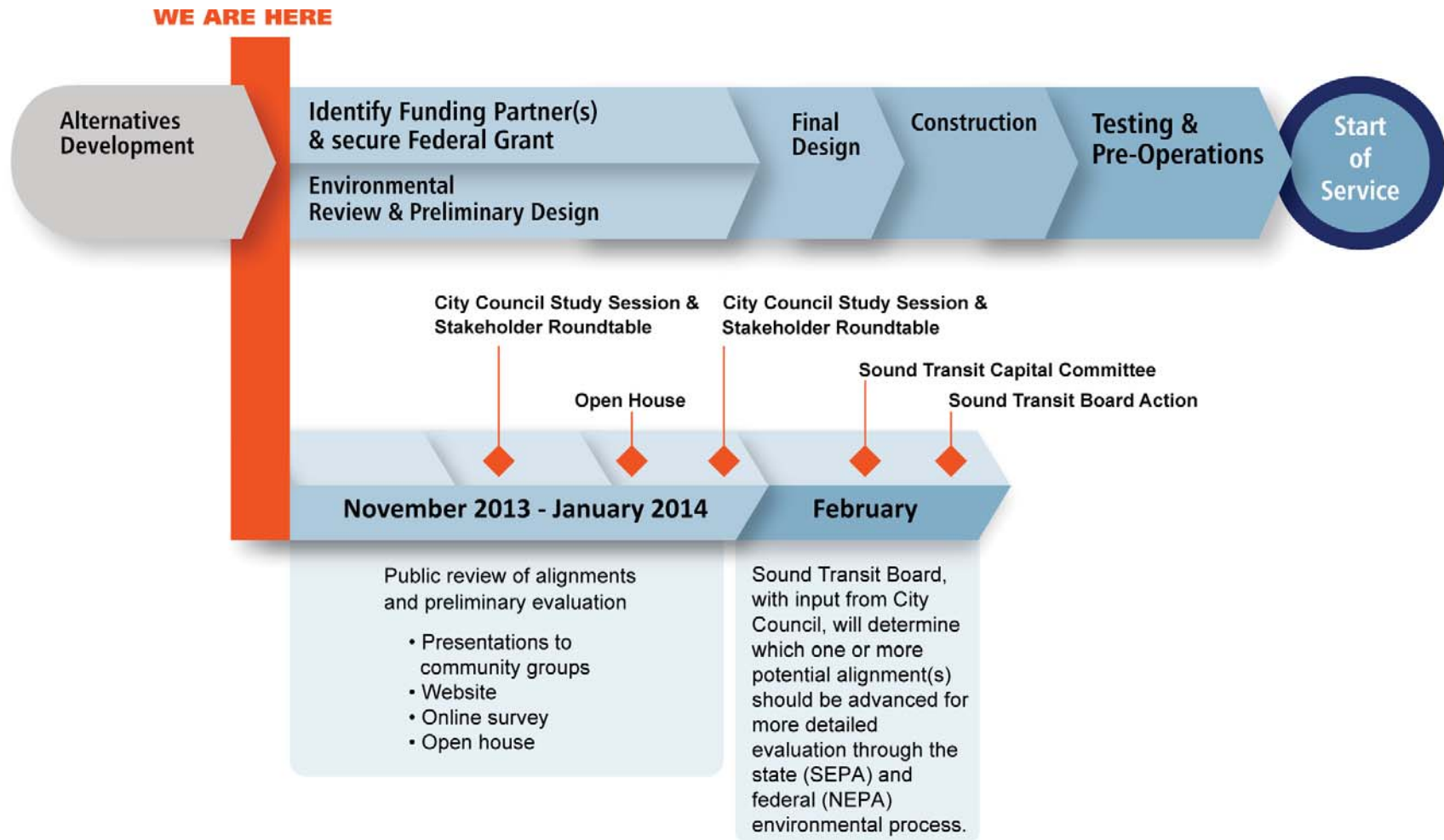


Tacoma Link Expansion Tacoma City Council Study Session Dec. 10, 2013



Timeline



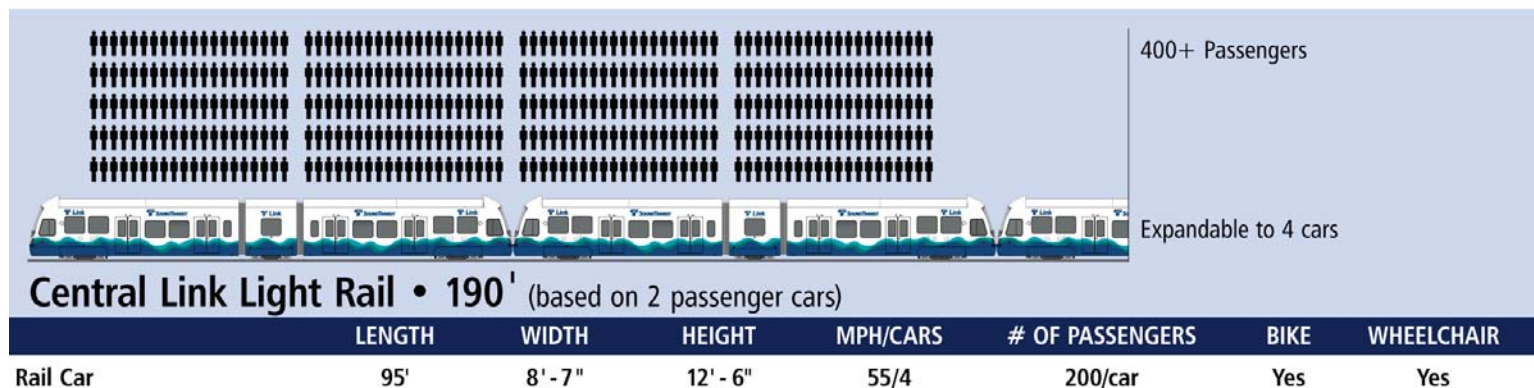
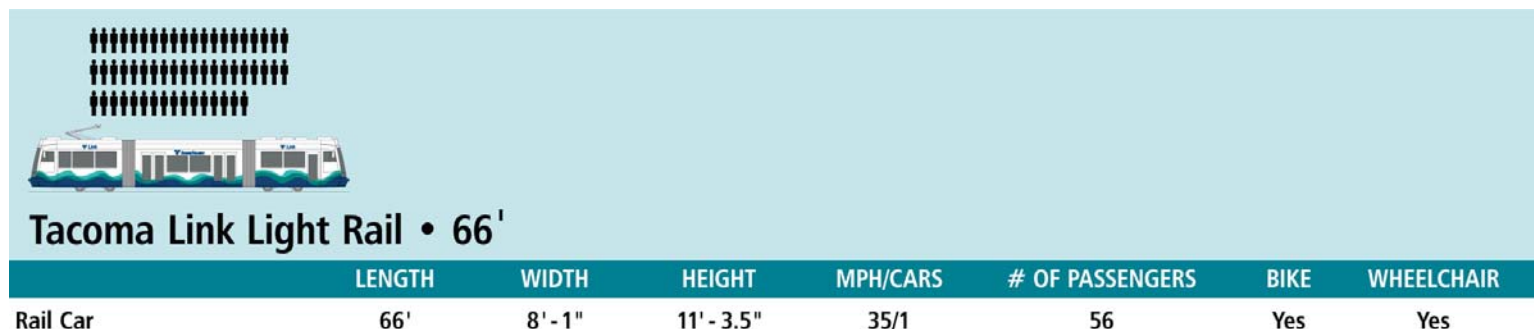
Project Goals

- Improve **mobility** and transportation **access** for Tacoma residents and visitors
- Increase transit **ridership** within the City of Tacoma
- Serve **underserved neighborhoods** and **communities** in the City of Tacoma
- 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**



Expansion Design Standards

- This potential expansion will be to Tacoma Link vehicle standards
- Any potential future expansion of Central Link light rail (from Seattle and the Airport) will require a transfer to go onto the Tacoma Link system

