	0.1791	0	0	0.2533	0.3676	0.4065	0.3677	0.3677	0.1791	0	0	0.2533	0.3676	0.4065	0.3677	0.3677
715	0.0497	0	0	0.1817	0.3072	0.3073	0.359	0.359	0.0497	0	0	0.1817	0.3072	0.3073	0.359	0.685
716	0.2025	0	0	0.7763	0.7763	0.7925	0.8131	0.8131	0.2025	0	0	0.7763	0.7763	0.7925	0.8131	0.9616
717	0.1094	0	0	0.4733	0.4733	0.6559	0.6559	0.6559	0.1094	0	0	0.4733	0.4733	0.6559	0.6559	0.6559

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
718	0.3806	0	0	0.3835	0.3835	0.3835	0.3835	0.3835	0.3806	0	0	0.3835	0.3835	0.3835	0.3835	0.3835
719	0.5917	0	0	0.5961	0.5961	0.5961	0.5961	0.5961	0.5917	0	0	0.5961	0.5961	0.5961	0.5961	0.941
720	0.0074	0	0	0.0074	0.0074	0.0074	0.0074	0.0074	0.0074	0	0	0.0074	0.0074	0.0074	0.0074	0.4775
721	0.0135	0	0	0.1164	0.1164	0.1164	0.0227	0.0227	0.0135	0	0	0.1164	0.1164	0.1164	0.0227	0.0227
722	0.4435	0	0	0.7226	0.7226	0.9356	0.6224	0.6223	0.4435	0	0	0.7226	0.7226	0.9356	0.6224	0.6223
723	0.0564	0	0	0.6659	0.6659	0.7227	0.3169	0.3168	0.0564	0	0	0.6659	0.6659	0.7227	0.3169	0.3168
724	0.5864	0	0	0.7279	0.7961	0.8995	0.7758	0.778	0.5864	0	0	0.7279	0.7961	0.8995	0.7758	0.778
725	0	0	0	0.0309	0.0309	0.3125	0.5984	0.5984	0	0	0	0.0309	0.0309	0.3125	0.5984	0.5984
726	0	0	0	0.0222	0.0222	0.0222	0.3679	0.3679	0	0	0	0.0222	0.0222	0.0222	0.3679	0.3679
727	0.0751	0	0	0.0751	0.0751	0.4218	0.1651	0.3801	0.0751	0	0	0.0751	0.0751	0.4218	0.1651	0.3801
728	0	0	0	0	0	0	0.0498	0.0498	0	0	0	0	0	0	0.0498	0.0498
729	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0.0824	0.0824	0	0	0	0	0	0	0.0824	0.0824
731	0	0	0	0.3712	0.3712	0.4626	0.6529	0.6529	0	0	0	0.3712	0.3712	0.4626	0.6529	0.6529
732	0	0	0	0.4028	0.4028	0.4028	0.6565	0.6565	0	0	0	0.4028	0.4028	0.4028	0.6565	0.6565

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
733	0	0	0	0.5366	0.5366	0.5366	0.74	0.74	0	0	0	0.5366	0.5366	0.5366	0.74	0.74
734	0	0	0	0.6925	0.6925	0.6925	0.4209	0.4209	0	0	0	0.6925	0.6925	0.6925	0.4209	0.4209
735	0	0	0	0.0757	0.0757	0.0757	0	0	0	0	0	0.0757	0.0757	0.0757	0	0
736	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3899
737	0.4233	0	0	0.4251	0.4251	0.4251	0.4251	0.4251	0.4233	0	0	0.4251	0.4251	0.4251	0.4251	0.6614
738	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2165
739	0	0	0	0.0059	0.0059	0.0059	0	0	0	0	0	0.0059	0.0059	0.0059	0	0
740	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
741	0.0015	0	0	0.0015	0.0015	0.0026	0.0019	0.0019	0.0015	0	0	0.0015	0.0015	0.0026	0.0019	0.0019
742	0.0708	0	0	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708	0	0	0.0708	0.0708	0.0708	0.0708	0.1097
743	0.3797	0	0	0.3797	0.3797	0.3797	0.3797	0.3797	0.3797	0	0	0.3797	0.3797	0.3797	0.3797	0.3797
744	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0.0246	0	0	0.0246	0.0246	0.1095	0.1095	0.1095	0.0246	0	0	0.0246	0.0246	0.1095	0.1095	0.1095
746	0.118	0	0	0.118	0.118	0.3498	0.2936	0.2936	0.118	0	0	0.118	0.118	0.3498	0.2936	0.2936
747	0.1218	0	0	0.1218	0.1218	0.1577	0.1559	0.1577	0.1218	0	0	0.1218	0.1218	0.1577	0.1559	0.1577

