

# Tacoma Link Expansion Project

## Station Location Outreach Summary



July 2014

# Table of Contents

- Introduction** ..... 1
- Outreach at a Glance** ..... 2
- Project Background** ..... 3
- Outreach and Advertising Overview** ..... 4
- Public Open House** ..... 6
- Stakeholder Roundtable** ..... 7
- Summary of Public Comment** ..... 8
  - Key Themes* ..... 10
  - Station Areas ..... 10
  - Additional Public Comments ..... 14
- Next Steps** ..... 15
- Appendices** ..... 16
  - Appendix A: City of Tacoma comment letters ..... 17
  - Appendix B: Final survey results ..... 18

# Introduction

In February, the Sound Transit Board of Directors, in cooperation with the City of Tacoma and incorporating feedback from community members, identified an alignment for the potential expansion of Tacoma Link. The proposed route continues north from the existing Theater District Station to the Hilltop District via Stadium Way, North 1st Street, Division Street and Martin Luther King Jr. Way. As part of environmental review, Sound Transit will evaluate any community and environmental impacts of the proposed alignment, stations and expanded maintenance facility.

In order to provide a project update and gather feedback about the proposed station locations, Sound Transit offered public input opportunities in May 2014. Sound Transit hosted a public open house for the Tacoma Link Expansion project, conducted a Stakeholder Roundtable meeting, invited feedback via an online survey, and conducted additional briefings and outreach. Community input received during this phase of outreach will inform the project team as they refine the station locations and alignment design during conceptual engineering.

This report describes the public open house and outreach activities and reviews the advertising and notification methods for the May outreach. It also summarizes key themes from the public comment received and next steps for the project and community outreach.

This report is organized into seven sections:

- Outreach at a glance
- Project background
- Outreach and advertising overview
- Public open house
- Stakeholder Roundtable
- Summary of public comment
- Next steps



## Outreach at a Glance

- **One** open house
- **One** Stakeholder Roundtable meeting
- **76** community members attended open house
- **102** documented public comments
- Online survey from May 12-May 23
- Postcard mailing to **11,000+** addresses
- Door-to-door outreach at more than **100** residential buildings and businesses along the alignment
- Online and print ads in **7** publications
- Outreach to **10+** Community Groups and Social Service Organizations
- Briefed City Council Committee-Infrastructure, Planning and Sustainability Committee

Open house online ad

## Project Overview

The route the Sound Transit Board identified for expansion is approximately 2.4 miles long with five proposed stations. The Tacoma Link Expansion also includes expanding the existing operations and maintenance facility located at 802 E. 25th Street near the Tacoma Dome Station.

Two-way train tracks will be in existing road lanes shared with cars and buses and will be compatible with on-street parallel parking and bicycle lanes. Similar to the existing alignment, trains will be powered by overhead wire supplied by approximately one or two traction power substations.

Potential station locations proposed included:

- Existing Theater District Station or Old City Hall
- Stadium Way and South 4th Street
- Stadium District/Tacoma Avenue
- MLK and 6th Avenue
- MLK and South 11th Street
- MLK and South 19th Street

### Benefits

- Operates seven days a week, from 5 a.m. to 10 p.m. most days.
- Serves ethnically and economically diverse neighborhoods. Within a quarter-mile of the alignment, the population is 40% minority, 25% have low-incomes and 30% of households have no vehicle.



- Expansion will more than double Tacoma's existing Link system—from 1.6 miles to 4 miles
- Encourages economic development in Tacoma. The City of Tacoma identified 11 economic development opportunities within a five-minute walk of the corridor, with an estimated value of \$321 million.
- Estimated to serve nearly 45,000 jobs by 2030.
- Saves 10 to 15 minutes per trip compared to existing bus service.



## Outreach and Advertising Overview

Sound Transit offered several ways for the public to share their thoughts about the station locations and general comments about the project. The community could offer comments through the following methods:

- Completing an online or hard-copy survey
- Submitting a comment form
- Writing comments on an interactive map at the open house
- Providing comments at an open house, briefing or committee meeting
- Sending a letter or email to the project team

Sound Transit notified community members of public meetings and opportunities to comment through a variety of methods including a postcard mailing, print and online display ads, a media advisory to local news outlets, Sound Transit and City of Tacoma website updates, and neighborhood group listservs.

Approximately two weeks prior to the open house, Sound Transit mailed a postcard announcement to more than 11,000 households. Sound Transit also posted announcements through the City of Tacoma website and Tacoma Link Expansion project website. In addition, Sound Transit distributed a press release to multiple publications. Online advertisements linked directly to the Tacoma Link Expansion project website:

- *Tacoma News Tribune*
- *Tacoma Weekly*
- *Exit 133*
- *Northwest Military*

Print advertisements included Korean, Spanish, and Vietnamese publications:

- *El Siete Dias*
- *Korea Daily*
- *Phuong Dong Times*

Sound Transit also conducted direct outreach to stakeholders in the area to inform them of the open house, online survey and the opportunity to schedule a briefing by distributing postcards door-to-door to businesses and residential buildings along the alignment. In addition, Sound Transit distributed the open house announcement and online survey notices to community organizations and social service providers in order for the organizations to share the announcement with their members:

- Stadium Business District
- Hilltop Business District
- Downtown Merchants Group
- Dome District Development Group
- St. John Church
- Allen A.M.E. Church
- TACID
- Pierce County Coalition
- Cross-Cultural Collaborative of Pierce County
- Centro Latino
- Tacoma Slavic Association
- MoLE
- Urban League
- Korean Women's Association
- Asian Pacific Cultural Center
- Catholic Community Services
- Tacoma Rescue Mission
- Metro Parks
- Tacoma Library
- UW Tacoma Diversity Resource Center
- Tacoma Community College

Formalized outreach activities in this phase included:

Public open house	Community briefing	City of Tacoma sponsored committee meeting
May 20 Allen A.M.E. Church 1223 Martin Luther King Jr. Way Tacoma, WA 4 p.m. to 6 p.m.	Stakeholder Roundtable meeting, May 15	Infrastructure, Planning and Sustainability Committee meeting, May 14



Open house postcard mailing



## Public Open House

Sound Transit hosted an open house for the Tacoma Link Expansion Project on Tuesday, May 20. The meeting was held at a convenient location on the selected alignment to encourage public participation. The purpose of the meeting was to provide the community with the opportunity to learn about the selected alignment, comment on potential station locations, review operations and maintenance facility expansion site options, discuss types of potential environmental impacts to be evaluated, and hear about next steps for the Tacoma Link Expansion project.

### Public Open House

4-6 p.m.  
 Allen AME Church  
 1223 Martin Luther King Jr. Way, Tacoma

Approximately 76 community members attended the open house and signed-in. Staff members at the welcome table greeted attendees and explained the meeting purpose and format. Each participant received a project folio with background information about the project, a map of the alignment and potential station locations, information about key station features, the environmental process and funding.



The project team invited open house attendees to view display stations to learn about the selected alignment and potential station locations, funding, environmental process and key design features. Participants were encouraged to visit an interactive map to write their feedback about the stations or to visit the comment station to fill out an online survey or comment packet.

Staff members were assigned to information booths to answer questions and discuss project information. Open house attendees submitted a total of 10 survey forms and 19 written comments on the interactive map.



## Stakeholder Roundtable

The Stakeholder Roundtable consists of 21 members appointed by Joni Earl, Sound Transit CEO, Lynne Griffith, Pierce Transit CEO, and T.C. Broadnax, City of Tacoma Manager. The Stakeholder Roundtable met on May 15 at the Community Health Care Center conference room.

At the meeting, each of the Roundtable members in attendance were asked to share feedback about the station locations or other general comments about the project.

Following are key themes of Stakeholder Roundtable views by topic:

Station locations	Station configuration (median or curbside)	Alignment	Community impacts
<ul style="list-style-type: none"> <li>Majority support station at Stadium Way and S. 4th Street</li> <li>Preference to keep the existing station at Theater District to ensure funding is available to build a station at S. 4th Street</li> <li>Some interest in opportunity to move station to Old City Hall</li> <li>General support for other proposed station locations</li> </ul>	<ul style="list-style-type: none"> <li>Mixed views about preferences</li> <li>Some support for median stations to create a center of activity and avoid parking impacts</li> <li>Preference expressed for median stations at Stadium Way and S. 4th Street and Stadium District/Tacoma Avenue</li> <li>Some support for curbside stations to allow for easy boarding and safe access to vehicle, and crime prevention</li> </ul>	<ul style="list-style-type: none"> <li>Majority support extending the alignment to 19th Street</li> <li>Concern about cost-savings option to end the line at 11th Street</li> </ul>	<ul style="list-style-type: none"> <li>Concern about parking impacts, especially in the Stadium and Hilltop business districts</li> <li>Interest in parking mitigation</li> <li>Request for Sound Transit to meet with Multicare and Franciscan regarding station design and locations</li> </ul>

## Stakeholder Roundtable Members

- Patricia Lecy-Davis, Downtown Merchants Group
- Denny Faker, Stadium Business District
- Kevin Grossman, Hilltop Business Association
- Elizabeth Burris, New Tacoma Neighborhood Council
- Aaron Pointer, Metro Parks
- Tricia DeOme, Central Neighborhood Council
- Aaron Wilson, Hilltop Action Coalition
- Richard Petrich, Franciscan
- Chris Green, Economic Development Board for Tacoma-Pierce County
- David Flentge, Community Health Care
- Olga Inglebritson, Evergreen College
- Michael Mirra, Tacoma Housing Authority
- Ken Gibson, TACID
- Michaele Sein-Ryan, Stadium Way resident
- Chris Tubis, Tacoma Farmers Market
- Lois Bernstein, Multicare
- Kevin Ikeda, Stadium High School
- David Fischer, Broadway Center for Performing Arts
- Kristina Walker, Downtown on the Go
- Ed Piecek, Group Health



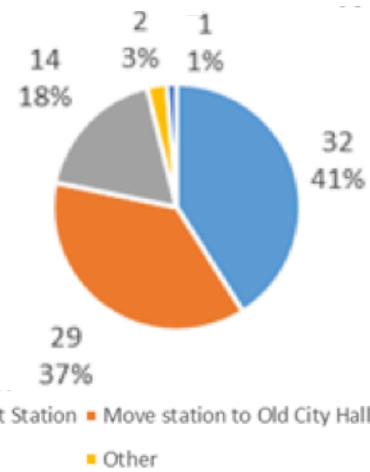
## Summary of Public Comment

Sound Transit received a total of 83 completed surveys. A total of 10 survey forms were completed at the open house and 73 surveys were completed online. Sound Transit also received feedback through 19 comments provided on the interactive station maps provided at the open house. Participants wrote their comments about the five proposed station locations and the operations and maintenance facility expansion sites directly on the maps at the open house meeting. The survey included both multiple-choice and open-ended questions. This section includes charts to illustrate the results of multiple choice survey questions followed by key themes to highlight written comments.

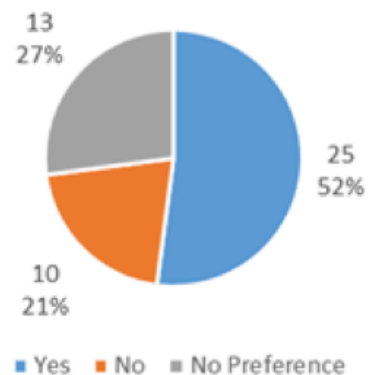
### Survey Findings

This section provides data generated from the online surveys and survey forms completed at the open house.

