



Potential Rail Extensions to Frederickson and Orting

Sound Transit Long-Range Plan – Time for an Update

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

- track operating conditions
- track ownership
- nearby land uses
- potential travel patterns

What are the key findings?

- **Capital investments would need to be made to provide passenger rail service.** Current conditions accommodate low-volume, low-speed freight traffic. These low speeds are not competitive with bus or cars.
- **Daily ridership in the 11-mile Tacoma/Frederickson corridor is expected to be around 800 riders and is projected to cost \$200-\$250 million in 2004 dollars.**
- **Daily ridership in the 4-mile Sumner/Orting corridor is anticipated to be around 200 riders and is projected to cost \$80-\$100 million.**

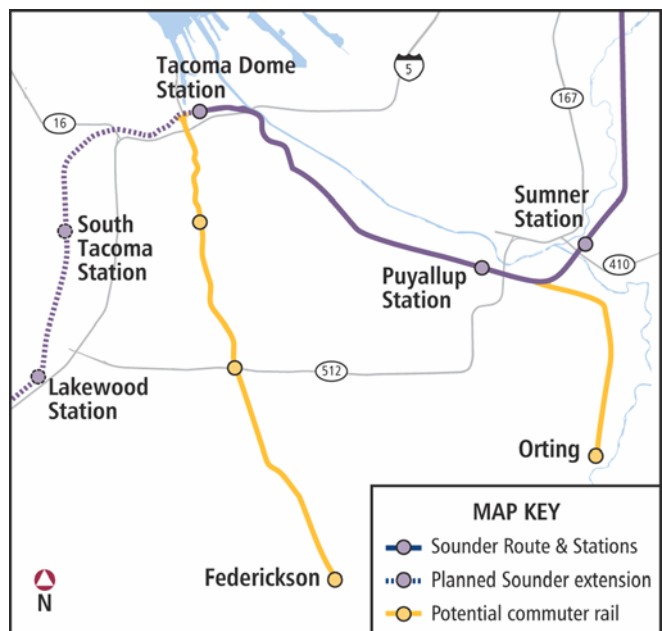
What is the question?

This paper evaluates the potential for two new rail corridors in Pierce County. One would connect Frederickson and the Tacoma Dome Station. The other would connect Sumner and Orting. What ridership would rail generate in these corridors based on new 2030 population and land use projections? What would they cost? This issue paper provides information to start the discussion.

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What was studied?

For the Frederickson connection, the paper evaluates a route between the Tacoma Dome Station and new stations in the vicinity of 57th Street East at D Street, 18th Avenue East at SR-512 and at the Frederickson Industrial Area. For the Orting corridor, the paper evaluates a route from the Sumner Station to Orting. Key characteristics of each corridor that affect cost and ridership include:



- **While growing, the areas currently served do not have the housing and employment density to generate high transit ridership.**

The area between Tacoma and Frederickson is dominated by low-density, single-family housing. Frederickson Industrial Area employees are widely dispersed and are offered free parking, which cuts down on transit usage. The Sumner station area lacks high density employment and has free parking. The Orting end is dominated by low-density, residential neighborhoods. Public policy action focused on increasing population and employment densities in the corridors, and improving the transit supportive character of the corridors, would be instrumental in higher forecasts of transit ridership.

- **Completion of the Cross Base Highway could improve access for Frederickson.**

Because the new highway would connect the I-5 corridor with employment centers in south Pierce County, better access could result, which in turn could accelerate potential future development of this manufacturing center.

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

See other Long-Range Plan Issue Papers

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