



**Tacoma Link Expansion
Stadium District Platform Workshop
April 18, 2016**

Workshop purpose

- Learn how we arrived at 30 percent design for the Stadium District platform location
- Review and discuss alternate design ideas for the platform stop
- Share your perspectives
- Hear about next steps



City of Tacoma design considerations

- Safety is the top priority for the project
- Working collaboratively with ST so they build a project that will suit the needs of businesses and residents
- Accommodate every request/concern
- Excited about the end result and how it will enhance the quality of life in Tacoma



Pierce Transit considerations

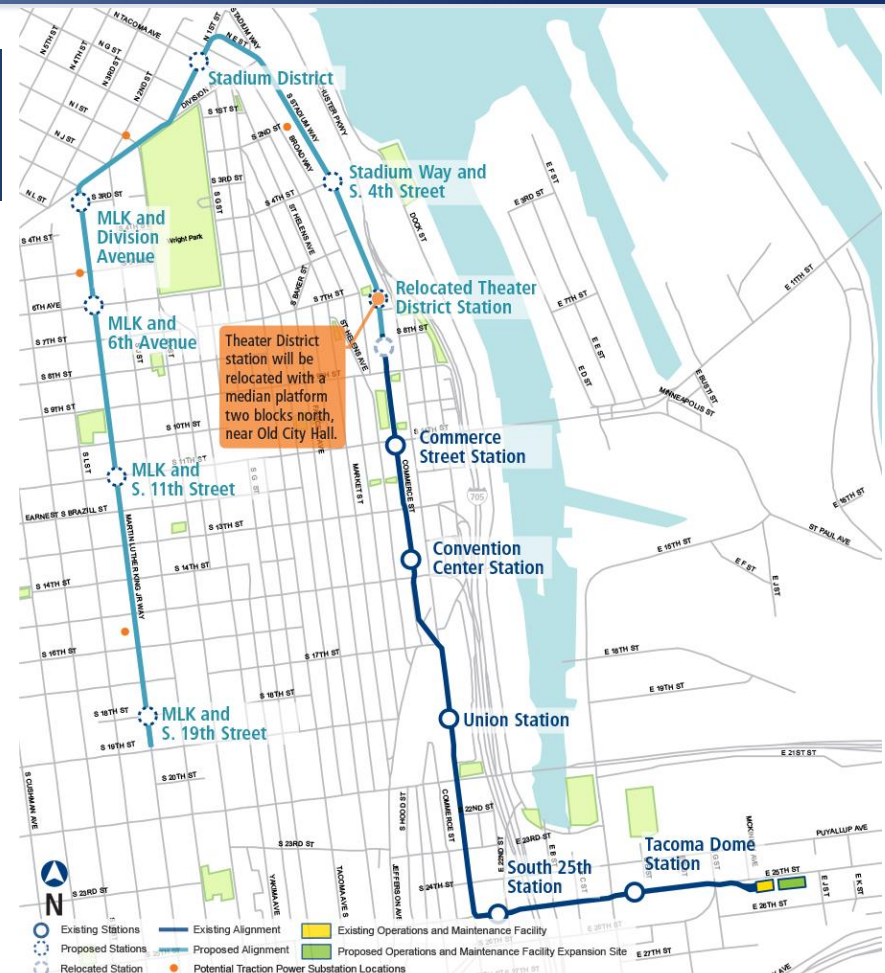
- Good multi-modal connectivity, i.e. bus-to-train and bike-to-bus conveniences
- Platform location requiring the shortest distance and fewest street crossings to make transfers between bus and rail
- Minimizing potential conflicts between bikes and buses where paths intersect
- ADA accessibility
- Avoiding 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



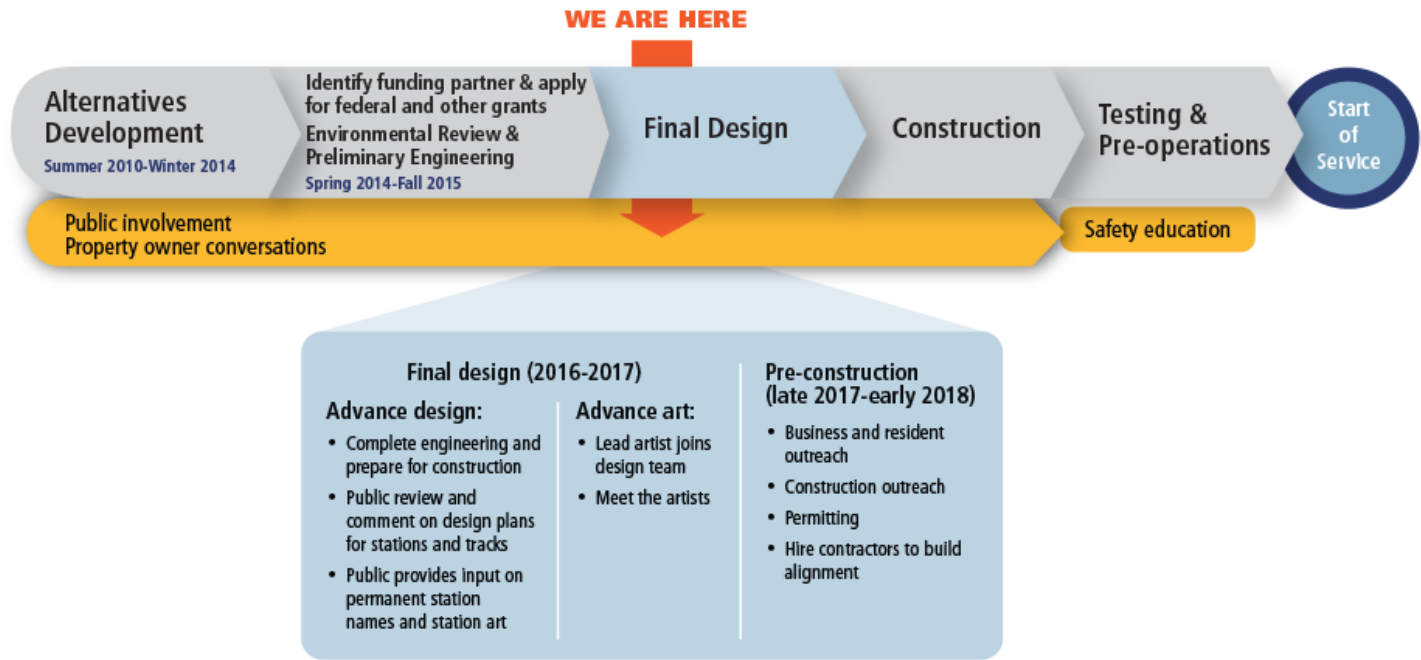
Project overview

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
- Four “small” traction power substations and trolley wire
- Expansion of existing Operations and Maintenance Facility
- Five new vehicles



Timeline



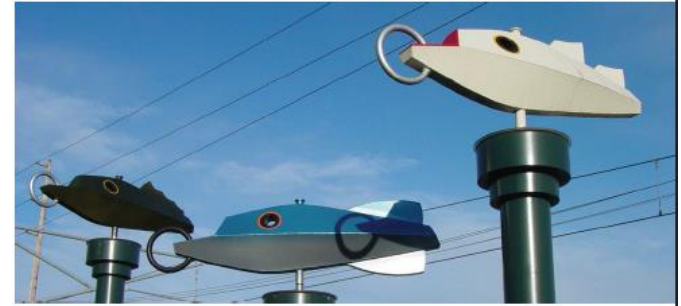
What happens in final design?

