

Tacoma Dome Link Extension


TACOMA DOME

Level 2 Technical Evaluation: Notable Advantages and Disadvantages

The purpose of the information provided in the table below is to compare light rail segment alternatives to each other for public review and comment. This table details key takeaways from the technical evaluation for route and station alternatives in the Tacoma Dome station area. Alternatives are separated into two initial groups, those demonstrating more potential and those with greater challenges, based on the technical evaluation.

Alternatives	Technical Analysis
Alternatives with MORE POTENTIAL	
<div>TD 2</div> <div>25th Street West</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">• Highest station access for people walking, biking, taking transit or driving• Close to other transit modes for ease of transfer (closest proximity to Tacoma Link)• Zoning and nearby amenities offer greater potential for housing and business development near station• Higher ridership potential <div>Notable Disadvantages:</div> <ul style="list-style-type: none">• Higher potential impacts to businesses that are major economic activity generators along 25th Street• Highest preliminary estimate¹
<div>TD 3</div> <div>25th Street East</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">• Higher ridership than TD 4 alternatives• Fewer potential property impacts• Moderate rating for multimodal access (close to buses, but far from Tacoma Link) <div>Notable Disadvantages:</div> <ul style="list-style-type: none">• Lower support for potential development opportunities near station due to location in a light industrial zoning district
Alternatives with GREATER CHALLENGES	
<div>TD 1</div> <div>Puyallup Avenue</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">• Higher ridership potential• Close to other transit modes for ease of transfer• Zoning and nearby amenities offer greater potential for housing and business development near station <div>Notable Disadvantages:</div> <ul style="list-style-type: none">• Higher potential impacts to businesses that are major economic activity generators along Puyallup Avenue• Long-term, future extension to Tacoma Mall is most difficult
<div>TD 4</div> <div>East off-street E 26th Street</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">• Long-term, future extension to Tacoma Mall is easier• Lowest preliminary estimate¹ <div>Notable Disadvantages:</div> <ul style="list-style-type: none">• Farther from multi-modal connections (majority of buses)• More difficult car access• Lower support for potential development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking• Potential for impacts to tribal properties
<div>TD 4</div> <div>East in-street E 26th Street</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">• Long-term, future extension to Tacoma Mall is easier• Fewer potential property potential impacts <div>Notable Disadvantages:</div> <ul style="list-style-type: none">• Farthest from multi-modal connections (Tacoma Link and bus)• More difficult car access• Lower support for potential development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking
<div>TD 4</div> <div>West E 26th Street to E 27th Street</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">• Long-term, future extension to Tacoma Mall is easier <div>Notable Disadvantages:</div> <ul style="list-style-type: none">• Farther from multi-modal connection points (Tacoma Link)• More difficult car access• Lower support for potential development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking• Higher number of potential property impacts; potential impacts to tribal property and potential historic and cultural resources
<div>TD 4</div> <div>West E 27th Street</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">• Similar advantages to other TD 4 West alternative (shares same station location) <div>Notable Disadvantages:</div> <ul style="list-style-type: none">• Farther from multi-modal connection points (Tacoma Link)• More difficult car access• Lower support for potential development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and parking• Potential impacts to two tribal properties

¹Preliminary estimates are not the project's budget. They are for use as comparisons between alternatives.



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EAST TACOMA

Level 2 Technical Evaluation: Notable Advantages and Disadvantages

The purpose of the information provided in the table below is to compare light rail segment alternatives to each other for public review and comment. This table details key takeaways from the technical evaluation for route and station alternatives in the East Tacoma station area. Alternatives are separated into two initial groups, those demonstrating more potential and those with greater challenges, based on the technical evaluation.

Alternatives	Technical Analysis
Alternatives with <i>MORE POTENTIAL</i>	
<div>ET 3A</div> <div>E 26th Street to E 25th Street</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Closest to destinations and neighborhood south of I-5Fewer non-motorized barriers to access; better access to multi-modal connectionsMore existing and potential development opportunity south of I-5 within walking distance <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Highest preliminary estimate¹
Alternatives with <i>GREATER CHALLENGES</i>	
<div>ET 1</div> <div>Puyallup Avenue</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Closest to existing transit connections (bus) <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Lower ridership potentialFarther from destinations south of I-5; more non-motorized barriers, and more difficult vehicular accessHighest potential property impactsHigher potential for additional freight delay
<div>ET 2</div> <div>E 25th Street</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">None compared to other alternatives in the criteria measured <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Lower ridershipMore barriers for pedestrians and bicyclistsFarther from destinations south of I-5Difficult vehicular accessHigher potential for additional freight delay
<div>ET 3B</div> <div>26th Street East</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Similar advantages to ET 3A in being close to neighborhood and destinations south of I-5 (shares same station location)Lowest preliminary estimate¹ <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Connects to TD 4 East and since TD 4 East is more challenging alternative, this alternative is more challenging
<div>ET 5</div> <div>E 27th Street</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Fewest businesses potentially impacted <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Farthest distance to nearest bus stops
<div>ET 6</div> <div>26th Street West</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">None compared to other alternatives in the criteria measured <div>Notable Disadvantages:</div> <ul style="list-style-type: none">More difficult car accessHigher potential for additional freight delayFarther from destinations and neighborhood south of I-5

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FIFE

Level 2 Technical Evaluation: Notable Advantages and Disadvantages

The purpose of the information provided in the table below is to compare light rail segment alternatives to each other for public review and comment. This table details key takeaways from the technical evaluation for route and station alternatives in the Fife station area. Alternatives are separated into two initial groups, those demonstrating more potential and those with greater challenges, based on the technical evaluation.