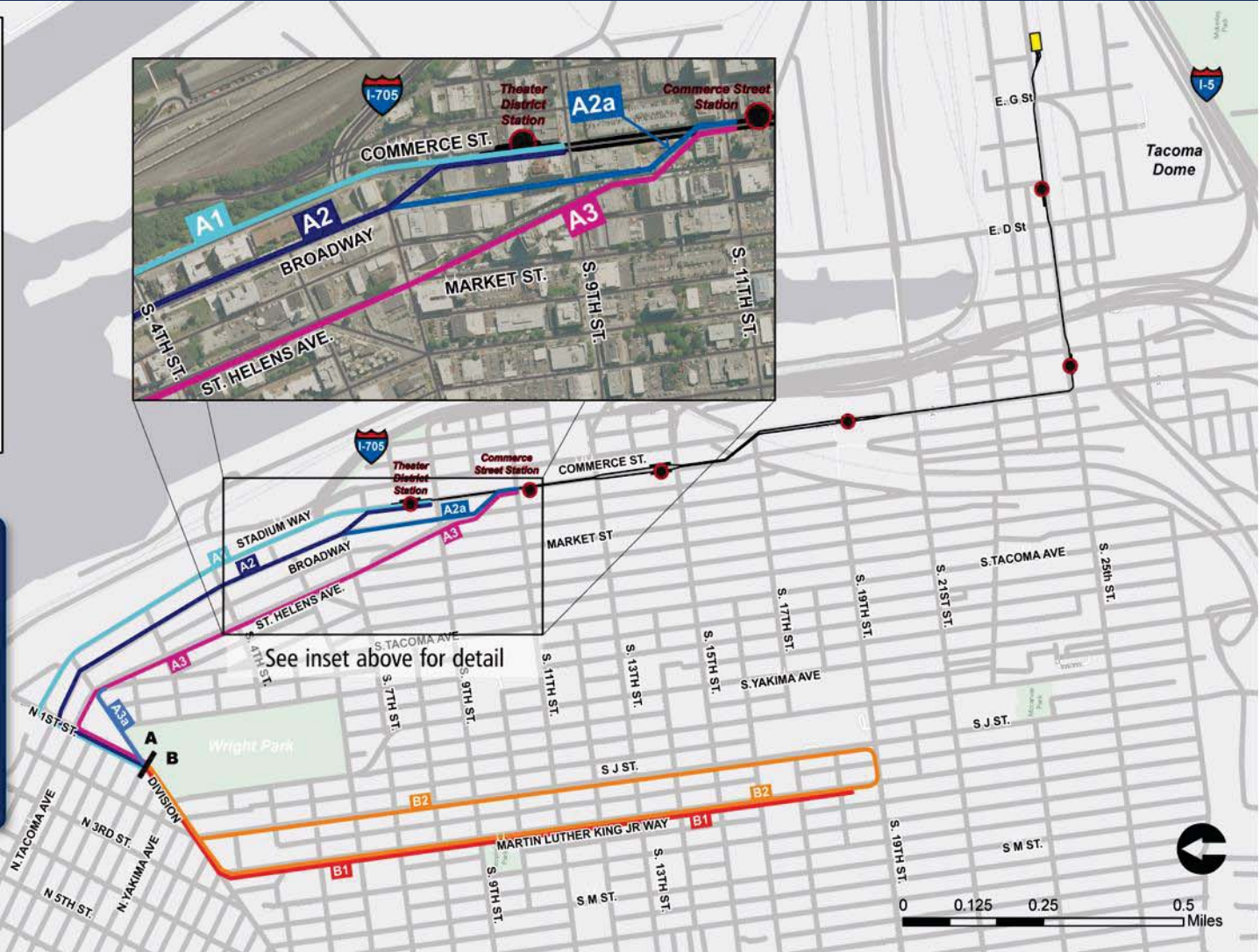


Route Alignments Overview

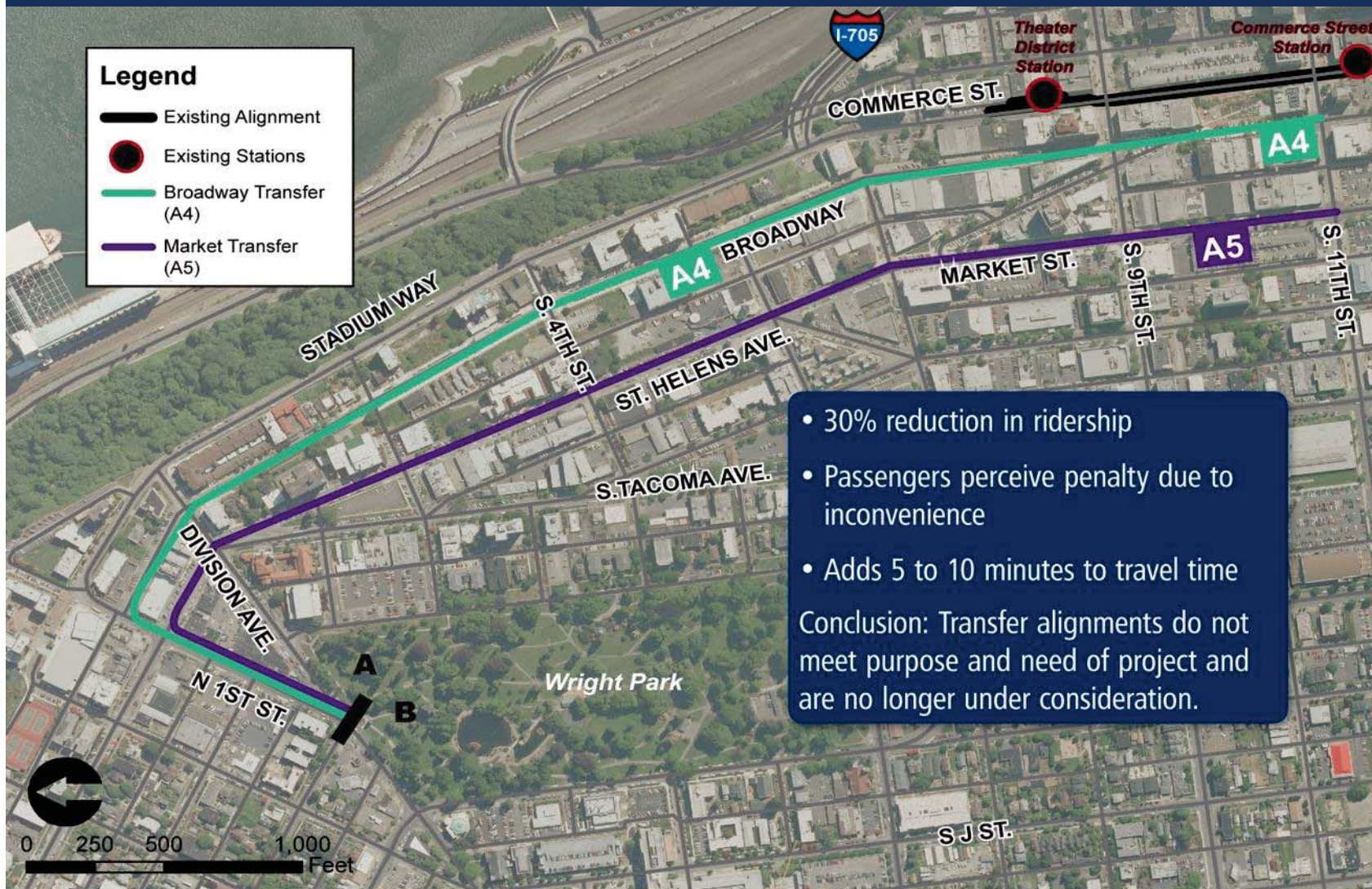
- Legend**
- Existing Alignment
 - Existing Stations
 - Sound Transit Maintenance Facility
 - Stadium Way (A1)
 - Broadway (A2)
 - Broadway with Theater Square (A2a)
 - St. Helens (A3)
 - St. Helens with Division Only (A3a)
 - MLK (B1)
 - MLKJ Couplet to 19th (B2)



Sound Transit divided the corridor into two segments to further evaluate the corridor and identify route alignments.