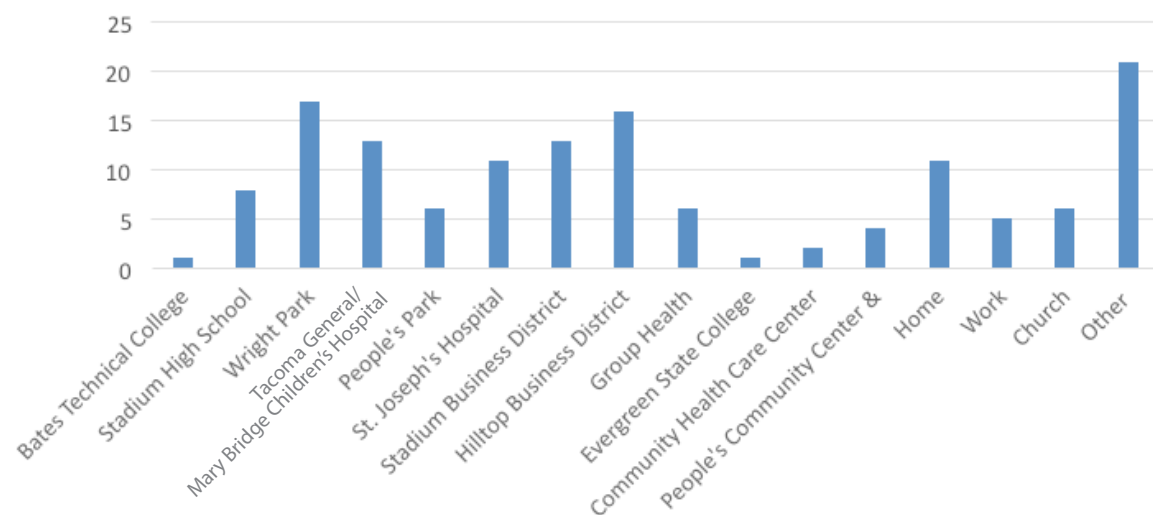
At Station Area #1 there is an option to move the existing Theater District Station to Old City Hall (near s. 7th St. and Commerce St). Should we move the station to Old City Hall vicinity or keep the existing station?



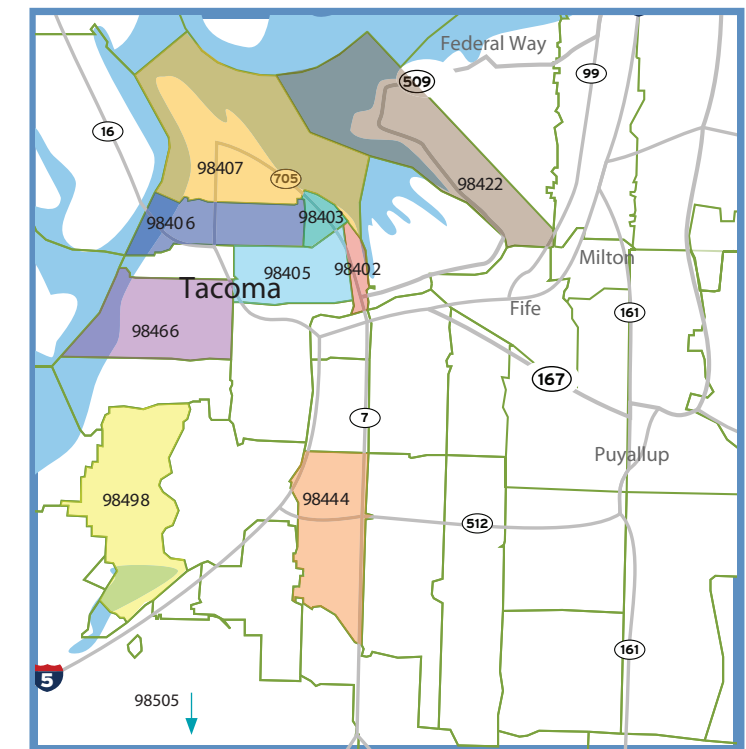
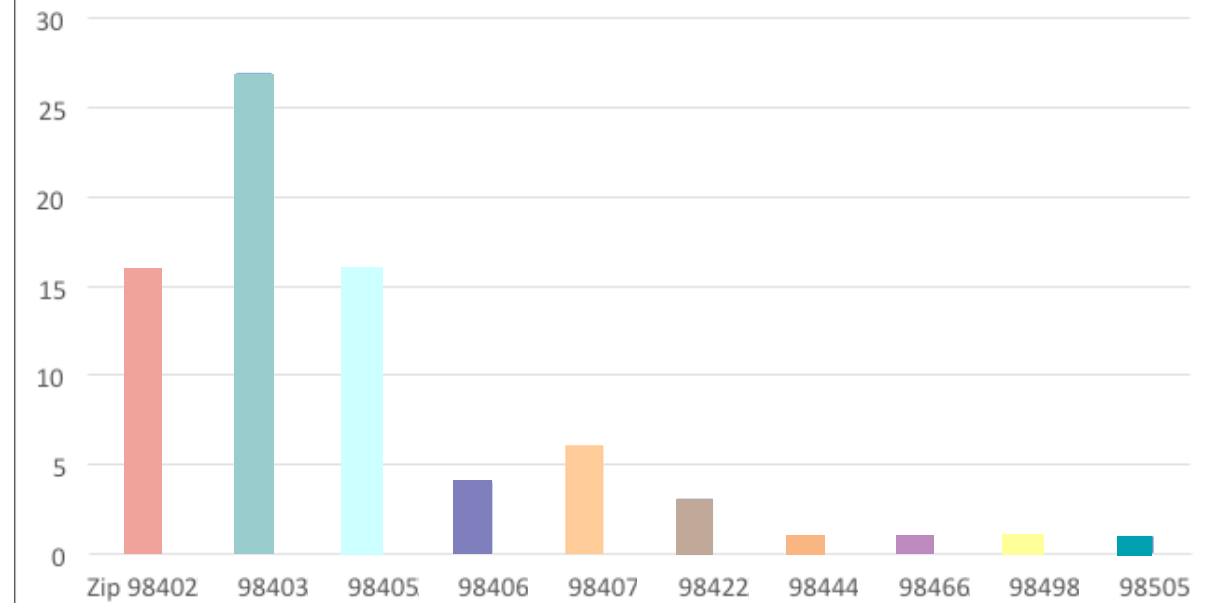
If you answer to the previous question was "b" please respond to question #3. Otherwise, skip to question #4. If we have a station near Old City Hall, should we also locate a station at S. 4th Street on Stadium Way?



### What destination would you visit on the expanded Tacoma Link service?



### Participant Zip Codes



## Key Themes

Following are key themes recorded from the surveys and interactive map that were submitted at the open house and online survey, organized by station area or topic:

	Station Area #1a: Existing Theater District Station	Station Area #1b: Old City Hall
Overall comments	<ul style="list-style-type: none"> <li>Mixed views about preference to keep station at Theater District or move to Old City Hall</li> </ul>	<ul style="list-style-type: none"> <li>Mixed views about preference to keep station at Theater District or move to Old City Hall. Many who support Old City Hall also support keeping a station at Stadium Way and S. 4th Street.</li> </ul>
New ideas or suggestions	<ul style="list-style-type: none"> <li>Keep northbound station and add southbound station at Old City Hall</li> </ul>	
Perceived benefits	<ul style="list-style-type: none"> <li>Saves money by using existing platform</li> <li>Closer and more accessible to downtown Tacoma</li> <li>Spacing is better between existing station and S. 4th Street</li> <li>Keeping existing station allows for station at Stadium Way and S. 4th Street</li> </ul>	<ul style="list-style-type: none"> <li>Support for moving station to Old City Hall</li> <li>Allows for better spacing from Commerce Station</li> <li>Central location serving foot traffic heading to St. Helens and Pacific Avenue</li> <li>Benefits growing number of restaurants and shops along Pacific Avenue</li> </ul>
Perceived disadvantages	<ul style="list-style-type: none"> <li>Current stop is unappealing given it is at the delivery side of several offices and stores</li> </ul>	<ul style="list-style-type: none"> <li>Business owner on Commerce near existing station is concerned about parking and would like more information about potential impacts of moving the station</li> <li>Concern about trade-off of removing S. 4th Street stop in order to provide stop at Old City Hall</li> <li>Concern about moving Theater District station since it would no longer serve people riding Link to the theater</li> <li>Benefits to moving station to Old City Hall are unclear</li> <li>Concern about what would happen to the art at the existing Theater District station if it moved locations</li> </ul>

	Station Area #2: Stadium Way and S. 4th Street	Station Area #3: Stadium District/Tacoma Avenue
	<ul style="list-style-type: none"> <li>Majority support keeping station to serve Stadium Way residents. Slight preference for median platform or best orientation for minimizing impact to vehicle traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Many positive comments and strong support for location</li> </ul>
	<ul style="list-style-type: none"> <li>Suggestion to do away with left turn from Stadium Way onto 4th Street if needed for station configuration</li> <li>Keep signal at Stadium Way northbound for pedestrian crossing only, otherwise continuous green</li> <li>Commerce/St. Helens alignment would make more sense than Stadium Way</li> <li>Uphill/downhill trolley on either 9th or 11th from Commerce to MLK Way should be considered</li> </ul>	<ul style="list-style-type: none"> <li>Consider unused triangular property for stop near Thriftway and Chevrolet</li> <li>Integrate station with existing bus stops</li> <li>Locate closer to Tacoma Avenue</li> <li>Move further west up the alignment (G Street)</li> <li>Prefer median platform</li> <li>Consider cyclist safety. Many cyclists riding to the Stadium District use G Street, turn left onto N 1st Street and then proceed downtown.</li> </ul>
	<ul style="list-style-type: none"> <li>Maintaining a stop at S. 4th Street is critical to serve Stadium residents so they receive benefit after enduring construction</li> <li>Comment from resident at Metropolitan apartment nearby who will use station to link and transfer at Tacoma Dome</li> <li>Bridges a gap in connecting Stadium Way residents to downtown</li> <li>Serves density of St. Helens neighborhood and adjacent Stadium Way residents</li> <li>Serves people with limited mobility by eliminating additional walking up and down the hill</li> </ul>	<ul style="list-style-type: none"> <li>Station will be well-used by Stadium High students and area residents</li> <li>Strong support for station location</li> <li>Serves Stadium Thriftway and Wright Park</li> <li>Provides access for elderly to key community destinations</li> </ul>
	<ul style="list-style-type: none"> <li>Comment that station could be expensive to engineer in order to allow for ADA access</li> <li>Stop would be underutilized because of population density</li> <li>Too closely located to Station Area #1</li> <li>Stadium Way is too narrow and steep for Link</li> <li>No businesses along Stadium Way and few want to make the 4th Street climb</li> <li>Concern about how bike lanes and access will be maintained and served at this location</li> <li>Concern about impacts on Stadium Way</li> </ul>	<ul style="list-style-type: none"> <li>Avoid impacts to existing bus stops</li> <li>Concern about impacts on Stadium Way</li> <li>Elimination of parking poses major concern to current and future retailers on North 1st Street</li> </ul>



