



Tacoma Link Light Rail Expansion Project

Early Scoping Comment Summary

Overview

Sound Transit conducted a public process known as “early scoping” in order to seek public and agency input on corridor alternatives as part of the alternatives analysis process, which precedes formal environmental documentation for the Tacoma Link Expansion project. The public and agency comment period for early scoping was August 17 to September 17, 2012. During early scoping, Sound Transit offered multiple opportunities to provide feedback, including an online survey on the project website, written comments via mail or email, and hosting two early scoping open houses on Wednesday, August 22, 2012. The following meetings were held on August 22 to provide multiple opportunities for public participation:

- **Daytime Open House**
11 a.m.-1 p.m.
People’s Community Center
1602 S MLK Jr. Way, Tacoma
- **Evening Open House**
4 p.m.-7 p.m.
Tacoma Dome Station Plaza
25th Street in Tacoma

Summary of Public Comments and Survey

Sound Transit received a total of 309 comments during early scoping. Many community members expressed support for expansion of Tacoma Link, providing focused comments on corridor preferences for the project. Comments are summarized below by commenter type and key themes.

Agency Comments

The following agencies provided comments:

- Federal Transit Administration
- National Park Service
- Washington Department of Ecology
- Puget Sound Regional Council
- City of Fife
- Puget Sound Clean Air Agency

Following is a summary of their comments.

- Federal Transit Agency supported the objectives of serving underserved communities and Tacoma neighborhoods as the top two priorities. They find there is need to incorporate both equity and public health considerations in making transportation decisions.
- National Park Service comments drew the attention of the project team to potential constraints.
 - Eastside (C): All of the Salishan neighborhood parks are protected by National Park Service through the Urban Park and Recreation Recovery Act (UPARR), as are Roosevelt and Lister Elementary Schools. Any impacts to those parks, including indirect impacts (i.e., visual, noise, etc.) could require National Park Service approval and thus would also be a National Environmental Policy Act (NEPA) action. Swan Creek Park is protected by National Park Service through the Land and Water Conservation Fund (LWCF) and similar National Park Service approval requirements apply.
 - North Downtown Central (E): Peoples Community Center, People’s Park, and Wright Park are UPARR. Other sites may also be protected and National Park Service recommends coordinating with the Washington Recreation and Conservation Office.
 - South Downtown Central (H): Snake Lake Park is LWCF. Franklin Park and Franklin Elementary are UPARR.
- The City of Fife was pleased to see that the range of alternatives includes a corridor along Pacific Highway East from the Tacoma Dome Station to the Puyallup Tribe’s commercial center in Fife because the City’s Comprehensive Plan designates almost the entire Pacific Highway East corridor within the City of Fife as its “Downtown District Center,” and existing development regulations support a land use pattern and density compatible with high-capacity transit.
- From Washington Department of Ecology: If wetland or shoreline impacts are expected, now would be the time to consider advance mitigation opportunities. Advanced mitigation would eliminate temporal loss and could assure the success of the mitigation if it is needed.
- Puget Sound Regional Council recommends consistency with Vision 2040 and Transportation 2040—high-capacity transit plays a key role in the plans’ implementation. Puget Sound Regional Council advocates for the ability of each alternative to support the following: the triple objective of promoting people, prosperity, and planet; allocated levels of population and employment growth; projected ridership; compact, pedestrian- and transit-oriented densities and

development; and the ability to serve industry clusters identified in the Regional Economic Strategy.

- Others acknowledged the opportunity to comment, but had no comments at this time.

Organization Comments

The following organizations provided comments:

- Central Neighborhood Council
- MLK Subarea Working Group
- North End Neighborhood Council

Below is a summary of their comments:

- The Central Neighborhood Council recommended considering the following criteria to evaluate alternatives:
 - 1) Includes local integration and expansion
 - 2) Promotes and encourages ridership on existing routes as well as planned service routes
 - 3) Favors connectivity of activity centers designated in the City of Tacoma’s Comprehensive Plan
 - 4) Minimizes right-of-way expansion that would threaten community resources
 - 5) Is constructed in an area where infrastructure is in need of improvement to encourage investment to maintain or create a walkable environment
- The MLK Subarea Plan Community Working Group recommends that Sound Transit pursue development of Alternative E “North Downtown Central” because they think this corridor best:
 - 1) serves underserved communities, 2) serves Tacoma neighborhoods, 3) serves downtown Tacoma, and 4) captures high ridership.
- North End Neighborhood Council supports expansion to MLK or Tacoma Community College. They also advocate a balanced approach that would avoid losing significant parking space.

Business Comments

- Merritt Arch PLLC
- Community Health Care
- Hilltop apartment owner

Below is a summary of their comments:

- Merritt Arch PLLC (architects) provided perspectives on several alternatives:
 - 1) Extending to the east moves towards a connection to Sea-Tac International Airport.
 - 2) Connecting the Tacoma Mall area to Downtown would connect the major centers of business and commerce in the community.
 - 3) Extending to the waterfront would reinforce the waterfront from Foss Waterway to Point Defiance, which is Tacoma’s prime amenity.

4) Other corridors in the study may still be viable in the future.

- Community Health Care is about to build a three-story medical center on MLK and Brazill, which will attract over 48,000 people a year, and a transit connection would be a great asset to Community Health Care and those seeking Community Health Care's services.

A property owner of two apartment buildings on the Hilltop and an active member of the Hilltop Business Association and Tacoma SpaceWorks encourages a connection to Hilltop and believes a connection between the center of the MLK Business District, hospitals, and downtown would be a powerful economic development tool. **Individual Comments**

A list of the individuals who submitted comments is provided at this end of this report (Appendix A). The following key themes emerged from individual comments:

- **Purpose and Need:** Individuals wanted to emphasize connecting to Downtown, spurring economic development, and serving traditionally underserved neighborhoods.
- **Evaluation Criteria:** Integration with the existing and planned local and regional transit systems; promoting biking and walking; connecting activity centers; promoting infill and economic development, and encouraging transit-oriented-development; decreasing travel time; expanding access; and promoting tourism.

