

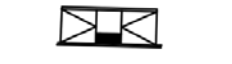







STADIUM DISTRICT CENTER PLATFORM

TACOMA LINK EXPANSION



LEGEND

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

DRAFT

NOTE: DESIGN IS IN EARLY DEVELOPMENT AND SUBJECT TO REFINEMENT IN FINAL DESIGN

MLK JR. WAY/6TH AVE CENTER PLATFORM

TACOMA LINK EXPANSION



LEGEND

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

DRAFT

NOTE: DESIGN IS IN EARLY DEVELOPMENT AND SUBJECT TO REFINEMENT IN FINAL DESIGN

MLK JR. WAY/S 11TH STREET CENTER PLATFORM

TACOMA LINK EXPANSION



LEGEND

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

DRAFT

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WHAT WE HEARD (STADIUM DISTRICT)

TACOMA LINK EXPANSION

The public shared the following comments at the Stadium District Platform Workshop.

Community priorities

- Safe conditions for pedestrians, bicyclists and drivers
- Proximity to key destinations
- Traffic flow
- Creating a “catalytic effect on density and vibrancy”
- Pedestrian accessibility and access to businesses

The Stadium District preferred the center platform design option with the following changes:

- Relocating the bus stop
- Moving the center platform south of Thriftway driveway



WHAT WE HEARD (HILLTOP DISTRICT)

TACOMA LINK EXPANSION

The public shared the following comments at the Hilltop Platform Workshop.

Community priorities

- Safe conditions for pedestrians, bicyclists and drivers
- On-street parking
- Pedestrian accessibility
- Convenient bus stops
- Traffic flow



The Hilltop participants shared mixed preferences:

- Slightly more preference for side platforms for:
 - Safety
 - Better access to businesses
 - Preserving the streetscape
- Supporters of the center platform noted it preserved current parking and is better for bicyclists

STADIUM DISTRICT PLATFORM SELECTION

TACOMA LINK EXPANSION

Platform selection

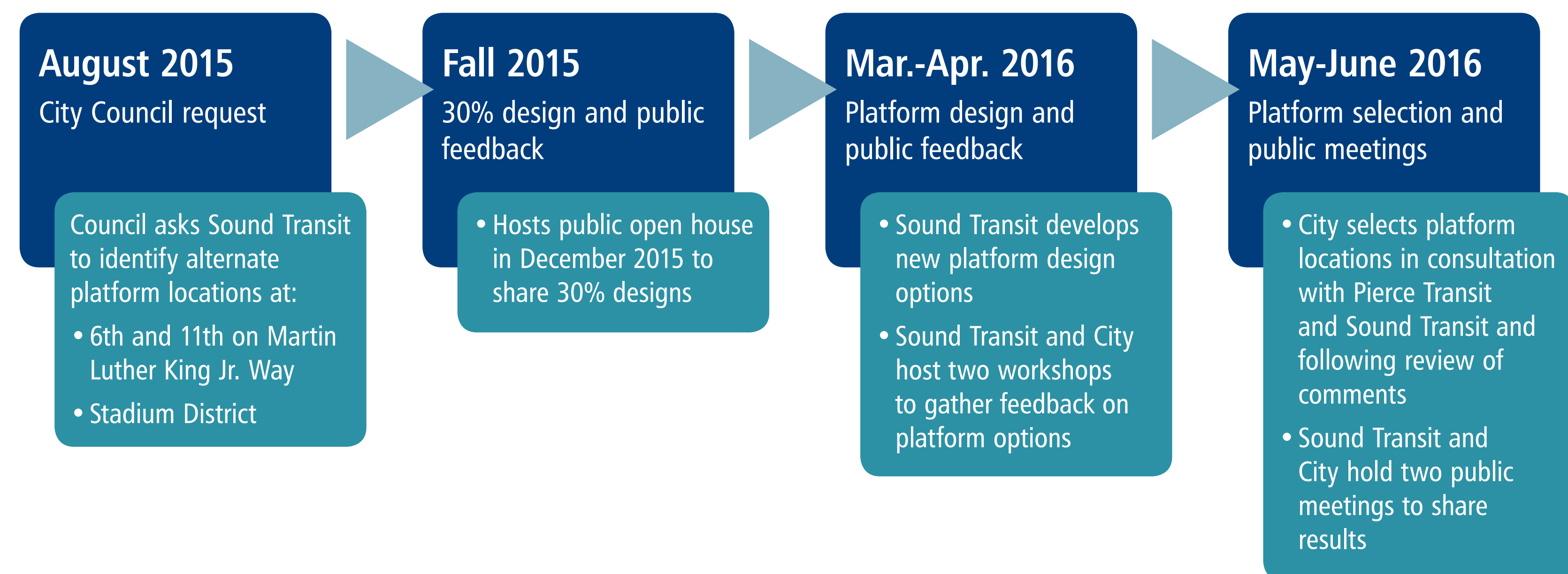
The City selected the center platform option, with the following modifications requested by the community:

- Relocating the bus stop to allow for sidewalk in front of new development
- Moving the center platform south between G St. and Yakima Ave.

Why the center platform?

- Workshop attendees supported this option
- Provides on-street parking while accommodating uphill bicycle lane connecting existing lane to bicycle boulevard
- Increase of 10 parking spaces from original 30% design
- Potential pedestrian plazas/landscaping areas
- Modification of signal at N 1st St. and Tacoma Ave. improves traffic flow, reducing northbound queue

Selection process



Stadium District options considered



HILLTOP PLATFORM SELECTION

TACOMA LINK EXPANSION

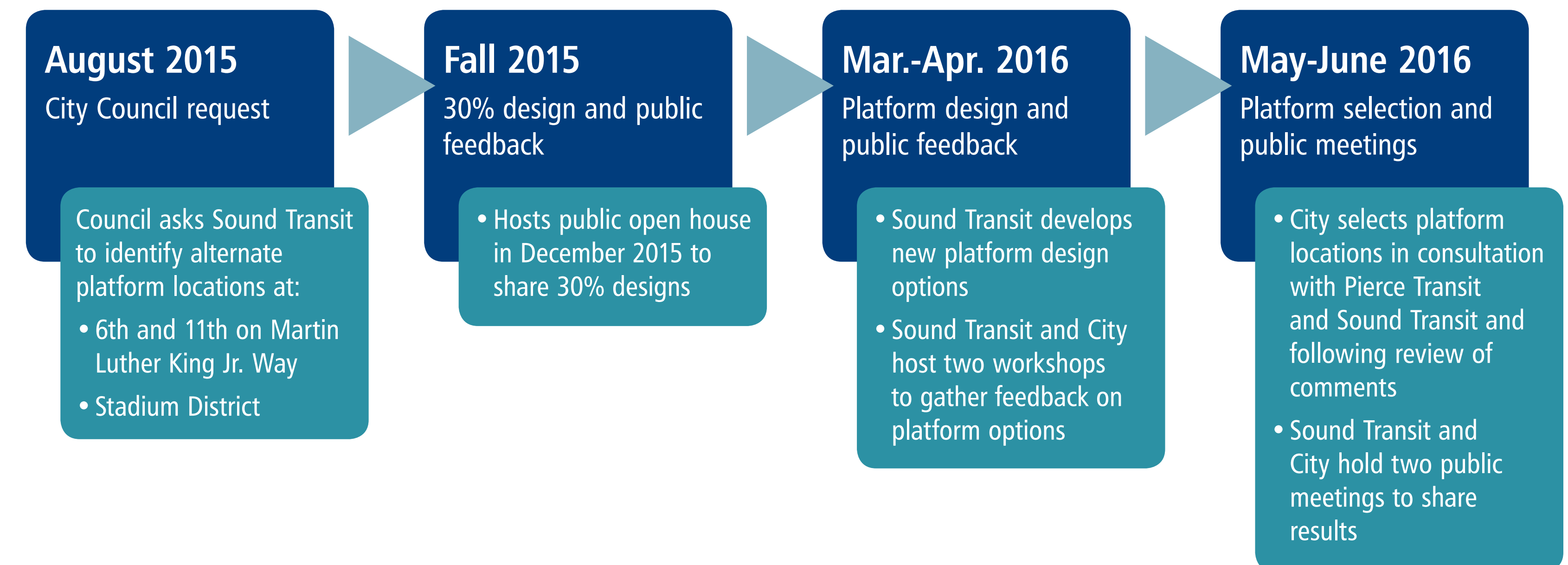
Platform selection

The City selected the elongated center platform option at both platform locations