During final design, Sound Transit will:

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

Opportunities for input

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



Platform design 101

Design goals for Stadium District platforms:

- Provide safe operations for all
- Locate near Tacoma Avenue in heart of Stadium District
 - Spaced $\frac{1}{2}$ mile or less apart from other platforms
- Near key destinations and bus stops for rider convenience and easy transfers
- Locate on grade less than 2 percent to meet ADA standards and minimize street reconstruction
- Provide uphill bike lane to connect Stadium Way bike lane to Yakima Avenue bike boulevard
- Minimize impacts to traffic, parking, transit, pedestrians and bicycles



Design options eliminated



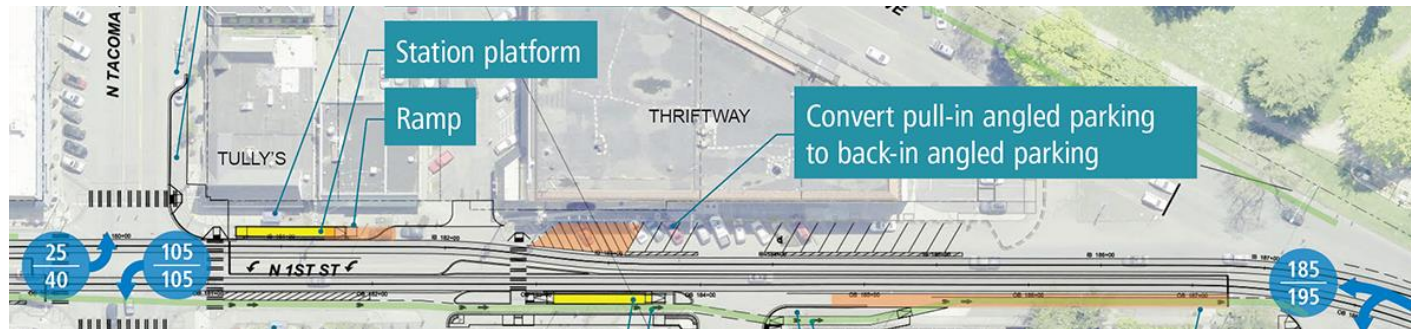
Design options eliminated

| Stop locations | Issues |
|---|---|
| Inbound side platform in shared lane at 1st & Division | <ul style="list-style-type: none"> • Northbound traffic would line up behind train and block Division/Yakima intersection |
| Inbound side platform in exclusive lane at 1st & Division | <ul style="list-style-type: none"> • Compromises operations • Traffic impacts |
| Center platform with two bike lanes | <ul style="list-style-type: none"> • Roadway too narrow • Displaces too much parking • Did not resolve bus/bike pinch points |
| Side platforms at mid-block between N G St & Yakima | <ul style="list-style-type: none"> • Pushed bike between stop and sidewalk |
| Side platforms at 1 st & Tacoma | <ul style="list-style-type: none"> • Traffic impacts • Complex circulation with bus and bikes • Potential loading delays |

Proposed Stadium District design

30 percent design plan:

- Preserves as much parking as possible
- Improves traffic at 1st St and Tacoma Ave
- Concerns from business owners about access and parking impacts
- Improves transit connectivity



Discussion agenda

- 1) Introductions and community interests
- 2) Identifying needs and priorities
- 3) Sharing priorities and preferences for platform concepts
- 4) Report-out



Next steps

- Summarize community feedback
- Consider which design best meets community, operational, and safety needs
- Refine design plans to report-back to community
- Share findings and next steps with community in June



SOUND TRANSIT

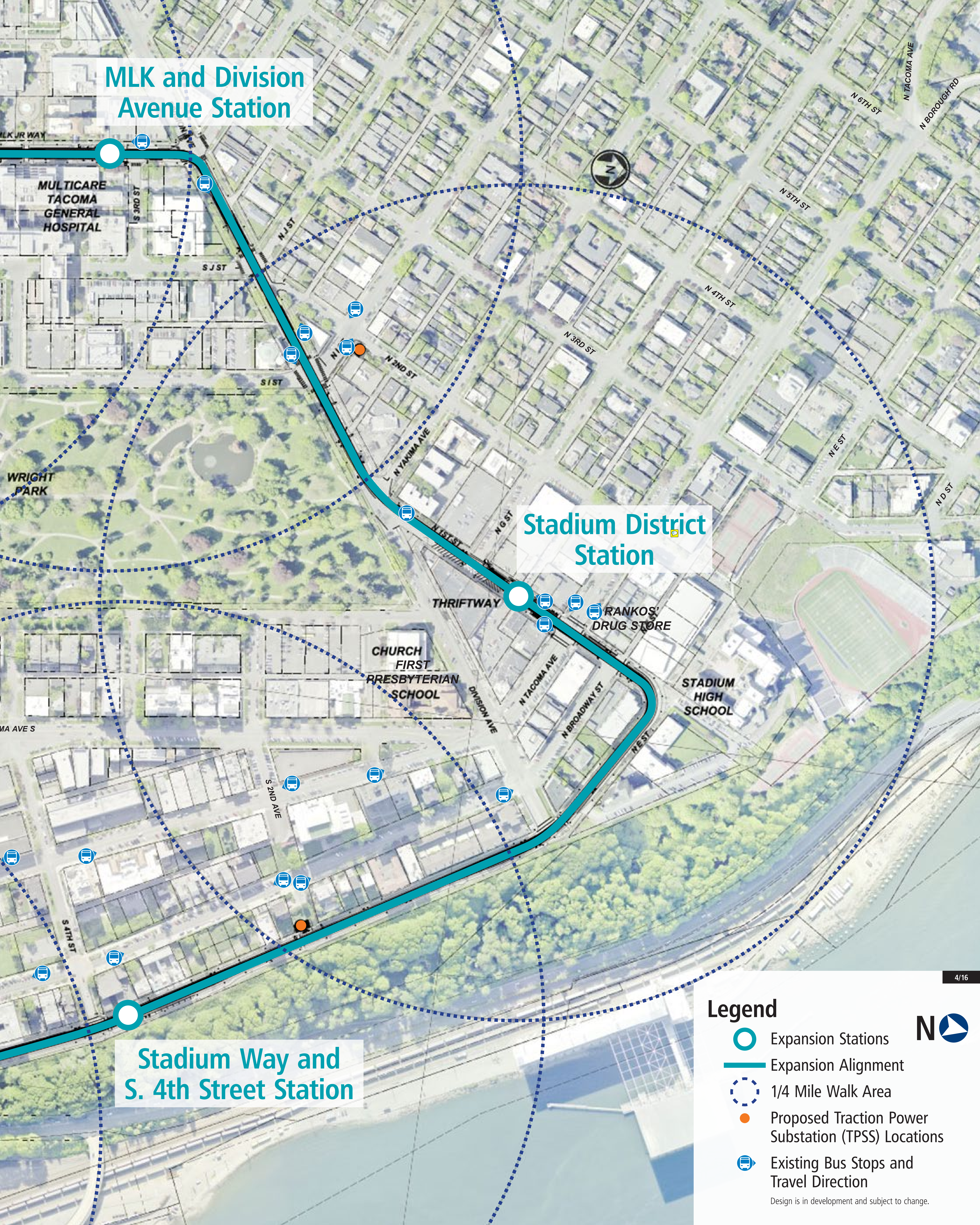
Thank you!