Individuals commented on specific alternatives as well, which are summarized below:

- **North End (A)** would increase access to the waterfront, serve a large number of residents and commuters, benefit the 6th Avenue Business District, help realize the potential for dense development along MLK Way, provide access from North End to waterfront, and revitalize the Hilltop area.
- **North End Central (B)** would serve 6th Avenue, which has many destinations to attract riders; would result in high ridership immediately because it is within an area with already high densities; would replace the busiest Pierce Transit route; and would reinforce the waterfront as Tacoma's main asset.
- **Eastside (C)** would extend to Portland Avenue and 72nd, connecting to the bus terminal; would spur economic development and reduce crime; would allow for an Eastside/Salishan expansion, which is a dense area that needs transit; and would connect to LeMay Museum and Freight House Square, which have received recent investments.
- **South End (D)** would connect downtown and the Tacoma Mall, two major activity centers, and would relieve congestion on the highway and parking congestion at the mall.
- **North Downtown Central (E)** would be fiscally responsible, spur economic development in an already developing area, and connect St. Joseph Medical Center and Tacoma General Hospital, but it needs to go further to James Center.
- **South Downtown to MLK (F)**—No individual comments were submitted regarding this corridor.

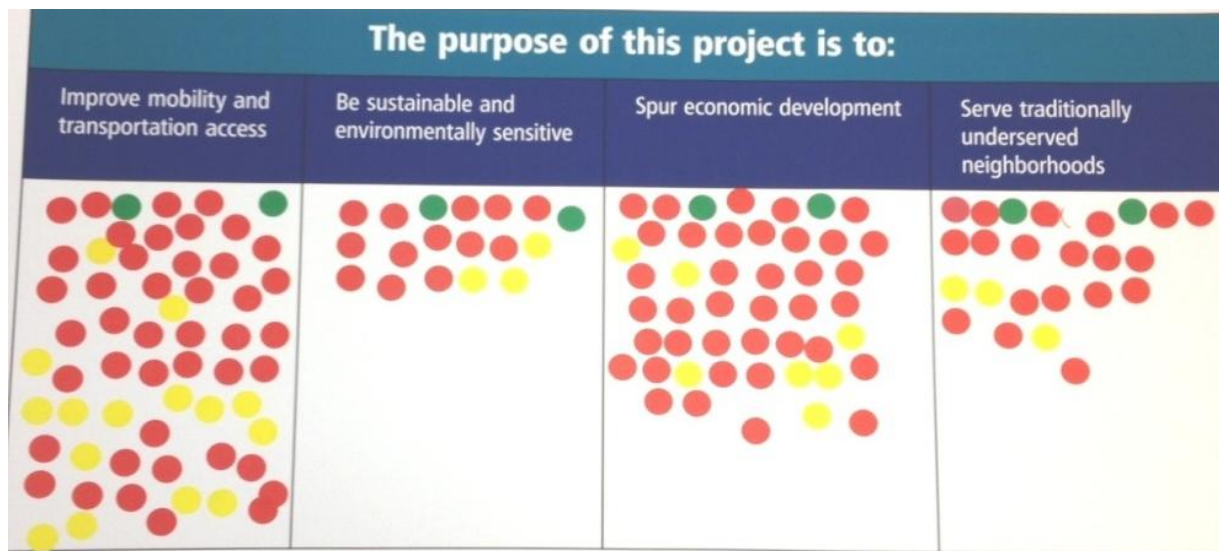
- **Pacific Highway (G)** would promote the regional system, is best for the environment and limited-English-proficiency populations, would connect to Fife, and is moving towards a connection to Sea-Tac International Airport.
- **South Downtown Central (H)** would have the potential to expand to Tacoma Community College (TCC).

Key Themes

The following sections summarize the key themes that were presented on interactive boards for input at the meetings, including the project purpose and need, goals and objectives, evaluation criteria, and potential corridors. Each key theme discussion presents first the input received at the public meetings and then a summary of related comments received in writing from the comments and surveys that were submitted at the open houses as well as through phone, email, mail, or the online survey during the comment period. Within each key theme section are specific example comments that are representative of the overall trend. Appendix A lists names, cities, and zip codes of commenters. Survey responses and some comments were given anonymously; therefore, these names are not included.

Draft Purpose and Need

Through an interactive station at the open house, participants used stickers to indicate on a chart which components of the purpose and need statement are most important (below). (Note that sticker colors are random and have no specific meaning). There was also a flipchart available to record comments related to the proposed need themes. The majority of participants indicated that the most important project purpose is to improve mobility and transportation access in the community. Spurring economic development was also a popular theme, followed by serving traditionally underserved neighborhoods, sustainability, and environmental sensitivity.



Sticker Chart for Project Purpose

Additional public comments that were submitted during and following the open house and through the online survey emphasized the importance of linking dense project neighborhoods, providing equitable access to underserved communities, and spurring economic development.

Individual comments highlight thoughts related to the key theme, and are tied to purpose areas. The majority of these individual comments came from the online survey or comments sent by email or mail to Sound Transit.

- “The project purpose should emphasize linking Downtown Tacoma with dense city neighborhoods rather than a vague concept like ‘destinations.’ Destinations is a generic term that is duplicative with activity centers. Residents live in neighborhoods, which currently lack access to Tacoma Link and the mobility it provides to Downtown Tacoma and the regional transit network. I suggest removing ‘destinations’ and replacing it with ‘neighborhoods,’ instead.”

Spur economic development:

- “Downtown Tacoma is revitalizing. The Link is a big part of that and so it’s extension should continue to serve that purpose of linking transportation options to the downtown corridors.”
- “The priority of making Tacoma better, not just the needs of individuals, should be paramount. A stronger Tacoma means a better local economy, more jobs, and benefits all.”

