



Rail between Burien and Renton

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.

serves the Burien transit center on its way between Renton and West Seattle. So the question for updating the Long-Range Plan becomes whether a light rail corridor between downtown Burien and Renton should be added. What is the potential ridership for LRT, based on new 2030 population and land use projections? What are the opportunities and constraints for rail routes? This issue paper provides conceptual alignments and estimates of ridership and cost to start the discussion.

What was studied?

This issue paper analyzes variations on a conceptual rail route between Burien and Renton, all of which travel along the SR-518/I-405 corridor and have a transfer connection available at the Tukwila International Blvd Station. The Tukwila-North Renton segment is assumed to be mostly elevated and may include a portion of track shared with Central Link. The paper also evaluates the corridors as separate stand-alone lines.

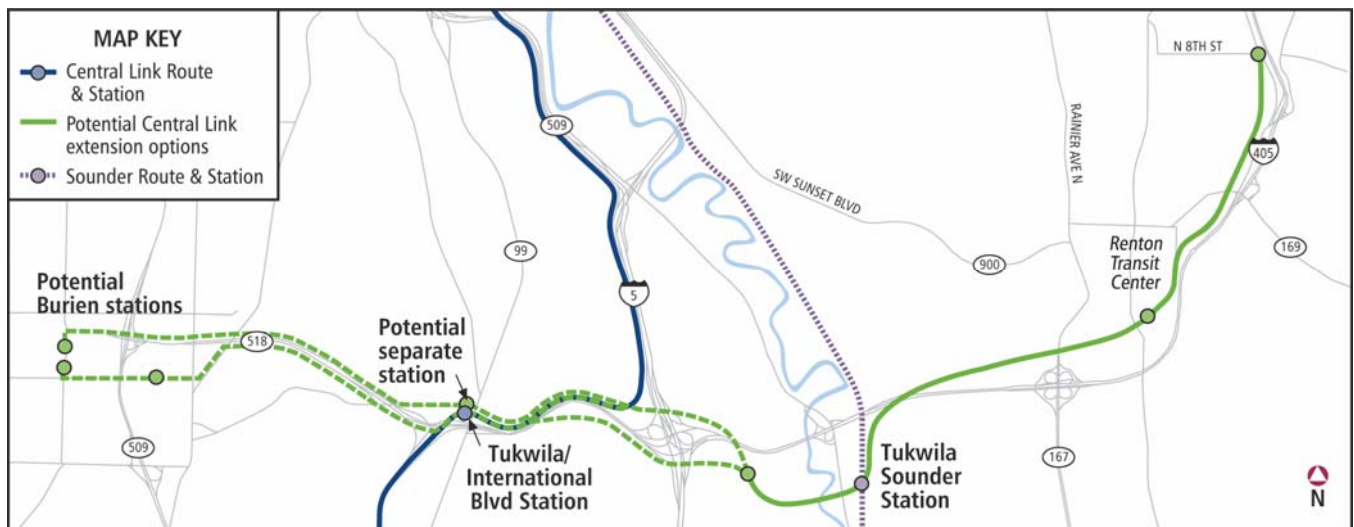
What is the question?

The Long-Range Plan currently envisions rail and/or regional express buses connecting east King County, through Renton to SeaTac. No specific high-capacity transit was planned between SeaTac and downtown Burien, though under *Sound Move* ST Express Bus route #560

What did we learn?

- **By 2030, daily demand on this route will be about 24,000 riders.** A portion of this ridership would transfer to/from Central Link at the Tukwila International Blvd Station.

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- **The estimated cost range is \$1 to \$1.4 billion in 2005 dollars.** Cost estimating at this stage in planning is highly uncertain, but this rough range should help policy makers understand potential investment needs.
- **Land uses vary and provide a mix of commercial and residential development.** Routing options include stations at: Highline High School, Moshier Park, Southcenter Mall and connections at the Tukwila International Blvd Station and the Tukwila Sounder Station. Approaching Renton and the Renton Transit Center poses some challenges due to the level of development along the route.
- **If Central/Airport Link tracks are used along the SR-518 segment, then junctions would have to be placed in the line east and west of Tukwila International Blvd Station, potentially requiring full shutdown of the light rail system for a period of time.** Further engineering work would be required to determine if service can continued while the junctions are installed.
- **Operations on the shared-track segment along SR-518 appear feasible with appropriate signal controls in place.**
- **The Tukwila International Blvd Station may need to undergo revisions to accommodate the Burien-Renton line.** If a portion of the line were shared with Central Link some changes would be required. However, if the separate track scenario were chosen, a separate but adjacent station would be required to allow passengers to transfer.

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

See other Long-Range Plan Issue Papers

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