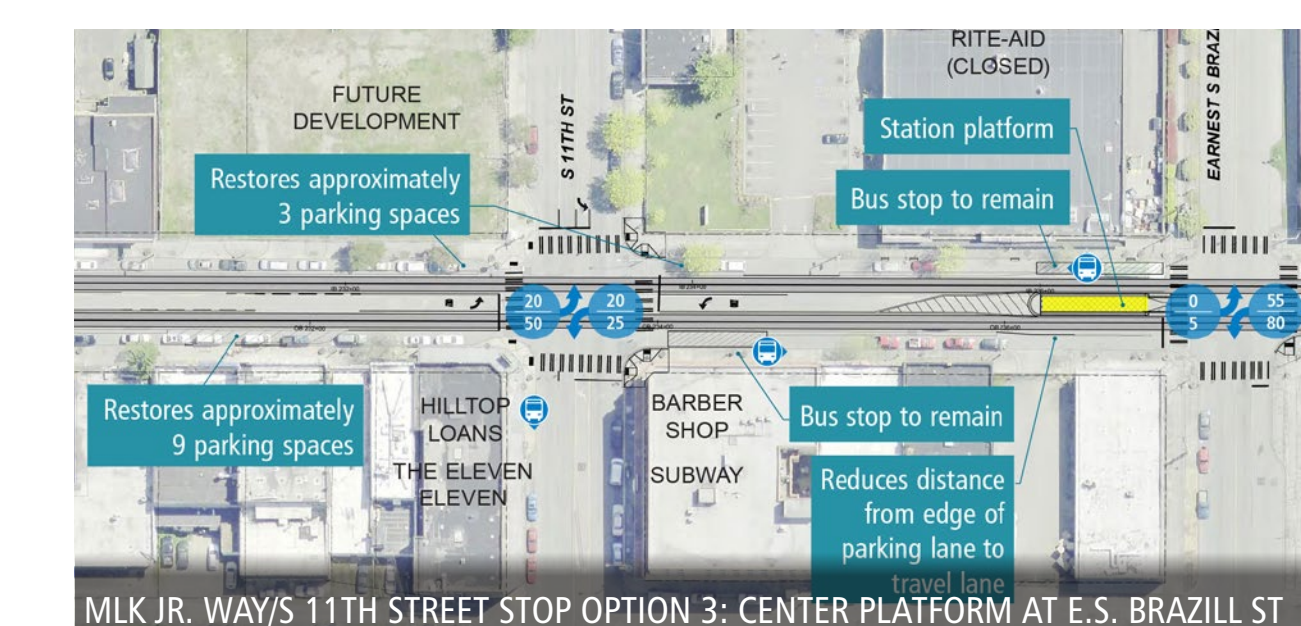
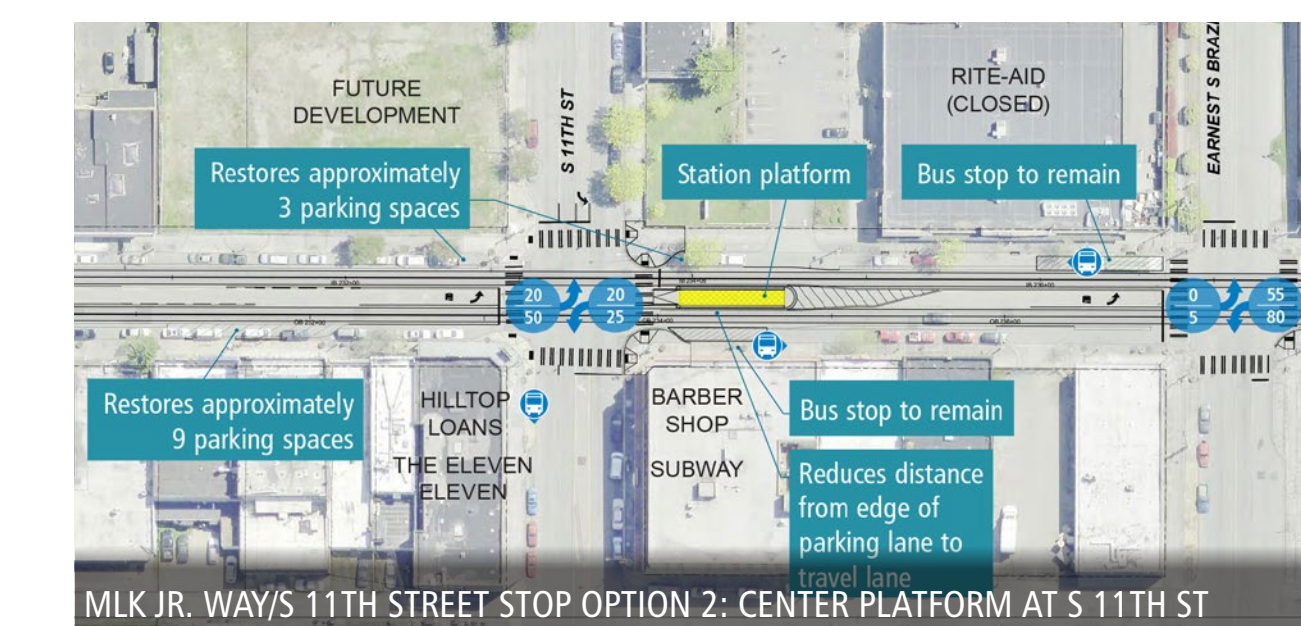
