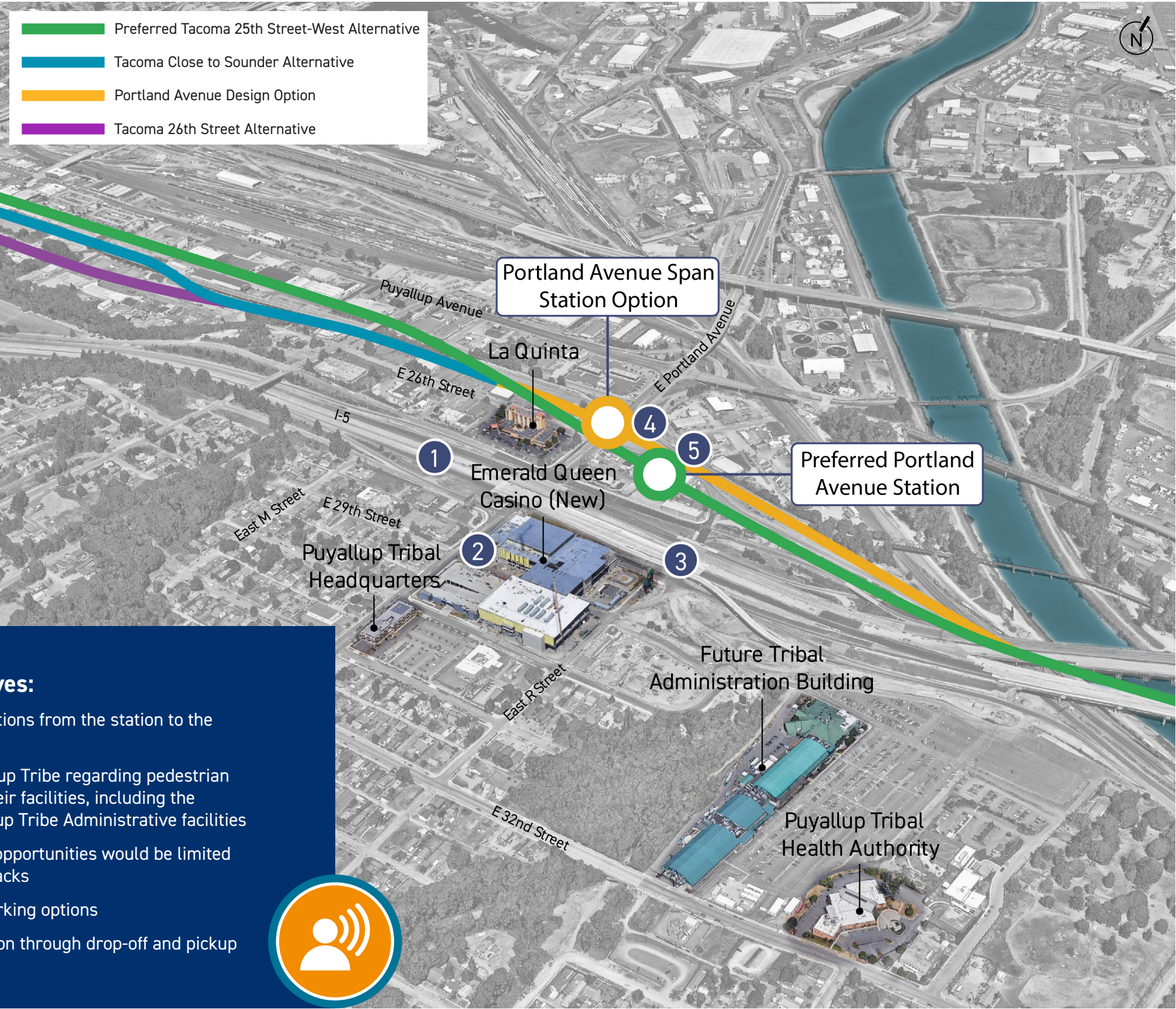


# Portland Avenue Station Area Context

The Portland Avenue station area is centered on Portland Avenue at E 26th Street in Tacoma. There is one station (Portland Avenue Station) and a design option (Portland Avenue Span Station Option) being studied. The station area is currently home to some 7,800 residents, primarily south of I-5. Also located south of I-5 is the new Emerald Queen Casino and Hotel as well as the Puyallup Tribe Headquarters. The station is located in the traditional homelands of the Puyallup Tribe and is located inside the Puyallup Tribe reservation boundary. North of I-5, the area is primarily oriented toward freight and transportation, in support of the Port of Tacoma just to the north.



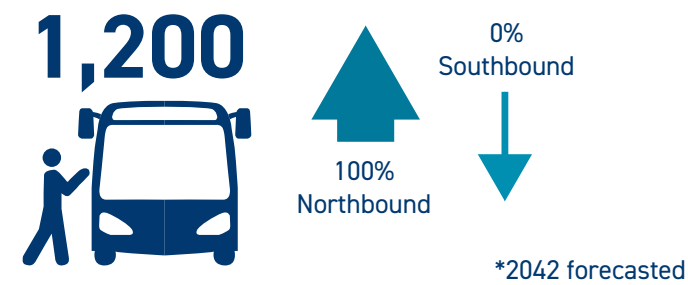
### City and Community Perspectives:

- ① Prioritize safe and reliable connections from the station to the community on the south side of I-5
- ② Coordinate closely with the Puyallup Tribe regarding pedestrian and bicycle station access from their facilities, including the Emerald Queen Casino and Puyallup Tribe Administrative facilities
- ③ Concern that future development opportunities would be limited by the proximity of I-5 and train tracks
- ④ Interest in adding more bicycle parking options
- ⑤ Consider how to optimize circulation through drop-off and pickup zones to avoid congestion

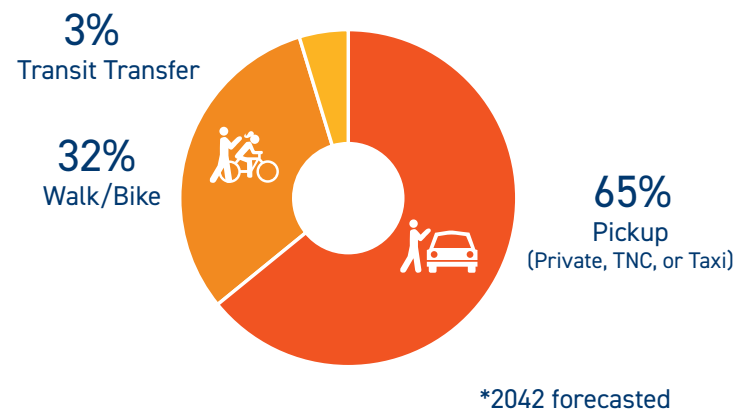


# Portland Avenue Station Area Context

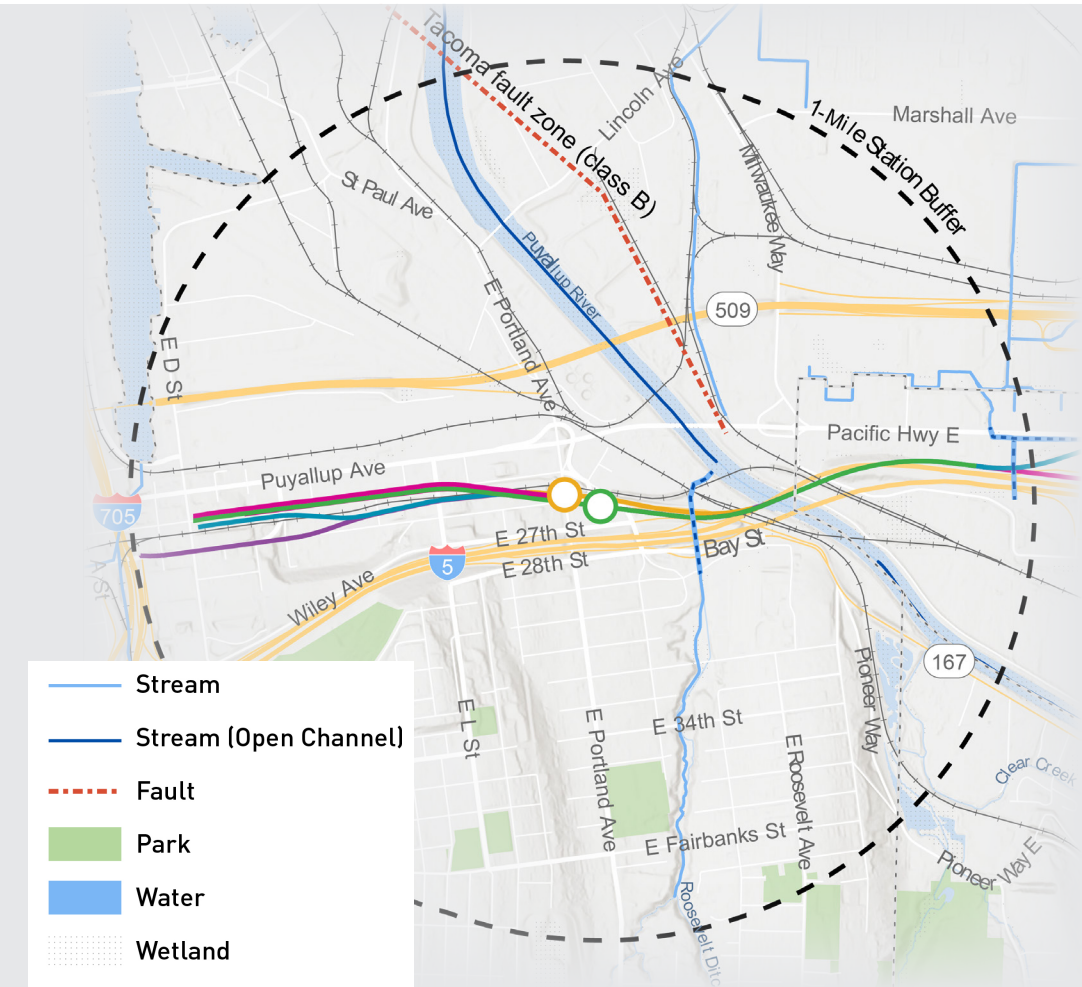
## FORECASTED DAILY STATION BOARDINGS



## FORECASTED MODE OF ACCESS



## FORECASTED LIVING AND WORKING within 1 mile of station



### Natural Context:

The Portland Avenue station area is located immediately west of the Puyallup River within the Lower Puyallup Subbasin. The elevation in this area is low before the topography rises to the west and south. The Puyallup River has been extensively altered in this area; rechanneling, levees, and other flood mitigation infrastructure were constructed during the 20th century. There is high susceptibility to seismic hazards in the station area, with high potential for liquefaction.

### Historic Context:

The Portland Avenue Station is located in the traditional territory of the Puyallup Tribe of Indians and is within the Puyallup Tribe of Indians Reservation. Several Tribal settlements were present in the vicinity of the mouth of the Puyallup River in the early 19th century. As Tacoma became a commercial and transportation hub at the end of the 19th century, the upper end of Commencement Bay was drained and filled in to support the construction of the Northern Pacific's transcontinental railroad lines and Port of Tacoma shipping infrastructure. These facilities were redeveloped and expanded throughout the 20th century as highways such as US 99 and I-5 were built and integrated into Tacoma's transportation network.



Puyallup Ave Bridge Construction (1926)  
Source: National Archives and Records Administration



Puyallup Tribal Member Robert Satiacum with Marlon Brando during a Protest (1964)  
Source: Seattle Times

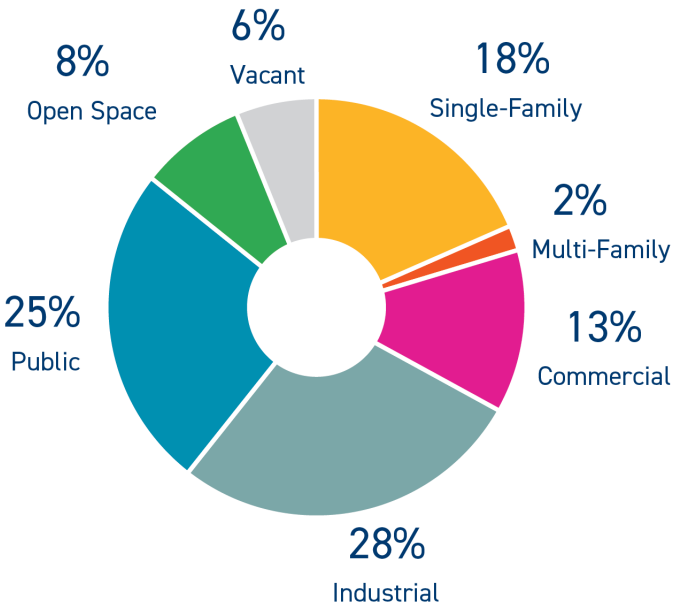
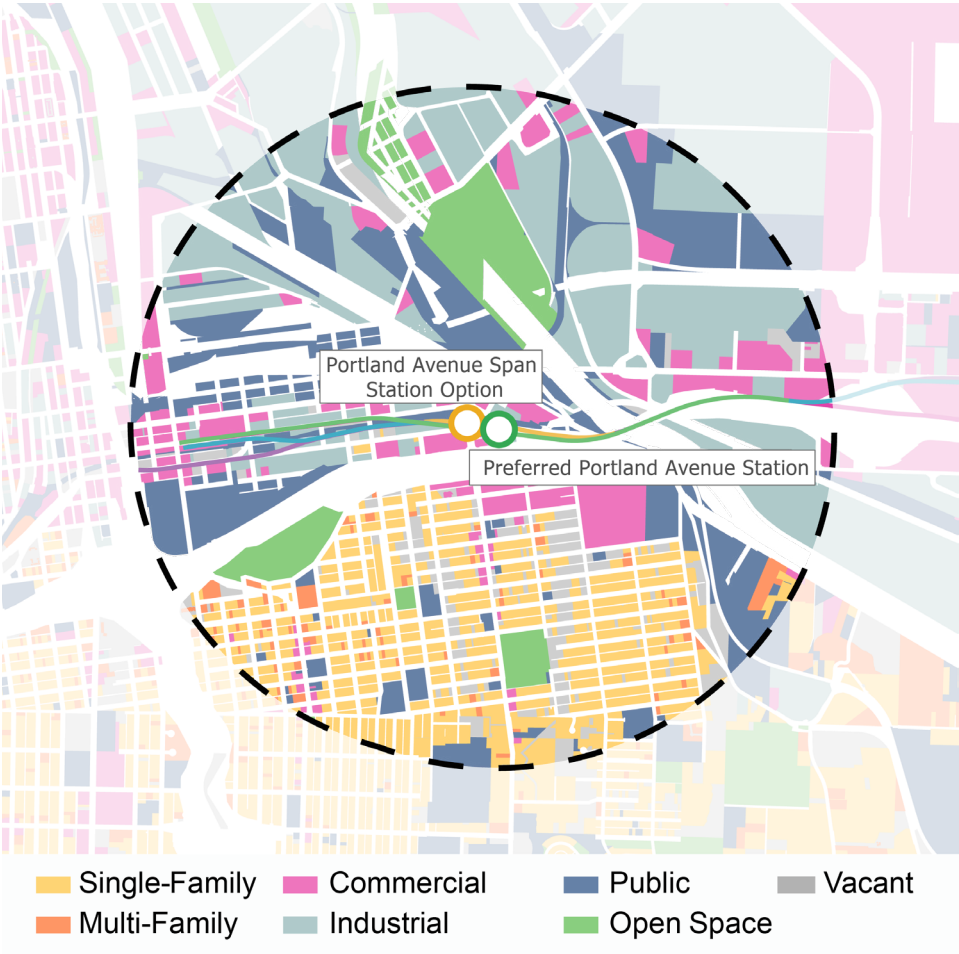
# Portland Avenue Station Area Context

## Land Use

### Land Use and Zoning Context

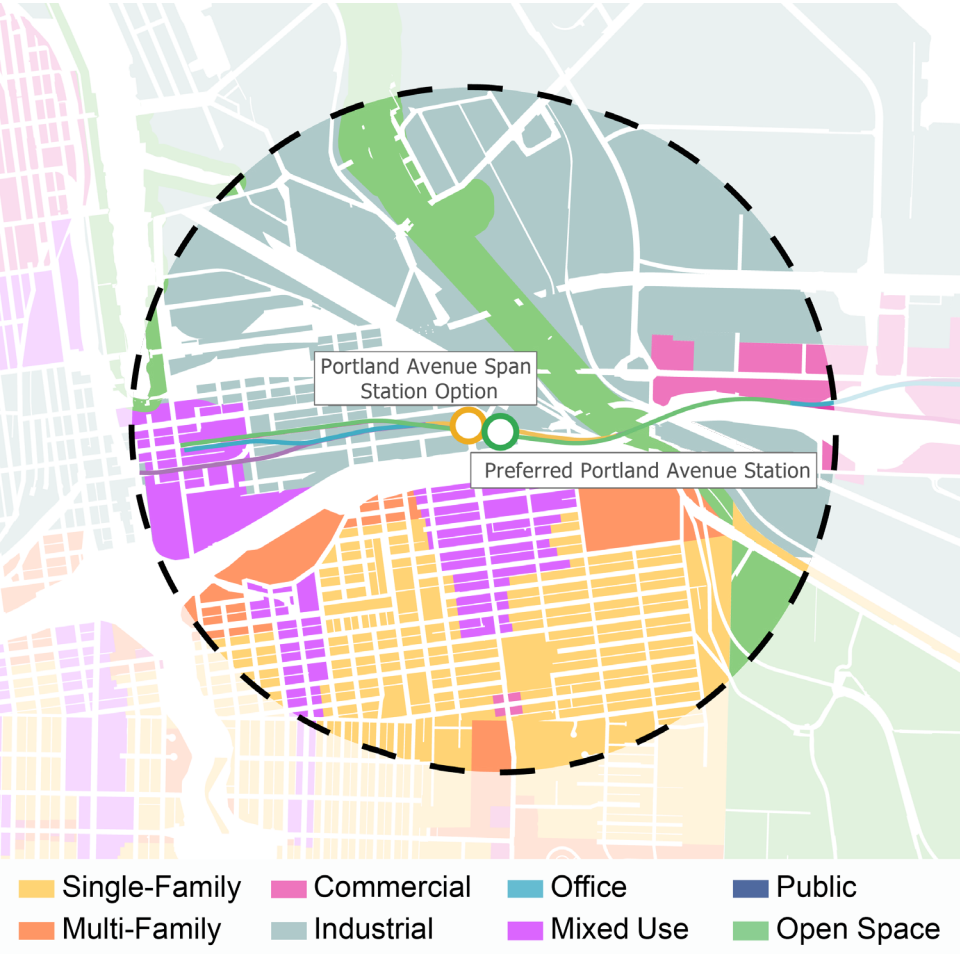
North of I-5, land uses near the station are predominantly commercial or transportation-related. The area south of I-5 is characterized by the new Emerald Queen Casino and hotel complex, along with single-family homes.

