

Document B1: Tacoma Link Expansion Alternatives Analysis Community Outreach Report *(April 2013)*

Tacoma Link Expansion

Alternatives Analysis Community Outreach Report

April 2013



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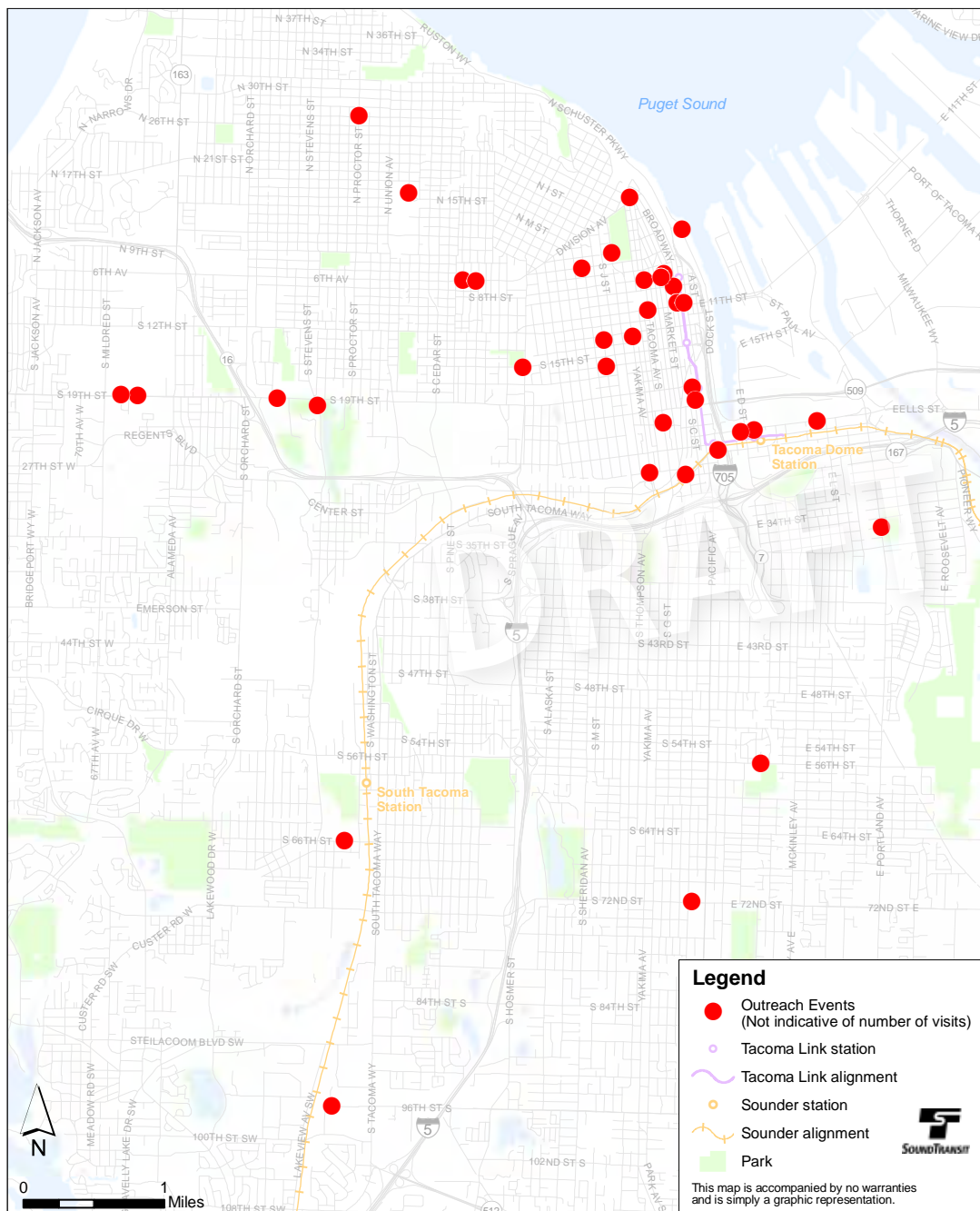
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Project Outreach at a Glance

- Mailings to 54,300+ addresses
- 800+ documented public comments
- Online & print ads in 9+ media outlets
- 8 fairs, festivals & markets
- 15 open houses or drop-in sessions throughout Tacoma
- Numerous business district and neighborhood council briefings
- 70+ media articles or posts
- 6 Stakeholder Roundtable discussions
- Outreach to 22+ social service providers that represent low-income, underserved, minority and non-English speaking populations



Tacoma Outreach Events



Project Overview

The existing 1.6-mile Tacoma Link light rail line currently serves six stations from the Theater District to the Tacoma Dome Station. Trains run every 12 minutes during the day and served over a million riders in 2012. Voters in 2008 approved a potential expansion of Tacoma Link as part of the Sound Transit 2 ballot measure which includes funding for a partnership to expand Tacoma Link. Sound Transit is preparing to seek federal funding and exploring options for additional funding partners. Sound Transit's Tacoma Link Expansion Alternatives Analysis project will identify and study alternative travel corridors for expansion of the Tacoma Link light rail system.

Alternatives development process

Building an expansion of Tacoma Link will require federal funding. To be eligible and competitive for these federal funds, Sound Transit is completing an alternatives analysis (AA) for the project. The goal of an AA is to provide the public, local officials and potential funding partners with sufficient information about project costs, benefits and impacts of a range of alternatives and determining which particular alternative(s) should be advanced for further study and development. The study will also produce a project financing plan that will identify committed and potential funding sources.

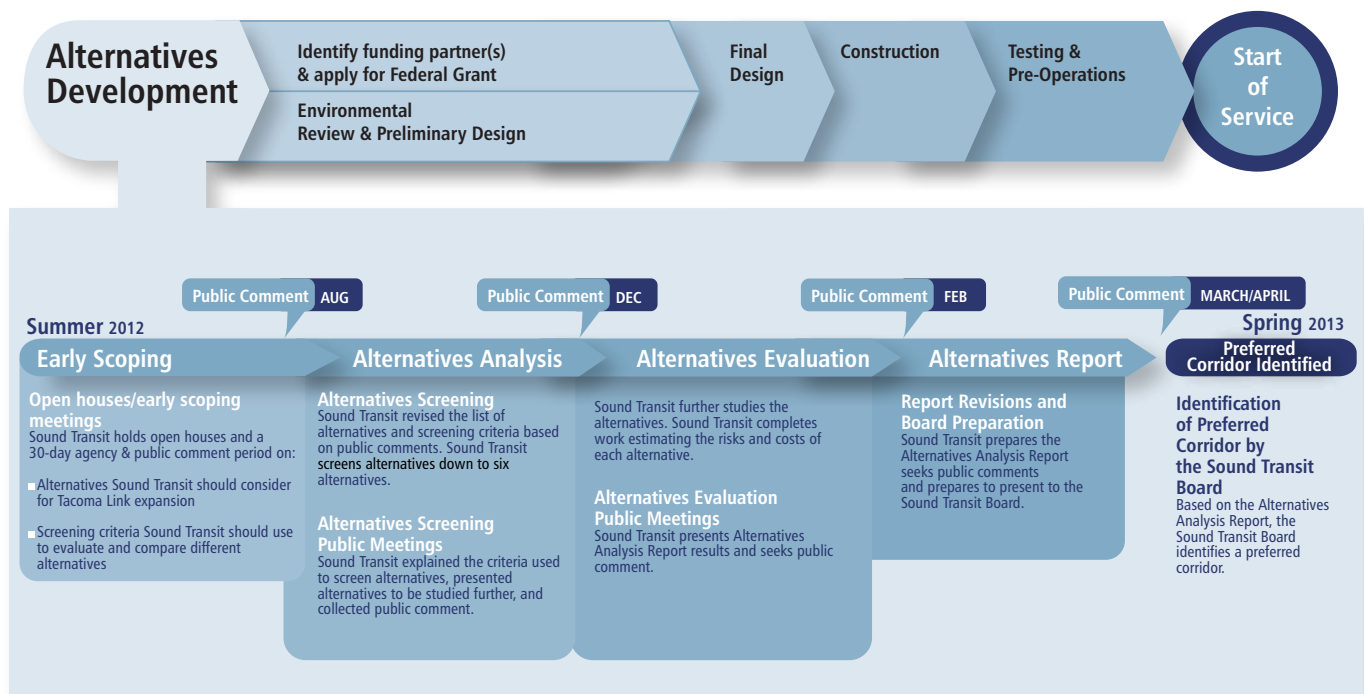


What are the Tacoma Link Expansion alternatives?

Sound Transit has evaluated a range of corridor alternatives by determining costs, benefits, impacts and how well they achieve the project goals and objectives. After gathering comments during a public process known as “early scoping” from August through September 2012, Sound Transit ended up with a total of 11 distinct corridors and 24 distinct alternative alignments within those corridors. The project team also developed eight screening questions based on the purpose and need statement. In a workshop, Sound Transit, City of Tacoma, and Pierce Transit staff applied the screening questions to the 24 potential corridor alternatives which resulted in a

list of six corridor alternatives that moved forward into the next level of evaluation.

Following a more detailed evaluation, Sound Transit identified three corridor alternatives that respond best to the project goals and evaluation criteria. In March 2013, the City of Tacoma also requested that Sound Transit evaluate a new “hybrid” corridor alternative. In addition to the city’s corridor alternative, Sound Transit evaluated another “hybrid” corridor suggested by members of the Stakeholder Roundtable for the Tacoma Link Expansion. The two additional corridor alternatives are: Hybrid with South Connection to MLK (H1) and Hybrid with North Connection to MLK (H2).



Outreach Process

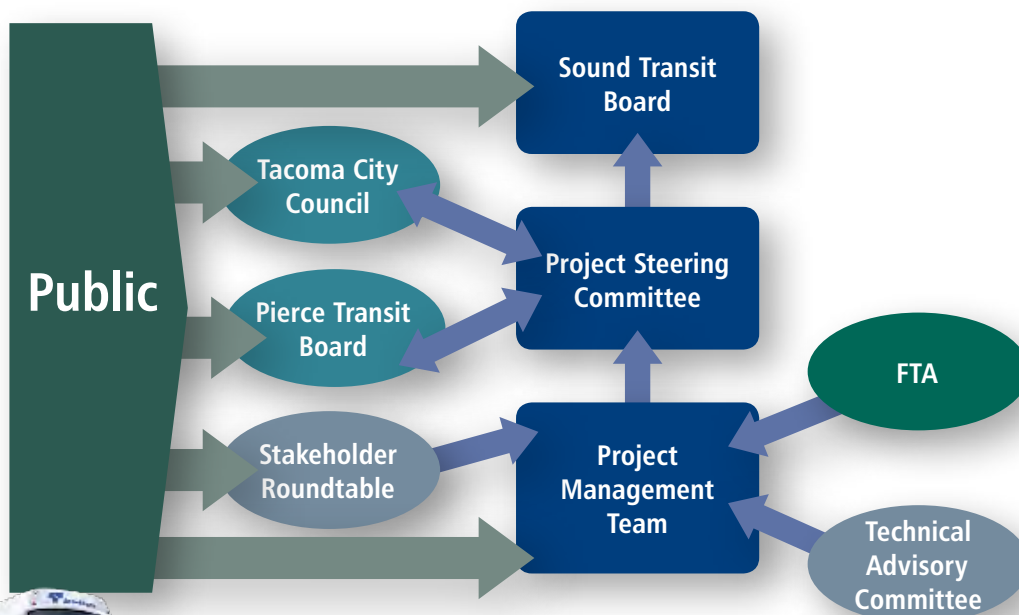
How did we involve the community?

Sound Transit, in cooperation with the City of Tacoma and Pierce Transit, has engaged the community to help identify a range of alternatives, study these alternatives and determine a preferred alternative for expansion. The Sound Transit Board will consider comments from the community and stakeholders in order to identify a preferred corridor to move forward into environmental review and conceptual engineering.

Sound Transit is committed to communicating with Tacoma residents and businesses about the Tacoma Link Expansion and providing meaningful opportunities to get involved. To date, Sound Transit has involved the community through:

- Mailings to 54,300+ addresses
- 800+ documented public comments
- Online & print ads in 9+ media outlets
- 8 fairs, festivals & markets
- 15 open houses or drop-in sessions throughout Tacoma
- Numerous business district and neighborhood council briefings
- 70+ media articles or posts
- 6 Stakeholder Roundtable discussions
- Outreach to 22+ social service providers that represent low-income, underserved, minority and non-English speaking populations

Public input process



Pre-AA Stakeholder Group 2011-2012

Tacoma Link Expansion AA process public open houses

Early Scoping Open Houses

August 22, 2012

Daytime Open House

11 a.m.-1 p.m.

People's Community Center

Evening Open House

4-7 p.m.

Tacoma Dome Station Plaza

December Open Houses

Community Open House

December 5, 2012, 4-7 p.m.

University of Washington, Tacoma

Online Open House

December 13, 2012

5:30-6:30 p.m.

Drop-in sessions

December 6, 11:00am - 1:00pm

Tacoma Library

December 6, 4:00 - 6:00pm

Evergreen College

December 10, 11:00am - 1:00pm

Tully's in Stadium District

December 10, 4:00 - 6:00pm

Forza Coffee Company on S. 72nd St.

December 11, 11:00am - 1:00pm

STAR Center Lobby

January 8, 4:00 - 6:00pm

Portland Avenue Community Center

February Open Houses

February 12, 2013, 4-7 p.m.

Tacoma Dome Station Plaza

February 13, 2013, 4-7 p.m.

University of Washington, Tacoma

March Open Houses

March 19, 2013, 3-7 p.m.

University of Washington, Tacoma

March 21, 2013, 4-7 p.m.

Hosted by Tacoma Urban League at
Tacoma Urban League

April Open House

April 11, 2013, 4-7 p.m.

Tacoma Dome Station Plaza

Tacoma Link Expansion Open Houses

Early Scoping Open Houses

August 22, 2012

Daytime Open House

11 a.m.-1 p.m.

People's Community Center

1602 S MLK Jr. Way, Tacoma

Evening Open House

4-7 p.m.

Tacoma Dome Station Plaza

25th Street in Tacoma

Overview

Sound Transit conducted a public process known as “early scoping” in order to seek public and agency input on the corridor alternatives studied as part of the alternatives analysis process 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 for the public to provide feedback, including an online survey on the project website, written comments via mail or email and two open houses.

At the open houses, attendees reviewed information about the project timeline, goals and objectives and potential corridors identified by the pre-AA Stakeholder Group. Attendees also could visit an interactive comment station to draw ideas for additional corridors on a map and place stickers and post-it notes on the display boards to indicate which community priorities were important to them. Approximately 185 community members attended the open houses.



WHY EXPAND?

TACOMA LINK EXPANSION

Some reasons this project is needed:

- Increasing congestion
- Increasing greenhouse gas emissions
- More people will be living and working downtown
- More people want to connect to regional transit system

The purpose of this project is to:

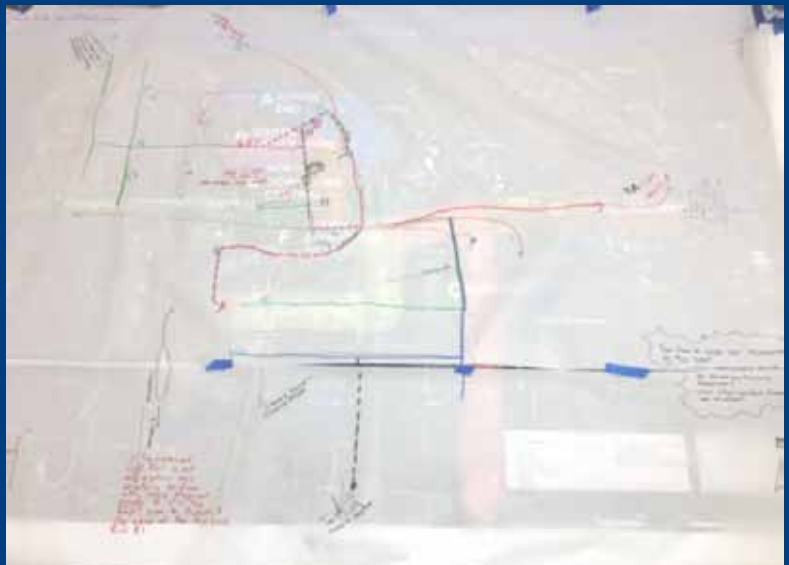
- Improve mobility and transportation access
- Be sustainable and environmentally sensitive
- Spur economic development
- Serve traditionally underserved neighborhoods

A purpose and need statement is required for alternatives analysis and will help guide Sound Transit's evaluation of the alternatives. Sound Transit has prepared a draft purpose and need statement for your review and comment.



Meeting purpose

- Gather comment on alternative corridors and modes Sound Transit should consider for Tacoma Link Expansion.
- Invite community feedback on the criteria that will be used to evaluate and compare alternatives.



Public Comments (Early Scoping Open Houses)

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 key themes.

Corridor alternatives					
North End (A)	North End Central (B)	Eastside (C)	South End (D)	North Downtown Central (E)	South Downtown to MLK (F)
<ul style="list-style-type: none"> • Serves a large number of residents and commuters • Increases access to the waterfront 	<ul style="list-style-type: none"> • Serves 6th Avenue, which has many destinations to attract riders • Could result in high ridership immediately • Replaces the busiest Pierce Transit route • Mixed views about opportunity to address parking issues on 6th Avenue 	<ul style="list-style-type: none"> • Serves underserved communities • Could spur economic development and reduce crime • Allows for a connection to Salishan • Connects to Lemey and Freighthouse, which have received recent investments 	<ul style="list-style-type: none"> • Connects downtown and the Tacoma Mall, two major activity centers • Relieves congestion on the highway and parking congestion at the mall 	<ul style="list-style-type: none"> • Fiscally responsible choice • Could spur economic development in an already developing area • Connects St. Joseph Medical Center and Tacoma General Hospital, but it needs to go further to James Center 	<ul style="list-style-type: none"> • Potential for dense residential and commercial development • Could help to revitalize area

		Purpose and need	Evaluation criteria	New ideas and other comments
Pacific Highway (G)	South Downtown Central (H)			
<ul style="list-style-type: none"> • Relieves traffic congestion • Supports regional connectivity 	<ul style="list-style-type: none"> • Potential to expand to Tacoma Community College 	Purpose and need should emphasize: <ul style="list-style-type: none"> • Connecting to downtown Tacoma • Spurring economic development • Serving traditionally underserved neighborhoods 	Criteria should address: <ul style="list-style-type: none"> • 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 • Promoting tourism 	<ul style="list-style-type: none"> • Mixed views regarding bus rapid transit (BRT). A few supported the idea and others opposed BRT. • Many people expressed support for the project and wanted it to move forward • Tacoma Dome park-and-ride and Tacoma Link should remain free



December Open Houses

Community Open House

December 5, 2012, 4-7 p.m.

University of Washington, Tacoma

Online Open House

December 13, 2012

5:30-6:30 p.m.

Drop-in sessions

December 6, 11:00am - 1:00pm

Tacoma Library

December 6, 4:00 - 6:00pm

Evergreen College

December 10, 11:00am - 1:00pm

Tully's in Stadium District

December 10, 4:00 - 6:00pm

Forza Coffee Company on S. 72nd St.

December 11, 11:00am - 1:00pm

STAR Center Lobby

January 8, 4:00 - 6:00pm

Portland Avenue Community Center

Overview

On December 5, 2012, Sound Transit hosted a public open house for the Tacoma Link Expansion project.

Open house attendees viewed display stations to learn about the process timeline, funding and the 24 potential corridor alternatives that the public identified after early scoping. Additional displays presented the screening questions and the six corridor alternatives that appeared to meet all screening criteria. After gaining familiarity with the six alternatives, participants visited an interactive station to write their feedback about the six corridor alternatives. Val Batey, Sound Transit's project manager for the Tacoma Link Expansion, also provided a brief presentation about the project, which was posted online and narrated.

In addition to the public open house, Sound Transit hosted six drop-in meetings at accessible, convenient venues near each corridor alternative at various times of day. The purpose of the drop-in meetings was to encourage participation from community members who may be more comfortable in informal, neighborhood settings or who did not have the time or opportunity to attend the open house. Sound Transit also offered an online open house and online survey for community members who were not able to attend an in-person meeting. Approximately 86 community members participated in the open houses and drop-in sessions.



WHY EXPAND? TACOMA LINK EXPANSION


Some reasons this project is needed:

- Increasing congestion
- Increasing greenhouse gas emissions
- More people will be living and working downtown
- More people want to connect to regional transit system

The purpose of this project is to:


- Improve mobility and transportation access
- Be sustainable and environmentally sensitive
- Spur economic development
- Serve traditionally underserved neighborhoods

A purpose and need statement is required for alternatives analysis and will help guide Sound Transit's evaluation of the alternatives. Sound Transit has prepared a draft purpose and need statement for your review and comment.



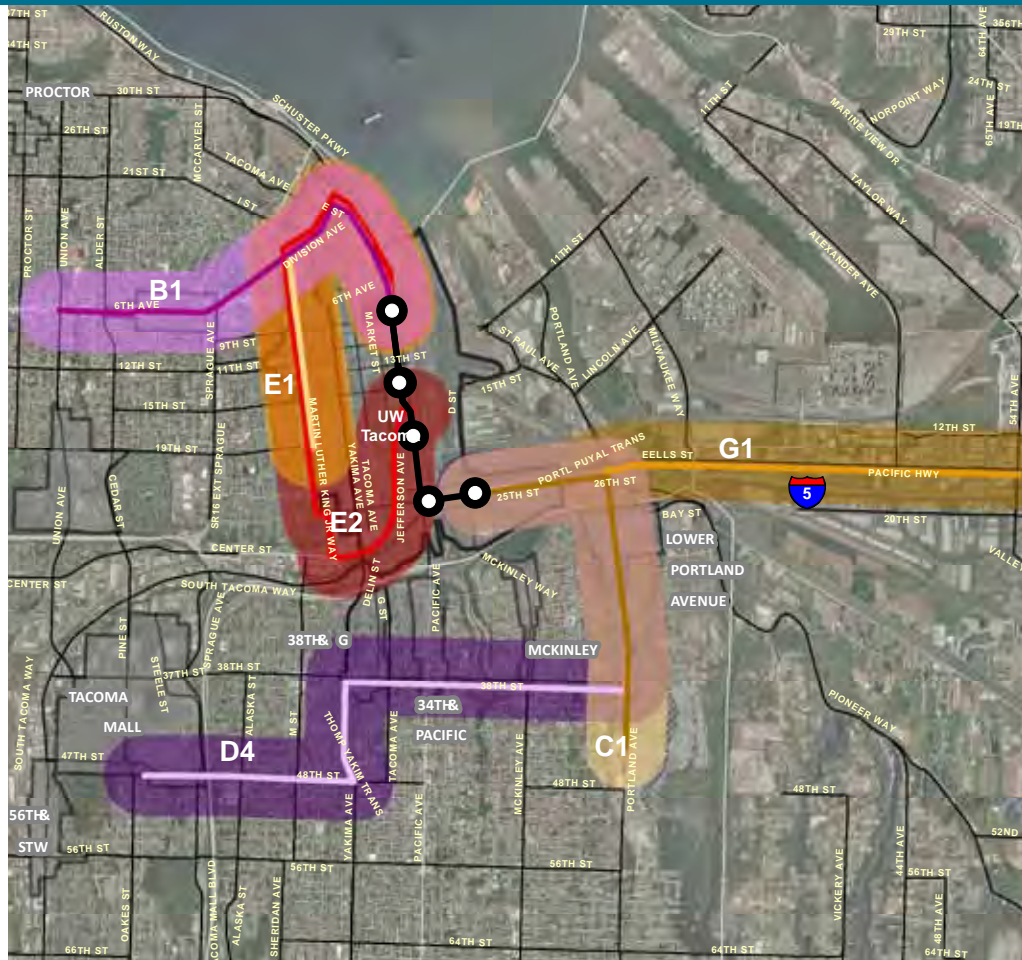

WHY EXPAND? TACOMA LINK EXPANSION

Early Scoping	After Public Input: (in order of importance, with 1 most important)
<p>Some reasons this project is needed:</p> <ul style="list-style-type: none"> • More people want to connect to the regional transit system • Increasing congestion • Increasing greenhouse gas emissions • More people will be living and working downtown 	<p>Some reasons this project is needed:</p> <ol style="list-style-type: none"> 1. More people want to connect to the regional transit system 2. More people will be living and working in downtown 3. Increasing congestion 4. Increasing greenhouse gas emissions
<p>The purpose of this project is to:</p> <ul style="list-style-type: none"> • Improve mobility and transportation or transit access • Be sustainable and environmentally sensitive • Spur economic development • Serve traditionally underserved neighborhoods 	<p>The purpose of this project is to:</p> <ol style="list-style-type: none"> 1. Improve mobility and transportation or transit access 2. Spur economic development 3. Serve traditionally underserved neighborhoods 4. Be sustainable and environmentally sensitive




Meeting purpose

- Present the six corridor alternatives that seem to meet the screening criteria and gather comments on the criteria.
- Identify what else Sound Transit should consider in the next stage of evaluation.



Tacoma Link Expansion: Meets all screening criteria

Legend

- Existing Tacoma LINK
- Link Stations
- Council Boundaries
- Salishan
- Streets - Arterial
- Highways
- North End Central Corridor (B1)
- Eastside Corridor (C1)
- South End via Portland 48th Corridor (D4)
- North Downtown Central Corridor (E1)
- North Downtown Central Loop Corridor (E2)
- Pacific Highway Corridor (G1)

Maps show 1/2 mile wide corridor study areas

0 0.5 Miles



SOUND TRANSIT





Public Comments (December Open Houses)

Sound Transit received a total of 18 comment forms, along with 94 surveys and one email regarding the project. Sound Transit also received feedback through the interactive corridor alternative maps provided at the open house. Comments are summarized below by key themes.