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
748	0	0	0	0.0004	0.0004	0.3171	0.0004	0.2432	0	0	0	0.0004	0.0004	0.3171	0.0004	0.2432
749	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0498
750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
751	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0355
752	0.0332	0	0	0.0643	0.0643	0.0643	0.0643	0.0643	0.0332	0	0	0.0643	0.0643	0.0643	0.0643	0.0643
753	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2242
754	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4083
755	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3729
756	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
757	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
758	0.2902	0	0	0.0509	0.0509	0.0954	0.3383	0.3383	0.2902	0	0	0.0509	0.0509	0.0954	0.3383	0.4785
759	0.5051	0	0	0.5065	0.5065	0.5065	0.6947	0.6947	0.5051	0	0	0.5065	0.5065	0.5065	0.6947	0.6947
760	0.2278	0	0	0.5119	0.5119	0.5119	0.5228	0.5228	0.2278	0	0	0.5119	0.5119	0.5119	0.5228	0.5228
761	0.0985	0	0	0.3897	0.3897	0.3897	0.3442	0.4094	0.0985	0	0	0.3897	0.3897	0.3897	0.3442	0.4094
762	0	0	0	0.4881	0.4881	0.4881	0.2244	0.4877	0	0	0	0.4881	0.4881	0.4881	0.2244	0.4877

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
763	0.0594	0	0	0.3776	0.3776	0.7267	0.6424	0.6868	0.0594	0	0	0.3776	0.3776	0.7267	0.6424	0.6868
764	0.0217	0	0	0.0385	0.0385	0.1347	0.1369	0.1369	0.0217	0	0	0.0385	0.0385	0.1347	0.1369	0.1369
765	0	0	0	0	0	0	0.0022	0.0023	0	0	0	0	0	0	0.0022	0.0023
766	0.084	0.0117	0	0.084	0.084	0.2125	0.4818	0.5092	0.084	0.0117	0	0.084	0.084	0.2125	0.4818	0.5092
767	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
768	0.1606	0	0	0.1606	0.1606	0.1606	0.2024	0.2024	0.1606	0	0	0.1606	0.1606	0.1606	0.2024	0.2024
769	0.0381	0.2714	0	0.4265	0.4265	0.4265	0.4452	0.4452	0.0381	0.2714	0	0.4265	0.4265	0.4265	0.4452	0.4452
770	0.1272	0.5087	0	0.1375	0.1375	0.1375	0.1375	0.1375	0.1272	0.5087	0	0.1375	0.1375	0.1375	0.1375	0.1375
771	0	0.0326	0	0.3812	0.3812	0.3812	0.3734	0.3812	0	0.0326	0	0.3812	0.3812	0.3812	0.3734	0.3812
772	0.0881	0	0	0.0904	0.0904	0.0904	0.0904	0.0904	0.0881	0	0	0.0904	0.0904	0.0904	0.0904	0.0904
773	0.4645	0	0	0.4703	0.4703	0.4703	0.4703	0.4703	0.4645	0	0	0.4703	0.4703	0.4703	0.4703	0.4703
774	0.2273	0.1787	0	0.229	0.229	0.229	0.229	0.229	0.2273	0.1787	0	0.229	0.229	0.229	0.229	0.2304
775	0.1024	0.1035	0	0.1024	0.1024	0.1024	0.1024	0.1024	0.1024	0.1035	0	0.1024	0.1024	0.1024	0.1024	0.1024
776	0.5612	0	0	0.5663	0.5663	0.5663	0.5663	0.5663	0.5612	0	0	0.5663	0.5663	0.5663	0.5663	0.5663
777	0.2192	0	0	0.2228	0.2228	0.296	0.2228	0.2228	0.2192	0	0	0.2228	0.2228	0.296	0.2228	0.2228