Existing Land Uses within 1 Mile



Derived from Pierce County Land Use data, 2019

Zoning within 1 Mile



### Zoning Characteristics

Zone	Allowed Uses	
Light Industrial	Light Industrial	Storage
	Warehousing	Vehicle Service & Repair
Heavy Industrial	Heavy Industrial	Storage
	Warehousing	Vehicle Service & Repair

# Portland Avenue Station

## Area Context

### Walking, Biking, and Transit Options

#### Portland Avenue Station

##### Existing Transit Service



bus stops within 1/2 mile

Service to:  
Tacoma Mall  
Downtown Tacoma  
Puyallup  
Lakewood  
Federal Way  
Salishan  
Milton  
Fife  
Edgewood

##### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk

278

sidewalk gaps

##### Bicycle Infrastructure



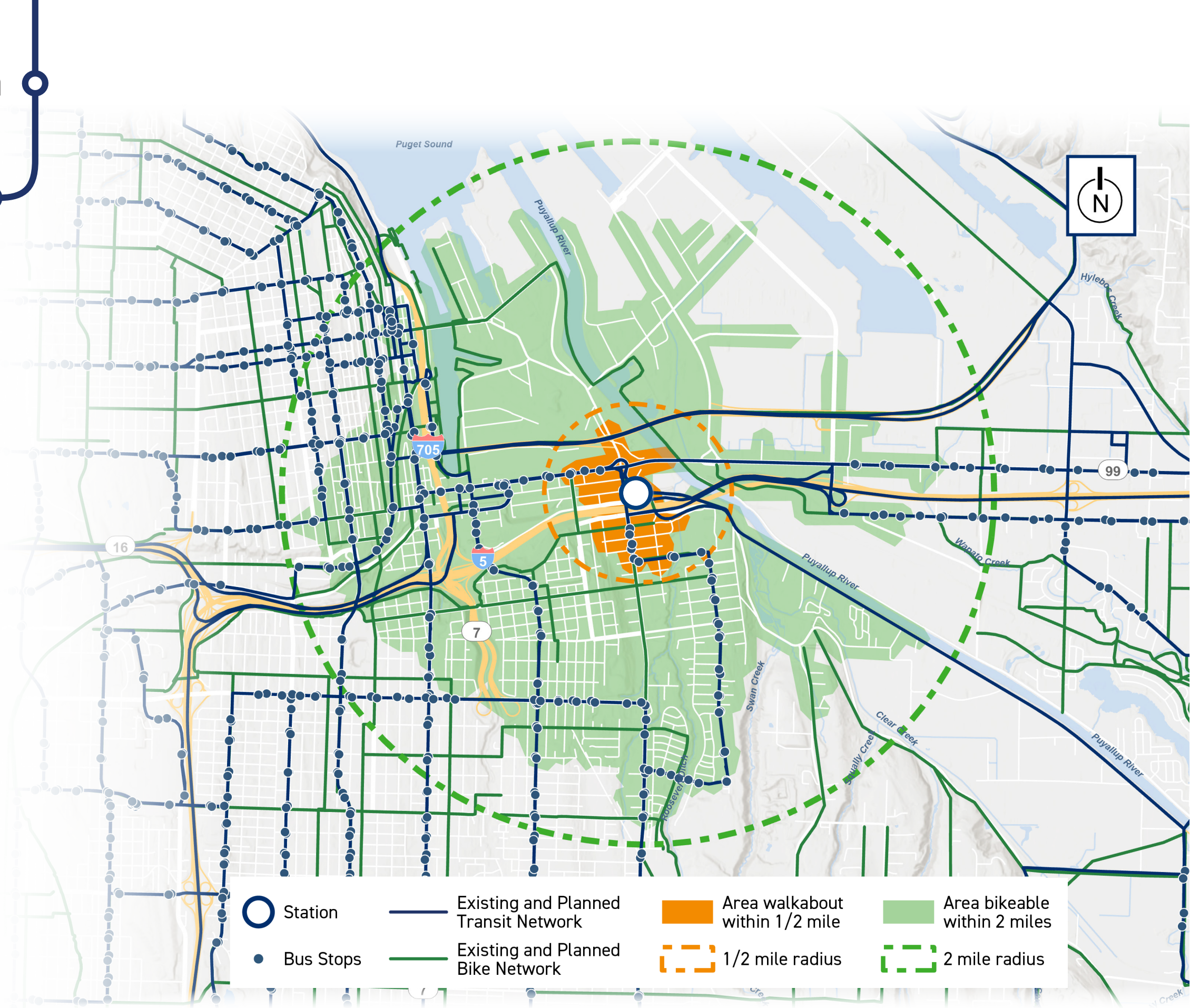
Roads with Bicycle  
Facilities  
(within 2 miles of station)

10

existing facilities

36

miles planned



"Existing" information is current as of February 2022

# Portland Avenue Station Area Context



## Nonmotorized Station Access Projects

This initial list of potential Station Access Allowance nonmotorized access projects in the Portland Avenue station area was developed by examining existing nonmotorized infrastructure near the stations and reviewing of local plans for improving and expanding these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This list is preliminary; Sound Transit will continue to coordinate with the public, jurisdictions, transit agency partners, and the Puyallup Tribe to add, remove, modify or refine projects as the TDLE project progresses. We will work with partner jurisdictions and agencies to evaluate and prioritize the projects.

With a limited amount of Station Access Allowance funds available for TDLE, the goal is to leverage Sound Transit contributions with additional funds from local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

## Intersection Projects

These projects include improvements such as modifications to or installation of curb ramps, sidewalks, median waiting islands, and crosswalks and bicycle safety improvements such as striping and signage.

- PA 1 Puyallup Avenue and E Portland Avenue Intersection Improvements

## Crossing Projects

These projects include improvements to facilitate crossings that pose a barrier, such as major roadways and highways or areas with terrain challenges.

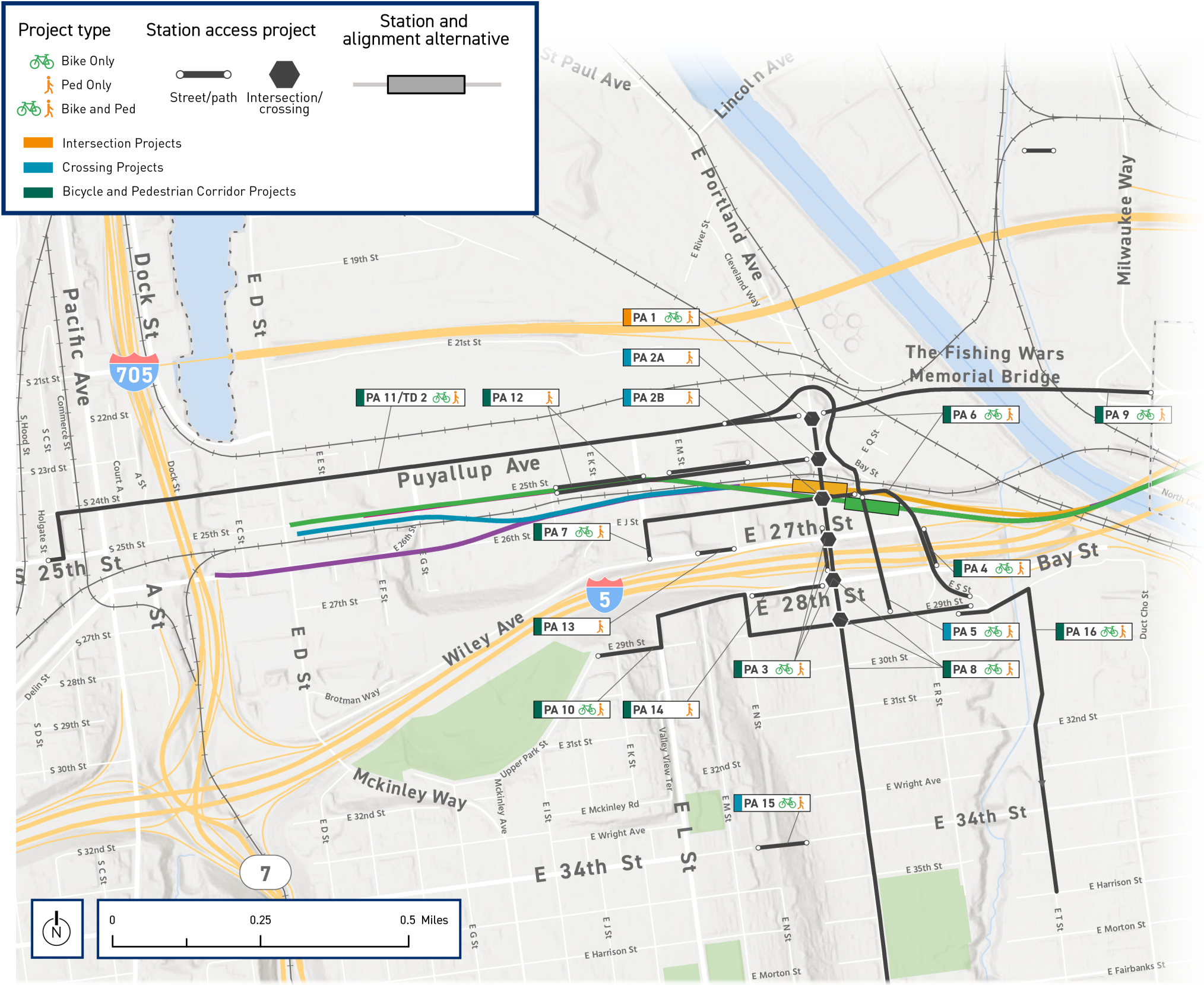
- PA 2A PA 2B Portland Avenue Crossings at E 25th Street and/or E 26th Street
- PA 5 I-5 Nonmotorized Bridge near Portland Avenue or East R Street/E Bay Street
- PA 15 E 34th Street Stairway Reconstruction between East N Street and E Portland Avenue

# Portland Avenue Station Area Context

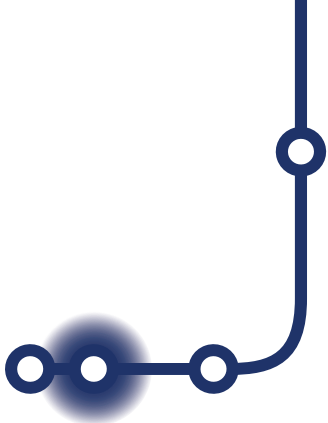
## Bicycle and Pedestrian Corridor Projects

These projects include the construction of bicycle facilities, such as bicycle lanes, and/or sidewalks.

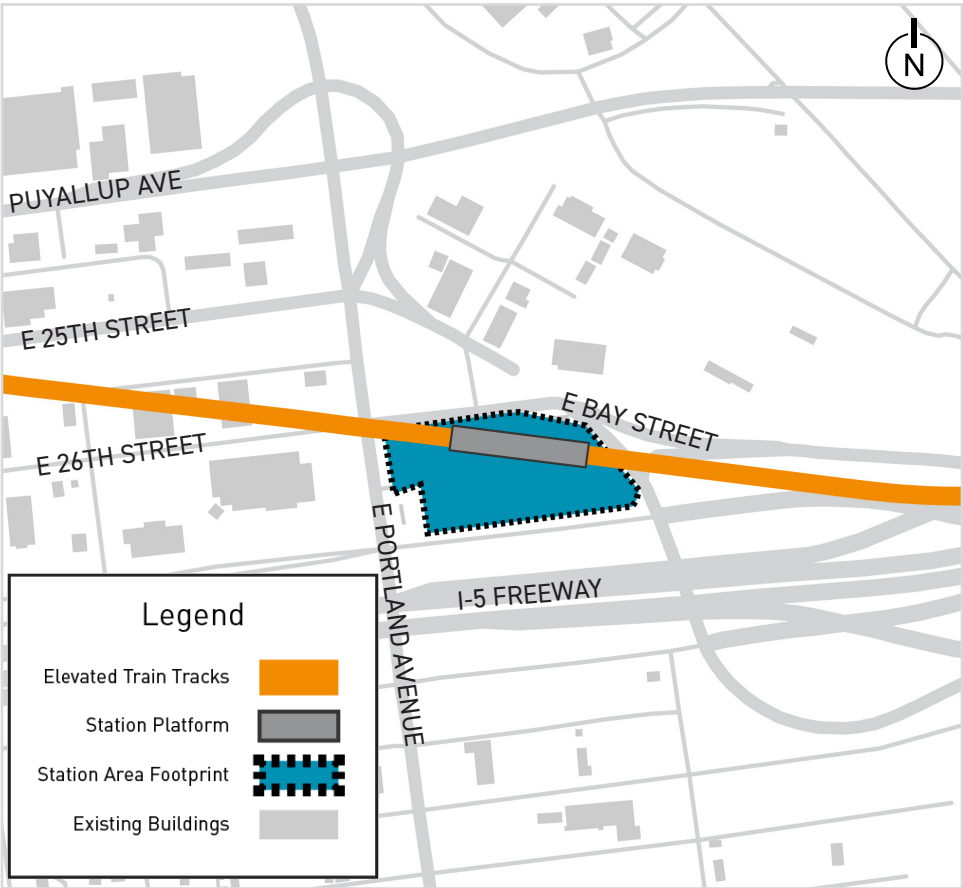
- PA 3 Portland Avenue Underpass Improvements for Pedestrians and Bicycles
- PA 4 E Bay Street Underpass Improvements for Pedestrians and Bicycles
- PA 6 Puyallup Avenue/Portland Avenue Bypass for Pedestrians and Bicycles
- PA 7 E 26th Street Improvements for Pedestrians and Bicycles
- PA 8 Portland Avenue Improvements for Pedestrians and Bicycles
- PA 9 Pacific Highway E Pedestrian and Bicycle Improvements to Connect to Fife
- PA 10 E 29th Street Improvements for Pedestrians and Bicycles
- PA 11 Puyallup Avenue Improvements for Pedestrians and Bicycles
- PA 12 E 25th Street Sidewalks
- PA 13 E 27th Street Sidewalks
- PA 14 E 28th Street Sidewalks
- PA 16 Salishan Greenway Connection between E 29th Street/East R Street to Salishan



# Portland Avenue Stations

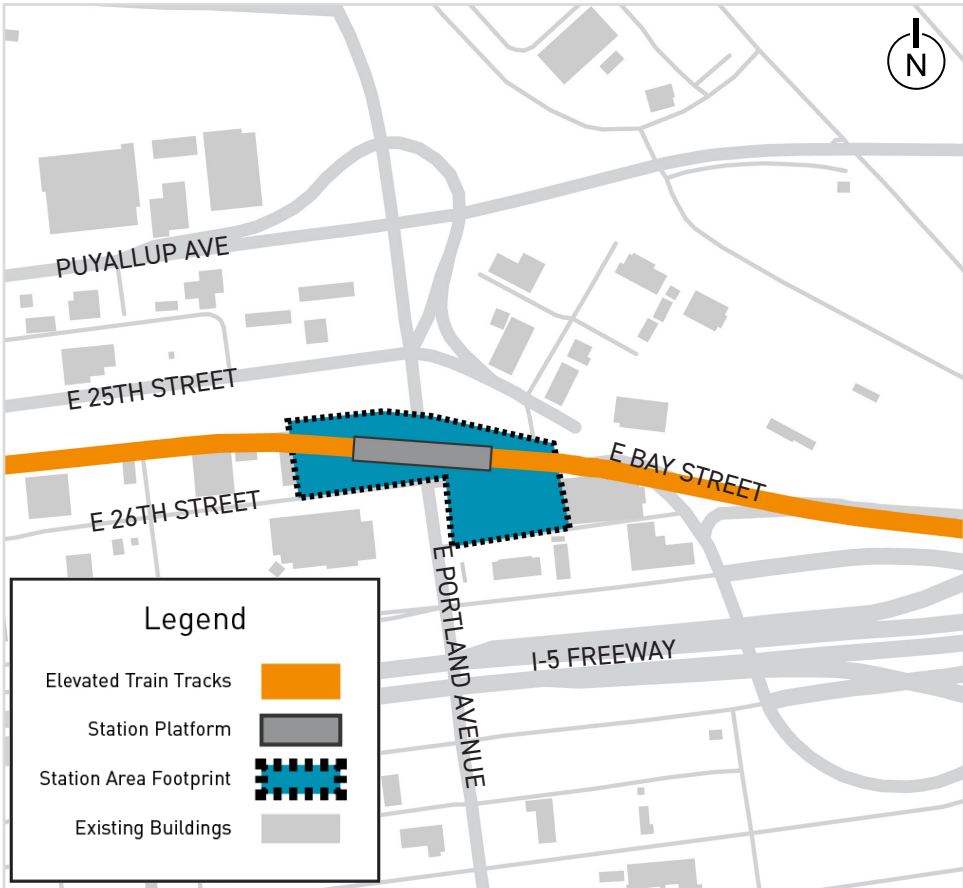


There is one station location and one station design option in the Portland Avenue station area: the Portland Avenue Station and the Portland Avenue Span Station Option, respectively.



Portland Avenue Station

The Portland Avenue Station would be located between E Portland Avenue and E Bay Street near E 26th Street. This would be an elevated station with a mezzanine and side platforms. The Portland Avenue Station is located closer to the bridge crossing over the Puyallup River compared to the Portland Avenue Span Station Option. This, along with track geometry requirements, requires that the station be configured with side platforms rather than a center platform.



Portland Avenue Span Station Option

The Portland Avenue Span Station Option would span E Portland Avenue near E 26th Street. This would be an elevated station with no mezzanine and a center platform and would have entrances on both sides of E Portland Avenue.

# Portland Avenue Stations

## Portland Avenue Station Station Context Plan

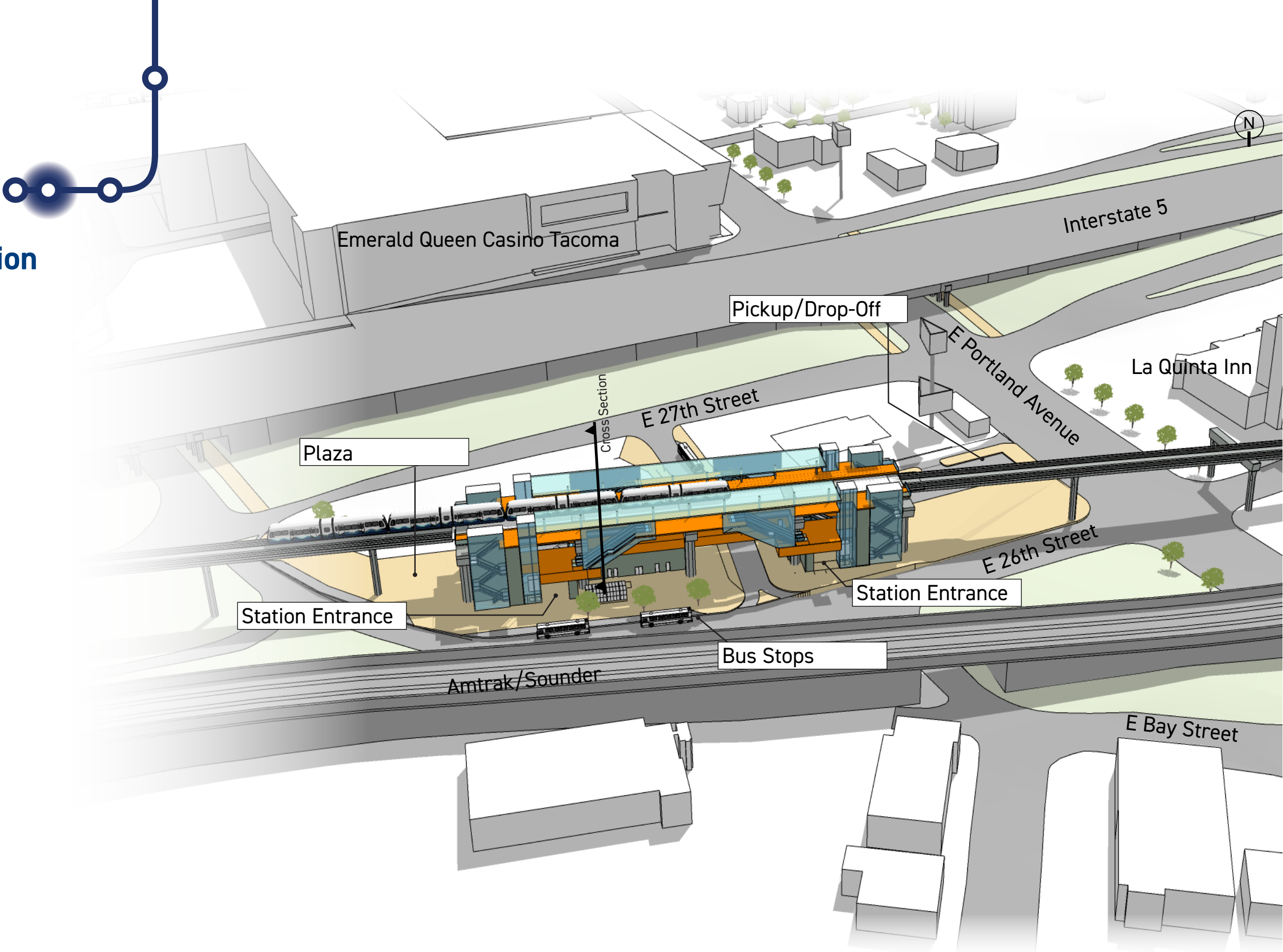
The Portland Avenue Station would be located east of the intersection of Portland Avenue and E 26th Street in Tacoma, just north of I-5 and to the west of the Puyallup River. Much of the residential population near this station is located to the south of I-5.