	Station Area #4: MLK and 6th Avenue	Station Area #5: MLK and S. 11th Street
Overall comments	<ul style="list-style-type: none"> <li>Support for serving medical facilities at location, but some concern about hospital access or impacts. Many suggestions that additional stop is needed on Division Avenue to serve North Slope residents and encourage ridership.</li> </ul>	<ul style="list-style-type: none"> <li>General support for location and for curbside platforms in order to avoid impacts to vehicle traffic</li> </ul>
New ideas or suggestions	<ul style="list-style-type: none"> <li>Locate station closer to intersection to minimize impact on hospital access</li> <li>Hospitals should reconfigure shuttle stops to make room for Tacoma Link</li> <li>Consider dropping station in order to site station closer to Division Avenue to serve North Slope residents</li> <li>Locate stops at best locations for pedestrian safety and convenience</li> </ul>	<ul style="list-style-type: none"> <li>Move station slightly south to 12th Street</li> <li>Integrate station with existing bus stops</li> <li>Move station to 9th Street if Station Area #4 is moved closer to Division Avenue</li> <li>Plan for cyclist safety</li> <li>Ensure handicapped parking is provided at 1215 MLK Way</li> <li>Ensure curbside parking is provided at Allen AME Church since no other ADA access is available</li> </ul>
Perceived benefits	<ul style="list-style-type: none"> <li>Important location to connect residents to medical facilities</li> <li>Support for locating station close to transit</li> <li>Great commute option for hospital employees and would reduce parking by hospital employees in adjacent neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>Support for station location</li> <li>Support for locating station close to transit</li> <li>Location has great potential as a hub for dining and nightlife</li> <li>Close to Hilltop businesses and Community Healthcare</li> <li>Serves Hilltop residents who will need better access to downtown and Stadium neighborhood</li> </ul>
Perceived disadvantages	<ul style="list-style-type: none"> <li>Avoid impeding ambulance traffic</li> <li>Avoid impacts to access at Tacoma General</li> </ul>	<ul style="list-style-type: none"> <li>Question about whether spacing is too far between 6th Ave and 11th Street stations</li> </ul>

	Station Area #6: MLK and S. 19th Street	Operations and Maintenance Facility Expansion Sites
	<ul style="list-style-type: none"> <li>Majority support this location, with some suggestions to consider moving stop closer to hospital entrance or further south</li> </ul>	<ul style="list-style-type: none"> <li>Many did not express a specific preference, but did understand need for expansion. A few expressed a preference for site #1.</li> </ul>
	<ul style="list-style-type: none"> <li>Locate as close as possible to entrance of St. Joseph's Hospital</li> <li>Plan for cyclist safety</li> <li>Consider a station on S. 18th Street between MLK Way and J Street in order to improve access to St. Joseph's and move end-of-line operations off of MLK Way</li> <li>Suggestion to limit or eliminate curbside parking on MLK Way</li> <li>Locate station at S 21st Street or 25th Street instead</li> <li>Extend stop to 19th Street and Union</li> <li>Extend stop to McCarver School since it is key to Hilltop sub area plan</li> </ul>	<ul style="list-style-type: none"> <li>Consider cost and best fit to meet Sound Transit business needs</li> <li>Need more information to understand pros and cons of each site</li> </ul>
	<ul style="list-style-type: none"> <li>Like that stop is located close to busy arterial</li> <li>Important that Link extends all the way to 19th Street instead of stopping at 11th Street</li> <li>Support for close proximity of site to transit and busy arterial</li> <li>Important to provide access to St. Joseph's Hospital</li> </ul>	<ul style="list-style-type: none"> <li>Freighthouse Square area seems appropriate</li> <li>Expand as needed to accommodate Link expansion</li> <li>Recommend site 1</li> <li>Sites 1 and 2 appear to be least expensive</li> <li>Impacts seem to be minimal since located in an industrial area</li> </ul>
	<ul style="list-style-type: none"> <li>Unsure who will use the station</li> </ul>	<ul style="list-style-type: none"> <li>One person expressed concern about expanding the existing site</li> </ul>





### Additional Public Comments

Overall comments about stations	Overall new ideas	General comments
<ul style="list-style-type: none"> <li>• General support for proposed stops and convenience to community destinations and neighborhoods</li> <li>• Follow Complete Street guidelines to ensure there is enough space for the bus</li> <li>• Stations on MLK Way will assist with revitalization of Hilltop area</li> <li>• Design ignores potential ridership between Yakima and MLK Way</li> <li>• Coordinate with TACID regarding two percent grade limitation to meet ADA guidelines. Grade limitation requires some station spacing that is too far apart. Identify how limitation could be addressed through engineering.</li> <li>• Consider passenger safety at stops</li> <li>• Address safety issues and needs for cyclists. Concern about whether curb-side platforms would be a safety issue for cyclists.</li> <li>• Ensure two-car platforms are possible with simple extension of the designed platforms, rather than costly reconstruction</li> <li>• Interest in providing art at stations and weather shelters. Consider advertising/community event boards.</li> </ul>	<ul style="list-style-type: none"> <li>• Some perceived that there is too much space between stations on MLK Way. Specific suggestions included adding stations at the following streets:               <ul style="list-style-type: none"> <li>• 9th</li> <li>• Market Street</li> <li>• 13th</li> <li>• 15th</li> </ul> </li> <li>• Many suggested adding a stop on Division Avenue to serve North Slope neighborhoods. Specific locations mentioned on Division Avenue included:               <ul style="list-style-type: none"> <li>• K Street</li> <li>• MLK Way</li> <li>• I Street/ Wright Park</li> </ul> </li> <li>• Suggestion to terminate at 6th and use single-track with 20-minute headways as cost savings option</li> </ul>	<ul style="list-style-type: none"> <li>• General support for the project and selected route</li> <li>• Selected route will serve busy neighborhoods and medical centers and will benefit residents by providing connections to downtown area and regional transit</li> <li>• Tacoma Link Expansion will provide safe and efficient means of travel serving North Tacoma and Hilltop</li> <li>• Tacoma Link Expansion is needed and Sound Transit should build the project as soon as possible</li> <li>• Some preference indicated for other corridors, including Portland Avenue, Pacific Avenue to MLK, and 6th Avenue.</li> <li>• Concern about cost and inconvenience of construction on Stadium Way after recent impacts of Stadium Way improvement project</li> <li>• Update street view images for materials</li> <li>• Accommodate future extensions of Tacoma Link. Support for expanding Tacoma Link to Sea-Tac Airport and Point Defiance in the long-term.</li> <li>• Keep buying Skoda trains</li> <li>• Maintain as much parking as possible for businesses</li> <li>• Provide transit signal priority at intersections</li> <li>• Place security cameras at stations</li> <li>• Appreciate outreach efforts to gather input</li> <li>• Provide monthly or longer pass options for riders, especially students</li> <li>• Improve bus service instead of investing in Tacoma Link Expansion</li> <li>• Concern about potential congestion on Stadium Way after extension is built</li> <li>• Route to Emerald Casino and up Portland Avenue would better serve long neglected residents in Tacoma</li> <li>• Concern about impacts to deliveries, parking and access at local businesses</li> <li>• Avoid changing from parallel parking spaces to “back-in” diagonal parking</li> </ul>

### Next Steps

The community feedback provided during this phase of public outreach will inform the conceptual design and station locations for Tacoma Link Expansion. Sound Transit will share the results of the updated alignment design and station locations in summer 2014.

Throughout the project development, there will be opportunities for the public to stay involved. Sound Transit will continue to seek advice from the public and keep community members and stakeholders informed of project developments and upcoming public involvement opportunities. Sound Transit will plan future public input opportunities in fall 2014. In addition, Sound Transit will present the environmental documentation for public review and comment in winter 2014.



## Appendices

## Appendix A: City of Tacoma comment letters



950 Pacific Ave, Suite 300 | Tacoma, WA 98402  
253-682-1739 | dotg@tacomachamber.org

June 30, 2014

Sound Transit  
Attn: Sue Comis  
401 S. Jackson St.  
Seattle, WA 98104

Dear Ms. Comis,

Thank you for the opportunity to comment on the Tacoma Link Expansion station locations.

We would like to express a desire to make these stations accessible by all modes. We believe the true value of the Tacoma Link Expansion project will be in making connections and integrating the Tacoma Link into a larger transportation system rather than to focus on just the new infrastructure that only allows people to travel around downtown.

We support the proposed station locations (S. 4<sup>th</sup>/Stadium Way, G/1st, MLK/6<sup>th</sup>, MLK/11<sup>th</sup> and MLK/19<sup>th</sup>) and advocate for station design that prioritizes access for pedestrians and bicycles. Design plans should show where a bicycle might travel, recognizing that cyclists will be on MLK in general purpose lanes when accessing the Link and local businesses. In particular, bicycle / track conflicts should be avoided through a station design that allows for through bicycle access without weaving to avoid the tracks or station and the design should not preclude safe bike access along the entire MLK Jr. Way. In addition, we would like to see continuous access for bicycles using the new Stadium Way bike lanes to access the G/1st station.

To see the true value of the investment we are making in the Link Expansion, we need to ensure that it is used to get people to and from work and their day-to-day destinations and support our local businesses. We see great potential for economic development and transportation options for our downtown commuters that include not only light rail but connections to buses, bike facilities and walkable streets. Additionally, we support seamless pedestrian connections between the new Link stations and local transit bus stops for ease of transfers and local connectivity.

Our Board of Directors represents twenty downtown businesses, organizations, and agencies, and the approximately 30,000 employees and more than 5,000 students that commute to downtown Tacoma on a daily basis. Our goal is to reduce the downtown drive-alone rate by 11 percent by 2015. We believe that this project represents a positive step for downtown Tacoma's transportation system and an important tool in helping us meet our goals.

Thank you again for the opportunity to comment. We look forward to working with you on this very important project for downtown Tacoma.