Serve traditionally underserved neighborhoods:

- “South Tacoma and East Tacoma are some of the neighborhoods where people do not have cars and have a high population of underserved youth. Adding access to south and east Tacoma will help these communities feel part of Tacoma’s growth and connected, rather than the forgotten.”
- “This must be framed as how it benefits neighborhoods—not how it benefits commuters or businesses.”

In evaluating the need for an expansion of the Tacoma Link system, a large number of participants expressed connections to the regional transit system as a top need (see chart below).

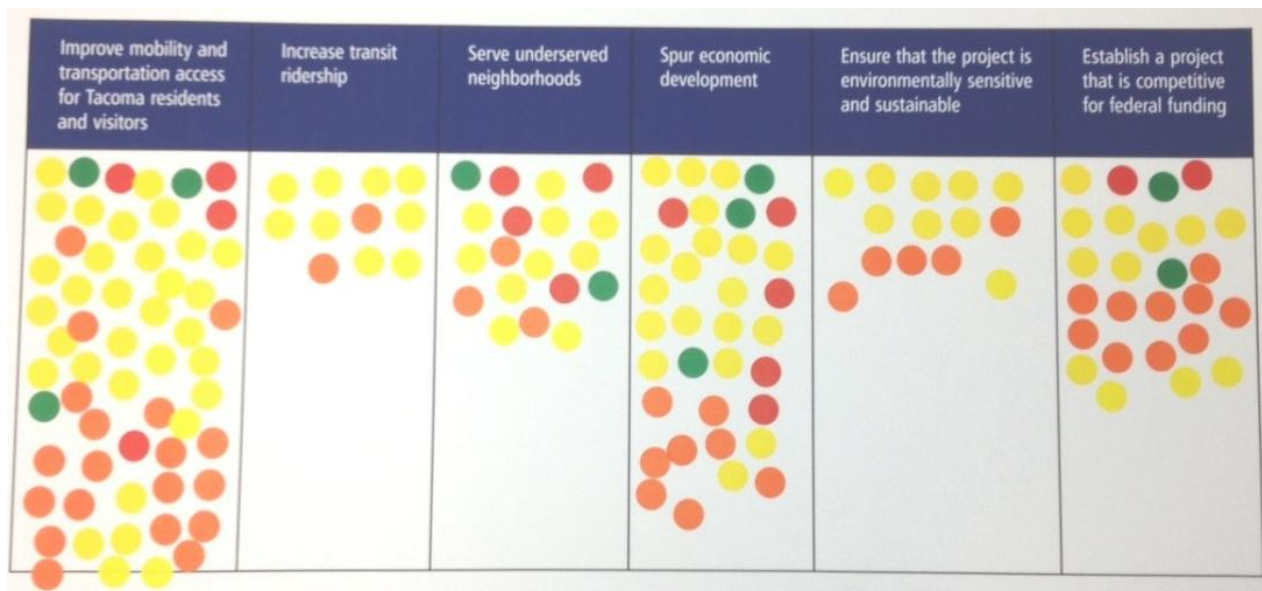
The next most popular need was accommodating the increased demand as more people will be living and working downtown. Addressing increasing congestion was the third most important need. Addressing increasing greenhouse gas emissions was the least important.



Sticker Chart for Project Need

Draft Project Goals and Objectives

There was an interactive board at the open house to gauge public input on the draft goals and objectives (below). The majority of participants felt that improving mobility and transportation access for Tacoma residents and visitors was the most important priority for extending the light rail. Following that, community members supported the goal to spur economic development in the area. The third most important project objective was establishing a project that is competitive for federal funding. Increasing transit ridership, ensuring sustainability, and serving underserved neighborhoods received some support, but were not as widely supported by open house attendees as the other three objectives.



Sticker Chart for Project Goals and Objectives

Additional public and agency comments supported the objectives of serving underserved neighborhoods and improving mobility for Tacoma residents.

Individual comments highlight thoughts related to the key theme, and are tied to goals and objectives areas. The majority of individual comments are from the online survey and comments sent by email or mail to Sound Transit.

Serve underserved neighborhoods:

- “When considering Tacoma, it is very important to remember that most folks who have more money can already get to work via their cars. Anyone who is underserved will continue to be under-served. Please consider Portland’s model, and other cities who have built lines serving historically under-served neighborhoods.”

Spur economic development:

- “Rail transit can be a great catalyst for density and commerce along its tracks.”
- “Please use this as a way to make Tacoma a better place, not just to serve economically strained communities. We need more tourism in Tacoma. We need to make it a more desirable place for businesses. We need to make it a more desirable place to live for those that may work here.”

Improve mobility and transportation access for Tacoma residents and visitors:

- “Without dependability and frequency, people will not use transit above cars. If you cannot provide both, you will not succeed.”
- “If it takes more time and/or money to take the Link than to drive from my house to downtown and park, then I’ll probably continue to drive.”

Evaluation Criteria

Prior to the open houses, Sound Transit identified a variety of evaluation criteria for analyzing each corridor to meet community priorities. The evaluation criteria include improved regional connectivity, serving Tacoma neighborhoods, serving downtown Tacoma, reducing congestion on our roads, serving underserved neighborhoods, and building upon existing transportation investments to minimize costs. A sticker chart was used for these criteria at the meetings to solicit input, and a survey was given to participants to complete at each open house. The survey was also available online and some participants submitted it by mail or online. On the chart (below) and in the survey, the public had the opportunity to rank which criteria should be the most important when evaluating the different alternatives.



