



Potential Tacoma Link Extension - West

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.

number of riders that would use the extension, addresses how the system would operate and estimates how much it would cost. All extension options would operate at street level in mixed traffic, like the current system.

What are the key findings?

- **Ridership on Tacoma Link is forecasted to be 15,000 people each day.** This forecast combines existing Tacoma Link service plus the extension.
- **Capital costs for extending Tacoma Link could range from about \$400 to \$600 million 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.
- **Potential route options would serve a diverse mix of land uses, which would generate peak and non-peak ridership.** In addition to connecting downtown Tacoma, UW-Tacoma and Tacoma Community College, the options serve some dense residential areas, neighborhood retail centers and medical centers.

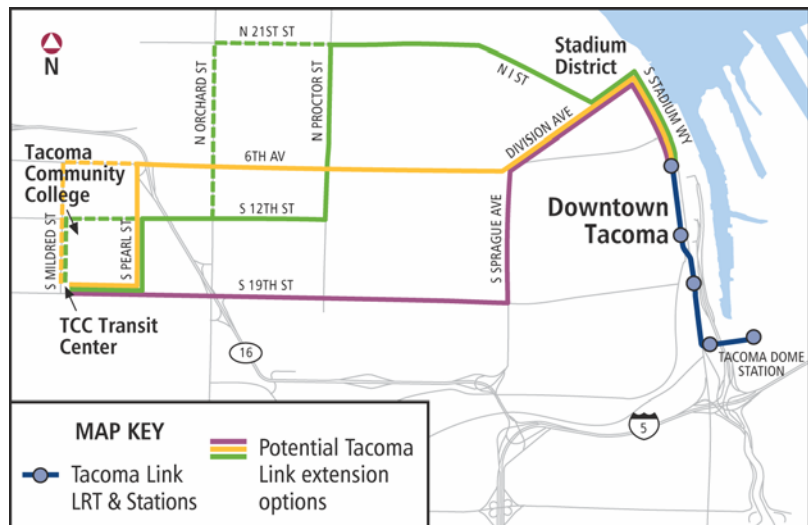
What is the question?

Link light rail in Tacoma has been a success, carrying more people per day than planned since it opened in 2003. As Sound Transit looks ahead to future phases of regional transit system development, potential expansion of light rail in Tacoma has been suggested. This issue paper looks at an option to expand Link to the west of downtown Tacoma. The information included provides a basis for policy-level discussion on potential additions to Sound Transit’s Long-Range Plan.

What was studied?

Several options for routing light rail beyond Tacoma Link’s Theatre District Station are identified. About six miles in length, each option would take riders to the north of downtown, and then westward to Tacoma Community College. The issue paper estimates the

Continued on back



The route could be served with either Tacoma Link-style vehicles or larger Central Link-style vehicles. Because the capacity of these two systems is not the same, different train frequencies would be needed to handle demand. Current Tacoma Link vehicles could operate on 6-minute headways to handle the estimated number of riders; the Central Link cars at 7.5-minute intervals. The ride on the full Tacoma Link route would be about half an hour.

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 the 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
- Tacoma Link Integration with Central Link
- Rail between Burien and Renton