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
778	0	0	0	0	0	0.6828	0	0	0	0	0	0	0	0.6828	0	0
779	0.5802	0	0	0.625	0.625	0.6341	0.625	0.625	0.5802	0	0	0.625	0.625	0.6341	0.625	0.625
780	0	0	0	0	0	0.453	0	0	0	0	0	0	0	0.453	0	0
781	0.4737	0	0	0.1139	0.1139	0.1512	0.4828	0.4828	0.4737	0	0	0.1139	0.1139	0.1512	0.4828	0.4828
782	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2168
783	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3835
784	0.128	0	0	0.1287	0.1287	0.1287	0.1287	0.1287	0.128	0	0	0.1287	0.1287	0.1287	0.1287	0.1287
785	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0343
786	0.3774	0	0	0.3868	0.3868	0.407	0.3868	0.3868	0.3774	0	0	0.3868	0.3868	0.407	0.3868	0.3868
787	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.136
788	0	0.7582	0	0	0	0	0	0	0	0.758	0	0	0	0	0	0.219
789	0.1256	0.4533	0	0.1256	0.1256	0.1256	0.1256	0.1256	0.1256	0.453	0	0.1256	0.1256	0.1256	0.1256	0.1256
790	0.0044	0	0	0.0044	0.0044	0.0044	0.0044	0.0044	0.0044	0	0	0.0044	0.0044	0.0044	0.0044	0.0044
791	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
792	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
793	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
794	0.0164	0	0	0.0164	0.0164	0.0164	0.0164	0.0164	0.0164	0	0	0.0164	0.0164	0.0164	0.0164	0.0164
795	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0552
796	0.1259	0	0	0.1259	0.1259	0.1259	0.1259	0.1259	0.1259	0	0	0.1259	0.1259	0.1259	0.1259	0.1259
797	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
798	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2979
799	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5468
800	0	0	0	0.0037	0.0037	0.0037	0	0	0	0	0	0.0037	0.0037	0.0037	0	0
801	0	0.0472	0	0	0	0	0	0	0	0.0471	0	0	0	0	0	0
802	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
803	0.0002	0	0	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0	0	0.0002	0.0002	0.0002	0.0002	0.0002
804	0	0.9793	0.2781	0	0	0	0	0	0	0.9793	0.2781	0	0	0	0	0
805	0.2781	0.2928	0.0656	0.2781	0.2781	0.8915	0.2781	0.2781	0.2781	0.2928	0.0656	0.2781	0.2781	0.8915	0.2781	0.2781
806	0.0656	0.0906	0.0002	0.0656	0.0656	0.0656	0.0656	0.0656	0.0656	0.0905	0.0002	0.0656	0.0656	0.0656	0.0656	0.0656
807	0	0.2176	0.3555	0.0002	0.0002	0.0002	0.0432	0.0432	0	0.2176	0.3555	0.0002	0.0002	0.0002	0.0432	0.0432