Sincerely,

Kristina Walker  
Downtown On the Go Manager

*Downtown On the Go is a partnership between the Tacoma-Pierce County Chamber, City of Tacoma and Pierce Transit.*



## Appendix B: Final survey results

### Tacoma Link Expansion Summary Report - 23 May 2014

Survey: Tacoma Link Expansion Survey

1. Please provide any overall comments on the station locations proposed to serve the Stadium and Hilltop neighborhoods.

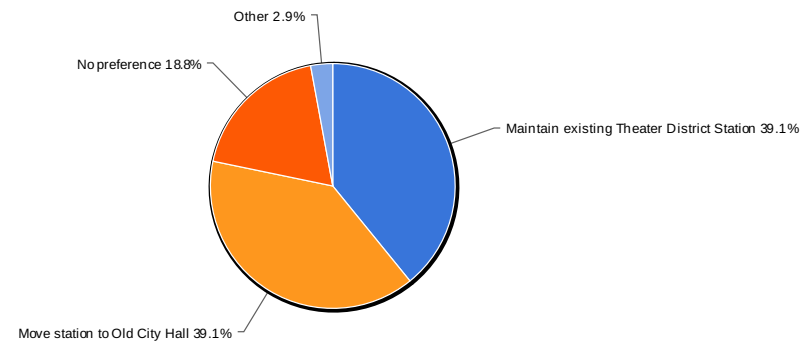
Count	Response
1	Division and K ! That's where we need a stop, to service the north slope.
1	Each station should have proper stop spacing.
1	Electric rail transportation is about 50 years behind in development and deployment.
1	Good.
1	I LOVE this idea!
1	I like the idea and hope that the light rail will bring back life into the Hilltop area.
1	I like the plan as it is.
1	I think the station locations are very convenient to where I live in the Hilltop neighborhood.
1	North Slope needs a stop at division and K!
1	Overall spacing looks reasonable for pedestrians.
1	Please disrupt the quaint nature of Stadium as little as possible!
3	There should be a stop at mlk and division
1	Would like to see a station close to the Stadium business district.
1	looks great
1	Will a left turn be maintained from Stadium onto 4th? A left onto Stadium from 4th is frivolous, so go ahead and do a way with that, if you decide to heavily modify the intersection.
1	As a business owner on Commerce Street near the existing Theatre District Station we are concerned about parking for our patrons. We need more details about available parking to make an informed decision. We are leaning towards suggesting moving the existing Theatre District station to the Old City Hall location based on providing better access to Pacific and Broadway streets at that location but are concerned about what that would do for parking near our business.
1	Who cares where the stations are! This expansion will not relieve congestion or reduce trips. The 6th Ave or I St/21st St alternative would have been the best route for getting people out of their cars! On the other hand if the idea is to (cater) encourage the doc's to take the link between hospitals, why not increase the buses on MLK Way make it a free ride zone. Instead let's tear up Stadium Way...again? How about Market St? At least that would resurface the road & my car won't go out of alignment dodging potholes!
1	Excellent route choice to serve busy neighborhoods and medical centers. Will bring convenient connections to the downtown area as well as local and regional bus and rail lines (Tacoma Dome, Amtrak)
1	Re-look the alignment on Stadium Way. Any stops on this alignment will probably be underutilized because the population is up the hill (less convenient); the stop should be located closer to the population density, as provided under the A2 alignment.
1	As a Stadium District resident who uses public transportation as often as possible, I like the idea of extending Link to the Stadium District/Tacoma Ave. Having stops near the grocery store, hospitals, and other resources makes it convenient.
1	Station area 2 is unnecessary and far too close to station area 1. Division and MLK should have a stop.
1	In general, all of the stations are at very logical locations that make good sense. It is unfortunate that the Streetview photos in the survey guide do not show the current configuration of many of the locations. I would think the Sound Transit would be able to send an employee down on an express bus to Tacoma to take some decent digital photos of the current conditions. I admire what you guys do, but seriously...
1	Being as how I am directly on the route, at 1720 MLK, I am ecstatic to see our city rail come back after so many years.
1	I'd vote for all the proposed stops if that were an option, but my personal strongest preference are station are #4, #6 and #3 in that order.
1	My biggest concern is the cost and inconvenience to increase the rail line up Stadium Way. Stadium Way is our thoroughfare to/from I-5 and also to/from downtown Tacoma -- and it was a bother to have it closed for years while

	renovations were made. I don't look forward to another detour -- and it seems a shame that these projects couldn't have been combined. If I were to make use of the rail line upon completion, I'd want a stop at or near Division & North I St -- on Division with Subway on one side and the Christian Science and Mars Hill churches on the other.
1	We like the idea of changing the Theater District station to Old City Hall. It seems to spread out the stations more evenly. We wouldn't get rid of the Stadium and 4th St. station, however, for the same reason. The station near Stadium Thriftway is the station we would want to make sure was included out of all of them.
1	Would like to see a station closer to Division Ave near Wright Park/Group Health. Too much space between stations on MLK. Seems like there should be at least 1 more. 15th Street?
1	Appears to appropriately capture extension route. Recommendation is to explore possibility of adding additional stop on MLK.
1	All great cities have public access to central parks. Thus, it is nice to have link rail access stations close to Wrights Park as an urban oasis of trees and trails for the city residents and tourists, visitors, etc.
1	The stations are currently spaced too far apart between the Stadium District and St. Joseph Hospital. On the "Key Features" board that Sound Transit presented, stations should be "Spaced approximately a quarter mile or less apart (five minute walk) for easy access." However, in many cases the station spacing is closer to 0.6 miles, which is much too far to provide the neighborhood access that is desired. I have two suggestions for reasonable infill stations that have backup material from planning documents from Sound Transit and the City of Tacoma. Sound Transit planning documents (Long Range Plan Issue Paper S4 - 2005) exploring a western extension of Tacoma Link to Tacoma Community College, placed a conceptual light rail station on Division Avenue at MLK. Additionally, Sound Transit studies from 2005 indicate the need for two car trains of existing size in order to handle the peak passenger load upon extension of the line to TCC. While two-car platforms are not required for this project, care should be taken to ensure that two-car platforms are possible with simple extension of the designed platforms rather than costly reconstruction.
1	I think these station locations seem to compliment the surrounding buildings/business. Often times new bus/trolley stations can be cumbersome, but these seem extremely well placed.
1	Hilltop desperately needs more transit options to get people downtown and to the Tacoma Dome. This would go a long way to unite Hilltop with the Stadium District & Downtown, which is sorely needed.
1	The proposed station locations are very good options. The Stadium District is becoming densely populated with increased number of apartment buildings and retail businesses. Moving people from and to this area by Link will be an additional positive element of the neighborhood. The stops along MLK, servicing the two major medical centers, should substantially reduce the number of POVs on the road. Additionally, they will assist in the revitalization of the Hilltop area.
1	I am pleased with all of the proposed station locations except I would like to see the light rail go all the way to MLK and S 25th. It would really open up this area of the hilltop, and give access to the downtown core from the neighborhoods up here. MLK and S 19th is already too busy an intersection to have a station there. If S 25th is too far, at least put the station at MLK and S 21st.
1	I think that the best way to determine what locations should be priorities would be those with the least amount of current support and that go to the most needed places (hospitals, etc). I think that all the potential stations are good ideas, but I have to admit that I'm concerned for the safety of those who would be standing in the Hilltop area while they wait for the link.
1	There should be a stop at Division and K st as well to hit all the North Slope residents. It's quite a long walk down a not so nice road to get all the way over to 6th and MLK.
1	Our family loves the idea. We currently have to walk down the hill to catch link early in the morning to catch the Sounder to go to work during the week. Expansion into the Hill Top would encourage us to go shopping and eat out in that neighborhood. We have two cars, however, prefer to use light rail to go downtown retail instead of driving and having to deal with finding parking.
1	There needs to be a stop between the proposed #3 and #4. There's a huge ridership population in the North Slope Historic District, but the current plan ignores it.
1	Please have a station at the intersection of Division and MLK. This will serve North End residents. A station located next to Frisko Freeze would have the additional benefit of creating a distinctive landmark for the city.
1	My main concern is for my safety as a cyclist, I noticed it a note on one of the locations saying that it was the goal to have curb side platforms to avoid removing the left turn lane, but isn't this dangerous for cyclists who may be cut off by a train that could right-hook them going to the platform?
1	I believe this was ruled out when Stadium Way was re-done. And I believe the infrastructure was not provided at that time. How much money will that mistake add to this very minimal advancement to the system? Expansion should actually provide outlying neighborhoods access to downtown and businesses access to people. Its about connecting people with where they want to go. Connecting Old City Hall with St Joseph via Stadium is interesting. I'm not sure of its benefits.



- 1 Commuting by bus/link has been a lifesaver for me. I am a lower-middle class 24yo female that lives across from Wright Park. Living at the pinnacle of North Tacoma and Hilltop, my neighborhood isn't the most dangerous, but isn't the safest either. Having this expansion at the locations suggested will definitely provide me with a more safe and efficient way of getting to and from the places I need to go on a regular basis compared to walking there, which is necessary even when bus rides are available. I won't be as afraid and susceptible to the any kind of assault given that I'm a young female that must walk home at night in a not so well off neighborhood due to the lack of public transportation. I highly favor this plan of action and hope and pray it pulls through! God bless.
- 1 I think the locations look great. I especially think the 4th and Tacoma Ave stop will get used by Stadium High students and residents in the neighborhood.
- 1 Good use of resources. I'd like to see an extra stop at the corner of Division/I street (Wright Park) to extend potential user base to those who would walk from the North End. (I walk to work downtown and there are many people who do...the link stop would be welcome.)
- 1 I'm excited, I believe it will help even more people and encourage others to drive less and explore the downtown area with their families more.
- 1 I'm disappointed there isn't a station to serve the North Slope Historic District neighborhood. There should be one on Division, as close to the turn onto MLK as possible.
- 1 I'd really like to see a stop at Division and MLK. Not sure about the need for a 4th and Stadium stop if there's one at Old City Hall.
- 1 #1-4 are all awesome and serve where people wanna go. #2 is crucial to bridge a gap. #3 is crucial because of the grocery store and park. #4 is crucial because of the medical facilities.
- 1 Too Bad the original rails were ripped up in the 1960s. Just think if the rails were kept there we could have used them all these years just upgraded the trolleys over the years. Could we have saved \$\$\$\$ probably .
- 1 I believe the station locations proposed are the best options to serve the needs of the Hilltop neighborhood and increase ridership.
- 1 I have no idea why anyone would want to take this long to go from the Hilltop to downtown where there are really no jobs.

2. At Station Area #1 there is an option to move the existing Theater District Station to Old City Hall (near S. 7th St. and Commerce St). Should we move the station to Old City Hall vicinity or keep the existing station?

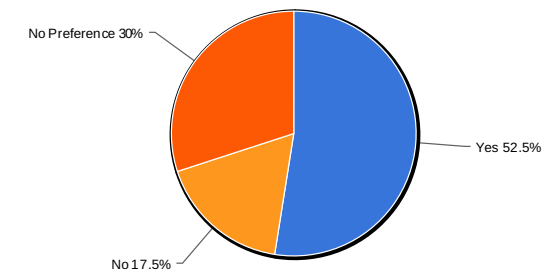


2. At Station Area #1 there is an option to move the existing Theater District Station to Old City Hall (near S. 7th St. and Commerce St). Should we move the station to Old City Hall vicinity or keep the existing station?

Value	Count	Percent %
Maintain existing Theater District Station	27	39.1%
Move station to Old City Hall	27	39.1%
No preference	13	18.8%
Other	2	2.9%
None of the above	0	0.0%

Open-Text Response Breakdown for "Other"	Count
Why?	1
Old city hall with hope that McMenimen's brewpubs can restore their Elk's Building project. Federal monies should upgrade City Hall.	1

3. If your answer to the previous question was "b" please respond to question #3. Otherwise, skip to question #4. If we have a station near Old City Hall, should we also locate a station at S. 4th Street on Stadium Way?



3. If your answer to the previous question was "b" please respond to question #3. Otherwise, skip to question #4. If we have a station near Old City Hall, should we also locate a station at S. 4th Street on Stadium Way?

Value	Count	Percent %
Yes	21	52.5%
No	7	17.5%
No Preference	12	30.0%

4. Station Area #1: Existing Theater District Station or Old City Hall (alternate to Theater District station) Existing station could be retained and used for the northbound direction A complementary southbound platform would be constructed Alternate location for the northbound and southbound platform could be two blocks north, near old City Hall If Old City Hall is chosen as the location, an option could be to eliminate Stadium Way and S. 4th Street station, but this would result in a "gap" of more than a five minute walk distance in the area of S. 4th Street.

Count	Response
1	A old city hall station would improve stop spacing.
1	I don't understand what the benefit of moving it is. Leave it in place and save some money.
1	I like the 3rd option with two platforms, two blocks apart
1	I like the current stop.
1	I think the Stadium station should be left where it is.
1	I would like to have a station at S 4th street regardless of the location of station #1
1	Keep current location
1	Keep northbound station and add southbound station at Old City Hall.
1	Keep the current station in the theater district and build a complementary southbound station.
1	Minimize gaps as much as possible
1	Move Theater District Station to Old City Hall and do not eliminate the 4th St station.