Transfer Alignments (A4 & A5)



- 30% reduction in ridership
- Passengers perceive penalty due to inconvenience
- Adds 5 to 10 minutes to travel time

Conclusion: Transfer alignments do not meet purpose and need of project and are no longer under consideration.

Proposed Design Option

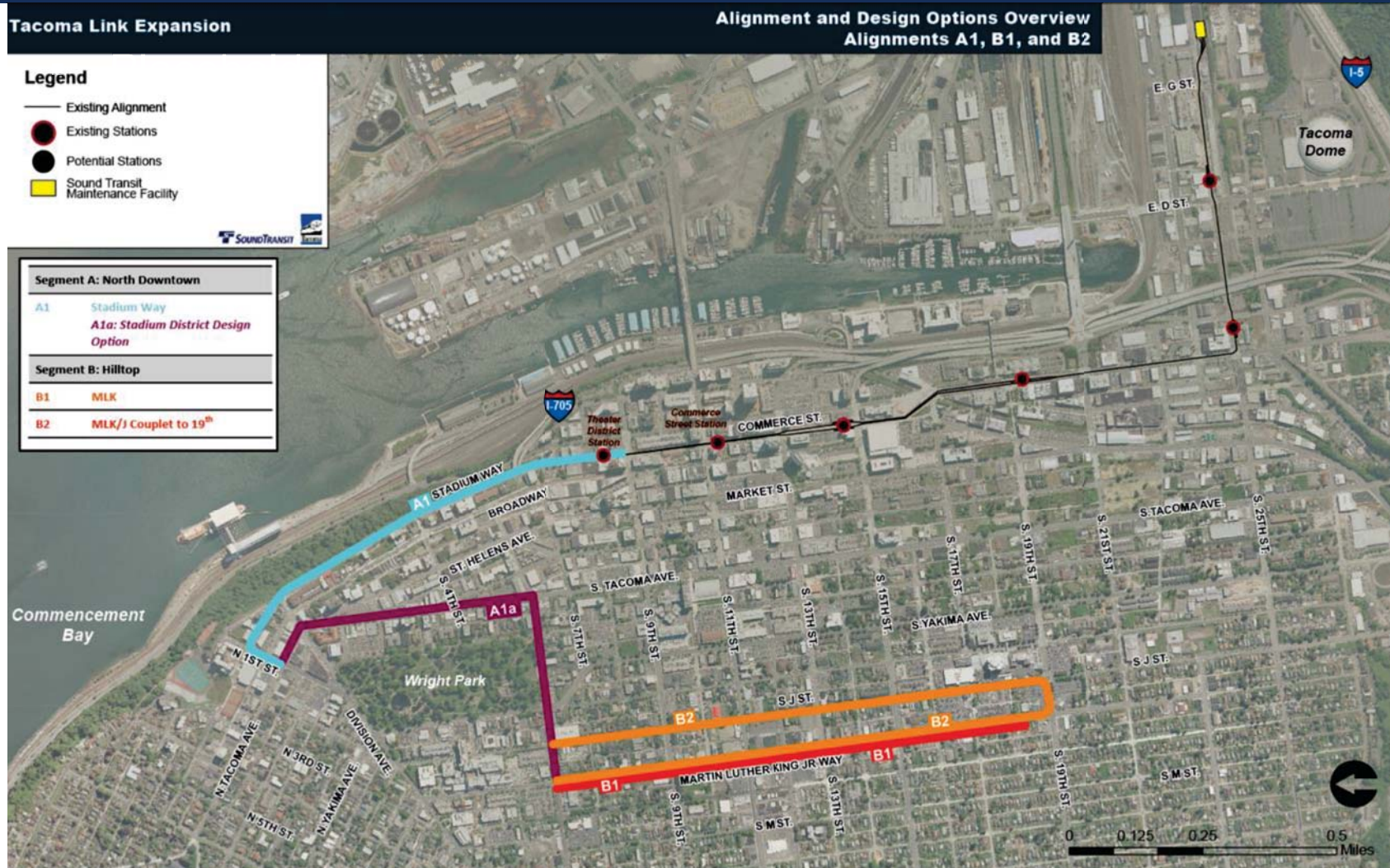
Tacoma Link Expansion

Alignment and Design Options Overview Alignments A1, B1, and B2

Legend

- Existing Alignment
- Existing Stations
- Potential Stations
- Sound Transit Maintenance Facility

Segment A: North Downtown	
A1	Stadium Way
A1a	Stadium District Design Option
Segment B: Hilltop	
B1	MLK
B2	MLK/J Couplet to 19 th



Evaluation Criteria

**For each route considered, we asked these questions.
Would this route:**

- Improve travel time to Tacoma Dome Station?



- Avoid major environmental and community impacts?



- Serve community destinations?



- Spur economic development and other types of investments?



- Ensure the project is affordable and cost-effective to construct?