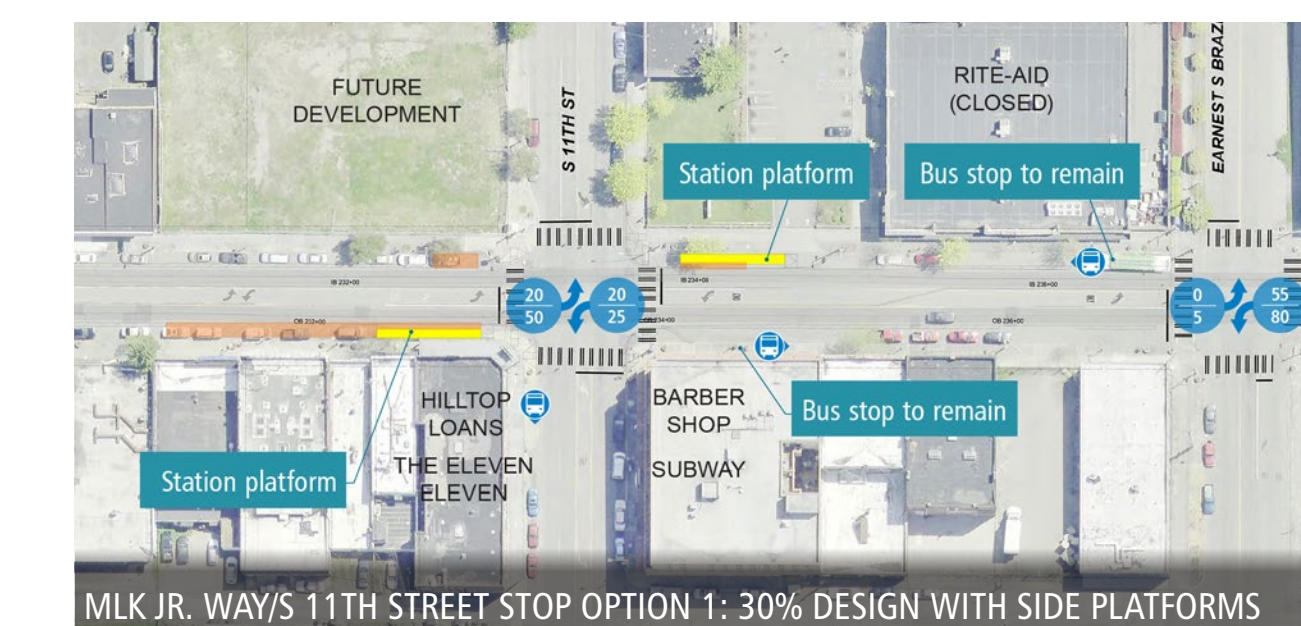