Corridor Alternatives			
North End Central (B1)	Eastside (C1)	South End via Portland Ave (D4)	North Downtown Central (E1)
<ul style="list-style-type: none"> • Strong support for alternative. More positive than negative comments. • Mixed views about whether this would alleviate parking challenges <p>Perceived benefits</p> <ul style="list-style-type: none"> • Improves connectivity to the downtown area and major activity centers • Serves the greatest number of people • Attractive destinations along corridor • Improves community infrastructure and supports “walkability” <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Serves already prospering neighborhood • Concern about construction on 6th Avenue 	<ul style="list-style-type: none"> • Mixed views about alternative. More negative than positive comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Serves low-income populations • Potential to spur economic development • Connects employees to work downtown <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Not enough population density or key destinations to support expansion 	<ul style="list-style-type: none"> • Mixed views about alternative. More positive than negative comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Connection to Tacoma Mall • Serves underserved populations • Potential for neighborhood revitalization • Good option for long-term, not immediate expansion <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Lack of connections to downtown • Limited ridership • Concern about length of corridor 	<ul style="list-style-type: none"> • Support for alternative. More positive than negative comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Potential to spur economic development • Serves underserved populations • Less expensive to construct <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Already served by buses • Concern about travel times • Fails to serve high density neighborhood

		Screening criteria	New ideas	General project comments
North Downtown Central Loop (E2)	Pacific Highway (G1)			
<ul style="list-style-type: none"> • Support for alternative. More positive than negative comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Potential to spur economic development • Like “loop” design • Serves underserved populations <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Concern about low ridership • Already served by buses 	<ul style="list-style-type: none"> • Least support for this alternative <p>Perceived benefits</p> <ul style="list-style-type: none"> • Supports regional connectivity and future connection to airport <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Does not meet screening criteria • Concern about low ridership • Does not serve City of Tacoma 	<ul style="list-style-type: none"> • The majority of participants agreed with the screening criteria • Some suggested weighting the criteria • A few new suggestions included criteria to address: <ul style="list-style-type: none"> • Safety • Travel time savings • Promoting local businesses • Strengthening community 	<ul style="list-style-type: none"> • Requests to extend C1 and D4 corridors to East 72nd Street to reach transit center • A few participants suggested combining alternatives, such as E1 or E2 with B1 or B1 with D4 	<ul style="list-style-type: none"> • Overall support for six screened alternatives, but some interest in a few alternatives that didn’t pass through screening • Some interest in a less costly alternative to light rail, such as bus service • Majority expressed support for Tacoma Link Expansion and improving transportation options • Interest in keeping Tacoma Link service free • Concern about funding feasibility and expense of project





Alternative B1

Benefits*

- High potential to attract riders due to existing transit ridership
- Faster service to Tacoma Dome
- Zoning supportive of higher density mixed use development
- Approximate cost estimated at \$163 million
- High viability for funding from local improvement district based upon assessed value

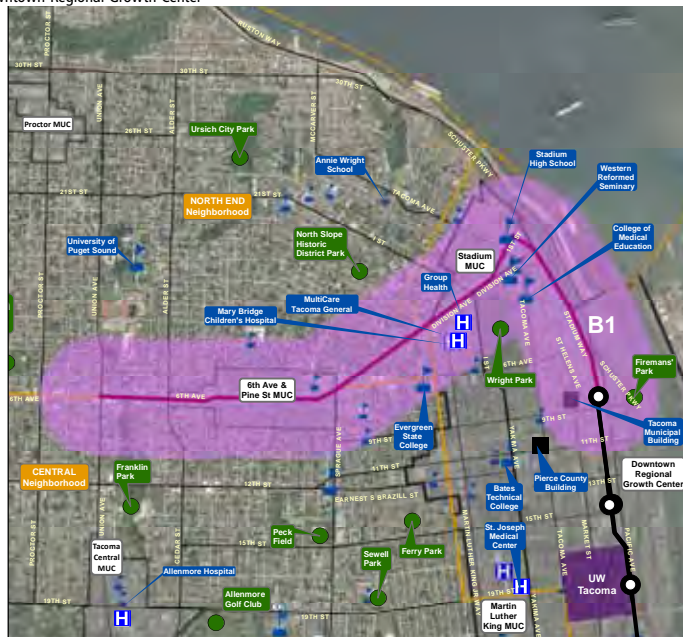
Disadvantages*

- Does not provide faster service to Downtown Tacoma compared to existing transit
- Low amount of developable vacant land
- Potential for effects on historic or park resources

**Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.*

Designated Mixed Use Centers and Regional Destinations:

6th Avenue and Pine Street Mixed Use Center; Stadium Mixed Use Center; Martin Luther King Mixed Use Center; Downtown Regional Growth Center



Tacoma Link Expansion: North End Central Corridor (B1)

Legend

-
- Legend:**
- Existing Tacoma LINK Corridor
 - Link Stations
 - Other Community Institutions
 - Hospitals
 - Parks
 - Schools
 - Primary School
 - Secondary School, Post-secondary and Vocational School
 - B1
 - North End Central Corridor (B1)
 - Neighborhood Boundary
 - Mixed Use Centers
 - Streets - Arterial
 - Highways

Maps show 1/2-mile-wide corridor study areas

Distance: 2.9 miles

Cost: \$163 million[†]

† Cost estimates are based on unit costs developed from past project costs and engineering data.



Alternative C1

Benefits*

- Faster service to both Tacoma Dome and Downtown
- Serves areas that have high ethnic and economic diversity
- Low potential for impacts on historic resources
- Approximate cost estimated at \$119 Million

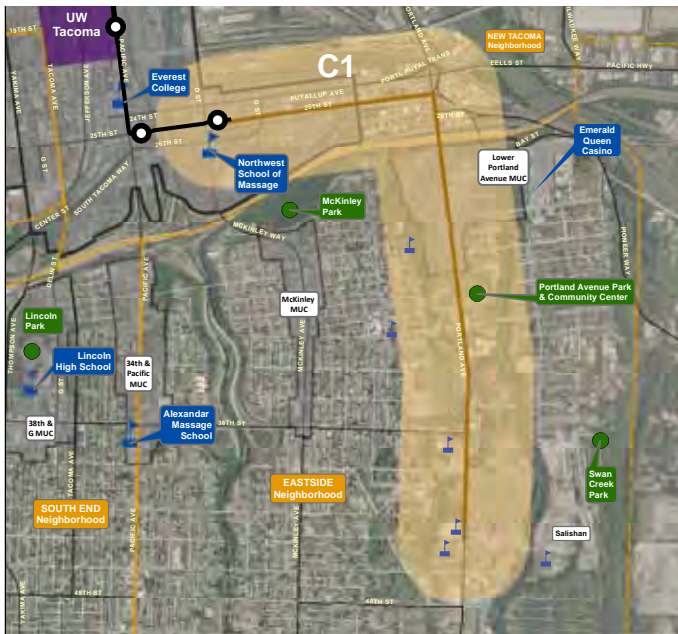
Disadvantages*

- Has low number of pedestrian and bicycle connections
- Zoning not supportive of higher density mixed use development
- Low viability for funding from local improvement district

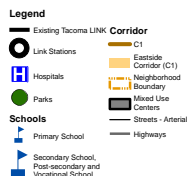
**Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.*

Designated Mixed Use Centers and Regional Destinations:

Lower Portland Avenue Mixed Use Center; Downtown Regional Growth Center



Tacoma Link Expansion: Eastside Corridor (C1)



Maps show 1/2-mile-wide corridor study areas

Distance: 2.3 miles

Cost: \$119 million[†]

[†] Cost estimates are based on unit costs developed from past project costs and engineering data.

0 0.5 Miles



Alternative D4

Benefits*

- Moderate amount of developable vacant land
- Serves the greatest number of regional destinations and activity centers
- Low potential for impacts on historic resources

Disadvantages*

- Not faster to Downtown and Tacoma Dome than existing transit
- Zoning does not support higher density mixed use development
- Approximate cost estimated at \$292 million
- Estimated cost exceeds maximum eligible for Small Starts FTA grant

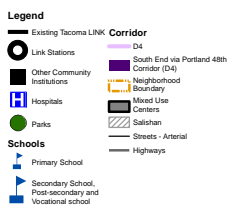
*Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.

Designated Mixed Use Centers and Regional Destinations:

Lower Portland Avenue Mixed Use Center; McKinley Mixed Use Center; 34th and Pacific Mixed Use Center; 38th and G Mixed Use Center; Tacoma Mall Regional Growth Center; Downtown Regional Growth Center



Tacoma Link Expansion: South End via Portland 48th Corridor (D4)



Maps show 1/2-mile-wide corridor study areas

Distance: 5.4 miles

Cost: \$292 million[†]

[†] Cost estimates are based on unit costs developed from past project costs and engineering data.

0 0.5 Miles



Alternative E1

Benefits*

- Has high potential to attract riders due to existing transit ridership
- Faster service to Downtown and Tacoma Dome
- Zoning supportive of higher density mixed-use development
- Approximate cost estimated at \$133 Million
- High viability for funding from local improvement based upon assessed value
- Serves areas that have high ethnic and economic diversity

Disadvantages*

- Low amount of developable vacant land
- High number of noise sensitive receptors
- Potential for effects on historic or park resources

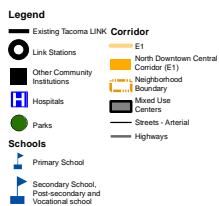
**Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.*

Designated Mixed Use Centers and Regional Destinations:

Stadium Mixed Use Center; Martin Luther King Mixed Use Center; Downtown Regional Growth Center



Tacoma Link Expansion: North Downtown Central Corridor (E1)



Maps show 1/2-mile-wide corridor study areas

Distance: 2.3 miles

Cost: \$133 million[†]

[†] Cost estimates are based on unit costs developed from past project costs and engineering data.

0 0.5 Miles



Alternative E2

Benefits*

- Has high potential to attract riders due to existing transit ridership
- Faster service to Tacoma Dome
- Zoning supportive of higher density mixed-use development
- High viability for funding from local improvement district based upon assessed value
- Serves areas that have high ethnic and economic diversity

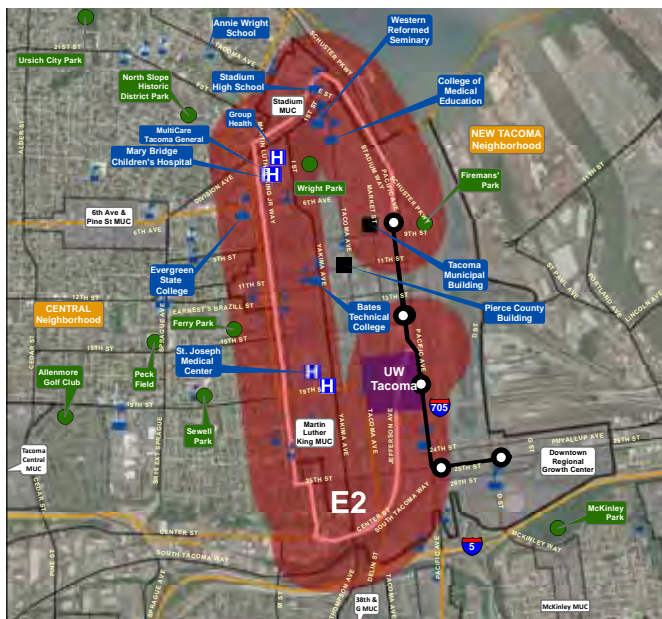
Disadvantages*

- High number of noise sensitive receptors
- Approximate cost estimated at \$249 million
- Estimated cost exceeds maximum eligible for Small Starts FTA grant
- Potential for effects on historic or park resources

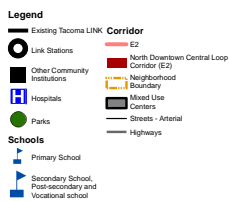
**Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.*

Designated Mixed Use Centers and Regional Destinations:

Stadium Mixed Use Center; Martin Luther King Mixed Use Center; Downtown Regional Growth Center



Tacoma Link Expansion: North Downtown Central Loop Corridor (E2)



Maps show 1/2-mile-wide corridor study areas

Distance: 4.2 miles

Cost: \$249 million†

† Cost estimates are based on unit costs developed from past project costs and engineering data.

0 0.5 Miles



Alternative G1

Benefits*

- Travel time to downtown may be slightly better than existing transit
- Has received low infrastructure investments in the last 10 years
- Has a high amount of vacant land that could be developed
- Has a high amount of underutilized land
- High number of parcels zoned for commercial or industrial use within study area.
- Low potential for impacts on parks and historic resources
- Approximate cost estimated at \$164 Million

Disadvantages*

- Serves the lowest number of regional destinations and activity centers
- Has lowest number of pedestrian and bicycle connections
- Has lowest potential to attract riders

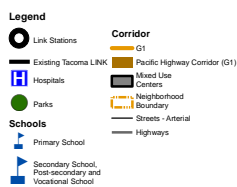
**Benefits and disadvantage assumptions are based on known plans and existing conditions the length of the corridor.*

Designated Mixed Use Centers and Regional Destinations:

Lower Portland Avenue Mixed Use Center; Downtown Regional Growth Center



Tacoma Link Expansion: Pacific Highway Corridor (G1)



Maps show 1/2-mile-wide corridor study areas

Distance: 3.3 miles

Cost: \$164 million[†]

[†] Cost estimates are based on unit costs developed from past project costs and engineering data.

0 0.5 Miles



Public Comments (February Open Houses)

Sound Transit received a total of 20 comment forms, one letter and 26 hard-copy survey forms at the open houses. In addition, there were 149 responses to the online survey and 22 public comments were mailed or emailed to Sound Transit following the open house. Sound Transit also received feedback through the interactive project goals display and interactive corridor alternative maps provided at the open house. Comments are summarized below by key themes.

Corridor alternatives			
B1-North End Central	C1-Eastside	D4-South End via Portland 48th	E1-North Downtown Central
<ul style="list-style-type: none"> • More positive than negative comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Potential for high ridership • Serves student populations at Stadium High School, Annie Wright, and University of Puget Sound • Connects key destinations such as 6th Ave business district, Hilltop, and hospitals • Potential for transit-oriented development, tourism, and continued growth of business district • Opportunity for future expansion • Benefits to commuters and underserved populations • Pedestrian- and transit-friendly environment <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Construction impacts to Stadium Way, after recent roadway improvements • Prosperous area already well-served by transit • View and noise impacts • Impacts to parking and businesses on 6th Avenue • Effects to historic and park resources 	<ul style="list-style-type: none"> • Mixed views. More negative than positive comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Benefits underserved populations • Potential for partnership with Puyallup Tribe • Opportunity for economic development and neighborhood revitalization • Cost-effective • Links to destinations such as Swan Creek Park and casino <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Low number of bicycle and pedestrian connections • Not enough population density to support ridership • Limited destinations of interest • Not enough economic development potential • Presents challenges to secure additional funding 	<ul style="list-style-type: none"> • Mixed views. More negative than positive comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Connection to Tacoma Mall • Economic development potential • Provides transit service to underserved populations • Connects east and south Tacoma <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • High cost • Limited mobility benefits • Lack of regional connections • Could drive business and investment away from downtown Tacoma 	<ul style="list-style-type: none"> • More positive than negative comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Connects key destinations, including hospitals • Benefits underserved populations • Less costly to construct than E2 • Consistent with comprehensive plan • Opportunity to attract investment and revitalize corridor • Supported by several businesses in Stadium District and MultiCare <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Constructing "half loop" design • Existing Tacoma Link system is within walking distance • Does not extend enough into surrounding neighborhoods • Concern about construction along Stadium Way • Not direct enough route from Hilltop to downtown

		Project goals	New ideas	General project comments
E2-North Downtown Central Loop	G1-Pacific Highway			
<ul style="list-style-type: none"> • Mixed views. More positive than negative comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Opportunity to spur economic development • Connects key destinations and medical centers • Benefits underserved populations • “Loop” design <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • High cost • Existing Tacoma Link system is within walking distance • Potential traffic impacts • Not as many opportunities for expansion 	<ul style="list-style-type: none"> • Received the least positive comments of all options. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Potential for regional connectivity and future connection to Sea-Tac Airport • Opportunity for economic development • Provides transit service for workers in the area <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Low ridership potential • Limited destinations of interest • Consider for future expansion, not the first phase • Does not serve needs of Tacoma 	<p>The top ranked goals were:</p> <ul style="list-style-type: none"> • Improve mobility and transportation access for Tacoma residents and visitors • Use transit to spur economic development and other types of investment 	<ul style="list-style-type: none"> • A few participants suggested combining alternatives, such as B1 and C1 • Consider corridor that extends past 19th or a corridor on Pacific Avenue or South Tacoma Way • Extend light rail to Pacific Lutheran University or to waterfront 	<ul style="list-style-type: none"> • Support for project and moving project forward • Address parking needs in all proposals • Concern about project costs and funding mechanisms • Appreciate benefits to bicyclists, disabled community and commuters



March Open Houses

March 19, 2013

3-7 p.m.

University of Washington, Tacoma
William Phillip Hall Conference Center
1918 Pacific Ave, Tacoma

March 21, 2013

4-7 p.m.

Tacoma Urban League
2550 Yakima Ave S., Tacoma

Overview

On March 19, 2013, Sound Transit hosted a public open house for the Tacoma Link Expansion project. Open house attendees viewed displays to learn about the process timeline, funding and the corridors considered during the alternatives analysis process. Additional displays presented the evaluation summary and maps of the three corridor alternatives that seemed to respond best to the project goals and evaluation corridor, as well as key themes of public comments to date and next steps for the project. Attendees could also write their feedback about the three corridor alternatives on an interactive table-top map.

In addition, the Tacoma Urban League invited Sound Transit to present the open house materials and gather public comments at the Urban League office on March 21, 2013. The Urban League advertised the March 21 meeting to their members through flyers and announcements. Approximately 73 community members attended the open houses and signed-in.

Meeting purpose

- Report back to the community about the results of the alternatives evaluation and gather comment on three corridor alternatives that are most responsive to expansion goals.
- Present the next steps to get from evaluation to environmental review/design.



Public Comments (March Open Houses)

Sound Transit received a total of 17 comment forms and surveys at the open houses. In addition, there were 153 responses to the online survey and 11 public comments were mailed or emailed to Sound Transit following the open house. Sound Transit also received feedback through the interactive corridor alternative maps provided at the open house. Comments are summarized below by key themes.

Corridor alternatives		
B1-North End Central	C1-Eastside	E1-North Downtown Central
<ul style="list-style-type: none"> • More positive than negative comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Serves existing density--potential for high ridership • Connects as many people as possible while using the least amount of track • Since parking is limited, light rail could bring more business to district and address parking issues • Opportunity for future expansion to Tacoma Community College and other destinations • Serves students and underserved populations • Potential to spur economic development • Good pedestrian and bicycle connections <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Limited travel time benefit, if train shares travel lanes • Concern about traffic and construction impacts on Stadium Way • Increased noise • Concern about parking impacts and limited parking, especially on 6th Avenue • Already served by buses • Too expensive 	<ul style="list-style-type: none"> • More negative than positive comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Benefits Salishan residents and low-income populations • Under budget and practical • Invests in the Eastside neighborhood • Economic development for the Eastside is one of the City of Tacoma's top priorities • Opportunity to revitalize the neighborhood • Serves areas that need better transit services to connect to grocery stores and downtown <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Low ridership potential • Serves fewest people and destinations • Limited potential for development based on zoning • Don't consider this route just because of link to casino • Low number of pedestrian and bicycle connections • Limited opportunities for future expansion 	<ul style="list-style-type: none"> • More positive than negative comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Opportunity for future expansion in several directions • Connects key destinations, such as Group Health and UW Tacoma • Addresses parking challenges for hospital employees and in local business districts • High ridership potential • Connects downtown with Stadium Business District • Serves a large and diverse population • Low cost • Potential to spur economic development <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Limited travel time savings-not direct enough route up the hill and too close to current Link system • Only serves downtown and does not extend enough into other neighborhoods • Hospital employees will drive and not use Link • Low potential ridership • Build expansion later after B1

New ideas

General project comments

- Use Market Street corridor for extension through the University of Washington Tacoma, since it has more development potential
- Consider St. Helens Street or other street instead of Stadium Way
- Consider B1/E1 hybrid

- Concern regarding Tacoma City Council's hybrid idea
- Any local improvement district (LID) funding mechanism is a concern, especially for residents who already have a LID on Broadway
- Replace bus routes 1 and 2 with light rail
- Interest in whether Tacoma Link light rail would remain free after expansion
- Consider other modes in addition to light rail, such as bus rapid transit
- Two people shared comments regarding a future connection to Sea-Tac Airport. One person stated the first priority should be to connect with Sea-Tac Airport and the other thought the City of Tacoma should reject any effort to connect the city to the airport.
- Consider recommendations of recent Urban Land Institute study
- Coordinate with affected businesses to address construction impacts and help keep them open during construction
- Select the corridor that offers the best opportunity for future expansion
- Support for Tacoma Link Expansion and expediting project



Cumulative Public Comment (December - March)

Corridor alternative(s)				
North End Central (B1)	Eastside (C1)	South End via Portland Ave (D4)	North Downtown Central (E1)	North Downtown Central Loop (E2)
<ul style="list-style-type: none"> • Strong support for alternative. Most positive comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Improves connectivity to attractive destinations, such as schools and entertainment destinations • Serves a high ridership • Potential for transit-oriented development, tourism and continued growth • Opportunity for future expansion to destinations such as Tacoma Community College • Benefits to commuters and underserved populations • Pedestrian- and transit-friendly environment • Since parking is limited, light rail could bring more business to district <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Construction and traffic impacts on 6th Avenue and Stadium Way • View and noise impacts • Potential effects to historic and park resources • Business and parking impacts on 6th Avenue • Serves area that is already prospering and well-served by transit • Too expensive 	<ul style="list-style-type: none"> • Mixed views. More negative than positive comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Serves underserved populations and large residential area, including Salishan, that needs better transit services • Potential to spur economic development—many vacant lots available • Connects employees to workplaces downtown • Potential for partnership with Puyallup Tribe • Cost-effective • Connects key destinations such as Swan Creek Park <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Lack of density and low ridership potential • Limited destinations of interest • Low number of pedestrian and bicycle connections • Limited economic development potential based on zoning • Presents funding challenges • Limited opportunities for future expansion 	<ul style="list-style-type: none"> • Mixed views. More negative than positive comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Connection to Tacoma Mall • Serves underserved populations • Potential for economic development • Good option for long-term, not immediate expansion • Connects east and south Tacoma <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Lack of connections to downtown • High cost • Limited ridership • Length of corridor • Limited mobility benefits • Could drive business and investment away from downtown 	<ul style="list-style-type: none"> • Support for alternative. More positive than negative comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Connects to hospitals and medical services • Less expensive to construct • Opportunity to attract investment and revitalize corridor • Connects areas within the Downtown Regional Growth Center and a large population to the Tacoma Dome Station • Serves underserved populations • Consistent with comprehensive plan • Addresses parking challenges for hospital employees and in local business districts • Supported by several businesses in Stadium District and MultiCare • Opportunity for future expansion in many directions <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Already served by buses • Within walking distance to existing Link system • Limited travel time benefit • Fails to serve high density neighborhood • Does not extend enough into surrounding neighborhoods • Construction impacts along Stadium Way 	<ul style="list-style-type: none"> • Support for alternative. More positive than negative comments. <p>Perceived benefits</p> <ul style="list-style-type: none"> • Potential to spur economic development • “Loop” design • Serves underserved populations • Connects key destinations and medical centers <p>Perceived disadvantages</p> <ul style="list-style-type: none"> • Already served by buses • Limited ridership potential • Within walking distance to existing Link system • High cost • Traffic impacts • Not as many expansion opportunities

The following are key themes identified from all the comments provided during the open houses, surveys, comment forms and at Stakeholder Roundtable meetings. Comments are organized by topic.

	Screening criteria	Project goals	New ideas	Public outreach	General project comments
Pacific Highway (G1)					
<ul style="list-style-type: none"> Least support for this alternative <p>Perceived benefits</p> <ul style="list-style-type: none"> Supports regional connectivity and future connection to airport Opportunity for economic development Provides transit service for workers in the area <p>Perceived disadvantages</p> <ul style="list-style-type: none"> Does not meet screening criteria Limited ridership potential Does not serve City of Tacoma Consider for future expansion, not the first phase 	<ul style="list-style-type: none"> Majority of comments agreed with screening criteria. <p>Additional suggestions were related to:</p> <ul style="list-style-type: none"> Safety Integration with local and regional transit system Promoting biking and walking Connecting activity centers Promoting economic development and encouraging transit-oriented-development Travel time savings Expanding access Promoting tourism and local businesses 	<p>The top ranked goals were:</p> <ul style="list-style-type: none"> Improve mobility and transportation access for Tacoma residents and visitors Use transit to spur economic development and other types of investment 	<ul style="list-style-type: none"> Requests to extend Eastside Corridor (C1) and South End via Portland Ave (D4) to East 72nd Street to reach transit center A few suggested combining alternatives. Alternative combinations included: <ul style="list-style-type: none"> B1 and E1 B1 and E2 B1 and D4 Interest from Stakeholder Roundtable in hybrid to reach Emerald Queen Casino (C1) and get up Stadium Way (E1) if funding allows A few suggested considering specific streets for expansion: <ul style="list-style-type: none"> Market Street St. Helens Street (instead of Stadium Way) 	<ul style="list-style-type: none"> Strong preference for online surveys, open houses, project mailings, community briefings and online presentations <p>Other suggestions included:</p> <ul style="list-style-type: none"> Advertising around the city and on Tacoma Link Outreach on Tacoma Link Staffed information tables at major transit centers (e.g. Tacoma Dome Station) Door to door canvassing Phone surveys Reaching out to area businesses 	<ul style="list-style-type: none"> Overall support for alternatives Mixed views regarding bus rapid transit (BRT). A few supported the idea and others opposed BRT. Support for the project and interest in expediting timeline Prefer Tacoma Dome park-and-ride and Tacoma Link remain free Concern about funding feasibility and expense of project Consider recommendations from recent Urban Land Institute study Concern about delaying the project to consider additional hybrid alternatives suggested. Move forward with community-supported B1 or E1.



April Open House

April 11, 2013
4-7 p.m.
Tacoma Dome Station Plaza
424 E 25th St., Tacoma

Overview

Sound Transit hosted a public open house for the Tacoma Link Expansion project on April 11, 2013. Open house attendees learned about two new hybrid corridor alternatives being evaluated, following a request by the City of Tacoma for Sound Transit to evaluate a “hybrid” corridor. In addition to the city’s corridor alternative, Sound Transit is evaluating another “hybrid” corridor suggested by members of the citizens’ Stakeholder Roundtable group convened for the project. Additional displays presented background information about the project, maps of the three corridor alternatives that seemed to respond best to the project goals and evaluation criteria, as well as key themes of public comments to date. Attendees could provide their feedback about the five corridor alternatives on an interactive table-top map or via comment forms. Approximately 83 community members attended the open house and signed-in.

Meeting purpose

- Present two new hybrid corridor alternatives being evaluated.
- Gather comments about benefits and disadvantages of the five corridor alternatives.
- Report about next steps so the Sound Transit Board can identify a corridor(s) for the expansion.



Alternative H1



Tacoma Link Expansion: Hybrid with South Connection to MLK

Legend

- Hybrid with South Connection to MLK
- Hybrid Corridor Buffer*
- Existing Tacoma LINK
- Link Stations
- H Hospitals
- Parks
- ▲ Primary School
- ▲ Secondary School, Post-secondary and Vocational School
- Neighborhood Boundary
- Mixed Use Centers
- Streets - Arterial
- Highways

*Maps show 1/2 mile wide corridor study areas

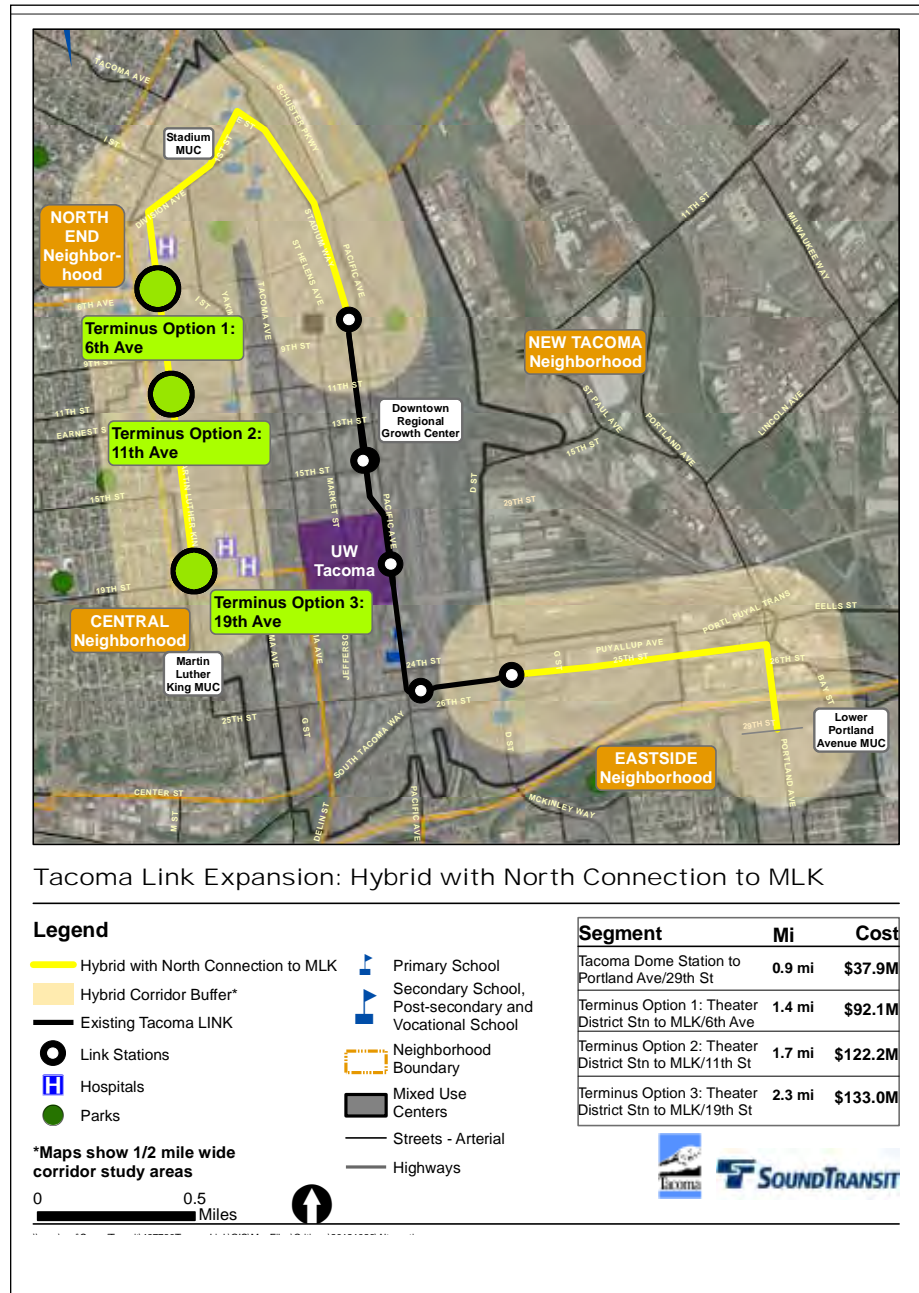
0 0.5 Miles



Segment	Mi	Cost
Tacoma Dome Station to Portland Ave/29th St	0.9 mi	\$37.9M
Terminus Option 3: 25th Ave Station to MLK and 19th St	1.5 mi	\$82.7M
Terminus Option 2: 25th Ave Station to MLK and 11th St	2.1 mi	\$131.4M
Terminus Option 1: 25th Ave Station to MLK and 6th Ave	2.4 mi	\$161.5M



Alternative H2



Public Comments (April Open House)

Sound Transit received a total of 17 comment forms at the open house. In addition, 15 public comments were mailed or emailed to Sound Transit immediately prior to or following the open house. Sound Transit also received feedback through the interactive corridor alternative maps provided at the open house. Comments are summarized below by key themes.