Stadium District Workshop
Displays
April 18, 2016






MLK and Division Avenue Station

Stadium District Station

Stadium Way and S. 4th Street Station

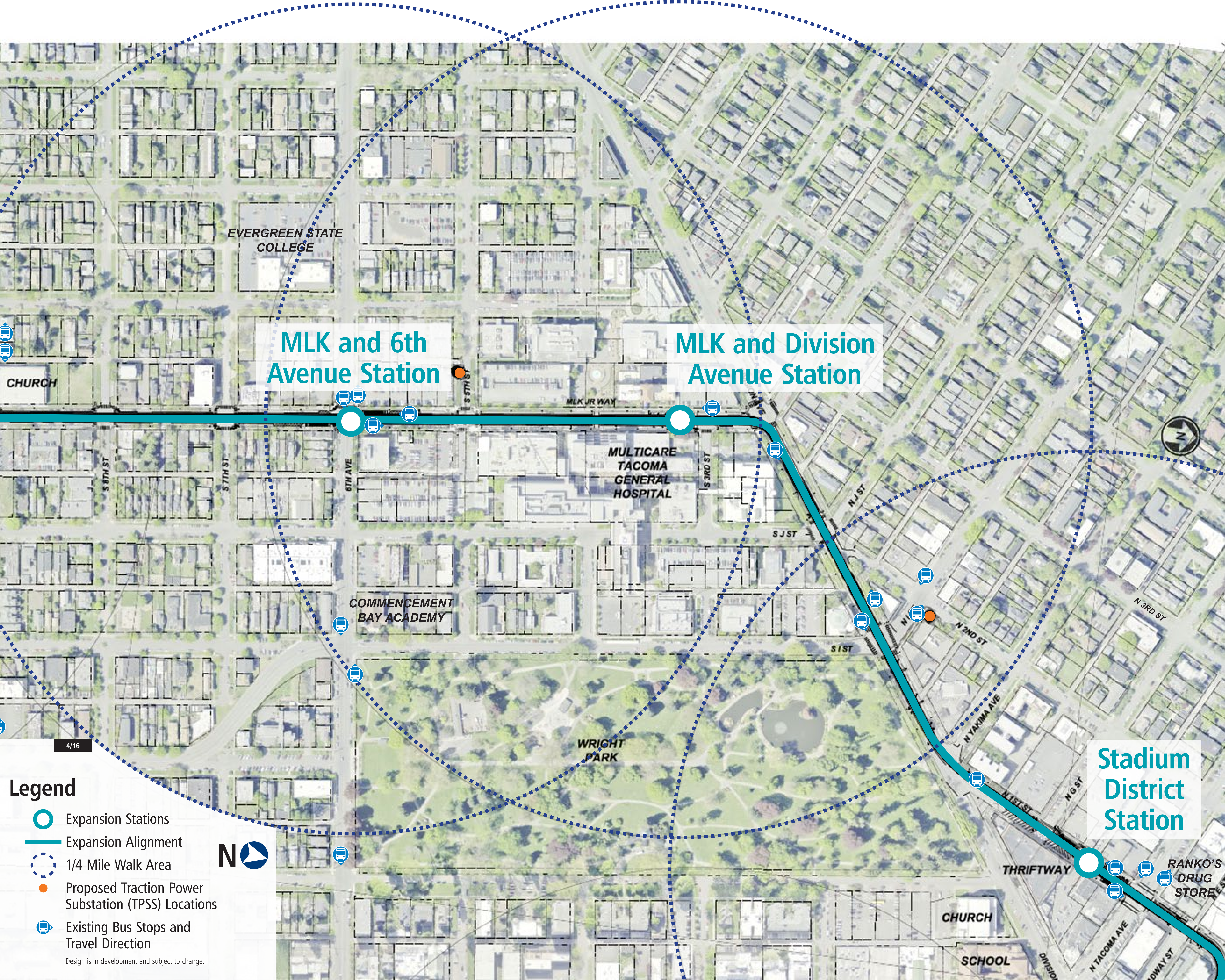


Legend

-  Expansion Stations
-  Expansion Alignment
-  1/4 Mile Walk Area
-  Proposed Traction Power Substation (TPSS) Locations
-  Existing Bus Stops and Travel Direction



Design is in development and subject to change.