Sticker Chart for Evaluation Criteria

A total of 224 online survey respondents ranked the evaluation criteria in the following order, from most important to least important:

1. Serving Tacoma neighborhoods
2. Making better connections to the regional transit system
3. Reducing congestion on our roads
4. Serving downtown Tacoma
5. Building upon our existing transportation investments to reduce cost of construction and operations
6. Serving underserved communities
7. Other

The ranking differed slightly in the 28 surveys submitted at the open house and by mail, which was as follows:

1. Making better connections to the regional transit system
2. Serving Tacoma neighborhoods
3. Serving downtown Tacoma
4. Building upon our existing transportation investments to reduce cost of construction and operations
5. Serving underserved communities
6. Reducing congestion on our roads

New ideas proposed included criteria such as accessibility; time savings; completing Sound Transit's 2005 Long Range Plan; increasing ridership; supporting walking and biking; supporting people, prosperity, and planet; supporting growth and ridership; connecting Tacoma with Sea-Tac International Airport; encouraging transit-oriented development; serving industry clusters; and creating efficient connections with local transit systems.

Individual comments highlight thoughts related to evaluation criteria, including proposing new or modified criteria. The majority of individual comments were sent by email or mail to Sound Transit.

The Central Neighborhood Council recommended using the following criteria to evaluate alternatives:

- “Alternative includes local integration and expansion as the regional system grows;
- Alternative promotes and encourages maintained and increased public transit ridership on existing routes as well as planned service routes;
- Alternative favors connectivity of activity centers (containing housing, jobs, retail, and services) designated in the City of Tacoma’s Comprehensive Plan;
- Alternative designs minimize right-of-way expansion that would threaten historic buildings and desirable places to live, work and play;
- Constructed in an area where infrastructure is in need of improvement to encourage investment in preservation, rehabilitation, remodeling, and new infill development in areas challenged to maintain or create a walkable environment.”

Additional evaluation criteria suggestions were submitted by an individual:

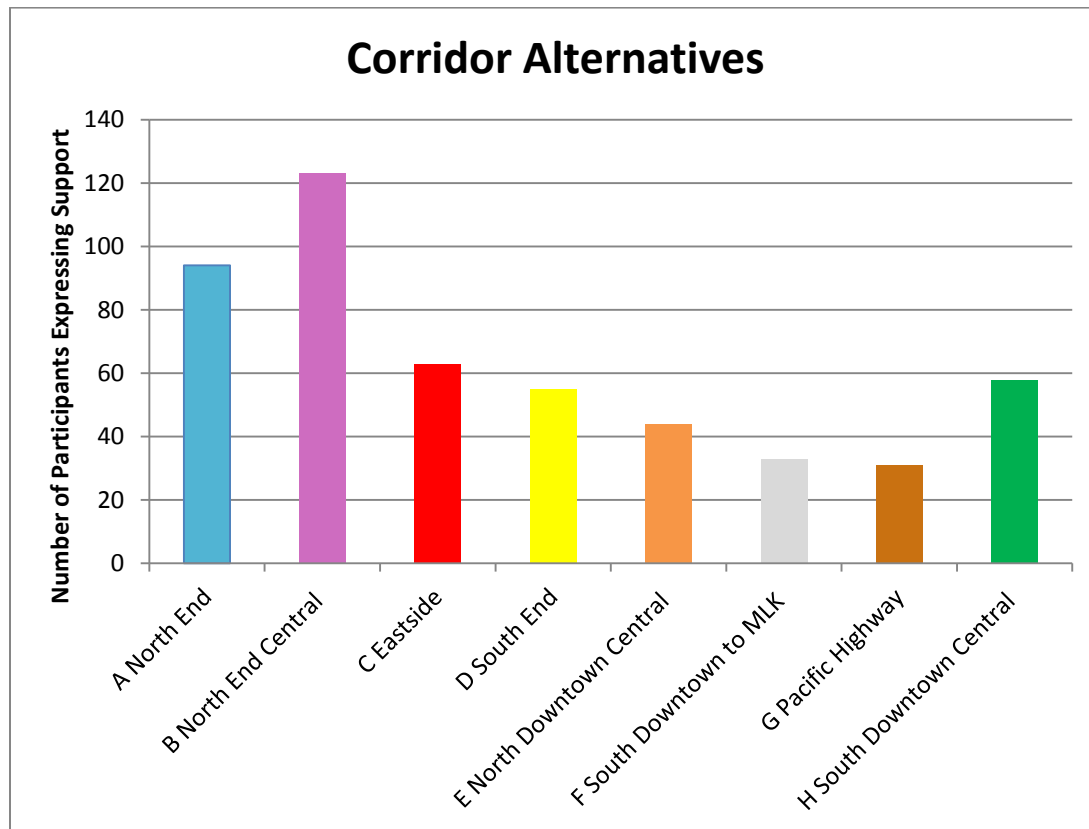
- Time savings of mode vs. walking
- Making progress towards completing Sound Transit’s 2005 Long Range Plan
- What is the number of existing Tacoma residents that would gain access to Tacoma Link within ½ mile walking distance of the proposed corridor?
- Are there any nearby geographic barriers to the corridor that would diminish access to proposed stations?
- How active would ridership be on the proposed corridor throughout the day?
- How well does the corridor help to support active transportation modes like biking and walking?
- How well does the corridor intersect with the local bus system?

The following comments from various respondents to the online survey relate to the proposed evaluation criteria and their priority:

- “A catalyst for density and commerce downtown.”
- “Connecting neighborhoods and commercial areas.”
- “Encouraging transit-oriented-development.”
- “Lower carbon emissions.”
- “Improving transit travel time, which I CANNOT believe was not included as a choice.”
- “Connecting the tourist areas.”
- “Increasing functional ridership.”

Corridor Alternatives

Overall, community members were supportive of the idea to expand the existing Tacoma Link light rail. There was support for each different corridor alternative; however, some had more community support than others. Although some people proposed new ideas or did not indicate a preference, the chart below provides a general idea of community member preferences related to each corridor alternative. Some people who submitted comments and surveys indicated more than one preference. Key comments about each corridor alternative are also summarized below.



Public Support Levels for Corridor Alternatives

North End (A): Many community members favored North End corridor (A). People indicated this as a preferred route because it serves the Stadium District, which includes a large residential population that could use the system to commute downtown and catch regional connections. Those who support the North End corridor find serving Tacoma neighborhoods and making better regional connections important criteria for evaluating the alternatives. One person thought the corridor would help improve access to the waterfront.

