

Tacoma Dome Link Extension

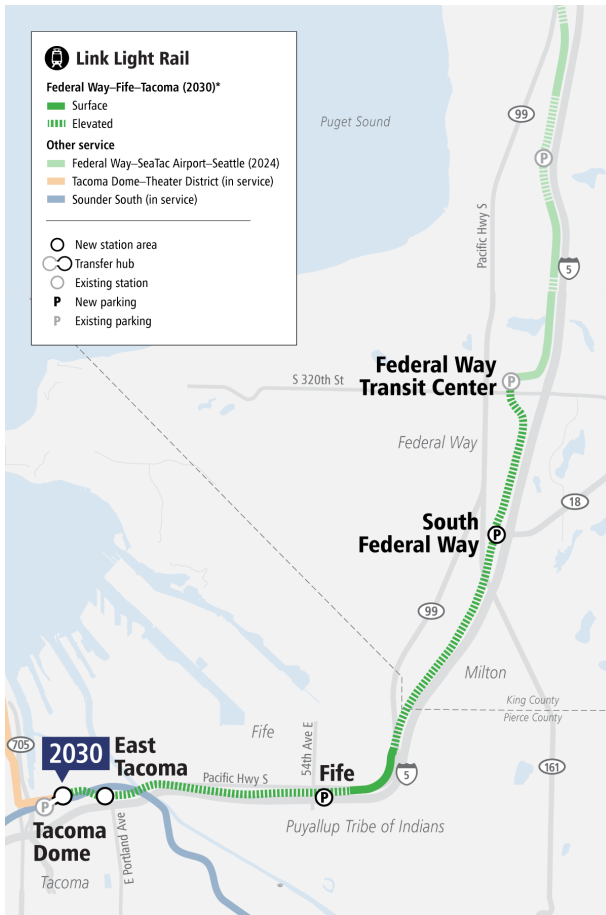
Tacoma City Council Study Session

June 11, 2019

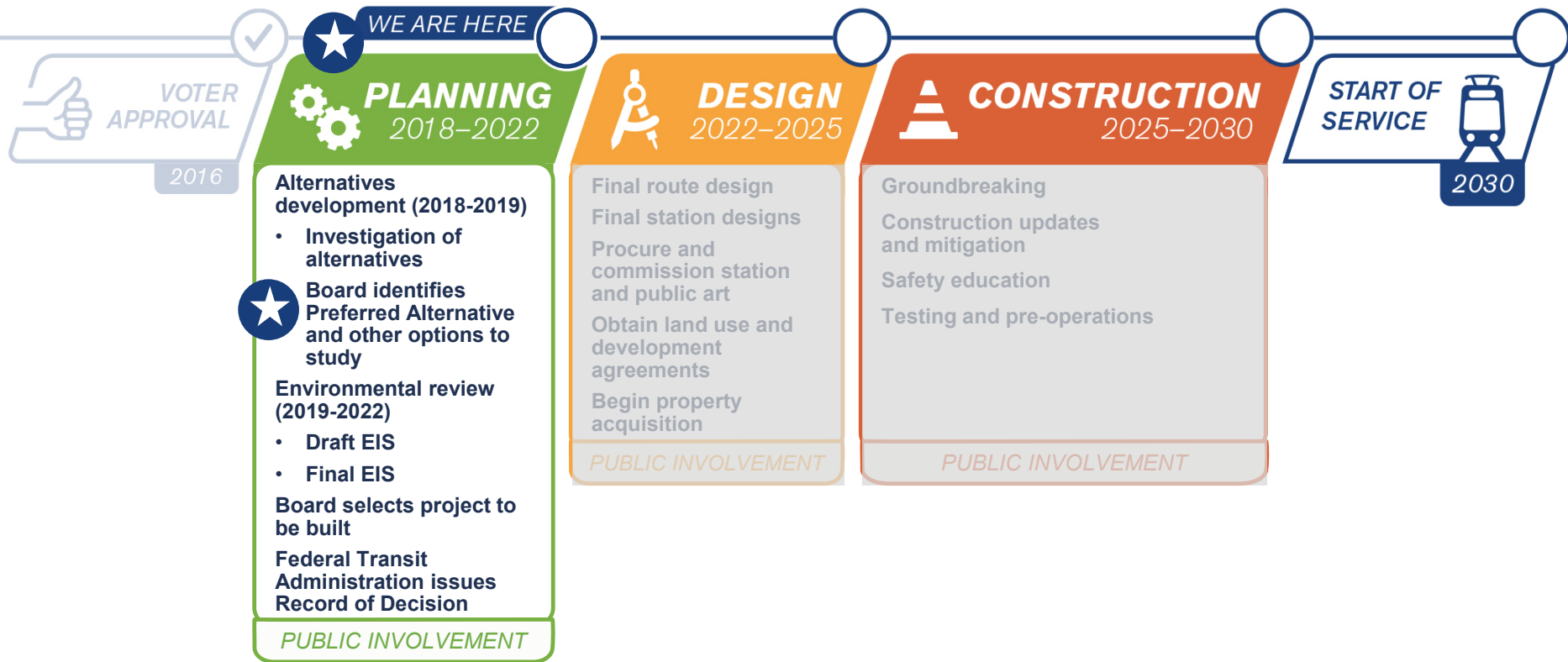
Tacoma Dome Link Extension (TDLE)