Alternatives	Technical Analysis
Alternatives with <i>MORE POTENTIAL</i>	
<div>Fife 3A</div> <div>North of 15th Street (I-5)</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Location in planned City Center indicates greater support for potential development opportunities near stationLower potential impacts to natural environmentLower potential property impactsLowest preliminary estimate¹ <div>Notable Disadvantages:</div> <ul style="list-style-type: none">None compared to other alternatives in the criteria measured
<div>Fife 3B</div> <div>North of 15th Street (SR 99)</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Similar advantages to Fife 3A (shares same station location) <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Higher potential property impacts due to alignment location on Pacific Highway
Alternatives with <i>GREATER CHALLENGES</i>	
<div>Fife 1</div> <div>12th Street</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Better car access <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Lower ridership potentialZoning and a limited road network north of station indicate less support for potential development opportunities near stationHigher potential ecosystem impactsHigher potential impacts to major economic activity generatorsHighest preliminary estimate¹
<div>Fife 4A</div> <div>South of 15th Street (I-5)</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Location in planned City Center indicates greater support for potential development opportunities near stationLowest preliminary estimate¹ <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Greatest potential residential property impacts (including Rainier View Senior Apartments)More difficult car accessHigher potential impacts to freight movement
<div>Fife 4B</div> <div>South of 15th Street (SR 99)</div>	<div>Notable Advantages:</div> <ul style="list-style-type: none">Same advantage as Fife 4A (shares same station location) <div>Notable Disadvantages:</div> <ul style="list-style-type: none">Higher potential property impacts due to alignment on Pacific Highway and residential property impacts (including Rainier View Senior Apartments)Higher potential effects on freight movement

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Tacoma Dome Link Extension

SOUTH FEDERAL WAY

Level 2 Technical Evaluation: Notable Advantages and Disadvantages

The purpose of the information provided in the table below is to compare light rail segment alternatives to each other. This table details key takeaways from the current technical evaluation for route and station alternatives in the South Federal Way station area. Alternatives are separated into two initial groups, those demonstrating more potential and those with greater challenges, based on the technical analysis.

Alternatives	Technical Analysis
Alternatives with MORE POTENTIAL	
<div>SF 2</div> <div>West</div> <div>Enchanted/352nd</div>	Notable Advantages: <ul style="list-style-type: none">More favorable conditions for potential development opportunities near station due to having more overall land that could potentially redevelop, and more nearby amenities near the stationBetter multi-modal station access (good pedestrian infrastructure) Notable Disadvantages: <ul style="list-style-type: none">Greater construction challenges
<div>SF 8/9</div> <div>I-5/356th and I-5/Jet</div>	Notable Advantages: <ul style="list-style-type: none">Lower potential property impactsLowest preliminary estimate¹ Notable Disadvantages: <ul style="list-style-type: none">Lower ridership potential than SF 4 stationLess favorable conditions for potential development opportunities near station due to proximity to I-5, topographic and other barriers, and fewer nearby amenitiesFarther from bus serviceHigher potential impacts to ecosystems
<div>SF 4C</div> <div>SR 99 North (I-5 to SR 99)</div>	Notable Advantages: <ul style="list-style-type: none">Higher ridership potentialMore favorable conditions for potential development opportunities near station due to having more overall land that could potentially redevelop, and more amenities near the stationClosest to bus service and existing underutilized Park & Ride at 348th Street (could provide additional parking for Link riders) Notable Disadvantages: <ul style="list-style-type: none">More difficult car accessHigher potential property impacts (though less than SF 4A and SF 4B)Higher potential impacts to ecosystems
<div>SF 4D</div> <div>SR 99 North (I-5 to SR 99 to I-5)</div>	Notable Advantages: <ul style="list-style-type: none">Similar advantages to other SF 4 alternatives (shares same station location) Notable Disadvantages: <ul style="list-style-type: none">More difficult car accessHigher potential property impacts (though less than other SF 4 alternatives)Greater construction challenges, due to station construction over
Alternatives with GREATER CHALLENGES	
<div>SF 2</div> <div>East</div> <div>Enchanted/352nd</div>	Notable Advantages: <ul style="list-style-type: none">Moderate ridership potentialFewer potential property impacts than SF 4 alternatives Notable Disadvantages: <ul style="list-style-type: none">Potential impacts Costco gas station and other properties on east side of Enchanted ParkwayModerately less favorable conditions for potential development opportunities near the station due to proximity to I-5, compared to SF 2 West
<div>SF 3</div> <div>Enchanted/356th</div>	Notable Advantages: <ul style="list-style-type: none">Similar to SF 2 West, but like SF 2 East, runs on east side of Enchanted ParkwayBetter vehicular accessFewer property acquisitions than SF 4 family Notable Disadvantages: <ul style="list-style-type: none">Lesser rating for pedestrian and bike accessLess favorable conditions for potential development opportunities near the station due to proximity to I-5, topographic and other barriers, and fewer nearby amenities
<div>SF 4A</div> <div>SR 99 North (SR 99 to I-5)</div>	Notable Advantages: <ul style="list-style-type: none">Similar advantages to other SF 4 alternatives (shares same station location) Notable Disadvantages: <ul style="list-style-type: none">Highest potential property impactsMore difficult car accessGreater construction challenges, due to guideway parallel to high voltage transmission lines and wide crossing over SR 99 at 327th
<div>SF 4B</div> <div>SR 99 North (SR 99)</div>	Notable Advantages: <ul style="list-style-type: none">Similar advantages to other SF 4 alternatives (shares same station location) Notable Disadvantages: <ul style="list-style-type: none">Highest potential property impactsMore difficult car accessGreater construction challenges (guideway parallels high-voltage transmission lines; wide crossing over SR 99 at 327th)Higher ecosystem potential impactsHighest preliminary estimate¹

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