Community & Environmental Impacts

-Differentiating Criteria

Impact categories:

- Property acquisitions, potential displacements
- Parks and community facilities
- Parking
- Transportation
- Utilities
- Construction
- Consistency with land use plans
- Natural resources
- Historic resources
- Visual
- Environmental justice
- Noise Receptors

Community Facilities

- Broadway Design option A2a and St. Helens A3 and A3a impact Theater Square and may interrupt community events, i.e., Broadway Farmer's Market
- All other alignments would have no direct impacts



Transportation – On-Street Parking

Alignment	Number of Potentially Impacted Parking Spaces
A1 Stadium Way	15
A2 Broadway	15
A2a Broadway with Theater Square Design Option	15
A3 St. Helens	65
A3a St. Helens with Division Only Design Option	65
B1 MLK	25
B2 MLK/J Couplet	30

Transportation – Bicycle Operations

Reviewed designated bicycle facilities in Mobility Master Plan:

Segment A:

- Potential conflicts along Broadway, St. Helens between 7th and 9th and N 1st between Stadium and Tacoma Ave.

Segment B:

- Potential conflict along J street (B2 MLK/J Couplet)



Utilities

- A1 Stadium Way fewer utility conflicts than other alignments due to recent reconstruction
- All other alignments have potential impacts to sewer, storm drain, telecommunications, water, and electrical utilities

Construction

- A2 Broadway would involve construction of a retaining wall and potential impacts to streets and streetscape
- A2a Broadway Design Option and A3 St. Helens options would involve construction of a retaining wall, a reconstructed plaza, and potential impacts to the streets and streetscape
- A3 St. Helens would also involve widening of the street between 7th St and 9th St
- Stadium, Broadway, and a portion of St. Helens have recent street improvements.

Consistency with Land Use Plans

- B2 Couplet not consistent with draft Hilltop Subarea Plan
- All other alignments consistent with plans

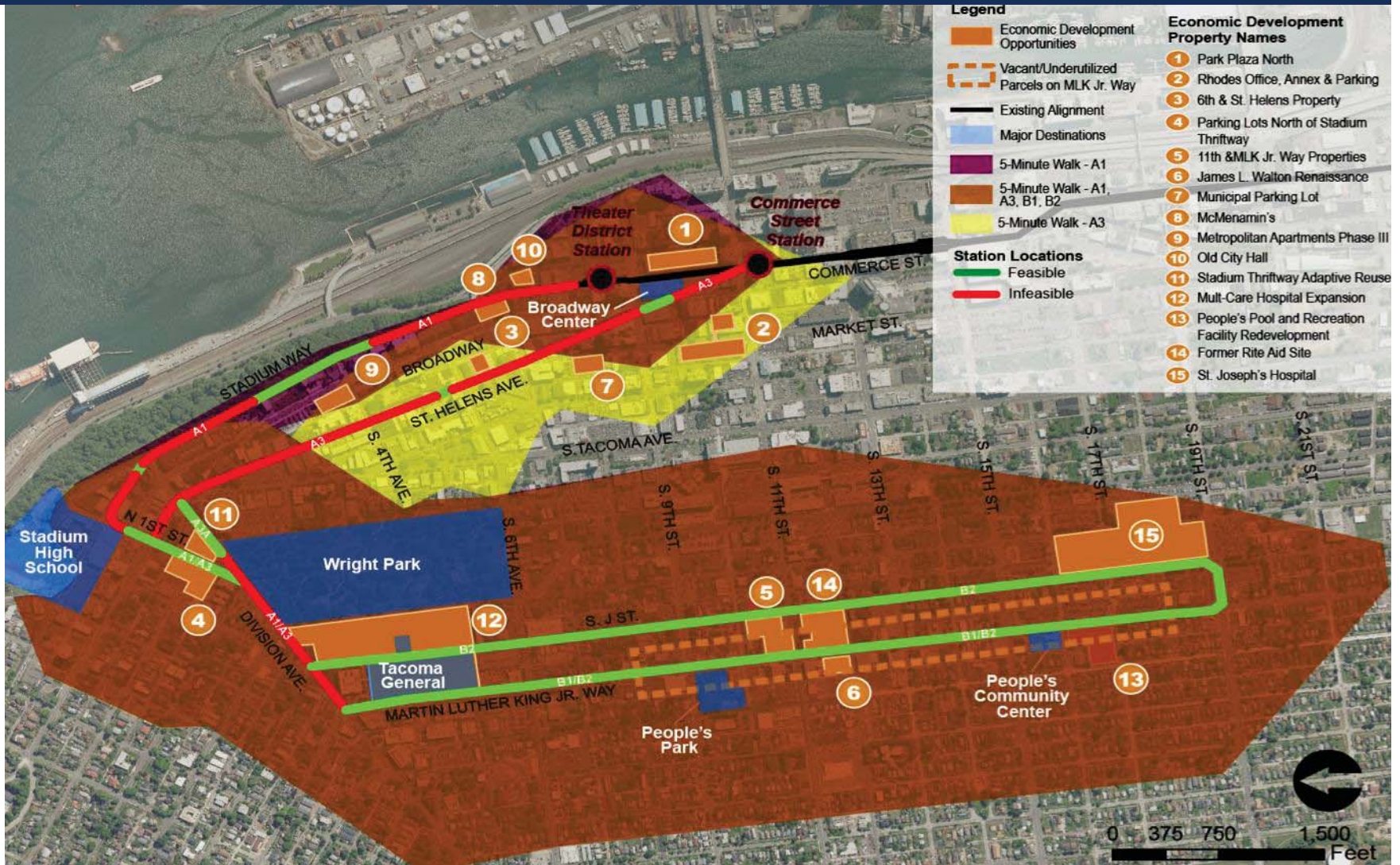


Markets and Major Destinations Served



- Transit market is considered 5-minute walk distance from potential station locations
- Actual station locations to be determined in next phase
- Potential station locations shown where grades are two percent or less