*Note: Funding sources for design and construction have not been committed for the bike and pedestrian bridge across I-5.*



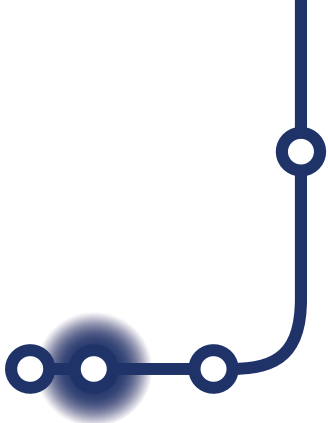
# Portland Avenue Stations

## Portland Avenue Station A Look at the Station

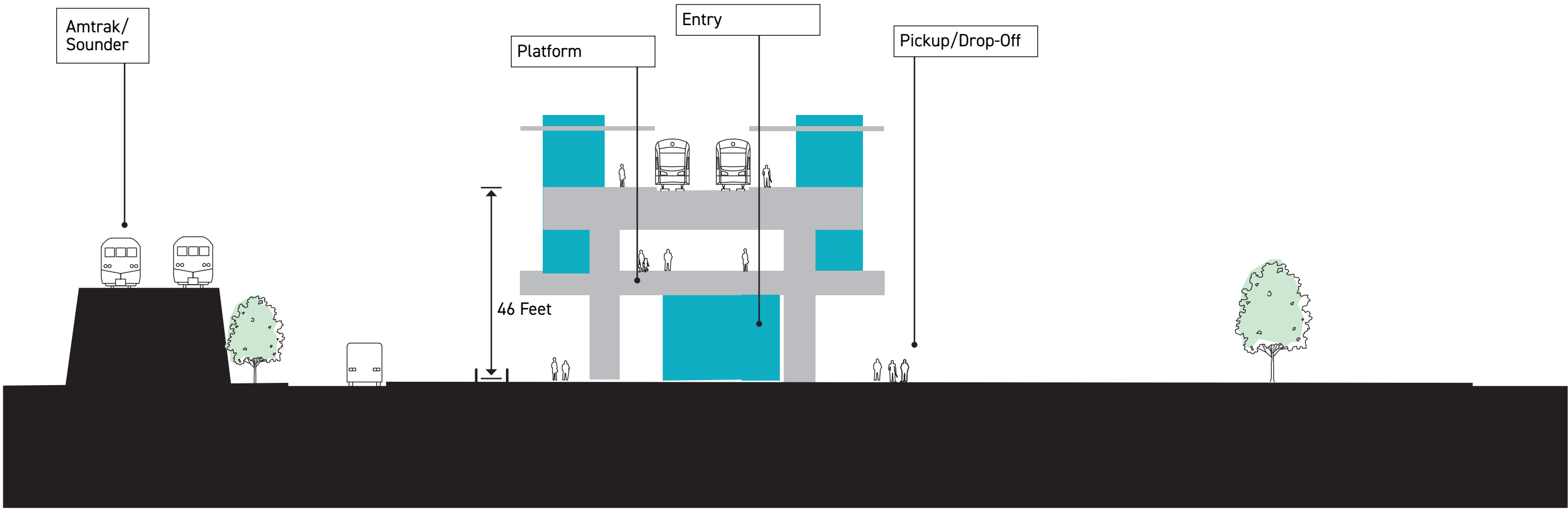


Aerial View of the Station

# Portland Avenue Stations

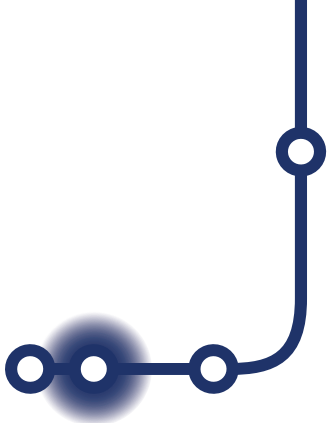


## Portland Avenue Station A Look at the Station



Station Cross Section - Looking East

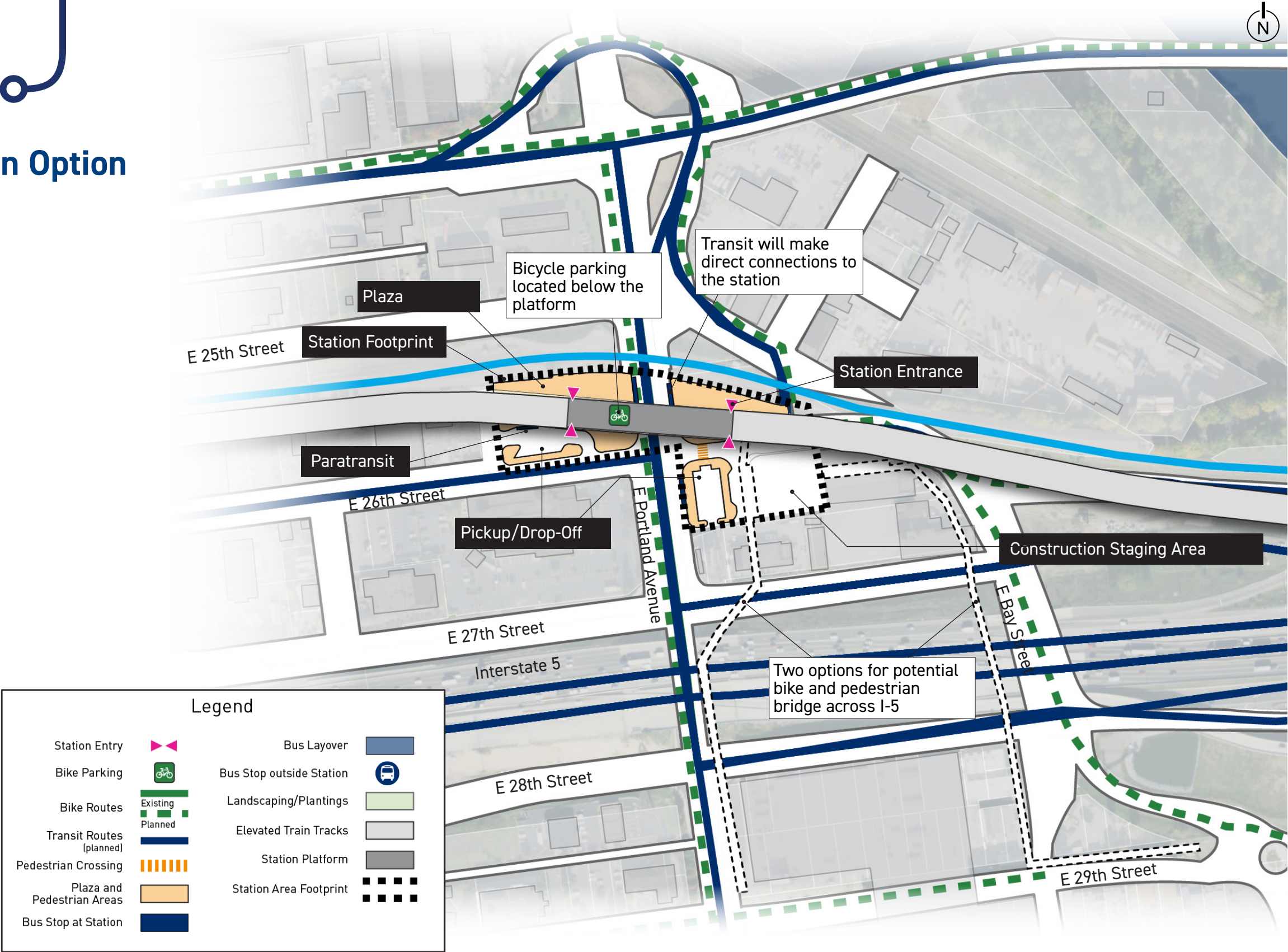
# Portland Avenue Stations



## Portland Avenue Span Station Option Station Context Plan

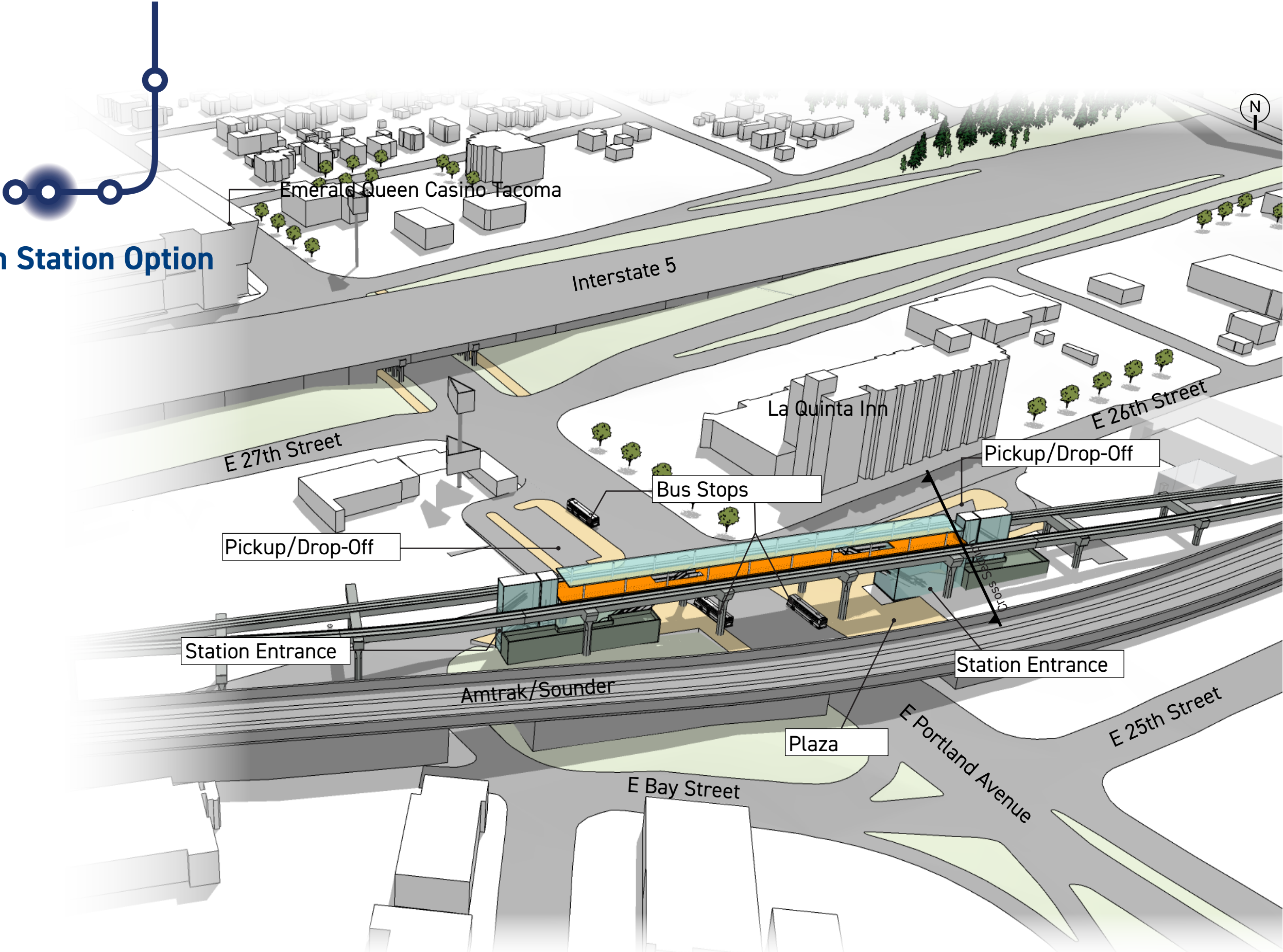
The Portland Avenue Span Station Option would be located over E Portland Avenue at E 26th Street. The Sounder/Amtrak rail trestle would border the northern edge of the station.

*Note: Funding sources for design and construction have not been committed for the bike and pedestrian bridge across I-5.*



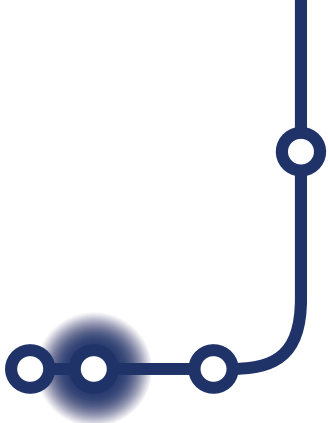
# Portland Avenue Stations

## Portland Avenue Span Station Option A Look at the Station

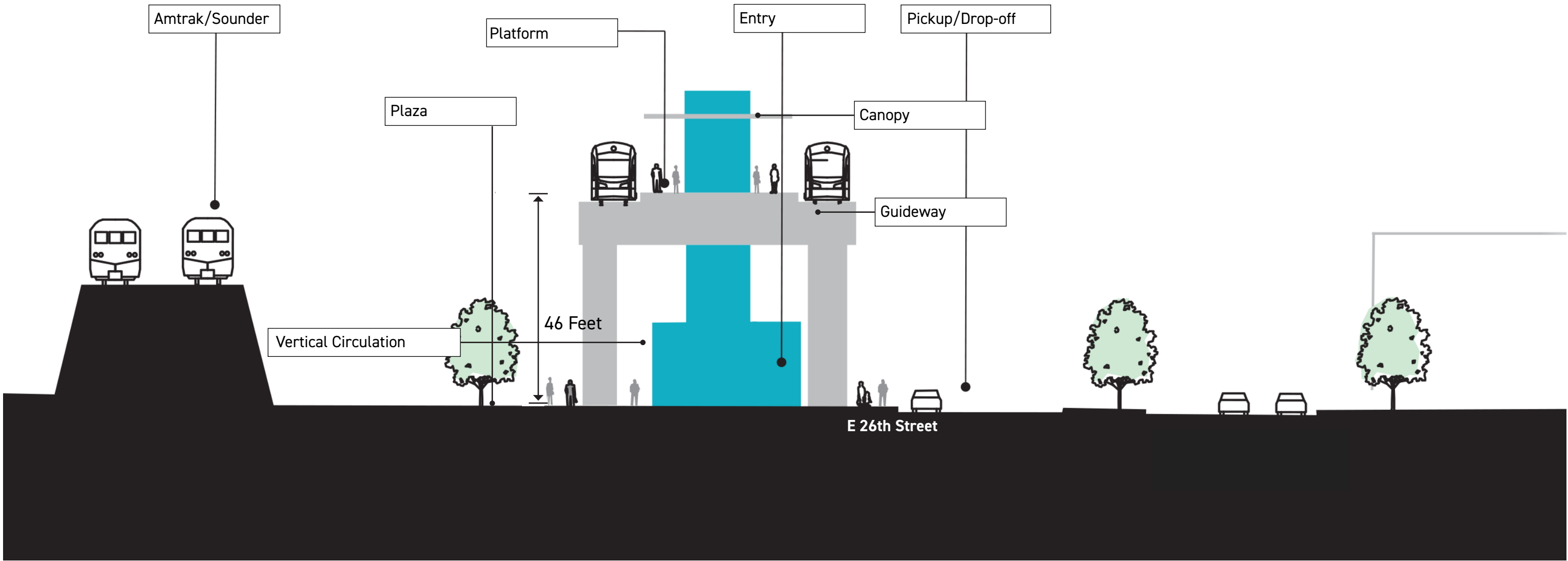


Aerial View of the Station

# Portland Avenue Stations



## Portland Avenue Span Station Option A Look at the Station



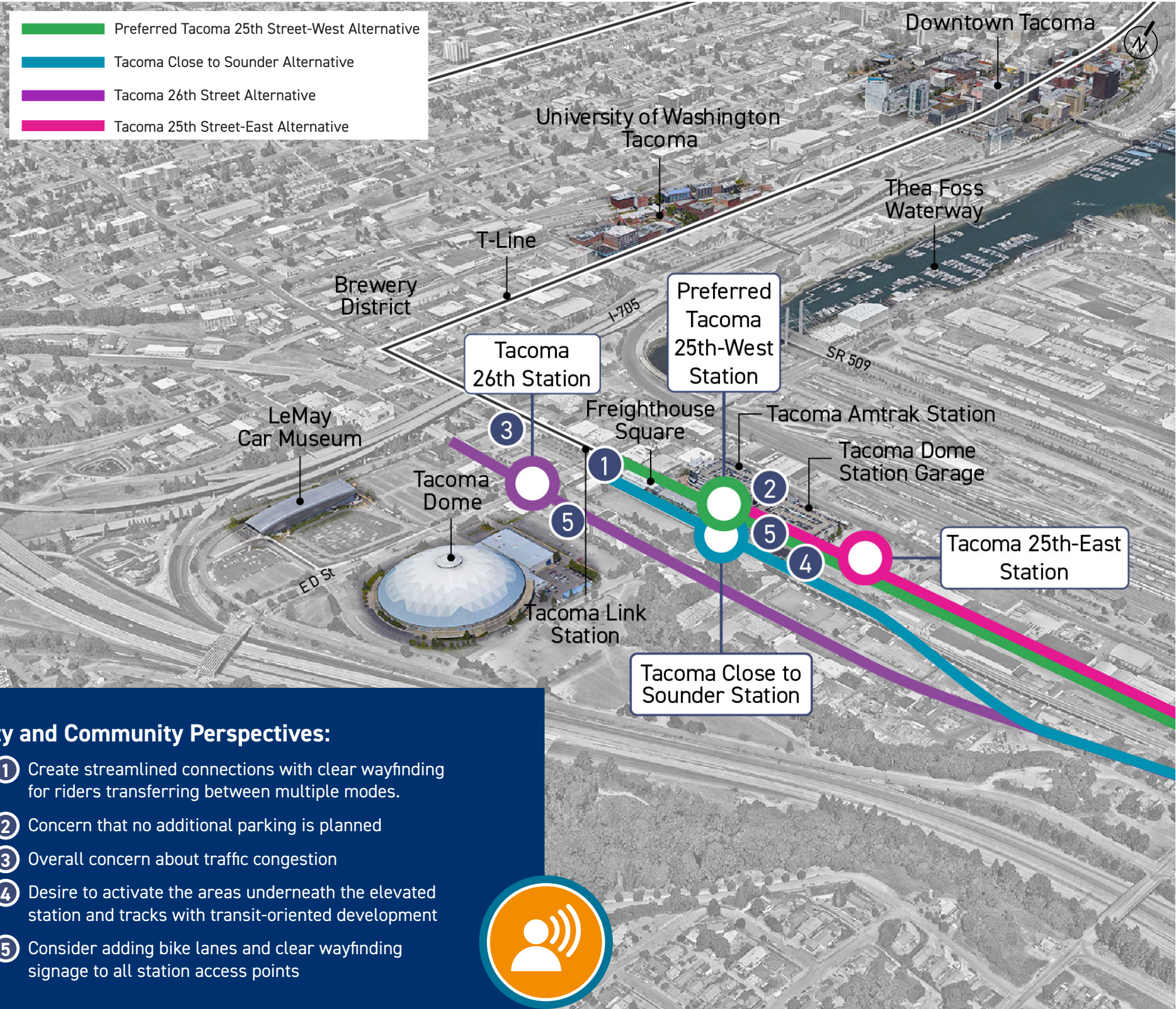
Station Cross Section - Looking East

# Tacoma Dome Station

## Area Context

The Tacoma Dome station area is centered on the existing regional transit hub near the Tacoma Link, Sounder, and Amtrak stations. There are four station locations in this station area: Tacoma 25th Street-West Station, Tacoma 25th Street-East Station, Tacoma Close to Sounder Station, and Tacoma 26th Street Station. This includes an existing 2,220 space parking garage. The station area is currently home to some 13,000 residents, and about 17,600 people work in the area. The area is situated to the southeast of the city's Downtown neighborhood, on the east side of I-705 from the Brewery District. The area is currently home to the Tacoma Dome Event Center and LeMay Car Museum, and connected to the Thea Foss Waterway to the north.

Sound Transit operates Tacoma Link light rail that connects the Tacoma Dome Station to downtown Tacoma and the Stadium and Hilltop communities. In addition, Sound Transit provides regional bus service that connects to Federal Way, Sea-Tac International Airport, Seattle, Gig Harbor and Lakewood, and commuter rail service that connects to Lakewood, Puyallup, Sumner, Auburn, Kent, Tukwila and Seattle. Amtrak and Amtrak Cascades serve the Tacoma Dome Station and provide intercity/interstate passenger rail connections. The Sounder and Amtrak passenger facilities are located within Freighthouse Square and the platforms to the south.