Corridor alternatives			
B1-North End Central	C1-Eastside	E1-North Downtown Central	
<ul style="list-style-type: none"> • More positive than negative comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Viable funding mechanism (e.g. LID) • Serves an area with popular destinations • No grade issues • Opportunity to create a positive impression of public transit because of high ridership and secure future funding • Serves a broad area of Tacoma with commercial and entertainment centers and a wide demographic of commuters, shoppers and employees • Opportunity for future expansion • Historic District will be supportive <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Concern about congestion in area with high traffic volumes • Impacts to historic streets • Concern about traffic and construction impacts on Stadium Way 	<ul style="list-style-type: none"> • More positive than negative comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Provides more options for commuters and people who struggle to get around with limited transit options • If you build it, more pedestrians and bicyclists will connect to Tacoma Link • Benefits underserved residents and area that has received less investment • Opportunity for economic development and existing businesses to prosper • New casino expansion will increase ridership and provide parking opportunities • Improves access to shopping • Cost-effective • Does not impact hospitals • Offers best opportunity for partnership • Opportunity to get people from conventions to casino • Least destructive option <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Lacks density to support light rail 	<ul style="list-style-type: none"> • More positive than negative comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Viable funding mechanism (e.g. LID) • Potential to spur economic development and revitalize Hilltop • High ridership potential • Provides access to hospitals • Connects Hilltop residents to downtown <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Direction of route would limit “end to end” ridership-not direct enough route up the hill and too close to current Link system • Concern about impacts on Stadium Way • MLK is not currently a destination, needs further development before it gets a Link line • Area has already received investments, compared to Eastside 	

		New ideas	General project comments
H1-South Connection to MLK	H2-North Connection to MLK		
<ul style="list-style-type: none"> • More negative than positive comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Like idea of going out from 25th St to Jefferson and consider going from Portland Ave to 29th St. • Some interest in exploring idea • Connection across I-5 <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Engineering constraints due to steep grade seem insurmountable • Impacts to pedestrian and bicycle mobility due to trench • Provides limited access to existing population centers • High cost • Low potential ridership-travels through a lot of “dead zones” • Adds service where there is existing transit service and duplicates part of existing system • Would not promote economic development • E1 corridor is better option • Doesn’t serve high density area near Stadium 	<ul style="list-style-type: none"> • More negative than positive comments. <p>Perceived benefits:</p> <ul style="list-style-type: none"> • Connection across I-5 • Like idea to build to terminus #1. Run separate train on Portland link and transfer at Freighthouse Square to address “single track” problem. • Stadium District and MLK are most deserving areas • Opportunity to partner with Puyallup Tribe and still serve a majority of the population <p>Perceived disadvantages:</p> <ul style="list-style-type: none"> • Serves area where few people live or work • Limited opportunity for a LID • MLK area is already addressed in E1 option • Serves a few narrow, special interests, but not riders • Track should cover the most ground, not just make going up the downtown hill easier 	<ul style="list-style-type: none"> • Consider seasonal train to Pt. Defiance 	<ul style="list-style-type: none"> • Interest in future connection from Tacoma Dome to Sea-Tac Airport • Concern about congestion and delays that could be caused by corridor alternatives that go under I-5 at Portland Ave (C1, H1, H2) • Service should be used to support areas where Pierce Transit will make cuts • Parking is extremely critical and Sound Transit should consider a parking garage north of downtown • Many expressed concern over delay in process to introduce new hybrid corridors • Tacoma Link should not remain free while Pierce Transit has to cut service • Some indicated they did not like influence of casino interests in the project process • Support for Tacoma Link Expansion and expediting project



Stakeholder Roundtable

Meeting dates

All Stakeholder Roundtable meetings were held at University of Washington Tacoma.

November 28, 2012, 5:30-6:30 p.m.

December 18, 2012, 4:30-6:00 p.m.

January 30, 2013, 4:30-6:00 p.m.

February 20, 2013, 4:30-6:00 p.m.

March 20, 2013, 4:30-6:00 p.m.

April 17, 2013, 4:30-6:00 p.m.



Stakeholder Roundtable members

Earl Brydson, South End Neighborhood Council

Eric Crittendon, New Tacoma Neighborhood Council

Ed Davis, President Hillside Development Council

Venus Dergan, South Tacoma Neighborhood Council (Invited)

Ryan Dicks, Pierce County Sustainability

Chris Green, Economic Development Board for Tacoma-Pierce County

Judi Hyman, Downtown Merchants Group

Matt Jones, Central Neighborhood Council

Mark Martinez, Pierce County Building and Construction

Evette Mason, Port of Tacoma

Andrea Mesnick, Tacoma Regional Convention and Visitor Bureau

Michael Mirra, Tacoma Housing Authority

Aaron Pointer, Black Collective-Metro Parks

Kyle Price, North End Neighborhood Council Trades Council

Noah Prince, Lincoln High School (Invited)

Lynette Scheidt, Eastside Neighborhood Council

Lois Stark, Tacoma Area Commission on Disabilities

Milt Tremblay, University of Washington Tacoma Sustainability & Planning

Dan Voelpel, Tacoma School District

Kristina Walker, Downtown on the Go

Aaron Williams, Fife Milton Edgewood Chamber

Kate Whiting, Transportation Choices Coalition

Chad Wright, Marine View Ventures

Overview

The Stakeholder Roundtable consists of 21 members appointed jointly by Joni Earl, Sound Transit CEO, Lynne Griffith, Pierce Transit CEO, and T.C. Broadnax, City of Tacoma City Manager.

The Stakeholder Roundtable met six times between November 28, 2012 and April 17, 2013. The topics covered in these meetings included:

- review of the input gathered at the open houses held during that time period (December 16, 2012 through April 11, 2013);
- results of the initial screening that resulted in six corridor alternatives;
- results of the detailed evaluation of the six original corridors and two “hybrid”, including estimated cost, travel benefits, environmental impacts and funding potential; and
- responses to specific questions posed by the Stakeholder Roundtable members.

At the January 30, 2013 meeting, the Roundtable members also reviewed the goals for the project and ranked their importance. The project goals were used to formulate the criteria applied to the alternatives in the second level of screening. The priority goals set by the group as a whole were economic development, affordability (cost and potential for funding) and serving underserved communities.

At the March 20, 2013 meeting, each of the eighteen Roundtable members in attendance were asked to express which corridor(s) they and or/their organizations would support. Roundtable members expressed support for three corridors—C1 (Portland Avenue); E1 (MLK Way); and B1 (6th Avenue). A fourth option—a “hybrid” of C1 and E1—was also mentioned. A few members indicate a preference for the G1 (Fife) corridor. The group discussed the definition of a “hybrid” corridor.

The consensus view was that the hybrid that merited further evaluation consisted of E1 and all or part of C1. A significant number of members preferred this combination if it was financially feasible.

On April 17, 2013, Roundtable members reviewed two new hybrid alternatives. Hybrid Alternative 1 (H-1) was prepared by Sound Transit at the request of the Tacoma City Council. It includes a portion of C1 from Tacoma Dome Station to South 29th Street and provides access to the Martin Luther King, Jr. Mixed Use Center from the south, connecting to the existing Tacoma Link system at South 25th Street and Pacific Avenue. Hybrid Alternative 2 (H-2) was prepared in response to the Stakeholder Roundtable members; discussion of a potential combination of C1 and E1. It also includes a portion of C1

between Tacoma Dome Station and East 29th Street, but also follows the E1 corridor to reach the Martin Luther King, Jr. Mixed Use Center from the north.

Roundtable members in attendance presented their individual views on the two hybrid alternatives and on the original 6 alternatives. Roundtable members expressed support for three different alternatives. The most frequently mentioned alternative was the “hybrid” of E1 and C1 alternatives—H-2. There were a few members who preferred E1 without the addition of the C1; or conversely C1 without any northern extension.

Following are key themes of Stakeholder Roundtable views associated with the corridor alternatives.

Corridor Alternatives				
B1	C1	E1	G1	Hybrid
<ul style="list-style-type: none"> • Provides an opportunity to serve a large population and move the most people • Getting up Stadium Way is a priority • Potential for economic development • Connects people downtown to dining and entertainment destinations 	<ul style="list-style-type: none"> • Serves a diverse group of people who need transit service and a large residential area • Many vacant lots available for purchase • Hotels in the area can accommodate people attending events at the convention center • Demonstrates economic development potential • Ability to partner with Puyallup Tribe 	<ul style="list-style-type: none"> • Provides the best balance of addressing the Stakeholder Roundtable goals • Benefits underserved populations • Best chance of fulfilling PSRC’s Vision 2040 and getting to Tacoma Community College • Getting up Stadium Way to densely populated areas is a priority • Economic development is a priority and this could help spur growth • Provides convenient access to hospitals, medical facilities and grocery stores • Connects areas within the Downtown Regional Growth Center and a large population to the Tacoma Dome Station 	<ul style="list-style-type: none"> • Could provide future link to the airport • Long-term economic development potential 	<ul style="list-style-type: none"> • Interested in hybrid to reach Emerald Queen Casino (C1) and get up Stadium Way (E1) if funding allows



Neighborhood Outreach

Overview

Sound Transit reached out to residents, community organizations and businesses in Tacoma to share information about Tacoma Link Expansion, present the corridor alternatives and allow opportunities for questions and comments.

Fairs and festivals

Sound Transit staffed information booths at the following fairs and festivals in Tacoma.

Date	Event Name	Location
6/28/12	Broadway Farmers Market	Broadway and 9th Street, Downtown Tacoma
7/15/12	Art on the Ave Festival	6th Avenue Business District, Tacoma
7/26/12	Broadway Farmers Market	Broadway and 9th Street, Downtown Tacoma
7/28-7/29/12	Ethnic Fest	Wright Park, Tacoma
8/9/12	Broadway Farmers Market	Broadway and 9th Street, Downtown Tacoma
8/25-8/26/12	Maritime Fest	Thea's Park/Foss Waterway, Tacoma

Briefings

Sound Transit was invited by the following neighborhood associations, civic organizations and business districts to present information about the project and answer questions.

Date	Organization
7/7/12	Downtown Merchants Group
7/18/12	Cross District Association Meeting
8/9/12	MLK Subarea Working Group
10/15/12	Eastside Neighborhood Advisory Council
12/3/12	North End Neighborhood Council
1/23/13	Cloverdale Neighborhood Group
2/7/13	Central Neighborhood Council
2/14/13	Dome District
2/14/13	Downtown on the Go Board
2/21/13	Hilltop Business District
2/27/13	Hillside Development Council
2/28/13	UW Tacoma Policy, Economics and Philosophy Club
3/5/13	Urban Leadership Institute
3/7/13	Downtown Merchants Group
3/12/13	6th Ave Business District
3/13/13	New Tacoma Neighborhood Council
3/14/13	MLK Subarea Plan Working Group
3/14/13	Dome District Executive Committee
3/27/13	Hillside Development Council
3/28/13	Tacoma Pierce County Chamber Board
4/3/13	RAMP
	Downtown Subarea Plan Stakeholder Group

Others who were contacted, but were unavailable or declined, included:

- South Tacoma Neighborhood
- Community Council
- McKinley Hill Business District
- Old Town Business District
- South Tacoma Business District
- Stadium Business District

Government and Institution Outreach

Overview

Sound Transit briefed government agencies, elected officials, businesses and local institutions throughout the AA process. In addition to the list below the following groups have received regular updates and input into the process: Sound Transit Board Pierce County delegation and Sound Transit, City of Tacoma and Pierce Transit leadership and staff.

Sound Transit Board presentations	
3/14/13	Capital Committee
4/11/13	Capital Committee update

Tacoma City Council briefings	
8/8/12	Tacoma City Council Environment and Public Works Committee
1/22/13	Tacoma City Council Study Session
2/26/13	Tacoma City Council Study Session
4/16/13	Tacoma City Council Study Session

Business and Institution briefings

- Multicare Hospital
- Franciscan Hospital
- University of Washington Tacoma
- Evergreen College (attempted)
- Tacoma Housing Authority
- Marine View Ventures
- Emerald Queen Casino



Outreach to Low-Income, Minority and Limited-English Proficient Populations

Overview

Sound Transit is committed to engaging low-income, minority and limited-English proficient populations in the public involvement process for the Tacoma Link Expansion project. In addition to Sound Transit outreach policy, multiple federal laws and guidance require Sound Transit to provide meaningful opportunities for these groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. Executive Order 12898, signed by President Clinton in 1994, directs federal agencies, to make environmental justice a part of its mission by identifying and addressing disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority and low-income populations.

Outreach

Sound Transit conducted 11 interviews with community leaders, jurisdictions, and social service providers in the project area to identify public involvement strategies to engage these groups in the public involvement process. The groups interviewed included:

- Catholic Community Services
- Metro Parks
- Pierce Transit
- Tacoma Association of Individuals with Disabilities (TACID)
- Tacoma School District
- City of Tacoma
- University of Washington Tacoma, Diversity Resource center

- Tacoma Community College
- Tacoma Rescue Mission
- Tacoma Slavic Christian Association
- Tacoma Urban League

Others who were contacted, but were unavailable or declined, included:

- Korean Women's Association
- Asian Pacific Cultural Center
- Tacoma Library
- Tacoma-Pierce County Public Health
- Cross Cultural Collaborative
- Native Quest
- Centro Latino
- MoLE

Based on outcomes from the interviews, Sound Transit used the following strategies to engage minority, low-income, and limited-English proficient populations:

- Postcard mailings and project materials included translated statements in up to eight languages with a phone number for non-English speaking community members to access interpretation services and get more information
- Hosted meetings in transit-accessible facilities
- Hosted meetings at various times of day and at key community gathering locations throughout the community to accommodate various schedules and meet people where they are at
- Designing public meetings to be interactive and highly visual
- Sharing project information and comment

opportunities in multiple formats, including social media, posting information in community locations and online surveys

- Partnered with community organizations to organize outreach events in the community and distribute project information through existing communication channels. For example, Sound Transit partnered with the Tacoma Urban League to host a public open house on March 21. More information about the open house is provided under “March Open Houses.”

Advertising

In addition to the outreach listed above, advertisements for the public open houses included translated print ads in Korean, Spanish, and Vietnamese with a phone number for non-English speaking community members to access interpretation services and get more information about the public meetings. Sound Transit placed print ads in the following publications:

- El Siete Dias
- Korea Daily
- Nguoi Viet Bac

At the December, February and March open houses, Sound Transit also sent emails to approximately 15 social service providers and community organizations to announce upcoming open house events and ask if the organizations could help get the word out among the communities they serve.



미래 확장을 위해 도와주세요.
타코마 링크
토론에 참가해 주세요

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공청회 PUBLIC MEETINGS
3월 19일 화요일 오후 3시-7시
University of Washington Tacoma
William Philip Hall Conference Center
1918 Pacific Ave.
Tacoma, WA 98402

타코마링크 확장에 대해 배우세요. soundtransit.org/tacomalinkexpansion
장애인 시설 혹은 대체 방식 신청은
call 1-800-201-6900/TTY Relay: 711 or email accessibility@soundtransit.org.

SOUNDTRANSIT
Union Station | 401 S. Jackson | Seattle, WA 98104
206-398-5000 or 800-201-6900 / TTY Relay 711



Advertising and Media

Advertising

Sound Transit broadly advertised open houses through a variety of methods including a media advisory to local news outlets, Sound Transit listserv announcement, Sound Transit and City of Tacoma website updates, emails to social service providers and community organizations.

Additional advertising methods included:

- Postcard mailings to approximately 54,000 households in the project area to advertise the Early Scoping open houses, December open house, February open houses, and March open houses.
- Posting announcements on Sound Transit's Twitter and Facebook pages. Facebook announcements were placed on the following dates:
 - August 22, 2012
 - December 9, 2012
 - December 11, 2012
 - December 14, 2012
 - January 8, 2013
 - February 2013
 - March 2013
 - April 2013



Sound Transit created an event.
December 9, 2012



Tacoma Link Expansion Drop-in Session

December 11, 2012 at 11:00am
STAR Center Lobby: 3873 S. 66th St.

[Join](#) · Sound Transit went

Postcard mailing radius.



- Online advertisements that linked directly to the Tacoma Link Expansion project website. Sound Transit placed online advertisements in the following publications:

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

- Placing translated print ads in the following publications:

- *El Siete Dias*
- *Korea Daily*
- *Nguoi Viet Bac*



Media Articles

Twelve local publications and blogs have reported about the project beginning in August 2012 through April 2013. In general, the articles include basic project background and information, as well as references to the Sound Transit project website. Many noted upcoming open houses, including meeting dates and times, and informed readers how to get involved with the project and provide public comment. Several articles also provided opinion or commentary.

Following are 70 media articles about the project:

- [How delay shortens the extension of Tacoma Link](#) (*Tacoma Tomorrow*, 8/2/12)
- [Options presented for light rail expansions](#) (*Tacoma Weekly*, 8/16/12)
- [Expansion possibilities for the Link](#) (*Exit 133*, 8/17/12)
- [Tacoma Link Expansion Open House tomorrow!](#) (*Tacoma Tomorrow*, 8/21/12)
- [Tacoma Link Expansion Survey: Shut up and build already!](#) (*Feed Tacoma*, 8/21/12)
- [Big expansion of light rail could go many ways](#) (*The News Tribune*, 8/22/12)
- [Sound Transit solicits comments on Tacoma Link Expansion, receives national award for procurement process](#) (*Progressive Railroading*, 8/22/12)
- [Tacoma Link light rail could find its way into Fife if expansion routes ever get funded](#) (*Fife Free Press*, 8/23/12)
- [Early scoping for Tacoma Link ends today!](#) (*Tacoma Tomorrow*, 9/17/12)
- [Tacoma Link set to study options for next expansion](#) (*The News Tribune*, 10/6/12)
- [Tacoma Link Expansion Open House](#) (*Exit 133*, 11/27/12)
- [Tacoma Link Expansion Report out on Dec. 5](#) (*Tacoma Tomorrow*, 11/28/12)
- [Public meetings on Tacoma Link Expansion](#) (*The News Tribune*, 12/1/12)
- [Sound Transit to host public meetings on TLE](#) (*Progressive Railroading*, 12/3/12)
- [Options for Link Expansion prompt the weighing of potentials](#) (*Tacoma Weekly*, 12/5/12)
- [Tacoma Link: Down to six alternatives](#) (*Tacoma Tomorrow*, 12/6/12)
- [Possible link expansion routes looks at ridership, economic potential](#) (*Tacoma Weekly*, 12/12/12)
- [Tacoma Link light rail expansion survey](#) (*Weekly Volcano*, 12/17/12)
- [Tacoma Link Expansion Survey](#) (*BIA Blog*, 12/17/12)
- [Tacoma Link Expansion](#) (*OpenUrban*, December 2012)
- [Tonight: Link Alternatives drop-in session](#) (*Exit 133*, 1/8/13)
- [Tacoma Link Expansion Update](#) (*BIA Blog*, 1/23/13)
- [Tacoma Link: Want streetcars? Start an LID.](#) (*Tacoma Tomorrow*, 1/29/13)
- [Tacoma: Sound Transit hosts open houses on potential expansion of Tacoma LINK](#) (*The News Tribune*, 2/8/13)
- [Tacoma Link extension decision could come by April](#) (*The News Tribune*, 2/11/13)
- [Sound Transit sets annual ridership records, solicits input on Tacoma Link expansion](#) (*Progressive Railroading*, 2/11/13)
- [Tacoma Link Expansion](#) (*Tacoma.com Blog*, 2/12/13)
- [Has \\$29m gone missing from Tacoma Link?](#) (*Tacoma Tomorrow*, 2/13/13)
- [Link routes reduced following initial review, set for final vote this spring](#) (*Tacoma Weekly*, 2/13/13)
- [Three Link routes rank high so far](#) (*Tacoma Weekly*, 2/26/13)
- [Tacoma Link Expansion update](#) (*BIA Blog*, 2/26/13)
- [Preferred alternative for Tacoma Link April 25th](#) (*Tacoma Tomorrow*, 3/1/13)
- [Tacoma Link Alternatives:...And then there were 3](#) (*Exit 133*, 3/1/13)

- [Link routes reduced following initial review, set for final vote this spring](#) (*Tacoma Weekly*, 2/13/13)
- [Open house on Tacoma Link expansion](#) (*The News Tribune*, 3/14/13)
- [Sound Transit to solicit public feedback on Tacoma Link expansion](#) (*Progressive Railroading*, 3/15/13)
- [Sound Transit to host open house on Tacoma Link expansion](#) (*Railway Tracks and Structures*, 3/15/13)
- [Tacoma Link meeting today, 3pm at UWT](#) (*Tacoma Tomorrow*, 3/19/13)
- [An open letter to the Tacoma City Council on Tacoma Link](#) (*Tacoma Tomorrow*, 3/21/13)
- [Where should Link go next: questions, frustrations remain as Link routing decision looms](#) (*Tacoma Weekly*, 3/21/13)
- [Tacoma: At Council's request, Broadnax formally asks Sound Transit to analyze "hybrid corridor" as part of Link expansion study](#) (*The News Tribune*, 3/22/13)
- ['Hybrid corridor' idea for Link rail modifies timetable](#) (*The News Tribune*, 3/23/13)
- [Tacoma Link may be delayed by Boe, Campbell, Strickland](#) (*Tacoma Tomorrow*, 3/23/13)
- [We don't have time for this](#) (*Tacoma Tomorrow*, 3/25/13)
- [Link Expansion: Is it the journey or the destination?](#) (*Exit 133*, 3/26/13)
- [Quick update: Yes, \\$29m was cut from Tacoma Link](#) (*Tacoma Tomorrow*, 3/27/13)
- [Boe's light rail option deserves a \(quick\) look](#) (*The News Tribune*, 3/27/13)
- [Sound Transit seeks input on Link expansion](#) (*Business Examiner*, 3/29/13)
- [Another potential route sprouts for Tacoma Link](#) (*The News Tribune*, 3/29/13)
- [Sound Transit to host open house on Tacoma Link expansion](#) (*Tacoma Weekly*, 3/29/13)
- [Eastside route best option for Link for many reasons](#) (*The News Tribune*, 3/29/13)
- [The logic behind a 6th Avenue Link Corridor](#) (*Tacoma Tomorrow*, 3/30/13)
- [Sound Transit Open House to consider New Alternatives](#) (*Tacoma Weekly*, 4/1/13)
- [Three years since Tacoma Streetcar Initiative](#) (*Tacoma Tomorrow*, 4/3/13)
- [Move Tacoma Link Forward at 5 pm Today](#) (*Tacoma Tomorrow*, 4/5/13)
- [Link Route on 6th Ave/MLK can help Downtown Development](#) (*Tacoma Tomorrow*, 4/6/13)
- [Moving Forward-Tacoma Link Presentation](#) (*Tacoma Tomorrow*, 4/6/13)
- [Streetcars as Historic Restoration](#) (*Tacoma Tomorrow*, 4/6/13)
- [Open house Thursday on Tacoma Link extension](#) (*Tacoma News Tribune*, 4/10/13)
- [Sound Transit open house Thursday on potential Tacoma Link expansion](#) (*Tacoma Weekly*, 4/10/13)
- [Sound Transit to display Tacoma Link expansion options](#) (*Tacoma News Tribune*, 4/11/13)
- [Proposed Tacoma Link expansion deemed impractical, too costly](#) (*Tacoma News Tribune*, 4/12/13)
- [April 11th Tacoma Link Recap with Hybrid Streetcar Maps](#) (*Tacoma Tomorrow*, 4/12/13)
- [Week in Review: Sound Transit Open house, City Council Ad Buys & Sprinker Honored for Energy Savings](#) (*The Weekly Volcano*, 4/12/13)
- [Hybrid routes for expansion of Link light rail line are anything but](#) (*Tacoma News Tribune*, 4/14/13)
- [Get your own Tacoma Link Facebook/Twitter Badge](#) (*Tacoma Tomorrow*, 4/15/13)
- [City Council to consider a resolution April 30 in support of Tacoma's preferred expansion of Link](#) (*Tacoma Weekly*, 4/15/13)
- ["We are showing all our cards next week," says Mayor](#) (*Tacoma Tomorrow*, 4/16/13)
- [Tacoma City Council expected to tentatively pick preferred route to extend Link next week](#) (*Tacoma News Tribune*, 4/16/13)
- [Tacoma Link and Transit Mathematics](#) (*Tacoma Tomorrow*, 4/18/13)
- [Our Views: Council off track with Link route choice](#) (*Tacoma Weekly*, 4/24/13)
- [Brame case broke political elite's hold on city government](#) (*The News Tribune*, 4/25/13)



Next Steps

After reporting the results to the community and gathering public comment in April 2013, Sound Transit will present the results of the alternatives analysis to Sound Transit Board in May. The Sound Transit Board will consider this information, along with stakeholder and community input, to select the preferred corridor alternative(s) to move forward into environmental review and conceptual engineering.