Federal Way Transit Center to Tacoma Dome

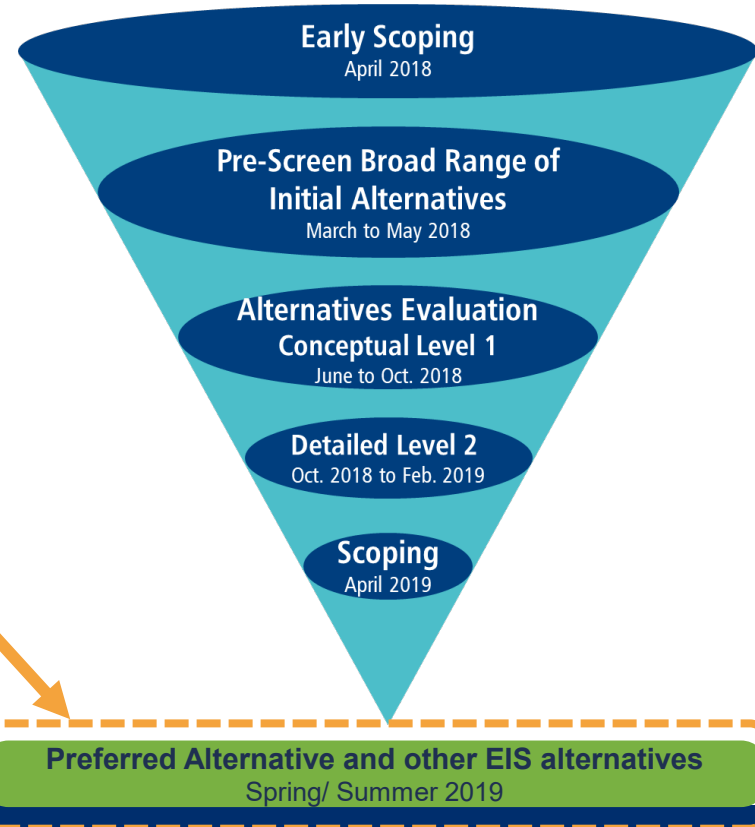
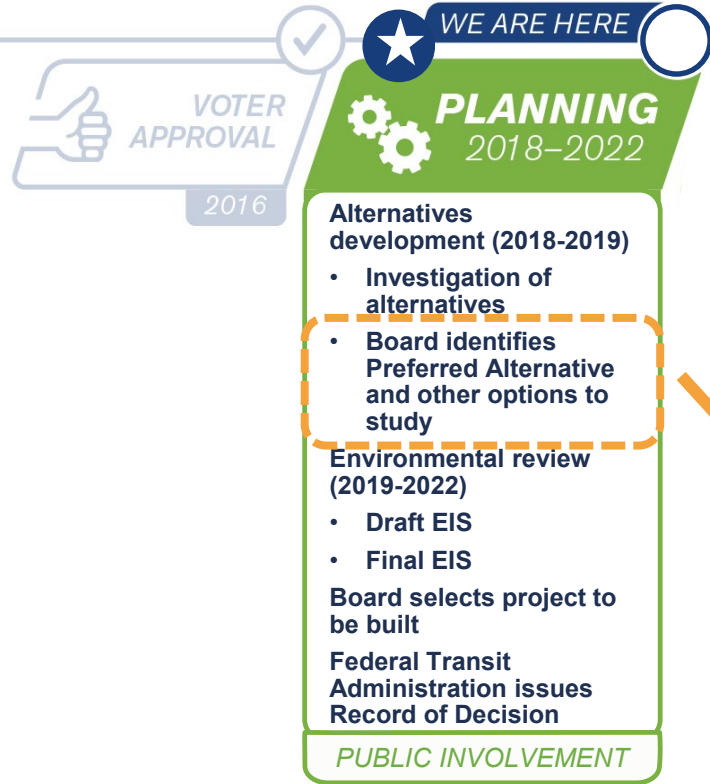
- Length: 9.7 miles
- Stations: 4 (South Federal Way, Fife, East Tacoma and Tacoma Dome)
- Parking Facilities: 2 (South Federal Way and Fife)
- Scheduled opening in 2030