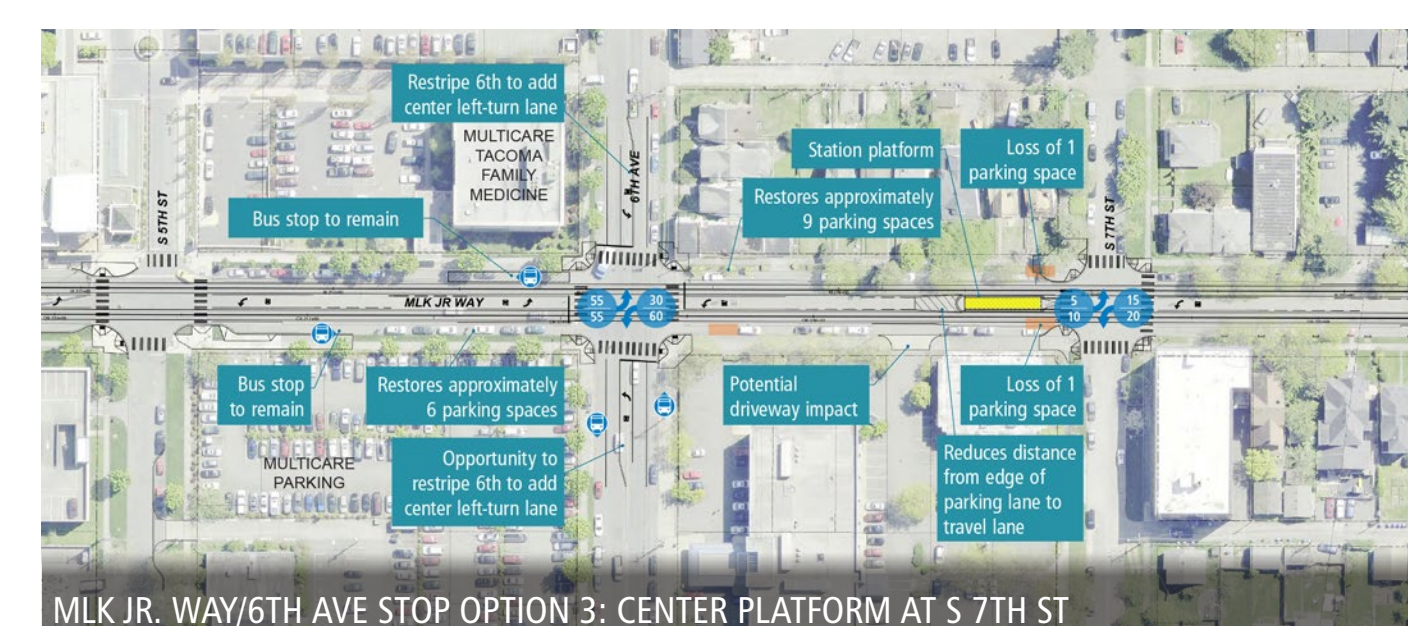
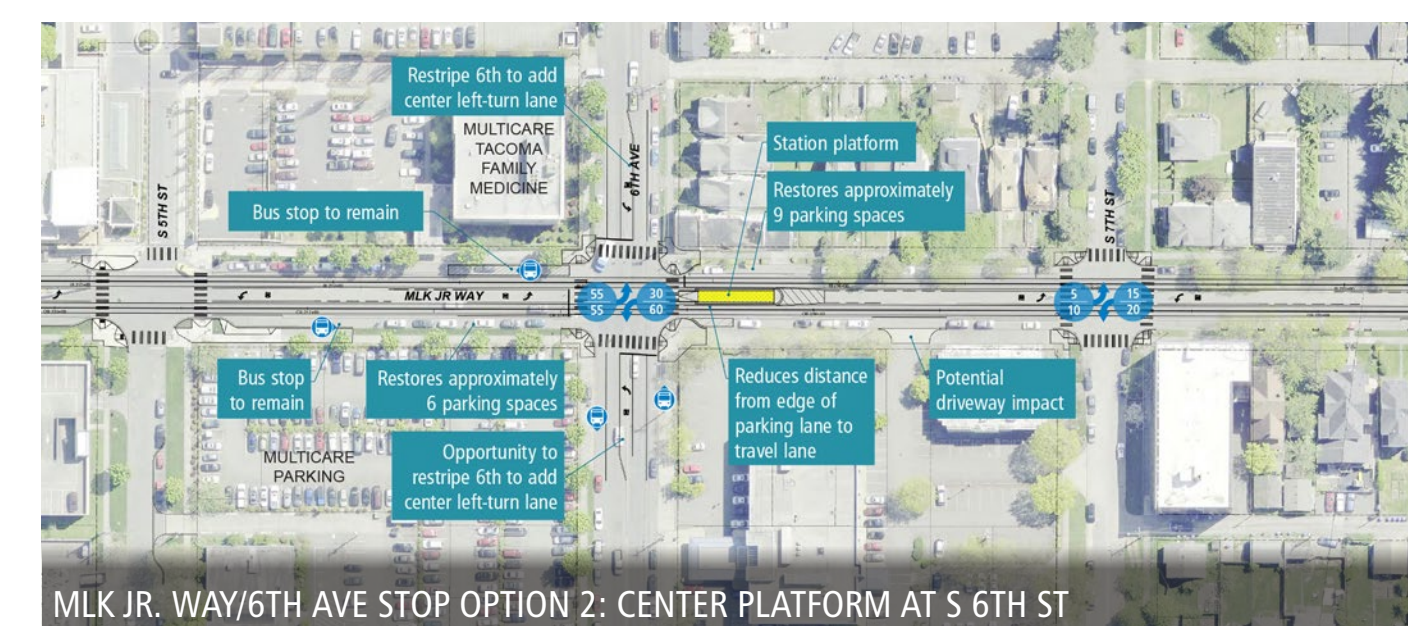