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
808	0	0.5478	0.0477	0.3555	0.3555	0.3555	0.3544	0.3544	0	0.5478	0.0477	0.3555	0.3555	0.3555	0.3544	0.3544
809	0.0477	0.2916	0.0004	0.0477	0.0477	0.4588	0.0477	0.0477	0.0477	0.2916	0.0004	0.0477	0.0477	0.4588	0.0477	0.0477
810	0	0.0863	0.023	0	0	0.37	0	0	0	0.0859	0.023	0	0	0.37	0	0
811	0.0004	0.1938	0.1938	0.0004	0.0004	0.0171	0.0004	0.0004	0.0004	0.1938	0.1938	0.0004	0.0004	0.0171	0.0004	0.0004
812	0.0234	0.0487	0.0487	0.023	0.023	0.023	0.023	0.023	0.0234	0.0487	0.0487	0.023	0.023	0.023	0.023	0.023
813	0	0.4565	0.456	0	0	0	0	0	0	0.456	0.456	0	0	0	0	0
814	0	0.2053	0.2051	0	0	0	0	0	0	0.2051	0.2051	0	0	0	0	0
815	0	0.0438	0.0438	0	0	0	0	0	0	0.0438	0.0438	0	0	0	0	0
816	0.1938	0.0187	0.0187	0.1938	0.1938	0.1938	0.1938	0.1938	0.1938	0.0187	0.0187	0.1938	0.1938	0.1938	0.1938	0.1938
817	0.0487	0.0602	0.0602	0.0487	0.0487	0.0487	0.0487	0.0487	0.0487	0.0602	0.0602	0.0487	0.0487	0.0487	0.0487	0.0487
818	0.4565	0.1648	0.1648	0.456	0.456	0.456	0.456	0.456	0.4565	0.1648	0.1648	0.456	0.456	0.456	0.456	0.456
819	0	0.0138	0.0138	0	0	0	0	0	0	0.0138	0.0138	0	0	0	0	0
820	0.2053	0.1333	0.1331	0.2051	0.2051	0.2051	0.2051	0.2051	0.2053	0.1331	0.1331	0.2051	0.2051	0.2051	0.2051	0.2051
821	0	0.6421	0.6421	0	0	0	0	0	0	0.6421	0.6421	0	0	0	0	0
822	0.0438	0.0169	0.0167	0.0438	0.0438	0.0438	0.0438	0.0438	0.0438	0.0167	0.0167	0.0438	0.0438	0.0438	0.0438	0.0438

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
823	0.0187	0.0265	0.0265	0.0187	0.0187	0.0187	0.0187	0.0187	0.0187	0.0265	0.0265	0.0187	0.0187	0.0187	0.0187	0.0187
824	0	0.0225	0.0225	0	0	0	0	0	0	0.0225	0.0225	0	0	0	0	0
825	0	0.4595	0.4595	0	0	0	0	0	0	0.4595	0.4595	0	0	0	0	0
826	0	0.0203	0.0203	0	0	0.0648	0	0.0606	0	0.0203	0.0203	0	0	0.0648	0	0.0606
827	0	0.0101	0.0101	0	0	0	0	0	0	0.0101	0.0101	0	0	0	0	0
828	0.0602	0.0037	0.0037	0.0602	0.0602	0.0602	0.0602	0.0602	0.0602	0.0037	0.0037	0.0602	0.0602	0.0602	0.0602	0.0602
829	0.1648	0.2533	0.2533	0.1648	0.1648	0.1648	0.1648	0.1648	0.1648	0.2533	0.2533	0.1648	0.1648	0.1648	0.1648	0.1648
830	0	0.2411	0.241	0	0	0	0	0	0	0.241	0.241	0	0	0	0	0
831	0.0138	0.6587	0.6586	0.0138	0.0138	0.0377	0.0377	0.0377	0.0138	0.6586	0.6586	0.0138	0.0138	0.0377	0.0377	0.0377
832	0.1333	0.0006	0.0006	0.1331	0.1331	0.1695	0.1901	0.1901	0.1333	0.0006	0.0006	0.1331	0.1331	0.1695	0.1901	0.1901
833	0.6421	0.5266	0.5931	0.6421	0.6421	0.745	0.745	0.745	0.6421	0.5264	0.5931	0.6421	0.6421	0.745	0.745	0.745
834	0.0169	0.1329	0.326	0.0167	0.0167	0.0167	0.0167	0.0167	0.0169	0.1327	0.326	0.0167	0.0167	0.0167	0.0167	0.0167
835	0	0.0099	0.272	0	0	0	0	0	0	0.0098	0.272	0	0	0	0	0
836	0	0.2973	0.0082	0	0	0.1913	0.1932	0.1932	0	0.297	0.0082	0	0	0.1913	0.1932	0.318
837	0.0265	0.7173	0.7287	0.0265	0.0265	0.1436	0.1157	0.1157	0.0265	0.7172	0.7287	0.0265	0.0265	0.1436	0.1157	0.1156