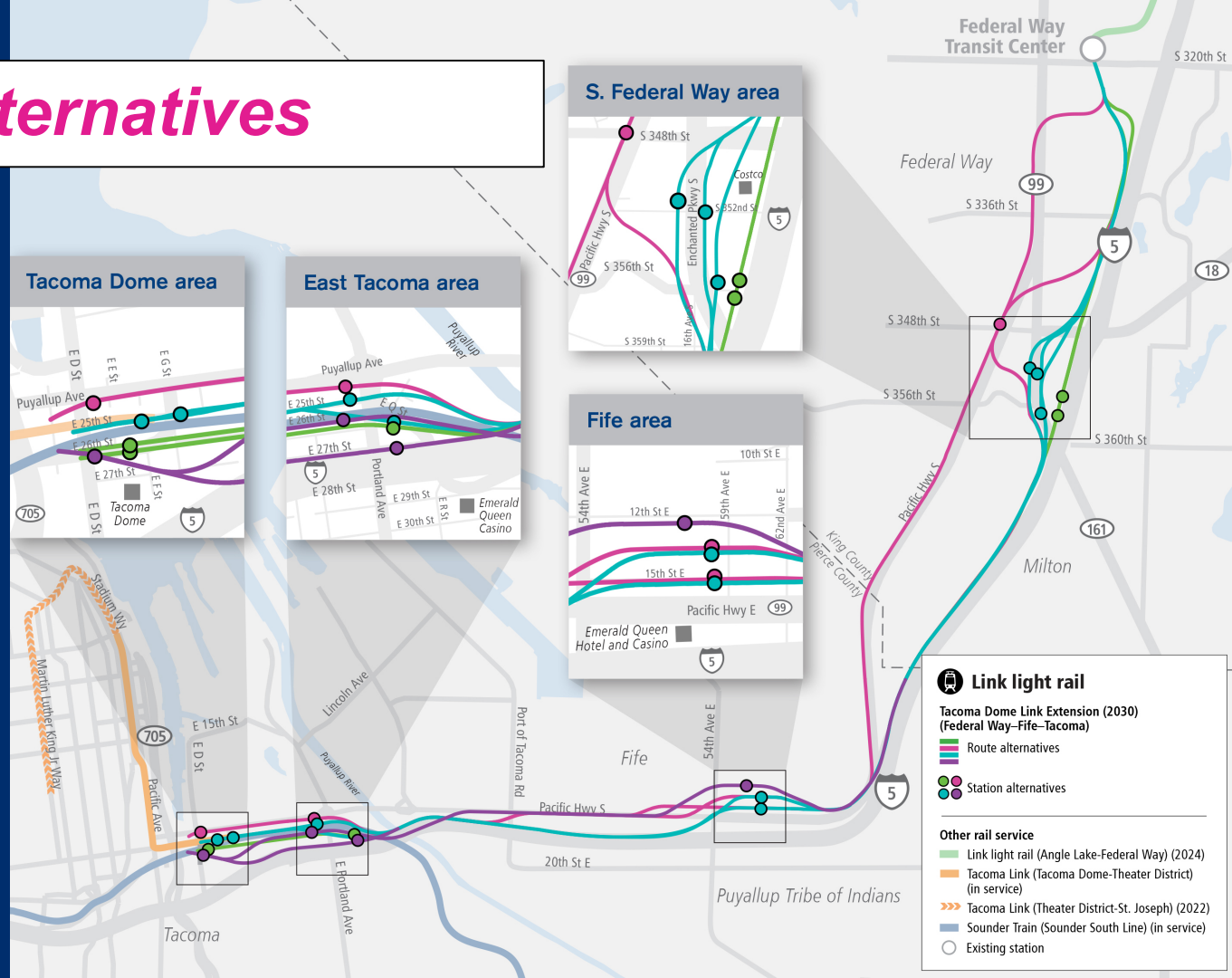
Project timeline



Alternatives development process



Level 2 alternatives



Over 4,000 engagements during scoping



More than 67,000 mailers sent to homes, apartments and businesses along the project corridor



Over 3,100 users participated in an online open house from April 1 – May 1



Three project email updates sent to more than 6,200 recipients on South Sound email lists



4 project briefings



More than 200 people attended three open house meetings in Federal Way, Fife, and Tacoma
One listening Session in East Tacoma



Field visits to 120+ properties



140+ engagements, retweets, and likes observed on Sound Transit's Twitter posts



34,500+ reached on Sound Transit's Facebook posts

Scoping communications

- **16** communications from the Puyallup Tribe of Indians, cities, or other agencies
 - **289** communications from the general public
 - Over 40 communications from businesses
 - Approximately 15 communications from community groups
 - **305** total narrative communications
 - **519** online survey participants
- 305** total narrative communications and **519** online survey participants. Over **540** scoping comments.