MLK and 6th Avenue Station

MLK and Division Avenue Station

Stadium District Station

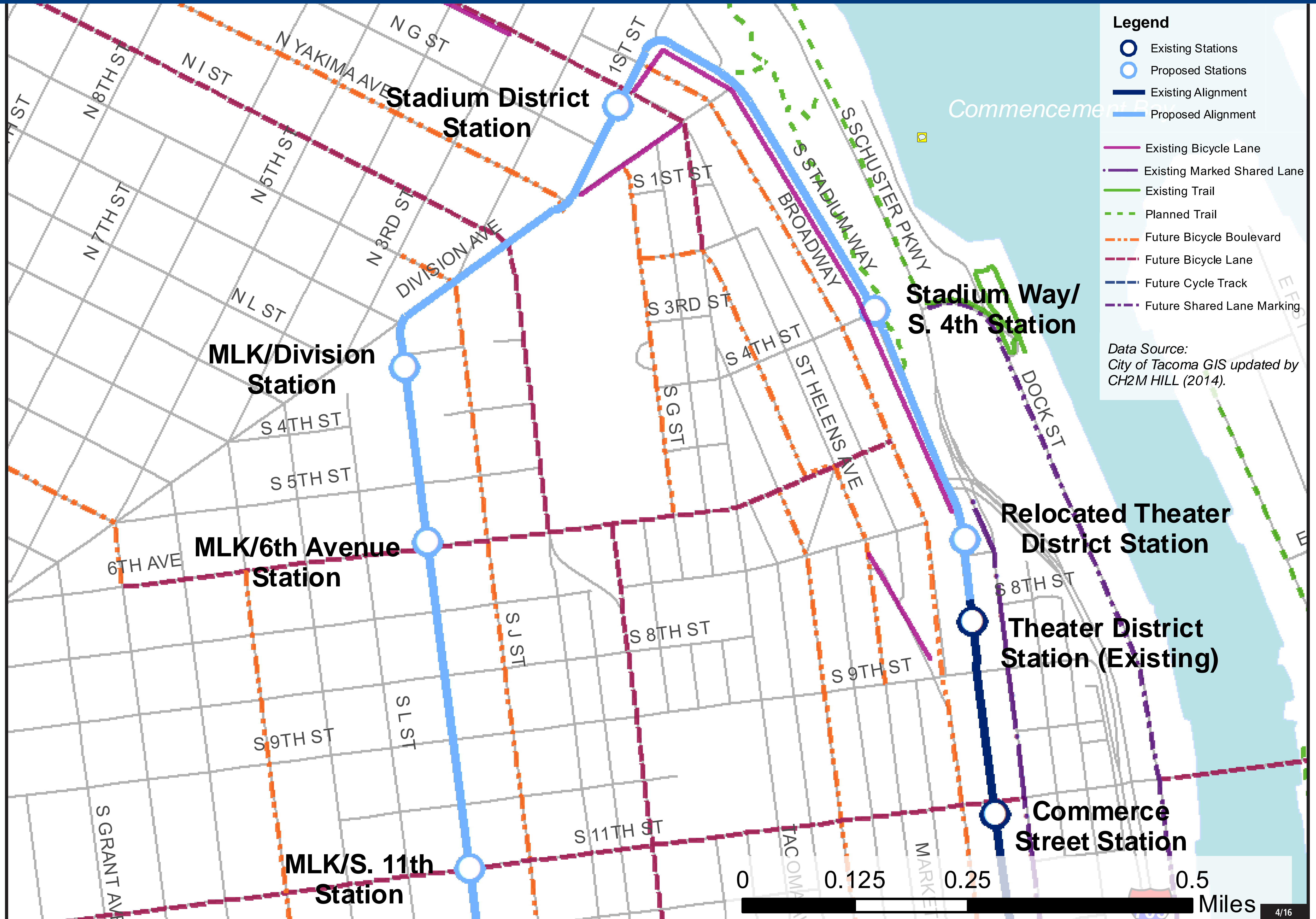
Legend

-  Expansion Stations
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-  Existing Bus Stops and Travel Direction



EXISTING AND FUTURE TRAIL AND BIKE FACILITIES

TACOMA LINK EXPANSION



STADIUM DISTRICT PLATFORM 30% DESIGN: OPTION 1

TACOMA LINK EXPANSION

Considerations

Parking:

- Decrease of 10 parking spaces from current conditions
- Side platforms displace parking
- Southbound bike lane with side platform conflict removed

Access and Mobility:

- Northbound cyclists routed to Division Ave.
- Multiple bus stop relocations
- Modification of traffic light at N. 1st St. and Tacoma Ave. improves traffic flow, reducing northbound queue

Safety:

- Provides more space for Link riders
- Less exposure to moving traffic
- Access with fewer street crossings



LEGEND

- TURN ARROW
- BICYCLE LANE
- CURB RAMP
- TRACK CENTERLINE AND 8' SLAB
- SIDE PLATFORM WITH RAMP ACCESS
- CROSSWALK
- PARKING REMOVED
- BIKE LANES
- EXISTING (2014) AND FUTURE (2035) LEFT TURN VOLUMES

NOTE:

- PROPOSED TITUS-WILL IMPROVEMENTS SHOWN ALONG DIVISION AVE. AND N 1ST ST.

DRAFT

NOTE: DESIGN IS IN EARLY DEVELOPMENT AND SUBJECT TO CHANGE.