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
838	0.0225	0	0.3352	0.0225	0.0225	0.1427	0.1622	0.1622	0.0225	0	0.3352	0.0225	0.0225	0.1427	0.1622	0.1622
839	0	0.4628	0.1218	0	0	0	0	0	0	0.4627	0.1218	0	0	0	0	0
840	0.4595	0.1272	0.1272	0.4595	0.4595	0.5894	0.5888	0.5888	0.4595	0.1272	0.1272	0.4595	0.4595	0.5894	0.5888	0.5888
841	0	0.2756	0.2756	0	0	0	0	0	0	0.2756	0.2756	0	0	0	0	0.1923
842	0	0.537	0.537	0	0	0	0	0	0	0.537	0.537	0	0	0	0	0
843	0	0.8267	0.8267	0	0	0	0	0	0	0.8267	0.8267	0	0	0	0	0
844	0	0.7434	0.5853	0	0	0	0	0	0	0.7434	0.5853	0	0	0	0	0
845	0	0.3846	0.0037	0	0	0	0	0	0	0.3846	0.0037	0	0	0	0	0
846	0.0203	0.6433	0.2049	0.0203	0.0203	0.0203	0.0203	0.0203	0.0203	0.6433	0.2049	0.0203	0.0203	0.0203	0.0203	0.0203
847	0.0101	0.061	0.061	0.0101	0.0101	0.0101	0.0101	0.0101	0.0101	0.061	0.061	0.0101	0.0101	0.0101	0.0101	0.0101
848	0	0.0286	0.0286	0	0	0	0	0	0	0.0286	0.0286	0	0	0	0	0
849	0	0.196	0.1959	0	0	0	0	0	0	0.1959	0.1959	0	0	0	0	0
850	0.0037	0.6576	0.5679	0.0037	0.0037	0.0037	0.0037	0.0037	0.0037	0.6574	0.5679	0.0037	0.0037	0.0037	0.0037	0.0037
851	0	0.9214	0.7003	0	0	0	0	0	0	0.9213	0.7003	0	0	0	0	0
852	0	0.9723	0.9722	0	0	0	0	0	0	0.9722	0.9722	0	0	0	0	0

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
853	0	0.6715	0.6673	0	0	0	0	0	0	0.6713	0.6673	0	0	0	0	0
854	0	0.1055	0.0965	0	0	0	0	0	0	0.1055	0.0965	0	0	0	0	0
855	0	0.0227	0.0227	0	0	0	0	0	0	0.0227	0.0227	0	0	0	0	0
856	0	0.0032	0.0032	0	0	0	0	0	0	0.0032	0.0032	0	0	0	0	0.1911
857	0	0.0007	0.0007	0	0	0	0	0	0	0.0007	0.0007	0	0	0	0	0.1683
858	0.1293	0.3395	0.0435	0.2533	0.2533	0.2533	0.2533	0.2533	0.1293	0.3393	0.0435	0.2533	0.2533	0.2533	0.2533	0.2533
859	0	0.0582	0.0582	0.241	0.241	0.241	0.241	0.241	0	0.0582	0.0582	0.241	0.241	0.241	0.241	0.241
860	0	0.3193	0.0414	0	0	0	0	0	0	0.3192	0.0414	0	0	0	0	0.0304
861	0.6023	0	0	0.6586	0.6586	0.6586	0.752	0.752	0.6023	0	0	0.6586	0.6586	0.6586	0.752	0.752
862	0	0.7651	0	0	0	0	0	0	0	0.7649	0	0	0	0	0	0
863	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
864	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0802
865	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
866	0	0	0	0	0	0	0.0018	0.0018	0	0	0	0	0	0	0.0018	0.2128
867	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1189

