



# Seattle & North King County

The Regional Transit Authority is planning a regional transit system for King, Pierce and Snohomish counties. Seattle will receive two different types of rail service and new regional bus services.

## Commuter rail

Commuter trains will run on existing railroad tracks from Everett, through Seattle, to Tacoma and Lakewood serving 17 stations. Trains will run both north and south about every half hour during peak periods and every hour at other times, including weekends.

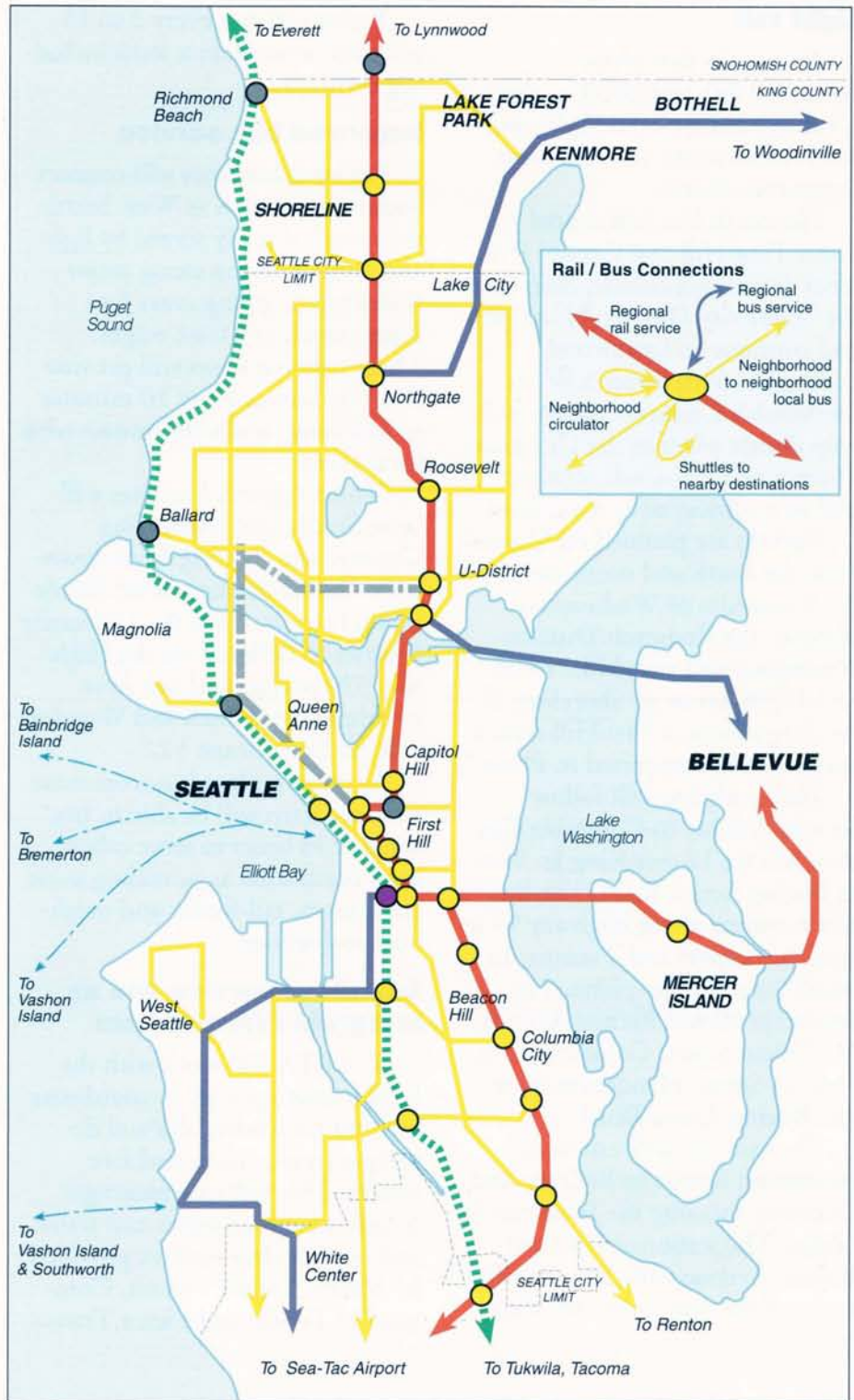
Tracks, signals and crossings will be upgraded to accommodate commuter rail, Amtrak service and freight trains.