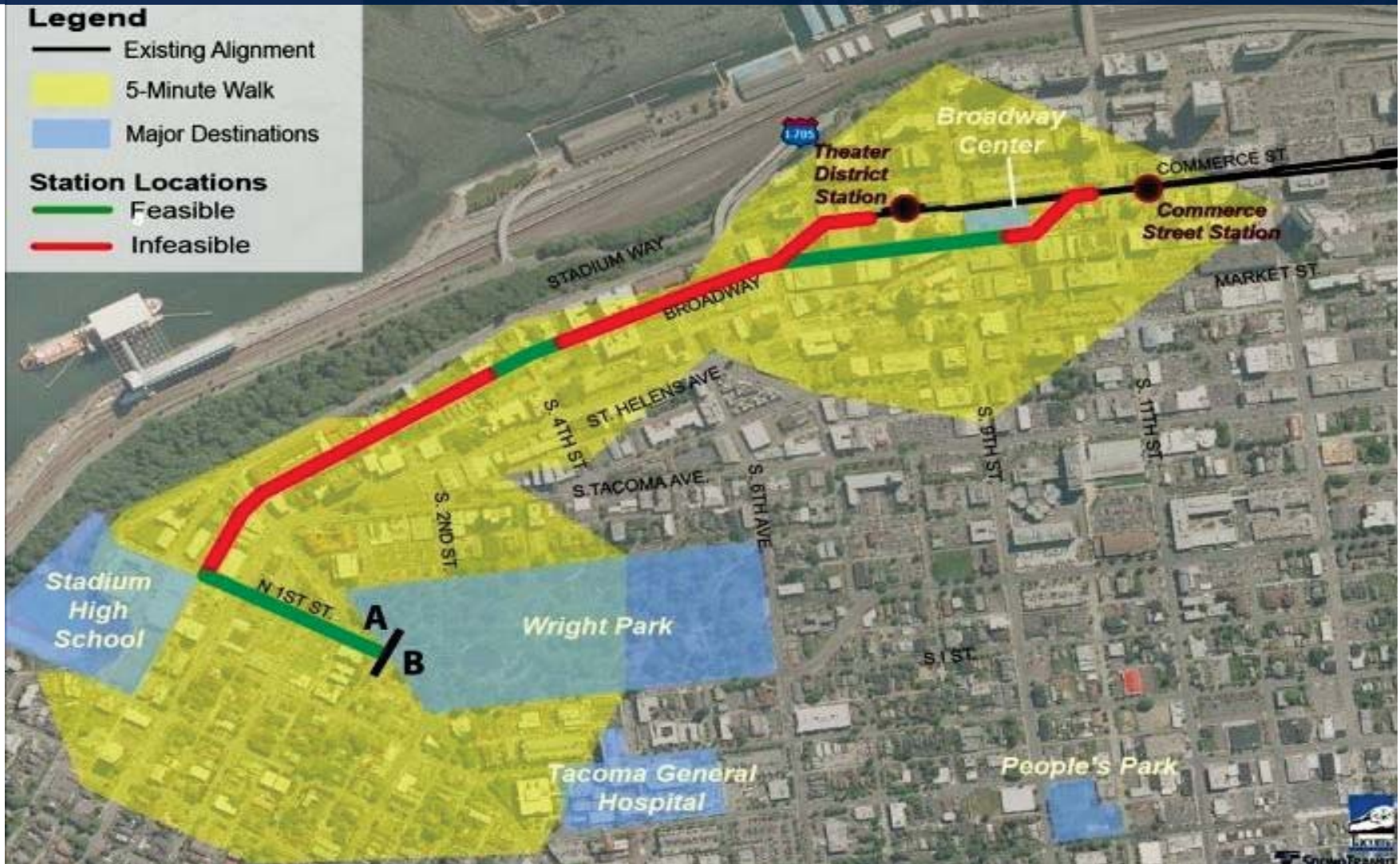
Where is your destination?



