



SOUNDTRANSIT

**Tacoma Link Extension
City Council Study Session
August 30, 2016**

Today's Presentation

- Project overview
- Milestone and funding update
- Final design phase
- Discuss community outreach
- Platform locations
- Describe next steps



Project overview

2.4 mile extension from downtown to the Hilltop:

- Double tracks will run in mixed traffic
- Six new stations proposed and relocated Theater District Station
- 4 “small” traction power substations and trolley wire
- Expansion of existing Operations and Maintenance Facility
- Five new vehicles



Significant Milestones

The community was engaged throughout the process



August 2015
City Council
resolution passed
recommending
project to be built.



October 2015
Preliminary
Engineering plans
and cost estimate
completed.



November 2015
Sound Transit Board
selected project to
be built.



July 2016
Sound Transit
selected HDR
as Final
Designer.

Funding update

Term sheet with City developed during conceptual engineering phase

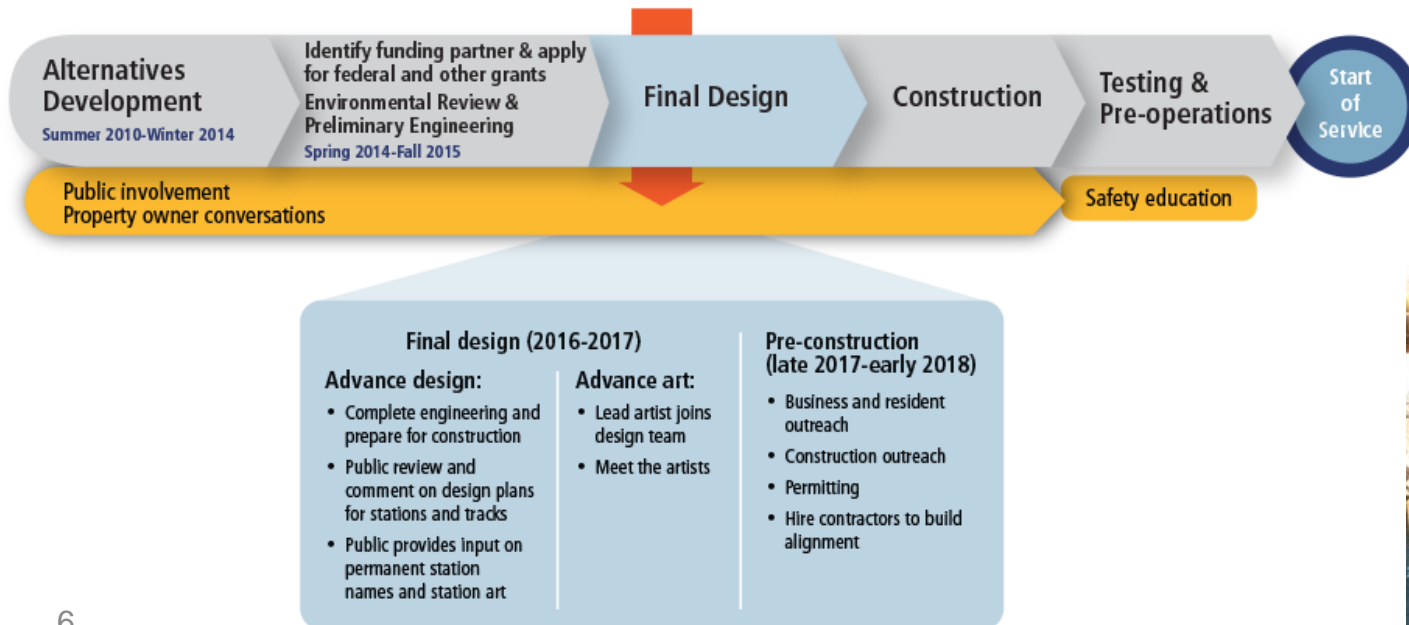
Funding sources:

- Sound Transit
 - \$50 million
 - Federal Small Starts grant \$74.99 million awarded
- City of Tacoma = \$40 million
 - Grants: \$33 million in secured grants and other potential grant sources
 - Includes TIGER Grant = \$15 million
 - Additional sources to be determined

*Agreement to work together to address any cost increases

Timeline

WE ARE HERE



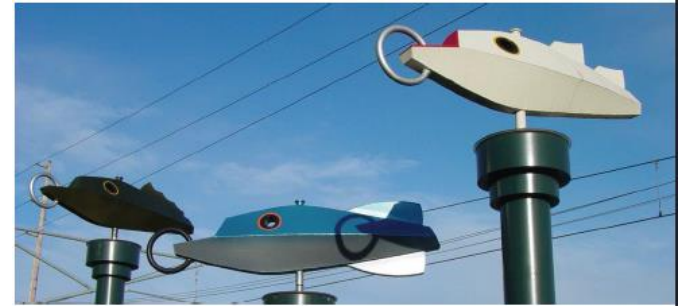
What happens in final design?