In Seattle, stations are planned along the waterfront below Pike Place Market, at King Street, at Spokane Street, in Georgetown and at Boeing Access Road. If funding allows, stations will be built in Richmond Beach, Ballard and Interbay.

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**Legend**

- ⋯⋯⋯ Commuter rail service
- Light-rail service
- Regional bus service
- Major local bus connections (conceptual)
- Multimodal stations
- Rail stations / transfer centers
- Potential stations pending funds
- - - Possible rail extensions (Master Plan)





### Light rail

During its first phase — between 1995 and 2010 — the RTA will build electric light-rail lines north, south and east from downtown Seattle.

The north line will tunnel under First Hill and Capitol Hill from downtown Seattle, then serve the University District, Northgate and continue to Lynnwood, ending at 164th Street S.W. in Snohomish County. Citizens will help decide whether the University District and Roosevelt segment will be a subway or at street level.

Stations are planned on Capitol Hill, the south and north ends of the University of Washington campus, the Roosevelt District, Northgate, and near N.E. 145th and 175th streets in Shoreline. If funding allows, a First Hill station could also be completed in Phase I.

The south line will follow Rainier Avenue to Columbia City, then Martin Luther King Jr. Way to Boeing Access Road. The line will continue along Highway 99 to Sea-Tac Airport and Tacoma. In Seattle, stations are planned at Interstate 90 and Rainier Avenue, McClellan Street, Columbia City, Othello Street, Henderson Street, and Boeing Access Road.

The east line will run from downtown Seattle to Bellevue and Overlake, crossing the Interstate 90 bridge. The station at I-90 and Rainier Avenue will allow transfers between the east and south lines.

Trains will run every 2 to 15 minutes, seven days a week including evenings.

### Improved bus service

Regional bus lines will connect communities such as West Seattle that aren't directly served by light rail. Buses will run along major highways, stopping every few miles, much as a train might. These regional buses will provide two-way service every 10 minutes to half-hour, and will connect with local buses.

Three regional bus lines will serve Seattle and north King County: one running from downtown Seattle through West Seattle to SeaTac; one from the University District to Bellevue via the Highway 520 bridge; and one from Northgate to Bothell and Woodinville via State Route 522.

As trains replace buses on some routes, Metro will be able to free some of its buses to serve other local needs such as providing more cross-town, rail-feeder and neighborhood service.

### Seamless service and an integrated fare system

The RTA will work with the local transit agencies to coordinate bus and train schedules and develop a single, integrated fare system. This will ease passenger transfers between buses and trains, and between bus services provided by Metro, Everett Transit, Community Transit and Pierce Transit.

The RTA also will work with the Washington State Ferries to develop an integrated fare for ferry riders. All RTA services will comply with the Americans with Disabilities Act accessibility requirements.

### Transit Development Fund

A Transit Development Fund will make another \$25 million available over the next 16 years for other transit improvements in Seattle and north King County. (If the University District and Roosevelt communities opt for surface rail rather than a tunnel, another \$190 million will become available). These improvements could include feeder buses, transit centers, bus-priority signals and lanes, or rail station enhancements.

### When will this happen?

If voters approve funding for the regional transit system on March 14, 1995, limited commuter train service will begin in 1997/98, regional bus service in 1998 and the first segments of light rail a few years later. Light-rail system construction will begin with the line south of downtown Seattle.

### For more informations

Call the RTA at 1-800-201-4900 to request a speaker, request more information or record your comments. The information in this document is available in accessible formats on request at 684-2046 (voice) or 684-1395 (TDD).





# South King County

The Regional Transit Authority is planning a new transportation network for King, Pierce and Snohomish counties. South King County will get two different types of rail service and new regional bus services.

## Commuter rail

Commuter trains will run on Union Pacific or Burlington Northern tracks between Tacoma and Seattle, passing through the Green River Valley. Trains will run both north and south about every half hour during peak periods and every hour at other times, including weekends.