# Tacoma Dome Station Area Context

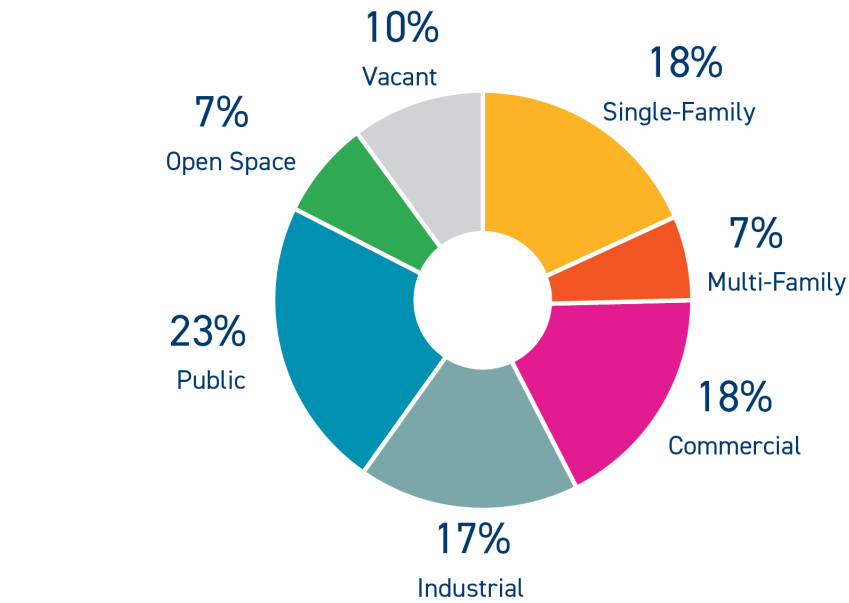
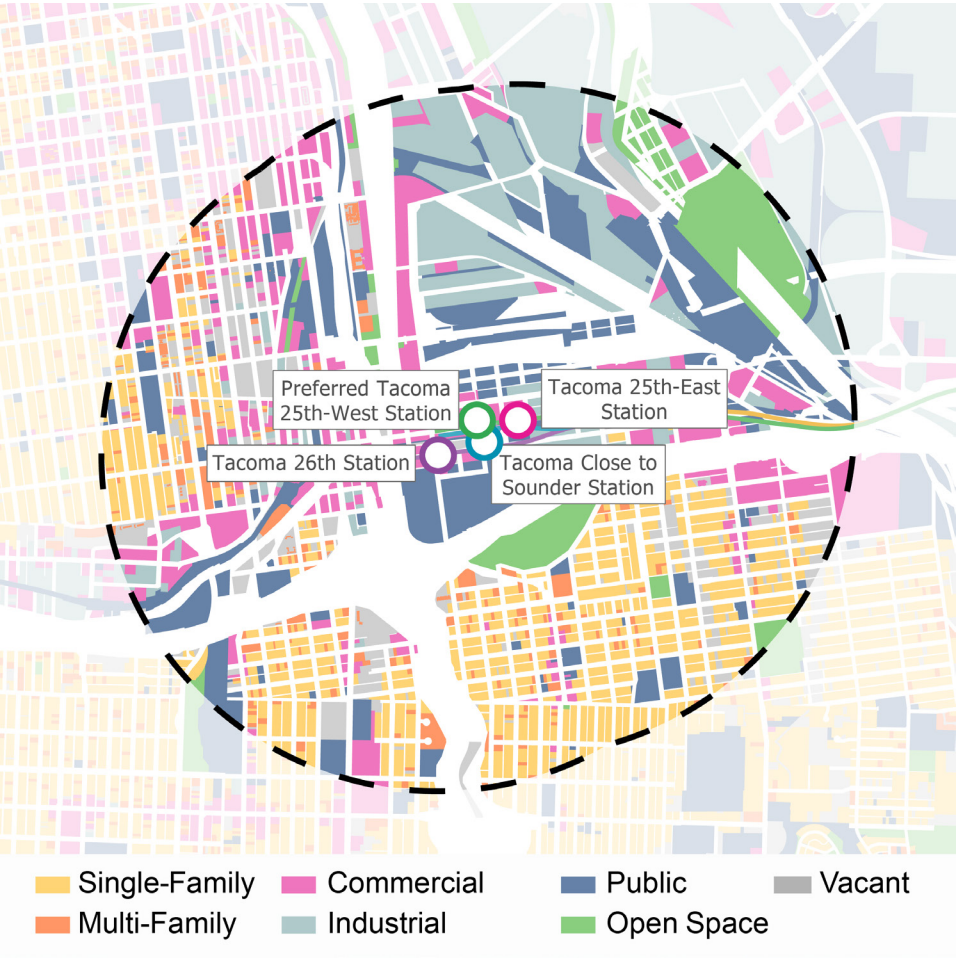
## Land Use

### Land Use and Zoning Context

The Tacoma Dome station is located in the Dome District, an area that the City of Tacoma has long planned for mixed-use development, and zoning is in place to attract these uses. The area has a mix of commercial activity, including retail, dining and entertainment establishments, and art galleries as well as some office and education uses. Close to the station locations, there is limited residential, though more is planned. The Tacoma Dome represents a major activity center for the area but also has a substantial amount of land consumed with parking lots.

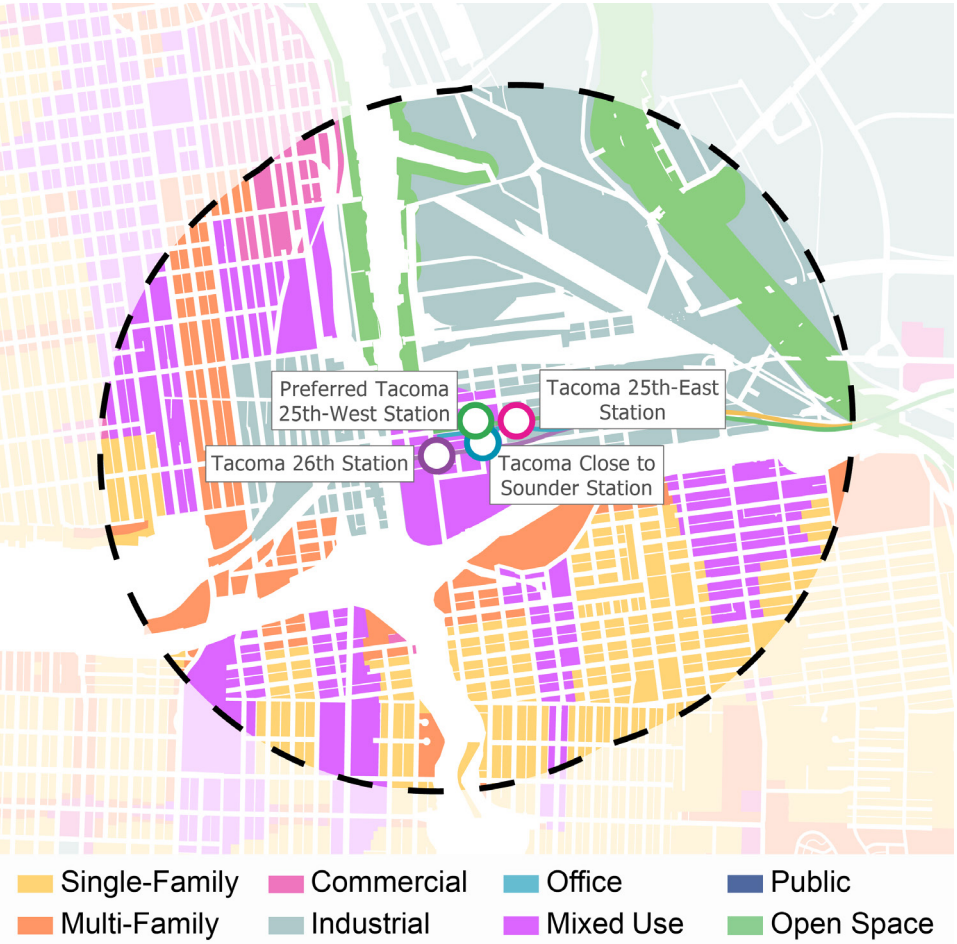
Land use is primarily lower-density, one-story, light industrial and commercial uses. The area west of the stations is beginning to shift to mixed-use residential uses (especially west of I-705).

Existing Land Uses within 1 Mile



Derived from Pierce County Land Use data, 2019

Zoning within 1 Mile



Zoning Characteristics

Zone	Allowed Uses	
Warehouse Residential	Multi-Family Dwelling Commercial	Industrial (located entirely within a building)
Downtown Mixed Use	Retail Office	Residential Industrial (located entirely within a building)
Light Industrial	Light Industrial Warehousing	Storage Vehicle Service & Repair
Heavy Industrial	Heavy Industrial Warehousing	Storage Vehicle Service & Repair

# Tacoma Dome Station Area Context

## Walking, Biking, and Transit Options

### Tacoma 25th Street-West Station

#### Existing Transit Service



bus stops within 1/2 mile

+ Sounder, Tacoma Link, Amtrack

#### Service to:

- |                 |                  |
|-----------------|------------------|
| Ruston          | Purdy            |
| Tacoma Mall     | Gig Harbor       |
| Puyallup        | Roy              |
| Downtown Tacoma | Dupont           |
| Salishan        | Lakewood         |
| Auburn          | Kitsap County    |
| Milton          | Olympia          |
| Fife            | Lacey            |
| Edgewood        | University Place |
| Parkland        | Spanaway         |

#### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk

200

sidewalk gaps

#### Bicycle Infrastructure



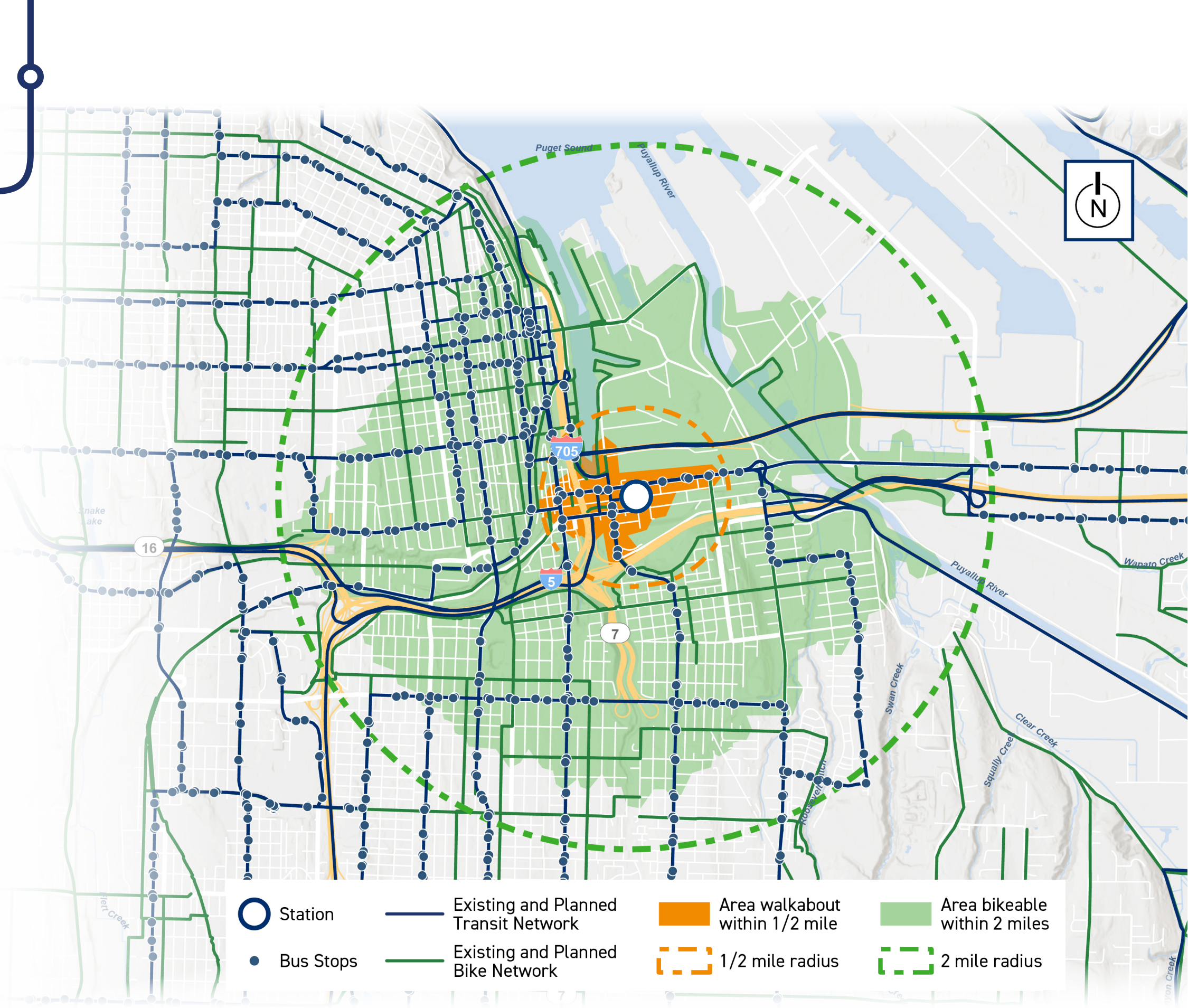
Roads with Bicycle  
Facilities  
(within 2 miles of station)



existing facilities

44

miles planned



"Existing" information is current as of February 2022

# Tacoma Dome Station Area Context

## Walking, Biking, and Transit Options

### Tacoma 25th Street-East Station

#### Existing Transit Service



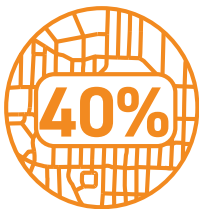
bus stops within 1/2 mile

+ Sounder, Tacoma Link, Amtrack

Service to:

Ruston	Purdy
Tacoma Mall	Gig Harbor
Puyallup	Roy
Downtown Tacoma	Dupont
Salishan	Lakewood
Auburn	Kitsap County
Milton	Olympia
Fife	Lacey
Edgewood	University Place
Parkland	Spanaway

#### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk

201

sidewalk gaps

#### Bicycle Infrastructure



Roads with Bicycle  
Facilities  
(within 2 miles of station)



existing facilities

42

miles planned

# Tacoma Dome Station Area Context

## Walking, Biking, and Transit Options

Tacoma Close to Sounder Station

### Existing Transit Service



bus stops within 1/2 mile

+ Sounder, Tacoma Link, Amtrack

Service to:

Ruston	Purdy
Tacoma Mall	Gig Harbor
Puyallup	Roy
Downtown Tacoma	Dupont
Salishan	Lakewood
Auburn	Kitsap County
Milton	Olympia
Fife	Lacey
Edgewood	University Place
Parkland	Spanaway

### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



9 miles  
existing sidewalk

206

sidewalk gaps

### Bicycle Infrastructure



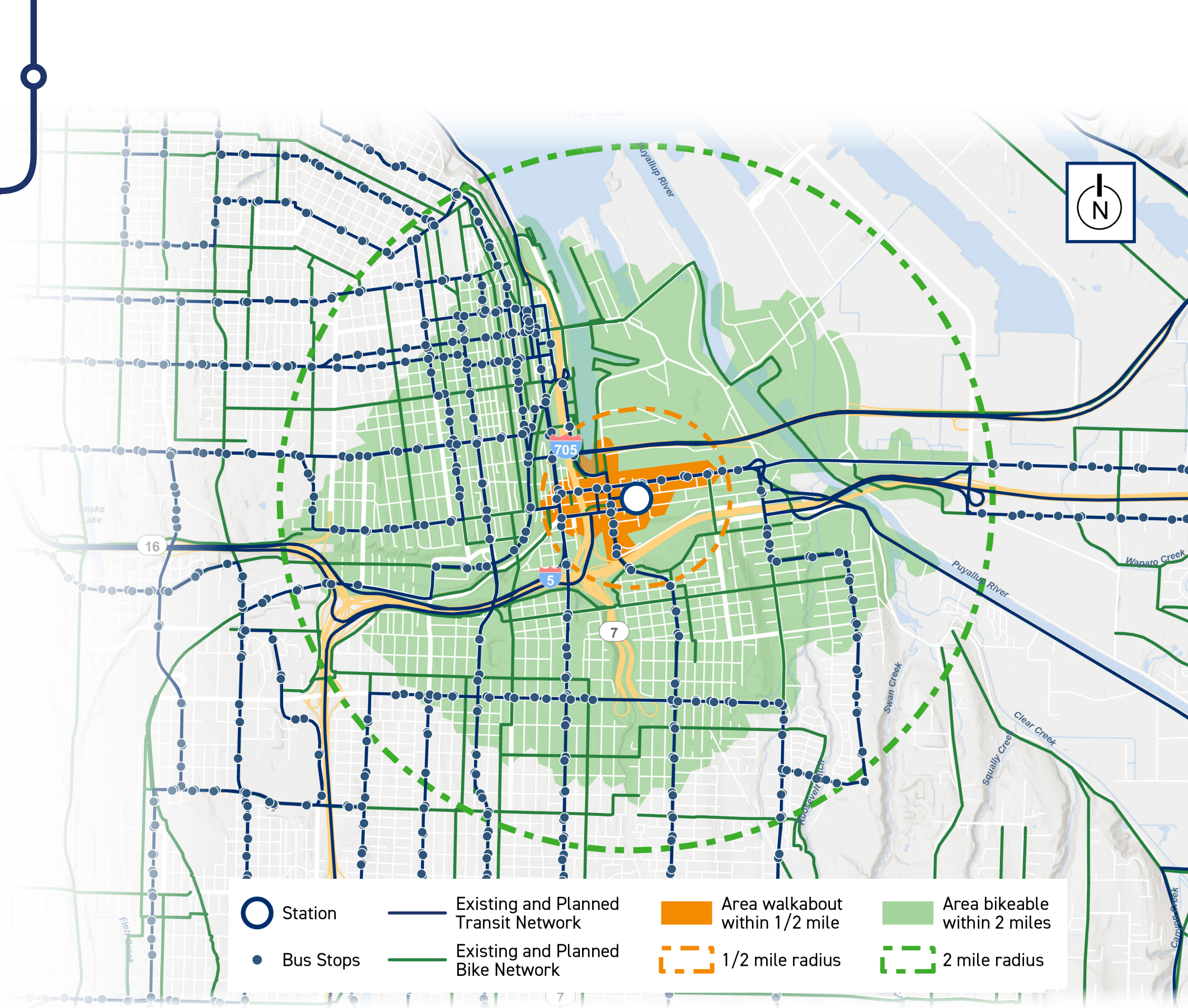
Roads with Bicycle  
Facilities  
(within 2 miles of station)



14 miles  
existing facilities

44

miles planned



"Existing" information is current as of February 2022

# Tacoma Dome Station Area Context

## Walking, Biking, and Transit Options

### Tacoma 26th Street Station

#### Existing Transit Service



bus stops within 1/2 mile

+ Sounder, Tacoma Link, Amtrack

Service to:

- |                 |                  |
|-----------------|------------------|
| Ruston          | Purdy            |
| Tacoma Mall     | Gig Harbor       |
| Puyallup        | Roy              |
| Downtown Tacoma | Dupont           |
| Salishan        | Lakewood         |
| Auburn          | Kitsap County    |
| Milton          | Olympia          |
| Fife            | Lacey            |
| Edgewood        | University Place |
| Parkland        | Spanaway         |

#### Pedestrian Infrastructure



Roads with Sidewalks  
(within 1/2 mile of station)



existing sidewalk

190

sidewalk gaps

#### Bicycle Infrastructure



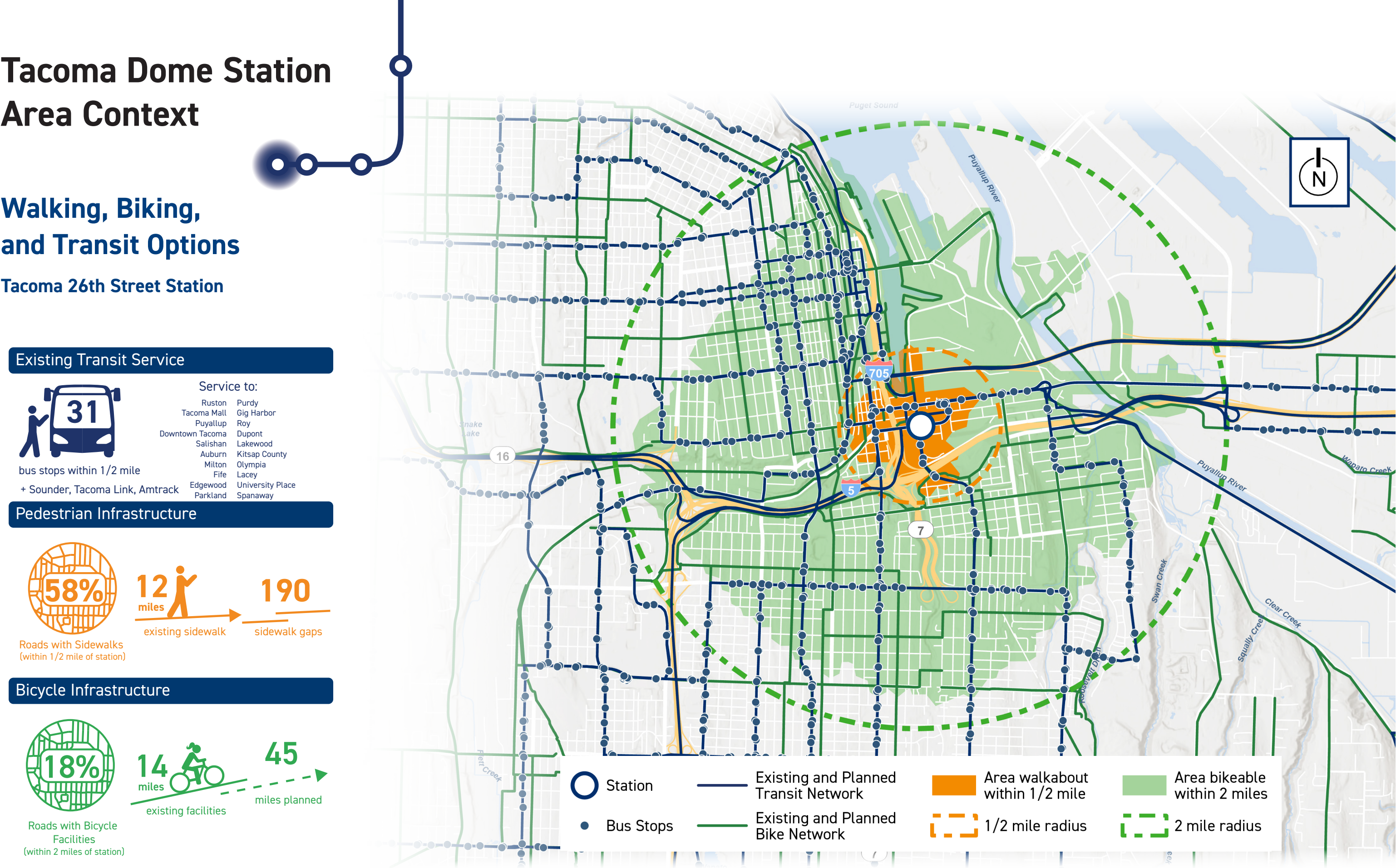
Roads with Bicycle  
Facilities  
(within 2 miles of station)



existing facilities

45

miles planned



"Existing" information is current as of February 2022

# Tacoma Dome Station Area Context



## Nonmotorized Station Access Projects

This initial list of potential Station Access Allowance nonmotorized access projects in the Tacoma Dome station area was developed by examining existing nonmotorized infrastructure near the stations and reviewing of local plans for improving and expanding these facilities. We also gathered local perspectives on these projects during our community engagement efforts.