TACOMA LINK EXPANSION

Alternatives Analysis: Community Outreach Report

Appendix

April 2013

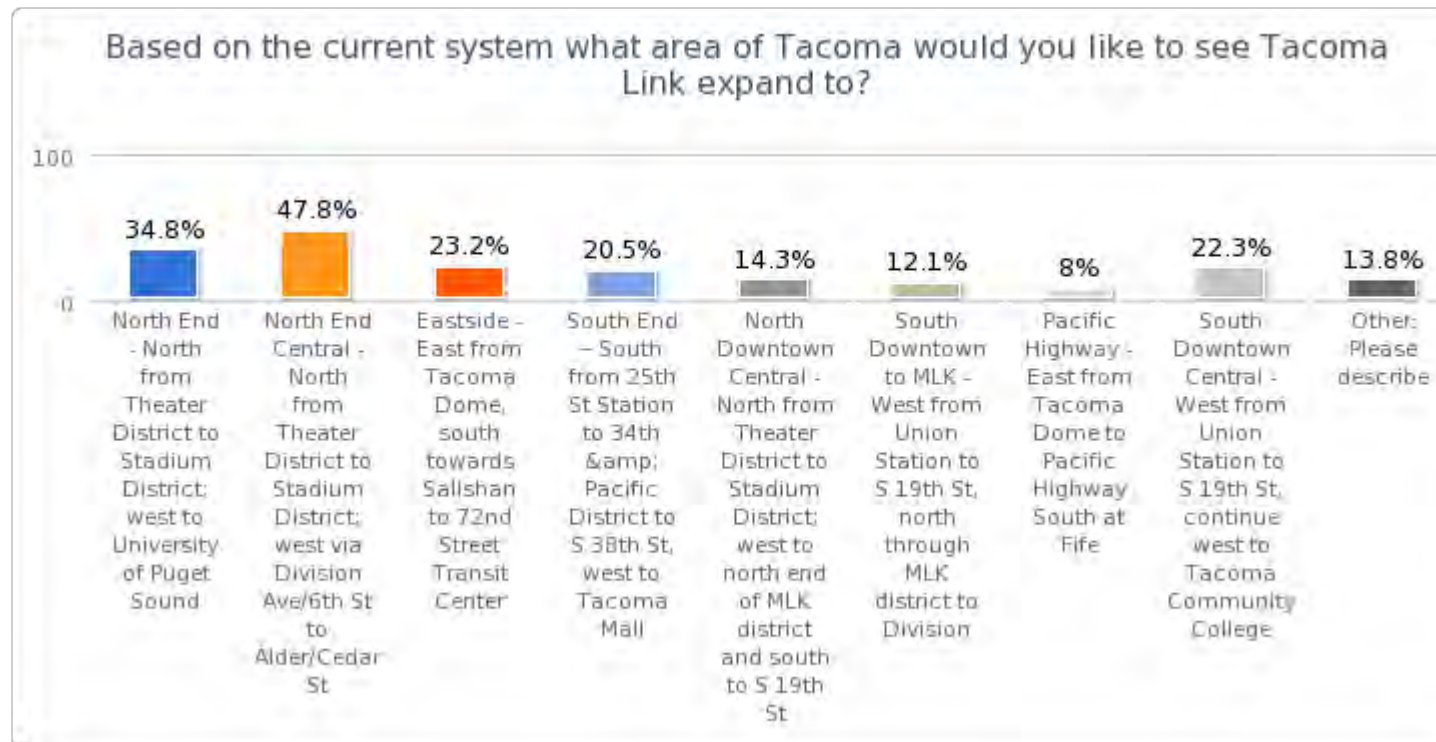
Appendix A:

Survey results for all open houses

T-Link Summary Report

Survey: Tacoma Link Expansion Survey

1. Based on the current system what area of Tacoma would you like to see Tacoma Link expand to?



Value	Count	Percent
North End - North from Theater District to Stadium District; west to University of Puget Sound	78	34.8%
North End Central - North from Theater District to Stadium District; west via Division Ave/6th St to Alder/Cedar St	107	47.8%
Eastside - East from Tacoma Dome, south towards Salishan to 72nd Street Transit Center	52	23.2%
South End - South from 25th St Station to 34th & Pacific District to S 38th St, west to Tacoma Mall	46	20.5%
North Downtown Central - North from Theater District to Stadium District; west to north end of MLK	32	14.3%

district and south to S 19th St		
South Downtown to MLK -West from Union Station to S 19th St, north through MLK district to Division	27	12.1%
Pacific Highway - East from Tacoma Dome to Pacific Highway South at Fife	18	8%
South Downtown Central -West from Union Station to S 19th St, continue west to Tacoma Community College	50	22.3%
Other: Please describe	31	13.8%

Statistics	
Total Responses	224
Sum	83.0
Average	41.5
StdDev	30.50
Max	72.0

2. Rank which criteria should be most important when evaluating the different alternatives? (1 is more important, 7 is less important)

Item	Total Score ¹	Overall Rank
Serving Tacoma neighborhoods	929	1
Making better connections to the regional transit system	921	2
Reducing congestion on our roads	804	3
Serving downtown Tacoma	782	4
Build upon our existing transportation investments to reduce cost of construction and operations	735	5
Serving underserved neighborhoods	717	6
Other: Please describe below	262	7
Total Respondents:		

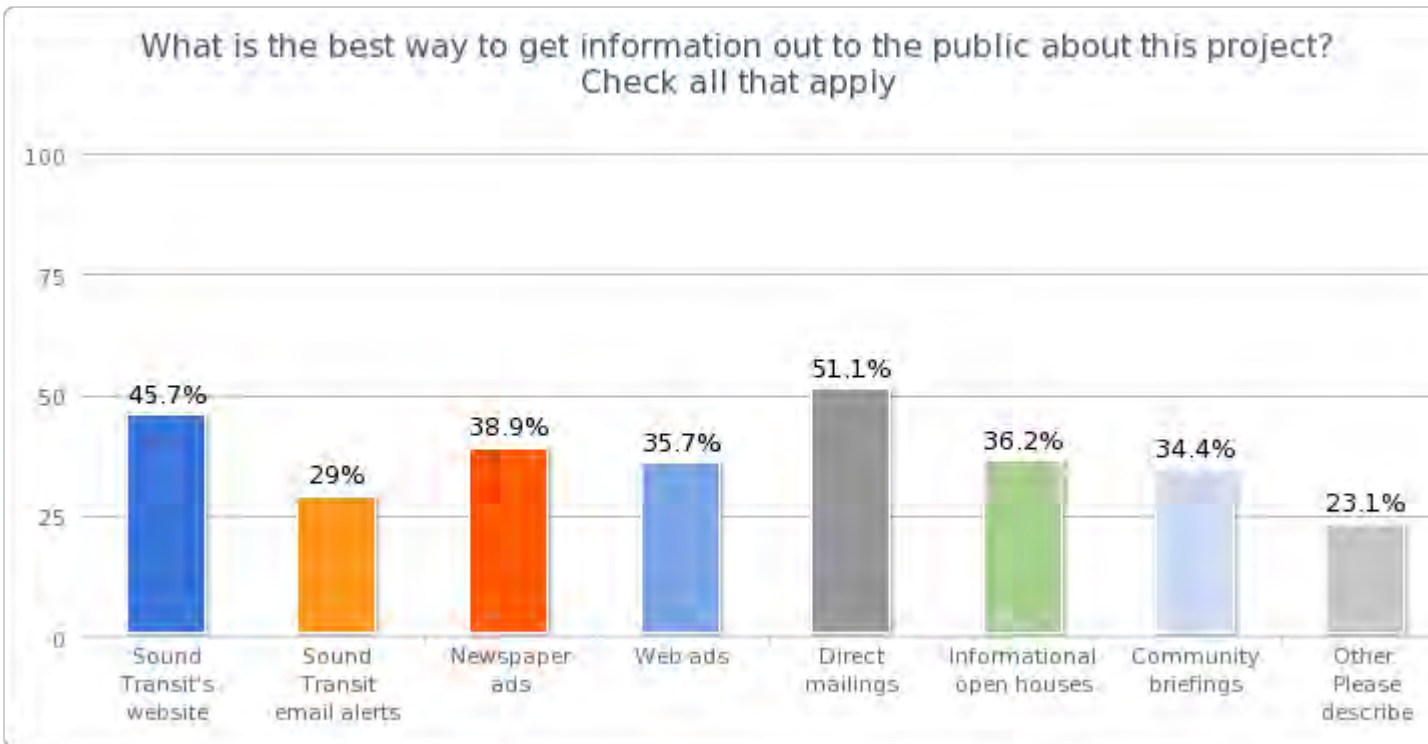
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

3. Please explain the priority you selected as "Other"

Count	Response
1	A catalyst for density and commerce downtown
1	Accessiblity/Access - Park & Rides, transit centers
1	Build the system north to old town area
1	Building a comprehensive public transportation system
1	Connect Tacoma with SeaTac and Seattle through Central Link
1	Connecting neighborhoods & commercial areas
1	Connecting people to businesses/restaurants/culture
1	Connecting scattered retail cores to stimulate local spending
1	Create Link route using high traveled roads
1	Eliminating the most buses
1	Encourage dense development
1	Encouraging Urban living
1	Encouraging transit-oriented-development
1	Extendability of new extension
1	Getting people from outside Downtown to down without bring a car
1	Have iconic light rail or streetcars. No buses!
1	Having the system proximal to where people actually need to go on a day-to-day basis
1	Helping Pierce Transit because of their budget cuts.
1	Improving transit travel time, which I CANNOT believe was not included as a choice
1	Increasing functional ridership
1	Light rail between two connecting hubs would be awesome!
1	Making Tacoma a model of public transportation comparable to great European cities
1	N/A
1	None
1	Not buses.
1	Serving North Tacoma better
1	Serving dense area
1	Serving high ridership areas
1	Strengthen commerce and increase density downtown.
1	The type of system being developed. Lets not get focused on just rail.
1	connecting the tourist areas

Count	Response
1	convert bus routes 1 & 2 into street cars
1	health benefits due to reduced single driver pollution.
1	longer service hours
1	lower carbon emissions
2	n/a
2	na
1	promoting economic development
1	reduce stress on Rt1
1	serve density first to ensure success
1	transport bikers and walkers up hills to enhance non motorized commute
1	Selecting roads where the light rail doesn't share a lane with cars (like the SLUT) and can override stoplights to keep a regular schedule. Also, when possible, selecting roads that are in bad shape that can be improved at the same time.
1	It is difficult to rank the different criteria, but I believe it is extremely important to use Link as a catalyst to reinvigorate neighborhoods and concentrate developments into existing transit corridors. Similar to what has happened in Metro Vancouver around the Skytrain stations.
1	It must take less time and/or money to take the Link than to drive between residential neighborhood and downtown.
1	Light rail is not suitable for local neighborhood transportation. We need, perhaps, streetcars. Light rail should go to the airport.
1	Using historical pathways for transit (i.e. streetcar routes which serve our neighborhood business districts). This should be the definition of transit-oriented development. Since Pierce Transit is cutting buses, our neighborhoods need rail MORE THAN EVER! Thank you for the survey!
1	We need feasible regional transit systems that are integrated far better than they are currently. A person should be able to board a train in Olympia and ride all the way to Everett. Why can't each community be devising a master plan?
1	expand on "high traffic streets like Pacific Street, 21st Street and 6th Ave to encourage high ridership + as well as North Tacoma neighborhoods
1	I would take the link if it came even somewhat close to my house, which is near 6th Ave area and UPS (Union and 6th).
1	Choosing a transportation method that will actually appeal to the rider. ie: an actual LINK rail extension and not a bus
1	enriching the quality of life for as many riders as possible (e.g. connecting downtown people to stores/restaurants on 6th Ave, and more people can afford to live outside of downtown where they work.
1	Downtown Tacoma is dead. Tacoma's future lies in becoming a viable residential hub for Seattle. So, connections between neighborhoods and regional transit is crucial.

4. What is the best way to get information out to the public about this project? Check all that apply



Value	Count	Percent
Sound Transit's website	101	45.7%
Sound Transit email alerts	64	29%
Newspaper ads	86	38.9%
Web ads	79	35.7%
Direct mailings	113	51.1%
Informational open houses	80	36.2%
Community briefings	76	34.4%
Other: Please describe	51	23.1%

Statistics	
Total Responses	221

5. Is there anything else we should consider when we conduct outreach in the Tacoma community?

Count	Response
1	Clearly explain how bus service would be realigned with each of the options
1	Connect with Business Owners and Schools - k-12,higher ed
1	Consider those who don't have much of a voice like students, elderly, and disabled
1	Consider using roads that were originally designed to include a trolley.
1	Find out input from students at UPS and Stadium High School.
1	Getting noisy smelly buses off the streets and reducing downtown congestion should be priorities.
1	Go beyond neighborhood councils
1	Go to the Neighborhood Council meetings and do a presentation for the people in each area.
1	Have an outreach in Salishan and Stadium districts
1	If the current bus routes are not allowing connect to light rail what is the point?
1	Invite all local citizens into the process.
1	Just continue to engage with facts and reality.
1	Let Tacoma decide where the route should be not ST
1	Look at examples of Portland, San Jose and European models.
1	Make sure you can show us that Tacoma citizens are getting their fair share of ST dollars.
1	Making sure all effected people have a chance to weigh in with their opinion on the final route.
1	No
1	Perhaps come to neighborhood meetings held in most areas
1	Please go to North Tacoma!
1	Radio, NPR, Northwest News, Engage critics better so create better news coverage.
1	Remember that Tacoma needs to be connected to Seattle and everything in between
1	Social Media!
1	Sound Transit should utilize the UW Urban Studies program in south sound outreach.
1	The benefit for lower income populations to commute via the Link system.
1	There is minimum public transit to the port even though so many people commute there for work
1	Try giving information to local businesses and food banks.
1	Use 'blogs, social networking, and reach out to community groups/churches
1	Utilize neighborhood organizations primarily.
1	don't build light rail to dead zones.
1	Please be honest with the community about what you are offering. The community expects that you mean a light rail extension. Please expect extreme dissatisfaction and levy failures should you instead choose a bus system.

Count**Response**

- 1 Yes- 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. Enroute 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...
- 1 If we are going to have multiple lines there need to be a central meeting point to be able to change trains easily. I think the Tacoma Dome Station, MLK district or Wright Park area would be good for this.
- 1 Yes! The South End and East Side!! Don't cave to the NorthEnders just because they are more politically savvy. With buses cut, we need, more than ever, transport to underserved and poverty-ridden neighborhoods where people do NOT have cars. How else will people get to work? This is a JOBS, ECONOMIC issue. Thank you!
- 1 Contact the local business districts and neighborhood councils. Specifically the East Side and 6th Ave
- 1 The buses to North Tacoma from Downtown Tacoma end at 7:58 on weekdays, 7:36 on Saturdays, and 4:34 on Sundays. Because of this very limited schedule, many people choose to ride their cars rather than the bus.
- 1 Coordinate with neighborhood groups and the City to get the word out, and talk to local media outlets about featuring this process
- 1 Educate those served about the transportation options available. So many folks believe driving is the cheapest and most convenient option.
- 1 Think about what makes other urban communities nearby like Portland and Seattle strong in their transit.
- 1 Focus on doing something a little less than a 10 year scope. Presumably most of the alignments should be ground level or aerial and that should allow for a faster construction process
- 1 I Love the eastside option but that needs to be bundled with some major incentives to improve the area around Portland Ave, could be a really great area for shopping and parks.
- 1 Making the connections mesh, so that you can actually get from place to place as fast or faster than driving yourself.
- 1 Explain the cost benefits of the extension and how local businesses and neighborhoods will be impacted.
- 1 Remember that a large part of our residents don't have internet access, nor do they take the newspaper. That's why direct mail is best. Many people are computer-ed out at work and seldom read emails at home!
- 1 TCC would be to the transit center that is currently there. I do consider the transit center as part of the "regional transit system"
- 1 That the funds for this light rail expansion were instrumental in getting my support for the latest tax measure, and many people are closely watching the process to make sure it actually happens, and soon.
- 1 People work in Tacoma. They like being involved, but the more ability to participate online in discussion boards, blogs, twitter accounts, etc. will enable a more robust conversation from the community. Please include bloggers at FeedTacoma.com in any developments. They will help you get the word out.
- 1 Many neighbors on the eastside commute to Seattle and if the transite system ran down Portland Ave. I know it would make it convenient to commute on the rail.
- 1 Most professionals that take public transportation work North, typically in Seattle. Please, connect transportation (i.e. link NOT bus) to the North.
- 1 Make sure the first line is sited where it will be used so it can demonstrate success and create momentum for further future expansion.
- 1 Maybe reducing tax from other sources and using it to make this light rail expansion might be a good idea.
- 1 After all the money we poured into Lemay and Freighthouse area I would love to take the link to and from

Count**Response**

- some areas of Tacoma for concerts and sight seeing. Also with the limited amount of parking now for the dome the link will assist in all the cars parked on public streets
- 1 That there are many people who are misinformed on public transportation, where and how their tax dollars are worked into this, and who's paying for the extensions, as well as how construction is only a mild headache until the project is completely, then serving to reduce congestion and overall problems.
- 1 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.
- 1 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 stepchild whose services get cut off when budgets get tight.
- 1 You should consider that people just want this thing built. I realize this alternative analysis needs to be done per the Fed but it needs to be done quickly so we can get some rail in the road.
- 1 Without dependability and frequency, people will not use transit above cars. If you cannot provide both, you will not succeed.
- 1 Please display different mobility options such as rubber wheeled trolleys and optical guidance systems.
- 1 We are a passionate city who cares about how we're served by Sound Transit. Do more than you think to engage us and we'll work with ST for great solutions rather than gripe about mediocre ones. Light rail/streetcars are important to our infrastructure and we want to keep this train rolling.
- 1 The Number 1 bus is always way too crowded, and I think commuters who work downtown would prefer to use the LINK. I would take the LINK (and be willing to pay equivalent fare) on it. People in the 6th Avenue area are more likely to use this additional public transit option because they've chosen to live in a walkable neighborhood in the first place (and therefore support less traffic congestion and alternative forms of transportation).
- 1 Explain why light rail is efficient, and how it is needed by all Tacoma riders, NOT an "elite luxury line to spend money on," but the travel of the future. Compare to other systems such as Portland's MAX. Also the environmental advantages.
- 1 This must be framed as how it benefits neighborhoods - not how it benefits commuters, or businesses.
- 1 Many people live in Tacoma, but work elsewhere. When planning outreach, please consider holding events during evening hours.
- 1 Connecting the communities that are south of Tacoma. I.e: Lakewood, Steilacoom, University Place... Similar to the trolleys of old.
- 1 You should make special effort to reach out to current riders, especially of Tacoma Link but also of Sounder, ST and Pierce buses. I would like to see ads/notices on the transit vehicles.
- 1 Charge for the use of Tacoma Link. You miss key ridership by allowing drunks and transients to ride for free back and forth the existing route and as a result that current business model discourages people from wanting to use the Tacoma Link.
- 1 Please take into consideration that Tacoma is not all about parking and that according to the green transportation hierarchy policy adopted by our City Council that mass transit takes priority over private automobiles.
- 1 Consider the ridership you would get if building to old town especially in the summer with all the waterfront activities
- 1 Tacoma is a city that is brimming with potential. We should focus on how the Link will launch us into a new era of growth, success and excellence.
- 1 Local commuters should be considered. I work in Downtown Tacoma and live in Proctor. If I took the bus it would take an hour to get to work; driving to the Tacoma Dome Station and taking the link rail from there

Count	Response
	takes 30 mins. Being able to take the link rail from 6th Ave and maybe Union would open parking at the Tacoma Dome station, have less cars on the road, and save individuals money.
1	Who is the project for? The businesses, or the people? Remember to consider that granting greater mobility to people allows them to shop/work in more places than in just their primary neighborhood. This in turn benefits the businesses throughout Tacoma
1	The lower income people find out about changes to the transit system when they get on the bus or link - big posters.
1	Post important documents on the project website as they are completed. Consider holding meetings after 5:00 pm for those who work.
1	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.
1	You need to reach the people who are not already engaged.... mail, direct phone call etc. The people who truly NEED transportation alternatives are unlikely to respond to an online survey.
1	I don't think getting off Tacoma's LINK on Commerce and piling into a bus is what Tacoma voters thought they were voting for in 2008 after which time Sound Transit started taxing everyone. I think the matter would have certainly failed if Tacomans thought LINK extension = a bus extension. This would be the nightmare version of a political bait and switch. Let's hope that councilmember Young misunderstood or only heard a brainstorming comment from a Sound Transit junior intern. By the way, Seattle has no difficulty of differentiating between a Streetcar / Rail expansion and a bus route. Seattle is currently building three streetcar lines in the city connecting the different business districts.
1	It's important to plan well ahead how the plan will be presented, as many will consider only the initial cost instead of the future benefits to the community as a whole as well as the boost to business and tourism. The emphasis should be on how this is not a luxury project for the benefit of few, but an investment for the future well-being of the community. Portland has a branched light rail system already in place called Max which is much used and appreciated.

6. Please share any other comments for the project team.

Count	Response
1	Perhaps unrelated but, I'd like to see more Sounder trains running throughout midday.
1	Ensure you have or create north/south connections/corridors as well.
1	Expand the Link to areas where the audience already exists - !! It will be great for Tacoma.
1	Good luck to you in your endeavors.
1	How about some vintage-looking trollies for Down Town Tacoma?
1	I live in the hilltop neighborhood and would love to have access to the link. thanks!
1	I think its wonderful that Sound Transit is considering expanding the Light Rail service.
1	I would be supportive of anything that includes the Central neighborhood.

Count	Response
1	Ideally, eventually this will link north to King County.
1	Just make sure you get track in place on Stadium Way while it's being reconstructed.
1	Marketing Outreach Marketing Outreach Marketing Outreach!!!
1	No Buses! Tacomans paid their taxes for Light Rail expansion, not a "bus expansion."
1	Thank you for considering this!
1	Thank you for creating a survey
1	Thank you for getting community feedback through this.
1	This community wants light rail/streetcars.
1	Use the opinions of those that actually ride the transit system on a consistent basis.
1	What will the state of parking be?
1	Whatever you do, please don't do buses.
1	You should go to local businesses and really take their input not just give lip service.
1	streetcars to where the people are!
1	extending the light rail up into the stadium district and eventually on it's historic route to Point Defiance will rebuild a much needed connection to one of our city's greatest assets
1	I believe the cost for lane mile using light rail is too expensive and we can get more from using our current infrastructure (concrete) and using a rubber wheeled system There are many out there to consider.
1	That anyone is considering the North End over Salishan is insult to the closing of the Swan Creek Library injury.
1	The 6th Ave. corridor and Pac Hwy would make excellent locations to expand to. Whatever you decide, please expand the Tacoma Link!
1	Having lived in Tacoma for the bulk of my adult life I have watched it changed over the past 22 years. The revitalization of downtown has created a major shift in how Tacoma is perceived as a place to visit, work and live. Expanding the lightrail system is a vital way of continuing the improvements. Though I know it is not a possibility at the moment, but I feel doing the South Downtown Central AND the Eastside expansions would be the best option, as it would allow for greater transportation options for a larger number of people. Simply looking at the economic state of the average person within the target areas allowing both these sections access would help allow for greater mobility within the city and then perhaps allow for more chances of getting employment within the city. The north end expansion looks nice, but it services a generally more affluent neighborhood, which is in lesser need of the services and the south end expansion seems to be largely targeted towards the businesses located at the mall and the strip malls along Pacific Ave. This is fine in that it would help support business, except the expansion then travels through less amounts of residential areas and thus would not get the increased ridership needed to truly help the businesses. My other plug for the South Downtown expansion is the obvious benefits of TCC. First off there is the Transit center, which would allow lightrail riders even greater access to other places within Tacoma. And second there is the college itself which then becomes easier to access by more of Tacoma.
1	Connect up to Central Link at the earliest possible date...one emphasis in this expansion should be pushing as far north as possible to cut time frame and construction costs for the "LINK" up
1	Include in the final report some analysis and commentary about a "Phase 2" extension. Tacoma Link should not just stop at one extension. It will be better utilized if it is a longer system that connects more people and jobs.
1	If it takes more time and/or money to take the Link than to drive from my house to downtown and park, then

Count**Response**

- I'll probably continue to drive.
- 1 I hope taxpayers are no longer providing free transit on light rail. How are we going to pay for this? None of the materials I have seen talks about cost or how it will be paid for.
- 1 I am very excited to see what Tacoma can grow into over the next 30 years. Positive, sustainable approaches towards transportation, the economy, and society's needs should continue as this one is.
- 1 I see two initial routes that should be prioritized: 1) a route that extends into Stadium District west to MLK and then south to South 19th Street; and, 2) through Stadium extending on west to 6th Avenue. I lived in the Pine Street mixed use district for 6+ years and it is by far the best mixed use district in the city of Tacoma. Adding light rail service on 6th Ave will serve the important night life there and will boost property values which will in turn support transit oriented redevelopment and add needed density to this district. Providing underserved communities like Hilltop and the East side should be prioritized as well.
- 1 The South Downtown line is only the best alternative if it goes at least to Union in phase I. Going only to MLK would be absolutely pointless.
- 1 Please keep in mind the cyclists who will have to deal with these tracks after you put them in. It is very difficult and dangerous to ride on a road that has tracks.
- 1 Please share the basis for your work and planning. The public needs to know how you are arriving at these options.
- 1 No "bait and switch" to a bus link. We have been taxed for light rail- we WANT light rail, just like Seattle.
- 1 Alternatives that do not substantially improve transit travel time and reliability through use of transit lanes should not be built or even studied.
- 1 No BRT as a substitute for rail extension (could be OK in some parts of the city, but not as a Link extension).
- 1 I would love to see this expand to the East Side so that that whole business district area has a boost towards economic revitalization. It is things like this that can be the key to transforming a community altogether. Also, thanks for your work and outreach. It is valued.
- 1 We are all citizens of the Puget Sound. We need to think outside our influence. This is the opportunity for Tacoma to be a regional leader.
- 1 1) Perhaps going to the real Tacoma dome bus station and the Amtrak station would be helpful and VERY popular. 2) If this train happens to go to UPS it should go on 6th ave and then north before it reaches UPS (maybe turning on Steele street and go north for a couple blocks would be good). 3) Further more the train should go to either TCC or 26th & Proctor to attract passengers. I hope that you will think about these comments especially # 1 and 2. Thanks! A Tacoma link passenger.
- 1 Routes should serve highest density/intensity areas of Tacoma and provide a connection to Sounder station.
- 1 The system already connects to the Tacoma Dome station by far the number one transit center in the south sound, now we should focus on getting people from outlying areas into Tacoma. I live on the Eastside and we love to drop down to the T-dome and take the link into town. Even better if we could get to the hospitals, Wright Park and Point Defiance, we use it weekly now and would do much more if it went that far.
- 1 Please consider transportation needs over "economic development" goals, the greater Tacoma region's transport system is greatly in need of assistance. Encouraging more niche development in the North End shouldn't be a goal of our transit system.
- 1 I really hope that we continue to extend the link. My family live in Hilltop and have walked down the hill several times to take the link to the Children's museum or to the glass museum. I'd love to be able to jump on to it at 6th and Sheridan or 11th and Sheridan!
- 1 IEconomic development, low income, cheapest land to buy to build on, and what will serve the people best.
- 1 In order for people to thoughtfully express their comments, they need enough information on the pros and cons about the alternative corridors.

Count**Response**

- 1 Though it may be a bit too early, please consider running the trains in popular evening destination areas such as downtown and 6th Ave. until 2 am.
- 1 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 (especially at places like Multicare, where many choose to live elsewhere). This could be an a tremendous asset or a terrible blunder if the right location isn't chosen.
- 1 THANK YOU! I work downtown, my son attends school there, we live in the north end, and we love the link. Bring the MLK community to the Link and bring the North End in, too.
- 1 Link is great. I use it all the time. Would like to see it go to some of the places people go to more often than the theater district
- 1 Thank you for considering the expansion. I am very excited about it and hope I will be able to take advantage of the expansion.
- 1 Rail transit can be a great catalyst for density and commerce along it's tracks. It is also not meant for suburban service as rail transit in the streetcar form is never out to zones where there are single family houses but rather densely populated areas - or better yet, areas where you want dense population. Please build it downtown.
- 1 I think it's worth considering a connection from Stadium district to the waterfront along Ruston Way via Tacoma Ave, and perhaps continue it out to Pt. Defiance Park. For historical value it would be interesting to see the terminus return to the Pagoda.
- 1 reconsider the route for south end. pacific ave is quite a big climb for a link train. also, routing the link under the new sounder tracks could be troublesome since its such an abrupt valley now. perhaps use tacoma ave across the existing bridge over south tacoma way. this way the route will also get deep into the neighborhoods.
- 1 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. Thank you for allowing me to reiterate this point more than once. :)
- 1 I think it is best to build on what we have - that's why going through Stadium area, up Division, down 6th Ave. sounds most economical. It would attract ridership from neighborhoods bordering the Link - I would take it to downtown.
- 1 I think future expansion will depend on the success of this first expansion. If you choose one of the options that goes through Stadium district/hospital, you don't have to build as many miles of track and you should get a lot of riders! That will increase the chances for the next expansion getting approved. The end station should also consider some form of parking/bus transit connection so commuters could begin their Sound Transit in a neighborhood not have to park at the dome.
- 1 I really feel that extending it down 6th ave from downtown will provide the best access and use for a highly congested area that is difficult to find parking. I would use it.
- 1 I am so glad to see regional mass transit options. like other metropolitan areas in the country and Europe. Use ridership numbers from Pierce Transit to help guide where populations are willing to take mass transit. Do not put the line in the hopes of creating ridership. (If the Route 1 cannot handle current demand, this seems like the natural fit.)
- 1 1) Please do not expand in such a way that the charactar of the neighborhoods is impacted 2) The proposed route to to the 38th street/Tacoma Mall area is most valuable in terms of commuting for work and reducing traffic from highly congested areas
- 1 We voted in 2008 to increase taxes to extend the Tacoma Link system and didn't vote for bus extension. We need Lightrail not more crappy, small and infrequent buses.