Individual comments are highlighted below along with the forum by which they were submitted.

From the open houses:

- “Increased access to the waterfront.”
- “Serves a large number of residents and commuters.”

From emails, mail, and phone:

- “Expanding the Link to 6th Ave. would benefit both the 6th Ave. Business District, people who live in the North End, Stadium, Central, and downtown neighborhoods and downtown Tacoma by easily transporting people to and from these two developing and emerging business areas. As attractive as this option is, however, it also creates challenges concerning parking on 6th Ave. and concerning conflicts with the west bound and east bound vehicular traffic on 6th Ave.”
- “While I understand there are many competing interests for where and why the Tacoma Light Link Extension will be located, I feel very strongly that the greatest and best use of the expansion of Sound Transit’s Light Link would be located through Tacoma’s Hilltop Neighborhood along MLK way. MLK way, like no other area in Tacoma has fantastic potential for dense residential and commercial development.”
- “As a property owner of two apartments on the Hilltop and an active member of the Hilltop Business Association and Tacoma SpaceWorks, I strongly encourage and support the development of LINK to the Hilltop. Increased transportation connection between the center of the MLK Business District with both ends (the hospitals) and Downtown, and the related linkage to regional mass transit via LINK, would be a powerful economic development boost and I believe would provide a strong catalyst to the revitalization of the area.”

North End Central (B): Community members in favor of corridor B indicated that it serves the most number of people, including residents and businesses along 6th Avenue. People also expressed support for extending the line out to Tacoma Community College. A few people thought that Corridor B would encourage business and urban growth in the 6th Avenue district and downtown. One person indicated that corridor B could replace the busiest Pierce Transit service. Those who prefer corridor B also prioritized building upon existing transportation investments to reduce the cost of construction and operations and serving Downtown and Tacoma neighborhoods as the most important evaluation criteria. Although expressing support for this option, one person indicated replacing parking on 6th Avenue could be an issue, while another said it could help decrease parking pressure.

Individual comments are highlighted below along with the forum by which they were submitted.

From the open houses:

- “The North Central Route seems like the best route to serve the most number of people.”
- “6th Avenue is full of destinations that will attract riders.”
- “High residential density—people can use for commuting and destinations downtown.”
- “High initial ridership and a lot of potential to encourage dense urban growth.”
- “Would meet the priority of replacing the busiest Pierce Transit service.”
- “Our main amenity is the waterfront from the Foss Waterway to Point Defiance. We need to reinforce this asset by making the entire length accessible to all citizens.”

Eastside (C): People who thought serving underserved communities and Tacoma neighborhoods were important preferred the Eastside route (C). One person favored this route because it could connect with a bus terminal. Another felt that a light rail down Portland Avenue would spur economic development and reduce crime.

Individual comments are highlighted below along with the forum by which they were submitted.

From the open houses:

- “Extend to Portland Ave and to 72nd Street to connect with bus terminal”
- “Spur economic development and reduce crime.”

From the online survey:

- “Eastside/Salishan is a likely Link expansion terminus, as it provides a much needed transportation alternative to the fairly dense population center that actually needs it. En route to Salishan, this extension would also connect the Puyallup Tribal areas—to include tribal administrative facilities on Portland Avenue, which is a short walk to the Emerald Queen Casino. I would imagine that ridership would be increased just based on casino traffic from the Tacoma Dome transit center.”
- “After all the money we poured into Lemay and Freight House area I would love to take the link to and from some areas of Tacoma for concerts and sightseeing. Also with the limited amount of parking now for the dome the link will assist in all the cars parked on public streets.”

South End (D): An expansion south toward the Tacoma Mall (corridor D) received some support. Individuals in favor of this option cited access to the mall amenities, development opportunities, and potential to reduce congestion as key factors.

Individual comments are highlighted below along with the forum by which they were submitted.

From the open houses:

- “Expansion to the mall would be convenient and alleviate parking hassles.”
- “Take traffic off the highway and increase development west of the mall.”
- “We need to connect the major centers of business and commerce in the community. These actually are only the Downtown and the Tacoma Mall area. All other centers are really neighborhood mixed use centers that will thrive by serving the local neighborhoods with local services and walk-ability.”

North Downtown Central (E): North Downtown Central corridor (E) was supported by individuals who think the expansion should focus on economic development benefits and fiscal responsibility. A few people in favor of this option indicated that reducing congestion is an important criterion. Others commented that corridor E serves a developing area that would be enhanced by light rail and it would also serve underserved communities, while connecting housing and employment. Some felt the route also has the potential to attract high ridership. One comment mentioned that Community Health Care

was planning to build a facility on MLK and Brazill Street and the transit service expansion would be a great asset to people needing to access health services. Another person commented that although they favored this alternative, it should extend further west to reach James Center.

Individual comments are highlighted below along with the forum by which they were submitted.

From the open houses:

- “Fiscally responsible and would inspire economic development.”
- “Serves an already developing area and would enhance development.”

From email, mail, or phone:

- “This is the most sensible of the options with connecting with St. Joseph Medical Center and Tacoma General Hospitals. However, it doesn’t go far enough. The goal of this corridor should be to continue to 19th Street on up to James Center in Tacoma. It will then achieve linking two educational institutes.”

South Downtown to MLK (F): Some support was also expressed for South Downtown to MLK (corridor F). Some felt this route had potential for dense residential and commercial development and Link service would help revitalize the area. One response suggested a parallel route to the existing line, such as alternative E or F, which would allow for future expansions west or perpendicular to the facilities.

Pacific Highway (G): Corridor G along the Pacific Highway was supported by some people for a variety of reasons. A couple of people indicated the route could focus on reducing traffic congestion and serve traditionally underserved neighborhoods. Others felt that this route would support regional connectivity and could help provide a future connection to the rest of the Link system. The City of Fife commented that it would address a significant amount of the Fife’s future population and employment growth being directed to the Fife City Center area. A third participant indicated they preferred corridor G over a route toward Stadium Way because they were concerned about noise level and electrical wire congestion on Stadium Way.