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
868	0.0006	0	0	0.0006	0.0006	0.0006	0.0006	0.0006	0.0006	0	0	0.0006	0.0006	0.0006	0.0006	0.0498
869	0.5579	0	0	0.5931	0.5931	0.594	0.594	0.594	0.5579	0	0	0.5931	0.5931	0.594	0.594	0.594
870	0.1329	0.0648	0	0.326	0.326	0.326	0.326	0.326	0.1329	0.0648	0	0.326	0.326	0.326	0.326	0.326
871	0.082	0	0	0.272	0.272	0.2723	0.3213	0.3213	0.082	0	0	0.272	0.272	0.2723	0.3213	0.3213
872	0	0	0	0.0082	0.0082	0.2986	0.0079	0.0079	0	0	0	0.0082	0.0082	0.2986	0.0079	0.0079
873	0.5371	0	0	0.7287	0.7287	0.8325	0.7088	0.7088	0.5371	0	0	0.7287	0.7287	0.8325	0.7088	0.7088
874	0	0	0	0.3352	0.3352	0.3352	0.2857	0.3172	0	0	0	0.3352	0.3352	0.3352	0.2857	0.3172
875	0.0769	0	0	0.1218	0.1218	0.4628	0.1218	0.1218	0.0769	0	0	0.1218	0.1218	0.4628	0.1218	0.1218
876	0	0	0	0	0	0.0133	0	0	0	0	0	0	0	0.0133	0	0
877	0.1272	0	0	0.1272	0.1272	0.1272	0.1272	0.1272	0.1272	0	0	0.1272	0.1272	0.1272	0.1272	0.1272
878	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
879	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
880	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
881	0	0	0	0.2756	0.2756	0	0.2756	0.2756	0	0	0	0.2756	0.2756	0	0.2756	0.2756
882	0	0	0	0.537	0.537	0	0.537	0.537	0	0	0	0.537	0.537	0	0.537	0.537

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
883	0	0	0	0.8267	0.8267	0.0408	0.8267	0.8267	0	0	0	0.8267	0.8267	0.0408	0.8267	0.8267
884	0	0	0	0.5853	0.5853	0.6472	0.5853	0.5853	0	0	0	0.5853	0.5853	0.6472	0.5853	0.5853
885	0	0	0	0.0037	0.0037	0.3846	0.0037	0.0037	0	0	0	0.0037	0.0037	0.3846	0.0037	0.0037
886	0	0	0	0.2049	0.2049	0.6427	0.2049	0.2049	0	0	0	0.2049	0.2049	0.6427	0.2049	0.2049
887	0.061	0	0	0.061	0.061	0.061	0.061	0.061	0.061	0	0	0.061	0.061	0.061	0.061	0.061
888	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
889	0.0286	0	0	0.0286	0.0286	0.0286	0.0348	0.0348	0.0286	0	0	0.0286	0.0286	0.0286	0.0348	0.0348
890	0.0565	0	0	0.1959	0.1959	0.3231	0.4461	0.4461	0.0565	0	0	0.1959	0.1959	0.3231	0.4461	0.4461
891	0	0	0	0.5679	0.5679	0.5161	0.5681	0.5681	0	0	0	0.5679	0.5679	0.5161	0.5681	0.5681
892	0	0	0	0.7003	0.7003	0.9071	0.7003	0.7003	0	0	0	0.7003	0.7003	0.9071	0.7003	0.7003
893	0	0	0	0.9722	0.9722	0.8354	0.9722	0.9722	0	0	0	0.9722	0.9722	0.8354	0.9722	0.9722
894	0	0	0	0.6673	0.6673	0.5652	0.6673	0.6673	0	0	0	0.6673	0.6673	0.5652	0.6673	0.6673
895	0	0	0	0	0	0.3438	0.0098	0.3537	0	0	0	0	0	0.3438	0.0098	0.3537
896	0	0	0	0	0	0.0429	0.0758	0.1063	0	0	0	0	0	0.0429	0.0758	0.1063
897	0	0.0133	0	0	0	0.227	0.0086	0.227	0	0.0132	0	0	0	0.227	0.0086	0.227

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
898	0	0	0	0	0	0.5057	0	0.5057	0	0	0	0	0	0.5057	0	0.5057
899	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
900	0.0965	0	0	0.0965	0.0965	0.1051	0.0974	0.0974	0.0965	0	0	0.0965	0.0965	0.1051	0.0974	0.0974
901	0	0	0	0	0	0.5827	0.2141	0.5827	0	0	0	0	0	0.5827	0.2141	0.5827
902	0	0	0	0	0	0.4931	0.4383	0.493	0	0	0	0	0	0.4931	0.4383	0.493
903	0	0	0	0	0	0.5181	0.2579	0.5181	0	0	0	0	0	0.5181	0.2579	0.5181
904	0.0227	0	0	0.0227	0.0227	0.1705	0.0254	0.1705	0.0227	0	0	0.0227	0.0227	0.1705	0.0254	0.1705
905	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
906	0.0032	0	0	0.0032	0.0032	0.2385	0.0032	0.2385	0.0032	0	0	0.0032	0.0032	0.2385	0.0032	0.2385
907	0.0007	0	0	0.0007	0.0007	0.2075	0.0007	0.2075	0.0007	0	0	0.0007	0.0007	0.2075	0.0007	0.2075
908	0	0	0	0	0	0.4484	0	0.4484	0	0	0	0	0	0.4484	0	0.4484
909	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
910	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
911	0.0435	0	0	0.0435	0.0435	0.1419	0.0435	0.0435	0.0435	0	0	0.0435	0.0435	0.1419	0.0435	0.0435
912	0.0582	0	0	0.0582	0.0582	0.0582	0.0582	0.0582	0.0582	0	0	0.0582	0.0582	0.0582	0.0582	0.0582