1	No comment.
1	Place a south bound location near old City Hall. No station at 4th and Stadium.
1	Stadium way is too narrow and hilly for an added obstacle to drivers.
1	a complementary southbound platform would be constructed.
1	I think the alternate location near Old City Hall is a better location. I think the Stadium way & 4th street location is an OK idea if it's possible, though riders getting off here have a steep climb uphill on 4th street to get to most any locations nearby. Eliminating the Stadium way/4th location might also make it easier to maintain the safety/ease of the bike travel lanes up Stadium way.
1	Any place that is chosen for the "station 1" should have both north and south platforms on opposite sides of the street from each other to ensure ease of use.
1	Either of the first two options works well. The final option could be replaced by a stop that moves a bit further up Division near Wright Park, serving Stadium AND the North End.
1	The 4th & Stadium Way is important due to the density of the St. Helens neighborhood to the west and lack of connections to Stadium way in the neighborhood.
1	I really think that it's not a good idea to choose Old City Hall. The Stadium Way and S 4th Street Station is needed and why on earth would you spend more money to build both sides of a stop when, if you used the existing station, you'd only have to build one?
1	The immediate area surrounding 4th and Stadium Way/ Broadway area seems mostly to be a thoroughfare --not a destination area. Of course, if a gondola were constructed to transport residents & commuters to the as Shuster / Ruston Way waterfront, then this stop could be a possible draw...but otherwise, this location seems less useful , less viable for funding.
1	Keeping the existing Theater District Station is sufficient due to location. It's closer to the heart of Downtown Tacoma and seems to be more accessible compared to Old City Hall which is further off to one side of Downtown Tacoma.
1	As I mentioned to question #1, we are concerned with parking near our business. We would like to maintain as many spots and if spots are removed we would like to have them mitigated nearby (potentially cleaning up/providing safe and secure parking in nearby parking garages).
1	It's hard to give an educated opinion without seeing the costs, but in general I think the station should be moved to Old City Hall, and also have a station on S. 4th.
1	Does not appear to be much value to moving station 2 blocks North to Old City Hall, especially as existing station is closer to 9th Street, and theater district. Stadium Way and S.4th station is ideal between existing and new expansion.
1	Whatever makes the most sense and is most economical along with being rider friendly. The goal would be to get the greatest number of riders out of it.
1	Do not eliminate the S 4th St location. Old City Hall is a nicer location than the current station and is better aligned with the 7th St stairway creating a gateway to commercial activity, housing and entertainment up and down the 7th St hill. It is also closer to some of Tacoma's most unique historic structures that are in need of redevelopment. It should not be built at the expense of a station at 4th and Stadium. I would keep the Theater district station before I have 4th St eliminated.
1	Seems most cost effective to keep what is already there (northbound) and to simply add the southbound platform.
1	I prefer to not site a station at S. 4th and Stadium Way, but not to preclude the development of such a station in the future. If a station is sited at Old City Hall, in either a southbound platform or a bidirectional platform, we should not consider a station at 4th and Stadium way at this time. If a bidirectional station at Theater District is considered, then potentially a S. 4th station should be considered.
1	A fair amount of effort should be in using as much already constructed station locations as possible. The gap is an issue, but cost is as well. The stadium way and S. 4th st station should be the last constructed. Stadium way was recently just completed refreshed, hate to see more money spent tearing it up for an area with extremely low pedestrian use as most condo entrances are on Broadway a block up.
1	Alert: This is NOT a survey question, idiots. Do NOT eliminate the Stadium station ... the rule of thumb is MORE stations, not less. Go study Amsterdam!
1	Moving the theater district stop near old city hall would be hugely beneficial to the growing number of restaurants and shops that are popping up along Pacific Ave and would add to the synergies that are occurring in that area. Also, putting in a stop on S 4th would be beneficial as the theater district has the potential to become an excellent live/work neighborhood with the proper public transportation
1	Just leave the Theater District and make the stop on Stadium. Try to not use as much tax payer money, that doesn't make sense to tear something down that isn't broken.

1	Old City Hall is not that far away on fairly level ground --- plus what is the long term use of Old City Hall? Likely many building code violations and cheaper to replace with state of the art facility.
1	It depends if there is further development in the area around old city hall or the stop is a waste of money.
1	The "gap area" created by eliminating the S 4th St station in favor of the Old City Hall station would be a mistake. That "gap area" is a densely populated condo and apartment area. The 4th and Stadium Way stop would be ideal for hundreds of residents in the area. Moving the current Theater District station to the Old City Hall would put it at an intersection, with easy access to Pacific Avenue and the increasing number of retail stores and restaurants. The current stop is at the delivery side of several offices and stores - most unattractive.
1	Do not like the idea of eliminating the Stadium and 4th St. station but do like the idea of moving the existing Theater District Station to Old City Hall.
1	4th St should remain an option as it will serve the most people from apt's, condos in Stadium District.
1	Why waist money when you already have a station that is so close to old city hall? The action is in the other direction it seems pointless to me.
1	Again, why would you move an entire station one block? Split may make sense if expansion happens. These little intricate options in a very small area sound like a huge waste of money. Go further and actually serve the people who drive downtown
1	Due to the distance and hill on Stadium way, it seems that people with limited mobility would appreciate both the City Hall stop and the stop at S 4th St to eliminate the additional walking.
1	Looking at this "gap", I don't think that it would be a huge issue based on the location of this gap and the surrounding businesses/buildings.
1	Stadium & S 4th is too crucial of a location to not build there; w/o it there is too much of a gap in the line. Location of station #1 is not as important to me as making sure that station #2 happens.

5. Station Area #2: Stadium Way and S. 4th Street Serves the Stadium residential area Option to locate median platform on the north side of the intersection or two side platforms

Count	Response
1	Access both directions required.
1	Appears to be a good location on expansion route and able to serve Stadium residential area.
1	Do not need a station at Stadium Way and 4th.
1	Either one works for me.
1	Either way, I'm sure people will adjust.
1	For it
1	I dont think this is a good location due to cars, hill etc.
1	I have no preference
1	If this moves a lot of people living there, great.
1	Last station to be funded
1	Location of this station is great!
1	May provide access point to future Bayside Trails trailhead
1	Median platform
1	Median platform sounds good.
1	My first reaction was to cut this station, but looking on the map changed my mind.
1	No preference - I'd just b happy to have a stop here!
1	No preference.
1	North side of intersection
1	Not sure what is meant by two side options.
1	See comments regarding nearby old city hall platform above.
1	Seems to be a good idea for nearby residences.
1	The North side would be best in my opinion.
1	This is a must-have to have consistently-stops. I am neutral of type of platform.



1	This is not as important to me as the other stops proposed.
1	This station should be eliminated if a station is put at the old city hall.
1	Use a median platform here.
1	two side platforms
1	Two side platforms would be the best. I think you will find in the coming decades that this will be a heavily used stop. Having two platforms will reduce crowding.
1	I think the north side of the intersection makes more sense with the traffic flow, provided that there are sufficient crosswalk lights in place near the platform. Otherwise, people will take chances to get across the street to the platform.
1	I will let the Stadium folks weigh in on this. I will be happy to see a station anywhere in the Stadium District.
1	Potentially defer this station until after the extension is completed, in order to study the impact of Tacoma Link on traffic patterns on Stadium Way. Survey the local residents specifically, for their opinion.
1	see previous question - I think a stop here isn't that useful but one a few blocks away could serve both neighborhoods.
1	I think this station makes sense on a map, but doesn't make too much sense on the street, as some people might rather ride farther up the hill and walk longer on the flat from station area #3, rather than walk up (very steep) 4th. I'm not sure if there is a stairway nearby, but a stairway up 4th w/wayfinding signs might help this issue. Avoiding implementing this station entirely might reduce planning needs to accommodate the existing bike lanes up stadium and bike travel around the station.
1	Stadium Way is a VERY busy arterial. Design criteria should include minimizing automotive traffic flow disruptions.
1	The less you have to wreck the improvements already made on Stadium Way at considerable cost the better. I would skip this station.
1	With limited lane space it seems best to choose the option that avoids interfering with auto traffic.
1	My biggest concern is where bicycles on Stadium will go. Putting bike lanes on St Helens at the same time as the link project would be good mitigation. There should be no net loss in bicycle access in Tacoma as a result of this project. Bike people are public transportation allies. Respect bikes.
1	Our Family lives at the Metropolitan. there are many people I know who live in this neighborhood who drive down to the Tacoma Dome parking to take train to work. However, with an option to take link at 4th. Many of us would leave our cars at home and just take link and transfer at Tacoma Dome.
1	Median platform. Discontinue left turn onto stadium from 4th (not necessary). 4th towards Stadium becomes right turn only. Stadium Way Northbound has a signal only for a pedestrian crossing (for the median station); otherwise, continuous green.

6. Station Area #3: Stadium District/Tacoma Avenue Serves the Stadium Business District and nearby neighborhoods The goal is for platforms to avoid existing bus stops and loading zones Consider location near existing mid-block crosswalk

Count	Response
1	Good
1	Great for stadium thriftway and wright park access.
1	Great spot - Will serve students well. Like idea of avoiding bus stop areas.
1	Great stop location.
1	I dont know.
1	I have no preference
1	I think this would be well utilized. Great potential location.
1	Mid-block would be ideal.
1	No preference.
1	Put it near Stadium Thriftway.
1	Sounds good
1	The bus stop and link station could share stops like stations on the SLU streetcar.
1	The station needs to be closer to Tacoma Avenue and move the bus stop.
1	Think there should be stations here and 4th street as both would be heavily used.

1	This is a good location open space etc.
1	This is already a tight area...move the stop up the line further.
1	We like this idea.
1	Why not combine bus and link stops.
1	this is absolutely necessary
1	Great to link whole community to Wright Park and a grocery store. (I'm still sore that IGA is gone in Pac Ave.) Would be my favorite stop on your list!
1	Stadium Thriftway is an important local destination. Maintaining a station for the elderly in proximity to Thriftway is key. Station should be close enough to Tacoma Ave to serve destinations in that area.
1	While it would be nice to have a platform more directly adjacent to Wrights Park further up along a mid-point of Division Ave, this might interfere with car traffic forks between 1st ave & division. So the proposed G Street block location seems more central to both City Park AND Retail...especially with proposed commercial / residential development upgrade of parking lot areas across from Stadium Thriftway grocers by new investor group.
1	This is the best idea ever! This would allow neighborhoods in Stadium to easily travel downtown. It is the perfect link to connect these two busy areas in the city.
1	I prefer a center platform station at this location because it is in a mixed use center. The station should be located close to the intersection of N 1st and G St to encourage new development near adjacent parking lots.
1	The mid-block crosswalk at Thriftway seems a reasonable option. My alternate suggestion would be to continue up Division and make the stop next to Subway (westbound -- just beyond the current bus stop) and next to the Christian Science church and/or Mars Hill (eastbound)
1	Great spot! This is the most exciting location on the entire route. Already tons of people living around there, but huge development potential in those parking lots.
1	Nice location of station due to # of students from Stadium High School and College students that live in the area.
1	Making sure that this does not effect current transit stops is important. I think a mid-block option would be great.
1	Avoid median platform. With potential Stadium High School crowds (ex: for field trips to DT on the Link), median platform would have to be large or will overflow with students. Keep kids out of the streets, keep platforms on sides.
1	I think this station is a good idea. There have been pedestrian improvements nearby, and it is a good "hub" Please plan for the safety of cyclists continuing up 1st to division from stadium way.
1	As long as there is a stop that is convenient for Stadium Thriftway we will be happy. That would be our main destination from this stop.
1	Station #3 at Stadium District/Tacoma Avenue could also serve future expansion to 6th avenue along Division so it could save money account for that in the design.
1	Excellent location for neighborhood. Close to existing bus stops and the high school. Would allow for a good route exchange stop.
1	Good location; close to neighborhoods and Wright Park. Anticipate ridership to/from Wright Park a big draw; limited parking and expansion brings multiple options for riders to get to/from the park. .
1	This is a good location but you're ignoring a huge ridership located between Yakima and MLK. Where do folks from N. K and N. 5th catch the train, for example??????
1	Lots of cyclists coming into Stadium use G St. and turn left onto N 1st St. and then proceed downtown. Please be considerate about where the tracks/station area is located here.