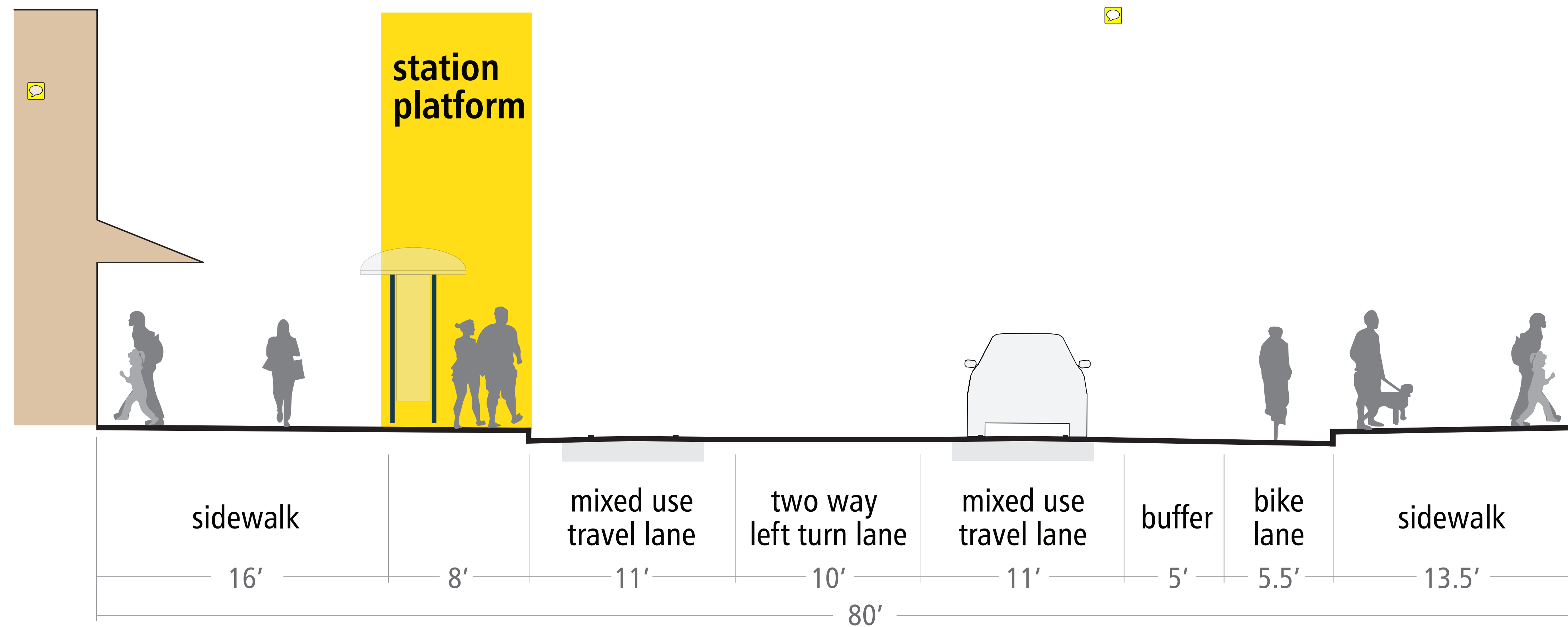
STADIUM DISTRICT PLATFORM 30% DESIGN: OPTION 1



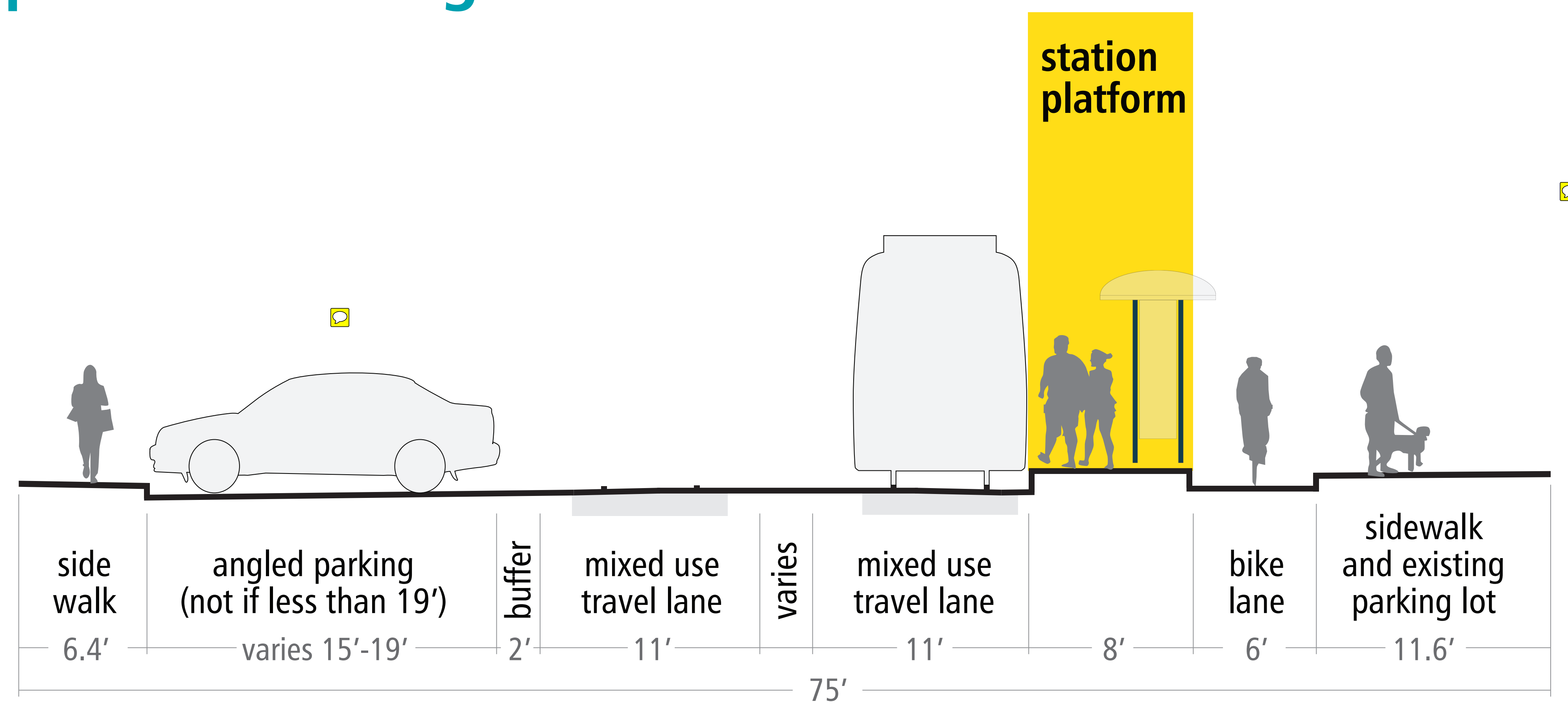
TYPICAL SECTIONS: STADIUM DISTRICT 30% DESIGN

TACOMA LINK EXPANSION

Inbound side platform looking south



Outbound side platform looking south



STADIUM DISTRICT CENTER PLATFORM: OPTION 2

TACOMA LINK EXPANSION

Considerations

Parking:

- Preserves parking in front of businesses
- Increase of 10 parking spaces from 30% design

Access and Mobility:

- Northbound bus stop remains as is
- Northbound cyclists routed to Division Ave.
- Relocated southbound bus stop integrated with bike lane
- Thriftway driveway exit becomes right-turn only; exit to Division Ave. remains as is
- Closes cut-through from Division Ave. to N 1st St.
- Potential pedestrian plazas/landscaping areas
- Modification of signal at N 1st St. and Tacoma Ave. improves traffic flow, reducing northbound queue
- Inbound Link stop is further from Tacoma Ave. destinations

Safety:

- Removes bike/platform pinch points
- More exposure to moving traffic
- Outbound trains departing platform cannot speed up to 20 mph as quickly



| LEGEND | |
|--------|---|
| | TURN ARROW |
| | BICYCLE LANE |
| | CURB RAMP |
| | TRACK CENTERLINE AND 8' SLAB |
| | SIDE PLATFORM WITH RAMP ACCESS |
| | CROSSWALK |
| | PARKING REMOVED |
| | BIKE LANES |
| | EXISTING (2014) AND FUTURE (2035) LEFT TURN VOLUMES |

DRAFT

NOTE: DESIGN IS IN EARLY DEVELOPMENT AND SUBJECT TO CHANGE.