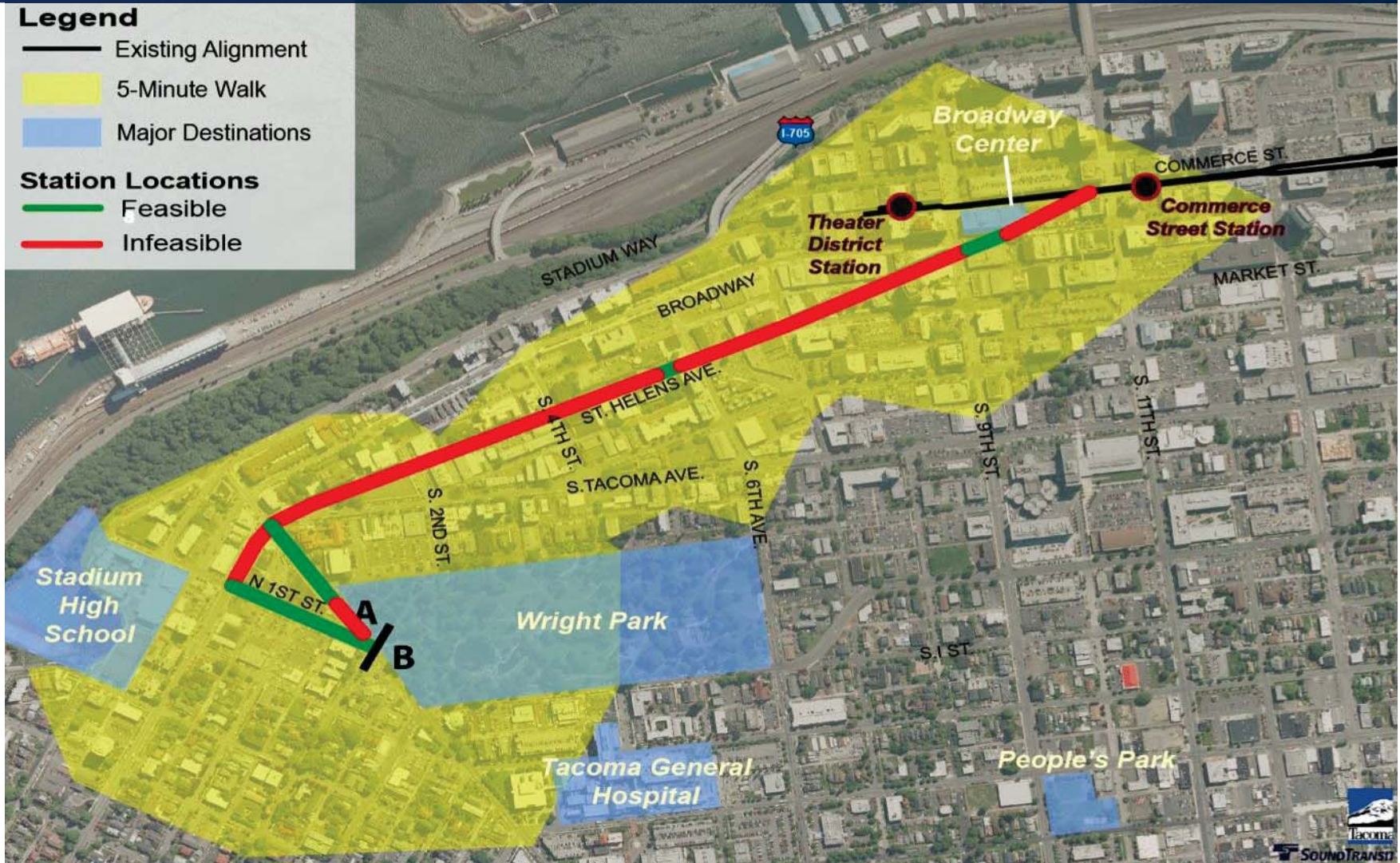
Stadium (A1): 5 minute walk distance



Broadway (A2): 5 minute walk distance



St. Helens (A3): 5 minute walk distance



Economic Development Potential

Transit-Oriented Development

“Transit oriented development (TOD) generally refers to higher-density development, with pedestrian priority, **located within easy walking distance** of a major public transit station or stop(s)”

(Transit Cooperative Research Program)

“Typically, a TOD project has the following characteristics: **planning boundaries within a quarter- to a half-mile radius of a transit facility (a comfortable walking distance)**”

(Puget Sound Regional Council)

Economic Development Potential

Methodology:

Identified potentially redevelopable parcels within the walk distances (“underutilized” parcels--ratio of current building value to land value less than 150%)