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
Origin Zone*	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
913	0.0414	0	0	0.0414	0.0414	0.0497	0.0414	0.0414	0.0414	0	0	0.0414	0.0414	0.0497	0.0414	0.0414
914	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
916	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
917	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
918	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
919	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
921	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
922	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
923	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
925	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
926	0	0	0	0	0	0.0168	0.0605	0.0605	0	0	0	0	0	0.0168	0.0605	0.0605
927	0	0	0	0	0	0.4347	0.4347	0.4347	0	0	0	0	0	0.4347	0.4347	0.4347

Origin Zone*	Non-Motorized Urban Form Factors, T2040 Alternatives															
	* from origin zone to all destination zones															
	2020								2040							
	Baseline	A1	A2	A3	A4	A5	PA-C	PA	Baseline	A1	A2	A3	A4	A5	PA-C	PA
928	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
929	0	0	0	0	0	0.0134	0.0134	0.0134	0	0	0	0	0	0.0134	0.0134	0.0134
930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
931	0	0	0	0	0	0.1548	0.2386	0.2386	0	0	0	0	0	0.1548	0.2386	0.2386
932	0	0	0	0	0	0.5279	0.5279	0.5279	0	0	0	0	0	0.5279	0.5279	0.5279
933	0	0	0	0	0	0.1056	0.1057	0.1057	0	0	0	0	0	0.1056	0.1057	0.1057
934	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
935	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
936	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
937	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
938	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Addendum H: Ferry Strategies in the Action Alternatives

Addendum H Part 1: Auto Ferry Strategies

Auto Ferry Routes	Baseline	1	2	3	4	5	PA-C	PA
Bremerton-Seattle	X	X	X	X	X	X	X	X
Bainbridge-Seattle	X	X	X	X	X	X	X	X
Edmonds-Kingston	X	X	X	X	X	X	X	X
Mukilteo-Clinton	X	X	X	X	X	X	X	X
Southworth-Fauntleroy	X	X	X	X	X	X	X	X
Southworth-Vashon	X	X	X	X	X	X	X	X
Vashon-Fauntleroy	X	X	X	X	X	X	X	X
New route: Southworth-Downtown Seattle			X					

Addendum H Part 2: Passenger-Only Ferry Strategies

Passenger Ferry Routes	Baseline	1	2	3	4	5	PA-C	PA
Vashon-Downtown Seattle	X	X	X	X	X	X	X	X
West Seattle-Downtown Seattle	X	X	X	X	X	X	X	X
Bremerton-Port Orchard	X	X	X	X	X	X	X	X
Bremerton-Annapolis	X	X	X	X	X	X	X	X
New route: Bremerton-Downtown Seattle		X	X	X	X	X	X	X
New route: Kingston-Downtown Seattle		X	X	X	X	X	X	X
New route: Southworth-Downtown Seattle		X			X	X	X	X
New route: Kirkland-UW		X			X	X		X

New route: Bainbridge-Des Moines	X			X	X	X
New route: Port Orchard-Downtown Seattle			X			X
New route: Suquamish-Downtown Seattle	X			X		
New route: Des Moines-Downtown Seattle	X		X	X	X	X
New route: Shilshole-Downtown Seattle					X	X
New route: Renton-Leschi	X				X	X
New route: Kenmore-UW	X				X	X
New route: Port Townsend-Downtown Seattle	X	X	X	X	X	X
New route: Vancouver B.C.-Downtown Seattle	X	X	X	X	X	X