This list is preliminary; Sound Transit will continue to coordinate with the public, jurisdictions, transit agency partners, and the Puyallup Tribe to add, remove, modify or refine projects as the TDLE project progresses. We will work with partner jurisdictions and agencies to evaluate and prioritize the projects.

With a limited amount of Station Access Allowance funds available for TDLE, the goal is to leverage Sound Transit contributions with additional funds from local, regional, state, federal, and other sources. These additional funds are anticipated to be secured by cities and other stakeholders along the light rail extension corridor, and Sound Transit will assist in this effort through coordination and partnership with them.

## Intersection Projects

These projects include improvements such as modifications to or installation of curb ramps, sidewalks, median waiting islands, and crosswalks and bicycle safety improvements such as striping and signage.

- TD 1** East D Street and E Dock Street Intersection Improvements for Pedestrians and Bicycles
- TD 5** E 26th Street and I-5 Off-Ramp Intersection Improvements

## Crossing Projects

These projects include improvements to facilitate crossings that pose a barrier, such as major roadways and highways or areas with terrain challenges.

- TD 3** Dome District Railroad Crossing Improvements
- TD 6** E 25th Street Overcrossing between the Station Platform and the Tacoma Dome Station Parking Garage

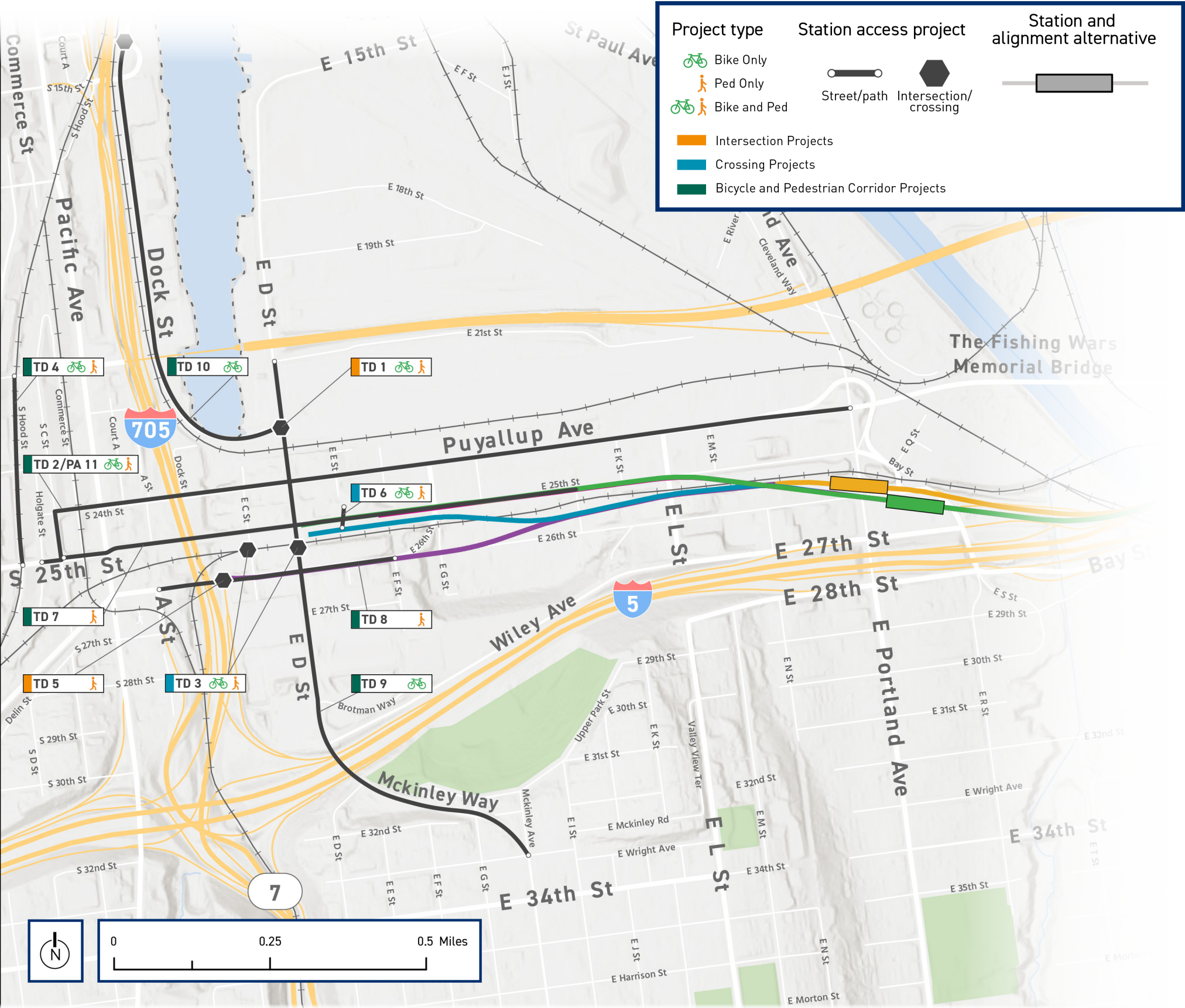
*Note: The projects included in this list are also being considered to receive Sound Transit funding through a separate process, called the Tacoma Dome Access Improvements (TDAI) project.*

# Tacoma Dome Station Area Context

## Bicycle and Pedestrian Corridor Projects

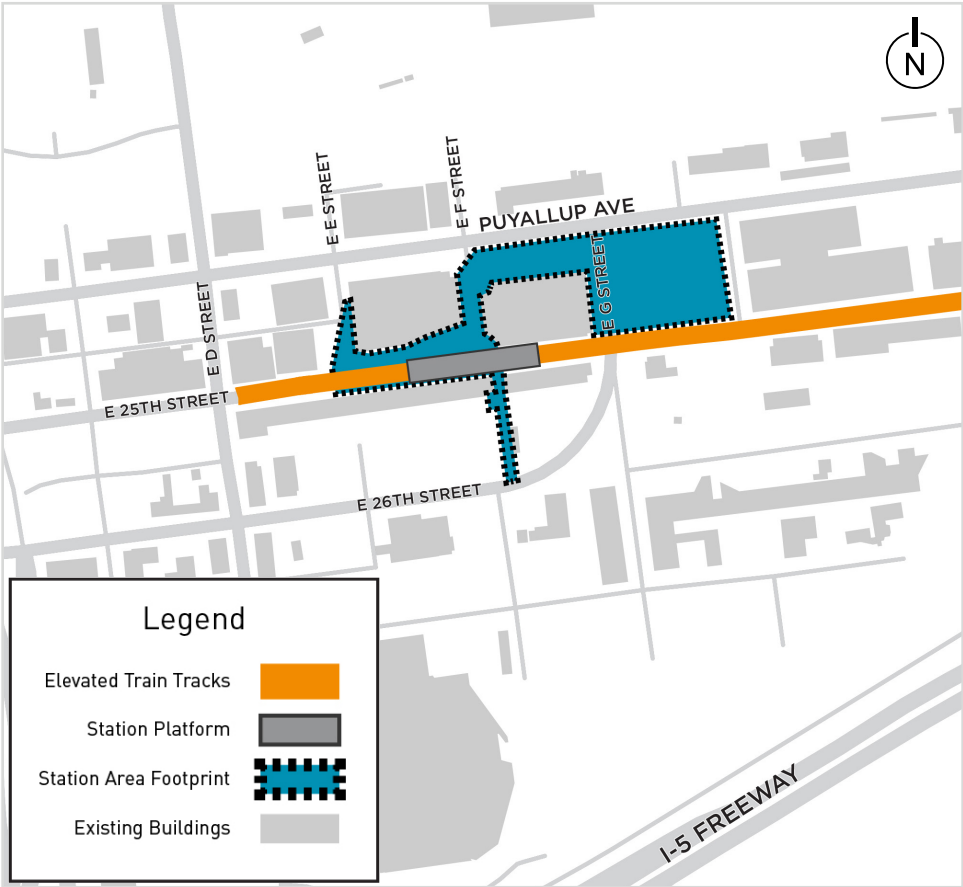
These projects include the construction of bicycle facilities, such as bicycle lanes, and/or sidewalks.

- TD 2 Puyallup Avenue Improvements for Pedestrians and Bicycles
- TD 4 Prairie Line Trail Final Phase from S 21st Street to S 25th Street
- TD 7 E 25th Street Sidewalks
- TD 8 E 26th Street Sidewalks
- TD 9 East D Street Bike Lanes between E 21st Street to Wright Avenue
- TD 10 E Dock Street Bicycle Improvements



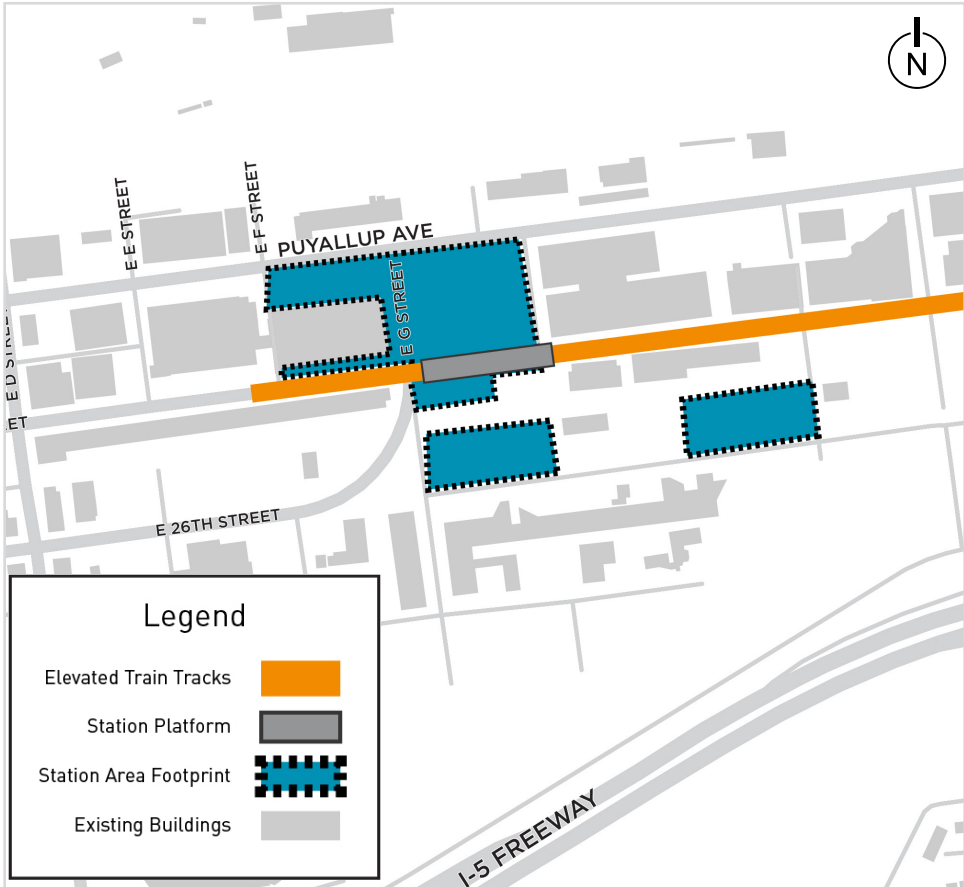
# Tacoma Dome Stations

There are four potential station locations in the Tacoma Dome station area: Tacoma 25th Street-West Station, Tacoma 25th Street-East Station, Tacoma Close to Sounder Station, and Tacoma 26th Street Station. All of the Tacoma Dome station locations would integrate with the Tacoma Dome transit center and would provide nearby transit access to the Tacoma Dome Event Center. The Tacoma Dome Station transit center is connected to downtown Tacoma and the Stadium and Hilltop communities via Tacoma Link light rail. Bus service to the Tacoma Dome station may increase, requiring new investment in either expanding or relocating the existing bus facility at Puyallup Avenue and East G Street. Each station location illustrates a different approach or location for the newly expanded facility. Potential options for active and layover bus facilities are shown beginning on page 87.



**Tacoma 25th Street-West Station**

The Tacoma 25th-West Station would be located above E 25th Street just west of East G Street. The station would be an elevated station with a mezzanine and a center platform. The existing Tacoma Dome Station Parking Garage would border the station to the north.

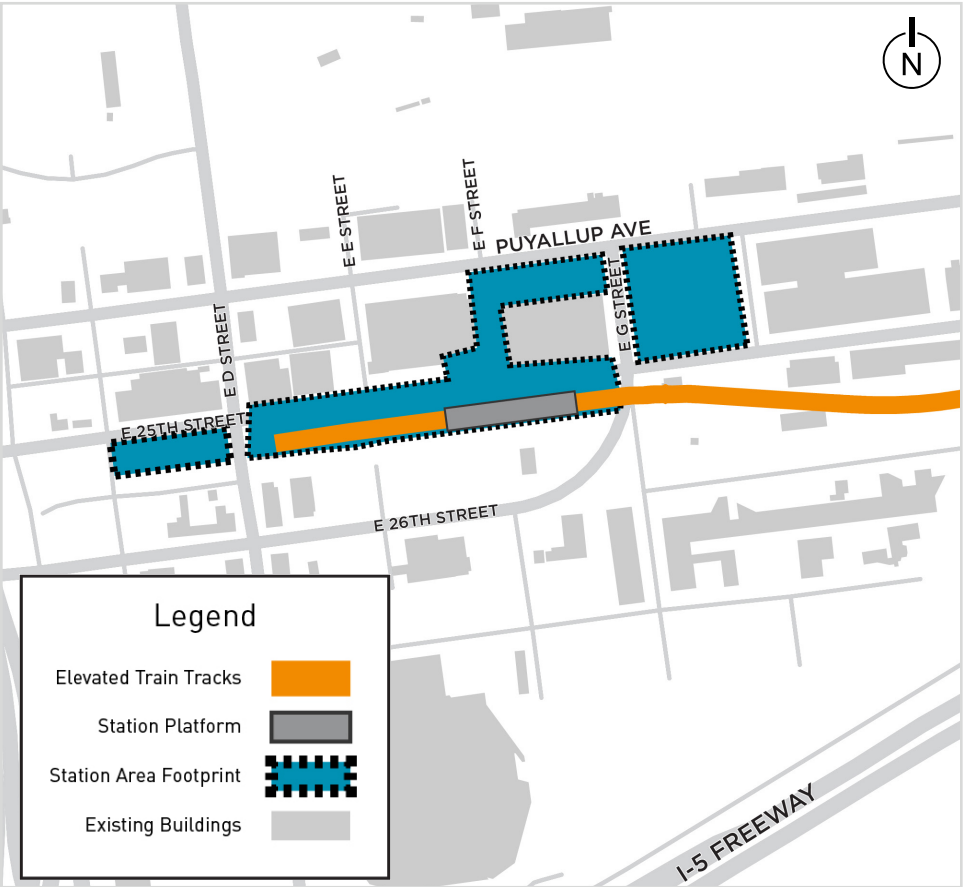


**Tacoma 25th Street-East Station**

The Tacoma 25th Street-East Station would be located above E 25th Street just east of East G Street. The station would be an elevated station with a mezzanine and a center platform. The existing Tacoma Dome Station Parking Garage would border the station to the west.

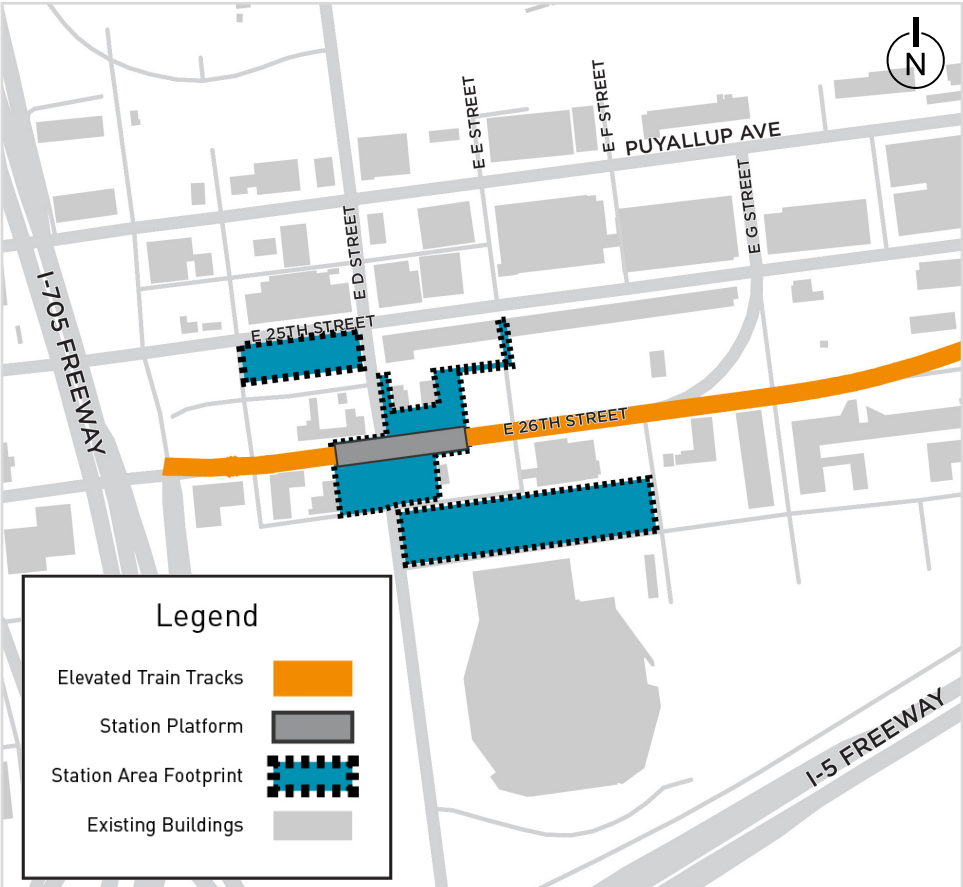
*Note that the station area footprint includes all potential construction staging areas as well as space needed to accommodate parking.*

# Tacoma Dome Stations



**Tacoma Close to Sounder Station**

The Tacoma Close to Sounder Station would be located where Freighthouse Square is located, to the south of E 25th Street. The station would be an elevated station with a mezzanine and a center platform. The existing Tacoma Dome Station parking garage would border the station to the north.



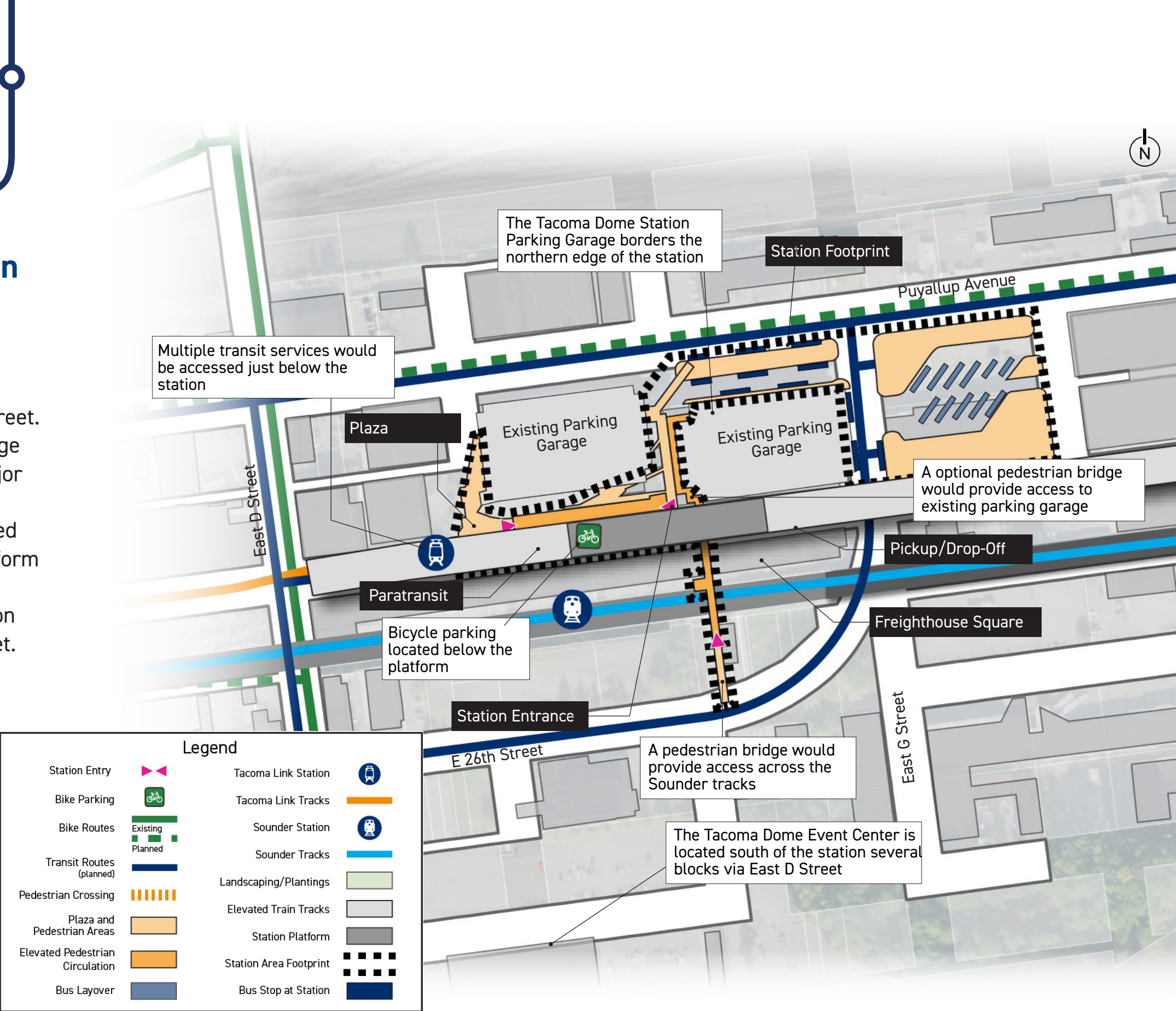
**Tacoma 26th Street Station**

The Tacoma 26th Street Station would be located above E 26th Street at the intersection of East D Street. Station entrances would be located on either side of East D Street. The station would be an elevated station with a mezzanine and a center platform. The station would be connected to the Sounder/Amtrak train platforms and to 25th Street E via a pedestrian bridge.