During final design, Sound Transit will:

- Develop station designs
- Conduct field work
- Refine the construction schedule
- Incorporate art
- Identify architectural elements
- Coordinate permits

Opportunities for input

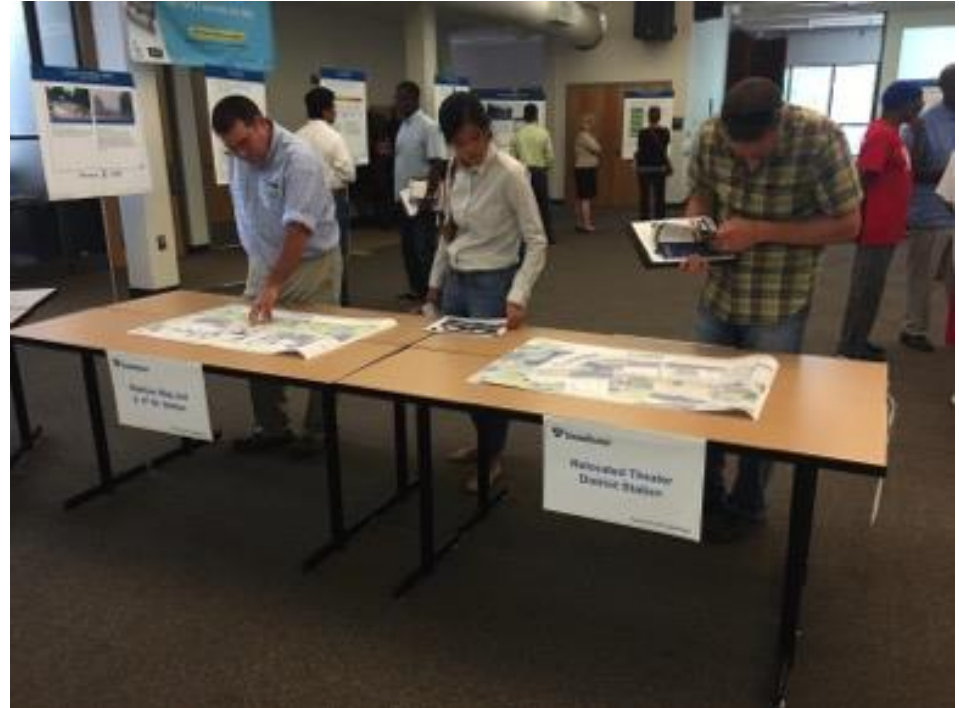
- Station naming
- Business construction mitigation
- Station design
- Screening of Traction Power Substations
- Artwork (STart)



Recent Community Outreach

Shared results of environmental analysis and received feedback on platform locations
July 2015 – June 2016

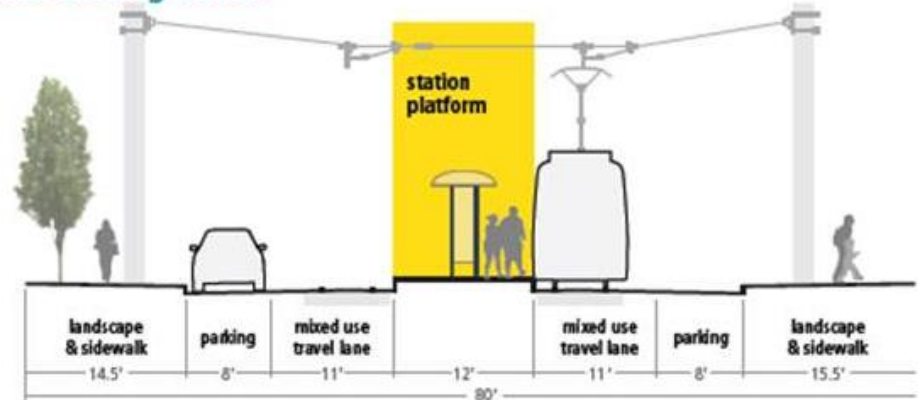
Outreach Effort	Quantity
Paid advertising outlets	7
Postcard mailing	13,750
Email notifications recipients	5,400
Community & agency presentations	10
Participation in fairs/festivals	3
Platform location workshops	4
Days of door-to-door	2
Outreach Response	
Online ads impressions	251,219
Online open house visits	244
Online comments received	22
Open House/Workshop attendees	131
Earned media stories	4
Total comments received	104



Platform location considerations

- City Council resolution expressed preference for center platform locations
- Requested Sound Transit evaluate side vs. center platforms
- Evaluation of safety, traffic, parking, passenger space, etc.
- Held community workshops

Center platform looking south



Future Council Actions—Fall 2016



- Right of Use Agreement
- Memorandum of Understanding on Permitting, Utility Relocation, and Funding



Thank you!



Resource slides

Center Platform Simulations



Relocated Theater District Station--
Looking north up Commerce Street by 7th
Street



S 4th/Stadium Station—Looking
northeast

Side vs. center platforms

Platform locations	Pros	Cons
Side	<ul style="list-style-type: none"> • Safe for pedestrians • Preserves left-turn lanes • Allows riders to use existing crosswalks • Provides more space for riders (platform + sidewalk), especially during high use times • Prevents queuing through intersection • Provides convenient access 	<ul style="list-style-type: none"> • Results in some parking impacts (4 at each platform) • Concern from bicyclists regarding pinch point at platforms. Note: bike boulevard planned on J Street
Center	<ul style="list-style-type: none"> • Minimizes parking impacts • Eliminates pinch point at platform for bikes 	<ul style="list-style-type: none"> • Restricts left-turn lane • No overflow space for riders at very high use times • Narrow path for bikes • Traffic queue into intersection
Center at mid-block	<ul style="list-style-type: none"> • N/A (Eliminated option given safety concerns) 	<ul style="list-style-type: none"> • Pedestrian and traffic safety concerns

Transit Oriented Development Grant

- Design streetscape improvements along the Tacoma Link corridor
- Identify job access needs and barriers that limit Hilltop residents participation in training
- Opportunity for community to weigh in on streetscape design



Pierce Transit considerations

- Good multi-modal connectivity, i.e. bus-to-train and bike-to-bus conveniences
- Platform location requiring the shortest distance and fewest street crossings to make transfers between bus and rail
- Minimizing potential conflicts between bikes and buses where paths intersect
- ADA accessibility
- Avoiding configurations that prevent a bus from safely entering and exiting traffic at bus zone locations
- Wayfinding for passengers to make transfer quickly – rail to bus and vice versa