Individual comments are highlighted below along with the forum by which they were submitted.

From the open houses:

- “Promotes awareness and potential for a regional system.”
- “Best for the environment and serving limited English proficiency populations.”
- “Go toward the Pacific Lutheran University transit station—may help connect the city.”
- “By extending Link to the east toward or to Fife, we are moving toward connecting Sea-Tac International Airport as soon as practical. We should be collaborating with Federal Way to define the best route which may be more aligned with I-5 to reduce costs. The route is already planned from the airport to South 272nd to Fife.”

South Downtown Central (H): The South Downtown Central corridor (H) received a moderate level of support for its ability to eventually reach TCC. People thought there would be a benefit to connect to TCC and the transit center located nearby.

From the open house:

- “Like its potential to expand to TCC”
- “Concerned about soft ground on Pearl Street which is too narrow, as well as access problems to the TCC Minetti Field”

Additional Route Options

Several people encouraged Sound Transit to consider additional route options. Many of the suggestions connect the rail to more than one corridor, such as a proposed route that starts at the Tacoma Dome Station and follows corridor C until it connects to east 38th Street to the Tacoma Mall. Others said light rail should be devoted to regional connections to Link service to promote positive environmental effects and better commute options, rather than spending money making small local expansions. Some other examples of new ideas included a route that looped to the Stadium area then down to MLK to St. Josephs Hospital, and a route along East G Street, west on Puyallup Avenue, and north on Pacific Avenue between South 24th Street and Union Station. The additional route options that participants brainstormed at the open houses are shown in the Additional Routes graphic below.

Alternative Modes

A few people opposed the expansion of Link light rail and thought that mass transportation should be improved through increased bus service. Those in support of bus rapid transit (BRT) cited fiscal responsibility as a key concern. Another supporter of the bus system believed that light rail sharing street space with vehicles is too expensive and intrusive and that buses could provide the same service at a lower cost. Others opposed BRT and felt strongly that Tacoma should receive light rail. One person felt noise was a potential issue with BRT and that the need to transfer from BRT to light rail would limit ridership.

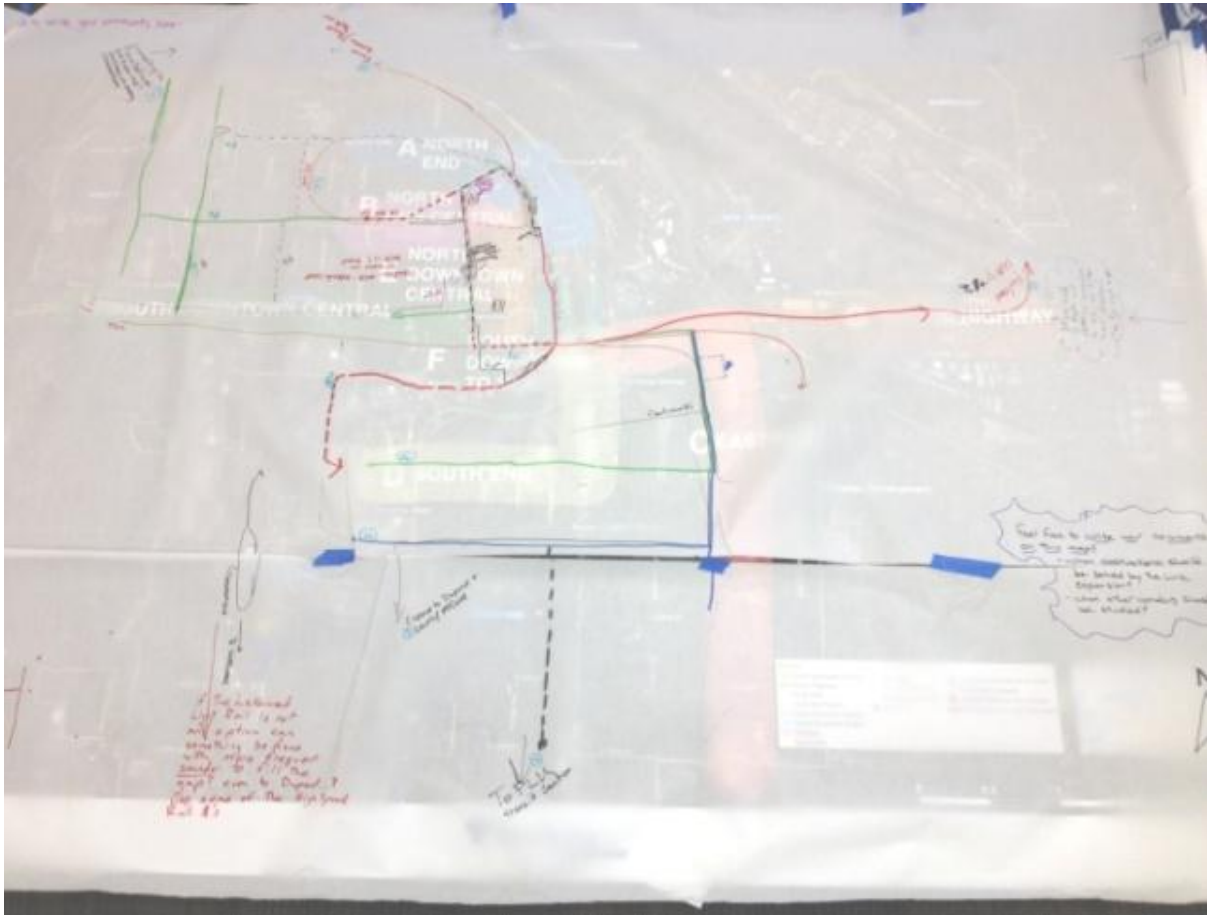
One person suggested that trackless trolleys allow more flexibility in developing routes and would be less expensive than light rail. Other ideas included online electric vehicle (OLEV), optical guidance system, or capabus. Another suggested a “rapid-streetcar” style system with semi-dedicated right of way. Two community members said Sound Transit should consider a trolley car.