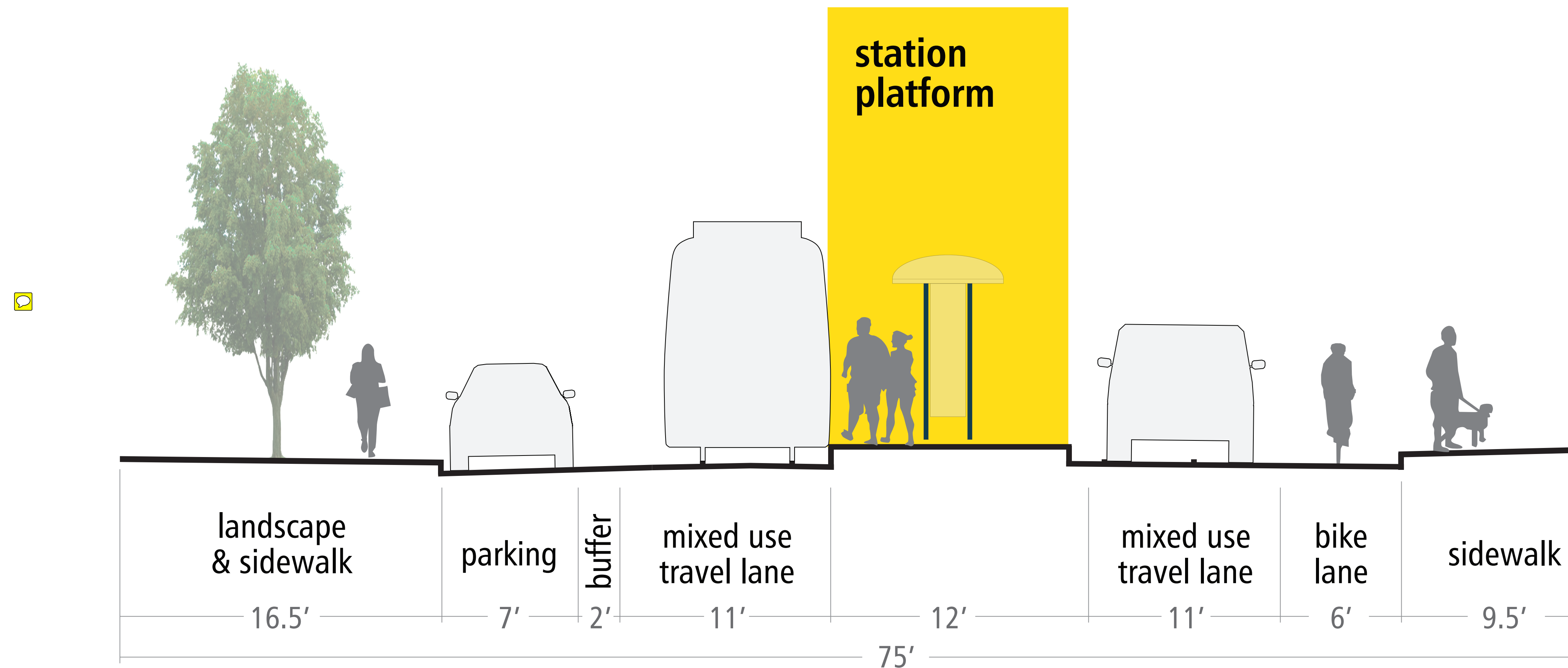
STADIUM DISTRICT CENTER PLATFORM: OPTION 2



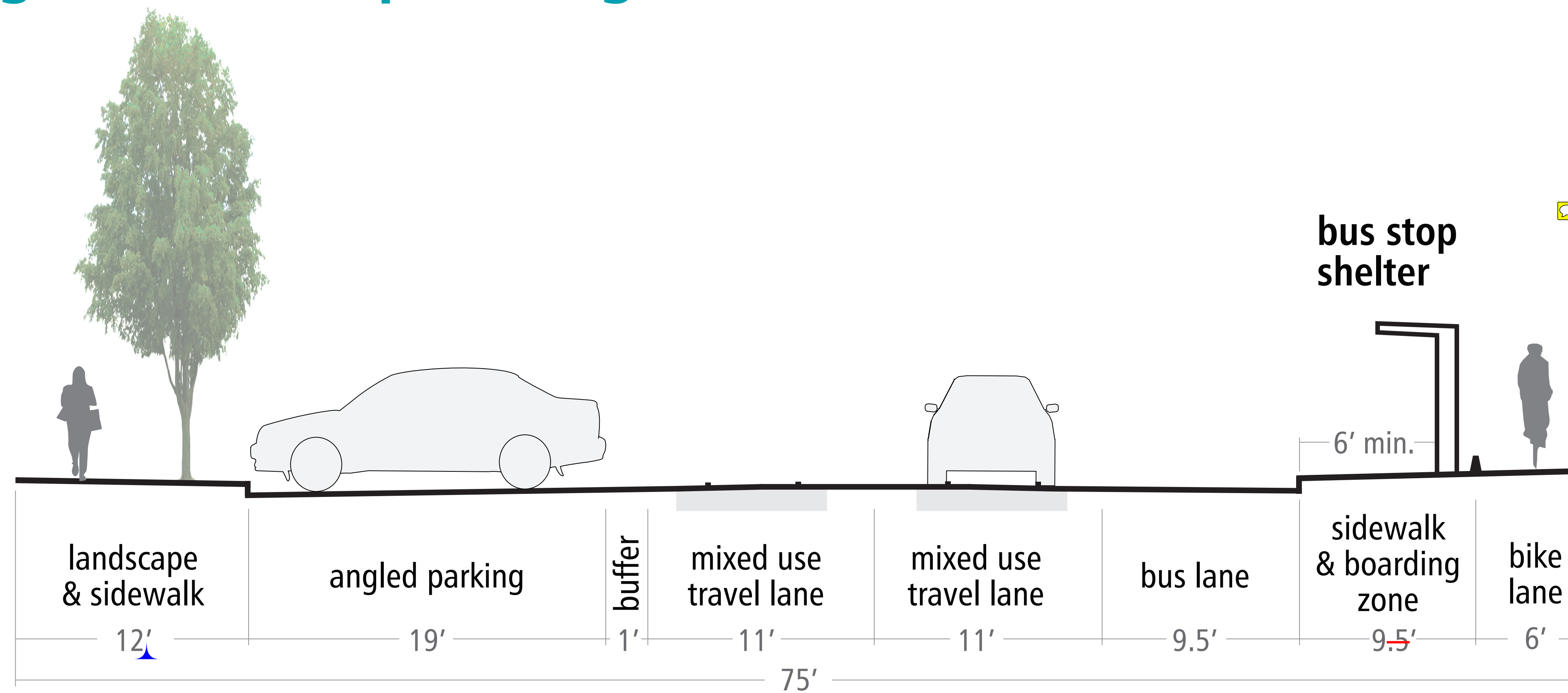
TYPICAL SECTIONS: STADIUM DISTRICT CENTER PLATFORM OPTION 2

TACOMA LINK EXPANSION

Center platform looking south



Angled parking and bus stop looking south



STADIUM DISTRICT SHARED LANE PLATFORM: OPTION 3

TACOMA LINK EXPANSION

Considerations

Parking:

- Preserves parking in front of businesses
- Increase of one parking space from 30% design

Access and Mobility:

- Northbound cyclists routed to Division Ave.
- Northbound bus stop remains as is
- Relocated southbound bus stop integrated with bike lane
- Increases distance for transfers between Link and buses
- Closes cut-through from Division Ave. to N 1st St.
- Potential pedestrian plazas/landscaping areas
- Modification of signal at N 1st St. and Tacoma Ave. improves traffic flow, reducing northbound queue
- Inbound Link stop is further from Tacoma Ave. destinations

Safety:

- Removes bike/platform pinch points
- Establishes new crosswalk
- Less exposure to moving traffic at platforms



| LEGEND | |
|--------|---|
| | TURN ARROW |
| | BICYCLE LANE |
| | CURB RAMP |
| | TRACK CENTERLINE AND 8' SLAB |
| | SIDE PLATFORM WITH RAMP ACCESS |
| | CROSSWALK |
| | PARKING REMOVED |
| | BIKE LANES |
| | EXISTING (2014) AND FUTURE (2035) LEFT TURN VOLUMES |

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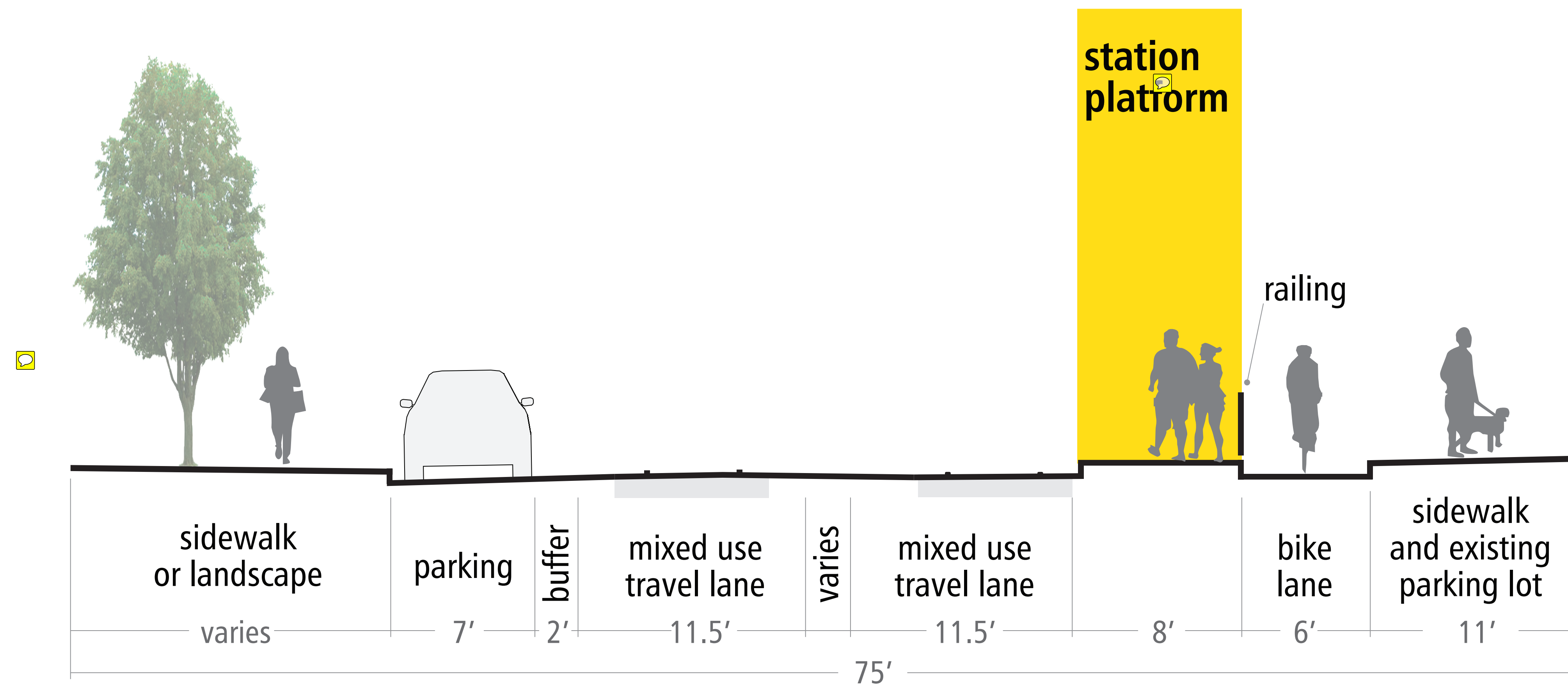
STADIUM DISTRICT SHARED LANE PLATFORM: OPTION 3