Count**Response**

- 1 Don't even think about diverting the money for a light rail extension to buses or anything else.
- 1 As Sound Transit moves forward with the Tacoma Link extension, I think is extremely important to consider how the light rail can make a positive impact on revidalize neighborhoods while creating new urban villages.
- 1 I really think any kind of expansion towards the North End would be great; it would encourage a lot of people who would be likely to spend time (and money) downtown if it were more convenient to get there to do so. It would also be amazing for the student and commuter populations who would like to get to the Tacoma Dome to continue on to Seattle. Once that expansion existed, I think the expansion all the way down to the Tacoma Mall would also be a slam dunk.
- 1 When choosing, it may be helpful to know where the historical routes were and whether those streets are still wider and able to handle Link with less parking and traffic angst.
- 1 Sound Transit should have completed the rail line from the airport to Tacoma before catering to Seattle's needs to link it to UW and to Bellevue. The costs of litigation on the Seattle to Bellevue rail will consume all the dollars that should be used to extend rail to Tacoma and Everett and likely will result in no additional rail lines at all.
- 1 You are basically rebuilding the old trolley system that was stupidly destroyed in 1939. Follow the old system, it still makes the most sense.
- 1 How about a trolley along Ruston Way from downtown Tacoma? With the new part of the roadway connecting to the Point Defiance Park area, I think this would go over really well with the public. This could be a summer, seasonal thing as well, taking visitors all the way to the park and back to downtown. During the off season, the trolley could take city visitors to the end of the restaurant areas, such as the Lobster Shop, et al.
- 1 I love transit expansion and think our region would be a perfect fit because of the major communities primarily in a north south direction (Olympia, Tacoma, Federal Way, Seattle, Everett etc) We are way behind other areas with high population and would like these to be expanded with multiple forms (Rail, light rail, rapid transit, bus) as soon as possible.
- 1 Please ensure that LINK expansion in Tacoma means building lightrail / streetcar infrastructure, not BRT. Tacoma has waited several years for Sound Transit to step up and take action on this project. Don't spend too many years in study and deliberation -- Start building soon. We are ready for more LINK!
- 1 I helped build and consult, construction-wise, on the Portland Streetcar system's first two lines. Although I'm not a city planning expert, my opinions reflect the philosophies of those lines that are considered the textbook reason for doing streetcar in the first place. Here are my opinions: Heavy transit corridors that necessitate rail don't go to the suburbs. I'm shocked that the plans state that some of the routes go to places like the mall, out on 6th avenue past Sprague, anywhere on 19th street, or out south of Salishan. These are obviously not the best routes to build when looking at the density rail often serves or causes. After all, does New York, Rome, Portland, Paris, or any other city with rail send it out to a zone where there's primarily single family housing? No. It stays where the big density is possible and where it can make businesses and commerce stronger. It stays close to the core of the city because that's where the amenities are and therefore serves well the people who can't afford the suburbs, like the city life, or want to live car free - saving an average of \$700 a month. If you have a map and there's primarily single family houses or duplex's in the area of where you're thinking of putting the tracks, than you are way off base in your thinking of where to put said tracks. I think the best route is going up Stadium way to at least that district. Perhaps stopping there or going down Tacoma Avenue and turning onto Jefferson and making it's way back to 17th and Pacific Avenue. I'd also like to see a line (would it have to be a cable-car?) straight up 11th from the Murray Morgan Bridge to the MLK business district. I like Tacoma Avenue because it is: 1. At the edge of UWT and students have proven they will ride light rail in Tacoma. 2. It is only about 6 blocks from the Pacific line therefore creating a sandwich effect on the land between the lines - for commerce reasons. 3. Tacoma Avenue needs to be a major street in town for commerce. 4. At the Tacoma Avenue and Jefferson/Center Street intersection end of the line is a great spur location for a line to the mall, downtown brewery district, Lincoln High School, or the Lincoln District. 5. The Stadium area on Tacoma avenue is a great spur location for a future line to 6th Avenue, Old Tacoma, or downtown. 6. It would go right by the City/County Building - where there's always foot traffic. 7. It needs a makeover to attract more housing and commerce. 8. It sandwiches the mega-lot at Tacoma Ave and 21st and will make it attractive enough to get something awesome in there.

Count**Response**

9. Downtown is built on rock and underground parking is near impossible west of Pacific Ave. If it went down Tacoma Avenue, you could build satellite parking structures and eliminate the parking requirement downtown for big businesses causing our real estate to be much much cheaper to a developer to actually build on. 10. A Tacoma Avenue line goes right by Stadium High School and close to walking from Lincoln High School. If you haven't noticed, this is a demographic having money to spend on things like clothes, meals, and entertainment. For proof, pay attention to how many stores target teens in the mall. Our ancestors knew all of these reasons and built the 2nd streetcar line ever on Tacoma Avenue. Are we as smart? Joining the hospitals on an MLK line shouldn't be a priority as people usually never leave a hospital if they work there and patients are either financially or physically destitute when coming or going that they create no commerce or housing nearby. Otherwise, if this "Medical Mile" would create commerce, hospitals everywhere would be surrounded by commerce and they aren't. But the business district there in itself is ripe for greatness IMO as it's proximity to downtown and the suburbs is ideal. Sixth Avenue business district would have a hard time with this because of parking issues after the line is built -- and anything west of Sprague is the burbs anyways. People out in the suburbs LIKE their cars. That's why they live in the suburbs! And do you really want to see 4-6 story mixed use buildings built there instead of downtown? The mall is 50 years old and in the suburbs. Unless there's a way to use it for it's parking, this is a horrible idea. Salishan is a good line but anything south of it on Portland avenue not only encourages sprawl but is a waste of money. Pacific Highway? Really? As long as there's a Sounder line, Tacoma isn't getting light rail to Seattle. If there's a route up some of these suburban lines, what is the streetcar service going to end (because that's what line they could afford?) and then you'll have to load onto a bus? Lol. The best way to build a track is on one street going one way and putting the other direction of tracks on a street at least two streets over parallel. You buy not much more materials for the project but you get twice as much track frontage in front of businesses/commerce/ housing. This gets you much more commerce out of each dollar spent. It creates (at least) a four block wide strip of street where there's fixed transit lines... this is how the Pearl in Portland took off and it would create a similar effect between the Commerce line and the proposed (here) Tacoma Avenue line. Unfortunately I was unable to attend the meetings as I was in the ER all day with my wife. If you'd like to chat, I'm good with that: Jesse Drake 360-350-2563

1 Looking at all the proposed routes and how Tacoma is laid out, how would the light rail negotiate our hills?

1 I think it is an idea that should be top priority. As a person who works with less advantaged individuals when the current bus routes were cut these individuals suffered immensely. I hope we can restore some hope soon.

1 If you extend the Tacoma Link Light Rail line to North Tacoma, especially the route I wrote in the Other section (section 3 of this survey), you will be serving a lot of people who would like some type of transportation other than the limited bus service or a car. This will become even more important as gas prices will grow. Unfortunately, since most people in North Tacoma are not aware about this Tacoma Link Expansion, there has been less support for the Expansion to North Tacoma. I hope you will sincerely consider my request and I would very much like to see the Link in North Tacoma.

1 While I imagine that the current light rail system is helpful for commuters coming into Tacoma from the Tacoma Dome Transit center, it is not very helpful for people living in Tacoma's residential neighborhoods trying to get either downtown or to the transit center from their homes. Priority should be placed on linking the existing rail system to populated neighborhoods and areas of interest (such as UPS, hospitals, the Tacoma Mall, etc).

1 We need to entice people downtown. I feel that connecting the two areas of growth, 6th ave and downtown, you will increase traffic to both, just as the free trolley in Portland increase foot traffic around the city

1 You've made a serious category error in suggesting that light rail be extended to neighborhoods. It's too expensive by far, both the cars and the tracks/roadbed, for any such use. "Light rail" is not a synonym for "street car".

Summary Report - Auto Run

Survey: Tacoma Link Expansion Survey December 2012

1. What are your thoughts on the North End Central (B1) alternative?

Count	Response
1	B-1 would be exceptional. It would connect 6th Ave businesses with downtown Tacoma.
1	Because of increasing density I think this is the # 1 priority
1	For me personally, this is the best route and the one I would most recommend.
1	Good choice as 6th Ave has horrible parking and this might help with that.
1	Great idea, though Step 1 should be expansion within the two Downtown options
1	I am strongly in favor of this option.
1	I live by UPS and would love to be able to get on the light rail and head downtown.
1	I think hospital workers will use it. I like this on the most.
1	It seems a natural extension of what we have.
1	It's a good plan that connects major business/cultural centers. I approve.
1	Like this the most
1	My preferred option. Would serve hospitals and commercial districts.
1	Nice, but it needs to run late night, as 6th ave is known for its nightlife.
1	Nice, could neatly connect downtown and 6th, really bringing in a lot of club business.
2	No
1	Seems like the most obvious choice
1	They don't need it, they have more resources in that part of town.
1	This is the most informed and intelligent idea for sound transit to implement.
1	This one makes the most sense as it connects the vibrant 6th Ave district and UPS with downtown.
1	This would be an excellent expansion!
1	Useless
1	from downtown to 56th via s. tacoma way
1	like it, good for getting people in/out of bars and restaurants
1	I think this is the best one! That is a dense, vibrant neighborhood that would provide the line with a lot of ridership from the very start and could absorb more growth into Tacoma's core.
1	Aghast at the possibility. Not sure how traffic would move on the Ave with trains in the way and concerned that the character of the neighborhood, which is primarily residential, would be negatively impacted. I like to refer to this alternative as the "hipster bar crawl option", not something that would provide value to the majority of Tacomans on a daily basis.
1	Right down the main drag. I would be interested in the projected ridership participation along this block as it is one of the more affluent neighbourhoods and, consequently, one of the neighborhoods with more cars. Also, where exactly would the line fit. In many sections of 6th Ave, it is very narrow, and even more narrow when it's busy, as car's park along the roads.
1	My first choice. It would be great for local businesses and restaurants, and I would love to see it expand into Proctor. This would also pass near UPS, and I'm certain that students would make good use of it. It's no secret that college kids drink a lot, and perhaps this would help keep them out of their cars.
1	This is my first choice. I like that there is a ridership waiting in that area for rail expansion.
1	THis connection from North Tacoma and the University of Puget Sound would be a great asset, helping to bring more young people into the downtown core, connecting students from 3 Tacoma campuses quickly and easily (Evergreen, Puget Sound and UWT) and bringing greater vibrancy to the City 24 x 7.
1	I like this as it actually can move a large population base into downtown. Density justifies the route. It would also be good for 6th avenue retail districts, and certainly be used by patrons.
1	I think that will well serve the University of Puget Sound community and surrounding neighborhoods, I really like it.
1	It would be operationally straightfoward (one line, not two), and would head toward dense parts of Tacoma providing downtown circulator service and residential-to-commercial service. It seems like an appropriate high priority expansion.

1	This one seems the best. It runs through dense "streetcar" neighborhoods. It would connect vibrant 6th Ave to downtown. Later it could be extended to Proctor or TCC.
1	This one makes the most sense as it could connect Stadium, one of the highest density nodes with the current LINK with the least amount of cost (rail).
1	This route presents no real engineering challenges when compared with the others. The right of way on Stadium Way is being reconstructed to be compatible with streetcar. Roads along B1 are wide enough in many cases for transit to travel in its own right of way, which on the other hand may be difficult on a Martin Luther King (E1) alternative, without jeopardizing access to emergency medical facilities at Tacoma General Hospital. There are no new bridges needed for this route, unlike a Pacific Highway (G1) alternative. There aren't any single track complications that we would see from an Eastside (C1) or South End (D4) alternative. There aren't any complex rail junctions that would be needed with a Downtown loop (E2) rail alternative. For these reasons, I think that G1, C1, D4, an E2 will be found to be not viable for their current extent. B1 would allow redevelopment in key areas. There are a number of vacant parking lots in the Stadium District where there could be buildings, like on North 1st and G St. There are also a number of buildings that the community would like to see redeveloped on 6th Avenue, like the auto parts store on 6th and Pine St. Maybe one thing that Sound Transit should consider in alignment scoring is how walkable the area is, defined by the area's walksore. N 1st and Tacoma Ave (http://www.walkscore.com/score/n-tacoma-ave-and-n-1st-st-tacoma-wa-98403) has a walksore of 88/100. 6th and Union (http://www.walkscore.com/score/6th-ave-and-s-union-ave-tacoma-wa-98406) has a walksore of 77/100. 6th and Proctor (http://www.walkscore.com/score/6th-ave-and-s-proctor-st-tacoma-wa-98406) has a walksore of 80/100.
1	Seems to me that a lot of University of Washington Students live near the Stadium district when living from out of town. Seems to be appropriate as well as there are limitations for those who use 6th ave as a drinking well.
1	This is clearly the best option. You connect the two areas of the city that would most benefit from a light rail. Downtown and 6th Ave have the most night life, commerce, and population. Connecting the vibrant Stadium District, Downtown, and 6th Ave communities will create an amazing fusion of art, culture, shopping, and an amazing opportunities for business to get access to more customers. These areas of the city are already very walkable and when you connect 6th, Downtown, and Stadium, you get people outside, walking, shopping, and enjoying their city. Having lived in Boston, it was so easy to take the T everywhere. Most people never owned a car because they didn't need it. Tacoma could become that city!
1	I strongly believe that this is the most logical corridor for this investment. Having said that, I do NOT support ANY corridor unless signifigant lane ROW and signal are part of the proposal. I voted for ST2 because it included *light rail* expansion, not in mixed traffic streetcar expansion.
1	ABSOLUTELY NOT UNDER NO CIRCUMSTANCES. SIXTH AVE IS TOO CROWDED NOW WITH "JUST" PEDESTRIANS AND CARS AND TRUCKS ET AL
1	Appears to have the most potential in terms of ridership numbers (see ranking of Pierce Transit route #1). Also connects downtown with the widest variety of destiations (a hospital, wright park, a high school, middle school, a university, a major mixed-use business district, and the most densely populated residential area of the city). Also promotes a future connection to TCC, interconnecting some of the best institutions Tacoma has to offer.
1	Perfect! exactly what we need for the already busy district, & make less cars compete for limited parking.
1	This would be a really great way to boost retail traffic between Sixth Ave and Downtown (great for small business). I vote for B1 or E2!
1	I would utilize this on a weekly basis and I feel it would help bring both UPS students downtown thus stimulating they downtown business and bring UW students up 6th Ave.
1	Getting a connecting point from 6th to downtown is critical to growth. 6th is the primary corridor for business along central Tacoma. It's all high population of commuters and would provide better access to transport to Seattle.
1	By far the most needed expansion to the Tacoma Link. We are in the process of buying a downtown loft and the plan is to live without a car. We have often said we wished there would be a way to utilize the restaurants and businesses along 6th Ave. We would like to see it go further and pass by UPS and end in the Proctor District.
1	Fantastic, I would give anything to make this happen as soon as possible. Connecting two of the main shopping/restaurant hubs of the city would be incredible, and move Tacoma into the 21st century. Also, I live 2 houses of 6th ave and I would not be bothered by the noise or activity of the link as others may complain about that are right along the cooridoor.
1	6th Avenue makes sense as a heavily traffic area with commercial uses and foot traffic. Suggest study corridor extending at least to Proctor or Stevens to take advantage and support business at 6th and Proctor area. In evaluating stop locations, look to utilize "triangle block" in Wedge Neighborhood on Division Avenue and perhaps Triangle parcels (It's Greek to Me & Money Tree) at Sprague as stop locations with public plazas. Similar opportunity at 6th and Pine with parking lot at O'Riely Auto Parts which could be converted to a plaza with Farmers Market hall in the building.
1	This would increase foot traffit to the 6th ave entertainment and business corridor, increase some traffic to the most northern part of the hospital/medical corridor, and would cut down on parking for people going out on the town. Linking the re-vitalized downtown with 6th is a smart move as it can increase flow of traffic between busy areas, and inspire

	new shopping. It would also cut down on drunk driving on 6th, and parking on busy weekend nights.
1	This is one of the two best alternatives on here, in my opinion because of the number of college and high school students that would use it (UPS, UW Tacoma, and Stadium High would be linked) as well as evening usage for the club venues on 6th Ave.
1	I think the B1 alternative is the best solution because it would offer the most riders. There are many businesses, restaurants, and bars that could benefit from this.
1	This should be first priority. This corridor will mutually benefit the expansive 6th Ave neighborhoods, downtown, two universities, and those using the transit center. Much of this activity will be funneled through downtown, boosting the city's core.
1	6th ave is already dense and overcrowded. There really isn't room for a LRT. LRT should be used to spur development and encourage density. Both of which already exist on 6th Ave.
1	I think it is my favorite option on the map, except I think you should move it over to 12th St. so as to expand the business district a little, still have a nice convenient link stop near the 6th ave shops, but not have construction disrupt the businesses or have a link on the same road that is already a major connection road for traffic in the city.
1	This makes the most sense to me. It links the 6th Ave business district, Stadium district, University of Puget Sound all to the downtown area. Ridership on this alternative would probably be higher than others.
1	I think this one would be the one I would find most useful. It would link downtown to 6th Ave, which gets a lot of traffic and has access to UPS students.
1	This additional route is a good idea. As downtown Tacoma continues to grow, potential residence are more likely to find housing along this route than other places.
1	I like this one the best. It gets people up the hill from Downtown, and 6th ave is the dividing line between North Tacoma and South Tacoma, so it serves a diverse population, and the 6th ave district is fairly dense and flat from Stadium HS up 6th Ave, so it would be easy to walk or bike to. It also serves businesses and residences, and gets less than a mile from UPS where students would likely use it. This area is already fairly walkable and bikeable. It would be a great fit. IMHO.
1	I love this one. If I had to choose only one, it would be this one. The #1 Pierce Transit bus takes a similar route and it's the most crowded bus I believe. And this connects us to Stadium District too which I think will be great!
1	As someone who likes going out on 6th Ave, I like this idea. I think it's important that people can easily get from downtown or out of town to 6th Ave. Also, having something that can run from the union down to St Helen's bar scene is a great idea.
1	I like it because it looks like an expansion of the current line into an area that would be served well by the Link. Downtown and 6th Ave. need to be connected via public trans. so folks could eat and shop in both areas without driving. There are also so many people who live along sixth avenue it would be easy to use for so many residents.
1	There are so many small local businesses on this route that I go to and want to go to more often. They would surely see an uptick in business if rail went down 6th Avenue. I would use this route constantly. My coworkers and I could easily make a trip to Stadium or 6th Ave for lunch or dinner. It would make it very convenient for me to get rid of my car. When I need to go to Seattle I could take light rail to Tacoma Dome Station and catch a bus or train. Please build this one ASAP!
1	This would be fantastic! As a student at Puget Sound, it's really hard to get downtown from school sometimes and this would be a great way to do it!
1	I would like to see this route become part of the link system. 6th ave business district is a busy area with a large amount of foot traffic. It would connect downtown to 6th ave. It would allow me to avoid driving a great deal as I travel largely between these two areas.
1	This one has a lot of potential, there is a proven transit ridership base along this corridor, that will be underserved if PT has to cut back service 53%, with proper zoning this area could be more densely developed to provide an even higher ridership area. An extension along 6th would be relatively easy to construct and show immediate return on the investment.
1	My favorite, definitely! Great for local businesses with the exception of the construction part, but it would be a great opportunity to spruce up things that need a little sprucing, also!
1	The best option! Continue to Stadium district all the way up 6th ave. :-) The bigger our light rail system the more people we will get downtown and into our local businesses restaurants and museums! Light rail is really what Tacoma needs to build its downtown 6th ave core. is the best for business.
1	Highly support. Best serves activity corridors with population centers, urban activity and destinations. Great economic development and TOD opportunities.
1	The best option. Goes by Wright park on the way to the vibrant 6th avenue scene. Connects Stadium to both downtown and 6th.
1	This is my favorite alternative. Sound Transit should consider extending this to the TCC transit center since it is a major regional hub for transportation. This would also allow transit access to the businesses and homes of 6th ave.

1	Best option, wish North Tacoma Option was still on the table. 6th Ave is a key business district in Tacoma.
1	The second best option of those presented. This would definitely incentivize riding the light rail as it would link the two most essential entertainment districts in the city. Patrons could catch the link during the day to work, and out to play after hours. Out of town visitors would have one easy way to get to most of the best experiences offered. Also I believe would make the public transit options in the Dome District more desirable, especially for day trippers/tourists.
1	Students will be strong users of Tacoma Link with a B1 extension. Stadium High School, the University of Puget Sound, and Evergreen Tacoma will be within walking distance, and would join UW Tacoma and the Tacoma School of the Arts. I have known many UW Tacoma students that live in apartments in the Stadium District and on 6th Avenue. I also know of many Stadium students who live in Central and North Tacoma. Tacoma Link could be a real option for many who live in those areas where it would help displace the need for a car. When Tacoma Link reaches Tacoma Community College, possibly via 6th Avenue, even more educational choices will be more accessible to people living in North, Central, and West Tacoma. Further, the B1 extension offers an opportunity to catalyze development that will fill in gaps along Stadium Way, and within the Stadium and 6th Avenue Mixed Use Centers. These Mixed Use Centers are supported by City of Tacoma policy, which allows for higher levels of density and encourages multifamily housing. This is good for all of the reasons that density is good: infrastructure is more efficiently used and goods and services can be proximate to more people. Corridor B1 would also serve a diverse population. Within 1/2 mile of 6th Avenue and Division St. you can find many single people, young families, and retirees. The corridor is racially diverse. 6th Avenue is like a melting pot between the North End and Central Tacoma neighborhoods. Corridor B1 would operate within a mixture of dense housing choices and mixed uses, a regular street grid with walking friendly streets, along right of way with gentle grades that is accessible on either side of the railway. B1 intersects with many bike routes, which could help to further broaden access to the beyond 1/2 mile. One element that could help sustain and expand Pierce Transit service would be for a B1 alignment to allow bus service to be reallocated on portions of Routes 1, 11, 13, 14, and 16. Generally, the B1 alignment has it all: education, medical care, jobs, education, parks, as well as daily needs like groceries and drug stores. The corridor is also an area that has consistently voted in favor of public transportation investments for the last ten years. North End Central (B1) is my top choice for extending Tacoma Link.
1	B1 is my favorite of the proposed routes. I love how it connects Tacoma's downtown to the fast-growing St. Helens neighborhood, the historic Stadium neighborhood, its biggest hospital, and its coolest neighborhood district (the 6th Ave district) which is packed with restaurants and cool shops and has populated neighborhoods and a university nearby. People will say this is a North Tacoma route, but in reality it runs right down the proverbial "railroad tracks" dividing north and south. It also sets the stage for running the Link all the way down populated 6th Ave to Tacoma Community College and all the businesses in the 6th and Pearl area.
1	I like the B1 alternative but would like to see it mix with E1, going down Division to MLK and then down MLK to 11th and then getting back to 6th Ave near Sprague. That way it includes both Biz Districts and in the future can go further down MLK.
1	It would provide transportation between the sixth ave business district and downtown. However, since route 1 from Pierce Transit does basically the same route, I don't think it's the best next thing to do with the light rail system.
1	this is the most important expansion route- getting out to 6th and union would open a LOT of doors for people!!
1	B1 line is preferred. It would draw the most ridership, as the neighborhoods are dense. Better access to Tacoma General, Wright Park, 6th ave and Stadium District Businesses and UPS. Transit ridership would be increased overall by improvements in this area of the city, with a more convenient link to the existing LINK light rail.
1	This alternative makes the most sense. 6th ave and downtown are arguably the most pedestrian-heavy districts in Tacoma. This is the single best way to increase pedestrian traffic downtown, which is what downtown tacoma so dearly needs. Connecting them is a must.
1	I like it because it servers area of high density, and may be more palatable to many Tacoma residents than the bus is. I'm worried that it may have significant impacts on 6th ave merchants, and could increase parking troubles in the neighborhoods around 6th ave.
1	This route comes closest to my house in NW Hilltop, and would connect downtown with the 6th Avenue and Stadium districts, which could be a boon for tourism. Fewer Hilltop residents and workers would be served than for the E options. My third choice behind E1 and E2.
1	6th Avenue through the restaurant district to Union connects one of the denser and most walkable areas of the city. The ideal candidate.
1	I live in the area so I am on 6th ave a lot for restaurants, shopping and bars. I also work in seattle, so getting to the Tacoma dome transit center would be easier for me. There would be more choices for busses to get to a from work. I am sure it would cut my commute time because I would not have to wait for a bus to the commerce TC and wait for the 1 or 57 back home. A lot of my friend live in the area who commute to seattle as well. I feel that this line would get a lot of use not just for commuters, but for wanting to go to the bars and restaurants on 6th and it would bring more business to 6th ave
1	Very useful to me since I live 1/2 block off 6th Ave. Would serve several services for homeless/at risk folks as well as many businesses. Could reduce the parking problems around the clubs if it ran late at night.

1	Really the best choice. Meets all the criteria, but is also in a desirable neighborhood to visit and shop
1	Let's do this one! I shop up there all the time and my friends and I would use the link if it took us all the way from downtown up 6th Ave. Cool!