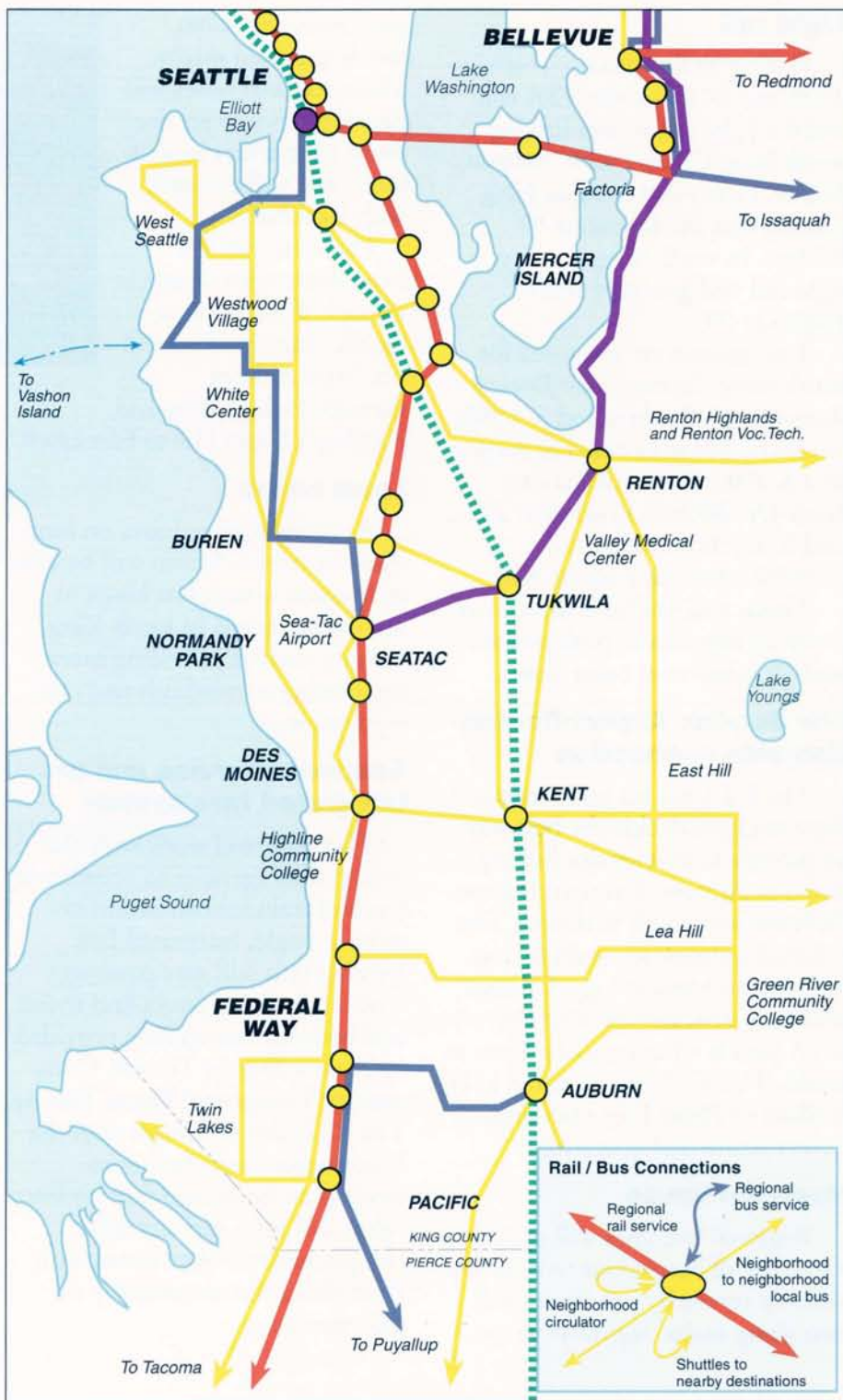
Tracks, signals and crossings will be upgraded to accommodate commuter rail, Amtrak service and freight trains.