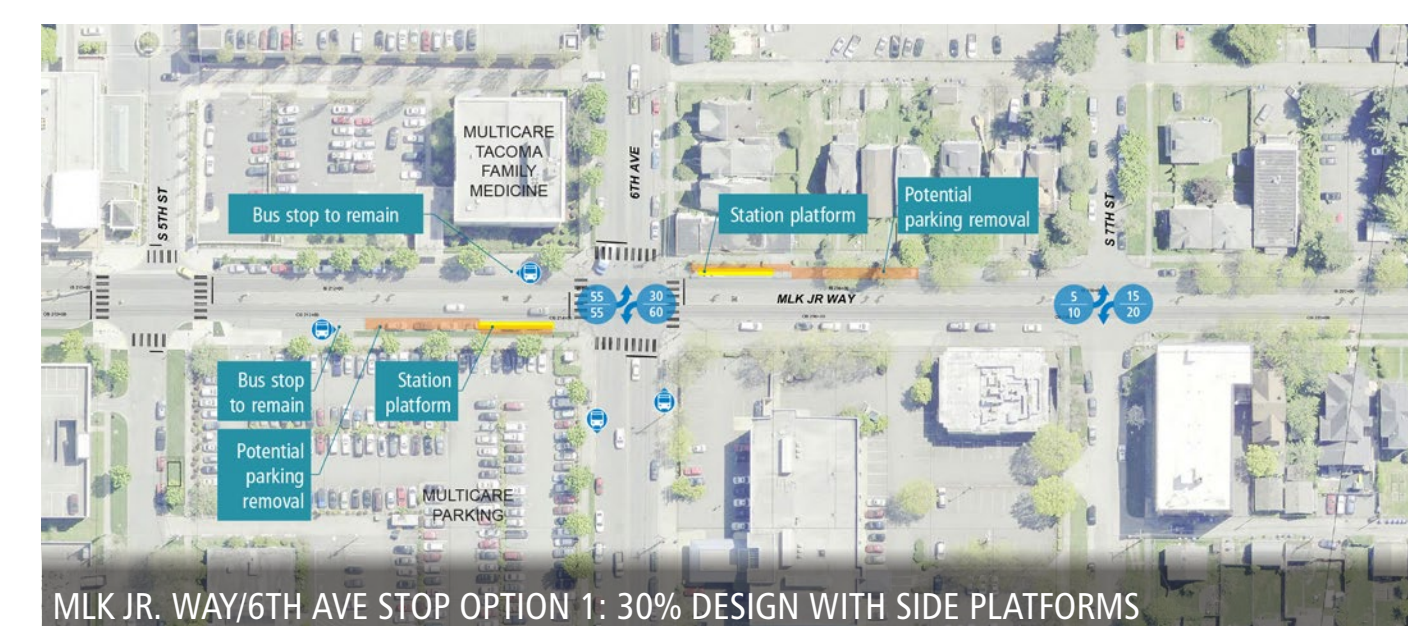
Why the elongated center platform?