- Acres
- Percentage of parcels

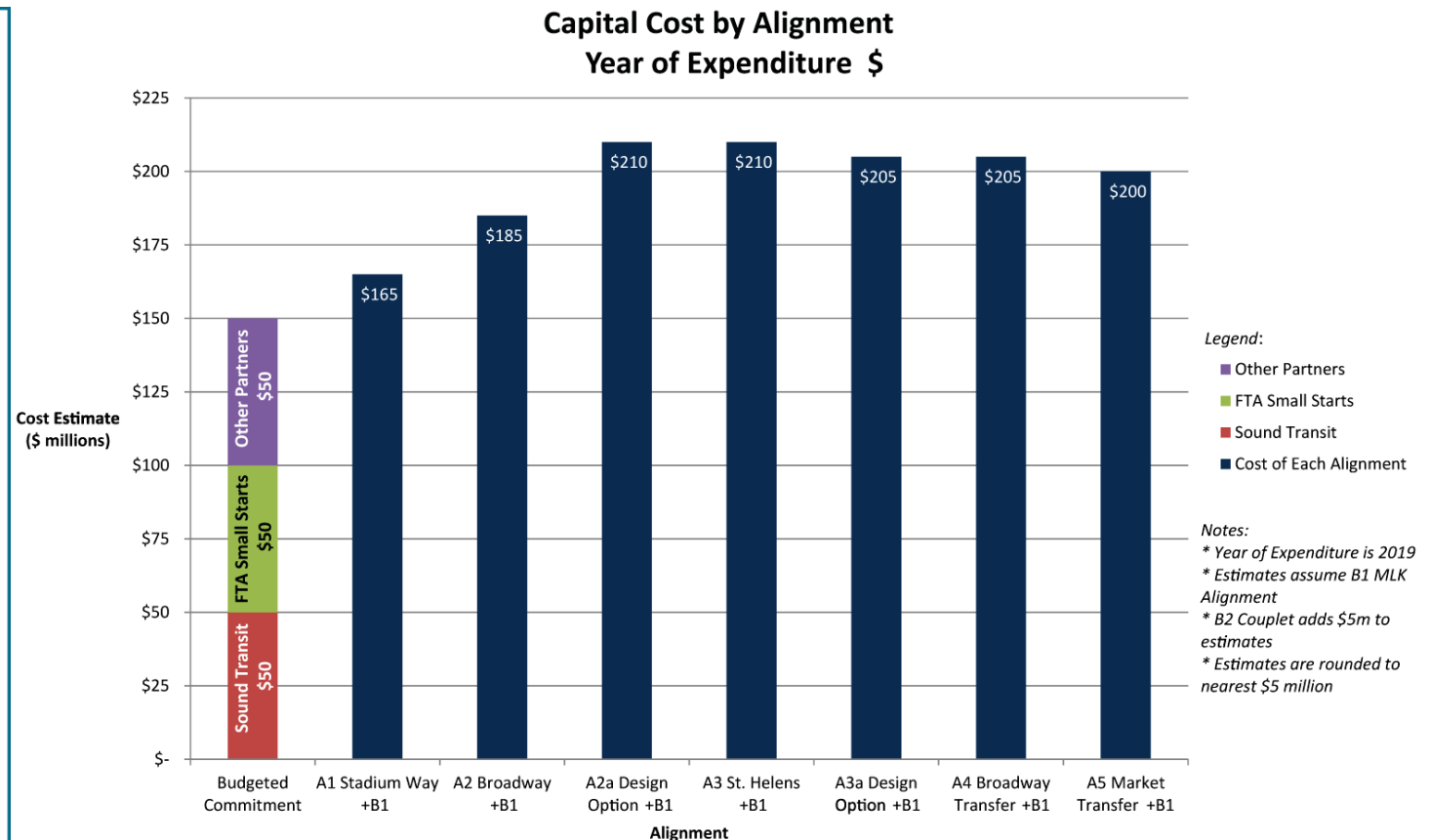


Economic Development Potential

Alignment	Total acres of redevelopable parcels	%age of redevelopable parcels
A1 Stadium Way	30	28%
A2 Broadway	39	31%
A2a Broadway with Theater Square Design Option	39	31%
A3 St. Helens	42	29%
A3a St. Helens with Division Only Design Option	42	29%
B1 MLK	88	36%
B2 MLK/J Couplet	88	36%

Capital Cost Comparison

- Sound Transit will work with the City and the community to identify a project that is the right fit for Tacoma
- During the Alternatives Analysis phase, costs were high-level estimates used to compare corridors
- Current estimates are based on 5% engineering and specific street alignments
- Budget and revenue assumptions may need to be revisited



Cost Savings Options

	A1-B1 Stadium-MLK	A2-B1 Broadway-MLK	A3-B1 St. Helens-MLK
Terminus at 19th (Baseline assumption)	\$165 million	\$185 million	\$210 million
Cost savings options Terminus at 11th	\$150 million	\$170 million	\$190 million
Terminus at 6th	\$135 million	\$155 million	\$175 million
Single Track, MLK to 19th	\$160 million	\$180 million	\$205 million
20-min. headway	\$150 million	\$170 million	\$190 million

Cost estimate considerations

- Costs are rounded to nearest \$5 million
- Costs based on year of expenditure (assuming mid-point of construction in 2019)
- B2 Couplet adds \$5 million to estimates
- All cost savings options impact ridership
20-minute headways have the most impact on ridership
- Single-track design would reduce the planned 10-minute headways to 12-15 minutes

Partnership Funding



Involving the Community

Sound Transit is looking to involve the community through:

- Neighborhood council and business district briefings
- Stakeholder Roundtable discussions
- Online survey
- Website
- Mailings, print and online ads
- Community Open House

Jan. 9, 4-7 p.m. at Stadium High School,
Auxiliary Gym



Help Shape the Future of Tacoma Link

Public Open House: Jan. 9, 4-7 p.m., Stadium High School, Auxiliary Gym

Tell us what you think:

- What are your thoughts about the evaluation results?
- Which alignments, if any, should be eliminated from further consideration?
- Which alignment(s) do you think best meet the evaluation criteria?

How to comment:

- Fill out a comment form and drop it in a comment box or mail it from home by Jan. 24
- Online: Complete an online survey at soundtransit.org/tacomalinkexpansion
- Email: erin.hunter@soundtransit.org

How to get involved:

- Sign up for the latest project updates by visiting soundtransit.org/subscribe
- Visit the project website to learn about upcoming community meetings and events soundtransit.org/tacomalinkexpansion
- Invite us to provide a briefing for your organization by contacting Erin Hunter