# Tacoma Dome Stations

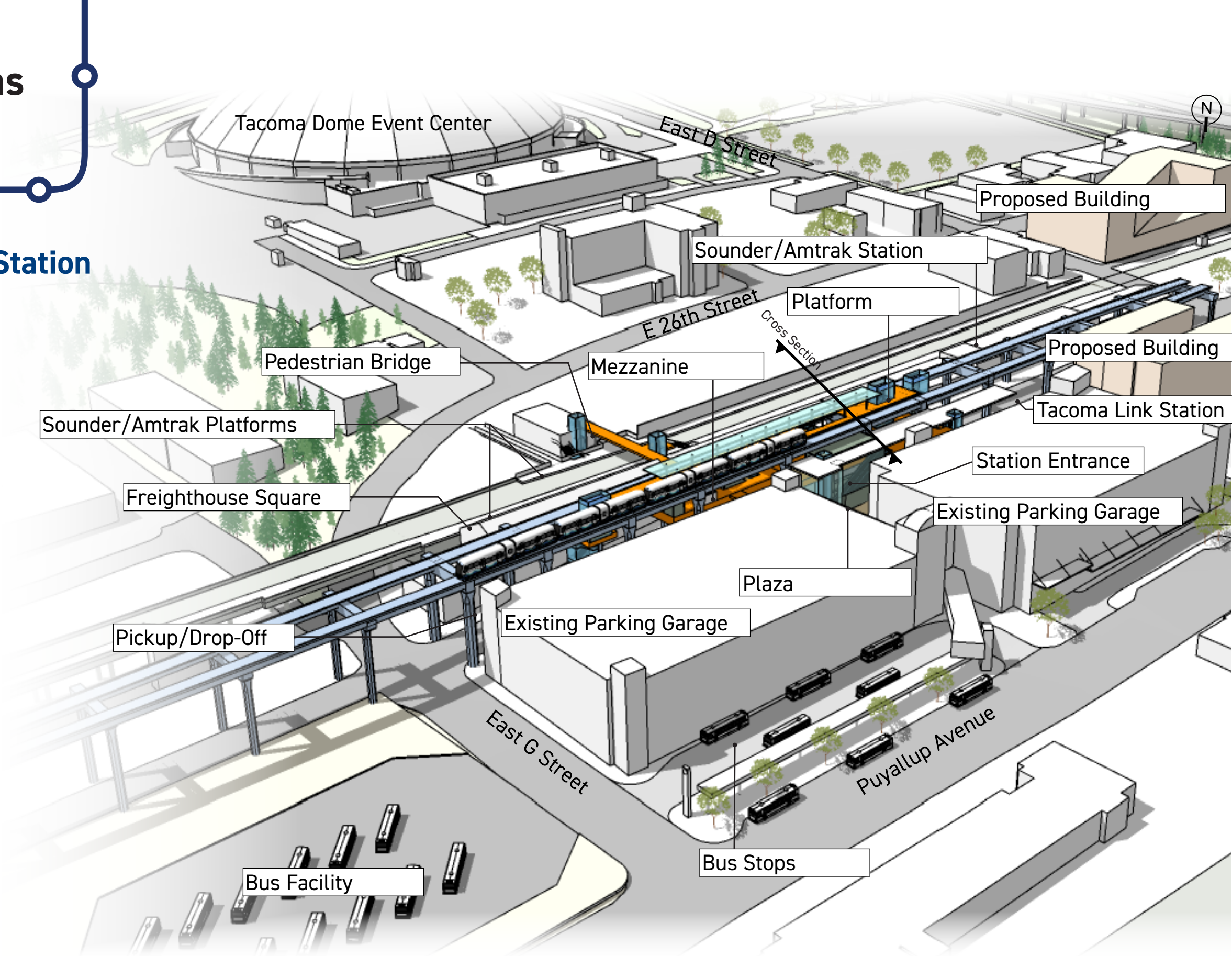
## Tacoma 25th Street-West Station Station Context Plan

The Tacoma 25th Street-West Station would be located over E 25th Street just west of East G Street. The existing Tacoma Dome Station Parking Garage would flank the northern edge of the station. Major transit services, such as Tacoma Link, Sounder, and Amtrak/Amtrak Cascades, would be accessed below the Tacoma 25th Street-West Station platform on E 25th Street. A grade-separated pedestrian bridge would also provide access from the station mezzanine to Sounder platform and E 26th Street.



# Tacoma Dome Stations

## Tacoma 25th Street-West Station A Look at the Station

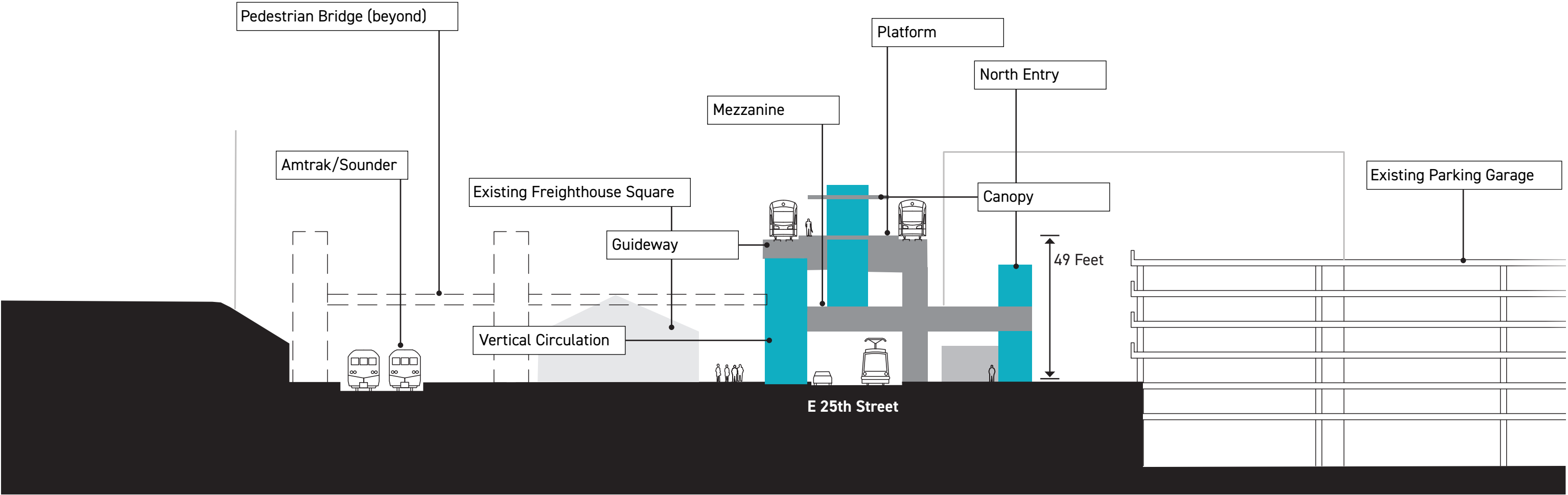


Aerial View of the Station

# Tacoma Dome Stations



## Tacoma 25th Street-West Station A Look at the Station

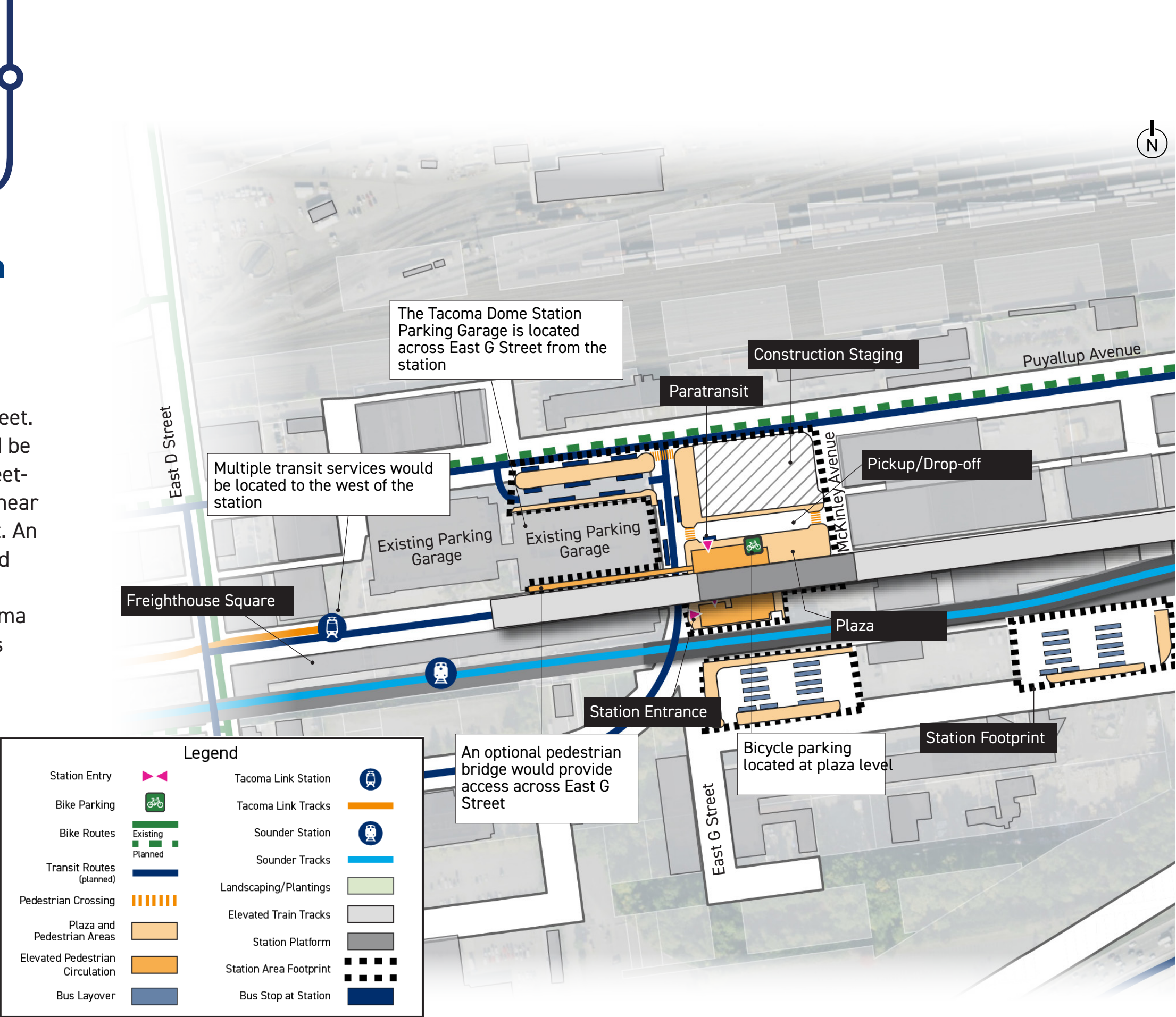


Station Cross Section - Looking West

# Tacoma Dome Stations

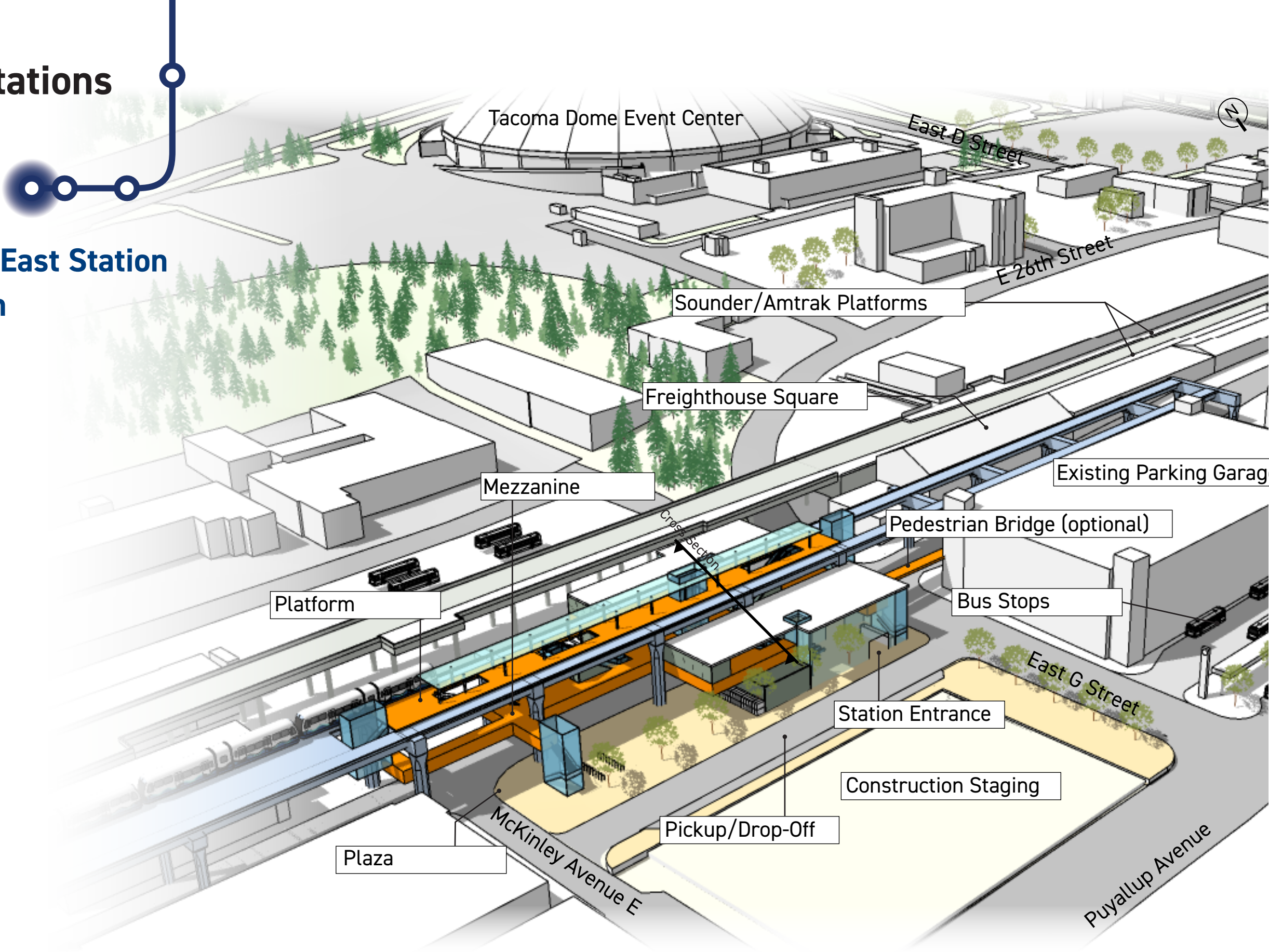
## Tacoma 25th Street-East Station Station Context Plan

The Tacoma 25th Street-East Station would be located over E 25th Street just east of East G Street. The Tacoma Dome Station Parking Garage would be located to the northwest of the Tacoma 25th Street-East Station. Transfers to other transit services near the station would be completed via E 25th Street. An optional grade-separated pedestrian bridge could also provide access from the station mezzanine across East G Street to the parking garage, Tacoma Link, and Sounder and Amtrak/Amtrak Cascades passenger facilities.