- Community opinion was mixed on side or center platforms, but priorities included safety, on-street parking, accessibility, convenient bus stops and traffic flow
- **Safety and access:** Eliminates pinch point at platform for bikes and provides pedestrian refuge at crosswalk
- **Traffic flow:** Provides queue space behind train
- **Parking:** Preserves current parking, compared to losing 12-18 spots per location with side platforms
- **Bus stops:** Close connection to bus stops

Selection process



Hilltop options considered for MLK Jr. Way and 6th Ave./MLK Jr. Way and 11th St.



LINKS TO OPPORTUNITY GRANT OVERVIEW

TACOMA LINK EXPANSION

Sound Transit and the City of Tacoma will work with the community to develop streetscape improvements and assure Hilltop residents are workforce ready before construction of the Tacoma Link Extension begins.

A \$2 million grant from the Federal Transit Administration funds engineering and design of the improvements as well as the new Equity and Empowerment Initiative, which implements Tacoma's efforts to bring jobs to Hilltop residents.



Design elements

- Sidewalks
- Lighting
- Benches
- Trees and landscaping

Get Involved

Ian Munce
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(253) 573-2478

Your role

The community drives design development

- This work will build on the Subarea planning that has recently been completed for the Hilltop and Stadium neighborhoods.
- Livability, equity and empowerment, new public and private investment, and revitalization are cornerstones of this planning initiative.
- The Streetscape design will focus on enhancing the LINK Expansion outreach and design work that is already in place.

Workforce Development

Sound Transit's commitment is to support job training and job opportunities in conjunction with capital projects. For Tacoma Link Extension, we will specifically tailor these efforts to knock down the barriers Hilltop residents face when it comes to equal access to jobs.

Our plan:

- Extensive outreach to the community
- Partnering with pre-apprenticeship training service providers

We will provide job training, job placement and the right mix of support services to Hilltop residents.