2. What are your thoughts on the Eastside (C1) alternative?

Count	Response
1	A decent alternative that would provide access to previously untouched communities.
1	A good candidate for the underserved transit population on Portland Ave.
1	Bad option because tacoma lies in the other direction. This is a train to nowhere.
1	Do not support this plan.
1	Does not go through high-traffic areas.
1	Eh.
1	Hearts in the right place but not a good idea...
1	Helpful in connecting south-east siders with downtown. Maybe not a priority.
1	I don't care for this route. Not enough density and potential for it.
1	I don't see attraction that would encourage customers to ride this rout.
1	I dont see a need for this expansion
1	I have no opinion on this alternative
1	I rarely travel in this area and I have my doubts that it would receive significant ridership.
1	I think there are a lot of lower income families who would benefit from this idea.
1	I'm not very familiar with the area so I don't have any thoughts on this alternative.
1	It seems a natural extension of what we have, except there's not much along the route.
1	Meh
2	No
1	Nope.
1	Not enough density.
1	Not for it!
1	Not many thoughts on it.
1	Not useful.
1	Only worthwhile if the Casino is funding both it and another line, too.
1	Perfect.
1	Perhaps another decent choice, but only if the resulting gentrification is planned well.
1	Ridiculous. What is out there? Low priority
1	Rough place to go. Might be nice for residents of the east side but not for most of us.
1	Short, don't care for it.
1	The most pointless of all options, confused as to why this is even offered.
1	This does not really help businesses as this area is mostly industrial.
1	Useless
1	Useless extension. Doesn't go anywhere.
1	Useless to use Transit funds to go to a low density area.
1	What will this help exactly?
1	Would never ride.
1	Wouldn't use
1	don't care for it, too much crime potential
1	from downtown to 56th via s. tacoma way
1	no one wants to go there.
1	this seems important, because getting to the Mall is important.
1	I don't think this is a very good alternative. There are very few businesses along the route and the housing along there

	appears to be quite spread out.
1	Another good idea, more for the residents it would serve on the Eastside than attracting potential shoppers or foot traffic to the Eastside from downtown.
1	I like never go out there unless I am with people who live out there and they don't seem to want link rail.
1	Service to Salishan and less mobile folks on the Eastside would be great. It could help boost businesses in that area too.
1	I can't see myself using this one honestly but it does connect a low income neighborhood to downtown.
1	Interesting way to link the eastside to downtown. This is conjunction with the park and watershed renewals under review would be a huge way to cut down poverty and crime in the Upper east end of tacoma.
1	While I would personally never use it, I do occasionally drive that cooridor out to friends houses in that part of Tacoma. It would be great to give these relatively isolated residents a conveneient connection to the rest of the city.
1	Not only is this not a corridor with commercial potential but it is far off from the Pacific Ave area where the line should be. This really needs to be closer to the Pierce Transit Rt1
1	I believe that this will enable those who are already on section 8. Also a majority of them aren't working downtown so i think the east side alternative is very inefficient
1	I like that it would serve populations who would benefit from more transit alternatives, and it may increase development in that area.
1	I am concerned that there is not enough population density to justify a fixed rail transit investment with high levels of operating dollars for high frequency service. Grade concerns on the western side of Portland avenue limit potential ridership. Development potential is significant, because of all of the vacant land, but I question what a streetcar extension would help to catalyze as far as development. I am also concerned that investment in transportation options that emphasize improving access to gambling (re: Emerald Queen Casino) might be perceived by the public as a dubious expense. However, if the casino would be willing to be a funding partner, at least part of this extension might be salvageable into a larger package. I do not see the C1 alignment being related to furthering the goal of extending light rail to Federal Way and Seatac Airport. Tacoma Link and Central Link are different technologies. Studies indicate that a transfer from one to the other will be necessary and the best place for that is probably Tacoma Dome Station. I recommend removing this alignment from the list, but otherwise it would be 4th on my list.
1	Less density than B1, but also decent ridership potential by connecting a residential area with an employment center.
1	this does not seem to meet the density required to support it. There is no "destinations" along that route.
1	I like that low-income populations would have a rail line, but unfortunately would be the end of Link to run it out the east side before establishing ridership from Central Tacoma/North End.
1	It would be primarily useful for people on the Reservation and the refugees living in the Government funded housing areas of Portland Ave. It's a good alternative, but I'm not sure if it's the best out of the 6 on this list.
1	I don't see as much economic benefit as I do for the central routes. Fewer businesses and residents, and traffic congestion is less of a problem. The East Side could use something like this, but more frequent buses on Portland Avenue down as far as 48th would provide the same benefit.
1	Don't see how it would be useful? Seems like a lot of rehab would have to occur on Portaland Ave for it to be appealing. Functional I suppose.
1	I don't think this would be a step forward for Tacoma. Not enough riders to make this a worthy option for debate.
1	This alternative makes little sense to me. I don't see how this solves any issue or provides any service that Pierce Transit doesn't provide just as well.
1	We would only use that extension as a means to get to the D4 corridor as a way to get to the Tacoma Mall. This is probably 2nd in interest of the 6 plans but far behind the interest we'd have in the B1 extension.
1	C1 makes sense if the City and Sound Transit can leverage influence of the Puyallup Tribe in funding or as part of redevelopment of Casino. There's a lot of development opportunity in vacant or underdeveloped land in the area.
1	It would be operationally straightfoward (one line, not two), but would head towards less dense parts of Tacoma providing a more residential-to-commercial service, not so much a circulator service. It seems better for a later expansion.
1	Could help stimulate residential growth in the area. But overall, not much going on in that area of town.
1	good combination of residential & business including help promote the Dome District; probably should be #2 priority
1	I don't know anyone who would use this line on a day to day basis. I think that many people would criticize it for connecting Downtown and the Eastside, areas with a rather high level of low income populations with gambling establishments like the Emerald Queen Casino. There are a number of houses built in Salishan, but the walk score on E 48th and Portland Ave is considered "car-dependent" at 38/100 (http://www.walkscore.com/score/e-portland-ave-and-e-48th-st-tacoma-wa-98404). The eastside generally has some of the lowest levels of walkability in the City, with a walkscore of 50 (http://www.walkscore.com/WA/Tacoma/Eastside.slash.ENACT). The only lower score in Tacoma is in suburban Northeast Tacoma. Additionally, an Eastside alternative would require crossing below I-5 and would likely

	require something to be done about the single track between UW Tacoma and Tacoma Dome Station, which would increase the costs of the project or shrink its geographic scope. For these reasons, I think that C1 should not be our preferred alternative.
1	Support due to TOD and population center opportunities. Great opportunity for Salishan. What are the ridership numbers compared to B1?
1	This should be second priority. Giving more neighborhoods access to downtown, 6th Avenue, and the transit center will increase activity in these 3 areas.
1	Fantastic! I know of numerous people who are commuting from the Eastside to downtown and this would take a burden off some lower income folks.
1	I don't see exactly what the advantages of going in this direction are. The population density appears low. And, as I recall, there isn't much business or retail there.
1	I don't think there is much business down this route. I think it would be more of a commuter route, and pretty low usage midday, weekends, or late evenings.
1	I don't really see the point of C1 except to lead to D4 and the mall. That said, I'm a supporter of local businesses in neighborhood business districts, not chain stores at the mall, so I don't think Link to the mall is all that great for Tacoma.
1	I don't regularly go to the east side. I would not use this route very often. I don't know what I would use it to get to.
1	I think this is a non-starter. The area needs help, however with a good portion of portland avenue laying in a valley there isnt opportunity for growth along the line

3. What are your thoughts on the South End via Portland Ave (D4) alternative?

Count	Response
1	A long route, but I think it would serve fewer people than the central routes
1	Again, not enough density.
1	Connects the Mall which I suppose is useful.
1	Doesnt connect to the excesting light rail
1	Everything is too spread out in these neighborhoods to use a train.
1	Great idea
1	Great idea, though Step 1 should be expansion within the two Downtown options
1	I don't go to the mall that often. I would rather shop at local businesses.
1	I don't think this would offer the most riders.
1	I feel the bus lines to the mall are already sufficient and see no need for this expansion.
1	I have no opinion on this alternative
1	I'm not very familiar with the area so I don't have any thoughts on this alternative.
1	If C1 and D4 were to occur, it would make it a lot easier to get to the mall from downtown.
1	If it goes to the mall, go for it!
1	It makes sense to connect to the mall, but it wouldn't be my first choice.
1	Makes more sense to connect it via E so it's more direct.
1	Meh
1	Minimal cost/benefit. Connects the lowest density residential area with downtown.
2	No
1	No stand alone line. We need to grow off the trunk line.
1	Not a good idea...
1	People drive to the mall. We don't need a light rail to go there. Not yet, at least.
1	Perfect.
1	Rough place to go. Might be nice for residents of the east side but not for most of us.
1	Same thoughts as the eastside one
1	See above where I commented on the C1.
1	Seems circuitous. What are we trying to connect?
1	Some what supportive. Seems roundabout way to get to the mall.

1	That whole area isn't very interesting. No.
1	The density is not there for a streetcar, don't bother.
1	This area is heavily residential and may be beneficial but would not improve business.
1	This route should go downtown - not to east tacoma. It is a train to noplac.
1	Transit access to the Tacoma Mall would be amazing.
1	Useless to use Transity funds to go to a low density area.
1	Very low priority
1	Wouldn't use
1	from downtown to 56th via s. tacoma way
1	getting mass transit to the mall would open up a lot of doors for employment.
1	getting people to the Mall? nah, doesn't turn me on at all
1	so many buses already serve the mall...train doesn't fit with culture of neighborhood either.
1	too much crime potential, vulnerability
1	Pretty good - not as familiar with the need for this for this area but like that it doesn't cater to N End and is looking at other areas of the city.
1	Seems to be a little bit costly. I am a current resident of South Tacoma and only foresee unnecessary accommodations for the people who live on the south side. They have the Pierce Transit bus routes to follow and are accustomed to it.
1	This is a no way for me. If (C1) was built already, then it could be discussed. I feel like this is just up here to placate some leaders in that area and it just has to be said: the south end was built for cars!
1	I don't like this route. The Tacoma Mall and all of the strip malls around it have too many parking lots to make a good area for walkable TOD to support a streetcar or light rail. IMHO.
1	I think there are a lot of lower income families who would benefit from this idea. However that would not be as beneficial to businesses as having it in a bigger business district would be (like near 6th Ave.)
1	The area along this proposed route seems like it would support a streetcar pretty well with major destinations like the Lincoln business district and Tacoma Mall, but the routing via Portland Ave would make people go a couple miles out of the way to get to and from these destinations.
1	I think that the Tacoma Mall is well served by many bus lines already. I like this route more than C1 though, because it runs through the Lincoln District on S. 38th St. This is the closest thing Tacoma has to an International District, outside of S. Tacoma Way.
1	Access to the mall via the rail would be a great benefit. However, I tend to believe most mall visitors are already arriving in their car because the parking lots are so huge. To really make transit work better, we need to create better disincentives to driving. I'm not sure how we do that, but that's where more priorities should be spent.
1	"Transit" and "S 38 st" just don't mix. South 38th is a major car corridor with a massive freeway interchange. Sure, there is a lot of retail there, but not too much of the dense, walkable areas that Link should be serving.
1	Good service offerings from populations that need transit options. May increase development along the route, which would be a benefit. I'm concerned that it may be too long of a route to get downtown and may lose ridership because people may continue to drive, or take the bus
1	An extension like this to the mall would be very useful. However, hitting 38th and Pacific or going down South Tacoma Way would increase the number of riders.
1	Having a straightforward connecting point from the mall to downtown might help drive traffic and get more people downtown. Would make any downtown shopping district more accessible.
1	Good to link to Transit Center by the Mall and to the international district along 38th St. (Did you mean 38th & Pacific or is that really at 34th?)
1	If there was a route to the Mall I would rather see it come off Yakima Ave or Tacoma Ave. connecting the growing McCarver Neighborhood and Lincoln International District.
1	This is an awesome route. It is in a dense, low-income end of town and leads to a major retail and business center. Also, it connects to downtown. As a soon to be university graduate, this is ideal. If I am to live on my own, I will most likely live in a lower income area. But, I would like to work and have easy access to the center of the city. This line appears to allow for that.
1	Interesting idea which I hadn't seen at the summer meeting. I have concerns for the length of the trip along this route to reach downtown. I do however like that it serves multiple Mixed-Use Centers, including McKinley. An alternative version of D4 might start at South Tacoma Way, take 48th to Tacoma Avenue, run along Tacoma Avenue / S G Street through the Lincoln Neighborhood Mixed-Use Center and link up to the E2 Central Loop alternative at Center at Tacoma Avenue. Yakima/Thompson could also work, but would be less central to the Mixed-Use Center and might not as easily connect to the E2 alternative.
1	This is a good rout and will promote businesses near or at the Mall. It would be better if this rout was connected to the

	Tacoma Dome station
1	I think it's one of the 2 best on here because it'll link the biggest mall in the area, along with the Reservation, the Refugees living on Portland Ave, and a densely populated area of immigrants in the McKinley and Pacific Ave neighborhoods to Downtown and the rest of the Sound Transit bus and Sounder rail systems.
1	It would be operationally straightforward (one line, not two), but would head towards less dense parts of Tacoma providing a more residential-to-commercial service, not so much a circulator service. It seems better for a later expansion.
1	This is a moderate density area of Tacoma, that needs transportation service however I don't think at least initially that Light rail is suited for this kind of work, there are other corridors that need it more than this line.
1	This alternative is worth exploring in the event that C1 is constructed. I find it unlikely that D4 will come in under the cost cap of \$150m, due to its length. The intended destination, which looks like the Tacoma Mall Transit Center could help boost ridership, while displacing routing on several bus routes. I would consider this a potential BRT corridor. This would be my 3rd choice for inclusion in alternatives to move forward.
1	Eh, seems like a lot of money. Don't really feel like the mall is the best place to direct people. Local business is better.
1	This would erode the efforts made downtown significantly. While at first glance it may seem like a smart way to lure mall shoppers to the city core, I think it will serve to siphon the burgeoning population that is frequenting downtown (and causing growth) away.
1	I could see this helping transport people to/from the Tacoma Mall area, but could do little to help keep downtown on a revitalization track. This seems like a stale idea, trying to get people out of downtown and out to the mall.
1	This should only be done after B1/C1. If this is done before B1, it will continue the movement of people away from downtown to the mall. The neighborhood it connects with will have far fewer incentives to go through the downtown when the mall and transit center are such strong attractions.
1	D4 is a great idea in 40 years but does nothing to encourage downtown Tacoma. LRT should be used to encourage development and more riders on the existing link.
1	It might be interesting to be able to ride the link to the Mall, but aren't we trying to build a more prosperous Downtown shopping area? Why funnel more people to the Mall?
1	I think it would make more sense for there to be a more direct link between the South End/the Mall and downtown, rather than first having to move up the C1 corridor. Maybe this is not possible though.
1	It makes a lot of sense to connect hubs such as the Mall to the T-Dome station and will only help the economy by making it easier for local residents to get to the Mall.
1	This one doesn't make much sense to me. It doesn't seem to connect with the existing link. And it falls just shy of the South Tacoma Way business district. I see that it gets to the Tacoma mall, but the priority of the link should be to revive the downtown, not shuttle more people to the mall.
1	Hits some of the most diverse neighborhoods in Tacoma. And links with the Mall. But the area is already well serviced by buses. A street car wouldn't increase mass transit ridership. Few are going from downtown to the Mall, linking doesn't make a lot of sense.
1	This looks like it would only work if C1 is on the table as well. Linking the mall area to downtown in this early phase seems to be a bit redundant, as I still feel the mall would take away from attracting shoppers to the downtown and 6th ave corridors. If C1 is doable, this would be a great way to connect the busy shopping areas.
1	I think D4 is an okay route, but it requires C1 to be built first, and I don't support C1. In addition, I'm a supporter of local businesses in neighborhood business districts, not chain stores at the mall, so I don't think Link to the mall is all that great for Tacoma.
1	I like the idea that people could park at the Mall and ride the link all the way downtown to shop. That's pretty neat.
1	A link to the Mall area would be the second most useful of the alternatives for me, after B-1 6th Ave.

4. What are your thoughts on the North Downtown Central (E1) alternative?

Count	Response
1	2nd best only after C1. At least Stadium is linked soon.
1	A good start if built in conjunction with B.
1	Again, useless. Doesn't go anywhere of value.
1	Ambivalent.
1	Better to build some way to transport people up and down the hill (on 9th or 11th)
1	Doesn't expand the overall geographic coverage area in a significant way.

1	E 1 and E 2 should really be all one route; good idea but a bus could do this fairly quickly too
1	E-1 could be very useful as it goes by Tacoma General and other low income doctors offices.
1	Go ahead and build it, but the UW better be paying for it! Rename it the HuskyLink.
1	Good start but I prefer the E2 loop.
1	Hilltop connection would be nice, but E2 would be a better option.
1	I don't see that we would use this extension hardly ever.
1	I have no opinion on this alternative
1	I like E1 but would want it to be a mix with B1. see question 1.
1	I would use it if it was policed
1	I'm not a fan of looping systems.
1	It looks like 90% of the trips would be faster by walking than taking this route.
1	It's okay, but you can walk that distance. It doesn't require a rail line.
1	Must have it! Creates a flow downtown that lends value increases to existing track
1	My second choice.
1	Nice, but it will become just another hospital shuttle.
2	No
1	No opinion.
1	No.
1	Not a lot of business or destinations in this area.I dont see a need for this expansion
1	Not good enough. Complete the loop if MLK is the best option. Go big or go home.
1	Not needed. Walk three blocks up to get to your destination. Don't waste tax payers dollars
1	Optional, info on estimated ridership would be needed.
1	Second best informed and intelligent option of Sound Transit.
1	The 6th ave core is busier,
1	The MLK is a populated corridor that would benefit from having the link run through it.
1	The second choice after 6th avenue.
1	They don't need it they have plenty going on.
1	Useless
1	What would be the attraction to encourage passenger to ride this rout?
1	Would get close to hospitals which is nice,
1	Yes please
1	from downtown to 56th via s. tacoma way
1	need a bigger network than this!
1	This is absolutely critical! This plan would expand lightrail into Pierce County's most dense neighborhoods, which has obvious benefits. Go where the people are if you want growth. Connecting these neighborhoods will serve to more easily shuffle the most amount of people through the city's business center, medical center, and rightful retail center. Area exploration would increase, which allows for growth. It would also connect Wright Park to more people, allowing it to be even better utilized as a leisurely and recreational oasis from the grind of modern life. Stadium thrifway would also be on the line (while Safeway wouldn't be far off as well) which would increase the ease of getting food into households, obviously critical to revitalization of the city core. All of the condos put up in the last decade I suspect would finally fill as well, with such ease of transportation, and with the people would come the business, would come the investors. Let us not overlook the fact that it would also serve the MLK neighborhood which is in perfect prime for retail/business revitalization. On top of the fact that it would serve so many in need of reliable transportation just to live. As well as eliminating traversing some of Tacoma's (crumbling) hill sidewalks for a large sum of people. This is only bested by the E2 (so long as there is not the problem I fear, written below).
1	It would be operationally straightfoward (one line, not two), and would head toward dense parts of Tacoma providing downtown circulator service. It seems like an appropriate high priority expansion, though it will provide less useful service than E2.
1	Doesn't seem very ambitious. I'm sure there many business that would benefit, but to loop back on itself seems to neglect a good portion of the city.
1	I really don't like E1 or E2! It's connecting lower downtown to upper downtown, maybe a quarter-mile away. I want the Link to actually go somewhere.
1	I like the idea of a loop. I could go from downtown to Fulcrum and LeLe's and back. Too bad its too late for Tacoma Art Place and Tempest. They already went under.

1	I'm not sure why this would be necessary, especially when the north downtown central loop alternative would provide transportation nearby but would be longer.
1	It's good because it'll link St. Joseph's and a neighborhood area that is evolving (much like MLK Way has been in Seattle). I'm not sure if it's the best in this list.
1	I like the link to division, and the service to populations along MLK, along with potential increased development along the route.
1	It would be good for MLK business district and maybe revitalize that region more. But I still think the 6th Ave. connection would be better (but on 12th instead of 6th.)
1	this route makes no sense unless it is directly tied into B1. you are taking people from downtown - to the hilltop? not worth the money - use a bus.
1	Support, but not as much as the loop. Great for hilltop neighborhood and connecting employment centers.
1	This would give access to many downtown neighborhoods, but would not add much to the regional transit network.
1	Potential there, love the feel of MLK Way, but again only a handful of businesses. I'd say B1 is a priority but E2 is a good runner-up or future-future plan.
1	This model connects the community to Franciscan Health System which is good, but I think the fact that it parallels the existing rail system doesn't add as much as some of the others add. If you're trying to benefit residents of the Hilltop, the 6th Ave route might do more.
1	A line down MLK seems very important for this commercial district, but the route it takes seems very isolated. I think it will be very good for the hospitals to and the neighborhood, but unless this eventually connects to a line at 19th or goes to the Lincoln neighborhood, the benefits seem more limited.
1	I think this route might be used, but a lot of new housing would need to go up around it in order for the project to provide enough ridership to justify the investment of rail transit. I'm unsure if people would be willing to put up with a ~18 minute travel time between S. 19th and MLK and Tacoma Dome Station. I'm also unsure on whether this kind of line would need two tracks, since any extension from that point would either need to deal with significant grades or distances to get to any additional commercial centers. One thing that I think makes sense is to think about placing part of a spur line on MLK from a B1 alternative to get to potentially a new maintenance facility on Martin Luther King Jr. Way. The City of Tacoma has already looked into this as an option and a drawing of it is in the MLK subarea EIS on Pg 54 and 55 (http://www.cityoftacoma.org/Page.aspx?hid=18943). I recommend adding a single track to a new maintenance facility on MLK to the B1 alternative.
1	I think it is absolutely essential to further push the development of the hilltop area. I know this is a focus of the city to creat "The Medical Mile", so it is good from a healthcare standpoint, and to further push the development of small business and mixed use development in the area.
1	For E1 & E2 to be beneficial for the residents of Tacoma, you would have to build both of them at the same time.
1	I commute to seattle for work. Being able to get to the Tacoma Dome transit center from my home would give me more bus opportunities to get to and from work, cutting down on my commute time.
1	E1 is a promising route, but it diverges from the Sound Transit Long Range Plan, which establishes Tacoma Community College as the rail terminus for Tacoma Link. E1 would serve the Stadium District and Tacoma General as well as St. Joseph Medical Center and concentrate service along Hilltop. However, I question the mobility benefits of a perspective rider from one end of the line to the other. Trip times could be around 20 minutes, when walking might be just as fast. There is a lot of capacity for development on this corridor, but I worry about initial ridership because of access issues to the East of the proposed line and low levels of surrounding housing density. Despite these concerns, I think this corridor should be my 2nd choice, behind B1.
1	Consider E1 as a couplet utilizing MLK and J Streets from Division to 21st. MLK stops at most odd streets, J stops on even streets. From an economic development standpoint, I think E1 (or as E2) as the greatest opportunity to enhance Tacoma.
1	Martin Luther King could use a streetcar, but I wonder if it would be better to connect that area with the Lincoln district at the same time. Those two areas aren't connected by buses, while MLK and downtown are.
1	It seems like E1 doesn't go in a very straight route to get hospital employees from Downtown to the hospital, or to get people that live on there downtown. I think this route would be too slow for people to use it much, and since both MLK and downtown isn't densely populated, it wouldn't serve enough people.
1	Well, it's flat... But not a lot of travel in that direction. It'd be faster just to walk up and down the hill from downtown, that circulating all the way around the city. Very little housing density when you get that far south in Hilltop.
1	There is a lot of potential for this option along with the B1 option. I'd like to see them both constructed alongside each other since they share a fair amount of common track through stadium. This wont reach its fullest potential until MLK gets re-developed, although this may help spark such devloepement.
1	Anything to revitalize the Hilltop and 6th ave would be strong. You could now also have safe and disability freindly access to the medical facilities on mlk from the hotels downtown. The increase in foot traffic to stores, bars, and eateries in the neighborhood would help a lot of people, but the contruction phase would be prohibitive. IF the city offered

	tax discount incentives to businesses opening along the routes....that would be a wonderful way to inspire new options in our local flavor
1	If this connects to the current Link system via the Stadium District, it makes some sense. Ridership may be lower than other extensions. You can walk a straight line to points A and B quicker than Link could do it on a loop, I would think.
1	It's Ok, but almost the same as the cool 6th Ave one, but it doesn't go to any of the neighborhoods my friends go.
1	This one is pretty good, and I think a line along MLK would have a huge potential for spurring development and revitalization. However, since this corridor is parallel to the current Tacoma Link, everyone travelling to MLK would have to go out of the way, so I think a different routing would make more sense.
1	This route would provide myself the most benefit as I live close to this area. It would also be a benefit for those people who transvers MLK. However, I have my doubts about how many people that actually is, and more important, do we really need ot be providing benefits to people moving from one hospital to another. Also, I question the time spent on the car. If I hop on at S19th and MLK, how long will it take me to get down to the T-Dome station?
1	This is my #1 choice. It provides a seamless and relatively fast link between the Tacoma Dome station, downtown, and Hilltop. This facilitates commutes for hospital employees and visitors, and provides good access for most Hilltop residents. I live in the NW part of Hilltop and commute to work in Puyallup using a bicycle, supplemented by transit (Sounder or bus) in bad weather. Reliable, seamless, safe connections between Hilltop and the Tacoma Dome station would be a huge benefit.
1	There are great transportation alternatives in the neighborhood already. Another train stacked on top of everything else would be a mess.
1	e1 e2 don't seem that important to me. maybe if we could get EVERY route, it would be a nice to have.. I love Hilltop, but my wife won't let us live there.
1	E1 is the perfect line for Tacoma. Not only does it address the Triangle neighborhood which desperately needs to be connected with downtown, but it also encourages growth in the Medical Mile of MLK. Tacoma needs to leverage what little industry is has remaining by giving hostpital workers an easy way to connect to the downtown & the Sounder.
1	seems similar to what you have already accomplished. not really spreading out the service to needed areas.
1	This route should be an essential part of any long term plan. At least one reasonably dense residential neighborhood should be connected first to bring boosted ridership to this area in a later phase.

5. What are your thoughts on the North Downtown Central Loop (E2) alternative?

Count	Response
1	A downtown loop would be handy
1	A hilltop loop is a great idea and should be considered.
1	A natural idea after E1 and the loop might have some logistic benefits.
1	Ambivalent.
1	Another good option. I really like keeping the Link in the Downtown/Hilltop/6th Ave area.
1	Does not require a rail line just a few blocks away.
1	Doesn't expand the overall geographic coverage area in a significant way.
1	Don't need it there.
1	Go ahead and build it, but the UW better be paying for it! Rename it the HuskyLink
1	Great idea, though Step 1 should be expansion within the two Downtown options
1	I have no opinion on this alternative
1	I suppose this would be helpful if I wanted to go from MLK to UW Tacoma.
1	I'm not a fan of looping systems.
1	Inefficient. Hardly anyone lives on much of this route.
1	Just like the E1, I don't see using this.
1	My third choice.
2	No
1	No good.
1	No opinion
1	No thoughts
1	No.

1	Not a lot of business or destinations in this area.I dont see a need for this expansion
1	Okay, but does this cover enough area? The total walkshed isn't very big.
1	Only after E 1 is completed
1	Optional, info on estimated ridership would be needed.
1	Same as E1
1	Seems redundant.
1	The loop could be very useful. I can imagine using this personally on a daily basis
1	This rout would be acceptable.
1	This route isn't bad but I think 6th Ave. should be the goal.. along with the north end of MLK.
1	This route would save some of the wasted time I mentioned above for E1.
1	This would be my third option
1	Useless
1	from downtown to 56th via s. tacoma way
1	sames as my answer on E1
1	see answer for # 4
1	would it be built without E1? seems useless without both pieces.
1	would use if policed
1	E2 will be great for SOTA Students when they have to go up to the building on Tacoma Avenue. This will also encourage more retail businesses to open on the higher part of the hill. It will also help those that live in the apartments and condos up there to be able to shop without using cars.
1	From a rail engineering perspective, this alternative shouldn't have made it past the initial screen criterion: "avoid major costly engineering challenges." To make the turns necessary from S. 17th, the terminal point of this alternative, to connect with Tacoma Link as it exists today would require half of a "Grand Union" rail junction occurring on already curved track on a grade (http://en.wikipedia.org/wiki/Grand_union). It would potentially displace angled street parking. It would require Tacoma Link service to cease while that is under construction. Even assuming that happens, we would then need some additional form of traffic signaling and incur risk of train collisions. On top of that there is the issue of single track that is south of UW Tacoma, which could be a fatal flaw in this design because of rail congestion issues. Also, I think that there is a lot of parallel track to existing investments and very little actual mobility gained relative to an E1 alternative.
1	no! we have got to use this expansion to expand the area of the city we are using. this is just a loop in the same neighborhood, not "linking" at all!
1	Multiply all the benefits of the E1 several times over, should this link be built, due to the fact that it would reduce the time to get downtown. The major concern I have with this corridor is that it may be confusing as to which direction the tram is headed when you board, and I am not so certain as to how you could seamlessly integrate the line, but that's something I'm sure could be simply solved.
1	This would be my top choice! We need to rebuild the heart of Tacoma. We need to do that, however, in a way that doesn't price existing folks out of their homes and stops land speculation by non-local folks. That's a big challenge, I realize, but we need to have that discussion.
1	I really don't like E1 or E2! It's connecting lower downtown to upper downtown, maybe a quarter-mile away. I want the Link to actually go somewhere.
1	Ample parking and few businesses in the area. Only desirable as a connect with E1. Again, not the direction most are travelling in.
1	It could have a positive impact in the development of that area, but I don't think it's the best alternative in this list.
1	Having a loop through Hilltop would be great for promoting local business and expanding the downtown area. The loop would also connect Stadium, which would really help decrease car traffic between those two areas (lessens the traffic in Stadium district to just freeway traffic)
1	Anything to revitalize the Hilltop neighborhod and connect it to Udub, and 6th ave would be strong. You could now also have safe and disability freindly access to the medical facilities on mlk from the hotels downtown. The increase in foot traffic to stores, bars, and eateries in the neighborhood would help a lot of people, but the contruction phase would be prohibitive. IF the city offered tax discount incentives to businesses opening along the routes....that would be a wonderful way to inspire new options in our local flavor
1	That would be a nice connection but only if you already had the other areas of service like MLK Jr. Way and the 6th Ave area connection on Division and Tac Ave
1	It would be operationally complex (two lines, not one), and would head toward dense parts of Tacoma providing downtown circulator service. It seems like an appropriate high priority expansion, though it will be more expensive to operate than E1.