Outreach Ideas

Open house attendees identified preferences for ways to stay informed as shown in the Preferred Communication Modes for Public Involvement graphic.

Other key suggestions included:

- Attendance at community events and festivals, such as 6th Avenue Farmers Market
- Outreach to K-12 schools and local higher-education institutions

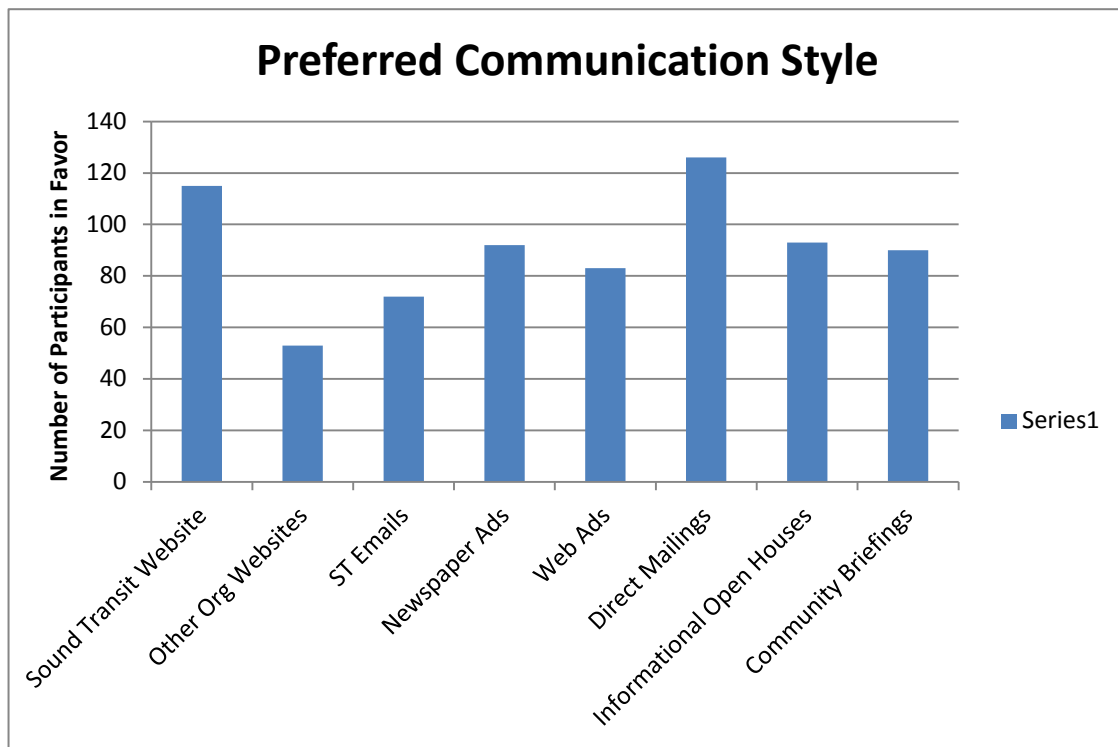


Additional Routes

- Social media posts and sending information to local bloggers, including FeedTacoma.com
- Outreach at local businesses, organizations, churches, and food banks
- Posters at transit stops and bus corridors
- Meetings in the evening
- Outreach to organizations such as Asian Pacific Culture Center, Korean Women’s Association, Center Latino, and labor groups
- Outreach to employees who work in Tacoma and live elsewhere

General Comments about the Project

- Many open house attendees expressed support for the project and appreciation for the opportunity to provide input.
- Others emphasized the importance of building the project and not spending time on numerous studies.



Preferred Communication Modes for Public Involvement

- Many people viewed the project as an opportunity to help revitalize areas of Tacoma.
- Several people thought that Tacoma Link service should remain free and parking at Tacoma Dome Station park-and-ride should also remain free. One person said the price for riding Link should be based on income.
- Others also brought up the need for adequate parking in order for people to access and use transit services.
- Some community members provided specific design suggestions and noted concern with light rail traveling up steep hills.
- Comments from the U.S. Environmental Protection Agency emphasized environmental topics Sound Transit should consider in any future NEPA analysis.
- Washington Department of Ecology also said Sound Transit should consider advance mitigation opportunities if wetland or shoreline impacts are expected.
- Puget Sound Regional Council suggested that Sound Transit consider station siting effects on local planning efforts.
- National Park Service provided feedback on the protected parks to avoid for each corridor alternative.
- Several people emphasized the importance of transit investment equity in Pierce County compared to King County.

Appendix A: Names, Cities, and Zip Codes of Those Who Commented

First Name	Last Name	City	State	ZIP
N/A		Steilacoom	WA	98388
Jori	Adkins	Tacoma	WA	98421
Curt	Andgzson	Tacoma	WA	98403
Phillip	Bailey	Tacoma	WA	98402
Betsy Ann	Baker	Tacoma	WA	98404
Peter	Baker	Tacoma	WA	98402
Daniel N.	Bambini	Tacoma	WA	98104
Thomas	Barney	Tacoma	WA	98445
Steven	Blanton	Tacoma	WA	98403
Brian	Boudet	Tacoma	WA	98402
Brian	Boyd	Tacoma	WA	98405
Dr. Allison	Brewer	Tacoma	WA	98402
Ross	Buffington	Tacoma	WA	98405
Karen	Bunger	Tacoma	WA	98405
Herbert	Burke	Tacoma	WA	Not provided
Deborah	Cade	Tacoma	WA	98403
Robert	Cagle	Tacoma	WA	98409
Marty	Campbell	Tacoma	WA	98404
Thomas	Clark	Tacoma	WA	98407
J.R.	Cordan	Puyallup	WA	98373
Eric	Crittendon	Tacoma	WA	98405
Susan	Cruise	Tacoma	WA	98405
Jenny	Curtiss	Tacoma	WA	98403
Frank	Davidson	Tacoma	WA	98406
Nancy	Davis	Tacoma	WA	98404
Tricia	DeOme	Tacoma	WA	98415-0201
Tricia	DeOme	Tacoma	WA	98405
Johanna	DiMedica	Tacoma	WA	98404
Thomas	Ebenhoh	Tacoma	WA	98402
Miss Betsy P.	Elgal	Tacoma	WA	98405
Don	Erickson	Tacoma	WA	98403
Woody	Evans	Tacoma	WA	98401
Marc	Everbon	Tacoma	WA	98105
Eva	Fast Han	Tacoma	WA	98405
John	Feit	Tacoma	WA	98122
Peter	Flattum	Tacoma	WA	98403
Judie	Fortier	Tacoma	WA	98402
Thomas	Fortt	Tacoma	WA	98405
Russell	Gardner	Tacoma	WA	98402
Gwen	Gen Jones	Tacoma	WA	98405