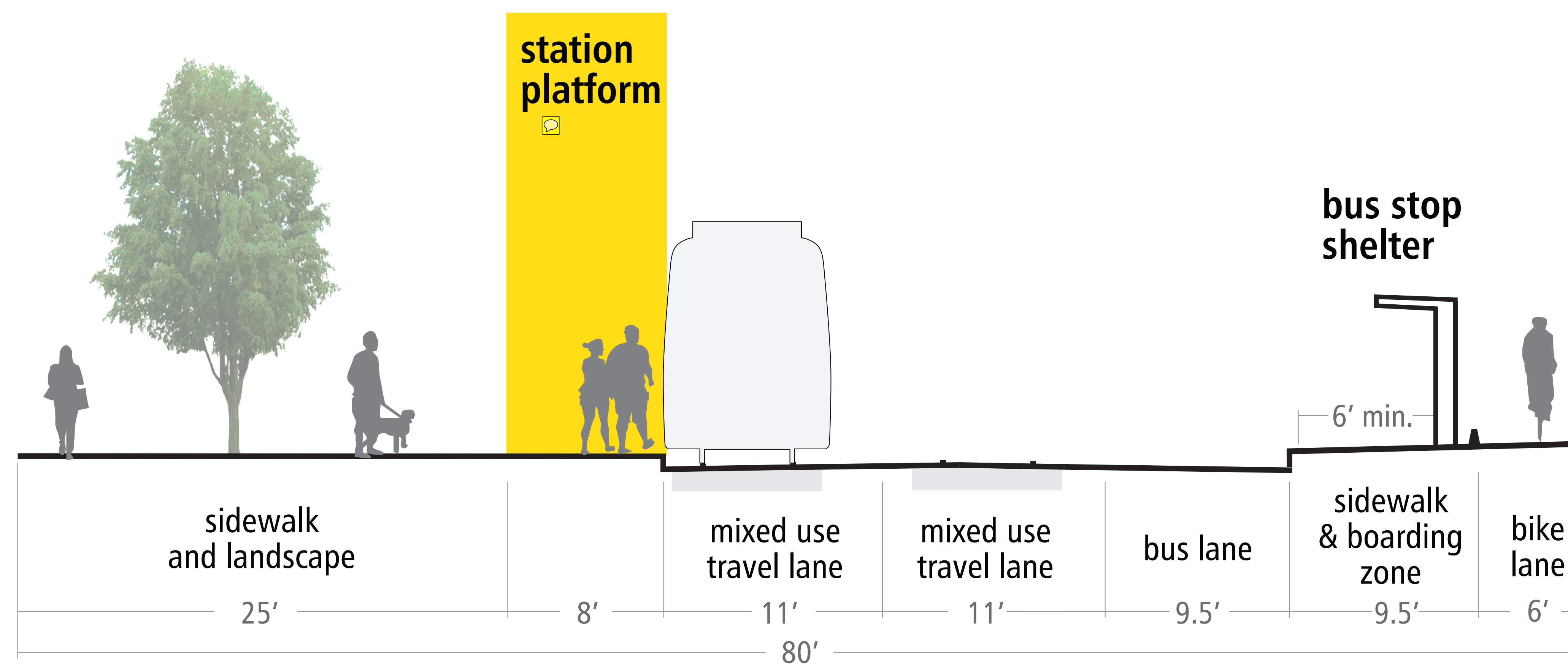
TYPICAL SECTIONS: STADIUM DISTRICT SHARED LANE PLATFORM OPTION 3

TACOMA LINK EXPANSION

Outbound side platform looking south



Inbound side platform and bus stop looking south



COMMUNITY DESIGN PRIORITIES

TACOMA LINK EXPANSION

Use dots to mark your top priorities.

| Station features | Priorities | Notes |
|---|------------|-------|
| Proximity to key destinations and arterials | | |
| ADA accessibility | | |
| Spaced half-mile or less apart from other platforms | | |
| Bike facilities and circulation | | |
| On-street parking | | |
| Vehicle access to properties | | |
| Traffic flow | | |
| Safe conditions for pedestrians, bicyclists and drivers | | |
| Transit frequency/dependability | | |
| Convenient to bus stops | | |
| Pedestrian accessibility | | |
| Other: | | |

Stadium District Workshop
Handouts
April 18, 2016

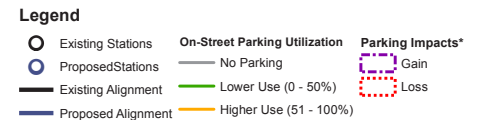


Current parking conditions

Stadium District Station



Tacoma Link Expansion is expected to remove about 2.6 percent of on-street spaces along the entire route. This is an estimate and may change during final design. Parking may be impacted at the locations identified and up to four spaces could be removed at stations where side platforms are proposed.



*Source: Tacoma Link Expansion Environmental Evaluation, Transportation Technical Report, June 2015

Parking use

Sound Transit surveyed parking inventory and use along the alignment during weekday a.m. and p.m. peak periods. Near most stations, there is a large amount of unrestricted on-street parking. However, the potential for hide-and-ride parking would be similar to bus routes and should be minimal.

| Parking area | Percent utilization | |
|---|----------------------------|---------------------------|
| | AM Peak Period (7-10 a.m.) | PM Peak Period (3-6 p.m.) |
| Between Stadium District Station and North 1st Street/ Division Avenue intersection | 79% | 48% |



Potential future on-street parking availability

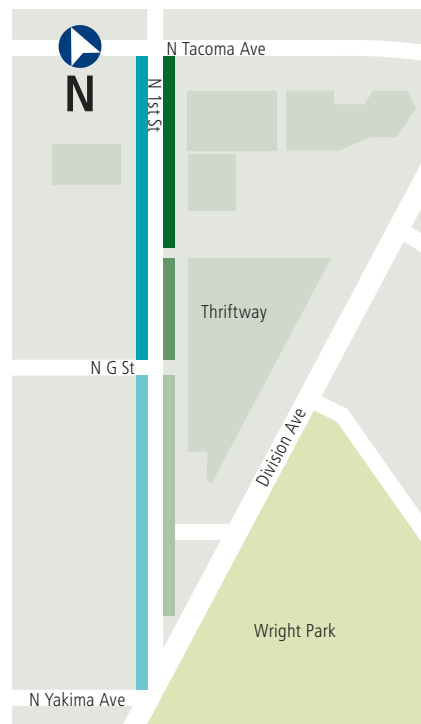
Parking availability

The chart below shows a comparison of parking availability for each option.*

Stadium District Parking (N 1st Street from N Tacoma Ave to Division Ave)

| | Existing | Option 1 (30% Design) | Option 2 (Center) | Option 3 (Shared Lane) |
|--|-----------|--------------------------|----------------------|---------------------------|
| Northbound from Thriftway to Tacoma Ave. | 2 | 0 | 2 | 2 |
| Northbound from G St. to Thriftway | 7 | 3 | 4 | 4 |
| Northbound from Division Ave./Yakima Ave. to G St. | 7 | 11 | 18 | 9 |
| Southbound from Tacoma Ave. to G St. | 0 | 0 | 0 | 0 |
| Southbound from G St. to Division Ave./Yakima Ave. | 8 | 0 | 0 | 0 |
| Total | 24 | 14 | 24 | 15 |