In south King County, stations are planned in Tukwila, downtown Kent and downtown Auburn. The RTA's full commuter rail line will run from Everett in Snohomish County to Lakewood in Pierce County serving 17 stations.

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**Legend**

- ⋯ Commuter rail service
- Light-rail service
- Technology/route to be determined
- Regional bus service
- Major local bus connections (conceptual)
- Multimodal stations
- Rail stations / transfer centers





### Light rail

During its first phase — between 1995 and 2010 — the RTA will build a light-rail system linking south King County with Tacoma, Seattle, Lynnwood and East King County (via the Interstate 90 bridge). In south King County, light rail will generally follow Highway 99.

Ten stations are proposed for south King County, near Boeing Access Road, S. 144th and S. 158th streets in Tukwila; Sea-Tac Airport and S. 200th Street in SeaTac; Kent-Des Moines Road; Star Lake; and S. 316th, S. 336th and S. 348th streets in Federal Way.

Trains will run both directions every 10 minutes in peak periods and 15 minutes at other times.

### The Sea-Tac Airport-Renton-Eastside connection

The RTA has set aside money for a study to decide the best way to provide transit service linking Sea-Tac Airport, Tukwila, Renton, Bellevue and south Kirkland. The selected technology could be bus, rail or a new technology. Citizens and local officials will help the RTA decide what type of system to build. The RTA has allocated \$100 million in Phase I for planning, construction and operation.

### Regional buses

Regional bus lines will provide a new type of bus service to areas not directly served by rail. Buses will run along major highways, stop-

ping every few miles, much as a train might. These regional buses will provide two-way service every 15 minutes to half-hour, and will connect with local buses.

One line will run from downtown Seattle, through West Seattle to SeaTac. Another line will run from Auburn through Federal Way and Puyallup's South Hill to Fort Lewis.

### Local buses

As trains replace buses on long-distance routes, Metro will be able to re-route some of its buses to serve other needs in south King County such as providing more local, suburb-to-suburb and east-west service.

### Seamless service and an integrated fare system

The RTA will work with the local transit agencies to coordinate bus and train schedules and develop a single, integrated fare system. This will ease passenger transfers between buses and trains, and between bus services provided by Metro, Everett Transit, Community Transit and Pierce Transit. The RTA also will work with the Washington State Ferries to develop an integrated fare for ferry riders. All RTA services will comply with the Americans with Disabilities Act accessibility requirements.



### Transit Development Fund

A Transit Development Fund will make \$25 million available over the next 16 years for other transit improvements in south King County. These improvements could include feeder buses, transit centers, bus-priority signals and lanes, or rail station enhancements.

### When will this happen?

If voters approve funding for the regional transit system on March 14, 1995, limited commuter rail service will begin in 1997/98, regional buses in 1998 and the first segments of light rail a few years later. South King County will be one of the first areas to get both commuter rail and light rail service.

### For more information

Call the RTA at 1-800-201-4900 to request a speaker, obtain more information or record your comments. The information in this document is available in accessible formats on request at 684-2046 (voice) or 684-1395 (TDD).





# East King County

The Regional Transit Authority is planning a regional transit system for King, Pierce and Snohomish counties. East King County will get more bus service, in addition to a light-rail line.

## Light rail

During its first phase — between 1995 and 2010 — the RTA will build a 15-mile light-rail line between downtown Seattle and the Eastside, serving Mercer Island, Bellevue and the Overlake area of Redmond. Light rail could be extended to downtown Redmond, Kirkland, Bothell and Issaquah in later phases.

One proposed route will take Interstate 90 to Bellevue Way, Bellevue Way to downtown Bellevue and N.E. Eighth Street to Overlake. Eight stations are proposed for the Eastside, about a mile or two apart. The public will have a say in the final location of tracks and stations.

Trains will run about every 10 minutes in peak periods and 15 minutes at other times.

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**Legend**

- Light-rail service
- Technology/route to be determined
- Regional bus service
- Major local bus connections (conceptual)
- Rail stations / transfer centers
- Possible rail extensions (Master Plan)





## Commuter rail

Commuter trains will run on existing tracks between Everett, Seattle, Tacoma and Lakewood serving 17 stations. Eastside residents could transfer in Seattle or Tukwila to reach the Green River Valley and Tacoma to the south or Everett to the north.