Tribe, city, and agency comments

Tribes

- Puyallup Tribe of Indians

Federal agencies

- U.S. Environmental Protection Agency

State agencies

- Department of Archaeology and Historic Preservation
- Department of Ecology
- Department of Natural Resources
- Department of Transportation

Regional and local agencies

- Port of Tacoma and Northwest Seaport Alliance
- Puget Sound Regional Council
- King County Metro
- Pierce Transit
- City of Federal Way, Public Works and Community Development Directors
- City of Fife, Mayor
- City of Fife, Public Works and Community Development Directors
- City of Tacoma, City Manager

Other groups that provided comments

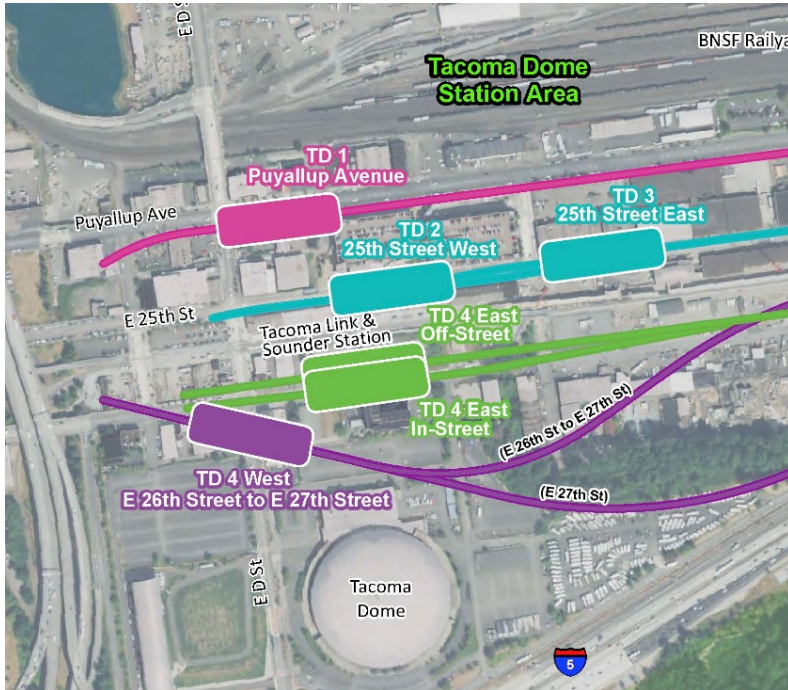
- Sustainable Tacoma Commission
- Tacoma Planning Commission
- Tacoma Transportation Commission
- Dome Business District
- Downtown On the Go
- Foss Waterway Development Authority
- Futurewise
- Historic Tacoma
- New Tacoma Neighborhood Council
- Puyallup Watershed Initiative, Active Transportation Community of Interest
- Transportation Choices Coalition

General public comment topics

- Alternative preference
- Multimodal connections
- Transportation and parking
- Transit-oriented development (TOD)
- Economic impacts and property acquisitions
- Other alternative suggestions
- Future extensions
- Environmental justice populations
- General environmental concerns
(critical areas, streams/wetlands, fish, construction impacts, noise, parks, utilities)
- General project comments
(design, budget, community outreach, purpose and need, screening)



Tacoma Dome: Scoping comments



Common themes include:

- Alternative preference - TD 2 received the highest number of mentions and highest interest in online questionnaire.
- Multimodal connections - proximity and importance of integrating connections to existing transit services in the station area.
- Interest in TOD opportunities.
- Interest in a below-grade alternative.
- Concern about property acquisition.

Tacoma Dome: Comments from Tribes, Agencies, Jurisdictions, commissions and groups

Puyallup Tribe of Indians

- Supports stations TD 2 and TD 3.
- Opposes TD 1, TD 4 West, TD 4 East Off-Street.
- TD 4 East In-Street warrants further study.
- Deeply concerned that an underground alignment and station would expose the project to potential catastrophic risks due to cultural resources and potential human remains that could be immitigable and prevent completion of the project.

Washington State Department of Transportation

- All alternatives are outside WSDOT ROW.
- Alternative TD 2 has the best multimodal access and transit connections.

Pierce Transit

- Preference for TD 2.

Dome Business District

- Inclusion of an underground Tacoma Dome station option in the EIS, and “over Sounder tracks” alternative.



City of Tacoma, City Manager

- City Council will be providing direct input on preferred station locations and design alternatives.
- City stated a set of core values defined for TDLE to maximize potential to connect Tacoma regionally and meet goals local to the city.
- Encouraged consideration of cut-and-cover or “over Sounder” alternatives.
- Additional comments about future extension to Tacoma Mall.

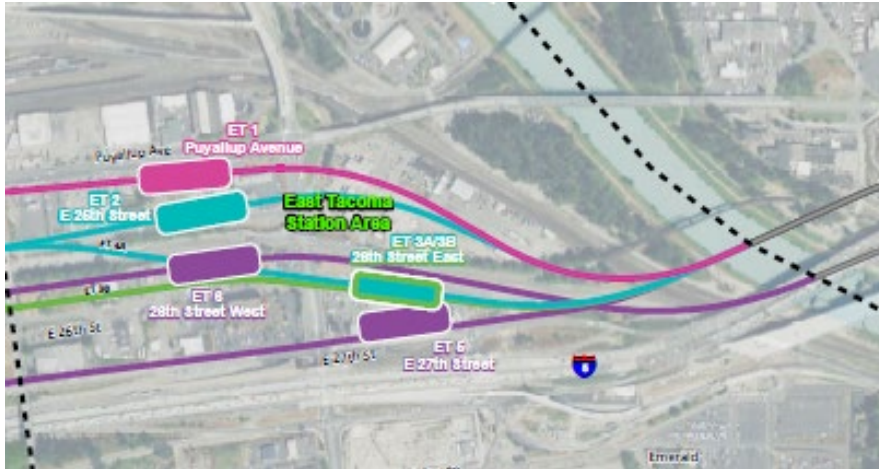
City of Tacoma, Sustainability, Transportation and Planning Commissions