*Source: Source: Tacoma Link Expansion 30% Design Plans, October 2015; and Tacoma Link Expansion Option Design Plans, March 2015



Funding

Tacoma Link Expansion is being funded through a partnership between Sound Transit and the City of Tacoma. In 2015, Congress approved the Obama Administration's budget for a \$75 million Small Starts Grant. Additionally, the U.S. Department of Transportation announced the TIGER grant for \$15 million and State of Washington awarded the project with a Regional Mobility Grant of \$5 million. These grants are in addition to the \$13 million in grants previously received.

Sound Transit committed \$50 million year of expenditure and the City of Tacoma has pledged \$40 million, including the \$33 million in grants mentioned above. Final cost estimates and schedule will be determined at 60% design (mid-2017).

Start

One percent of Sound Transit's capital construction dollars are set aside for public art. Sound Transit's art program features world class artworks by nationally renowned artist as well as emerging public artists. Many live in the Pacific Northwest. During final design, Sound Transit will commission artists who will work with the design team to incorporate the work and thinking of artists into projects. Panels of community stakeholders and design peers select the artists.

Landscape Memories – Sculptures, Fernanda D'Agostino & Nick Slater, 2004



Timeline

WE ARE HERE



Final design (2016-2017)

Advance design:

- Complete engineering and prepare for construction
- Public review and comment on design plans for stations and tracks
- Public provides input on permanent station names and station art

Advance art:

- Lead artist joins design team
- Meet the artists

Pre-construction (late 2017-early 2018)

- Business and resident outreach
- Construction outreach
- Permitting
- Hire contractors to build alignment

How to get involved

Visit soundtransit.org/TacomaLinkExpansion for more information about community outreach events and project updates. To learn more or request a project briefing for your organization, contact Allison Gregg, South Corridor Outreach Supervisor, at 206-398-5063 or allison.gregg@soundtransit.org.

Para información acerca del proyecto llame al: 1-800-823-9230

要瞭解項目資訊，請致電：1-800-823-9230

Звоните 1-800-823-9230, чтобы получить информацию о проекте.

프로젝트에 관한 정보는 다음으로 연락하십시오: 1-800-823-9230

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Tacoma Link Expansion

Spring 2016

PROJECT OVERVIEW

In 2008, voters approved ST2, a regional transit expansion plan that included partial funding for a partnership to expand Tacoma Link. The existing 1.6-mile light rail line currently serves six stations between the Theater District and the Tacoma Dome. Trains run every 12 minutes and provide nearly a million rides per year.

Expansion:

LENGTH: 2.4 MILES

**STATIONS: 6 PROPOSED
1 RELOCATED**

PROJECT GOALS:

- Improve mobility and transportation access for Tacoma residents and visitors
- Increase transit ridership in Tacoma
- Serve underserved neighborhoods and communities
- Use transit to spur economic development and other types of investment
- Ensure the project is environmentally sensitive and sustainable
- Establish a project that is competitive for federal funding

FREQUENCY: 10 MINUTES during most of the day

Benefits:

- Operate from 5 a.m. to 10 p.m. most days; increase frequency from 12 to 10 minutes
- Serve ethnically and economically diverse neighborhoods. Within one-quarter mile of the alignment, the population is 40 percent minority, 25 percent low income and 30 percent of households have no vehicle.
- By 2035 the Link corridor will include 54,000 jobs and 47,000 residents
- Save 10 to 15 minutes per trip compared to existing bus service

Working to expand Tacoma Link

In 2015, Tacoma Link Expansion reached a major milestone. We completed our environmental evaluation of the preferred alignment and shared the project's potential impacts and benefits with the community. The selected route continues north along Commerce Street to the Hilltop District via Stadium Way, North 1st Street, Division Street and Martin Luther King Jr. Way (MLK Jr Way). Early engineering and public comments helped to determine station locations.

After reviewing the results of the environmental evaluation and public comments, the Tacoma City Council unanimously passed the resolution endorsing the Tacoma Link Expansion on August 11 and the Sound Transit Board approved the project to be built on November 19. The project team completed preliminary engineering and will begin final design this year, the process that will advance the design from approximately 30 percent to 100 percent design completion. Hear more about the Expansion by viewing our video at tacomalink.org.



Project alignment, station locations and maintenance facility expansion



The route identified for the expansion is approximately 2.4 miles long with six new stations and one relocated station. The project also includes expanding the existing operations and maintenance facility located at 802 E. 25th St. near the Tacoma Dome Station.

Two-way train tracks would be in existing road lanes shared with cars and buses and would be compatible with on-street parking and existing bicycle facilities. Like the existing Tacoma Link system, trains would be low-floor vehicles powered by overhead wires supplied by up to four power substations.

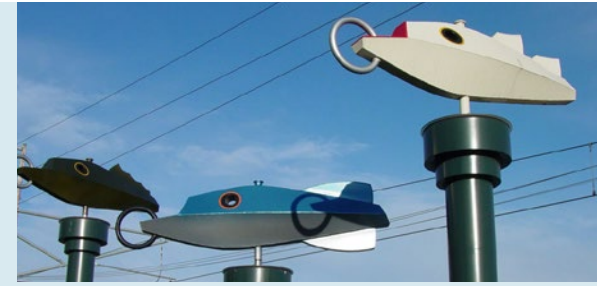
Station locations include:

- Relocated Theater District Station
- Stadium Way and South 4th Street
- Stadium District
- MLK Jr. Way and Division Avenue
- MLK Jr. Way and 6th Avenue
- MLK Jr. Way and South 11th Street
- MLK Jr. Way and South 19th Street

What happens during final design?

Tacoma Link Expansion is now entering final design, the process that will advance the design from approximately 30 percent to 100 percent design completion. During final design, Sound Transit will prepare the project for construction by:

- Developing station designs
- Conducting field work
- Defining the construction schedule and methods
- Incorporating art
- Identifying architectural elements
- Continuing to partner with City of Tacoma and Pierce Transit
- Obtaining permits



Visual simulations



Looking north up Commerce Street by 7th Street



Looking south down Stadium Way near Division Avenue



Looking northeast on 4th Street and Stadium Way



Looking north up MLK Jr. Way near South 11th Street

*Simulations reflect an earlier design phase and show a two wire overhead contact system (OCS). Recently, Sound Transit has selected a single wire instead of a two wire OCS. Simulations are intended to show the project location and visual changes. They do not illustrate other potential station or design amenities.