7. Station Area #4: MLK and 6th Avenue Serves medical facilities and nearby neighborhoods Locate along MLK Jr. Way between Division and 6th Ave The goal is for platforms to avoid bus/shuttle stops and ADA parking spaces The goal is to locate platforms to avoid auto traffic in/out of hospital and parking garage while locating near pedestrian entrance to hospital

Count	Response
1	Access to the medical facilities is very important and this sounds like a good solution.
1	Again, access to hospitals very important
1	Good
1	Good area.



1	Good location.
1	I have no preference
1	Near the hospital is a great idea as long as the rail doesn't impede ambulance traffic.
1	No preference.
1	Position station to best serve medical facilities.
1	Should be closer to hospitals if logistics allow
1	Sounds good tho this stop wouldn't b that useful to me.
1	Tacoma General access is the primary concern for this station.
1	The shuttle bus stops should be relocated if it is possible . To make room for the link.
1	This is a good location
1	Top priority, in my opinion.
1	We like this idea.
1	agree
1	This would benefit me the most personally and I would love to use this option for traveling downtown and as a link to other transit.
1	Again, please be considerate with how the tracks/station interact with cyclists. There is no bike lane on this street, but it is still a very popular route for cyclists.
1	Please consider dropping this station and instead place it at the intersection of Division and MLK. This will better serve North End residents. A station located next to Frisko Freeze would have the additional benefit of creating a distinctive landmark for the city.
1	This is fine but what about the huge ridership located between Yakima and MLK. Where do folks from N. K and N. 5th catch the train, for example? The North Slope Historic District has been overwhelming supporters of LINK, but where's the station were we can catch it???
1	This is an important stop based on the physical needs of the community. Thank you for thinking of it!
1	There should also be a stop at Division and MLK -- that's the closest to the destination for people going to the North Slope neighborhood or Group Health.
1	I hope this station encourages development on the nearby underdeveloped stretch of 6th Avenue. I believe that currently there are more residents and activity closer to Division Ave.
1	I think this station location is good. Again, please plan for the safety of cyclists, as MLK is currently a good cycling route (whether that be signs to warn about tracks, wayfinding to direct cycle traffic to J or L, or locating the platforms in a way that cyclists aren't liable to have the curb-out push them into the tracks.)
1	Pedestrians and their safety/needs should come first. If we want to make Tacoma an effective pedestrian city, this is key. I would rather have the pedestrians be safe and have stops located for their convenience, in lieu of conveniencing traffic.
1	This stop should be at MLK and Division to better serve both the hospitals and the vast North Slop population
1	Locate the station between 6th and 5th. Keep the station close to 6th for Wright Park-bound riders.
1	Not sure who will use this given both the excellent employee and public parking options in the area.
1	Get Multicare health system to cover some of the cost as Stakeholders for light rail expansion...as this a huge benefit for patient access to them.
1	Closer to Division would be great as mentioned in my comment number one to incorporate neighborhood traffic as well as hospital.
1	The purpose of this station shouldn't be to serve the hospital, it should be to encourage development of the parcel on 6th and MLK and to connect with Pierce Transit Route 1. Another station on Division Ave and MLK should service the hospitals, because it is much more proximate - even if the grade is slightly higher than 2%. Both of these stations should enable potential expansion westward along either Division Avenue or 6th Avenue.
1	This is a great commuter option for hospital workers and would help to eliminate the need to search for parking in a high traffic area
1	Love the location of this platform because it serves not only daily commuters like myself, but also hospital staff which park all over my neighborhood.
1	Needs to be as close to the turn onto MLK as possible. There will be commuters and shoppers walking to this station from deep in the North Slope Historic District, and it will feel much more accessible if it's on Division just before that turn, or on MLK just after that turn. Plus, the station would be right by Frisko Freeze, wouldn't that be a hit? When the decision

was made to turn on MLK instead of continuing down Division to the 6th Ave District, this became a signature station for the Tacoma Link, and I think it should be a bit showy, with an improved intersection (maybe like the one in Proctor District), and on Division instead of hidden between the hospital buildings on MLK.

8. Station Area #5: MLK and S. 11th Street Serves the Hilltop Business District and nearby neighborhoods Locate as close as possible to the intersection for best traffic and train flow Along southbound MLK Way, locate on the north side of intersection to avoid the bus stop on the south side Option to locate northbound stop on either corner but south side is preferred to avoid having cars backed up through the intersection The goal is for curb-side platforms to avoid interfering with left turn lanes

Count	Response
1	3127 Bridgeport Way W Apt 34
1	3213 N 22nd Street
1	608 N Sheridan Ave
1	776 Commerce St
1	Cars don't count. Ignore any inconvenience to auto traffic. See Capitol Hill, Seattle.
1	Good
1	Good area - south side of street.
1	Good location.
1	I am still mystified who will use this stop.
1	Like the idea of having curb side platforms as to not block traffic.
1	Maintaining the flow of street traffic is vital in this area.
1	Need to keep traffic disruption at a minimum.
1	No preference.
1	Not as important to me personally.
1	Not important to me.
1	Should work fine.
1	Solid location
1	Sounds good.
1	Sounds great. This is going to help the businesses in this area so much!
1	The bus stop and link stop could be shared, BAT lanes could help traffic flow.
1	This stop is fine - I agree
1	We like the idea of locating this stop as close to the main intersection as possible.
1	We like this idea.
1	curbside platforms
1	Instead of "avoiding" the bus stops, why doesn't Sound Transit try to integrate seamlessly with them? In Seattle the First Hill Streetcar is sharing some station platforms with buses. This should have an effect of increasing ridership from transfers. Just an idea. Personally, I don't care about impacting left turn lanes if it improves the operations of the streetcar.
1	If the first MLK and 6th Station is moved to be on Division at the turn, as I strongly recommend, then this one could move to MLK and 9th.
1	This area has so much potential as a destination hub for dining and nightlife ...and is a favored lunch spot alternative between the hospitals.
1	I think this is the best stop location of all because it is close to hilltop businesses, the new healthcare facility and a large number of hilltop residents who need better access to downtown and the stadium neighborhood.
1	I agree that having two south-side platforms would be preferable to one on opposite sides of the intersection.
1	Between So 14 st and So 15 st will the tracks be at street grade or raised above the street grade?
1	Please do not block traffic. A lot of my daily stops are on MLK when I take the bus so it wouldnt be ideal having the transit interfere with normal road traffic. But location of the platform is wonderful!



1	I believe we need this but won't this add another big obstacle to drivers? This street is congested with businesses. J St might be better or L St part of the way.
1	Sounds good. I look forward to riding south down MLK to all of the new businesses that will come.
1	I think this station location is good. Again, please plan for the safety of cyclists as MLK is currently a good cycling route (whether that be signs to warn about tracks, wayfinding to direct cycle traffic to J or L, or locating the platforms in a way that cyclists aren't liable to have the curb-out push them into the tracks.)

9. Station Area #6: MLK and S. 19th Street Serves St. Joseph's Hospital and nearby neighborhoods End-of-line station, similar to current Theater District station. Locate north of S. 19th Street to avoid interfering with traffic on 19th Street. Initial concept is for single track located along the curb, with a single platform extending from the sidewalk. End of line operations and design to be determined.

Count	Response
1	3127 Bridgeport Way W Apt 34
1	3213 N 22nd Street
1	608 N Sheridan Ave
1	776 Commerce St
1	9002 Warren Dr N W
1	Access to St. Joseph is vital and much needed in the community.
1	Again, great to have a stop near a hospital
1	Cool.
1	Good
1	Good location.
1	Great location - I'd use this one!
1	I have no opinion
1	Not important to me.
1	Primarily purpose is to serve St Joe's Hospital.
1	Should work fine.
1	Solid location
1	This is nice place for the south end of hilltop but again here K street would be ideal , not J
1	This station should be located as close as possible to the entrance of St. Joseph's Hospital.
1	This stop is fine - I agree
1	We like this idea.
1	agree
1	I don't understand this entire portion of the route. Is the idea to provide service to people who want to move from medical building to hospital to doctors office? Getting people to the medical district makes sense. But people come from all over for these services. Not just those that live walking distance from them.
1	Again, not sure who will use this. Employees and the public are not going to park downtown for the long ride to this location.
1	I think this station location is good. Again, please plan for the safety of cyclists as MLK is currently a good cycling route (whether that be signs to warn about tracks, wayfinding to direct cycle traffic to J or L, and/or locating the platforms in a way that cyclists aren't liable to have the curb-out push them into the tracks.)
1	Consider a station on S. 18th between MLK and J St., in order to improve access to St. Joseph Hospital and get end of line operations off of MLK.
1	No preference. However, is there a plan to limit or eliminate curbside parking down MLK. As a resident of MLK, it is already a hazard. Adding the line along with both sides parking and 2-way traffic is just too much. The curbside parking should be eliminated on MLK.
1	Again, a necessary location, and as above re Multicare, the Franciscan Health System should help fund this section of light rail expansion / phase completion as a stakeholder to benefit from patient access to services.
1	I misunderstood this and thought it was going the other way toward Fred Meyers, the stadium and the nature center...

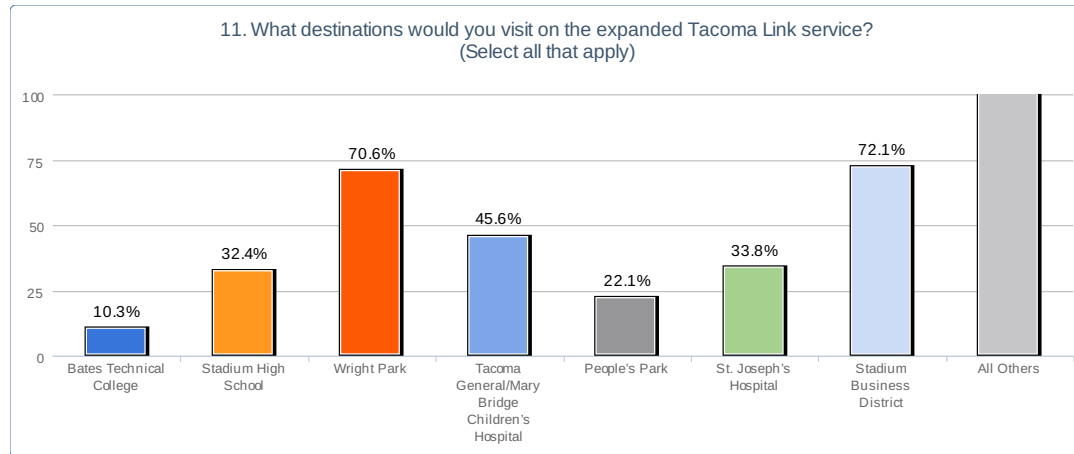
	too bad those aren't on the route (not to mention TCC).
1	I live and walk in this neighborhood every day. My impression of the area around St Jo's is that the link light rail is not going to be used much by St Jo's staff and patients; they are going to continue to use cars, buses and shuttles as the main way to get to and from their houses, which are not in the Stadium or Theater Districts. The light rail offers access to Hilltop neighborhood residents to get to and from the downtown core. Please please please locate a station at S 25th or S 21st. It will be used!
1	It would be nice if this could be extended to 19th and Union. I frequent the shopping areas around there and it'd be great if I could get a lift with my groceries.