## The Eastside-to-Sea-Tac Airport connection

The RTA has set aside money for a study to decide the best way to provide transit service linking Sea-Tac Airport, Tukwila, Renton, Bellevue and south Kirkland. The selected technology could be bus, rail or a new technology. Citizens and local officials will help the RTA decide what type of system to build. The RTA has allocated \$100 million in Phase I for planning, construction and operation.

## Regional buses

Regional bus lines will provide a new type of bus service to Eastside communities not directly served by light rail in Phase I. Buses will run along major highways, stopping every few miles, much as a train might. These regional buses will provide two-way service every 10 minutes to half-hour, and will connect with local buses.

The four Eastside routes, shown on the map, will extend from

Bellevue on Interstate 405 to Kirkland, Bothell, Lynnwood and Edmonds; from Woodinville and Bothell on State Route 522 to Northgate; on the Evergreen Point Bridge to the University District; and from Bellevue to Issaquah on I-90.

## Other bus improvements

As trains replace buses on routes across Lake Washington, Metro will be able to re-route some of its buses to serve other needs in east King County such as providing more suburb-to-suburb and east-west service. These buses will provide direct links between communities such as Kirkland, Redmond, and Issaquah.

## Seamless service and an integrated fare system

The RTA will work with the local transit agencies to coordinate bus and train schedules and develop a single, integrated fare system. This will ease passenger transfers between buses and trains, and between bus services provided by Metro, Everett Transit, Community Transit and Pierce Transit. All RTA services will comply with the Americans with Disabilities Act accessibility requirements.

## Transit development fund

A transit development fund will make another \$25 million available over the next 16 years for other transit improvements in east King County. These improvements could include feeder buses, transit centers, bus-priority signals and lanes, or rail station enhancements.

## When will this happen?

If voters approve funding for the regional transit system on March 14, 1995, limited commuter train service will begin in 1997/98, regional bus service in 1998 and the first segments of light rail a few years later.

## For more information

Call the RTA at 1-800-201-4900 to request a speaker, obtain more information or comment. The information in this document is available in accessible formats on request at 684-2046 (voice) or 684-1395 (TDD).





# Pierce County

The Regional Transit Authority is planning a regional transit system for King, Pierce and Snohomish counties. Pierce County will get two different types of rail service and new regional bus services.

## Commuter rail

Commuter trains will run on the Union Pacific or Burlington Northern tracks between Everett and Lakewood, passing through Sumner, Puyallup, Tacoma and Lakewood, serving a total of 17 stations.

Trains will run both north and south about every half hour during peak periods and every hour at other times, including weekends.

Tracks, signals and crossings will be upgraded to accommodate commuter rail, Amtrak service and freight trains. The trains will use the new multimodal station planned for the Tacoma Dome.

## Light rail

A light-rail line will follow

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**Legend**

- ⋯ Commuter rail service
- Light-rail service
- Regional bus service
- Major local bus connections (conceptual)
- Multimodal stations
- Rail stations / transfer centers
- - - Possible rail extensions (Master Plan)



Highway 99, Puyallup Avenue and Pacific Avenue, linking Pierce County with Seattle, Snohomish County and East King County (via the Interstate 90 bridge).

Stations are planned in Milton near Porter Way, in Fife near 54th Avenue E., at the Tacoma Dome, and at four sites in downtown Tacoma along Pacific Avenue.

Trains will run both directions every 10 minutes in peak periods and 15 minutes at other times.

### Regional bus

Regional bus lines will provide a new type of bus service to areas not directly served by rail. Buses will run along major highways, stopping every few miles, much as a train might. These regional buses will provide two-way service every 15 minutes to half-hour, and will connect with local buses.

One regional bus line will run from Auburn, through Federal Way and Puyallup's South Hill, to Fort Lewis.

### Seamless service and an integrated fare system

The RTA will work with the local transit agencies to coordinate bus and train schedules and develop a single, integrated fare system. This will ease passenger transfers between buses and trains, and between bus services provided by Metro, Everett Transit, Community Transit and Pierce Transit. The RTA also will work with the Washington State Ferries to develop an integrated fare for ferry riders. All RTA services will comply with the Americans with Disabilities Act accessibility requirements.

