



Potential Tacoma Link Extension - East

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.

further information about alignment alternatives, potential ridership, the relationship with other potential Link extensions, and costs of an East Tacoma extension. There are several options for a 1.5 mile surface rail alignment that would connect the Tacoma Dome Station to the vicinity of the casino.

What are the key findings?

- **Daily ridership is hard to predict without updated employment information related to the Cascade Casino’s long-term development plans and other plans for the area.** The 2004 feasibility study identified a number of potential markets for new riders, including residential areas south and east of the Tacoma Dome Station. However, casino visitors and employees are the most significant market, so updated information on the type and extent of demand at the casino site must be considered.
- **Capital costs are estimated at between \$38 million and \$70 million in 2004 dollars.** Cost estimating at this stage in planning is conceptual, but this rough range should help policy makers understand potential investment needs.

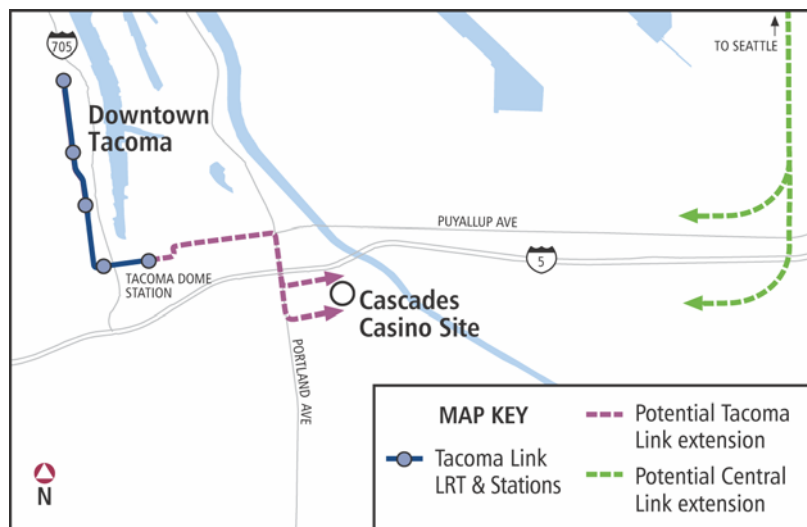
What is the question?

Link light rail in Tacoma has been a success, carrying more riders than planned since it opened in 2003. Right now, Link operates on a 1.5 mile line between the Tacoma Dome and the Theatre District. As Sound Transit looks ahead to future phases of the regional transit system, potential expansion of light rail in Tacoma has been suggested. This issue paper looks at an option to expand Link to East Tacoma. The information included provides a basis for policy-level discussion on potential additions to Sound Transit’s Long-Range Plan.

What was studied?

In 2004, Sound Transit received a request and funding from the Puyallup Tribe to conduct a feasibility study on extending Link east to the Cascades Casino. The issue paper reviews the findings of that study and provides

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- **The options analyzed assume use of City of Tacoma and Washington State Department of Transportation rights of way.** I-5 undercrossings would require airspace leases; alternatives using Portland Avenue may require purchase of private right of way for widening Portland Avenue. Additional right of way may be needed to maintain City of Tacoma requirements for general traffic lanes.
- **Both Tacoma Link-style and Central Link-style vehicles may be part of the service.** Most of the extension route could use the same vehicles that are currently operating on the Tacoma Link system. Because Puyallup Avenue is also one option for a future Central Link route between Federal Way and downtown Tacoma, that section would need to be designed to accommodate longer train cars.

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