- Move forward with TD 2 as top priority, TD 3 as secondary priority (Transportation Commission).
- Encouraged study of TD 2 and TD 4 East In-Street (Sustainable Tacoma and Planning Commissions).
- Inclusion of an underground Tacoma Dome station option in the EIS (Planning Commission).

Tacoma Dome: Stakeholder Group feedback

 Recommended for continued study in EIS	 Not recommended for continued study in EIS
TD 2 25th Street West	TD 1 Puyallup Avenue
TD 3 25th Street East	TD 4 E 26 th Street <small>E Off-Street</small>
TD 4 E 26 th Street <small>E In-Street</small>	TD 4 E 26 th Street to E 27 th Street <small>WEST</small>
	TD 4 E 27 th Street <small>WEST</small>
Consider below grade options. TD 2, TD 3, TD 4 E In-street alternatives identified as preferred opportunities for below-grade stations/routes	
Consider alignment over existing Sounder ROW	

East Tacoma: Scoping comments



Common themes include:

- Alternative preference - ET 3A received the highest number of mentions. Of the comments stating an opinion, ET 3A and 3B received the most support.
- Highest interest in ET 3 via online questionnaire.
- Multimodal considerations including the need to improve non-motorized connections and transit access to the station area.
- Concern about a lack of parking.

East Tacoma: Tribe, Agency, Jurisdiction comments

Puyallup Tribe of Indians

- Supports stations ET 3A and ET 3B and continued study of ET 6 in the EIS.
- ET 1, ET 2, and ET 5 are less favorable because of ridership concerns and impacts to trust lands.
- Future considerations for parking.
- The Tribe is supportive of exploring with multiple options for spanning the Puyallup River, including clear span.

Department of Archaeological and Historic Preservation

- No major issues, but Hylebos Creek and Puyallup River crossing are high probability areas for archaeological resources.

Washington State Department of Transportation (WSDOT)

- Stations closer to I-5 have shorter distances to destinations/neighborhoods south of the freeway.
- Must address pedestrian access.

Pierce Transit

- Preference for ET 3A/3B.

Port of Tacoma/Northwest Seaport Alliance (NWSA)

- Impacts to existing and future freight rail infrastructure for the Puyallup River crossing.
- Freight mobility along the Portland Ave. corridor and potential for development pressures not compatible with heavy industrial land uses and existing zoning.

City of Tacoma, City Manager

- City Council will be providing direct input on preferred station locations and design alternatives.
- City stated a set of core values defined for TDLE to maximize potential to connect Tacoma regionally and meet goals local to the city.
- Emphasis on equitable access and safety to this station area.

City of Tacoma, Sustainability, Transportation and Planning Commissions

- Expressed preference for alternatives ET 3A and ET 3B, with emphasis on station accessibility (Planning Commission).
- Expressed preference for either ET 3A and ET 3B (Transportation Commission).
- Encouraged further study of ET 3A and ET 3B (Sustainable Tacoma Commission).