### Transit Development Fund

A Transit Development Fund will make another \$200 million available over the next 16 years for other transit improvements in Pierce County. These improvements could include feeder buses, transit centers, bus-priority signals

and lanes, rail station enhancements. The funds could also be used to buy right-of-way for future rail extensions.

### When will this happen?

If voters approve funding for the regional transit system on March 14, 1995, commuter trains will begin running in 1997/98, regional buses in 1998 and the first segments of light rail by 2002. The RTA Board decided to open the Tacoma to Seattle commuter rail line first, and to give priority to the downtown Tacoma segment of light rail. Light rail between the Tacoma Dome and Sea-Tac Airport will begin operation a few years later.

### For more information

Call the RTA at 1-800-201-4900 to request a speaker, obtain more information or record your comments. The information in this document is available in accessible formats on request at 684-2046 (voice) or 684-1395 (TDD).







# Snohomish County

The Regional Transit Authority is planning a regional transit system for King, Pierce and Snohomish counties. In Snohomish County, the RTA will provide two kinds of rail service and new regional bus services.

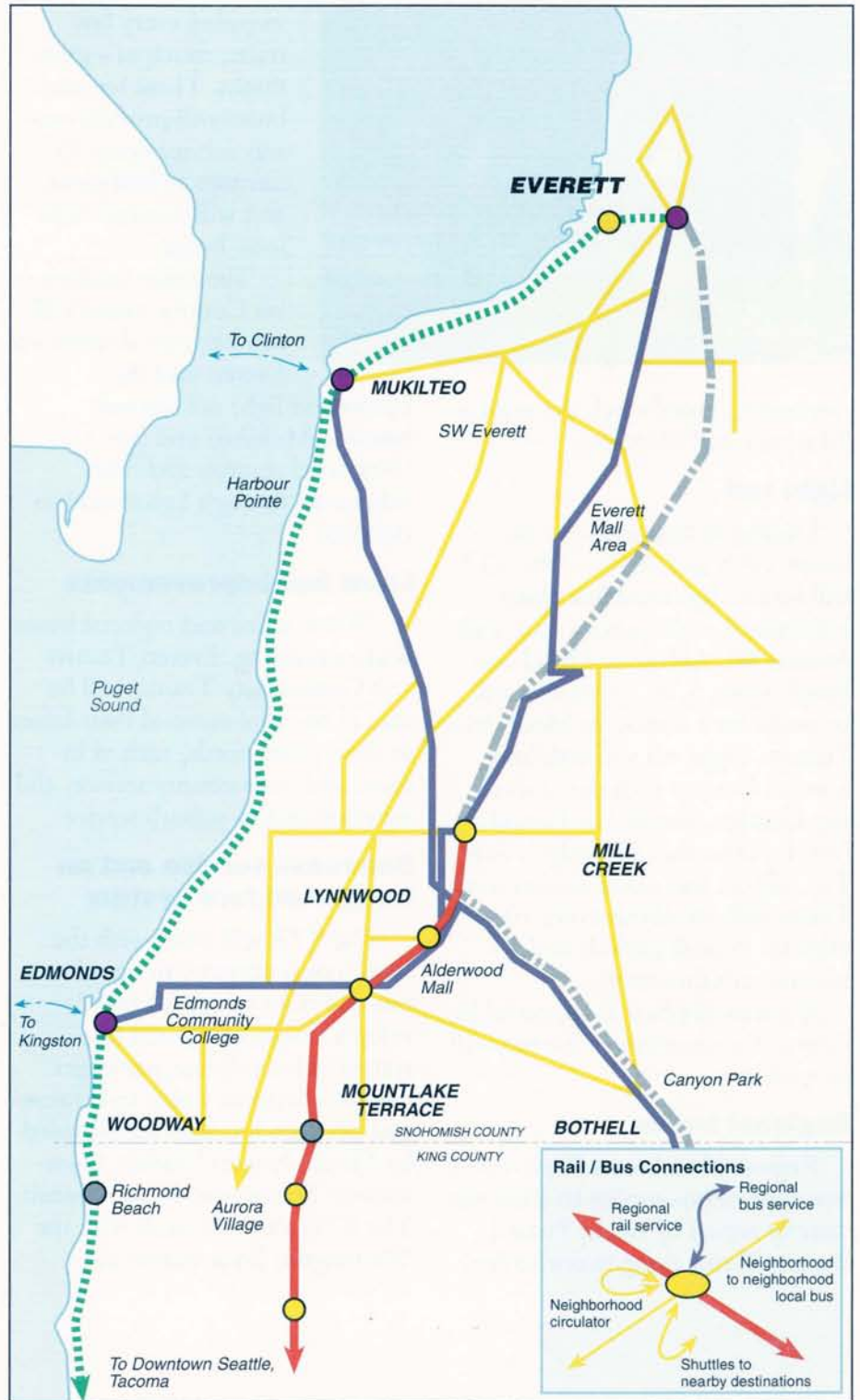
## Commuter rail

Commuter trains will run on the existing railroad tracks through Edmonds, Mukilteo and Everett. Trains will run both north and south about every half hour during peak periods and every hour at other times, including weekends. The full line will serve 17 stations linking Everett, Seattle and Lakewood, south of Tacoma.

Tracks, signals and crossings will be upgraded to accommodate commuter rail, Amtrak service and freight trains.

Commuter trains will use the new multimodal stations planned for Edmonds, Mukilteo and the downtown Everett area. Another station is planned at Bond Street on the Everett waterfront. Ferry

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**Legend**

- ⋯ Commuter rail service
- Light-rail service
- Regional bus service
- Major local bus connections (conceptual)
- Multimodal stations
- Rail stations / transfer centers
- Potential stations pending funds
- - - Possible rail extensions (Master Plan)



commuters could catch the train at Edmonds and Mukilteo.

## Light rail

During its first phase — between 1995 and 2010 — the RTA will build a light-rail line along Interstate 5 with stations near 44th Avenue W., Alderwood Mall and 164th Street S.W. Provisions will be made for a station in Mountlake Terrace. Light rail will link Snohomish County with the University District, Seattle, the Eastside (via the Interstate 90 bridge), Sea-Tac Airport and other destinations. Trains will run about every 10 minutes in peak periods and 15 minutes at other times.