First Name	Last Name	City	State	ZIP
Jhoma C.	Glass	Tacoma	WA	98405
Joseph	Govednik	Tacoma	WA	98401
Carla	Gramlich	Tacoma	WA	98405
Kevin	Grossman	Tacoma	WA	98411
Melvin	Hagglind	Tacoma	WA	98402
James	Hamre	Puyallup	WA	98374
Dan	Hansen	Tacoma	WA	98406
Jesse	Hart	Tacoma	WA	98404
Shari	Hart	Tacoma	WA	98402
Hans	Hunger	Tacoma	WA	98405
Laurie	Hunger	Tacoma	WA	98405
Mark	Hurley	Tacoma	WA	98403
Ty	James	Tacoma	WA	98405
Johnathan	Jarmon	Tacoma	WA	98409-6511
Kim	Jones	Tacoma	WA	98405
Matthew	Jones	Tacoma	WA	98405
Marlene	Kam	Steilacoom	WA	98388
Chris	Karnes	Tacoma	WA	98403
Chris	Karres	Tacoma	WA	98403
Liz	Kaster	Tacoma	WA	98406
Loren	Kelley	Tacoma	WA	98406
Chris	LeBlanc	Tacoma	WA	98405
Jim	Limerick	Tacoma	WA	98406
Cynthia	Lorch	Tacoma	WA	98407
Frances	Lorenz	Tacoma	WA	98405
David	Lundeen	Lakewood	WA	98498
Zach	Lunden	Tacoma	WA	98405
Gabriel	Madison	Tacoma	WA	98402
C.	Magelssen	Tacoma	WA	98404
Mike	Mariano	Seattle	WA	98144
Ann	Marinkovich	Tacoma	WA	98104
Mark	Martinez	Tacoma	WA	98408
Dan	McKeynolds	Puyallup	WA	98374
Ryan	Mello	Tacoma	WA	98405
Sonia	Mendoza	Olympia	WA	98504-7775
James	Merritt	Tacoma	WA	98407
Jennie	Miks	Federal Way	WA	98003
John	Miles	Tacoma	WA	98409
Ivan	Miller	Seattle	WA	98104-1035
Jane	Moore	Tacoma	WA	98402
Justin	Morrill	Tacoma	WA	98405
Bob	Myrick	Tacoma	WA	98408

First Name	Last Name	City	State	ZIP
David	Osaki	Fife	WA	98424
DECM	Outreach	Seattle	WA	98104
Lisa	Pangborn	Tacoma	WA	98406
Shawn	Phelps	Tacoma	WA	98403
Monte	Piatote	Tacoma	WA	98402
Sue	Pierce	Tacoma	WA	98402
Heather	Ramsay	Seattle	WA	98104-1060
Jim	Rich	Tacoma	WA	98405
Louise	Richardson	Gig Harbor	WA	98335
Wallace H.	Riley	YP	WA	98467
Glen	Ripple	Tacoma	WA	98404
Dawn	Rodin	Tacoma	WA	98405
Mary	Safford	Tacoma	WA	98405
Brett	Santhuff	Tacoma	WA	98405
Loran	Saretske	Tacoma	WA	98404
Liz	Satterthwaite	Tacoma	WA	98407
Lynette	Scheidt	Tacoma	WA	98404
Roche	Scheverman	Tacoma	WA	98406
Phillip	Schuman	Auburn	WA	98001
Dan	Seabrands	Tacoma	WA	Not provided
Rick	Semple	Tacoma	WA	98421
Margaret	Smith	Tacoma	WA	98465
Mary	Smith	Tacoma	WA	98402
Chris	Starr	Tacoma	WA	98403
Emma	Starr	Tacoma	WA	98403
Nick	Steele	Puyallup	WA	98374
Vincent	Stewart	Lakewood	WA	98498
Keith	Stone	Tacoma	WA	98421
Ken	Swindaman	Tacoma	WA	98405
David	Talcott	Tacoma	WA	98402
Debbiann	Thompson	Tacoma	WA	98409
Andrea	Tull	Tacoma	WA	98405
Julie	Turner	Tacoma	WA	98403
Sharon	Vasel	Tacoma	WA	98404
Steve	Wachtlor	Tacoma	WA	98405
Kristina	Walker	Tacoma	WA	98402
John	Walln	Tacoma	WA	98403
Rochelle	Weems	Tacoma	WA	98405
Nelson & Harriet	Wellican	Tacoma	WA	98405
Diane	Wiatr	Tacoma	WA	98403
Zach	Willhole	Puyallup	WA	98371
John	Witmer	Seattle	WA	98174

First Name	Last Name	City	State	ZIP
Carol	Wolfe	Tacoma	WA	98402
June	Wolfe	Seattle	WA	98104
Karen	Zickefoose	Tacoma	WA	98418
James Abram	Zumwalt	Tacoma	WA	98403