10. Please provide any comments on the potential operations and maintenance facility expansion options. Requirements for maintenance facility expansion site: Utilize areas adjacent to existing Tacoma Link maintenance facility. Provide space for storage of up to nine Tacoma Link vehicles. Current facility would be retained and used for maintenance. Expansion would provide extra storage space for spare parts and maintenance equipment. Provide office space for additional operations and facility personnel.

Count	Response
1	Again, whatever makes the most sense.
1	Expand as needed.
1	I'm fine with expansion of these facilities.
1	Like 1 Because it looks like the cheapest site.
1	N/a
1	No comment
1	No comment.
1	No particular comments.
1	No preference
1	Not really sure what the pros and cons of these sites are.
1	Recommend site #1 with any office space located at the corner of 'G' and 25th.
1	Should work fine.
1	Sounds reasonable
1	no comment, makes sense
1	no issues with the facilities
1	What ever is being provided now should be sufficient. Don't bother redoing what is already in place.
1	Facility should have space for expansion --- when the line is extended another maintenance facility will not be needed for that expansion.
1	Carry on with your proposed plan adjacent to the existing one. I do wish that the freight house square area could boom into a retro funky vill destination area for the central & south puget sound.
1	I feel with the expansion of the track, this is more than necessary. I am willing to pay more taxes for something like this.
1	Go for the largest space with the most potential for expansion. Tacoma Link is not done expanding and it doesn't make sense to have to look for a new location for a maintenance facility each time we do expand.
1	I don't think anyone will pitch a fit about any of those locations. It's a pretty industrial area.
1	Sites 1 and 2 seem the least expensive for laying track and gaining access to the shop. Site 1 would probably require track running diagonally across the E G St intersection which could be problematic to pedestrians. Site 2 seems the most cost effective if track can be laid to gain access to it. Site 3 would require some potentially costly work to pass under the sounder tracks but appears to provide more space for future expansion.
1	No specific comments; consider cost and what is best-fit from business aspect for ST that comes with expanding the Link. Overall expansion sounds reasonable.







11. What destinations would you visit on the expanded Tacoma Link service? (Select all that apply)

Open-Text Response Breakdown for "Other (please list):"	Count
Left Blank	53
Alliant Physical Therapy's Feldenkrais Method movement classes and urban retreats!	1
Bayside trails	1
Downtown, duh!	1
Frisko Freeze	1
Grocery store, food is essential	1
Hilltop Kitchen	1
I work in Stadium, so I would use it to get downtown.	1
It would easy to explore new areas.	1
Just to visit	1
None, I would have to drive to get to the link anyway.	1
Stadium Thriftway	2
Theater District, Convention Ctr, UW, museums, galleries, restaurants	1
Theater district.	1
Transfer to downtown or dome district	1
bus stops, restaurants	1
downtown businesses	1
more likely to use the expanded service to access downtown (existing link stops)	1
restaurants	1
I would use it to get from home to downtown and as a link to other transits via Tacoma Dome station.	1

12. Are there any other general comments about the project you have for the project team?

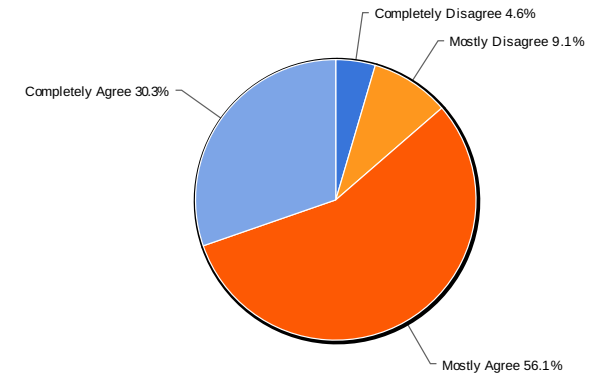
Count	Response
1	Again WHY did the Men from the 60s tear out the old tracks ? Did not think about future?
1	Again, why does every project in the State of Washington take years to place into operation?
1	Build it ASAP.
1	Expansion is much needed! Glad to hear you are doing it.
1	I hope some day we can ride it to SeaTac...!

1	I'd like to see the cost per ride based on distance traveled
1	Keep buying Skoda trains...it's the only time I ever see Skoda in this country.
1	No
1	No comment.
1	Nope! Thanks for the opportunity to comment.
1	Please try to maintain as many parking spaces as possible for businesses.
1	Thank you for asking the people. I am excited to see tacoma keep on improving!
1	The stops should be located near businesses and not too close to residential buildings
1	We would use the expansion more if it had continued down 6th Ave. toward Union.
1	When will the expansion be done, I start school at Evergreen College soon.
1	Would love the expansion to extend to the Wal-Mart/Target shopping area.
1	You have a good plan, let's move forward ASAP
1	please see my answer to #1
1	Transit signal priority at all or most intersections, the stations should be located at or near intersection's, design the new stations like the south lake union(SLU) streetcar stations or like the existing Tacoma link stations, put security cameras at ever station , and the light rail cars should be designed like the SLU streetcars or the existing Tacoma link cars.
1	Please reach out to TACID (Tacoma Area Coalition on Disabilities) for their opinion on the 2% grade limitation for stations. The present design has station spacing that is too far for some to walk and that will hurt access to the line for people with mobility issues. Please also try to think creatively about how that limitation might be worked with from an engineering perspective to provide greater neighborhood access to the Tacoma Link extension. Also, upon reading the Rail Platform design standards, it appears to me that the 2% grade limitation does not apply to rail platforms that are parallel to rail installed in existing roadway. 810.5 Rail Platforms. Rail platforms shall comply with 810.5. 810.5.1 Slope. Rail platforms shall not exceed a slope of 1:48 in all directions. (Or 2%) EXCEPTION: Where platforms serve vehicles operating on existing track or track laid in existing roadway, the slope of the platform parallel to the track shall be permitted to be equal to the slope (grade) of the roadway or existing track. (Source: <a href="https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards/chapter-8-special-rooms,-spaces,-and-elements">https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards/chapter-8-special-rooms,-spaces,-and-elements</a> )
1	Please design with the same care that would go into Seattle, or Bellevue. Question 17 in the survey below has responses in a different order than the other questions.
1	Don't disrupt Stadium district by slowing traffic and interrupting the quiet aspect of this already walkable neighborhood.
1	Impressed with outreach efforts for input; obvious that residents are excited about the expansion. Conitnue to consider all aspects throughout decision process that may impact (ex., cost, environmental) and delay "breaking ground" and getting it built.
1	In both Seattle and Portland they have put in street cars/light rail that have proven to be very dangerous for cyclists, please look to them for ideas on how to make this safe for all users of the road!
1	I whole-heartedly SUPPORT the expansion of the Link and hope that it will some day also go to Point Defiance Park. I also think connecting it to the 6th Ave. business district would benefit Tacoma greatly.
1	Allow for possible future branches. In 20 years, it's possible that branching from Stadium to 6th avenue or the North End could be a possibility. It would be nice to plan for this rather than have to adjust the line, again...
1	Please make sure to provide monthly or longer pass options for regular commuters, especially students.
1	Stadium Way, 4th St and Stadium Bus districts stops will really help accessibility for workers/shoppers. It will be much easier to commute to work via mass transit with the 4th st and business district options. Same for the medical district.
1	The shape of the loop looks nicely proportionate to the geography and population density of the city and is closely aligned to gain access from other north end Tacoma neighborhoods. ( perhaps we can earn a national design award ). I also hope that each station platform can have a distinct artistic flare, and sheltered features to protect riders from rain and wind, and provide some variations of comfort for sitting, vending, and orientation map --perhaps advertising / community event boards ( think Portland, OR ).
1	Still not entirely convinced or in love with the route. Understand balancing realistic routes, providing a service to those who need it, and cost are all huge factors. Would prefer the track continue working its way towards linking up with the eventual federal way station or the east side of Tacoma potentially up Portland ave. Portland ave allows for park and ride construction with still undeveloped areas, can serve a population in need and connect the suburbs to the downtown area. Logistically, at first glance, running a train through Portland ave would also be easier than the older narrower streets of the north end and hilltop.



- 1 An improved bus system would be better. If you want to expand the link, move towards a plan to access Fircrest or UP. Given what this project will cost, I just do not see the advantage of this extension.
- 1 Sadly, you've ignored a huge rideship (an enthusiastic supporters) for LINK by not providing a station between Stadium and MLK & 6th. Though I live within easy walking distance of the line, I can't use it.
- 1 When the decision was made for the Tacoma Link to turn on MLK and go into Hilltop instead of continuing down Division to the 6th Ave District, the station closest to that turn (currently called MLK and 6th) became a signature station for the Tacoma Link. It should have a relatively high profile, and it needs to be on Division where it'll be seen instead of hidden between the hospital buildings a few blocks down on MLK. Put it on Division as close to the turn as possible, and make it a bit showy, with an improved intersection (maybe like the one in Proctor District). Make it a signature station. Plus, this station will be serving the entire North Slope Historic District, and with people potentially walking to this station from deep in that neighborhood of old houses and apartments, placing it close to Division will make it seem much more accessible (psychologically if not physically).
- 1 Please have a station at the intersection of Division and MLK. This will better serve North End residents. A station located next to Frisko Freeze would have the additional benefit of creating a distinctive landmark for the city.
- 1 I think you missed your cost effective option to use Stadium Way. I think a link up and down the medical district is nice for those who live in the neighborhood, but is useless for 99% of Tacoma.
- 1 I'm excited to see it take shape! I work downtown and live close enough to walk to the Link, and I think it's a great connector to our health care organizations. Please do whatever possible to make the connection all the way to S. 19th.
- 1 The day to day logistical operations of M C Delivery require frequent access to our terminal and parking areas. What potential conflicts will there be?
- 1 (1) It would be helpful to see the overall concept for the end state Link throughout Tacoma in the background guidebook. Given the end state plan, is MLK the best alignment for the future network? Wouldn't 6th Ave be better for the next extension? (2) Locations for the stops and train should take priority over existing conditions wherever possible to ensure pedestrians and the train have priority over vehicle traffic. In other words, recommend revision of vehicle traffic for better train service.
- 1 As a citizen of Tacoma I am very hesitant about the amount of money being spent to expand the system AWAY from regional connections. I have experience with the current Link and am wary that this expansion will perpetuate the negative aspects of the system, including the fact that there appears to be higher utilization among the transient population than people that are actually in transport with a purpose.
- 1 I think this type of project is exactly what this city needs. I am looking forward to cleaning up the neighborhoods that would be served by this system.
- 1 However, is there a plan to limit or eliminate curbside parking down MLK. As a resident of MLK, it is already a hazard. Adding the line along with both sides parking and 2-way traffic is just too much. The curbside parking should be eliminated on MLK.
- 1 Realizing that not everyone can be served, my suggestion would be to serve Stadium AND the North End vs. just Stadium. That neighborhood is tight, spatially and in terms of traffic. I walk, ride, drive through it almost every day. It's impacted. The Link won't change that anymore than it changed the traffic in front of UW Tacoma and the museums. Can that stop be moved even two blocks further, up near the midpoint of Wright Park on Division? That pedestrian walk (across from the gas station to Wright Park) is perilous because traffic barrels through there. Enhancing the pedestrian aspect of that street and adding the Link would serve Stadium, the park, and the North end.
- 1 It would be nice to have this better aligned with the Sounder train at the Tacoma Dome and make it possible for commuters to better utilize that as an option for heading north to Seattle. It baffles me as to why the last train north is 4:45 pm when most people working in Tacoma do not get off work until 5 pm. The Link expansion could potentially boost ridership since it would reach more of Tacoma and the two hospitals.
- 1 Here we go again - Sound Transit spending millions, if not billions (OK, Federal dollars, so of course there is no cost to the taxpayers, right?) I oppose expanding the Link. Particularly since the equipment (at least the Tacoma based equipment) is built in the Czech Republic. Shameful that ST cannot find an American manufacturer. Shameful that ST spends so much money for so little result. Shameful that ST is a bloated organization with too many administrators.