If a second phase is approved by voters, the extension to Everett will be a priority.

## Regional buses

Regional bus lines will provide a new type of bus service to areas not directly served by rail in Phase I. Buses will run along major streets,

stopping every few miles, much as a train might. These regional buses will provide two-way service every 15 minutes to half-hour, and will connect with local buses.

The three Snohomish County routes will run between downtown Everett and the

Lynnwood light rail station; between Mukilteo and the Lynnwood station; and from Edmonds, through Lynnwood to Bellevue.

## Local bus improvements

When trains and regional buses begin operating, Everett Transit and Community Transit will be able to re-route some of their buses to serve other needs, such as in-town and cross-county service, and more suburb-to-suburb service.

## Seamless service and an integrated fare system

The RTA will work with the local transit agencies to coordinate bus and train schedules and develop a single, integrated fare system. This will ease passenger transfers between buses and trains, and between bus services provided by Metro, Everett Transit, Community Transit and Pierce Transit. The RTA also will work with the Washington State Ferries to

develop an integrated fare for ferry riders. All RTA services will comply with the Americans with Disabilities Act accessibility requirements.

## Transit Development Fund

A Transit Development Fund will make \$25 million available over the next 16 years for other transit improvements in Snohomish County. These improvements could include feeder buses, transit centers, bus-priority signals and lanes, or rail station enhancements.

## When will this happen?

The RTA Board gave Snohomish County one of the top priorities for regional bus service. If voters approve funding for the regional transit system on March 14, 1995, regional buses will begin running in 1998, and commuter rail service in 1998/99. Phase I light rail will be completed by 2010. Voter approval will be needed for Phase II. If the election is held before 2010, development of the RTA system could continue without interruption.

## For more information

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Regional Transit Authority

# The Phase I Proposal





Central Puget Sound  
**Regional Transit Authority**

# The Regional Transit System