# Tacoma Dome Stations

## Tacoma 25th Street-East Station A Look at the Station

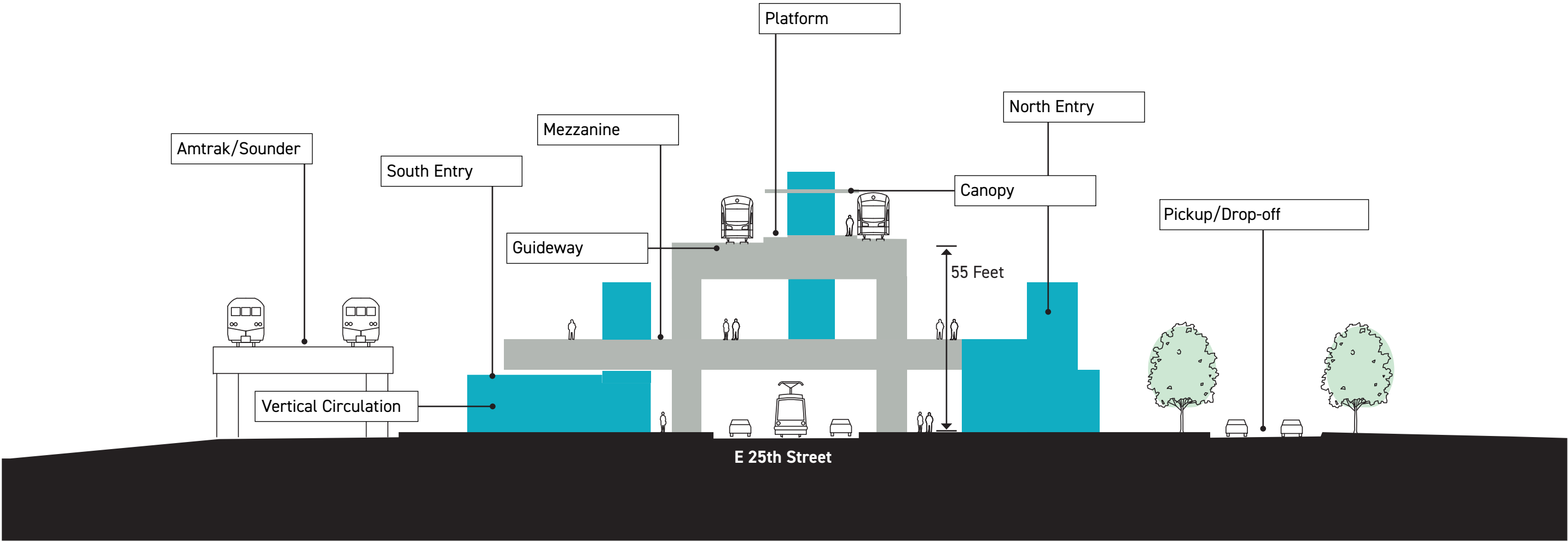


Aerial View of the Station

# Tacoma Dome Stations



## Tacoma 25th Street-East Station A Look at the Station

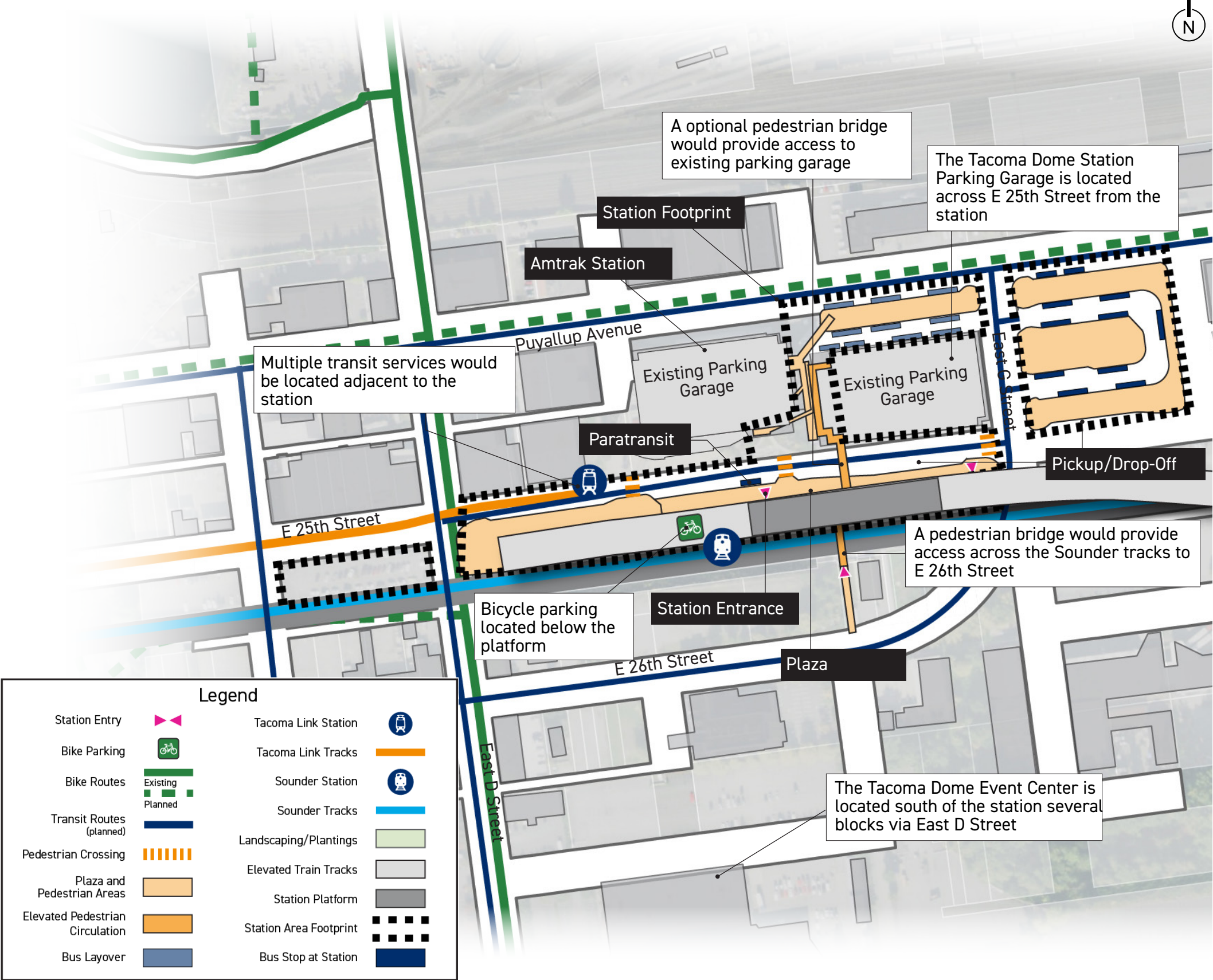


Station Cross Section - Looking West

# Tacoma Dome Stations

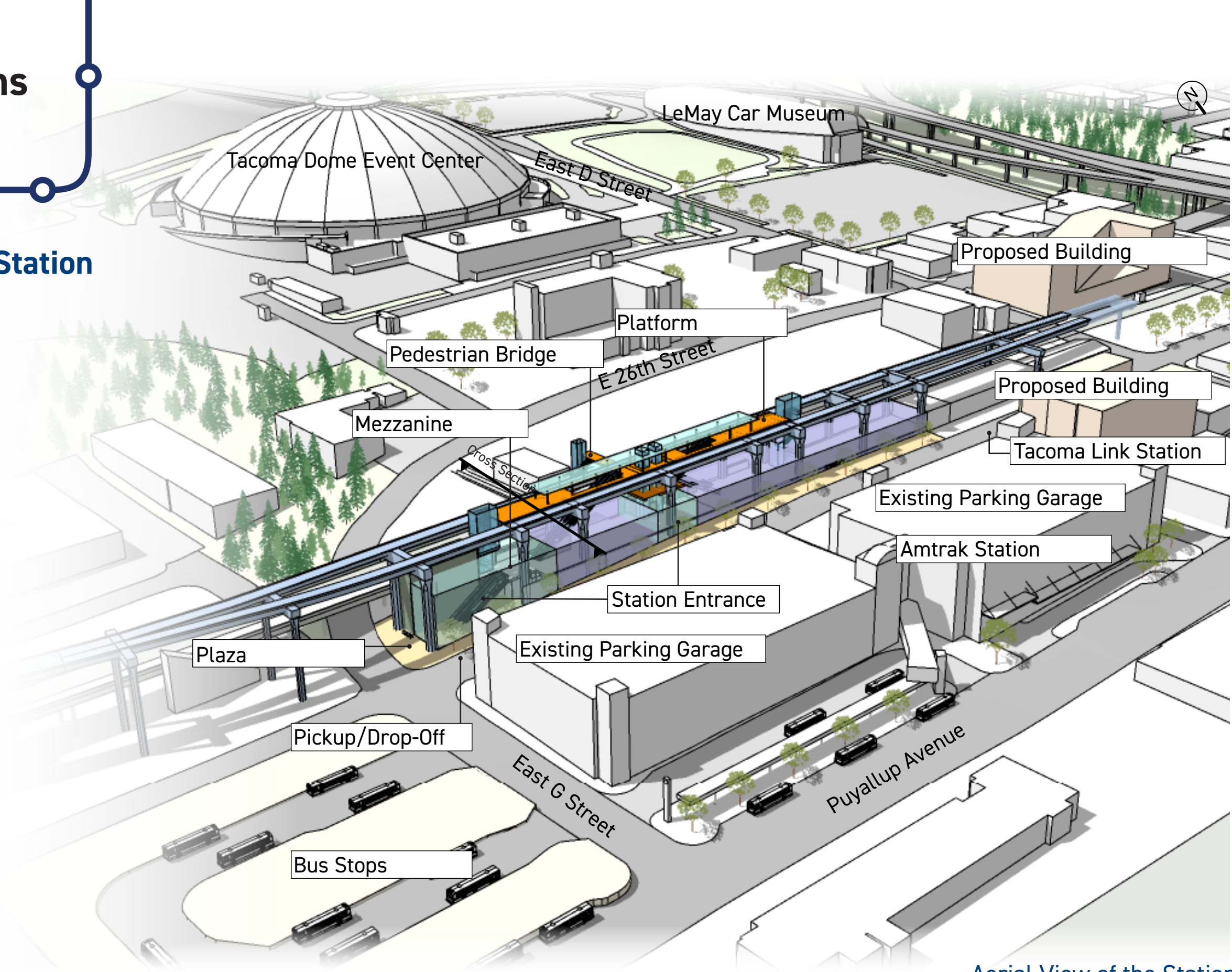
## Tacoma Close to Sounder Station Station Context Plan

The Tacoma Close to Sounder Station would be located along the southern edge of E 25th Street near East G Street, over the site where Freighthouse Square is currently located. To the north and across E 25th Street, riders would be able to access the Tacoma Dome Station Parking Garage. Transfers to other transit services near the station would be completed via E 25th Street. A grade-separated pedestrian bridge would also provide access from the station mezzanine across the Sounder/Amtrak tracks and to E 26th Street. To build the Tacoma Close to Sounder Station, the existing Freighthouse Square would have to be removed. While the existing businesses in the building would have to be relocated, we are analyzing whether retail can be incorporated into this station to enhance the passenger experience.



# Tacoma Dome Stations

## Tacoma Close to Sounder Station A Look at the Station

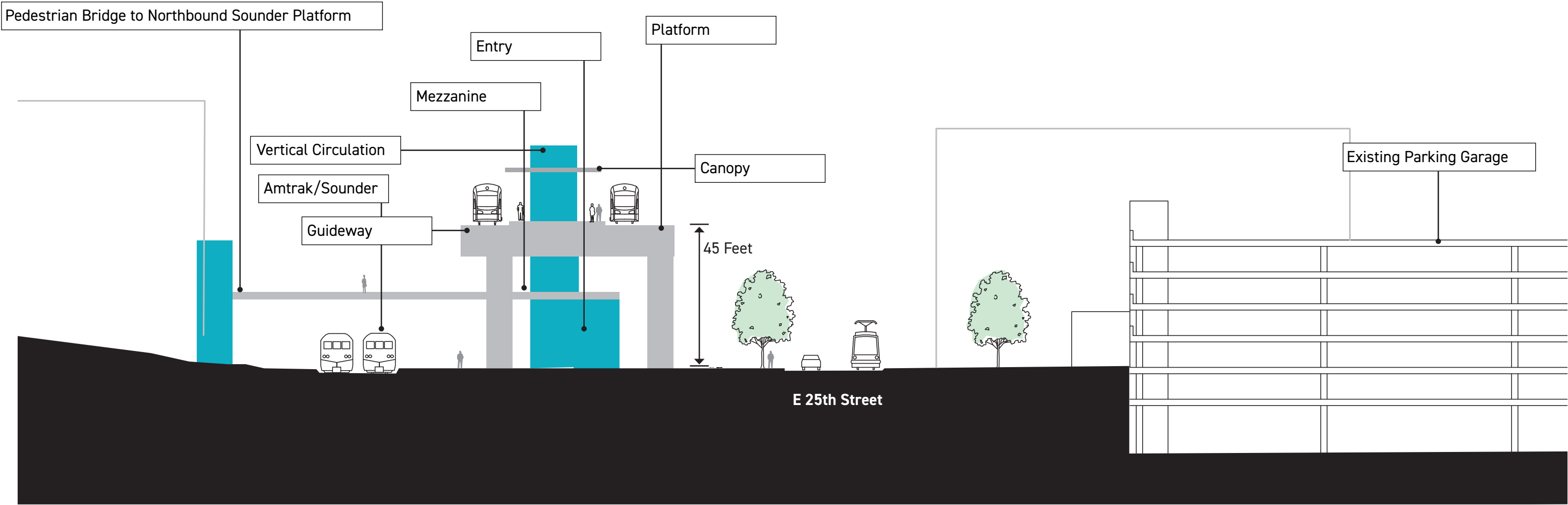


Aerial View of the Station

# Tacoma Dome Stations



## Tacoma Close to Sounder Station A Look at the Station

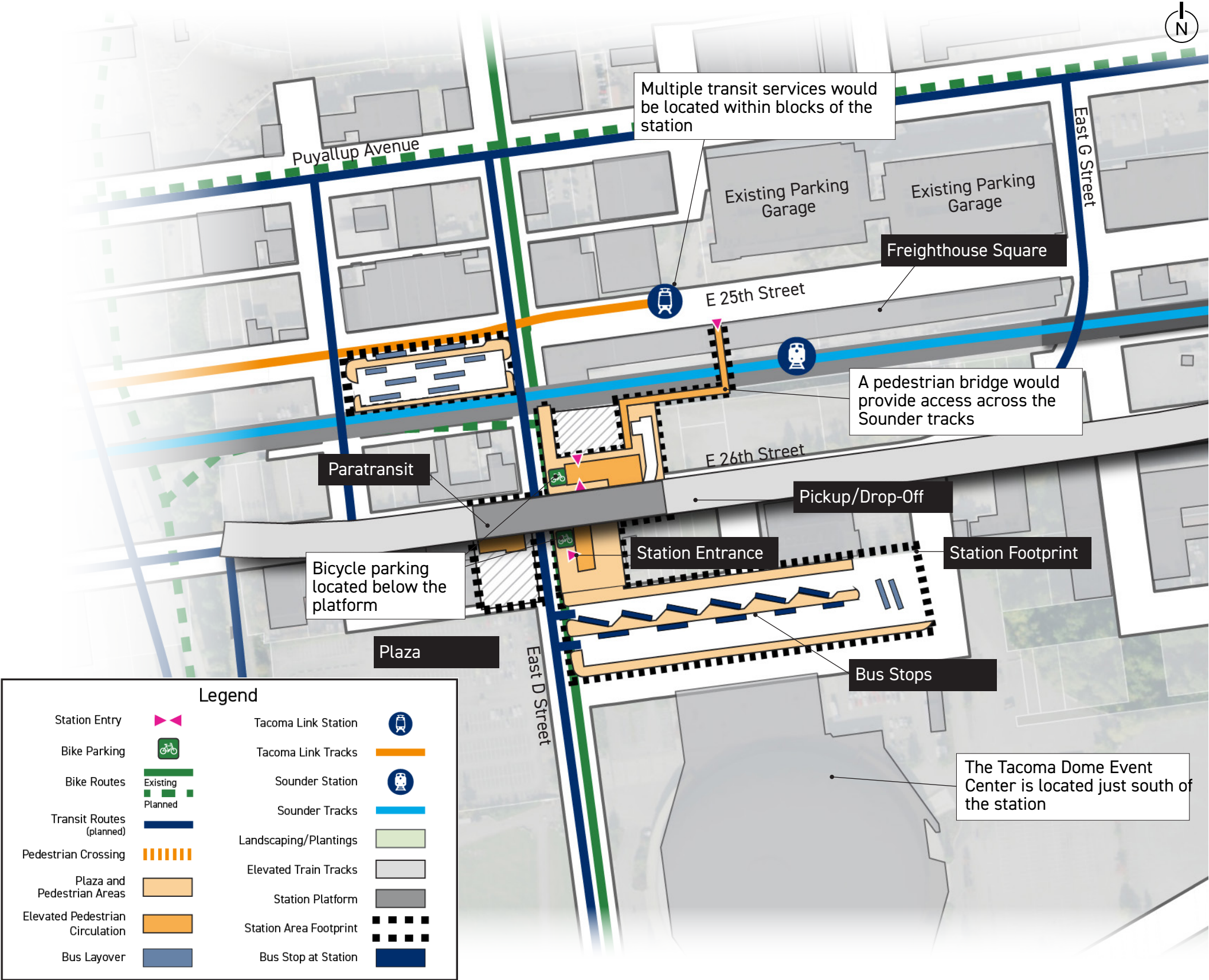


Station Cross Section - Looking West

# Tacoma Dome Stations

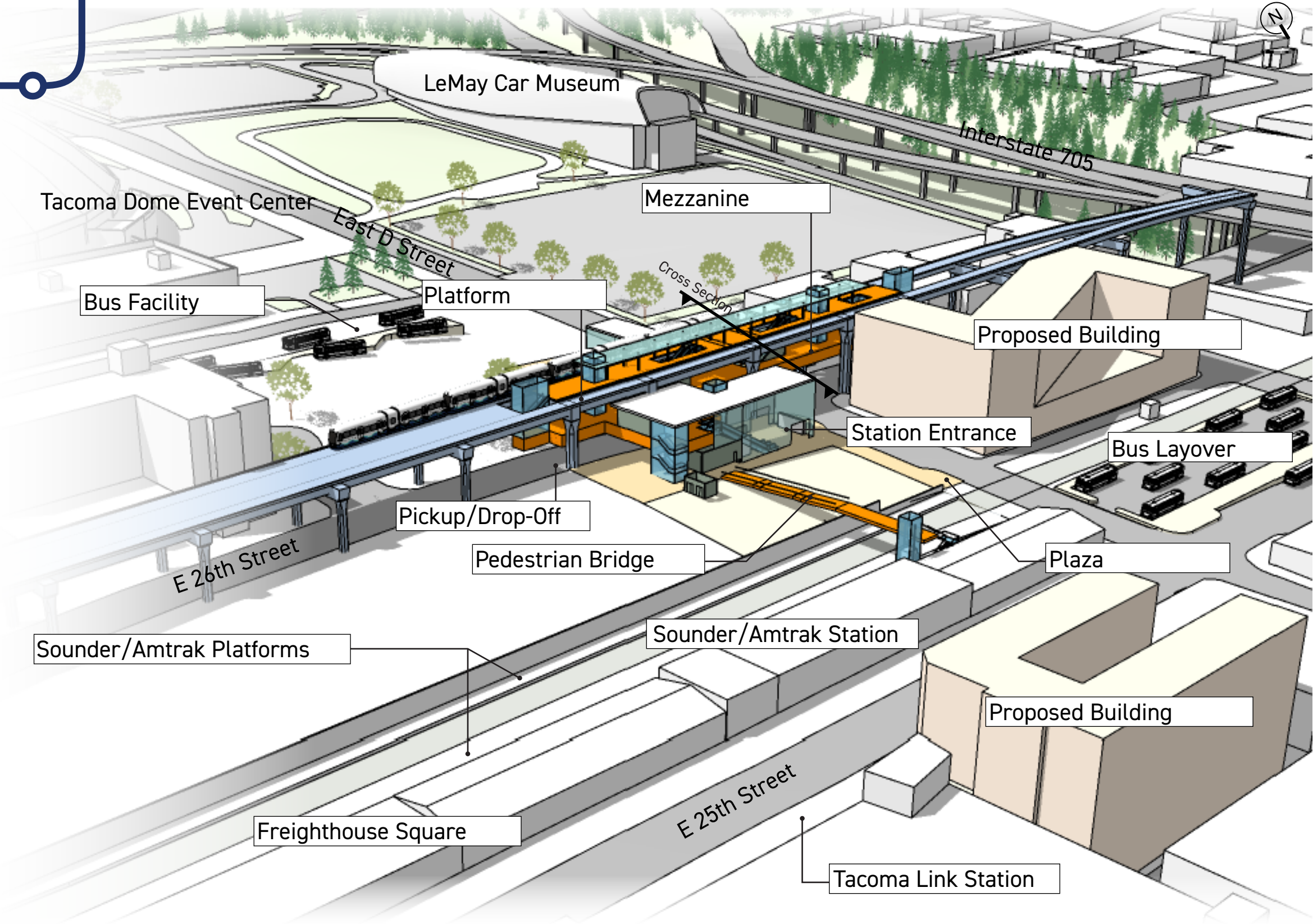
## Tacoma 26th Street Station Station Context Plan

The Tacoma 26th Street Station would straddle East D Street at E 26th Street. This station would be just a block from the Tacoma Dome Event Center, making it the closest station location to the event center. However, it is further from some other transit services, including Tacoma Link, Sounder, and Amtrak, located to the north on East D Street. The bus facility would be moved to a location just south of the station at E 27th Street, east of East D Street.