1	Preferred over E1 due to the greater connectivity and utility for multiple users (students, health care workers, residents) because it allows for loop back into the larger transit system connections in Done District.
1	This would give access to many downtown neighborhoods, but would not add much to the regional transit network.
1	I think the grades are too steep to get down to center from 25th street reliably, and how do you form a loop with the existing LINK line? Put your effort into B1 and E1 instead.
1	This model connects the community to Franciscan Health System which is good, but I think the fact that it parallels the existing rail system doesn't add as much as some of the others add. If you're trying to benefit residents of the Hilltop, the 6th Ave route might do more.
1	E2 creates a logistical nightmare for the line and creates a spur that connects two things (UW & the hospital) that have little to do with each other.
1	E2 appears to me to provide the most bang for our buck. It will move people from where they are to where they need to go, serve a population that faces challenges with transit as-is and will hopefully ameliorate some of the only real traffic congestion we see on Tacoma city streets today. E2 and E1 are my preferences for alternatives.
1	For E1 & E2 to be beneficial for the residents of Tacoma, you would have to build both of them at the same time.
1	I have many questions about the efficacy of E2. What is it trying to accomplish? How does this expand access to the regional transit system? How do you work with so much single track being south of UW Tacoma? Does the addition of more track add new destinations? How would you make routing work? Would there be a run that just does a loop and bypasses Tacoma Dome Station? I'm not sure on all counts. I think that E1 is preferable to E2. It leaves open the option to extend to the Lincoln District later on, without complicating possible routing. It is also going to be less expensive because of a shorter run length. Additionally, fewer engineering challenges would be present because of needing to redesign Tacoma Link at 17th and Pacific. I encourage this alternative to be removed from the list of viable alternatives.
1	Making E1 into a loop is a great alternative, and I support it. It would be more costly than E1 alone, and I don't know how many more people it would serve.
1	I commute to Seattle for work. Being able to get to the Tacoma Dome transit center from my home would give me more bus opportunities to get to and from work, cutting down on my commute time.
1	As a current student at UWT I see that parking as well as traffic around the Spaghetti factory is very condensed at certain times of the day. I don't think it's a good idea unless they expand the parking for UWT and the Spaghetti Factory.
1	If this line does continue up 19th to TCC, it would be a very beneficial line. If it only goes to MLK, it seems like a wasted opportunity. Also, the route it takes through UW seems very round-about and not very direct to anywhere other than UW.
1	This one's okay, although the loops make it seem harder to work with future expansions. Parts of MLK are growing and light rail service could help. But it could also increase vandalism.
1	It looks like most of the trips would be faster by walking than taking this route. The routing also looks to be more confusing for riders, with the branch at UW.
1	It's more ambitious than the E1 route, but like E2, I'd like to see the public transit extending into different neighborhoods.
1	A complete loop around downtown could do a lot to encourage more development in areas within and near the perimeter of the loop.
1	Slightly greater benefit compared to E1. Likely would produce the smallest ridership numbers. Would serve as an effective central/downtown backbone to a larger streetcar network if other neighborhoods were already connected.
1	E2 has the same benefits as E1 but providing a complete loop would provide better service, and allows for several expansion options.
1	Optimally, E2 and B1 would be built together. I feel this is the best plan for Tacoma and the Link.
1	I see how it makes sense to tie the whole system together, but I would say it is low priority compared to the other downtown/north end corridors.
1	doesn't serve us all very well, and is a closed loop without being able to expand to needed areas. downtown and UW are already well served.
1	Again, I think a streetcar along MLK could go a long way towards revitalizing that corridor, but this route makes people go far out of the way to get there, and loops tend to be very confusing for riders.
1	I only like E2 if the streetcar didn't go up stadium way, but as a combo with E2 up Jefferson, past the hospitals continuing as E1, then hooking up to 6th ave and continuing towards UPS as B1. But then, that isn't an option, nor is it in the budget as far as I know.
1	E2 has incredible benefit in linking Downtown to Hilltop and providing a transit circulator for an urban core, linking employment, housing, and services. It also provides perfect opportunities to branch out to other neighborhoods and Mixed Use Centers. E2 with B1, C1 and my suggestion for D4 would provide a comprehensive network downtown. The route as suggested on the map, utilizing Jefferson seems to have could benefit with added stops in the UW Tacoma footprint. Alternatively, the route could leave Jefferson at 27th and transition grade outside of the right of way (near Tacoma Self Storage and Pacific Brewery and seek to link up with the existing link at Pacific Avenue and 25th. This would allow the existing UW Tacoma Pacific Avenue stop to be a logical transition from an E2 Central Loop to a C1

	streetcar. 27th Street might also be an alternative to extending all the way to Center Street, as it seems to have reasonable grade. This would also more directly serve Yakima Avenue and Tacoma Housing Authority's redevelopment project at 27th and Yakima.
1	There are great transportation alternatives in the neighborhood already. Another train stacked on top of everything else would be a mess.
1	This would be great because it would provide free transportation from the bottom of the hill to the top. I like this option the most out of all of them.
1	e1 e2 don't seem that important to me. maybe if we could get EVERY route, it would be a nice to have.. I love Hilltop, but my wife won't let us live there.

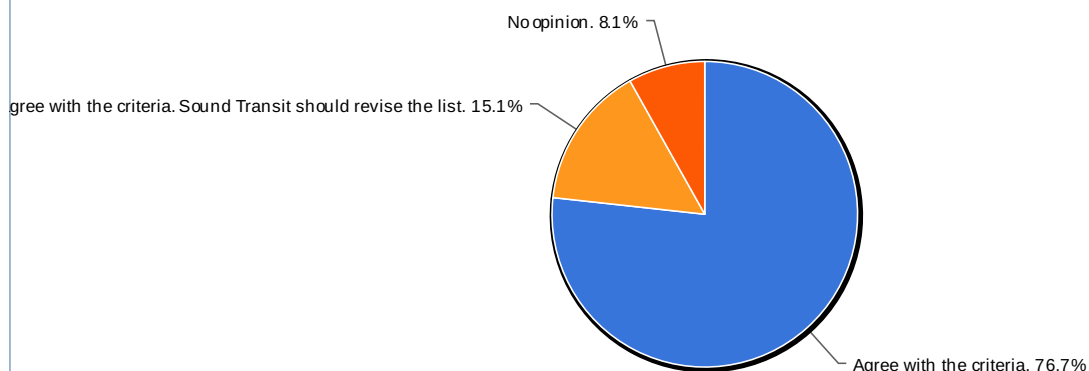
6. What are your thoughts on the Pacific Highway (G1) alternative?

Count	Response
1	A train to Fife? Bad unless you are the fife chamber of commerce.
1	Better connect up with SeaTac so I can ride the Link to Seattle, or no deal.
1	Connects only to thinly populated industrial area.
1	Do not get it at all. Probably need more information.
1	Focus on the core of Tacoma.
1	Good. A lot of commuters and people on foot in this area that I feel would benefit.
1	Great idea, though Step 1 should be expansion within the two Downtown options
1	I don't like this one. I would never use it.
1	I dont see a need for this expansion
1	I like Fife. I would rather be connected to other Tacoma neighborhoods though.
1	I think anything that brings people downtown is a good thing.
1	I'm not sure how much this would be used, especially when compared to the downtown loop option.
1	Inefficient. Hardly anyone lives on much of this route
1	It heads in the wrong direction, that's Fife!
1	It's good but won't give the best ridership/usage out of the 6 on this list.
1	Laughable.
1	Low priority
1	Lowest priority, imo. Let's serve Tacoma before we worry about serving Fife.
1	No
1	No idea why this would be helpful.
1	Not as good as the other letters.
1	Not enough density
1	Not necessary.
1	Not really interested in this route at all. Doesn't provide any chance of residential density.
1	Only after MLK route is completed
1	Prefer this route to link with central and south king county link.
1	Seems like it would be extremely low ridership
1	Seems like it wouldn't be too busy.
1	This extension makes the least sense to us. We can't imagine ever using this route.
1	This one makes absolutely no sense to me. I would not support this extension.
1	This should be saved for Central LINK light rail if/when it ever gets extended to tacoma.
1	Useless
1	Where does this go? The docks? Comeon. There is only one real option here.
1	Why would anyone want to go out there? Theres nothing out there but gas stations and Fife.
1	Worthless. Pacific Highway is a terrible transit candidate; it's a glorified truck route.
1	Yes
1	from downtown to 56th via s. tacoma way

1	meh
1	too unidirectional, not a dense enough area
1	who is commuting to tacoma from Fife - what is the reason for this? Bad choice.
1	would not use it
1	I have mixed feeling about Fife. It's very auto-oriented, but so is nearly all of Tacoma, but then again there are a lot of businesses out there.
1	This is a spread-out industrial corridor that doesn't make sense for a streetcar like Tacoma Link. We should be putting our limited money towards dense, inner-city corridors instead.
1	Minimal public benefit. Would connect downtown with a relatively sparse commercial district. Ridership numbers would probably be low, even if the EQC were at the terminus of this line.
1	This would be beneficial as it would reduce traffic on Pac Highway. I can't imagine this will be used often as all those business are already so car heavy.
1	Is this going somewhere? I know there's lots of jobs down there, but unless it connects to important bus lines, people would need to walk very far to get the rest of the way to work. This area seems built exclusively for cars and pedestrians don't seem welcome. A Link line here seems very strange unless it's connecting to Northeast Tacoma.
1	yeah.....no dice there. If the cities of Fife and Milton, and the casinos, hotels and car dealerships want to increase foot traffic to their area...cool. They should pony up investment funds to make it happen. I bet the Casinos could do it on their own and do it cheaper and faster than a publicly funded option. If so...let em try....I would rather have public money go to help the neighborhoods more in need.
1	Maybe when all of the suburban commuters have been incentivized to move downtown, and the saving grace of Tacoma is determined to be reinvestment in to heavy industry (which it's not, it's in information technology). Otherwise pretty pointless.
1	Light rail or streetcar is meant to operate with a high level of frequency that is expensive to run. Is there any desire of people to commute from the Theater District to Pacific Highway? I understand that many people want to make the connection between Tacoma and Federal Way via light rail, but there just isn't enough money to do that. Dead ending in an area that has a walk score of ~50 at a cost of "who knows what" to get across the Puyallup River, should have landed this alternative outside of the scope of those which avoid costly engineering challenges.
1	This alternative would not serve as many residential communities as the others; however, I do hope that one day Tacoma Link will connect with Central Link providing the citizens of Tacoma a consistent route to Seattle.
1	I am for G1 only as part of a longer light rail route to Federal Way, otherwise I don't see the point of just going Fife (unless it stops in front of PickQuick, home of the best milkshakes in the world).
1	Now this one in my opinion is very efficient. I believe more people will use this whether they work or live in Fife. I don't live in Fife but I can tell you that the traffic sucks. It might encourage people in Fife to spend in Tacoma and vice versa. Overall I think this plan is very effective!
1	No, fails to serve population centers. If pursued, only if there are significant matching funds from partner entities served by this line.
1	Not as useful. While it may revitalize certain areas, it's not going to be as beneficial as things like B-1 and E-2
1	Could be a nice line later in the future, but right now we should be serving more areas of the downtown region of Tacoma instead of serving people on the outskirts like that line seems like it would. Let's have a link that connects downtown with nearby business districts like 6th Ave and MLK first.
1	Bringing people to the T-Dome station is important. Taking them along Pac Highway seems less so. It doesn't seem to serve an area where there is population density.
1	Left field. Was this just thrown in to make the map look more interesting. Harley Davidson and Aaberg's rental need better transit service?
1	It would be operationally straightforward (one line, not two), and would continue to act as a circulator service, but would head towards less dense parts of Fife. It seems better for a later expansion, unless outside funding supports it.
1	Anything past the transit center is a waste of money. If you want to expand the light rail to Puyallup, then going through Fife would be a great idea. But from the map, it looks like it would be stopping before the Port of Tacoma road which is useless. There are only a few businesses and run-down hotels that could benefit from expanding the link rail.
1	this is probably the 3rd best route to go- in order to connect to Federal Way long term, that would be a dream come true!
1	My second option! getting connected to Central. but first we need to connect 6th ave with downtown.
1	This is my least favorite option because it doesn't serve areas that seem likely for increased development and density, nor does it help reduce parking or serve populations that would benefit from transit.
1	Terrible and pointless. Mixing semi-trucks with LRT is idiotic. It would be great to connect Tacoma with the airport but Sound Transit doesn't seem to be very keen on building out to Federal Way. To build this, I hope EQC is footing the bill.
1	Light rail in King County is supposed to get down to Federal Way sometime, so this could eventually make it possible to

	ride light rail between Tacoma and Seattle. When I moved to this area I was disappointed in the lack of light rail, especially after seeing how well it works in Vancouver.
1	To me, this seems like a party bus, not public transit. What neighbourhoods exist in this direction? Also, what is the housing density along the route?
1	I'm not really sure why this is even part of the proposal. I guess we could go to Fife, but who wants to do that?
1	Isn't that an industrial area? How many people could possibly be using a streetcar there? Jobs per acre is pretty low, I'd think.
1	Much like C1, there's not much businesses or attraction along G1 that would encourage customers to ride that rout.
1	I see little benefit to running a line to Fife when there are such good options in Tacoma, and this is last on my list. Perhaps years down the road when the Seattle link expands toward the south.
1	I would not pursue this option. Eventually, I hope that light-rail extension for SeaTac and Federal Way can service this route with a Stop in Fife before reaching Tacoma.
1	I wouldn't use unless it went all the way to the airport. Then you can connect it to the link that goes to Seattle. I would use it regularly, even if I wasn't going to work.
1	It would be a good starting point to connect the system to the main system, even if that will be many years out.
1	Not sure what the purpose is. Not much residential, specialist business that are primarily accessed by car. We should prioritise elsewhere.
1	let's link to active Tacoma neighborhoods, not fife? where would this branch to next? Bonney lake?
1	A Pacific Highway alternative is not within the City of Tacoma. The Streetcar Stakeholder group indicated that they wanted an extension to serve the needs of the people of Tacoma. This alternative is only deceptively in support of Sound Transit's long range plan to link Federal Way with Tacoma Dome by light rail. Central Link technology is different from Tacoma Link. This is not a technically or financially prudent way to go. I would rank this alternative as the first to be removed from the list of viable alternatives to continue forward.
1	Why? Who needs a train to Fife? That's a truck route, can't move freight on the Link. There's not enough call for moving people along that route. UNLESS!!! That route is the beginning of a Link from Tacoma to Sea-Tac.
1	I think the benefits of the G1 route are that the Puyallup Tribe and Emerald Queen Casino might pick up some of the bill, and that it heads toward Seattle where some day, long after I'm dead, it will actually reach the airport and connect to the Seattle Link. I suppose these are good benefits but nothing I can get excited about.
1	Lowest priority in my opinion. I assume it is there to eventually connect into the Federal Way/Seattle light rail, and if that is the case, I say wait to develop it until those systems are ready to link with ours.
1	Before (G1) is approved all involved should resign. There is literally no criteria offered that would include this option.

What do you think about the screening questions used to evaluate the alternatives that came out of early scoping? Do you agree with the criteria or should we make revisions?



7. What do you think about the screening questions used to evaluate the alternatives that came out of early scoping? Do you agree with the criteria or should we make revisions?

Value	Count	Percent %	Statistics	
Agree with the criteria.	66	76.7%	Total Responses	86
Don't agree with the criteria. Sound Transit should revise the list.	13	15.1%		

8. If you don't agree with the criteria, what are your suggestions to revise the criteria?

Count	Response
1	19th St and Pacific Ave.
1	I agree.
1	No suggestions - good as is.
1	from downtown to 56th via s. tacoma way
1	you spelled "alternative" wrong in the opening paragraph
1	I think connections to regional transit criterion will be met with any alternative since by definition it has to connect with the existing system and therefore the Tacoma Dome Station regional hub. I think connecting to a major activity center should be its own criterion needed to be met, and not combined with an OR existing neighborhood, that's not specific enough for me.
1	I agree but think you need to also focus on the travelability of all sections in the corridors. Can the local business or neighborhoods benefit despite the construction down time.
1	It needs to prioritize the neighborhoods to which it links based upon some type of criteria relating to financials, e.g. taxes.
1	I'd recommend you look at who is in downtown and commuting daily - then figure out where they come from. I'm not sure if income level to determine ridership is accurate gauge.
1	Overall, I think the Criteria are accurate. However, one additional thing that needs to be included is how do they light rail units play with each other or future expansion. I think in a perfect world, we build all of these (Except maybe E2) so that we can access the various parts of our community. But just building one line and waiting for it take off is a stupid idea, as we can see by the disgust so many people have for our existing line. Light rail only works because there are so many other light rail lines to access other parts of our city. We need to be able to access point defiance. And get to the mall. And get to 6th Ave. Only doing one line without planning how all the lines will work is frustrating and short sighted and will only setback the goal of getting more streetcars in Tacoma.
1	I don't particularly agree with the need to serve a low-income area, unless we know that low-income people will ride it more and leave cars behind. I think high ridership, and getting cars off the road in high-traffic areas, should be the primary criteria, regardless of income.
1	Actually I like the criteria BUT I think thoughts about STRENGTHENING the community and promoting LOCAL businesses should be considered, along with thoughts about how using the transit can subjectively be a POSITIVE, REWARDING experience along with being functional and convenient. Sorry about the caps, just wanted those words to be eye-catching. :)
1	"serve existing or proposed areas of high-density housing or jobs?" proposed areas should be excluded until existing areas' needs are met. Existing needs should take priority over speculated future needs.
1	I believe it is vital to include travel time savings (or some proxy) as a metric in this project. My current and future support of ST hinges on whether the agency is smart enough to build transit projects that have tangible and measurable speed and reliability results.
1	Many of these areas are already well-served by transit. Areas of current low infrastructure investment might be that way for a reason so this one should be removed.
1	It seems difficult to answer yes to all of those criteria. For instance, will reducing car use and increasing ridership necessarily tie in with connecting to an area of low-income and/or minority residents? I would think you would want people who already use the downtown Link and are more likely to increase their use of it to have options that make sense to them. As future downtown residents who plan to use Link and not own a car, we are prime candidates for increasing our ridership of it to other locations. We would only do that if it goes to the 6th Ave. business district, or possibly to the Mall although on a much less frequent basis.
1	I'm not sure how you weighted the criteria so I can't say I agree if I don't think the weights are appropriate. I hope that you weighted it so that low income areas are served first and that it connects areas with major activities. Those would both benefit the city in different and similar ways. The other criteria are good as well, but the weights of how you decide each is prioritized are very important.
1	It's too long of a list! Answering yes to each and every question kind of pigeon-holes this into just one or two options. The 6th Avenue extension, for example, probably doesn't serve as many minority residents as some of the other extensions, but it would increase ridership, reduce car use, connect a major activity center, etc. This seems like a list that could be used as a rubric for scoring each individual option, but not an all or nothing plan.

9. Please share any other comments with the project team.

Count	Response
1	19th St and Pacific Ave.
1	Again we should have a route that connects 6th Ave. and the MLK Biz District at 11th.
1	GO SOUND TRANSIT!
1	I really like this map. It would be great if you could make all of the routes a reality.
1	I think cost projections should have been part of this evaluation project.
1	I want so bad for this area to have a transit system like Vancouver, Sydney, or Melbourne.
1	It's clear to me that B1 is the best route, and C1/D4 the worst. Thanks.
1	Just getting the link to connect any neighbourhoods to the downtown would be amazing!
1	Let's think about making Tacoma Great when planning this. Not about making it "fair"
1	See comments on question 5.
1	This was well thought out. I trust that it will produce the best results.
1	You can't have all of the above all at once.
1	getting to 6th and union would be AWESOME!
1	Many people work at the mall and shop at the mall that earn a minimum wage and could benefit from this.
1	I would love to see Link revitalize the 6th Ave and MLK shopping districts. I also would like to see the link built so the line doesn't go down the middle of those districts but goes along side it on the next street over. I would not enjoy having to worry about a link on those roads while driving in traffic, nor would I want construction to scare off any existing businesses or cause them to struggle. We need the few businesses we have in those areas!
1	I'd like to see the \$50 mill that ST has used to extend LINK to the stadium district in the interim while plans for further extension are studied.
1	Connecting the Stadium District with downtown Tacoma would be incredibly useful for many people. I speak as someone who spends every day on packed buses in this area. It's sorely needed.
1	I believe the one of the major goals is to contain traffic before we end up being worse than it already is.
1	Sound Transit needs to connect Stadium District first it is going to have any logical at all to LINK extension, Stadium is a high density node only a half mile away, Otherwise, ridership is going to be extremely low. Every transit route made focuses on connecting high density nodes rather than making miles of track through low density areas. The analysis of transit routes should examine the ration : (Number of people reached)/(amount of track needed to reach them). The higher the ration the higher priority the route should be for building.
1	As the first expansion of Tacoma Link, I think the selected routes should suggest potential for further expansion and connecting the city in phases. Potential stop locations should also be identified that can create opportunities for public space or transit oriented development.
1	The success of this project is not how it can serve the most economically challenged of neighborhoods. But instead, the project should increase the desirability of all of Tacoma as a place to do business and live.
1	so many diverse groups of tacomans would use B1, but all the other choices serve only a certain neighborhood...or are a destination being served plenty (the uw area/the mall).
1	I see nothing in the criteria about what any one of the extensions could do for tourism in the city. This should be a consideration. Also, what about connecting high density housing areas, whether they are low-income or not? Everybody should be able to enjoy public transit options.
1	This comment is directed at Question #10. I work in Tukwila, so attending your informal drop in meetings if they happen during the day will be difficult. Yet I ride Sound transit often and I would love an easy way to get to 6th ave or Stadium or downtown.
1	route b-1 and c-1 essentially connect north central to south east; benefiting the most neighborhoods & areas of varied use & incomes
1	Convenience and service are critical as we build this system. We've made too many mistakes by not connecting people to the urban centers. However, we must also pay attention to ensure that we make areas we bring them to as accessible (side walks; lighting) as possible once we get them there.
1	Any build out of the link should be predicated on it remaining free. If we can't do that then we shouldn't expand it at all.
1	Restoration of commuter service much like the Inter-Urban light-rail line that connected Seattle and Tacoma in the past- -MUST BE THE HIGHEST PRIORITY.
1	Back in the early 1900's they used 12th street to connect downtown to the west side. Its a straight shot - and makes

	sense for moving people. Lets not overthink what should be a no brainer.
1	Thank you for the survey and for striving to make Tacoma a better place to live. I loved the link when I worked downtown.
1	Pretty much all of these are good expansions, but some should be built *before* others. Specifically, the ones going up Stadium Way and Division St. in downtown Tacoma (B1, E1 or E2) should be built first; there is just far more there than there is in the other directions, and there is more opportunity to make the line into a "spine" for public transit service. The other routes should be considered should more money become available, though!
1	I literally will never again vote for ST if the outcome of this project is a slow mixed-traffic streetcar when the agency sold us on "light rail". Anything less than giving this train it's own lanes is, in my eyes, a complete betrayal on the part of ST.
1	I am happy that Tacoma has finally decided to expand the link rail It is a great idea that shouldn't be shoved to the back burner. People like to see process and this rail has been at a stand still for too long. I think people would be satisfied even if the rail was only expanded 100 feet per year, just as long as it is continuing to expand.
1	Try not to concentrate on corridors that are currently overrun by sprawling retail and car-oriented development (Pac Hwy, S 38th St). Underserved and low-income populations need also to be taken into account.
1	I am so excited about this! I love riding the link with my kids. I hope this plan develops beautifully and frugally!
1	This first expansion will set the tone for additional future expansions. It must not only be effective, but also popular and looked upon favorably by the public. With downtown's limited residential population, connecting it to an established residential area should be a priority to boost initial ridership. TOD works because of people/high ridership and not because of tracks/stations/infrastructure.
1	Thank you for offering so much of the study materials online. Please make supporting data and analysis available when possible.
1	It would be a good idea to allow people to rank these alternatives from best to worst. That information could be valuable.
1	Looking better than I had hoped at this stage. Criteria rock. Especially that they ALL must be met before ok to proceed Thanx for the opportunity to vote and comment online
1	With any hope, bigger vehicles will be used and the older vehicles will be shipped to Seattle for refurbishment for use on the Seattle Streetcar network. Any extension should have larger, quieter, and more comfortable vehicles. The Skoda 10t's are great vehicles but they would be too much of a disruption.
1	Train up 6th ave has the most expansion possibilities in the future, already has people waiting for rail, and needs improvement & investment.
1	I really like the fact that ST has already built and is expanding streetcar service in a mid-sized city like Tacoma - I think this can help Tacoma become a national leader among cities of its size. I hope you choose B1, connecting Tacoma's densest neighborhoods (that also have the potential for more density!) to the existing system.
1	I hope that the Link expansion would run on a similar schedule to the downtown Link (every 12 minutes) to make it convenient to catch and use. I assume the expanded system will not be free, but I hope the fare can be kept affordable for low-income riders (\$1 or less).
1	Please consider the culture of users when implementing scoring of options. When the Link went in it was cool because it travelled in an area where folks could ride it as part of the DT experience. Sixth Ave has a similar feel, and people there want to adopt the Link as new eperience on the Ave. In the initial development of rail placing it in communities that most want it and will use it can be a foundation for expansion into the east side, south end, and Fife.
1	Lets get moving on this as soon as possible! I love light rail and the development that happens around it, and I love my city. The two are meant for each other and will continue to revolutionize Tacoma as an attractive and vibrant 21st century city.

10. Sound Transit is offering the following opportunities for public comment in December. Rank each outreach activity in the order of your preference.

Item	Total Score ¹	Overall Rank
Online survey	176	1
Online presentation	135	2
Informal, drop-in meetings at neighborhood locations (such as the Tacoma Library, Tully's Coffee)	125	3
Online open house	121	4
Total Respondents: 58		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

11. What other outreach method (if any) should we consider?

Count	Response
1	Advertisements around the city
1	Advertising on the link?
1	Facebook
1	Facebook, Twitter.
1	Facebook/Twitter/Google+/Reddit/Billboards/Mass Media/Lobbying/Super PAC contributions
1	Going to each business in Downtown Tacoma and asking them.
1	I think the above 4 are sufficient.
1	Mass mailings may be good for those without internet access.
1	Property tax statements.
1	Social media
1	Social media (Twitter, Facebook, LinkedIn)
1	There's been enough outreach. Present a plan and move forward.
1	advertise on buses - ask people to fill the survey - print out a free ride coupon
1	feedtacoma.com
1	gather email addresses of those interested to keep people informed.
1	have personnel on The Link handing out literature to keep the support & interest growing
1	mailings to houses.
1	manned information tables at major transit centers (tac dome, commerce st, tac mall)
1	n/a
1	radio psa with phone in comments\
1	telephone / email
1	the pdf link above doesn't work.
1	Door to door canvassing of the most likely corridors to get the community on board so when the time comes to build there is not major pushback from those that do not understand the importance of light rail.
1	phone surveys- not many low income families have internet but they would appreciate the convenience of a phone call. Thanks.
1	Genuine social media interaction (a real knowledgeable person answering questions on Twitter for example).
1	Webcast/Presentation would be best or these on the weekends to get more people out. I cannot attend these because of my schedule but am greatly interested in the expansion of the project.

Summary Report - Mar 1, 2013

Survey: Tacoma Link Expansion Survey February 2013

1. Sound Transit is evaluating the corridor alternatives by measuring how well they would achieve the following project goals. What goals are most important to you? Please rate the following on a scale of 1 to 6 (1=very important and 6=least important).

Item	Total Score ¹	Overall Rank
Improve mobility and transportation access for Tacoma residents and visitors.	635	1
Increase transit ridership within the City of Tacoma	546	2
Use transit to spur economic development and other types of investment	544	3
Serve underserved neighborhoods and communities in the City of Tacoma	468	4
Ensure that the project is environmentally sensitive and sustainable	466	5
Establish a project that is competitive for federal funding	456	6
Total Respondents: 149		
¹ Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.		

2. What are your thoughts on B1 - North End Central

Count	Response
1	6th Ave already served by Pierce Transit.
1	Best in my mind.
1	Excellent choice for expansion. Good mix of residential and commercial sources and destinations.
1	Great core route that will have high ridership. My first choice.
1	Great that it goes past Stadium High school.
1	I don't like this route at all.
1	I like this plan. I think more people may ride this route.
1	I'm in favor of this expansion because it would link many businesses and attractions.
1	It serves a population that doesn't need extra benefits.
1	Linking 6th Ave Business and the Downtown may not be a bad idea.
1	Looks good, could park at the T Dome and go to the 6th av areas where parking is very difficult.
1	More designed to favor wealthy neighborhood at expense of others
1	Most appealing.
1	Most people who ride this can already walk to the existing route.
1	My # 3 choice
1	NONE
1	Next best route, in regards to citizens and community
1	No Not enough road to work with
1	See no benefit to downtown Tacoma at all.Aren't there already buses that serve this area?
1	There is ample growth on this line don't need, it will affect existing businesses negatively.
1	This is a poor choice because the area is already served well by bus.
1	This is by far the best route as it serves existing businesses and is in the best location
1	This is my preferred option. Will give me ,a senior person, easy ride to and from my home.
1	This is the best option.
1	This is the most practical route to serve the highest amount of commuters and to build ridership.
1	This option allows for future Gig Harbor expansion. Allowing regional expansion is important.
1	This route serves an already very busy business district that has many transit options
1	This seems to do a lot of what the #1 bus does.