East Tacoma: Stakeholder Group feedback



Recommended for continued study in EIS



Not recommended for continued study in EIS

ET 3A E 26th street to E 25th Street

ET 1 Puyallup Avenue

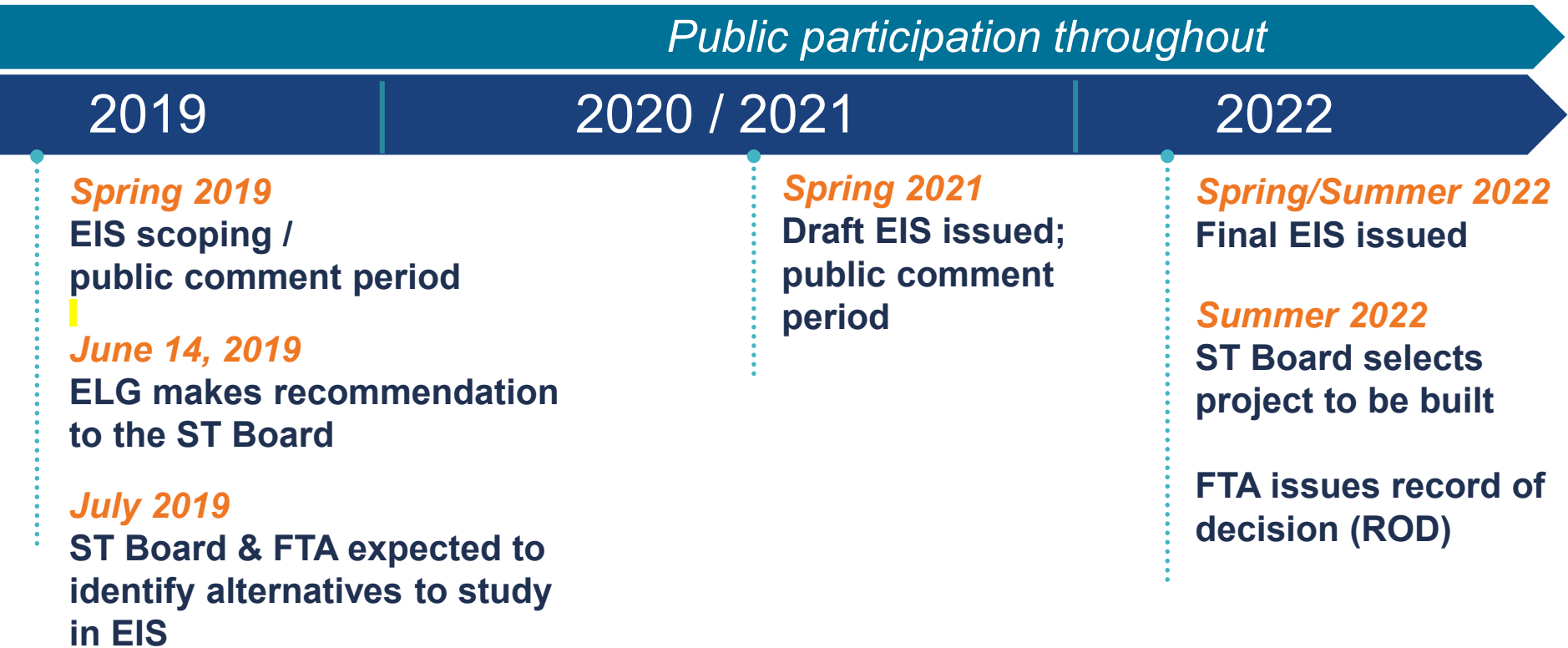
ET 3B 26th Street East

ET 2 E 25th Street

ET 5 E 27th Street

ET 6 26th Street West

TDLE next steps*





Proposed Resolution



Focus for this Phase:

- Which station options should move forward for further study?
- What design alternatives should be further studied?
- What significant issues do we want to highlight for study in the EIS?



Proposed Resolution



Key Messages from Council:

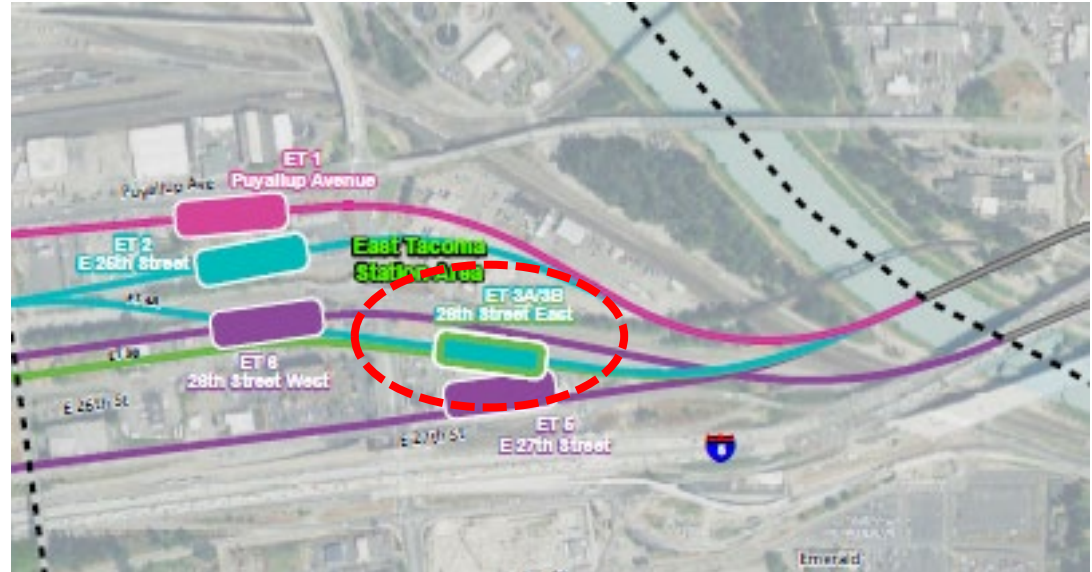
- Importance of connections (LINK, BRT, buses, trails, etc.)
- Opportunity to create iconic facilities
- Concerns about parking at both stations
- Importance of supporting Transit Oriented Development (TOD)
- Interest in further studying design alternatives
- Concerns about business displacement