# Tacoma Dome Stations

## Tacoma 26th Street Station A Look at the Station

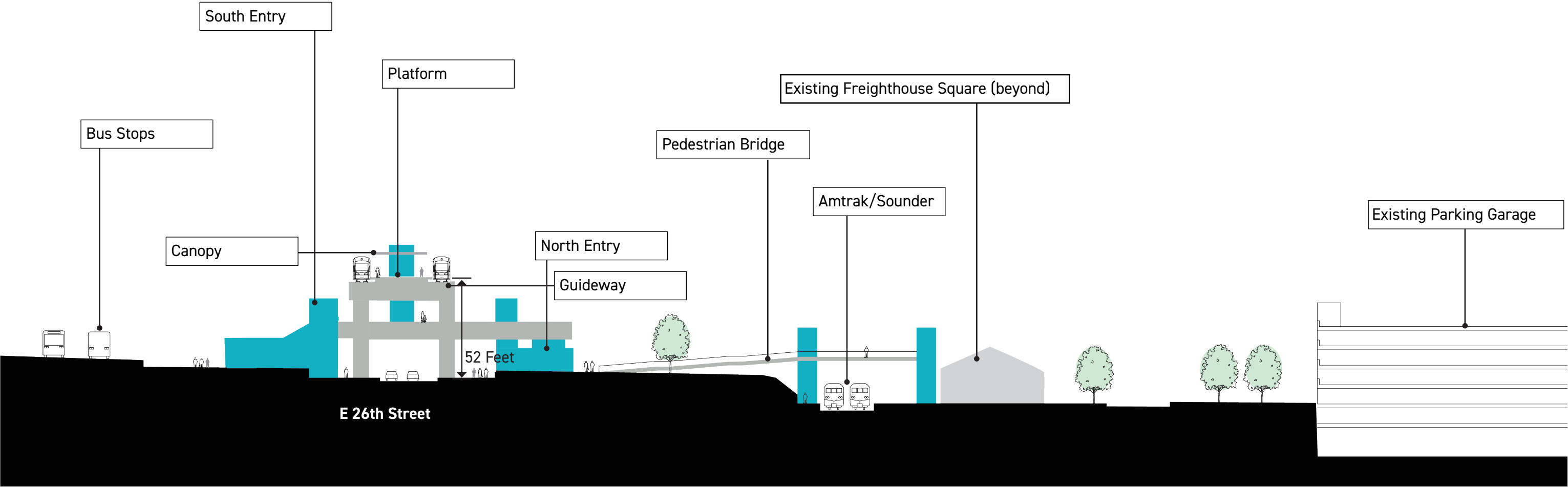


Aerial View of the Station

# Tacoma Dome Stations



## Tacoma 26th Street Station A Look at the Station



Station Cross Section - Looking West

# Tacoma Dome Stations

## Bus Transit Options

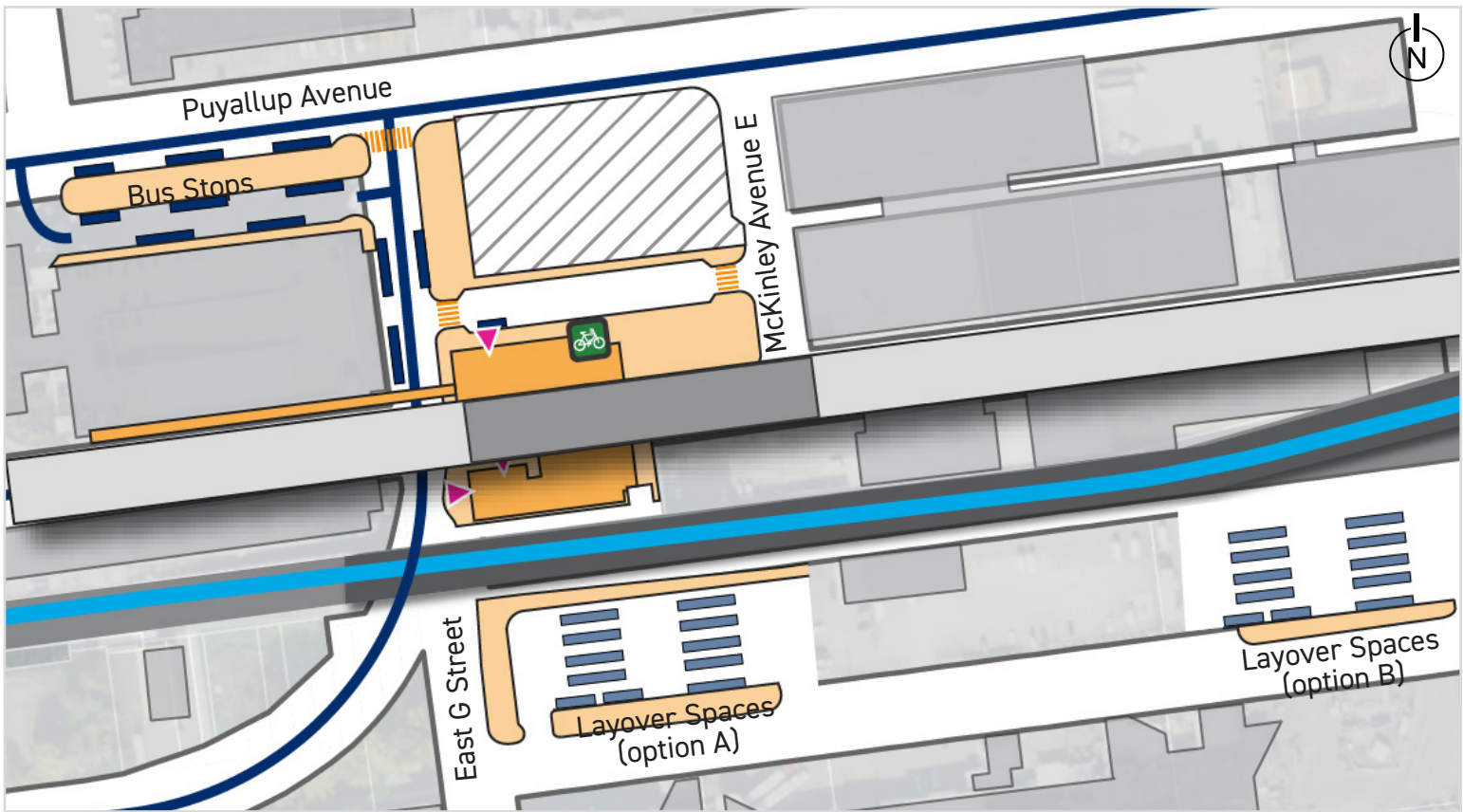
Based on our work with local transit partners, we expect the Tacoma Dome station to have even more bus service by the time TDLE begins service. This would require expanding or relocating the existing bus facility on Puyallup Avenue and East G Street. In the Tacoma Dome station area, six different active and layover bus transit options have been developed. For illustrative and analysis purposes, each of the station locations are depicted being “paired” with a bus facility. However, each option could be paired with any of the Tacoma Dome station locations (though some options are closer and more convenient to a particular station location than others). All of the transit options would accommodate 11 active bus stops and 11 layover spaces. Layouts of the six transit options are shown on this page and the following two pages.

Puyallup Avenue Transit Plaza (Existing) with Adjacent Layover Plaza



Puyallup Avenue Transit Plaza (Existing) with Layover Plaza at E 26th Street and East G/J Street

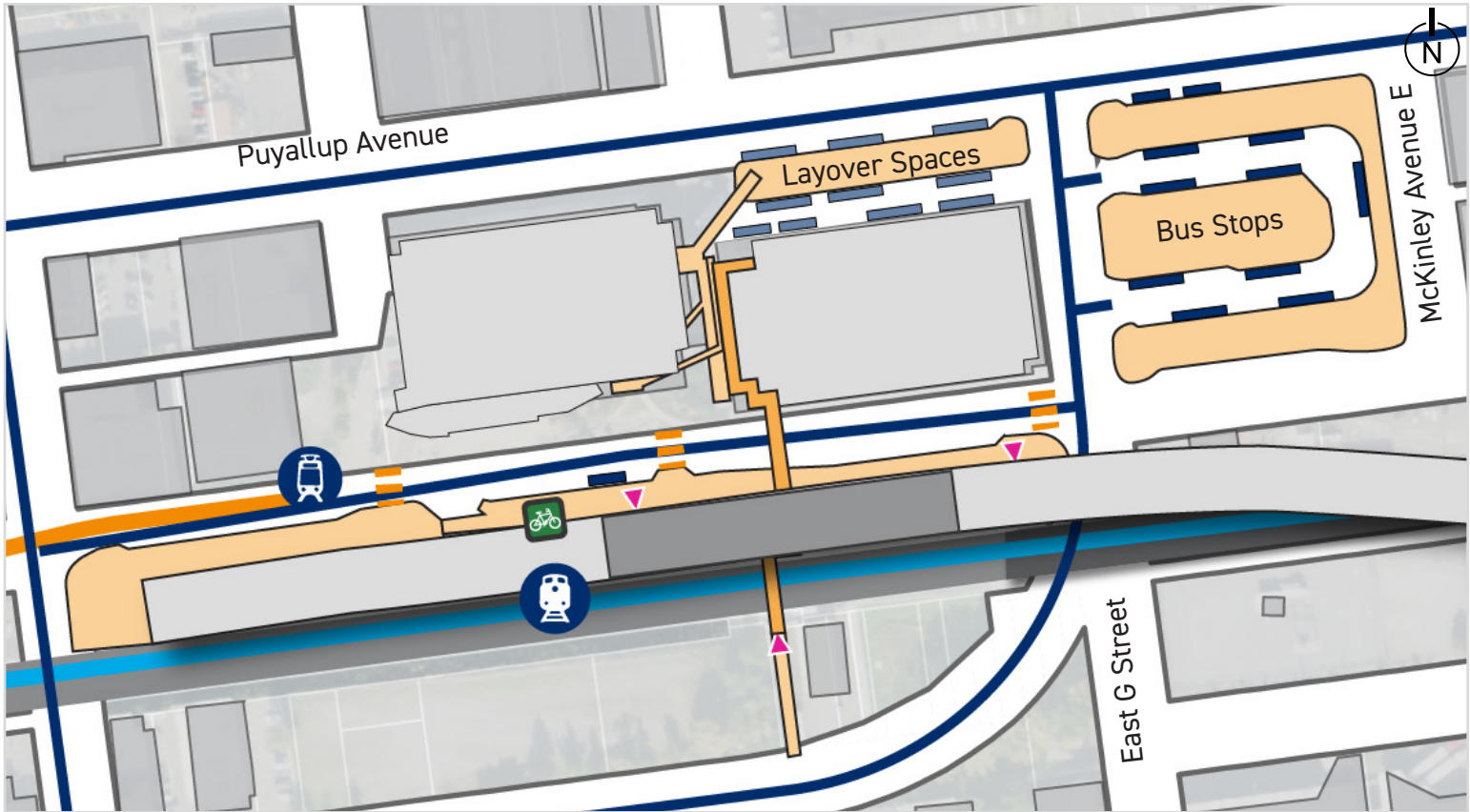
Two bus layover options (A and B) are shown on E 26th Street; only one location is needed.



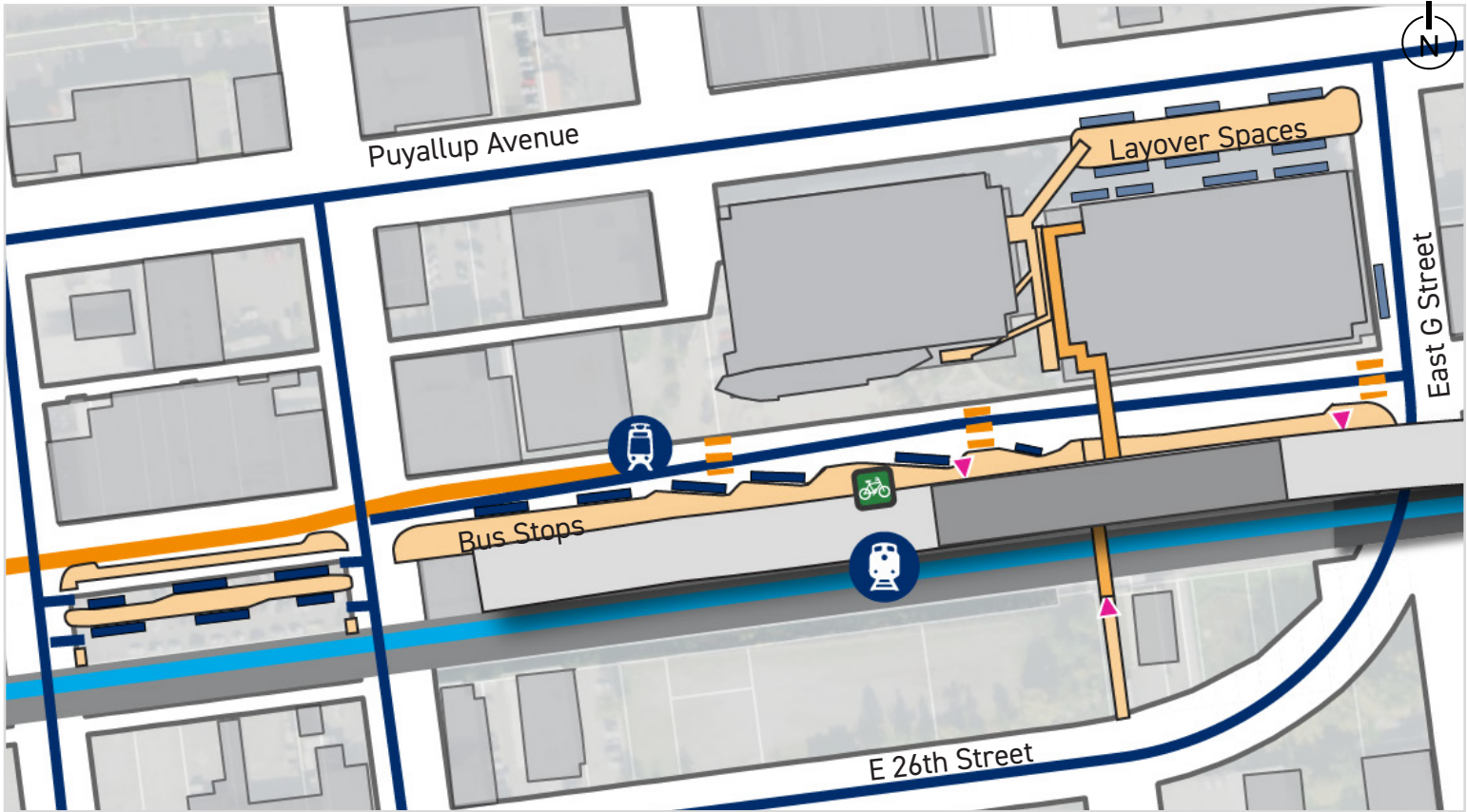
# Tacoma Dome Stations



New Bus Plaza East of East G Street with Puyallup Avenue Layover Plaza



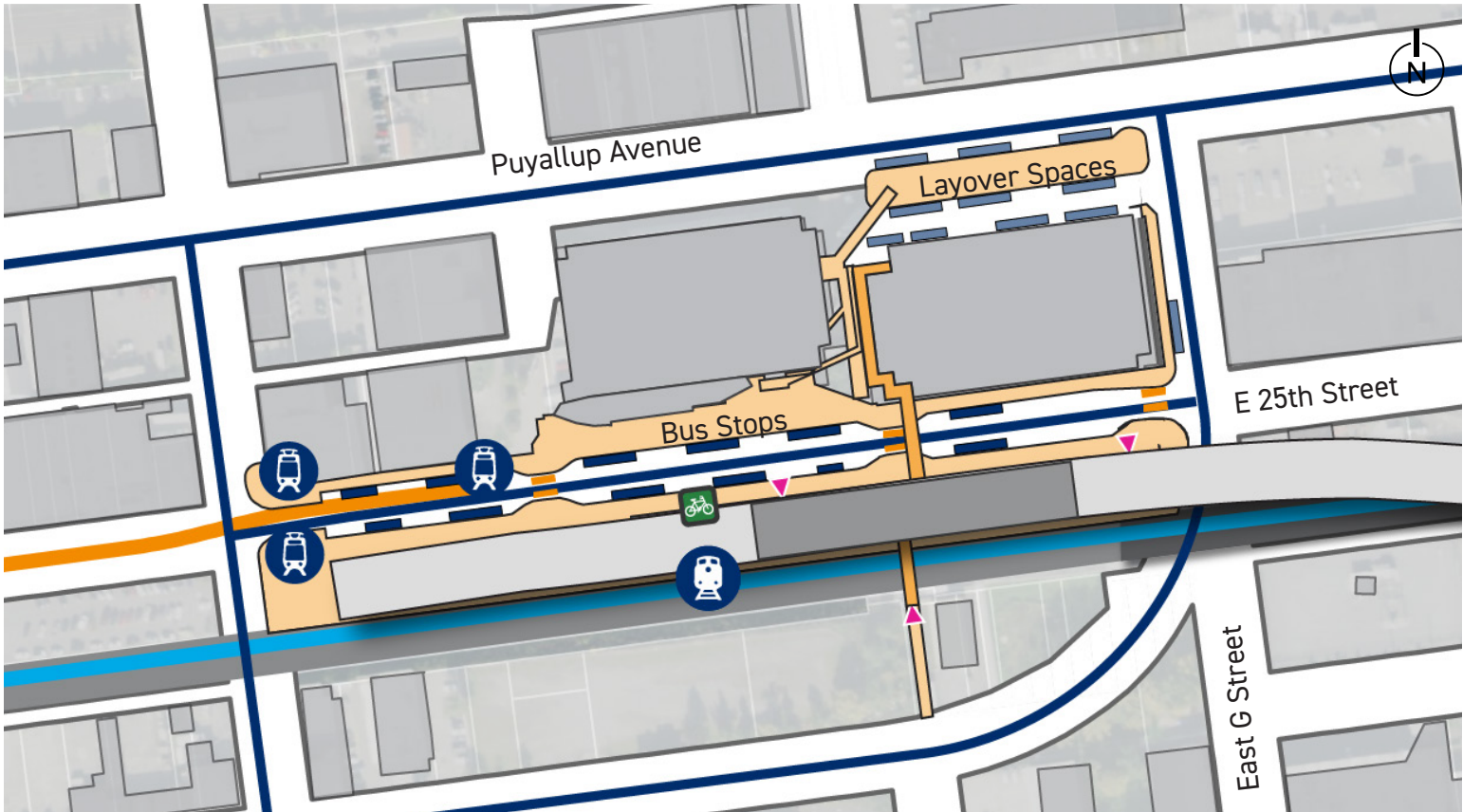
E 25th Street Eastbound On-Street Bus Facility with Layover Plaza at E 25th Street and East C Street



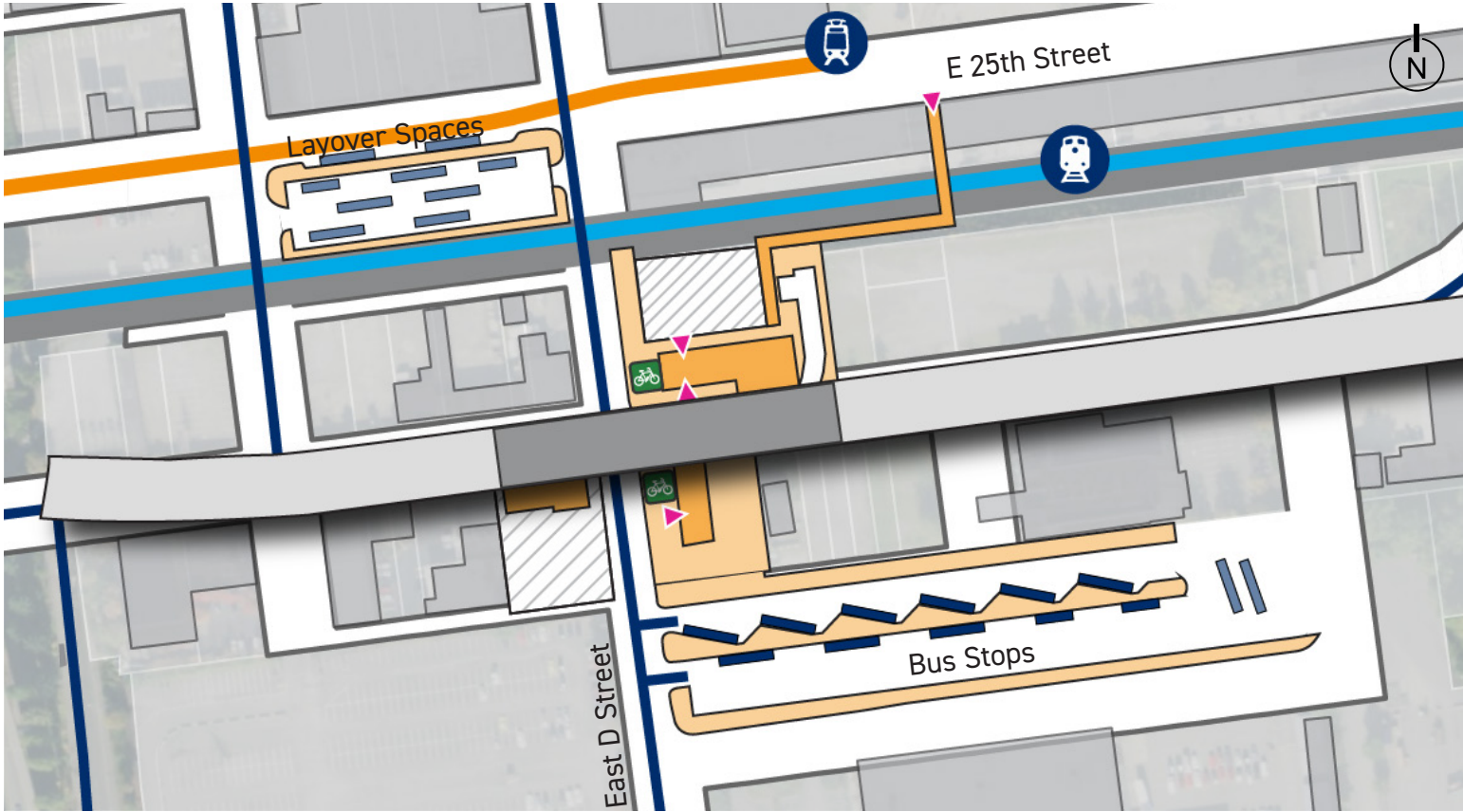
# Tacoma Dome Stations



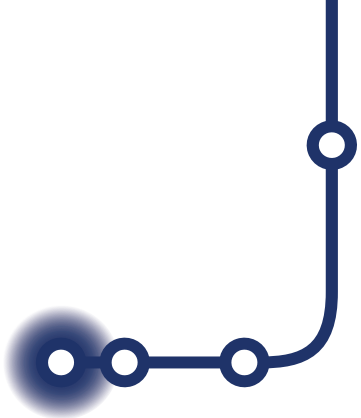
E 25th Street Two-Way  
On-Street Bus Facility  
with Puyallup Avenue  
Layover Plaza



Bus Plaza at E 27th Street  
and East D Street with  
Layover Plaza at E 25th  
Street and East C Street



# Glossary



**ADA curb ramp**

Ramp that enables people using wheeled personal mobility devices (such as walkers, wheelchairs, or strollers) to safely transition between a crosswalk and curbed sidewalk.

**Bus layover area**

Area designated for parking of buses that are not currently in service.

**Mezzanine**

An intermediate level at a station that surrounds a double-height space. A mezzanine can be elevated or below ground.

**Multi-modal**

Multi-modal refers to a plan, corridor, or location that supports more than one transportation mode. Transportation modes include walking, cycling, rolling, taking public transit, traveling by rideshare or personal vehicles.

**Paratransit**

Paratransit transportation provides individualized rides for people with mobility challenges that prevent them from using accessible, fixed-route bus service.

**Personal mobility device**

A wheeled device that facilitates transportation by an individual. Devices could include powered wheelchairs, bikes, tricycles, scooters, skateboards, hoverboards, uni-wheels, and onewheels.

**Transit oriented development (TOD)**

Pattern of development that includes a mix of residential, commercial, and civic uses near a transit station, including affordable housing and other community-oriented uses. TOD helps to harmonize the relationship between land use and transit, with more residences and jobs accessible from transit, and vice versa. TOD is influenced through real estate markets, zoning, and location of transit and is implemented through individual decisions by property owners and developers.