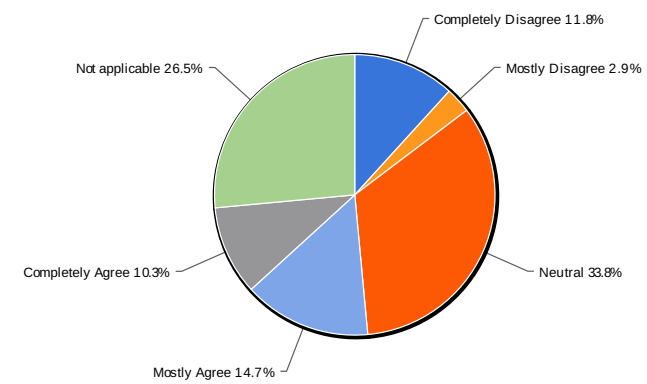
13. Sound Transit does a good job of keeping me informed about the project



13. Sound Transit does a good job of keeping me informed about the project

Value	Count	Percent %
Completely Disagree	3	4.6%
Mostly Disagree	6	9.1%
Mostly Agree	37	56.1%
Completely Agree	20	30.3%
Not Applicable	0	0.0%

14. It's easy to contact ST staff when I have a question or an issue

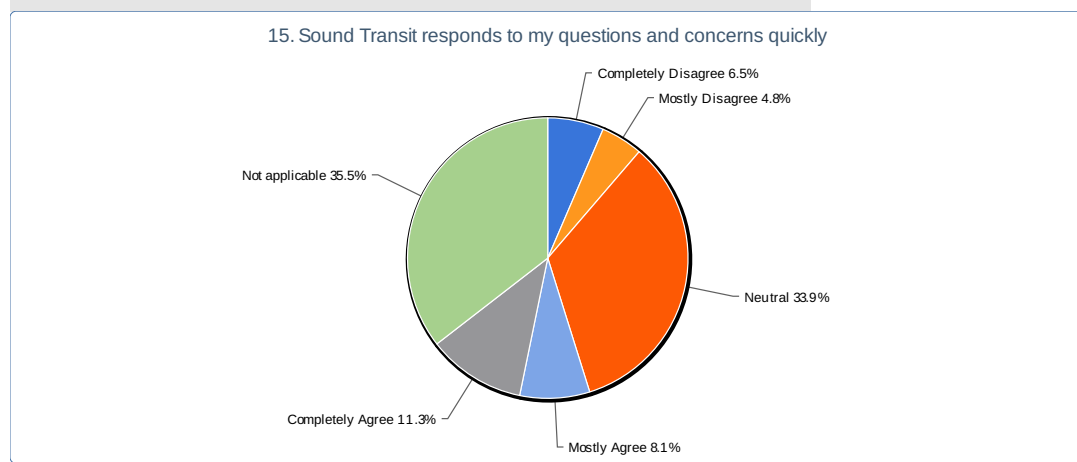


14. It's easy to contact ST staff when I have a question or an issue

Value	Count	Percent %
Completely Disagree	8	11.8%
Mostly Disagree	2	2.9%
Neutral	23	33.8%
Mostly Agree	10	14.7%
Completely Agree	7	10.3%
Not applicable	18	26.5%

Statistics	
Sum	196.0
Avg.	2.9
StdDev	1.6
Max	5.0

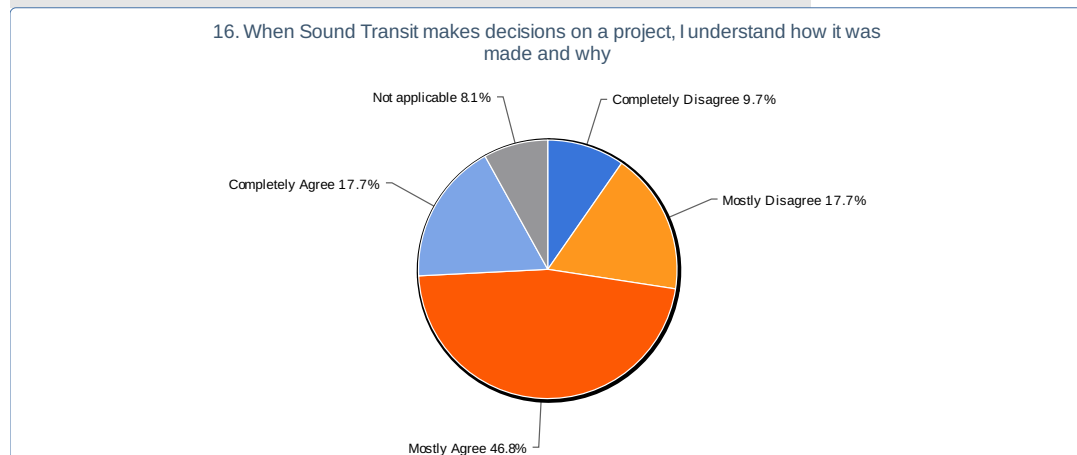




15. Sound Transit responds to my questions and concerns quickly

Value	Count	Percent %
Completely Disagree	4	6.5%
Mostly Disagree	3	4.8%
Neutral	21	33.9%
Mostly Agree	5	8.1%
Completely Agree	7	11.3%
Not applicable	22	35.5%

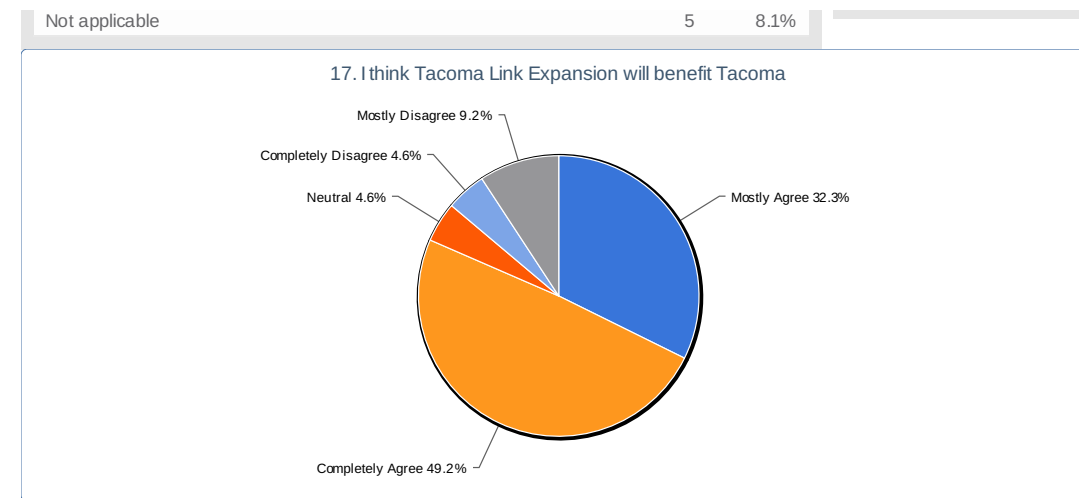
Statistics	Value
Sum	570.0
Avg.	9.2
StdDev	1.6
Max	11.0



16. When Sound Transit makes decisions on a project, I understand how it was made and why

Value	Count	Percent %
Completely Disagree	6	9.7%
Mostly Disagree	11	17.7%
Mostly Agree	29	46.8%
Completely Agree	11	17.7%

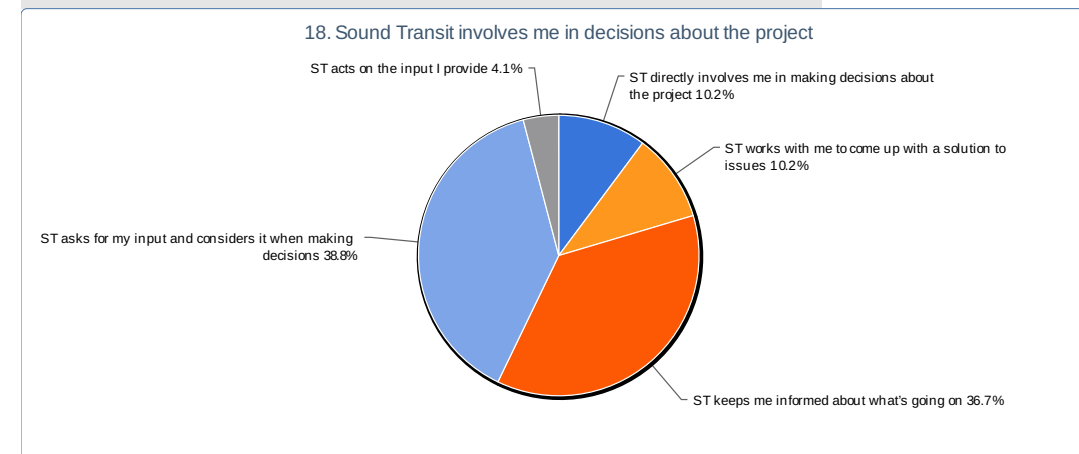
Statistics	Value
Sum	229.0
Avg.	3.7
StdDev	1.4
Max	6.0



17. I think Tacoma Link Expansion will benefit Tacoma

Value	Count	Percent %
Mostly Agree	21	32.3%
Completely Agree	32	49.2%
Neutral	3	4.6%
Completely Disagree	3	4.6%
Mostly Disagree	6	9.2%
Not applicable	0	0.0%

Statistics	Value
Sum	461.0
Avg.	7.1
StdDev	1.2
Max	10.0



18. Sound Transit involves me in decisions about the project

Value	Count	Percent %
ST directly involves me in making decisions about the project	5	10.2%
ST works with me to come up with a solution to issues	5	10.2%
ST keeps me informed about what's going on	18	36.7%

Statistics	Value
Sum	351.0
Avg.	7.2
StdDev	1.0