Station Options & Design

East Tacoma

- ET3A/B





Station Options & Design

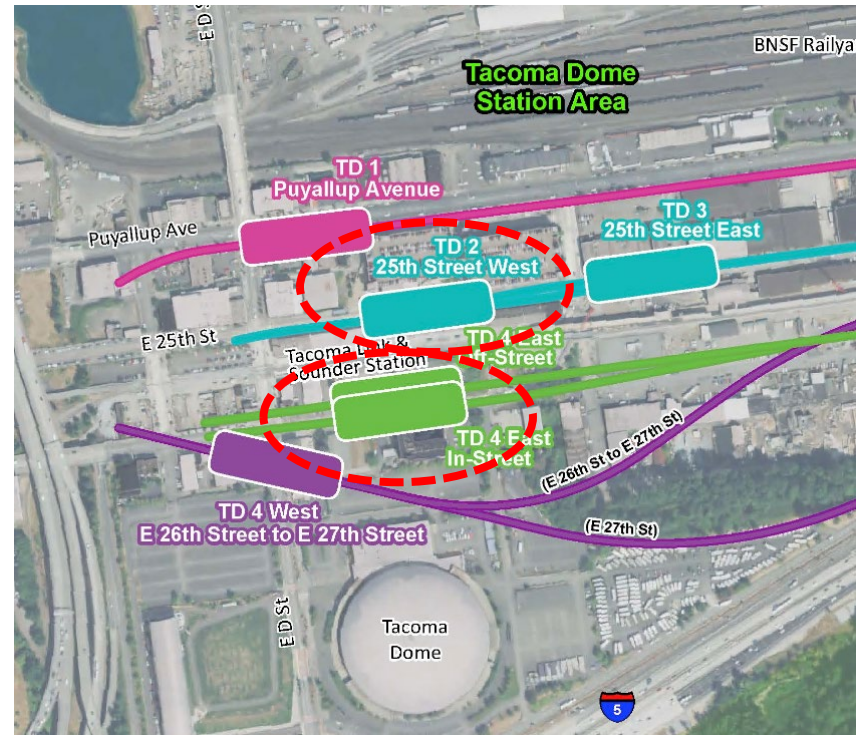


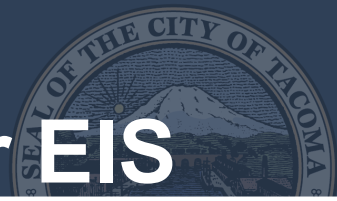
Tacoma Dome

- TD2 & TD4 East (in-street)

Design Alternatives to Study:

- “Cut and Cover”
(*underground*)
- “Over the Sounder”
(*using Sound corridor*)
- *Shift TD4 to west*

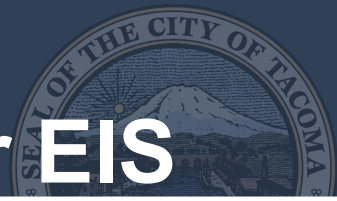




Key Issues to Highlight for EIS

Overall

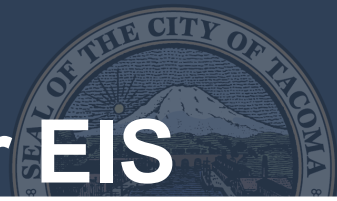
- Importance of multi-modal connections
- Maximize opportunities for Transit-Oriented Development
- Need detailed study of cultural resources and potential impacts
- Opportunity to create iconic, urban facilities
- Minimize and mitigate business displacement (*focus on retention*)



Key Issues to Highlight for EIS

East Tacoma

- Access to neighborhoods, employers and destinations south of I-5
(over and/or under, possible pedestrian bridge)
- Connections to transit, bike corridors, and trails
- Pedestrian improvements are critical
- Parking access, impacts, and mitigation
- Opportunity for partnership on station area planning
- Coordination with Tideflats Subarea Plan



Key Issues to Highlight for EIS

Tacoma Dome

- Key connections with Tacoma LINK and planned BRT
- Opportunity for partnership on broader parking study of Downtown
- Coordination with TOD Advisory Group
- Recognize iconic nature of Freighthouse Square

Thank you.



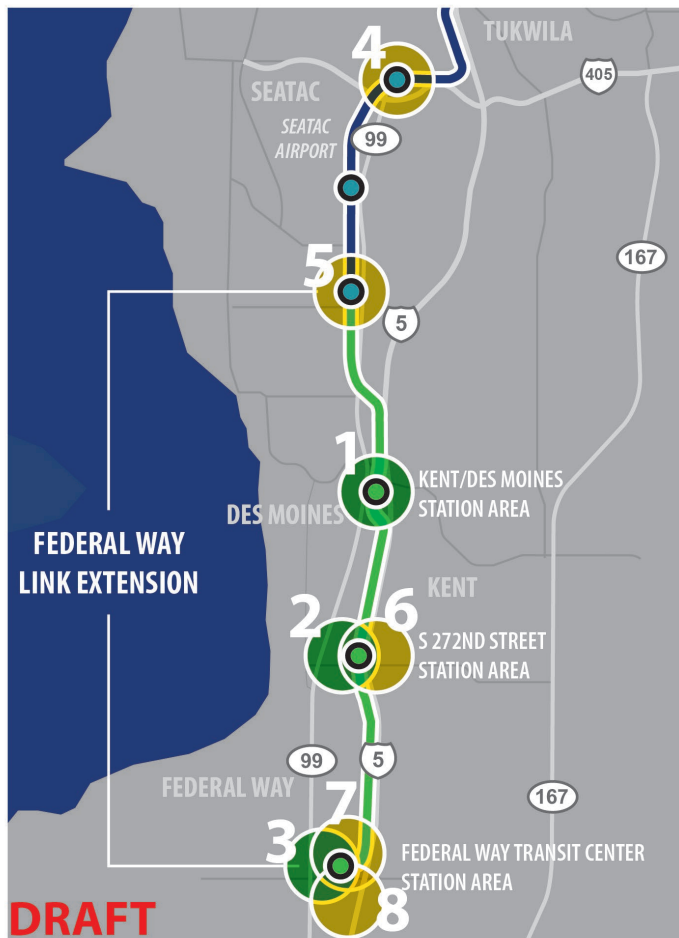
 [*soundtransit.org*](https://soundtransit.org)



Largest Parking Facilities System wide

Location	Capacity
Tacoma Dome Station*	2,283
Eastgate Park & Ride*	1,614
Lynnwood Transit Center	1,398
Federal Way Transit Center	1,192
Angle Lake	1,160
Everett Station	1,067
Ash Way Park & Ride*	1,019
Issaquah Highlands Park & Ride*	1,000

**Facility not operated and maintained by Sound Transit*



Federal Way Link Extension Parking

- 1 Kent/Des Moines Station Area **500** Spaces
- 2 S 272nd St Station Area **551** Spaces
- 3 Federal Way Transit Center Station Area **400** Spaces

Total Federal Way Link Extension Parking **1,451** Spaces

Existing South Corridor Parking

- 4 Tukwila International Blvd Station **600** Spaces
- 5 Angle Lake Station **1,120** Spaces
- 6 Star Lake Park & Ride **549** Spaces
- 7 Federal Way Transit Center **1,192** Spaces
- 8 Federal Way/S 320th Park & Ride **877** Spaces

Total Existing South Corridor Parking **4,338** Spaces

Total South Corridor Parking in 2024

5,789 Spaces



Tacoma Dome Link Extension Parking

- 1** South Federal Way Station Area
500 Spaces
- 2** Fife Station Area
500 Spaces
- 3** Tacoma Dome Station Area (existing)
2,283 Spaces

Total
Tacoma Dome
Link Extension
Parking **3,283** Spaces

Total South Corridor
Parking in **2024** **5,789** Spaces

Total South Corridor
Parking in **2030** **9,072** Spaces



SOUND TRANSIT SYSTEM PARKING

NORTH

Number of Stations ▶ **7**

Number of Stations
with Parking ▶ **5**

Total Park & Ride Spaces ▶ **4,240**

CENTRAL

Number of Stations ▶ **13**

Number of Stations
with Parking ▶ **NONE**

Total Park & Ride Spaces ▶ **NONE**

SOUTH

Number of Stations ▶ **6**

Number of Stations
with Parking ▶ **5**

Total Park & Ride Spaces ▶ **4,912**

EAST

Number of Stations ▶ **12**

Number of Stations
with Parking ▶ **5**

Total Park & Ride Spaces ▶ **3,967**

TACOMA DOME LINK EXTENSION

Number of Stations ▶ **4**

Number of Stations
with Parking ▶ **3**

Total Park & Ride Spaces ▶ **3,283**

General public comment themes

Alternative preference

- Expressed preference, support or opposition to a specific alignment or station alternative.

Multimodal connections

- Desire for excellent multimodal connections and transfer opportunities at station locations.
- Highlighting ADA access and universal design considerations.
- Importance of pedestrian station access.

Transit-oriented development

- Transit-oriented development or redevelopment opportunities.

Transportation and parking

- Traffic concerns.
- Impacts on freight transportation in Fife and Tacoma.
- Parking concerns, parking garage capacity demands.

Economic impacts and property acquisitions

- Property acquisition concerns, associated effects on businesses and residences and local economy.

General public comment themes

Other alternative suggestions

- New alternatives and station configurations.
- Below-grade Tacoma Dome alignment and station alternative.
- Potential alignment and station over existing Sounder ROW.

Future extensions

- Highlighted specific extensions beyond Tacoma Dome station.

General environmental concerns

- Environmentally critical areas (Hylebos Creek and wetlands, Puyallup River, and tide flats).

Environmental justice populations

- Concern about potential project impacts to and benefits for Environmental Justice populations.
- Minimize residential and minority-owned business displacement, impacts to the Puyallup Tribe of Indians, and ensure community representation on the project outreach team.

General project comments

- Potential I-5 pedestrian overcrossings and site-specific design modifications.
- Thoughts about the project's screening process and EIS recommendations.