1	Would definitely be used
1	Would like to see it extend to Procor district.
1	Would serve a high density a Very favorable. High density
1	it serves high ridership areas
1	no
1	okay option
1	seems pretty well served by bus service, however screwed it currently is
1	this is my choice has the most riders
1	ties more of the city together.
1	too expensive for distance of link
1	total waste
1	well to do residence area with historic homes may be disturbing
1	would be a great way to connect two of Tacoma's primary shopping/food/entertainment districts
1	This is my favorite proposal. Connecting 6th ave with downtown Tacoma seems important for both areas. This plan provides the most accessibility and convenience for the North End. Not only is this the part of Tacoma with the most social capital that could be expanded on, but the North End is also where you are going to see the highest demand for a light rail link in my opinion. The gist of what I am saying is that you will get the most bang for your buck by expanding light rail along sixth avenue. This plan would benefit the most businesses, so it makes the most economic sense to me.
1	I like this plan but wish it would go down MLK to 11th and then back to 6th Ave at Sprague or down South 8th to Pine and switch back to 6th there.
1	I believe this will increase foot traffic to local businesses in the suggested area therefore helping expand an already bustling commerce area.
1	By far the best area to start with in terms of choosing where to expand right away. Great for tourism, public source of transportation in a mixed retail and residential area.
1	I would push to extend this corridor as far as Proctor or Stevens. I do have concern for congestion but feel the streetcar would be an excellent amenity. Like connection of Stadium District to Downtown.
1	A natural extension, serves the hospital, probably would be used frequently. An in-Tacoma solution alone, i.e. outsiders would probably have no reason to go beyond the current line. Not really a destination-rich line.
1	This should be the preferred route for the Link extension. High % transit ridership, strong connection between the downtown business core and the improving 6th Ave business district. This route will get the strongest amount of ridership, which should be what matters most for this type of investment.
1	I like the connection from Downtown through two very viable business districts. (Stadium/6th Ave) Good route for tourism.
1	This is my favorite of the routes. It is in a high density area, but has many destinations (restaurants, health care, UPS, etc.)
1	I would use this regularly! I live in Hilltop and am regularly used to walking a mile. I could catch it at Sprague to go down 6th Ave.
1	Benefits outweigh disadvantages. Low amount of developable land is irrelevant if it is zoned for high density, land will becoming attractive to developers. Historic and park resources and can interwoven into the plan and station(s) Possible future growth potential to Hwy 16 where a multi-use transit station/park and ride can be built to attract suburban ridership.
1	A lot of money and development already in this neighborhood. Need for development balance in all of Tacoma.
1	This is the best plan I have seen for the expansion. I think it fits nicely with the current Link and would incorporate a large amount of residential area to use this for commuting to work downtown or to the Tacoma Dome station. I think this could also spur more people to come downtown on weekends / evenings for events if there is no worry on parking.
1	Running thru Stadium and out 6th makes a lot of sense - leverage existing density, zoning and demand and spur/support growth in an area poised to grow
1	Find a private TROLLY on wheels company that will take visitors AND residents with single rides, round trip OR hop on/hop off passes picking up at the rail line on Pacific Ave, continuing down Ruston Way, to Pt. Defiance, Back down Pearl St. to Proctor District, to South Tacoma Way OR 25th OR 12th, down Yakima back to the Rail LINK. The Company can make money, and you can successfully TIE THE CITY TOGETHER for tourists and riders. END OUT THE HUGE BUSES from downtown. Use them to service the Pierce County areas that NEED service. Offer the private Trolley company free use of the empty parking lots in Tacoma, or use the Warehouses off Ruston Way. The restaurants, bars, scenic parks, shopping districts, etc need to be tied together in a fun way. Other cities are very successful with these operations and there is a company in the Port of Tacoma that restores old train cars that could get some business keeping the trollies up. Look at San Diego, San Francisco, Wn. DC and other cities that use private companies and

	trolleys on wheels. Make it FUN!
1	Best choice: connects Proctor District to T-Dome, allows UPS students to use transit to downtown and Amtrak
1	This one seems to connect areas that are places people in this city would like to go. 6th ave and the tacoma dome are places people go at night and this offers another option for safe transportation. Also in the 6th ave area lots of people walk and so I think those people would be willing to use this transportation if it was in their neighborhood.
1	I worry it would be full of unintended consequences. It has a real opportunity to destroy parking on the 6th avenue business district. That is a bit of a suburban area so people like to drive their cars there. It could destroy the wedge neighborhood and cost a substantial sum of money to get from Stadium to the 6th avenue business district through a mostly single family housing zone. There is no doubt it would get ridership but at what cost? Is the city plan to build out sixth avenue with density and commerce or downtown?
1	I love this plan. I would use this a lot, and I think it would add to the economic development of this core area of our city. I would love to see light rail throughout the North End. If it is well built and maintained people will use it a lot, and it would be a great alternative to single car commuting. It could also improve business downtown, where parking is sometimes difficult.
1	The North End Central plan is by far the best of the plans, as it will attract ridership and help strengthen the downtown and 6th avenue cores--areas that are crucial for Tacoma's longterm urban prosperity.
1	Bus service here already exists - improve it rather than spending this huge amount of money for less than 3 miles of rails.
1	This area should be of a high priority since it involves many of the entities the majority of people in Tacoma use..i.e. Hospitals, Healthcare, Parks etc
1	I think this is the best route because it would serve a more dense, urban neighborhood. Connecting 6th Ave District to Downtown would be smart for commuters and visitors. Great expansion potential to TCC or Proctor.
1	Although this route will really simulate the 6th ave business an residential districts, the opportunity for tod and economic growth is really already maxed out. This would be my second choice route, mainly because I think it would help the culture an tourism industry.
1	Makes sense because folks want it there & will use it to visit businesses that need customers. The north end has been neglected so long it is starting to feel like south Pacific Ave in the 80's. & 90's.
1	My third choice. 6th Ave is already well served by busses, and is a thriving area. I would love to see light rail along 6th someday, but right now other areas of the city are more in need of investment
1	Best option. Allows for university students to travel from downtown to Proctor and vice versa. It also allows all existing residential plots access - providing a known amount of revenue per year and not relying on economic improvement to spur development of new neighborhoods in outlying areas. I consider this plan the best as it minimizes risks of future revenues and provides access to businesses along the entire route (more revenue from increased sales).
1	it would be interesting if it could save the amout of bus riders but i do not think their is much economic benifits
1	Tying 6th ave business district to downtown will improve both business areas. Also increasing downtown patronage from UPS students.
1	I find b1 To be in the very best interest of a prospering tacoma. creating this line will increasing shopping and foot traffic for both 6th ave and downtown. It also works to centralize tacoma further and will attract affluent and urban minded individuals to the city. This line needs to be priory number one
1	This is the best option. Allows people to use mass transit to get to the critical mass of medical centers and medical office buildings in that area. Also, 6th Ave and downtown Tacoma would be linked up creating economic growth in both these districts. Would like this option and extend to TCC transit center which would really enhance mass transit options for Tacoma.
1	not that interested since i live in the south side and the only thing it goes by is stadium district
1	Top choice due to serving areas with many existing facilities, operates in transit & pedestrian friendly districts
1	This is a nice plan for the north end of the rail that serves a major business district, the hospital and some multi-use areas. I encourage the use of this plan but would also consider an extension of this to TCC to serve students as well. The tie-ins to UW- Tacoma and PSU would be invaluable in connecting educational opportunities for Tacomans. This is the best plan for the north end of T-Link.
1	This does not expand service far enough. Service should go all the way out to the Orchard Street area/TCC.
1	Best option for funds available. Ties two strong business districts in addition to neighborhoods servicing downtown.
1	This is the only listed alternative that makes any kind of sense to me. The 2 stops at Stadium District and TG Hospital will be the most used on the route. This will help bring people to 6th ave, it will be good for business there. Why wouldn't this be a faster route from 6th to DT than the route 1 bus?? It's linear, if you are any where along the route and want to get to another point on the route, the route makes sense, it's direct with no snaking around.
1	Sixth Avenue is a highly successful, human scale business district and residential neighborhood. DO NOT mess it up.
1	This is the best option. It would serve the most dense neighborhoods and serve Multicare and get close to UPS.

- 1 I like the fact that it ties Stadium District more closely to downtown Tacoma and gives riders alternatives for short hops. I question continuing to 6th and Union. The 6th Ave. corridor is already crowded. The addition of an at-grade street car will not be good for autos, transit, pedestrians or parking. Ending the line at 6th and Union means nothing, there is nothing compelling there.
- 1 would be the Common Sense expansion of currant Link service, route should continue to TCC or atleast Pearl St.
- 1 This is great, builds on current density and growth of 6 th Ave. needs to run late to serve restaraunts
- 1 I like the access to the 6th Avenue district from downtown and vice versa. I feel like this route would have a lot of ridership and promote businesses on and around the corridor. I think the price is reasonable and realistic. I think having this rail corridor would be good if Pierce Transit has to make more route cuts (they could focus remaining bus service on south and central Tacoma and not this corridor)
- 1 6th Ave is my 2nd priority. I would first like to see the trolly hang a left from Division onto MLK. MLK to S. 19th. Left on S.19 down the hill to UWT.
- 1 would cannibalize existing transit, not grow ridership. not on improvement on bus routes. bad choice.
- 1 This would be the route to use first. Most cities larger and smaller than Tacoma have a transit route that loops the downtown area. This would draw more interest into downtown. Then, later, complete the loop with end of Downtown Central Loop. (That would be under Fed. limits and possible to complete that route at less expense and accomplish the same goal.
- 1 It doesn't really improve Tacoma overall by providing service in this area. There seems to be more disadvantages than advantages.
- 1 This would be great to connect 6th ave with downtown, would increase traffic between 2 major business districts.
- 1 Our preferred route. Allows exploring without the need to find parking in the 6th Ave. area. Serves medical areas.
- 1 This route is better for mobility for the most people when compared to the other routes. If we keep the number of stops down, it can provide faster service to both Downtown and Tacoma Dome Station than is provided right now.
- 1 While 6th ave does not have a lot of undeveloped land, it is an important shopping and entertainment corridor in Tacoma. Bringing the Link along this path will expand easy access to important areas for Tacoma residents and tourists as well as serve local residents and relieve pressure on the very popular 1 bus route. Being able to explore park for free at the T-Dome, explore the shopping and entertainment of downtown, then move up near Wright Park and the 6th Ave shopping district seems incredibly beneficial.
- 1 Sixth Avenue is a burgeoning business district that is just finding its feet -- don't disrupt it by cutting out business as you tear up their property and loss the gains made there.
- 1 It connects 6th Ave to downtown. Might lessen vehicle usage and parking issues. Many people drive from that area to downtown - it would stop a LOT of unnecessary driving. Very positive about it.
- 1 I like that this option "spurs" out of the downtown area, along a major arterial route, which may allow for the reassignment of local bus service to instead travel this route, to more of a feeder system to this route.
- 1 My top choice....bring people into downtown easily....provide movement from out of area.....turn 6th ave into train lane.....look at Portland, providing way for people who live out to come into the city easily. This would be a dynamic use of the system.
- 1 I think B1 or E1 make the most sense for linking the greatest population of Tacoma residents to the downtown corridor. It is imperative that Tacoma has an active downtown and i see a disconnect between the Stadium District & Sixth Avenue and Downtown. With expanded access, i would hope the Downtown business community become energized and more new businesses open. As the Downtown becomes more desirable, some of the other proposed links make more sense.
- 1 I like that the route serves the 6th Ave business/commercial corridor. The only downside I see is that it's several blocks away from hospitals. .
- 1 Linking 6th avenue with downtown would provide a better link for UPS Students to spend money downtown.
- 1 Not bad but I think this could be a second phase after it goes down MLK. There could be a "Y" put in at MLK and Division and the next line can go down 6th.
- 1 This is a good route that would encourage commuters in the north end to use public transit for commute to Seattle. It would also benefit Tacoma tourism connecting downtown conference attendees with 6th Avenue restaurants and nightlife.
- 1 This is the best route and in my opinion one of only two that should be considered at this time. It will be an instant success in terms of ridership which will be good for Sound Transit's publicity (contrast the tone of articles about the southern and northern Sounder lines as evidence.) It will be a catalyst for growth Downtown as those who live there will be able to get to work at Multicare, eat at restaurants on 6th Ave and recreate at a great gem of the city's park system in Wright Park. Those who already live in the Stadium District (Tacoma's most dense neighborhood) and on 6th Ave, including students at the University of Puget Sound, will have the ability to get Downtown to work in office buildings, visit museums and link up with express busses to the airport and Seattle and more. If you want the highest number of carless trips made, this route is the only option. The route is very direct and easy to understand and can be extended to

	the community college in the future. An MLK spur line, or loop could also be easily added in the future, perhaps by an LID. It will also serve low income residents near Wright Park and 6th Ave.
1	B1 should unequivacally be the selection because it best meets the most important criteria: giving the greatest number of potential riders the opts to get out of their cars & enable residents to live w/o them. It does so by serving the Stadium business district, the hospitals on Division, the commerce & entertainment on 6th Ave, & is close enough for UPS students. The loss of parking will be mitigated by a reduced need to drive, esp along 6th Ave & will likely lead to a reduction in DUI's and could thereby save lives.
1	Feel this would increase the amount of riders on the link which is good and gets to the most popular destinations.
1	This plan is great for getting more people into an area of Tacoma which has already seen an investment to local economic growth. This is my favorite of the routes.
1	Makes a lot of sense. There are many desirable destinations along the route (Medical, Retail, etc) and high potential for many riders. Establishing a successful, high ridership corridor such as this could spur additional growth of the system later. UPS students would likely be a big boost to ridership.
1	Pros: Connects education centers (UPS and Stadium along with linking up with a hospital. Will encourage high density residential units along the way. Cons: 6th Avenue is a narrow corridor and would need to move on street parking off of the Link pathway. A parking garage along 6th Ave should be consider by the city to build.
1	This alternative seems to be the best, but NOT without dedicated lanes, in which case I don't support any of these projects. The map/summary make no mention of what the amounts of segregated lane vs. mixed-traffic operating the alternative would entail. They also don't mention any other priority measures. This is a major omission and if ST is only studying alternatives that are 100% in mixed traffic, you ought to be honest and clearly state that.
1	The neighborhoods that this route would serve historically had streetcars running through them. 6th avenue had streetcars running on it every 6 minutes back in the early 1900's. I would like to see them running there again.
1	This is one of the best ideas. Connecting downtown with the North End of Tacoma will bring life to downtown, will raise the value of property in downtown, and make for a stronger urban fabric in the city. Plus, it's a tried and true idea -- that's where the trolley used to run. This idea is a winner.
1	This would serve a bustling restaurant, bar and nightlife area that tourists and residents alike may want to get to (without driving) from downtown. It also serves residential areas for commuting to downtown. However, 6th Ave is pretty crowded as it is and already served by a bus route.
1	Impact is too great on the historic and park sections. The north and central areas are already served well.
1	The best! This would completely change Tacoma for the better. SO many good things about this route, I suppose the only reason against (for me) is that it looks like the most expensive, so would be unlikely to happen. But if it were my choice, this plan for sure.
1	This route gets my vote. While I understand the argument that public transit can help underserved neighborhoods, it feeds into the assumption that public transit is primarily for poor people. We need to break that mentality. Mass transit is for the masses. And only when the middle class increases its use of the service will the middle class vote to expand the service. We need better public transit to encourage urban density, reduce congestion, and promote sustainability. We need to eliminate poverty too, of course, but public transit is not the right tool for that objective. It would simply put poor people on high-priced public transportation to get to low-wage jobs.
1	Connects downtown, stadium and 6th ave business districts. Connects UPS and TESC with UWT. Will likely be used by tourists and locals. May spur development. Provides access to hospitals and parks. This is my preferred choice.
1	Good to connect three major business districts. Good demographics to support ridership-to support further expansion.
1	This is very important. A critical corridor for access to pretty much everything. First option for this responder.
1	This route would connect two of Tacoma's dense commercial districts (Downtown & 6th Ave), spurring new development and investment along the route.
1	Provides access to major medical centers, schools and the 6th Ave shopping area. Could be a popular daytime route since it would be convenient for people who work downtown to get to medical appointments and dining options where parking is limited.
1	Links 2 large business areas. Good short-term return. Alleviates horrible parking situation on 6th. Many residents would use to commute to downtown. Highly disruptive to local businesses (during construction). Disruptive to (car) traffic flow?
1	I like this one as it serves higher-density neighborhoods and gives possibilities for extension out towards TCC.
1	This would build a strong connection between downtown, UPS, and 6th Ave districts. Connecting these areas with light rail would help Tacoma to build a strong urban identity and continue the vitalization of the heart of Tacoma, including Hilltop. - Great!
1	Much of the property is already developed (maybe would get updated), not sure it would help economic growth.
1	This would be my highest priority. Well after my comment below about taking it to the waterfront and Pt Ruston. It really needs to go to Pt defiance and the ferry!
1	I think this one would have the best chance of drawing people into downtown Tacoma via the link. I like how it connects

	6th Ave district with downtown.
1	Linking downtown with the Stadium and the 6th Ave business districts seems very wise for the future of this community. Stadium and 6th Ave are very walkable areas and adding lightrail to this dense area makes being car-free all the more appealing.

3. What are your thoughts on C1 - Eastside

Count	Response
1	Doesn't offer access to widely utilized resources would likely see low ridership
1	Don't like. Does nothing for business, tourists, exploring Tacoma.
1	Don't think this will stimulate and enliven the downtown area.
1	I don't see the benefit of this route visitor and resident wise.
1	I like that this increases connectivity but it does not seem to viable at this time
1	I like this idea, but only if you think you can increase density along the route.
1	I see potential for this route to spread further into Pierce County in the future.
1	If you are going to do this at all then this route makes the most sense.
1	It goes to a area with a small population.
1	It would serve lower economic area.
1	Just not enough density or development potential.
1	Long stretch along 25th street is unlikely to provide riders or destinations
1	Low density, bad idea. Second least favorite after G1.
1	Lowest priority.
1	NONE
1	No opinion
1	No opinion.
1	No.
1	Not a good alternative.
1	Not a good option.
1	Not important enough.
1	Not in favor. Does not appear to economically improve Tacoma.
1	Not needed.
1	Not servicing core downtown businesses
1	Opposed
1	Portland Ave is also already served by Pierce Transit.
1	Portland Ave is not a destination for those other than residents.
1	Ridership would be sparse in this mainly industrial area.
1	Seems only useful for commuters.
1	Serves salishan development. Tourists may take to EQC, otherwise little economic impact.
1	Slight Maybe.
1	The East Side Corridor needs a rail link
1	This area is well served by buses already. Who wants to go here??? And I live on the eastside.
1	This is not a route I would use.
1	This would provide transportation up that way, but would not develop any businesses.
1	Too much
1	Who lives over there?
1	Would never ride this
1	Would primarily benefit one particular neighborhood.
1	best use of funds - cost to length ratio as well as serving those most in need to reach downtown.
1	don't like this one.

1	n/a
2	no
1	ridership density not there. Only future high density development would make it best option
1	the best because this serves areas with no bus service
1	total waste
1	Provides access to a part of the community that is undeserved. And connecting the 3 largest job center (casino) to the downtown.
1	Casino traffic wouldn't use the mass transit. Might be a good way to provide for future expansion to Tacoma Mall up 56th st or 38th st in future.. but might as well do D4
1	to be a viable service it should go to 56th St. or 72nd St. otherwise it would just take riders away from PT route 41
1	Honestly, this route doesn't make much sense to me. There isn't a whole lot of reason to push the Link out that direction except in the hope of encouraging future business, which may or may not take the bait.
1	This is not an area I frequent and I don't see this as adding much economic value to the city for the price tag. I don't see a convincing reason to invest money on light rail in this area at this time.
1	I think this is the better option - it gives an economically disadvantaged area perhaps a spur that it needs.
1	I was born and raised on the eastside, the eastside is a commuter area, usually to areas further away than downtown Tacoma. I do not think that the light rail would be a benefit in that area.
1	I question if this route would provide service to enough businesses and attractions to justify it.
1	Reasonable project that connects a little farther and could be extended later to reach more of the city
1	I have no specific desire or use for this line, but maybe it will be of importance to people on that side of town?
1	My fourth choice. I like that this would invest in the east side, but it focuses on what I think is the wrong part of the east side. The area is undergoing development, which means that money is being spent there, but the population isn't there yet. Again, it would be nice to see light rail here someday, but I don't think the investment is warranted now.
1	I like the expansion to Portland Ave. However, expansion south is not needed. The focus of this option should be preparing for future expansion to Fife.
1	This plan would be great for a future rail expansion project, but I don't think that it's the best place to start.
1	Area would again serve residents more than economic growth. We really need this extension to facilitate growth for businesses and TOD.
1	Waste of dream, just put more buses there if trans needs a boost. The Link is beyond transportation, put it where it will be utilized.
1	Pros: Helps to develop an underdeveloped area of Tacoma. Benefits the Puyallup Tribe. Cons: Won't have the ridership as other corridors. Does not link major centers together.
1	I see nothing in the route that indicates people would ride the link in those areas. Is there a connection to places of employment with those residents of that area?
1	This won't increase city/state revenues - but may be secondary after connecting more revenue generating areas.
1	I don't like the Portland Ave route - I think the primary purpose of the rail is to stimulate transit use in and around town and this doesn't do as good a job of that as any route thru Stadium
1	I don't see any major destinations in this route besides the casino. I don't think the public would be well served by spending millions to expand access to gambling.
1	Provides access for the working class to Dome/UWT --- fails to connect major mall to downtown and provide expansion space for economic growth.
1	The lack of appropriate zoning or residential density along this route make it difficult to justify in a federal application for small start funds.
1	Would be a transit line for Salishan, but otherwise not a lot of ridership. This is my least favorite plan.
1	This should probably be a second phase as there doesn't seem to be enough developed areas around the stops.
1	This provides good Eastside service and service to underserved areas. However, you may get more ridership if you went down Pacific Ave instead.
1	The best choice. Still wish it went to 72nd St. There is so much land that could be turned into hotels for the convention center. Will also connect to the Pierce Transit Station on 72nd.
1	This line has limited service area. The waterways and gulches limit the amount of development and ridership that can occur along most of its length. The lower Portland avenue area would benefit greatly as would Salishan. This is a good future option, but I would rate it a distant 3rd behind North Central and North Downtown.
1	This plan does serve an under-represented area, but is short sighted in that it only includes the Portland Ave district.
1	I really like that it provides transit to areas that are less affluent. However, I wouldn't make use of it because I rarely go into that part of town.

1	Would be a waste other than getting close to the Casino. Do not see a need for that area or for the area to grow economically.
1	I like that this option "spurs" out of the downtown area, along a major arterial route, which may allow for the reassignment of local bus service to instead travel this route, to more of a feeder system to this route.
1	The east side seems to have a higher crime rate and would not benefit the city of Tacoma per se, unless some students could use it to get to the UW. I think it is better to keep the Link inside downtown Tacoma so visitors can get around downtown,
1	2nd least favorite. I would never have any reason to ride it. At least there are business/activity destinations on the other routes.
1	This one looks to me like you'd essentially be serving the casino. Would casino goers make enough ridership?
1	I would guess that the greatest benefit of this plan would be the increase in use of Swan Creek Park. This park has a lot of potential, however, the issue isn't accessibility. Trash is a serious issue in this park and it is not clear to me that more people would use it because there is a light rail link.
1	I think the low likelihood for funding is a concern. And the low potential for development and bicycle and pedestrian access is a huge downside.
1	This route makes sense and would probably have good ridership but this would not be my highest priority
1	Disadvantages outweigh the benefits. Minority and low-income access is important, however, if there is no concurrent higher density or multi-use zoning, it defeats economic growth and urbanization/density aspects of mass transit.
1	I am not very familiar with this area and don't see any destinations along this route that residents or especially tourists/visitors would be attracted to. However, it may provide good transit service for residents commuting downtown.
1	I don't think we should support the Casino. If the tribe's want a lightrail, let them fund it as that would be the only real benefit to this action considering it doesn't support higher density, has few pedestrian and bicycle connections, and has a low viability for funding. It basically serves the casino - so this would be 2nd to last on the order of precedence in my opinion.
1	hi residential area needing transit services, and ethnically diverse, easy straight away construction site. May get some of the cars of Portland ave. Good idea for Sound Transit project
1	Not dense enough, nothing is over there and we need to put these things in the core before we expand to urban parts of the city. NO
1	Zero interest to me. I think it is more important to link commercial zones up 6th ave & North Tacoma than to spread into South Tacoma.
1	it would benefit allot of people that do not have the funds to go downtown. It would benefit the Emerald Queen maybe work with them to offset some of the cost?
1	While i like the idea of service to the Eastside, this proposed route leaves a lot of dead space with little residence. I think a route up McKinley would access more people.
1	This goes to neighborhoods that are mostly single family housing neighborhoods. There's hardly any business here and none planned compared to the other lines so I'm not sure why this line is even in the running. This is one of the worst routes.
1	Good for growth in the area which needs it, also it is cheaper to build with less impact on existing area
1	The Eastside doesn't seem to be set up well for this corridor - there isn't much pedestrian traffic in this area.
1	I support this option if the Casino partners in the extension and the streetcar can be a catalyst for more hotel and MUC development on Portland Avenue.
1	this would create a lot more positive change in this community. ease of transit would attract pedestrian and bicycle traffic, as well as gathering support for economic growth.
1	The route runs through too much empty space population wise: Puyallup Ave., and housing is disappearing on lower Portland. McKinley would be smarter.
1	Provides some potentially new ridership opportunities for attendees and staff of UWT. Ask UWT where their students and staff come from. Consider the impacts from Pierce Transit cutbacks, i.e. can Link fill in the gaps. An in-Tacoma solution alone, i.e. outsiders would probably have no reason to go beyond the current line. Not really a destination-rich line.
1	Like that one since it would support the 41 bus line and help the people up in salishan get to down town quicker since the 41 is hourly
1	The map/summary make no mention of what the amounts of segregated lane vs. mixed-traffic operating the alternative would entail. They also don't mention any other priority measures. This is a major omission and if ST is only studying alternatives that are 100% in mixed traffic, you ought to be honest and clearly state that.
1	This would serve more lower income folks but would it really generate ridership to merit the cost?
1	Yes because of our diversity, stratetic location to downtown and UWT, and access to serve underserved communities the Eastside is the way to go!

1	I would never use this as I don't go to the Eastside. That said, I think most people feel the East and West sides of Tacoma are disconnected. The Link might bridge that divide.
1	Attractive idea, but fails to link significant business districts, which is what will get people out of cars. In other words, this route will not appeal to a large segment of the population, unlike B1 (since people travel to the 6th Ave 'scene' but not the E Portland district.
1	It would be awesome to better connect downtown with eastside tacoma, getting there by bus after prop 1 failure will be a nightmare.
1	The zoning is not right and the % of transit ridership is low. This would be a poor direction for Sound Transit to expand the Link.
1	I would love for those communities to have access to an alternate form of transit but, realistically I don't think there would be the volume of ridership that would support the system and encourage further expansion.
1	Would help pull Portland Avenue business area into a coherent whole and better tie the East Side to the rest of the City. The freeway that cuts the Eastside off has always been a problem.
1	This option doesn't seem to go very far. The fact that there is low probability for funding locally is also a turn off.
1	Light rail is most conducive to dense areas with high levels of pedestrian traffic. Seems foolish to build a line in an area that is less than suited for light rail
1	It does not make sense to spend \$119 million dollars for an area with few bike and pedestrian connections.

4. What are your thoughts on D4 (Modified) - South End via Portland Ave

Count	Response
1	would make Mall users happy.
1	really a total waste
1	A good idea, but only if you think you can increase density along this route.
1	Best option. I would use this daily.
1	Don't like. Hate the Mall.
1	Expensive and again, not servicing true downtown core businesses
1	Great goal. Worry about cost
1	Great route, helps more citizens.
1	High cost for limited service and little to no room for economic and high density expansion.
1	I don't understand the benefit of this proposed route.
1	I like that this connects downtown to the mall. This is not a route I would use.
1	I think families would hesitate to ride light through this area due to lack of safety.
1	I vote no.
1	Inefficient and expensive. Unfavorable.
1	It would make sense to actually connect to a major business area
1	Links the Tacoma Mall to Downtown.
1	Makes no sense
1	NONE
1	No.
1	Not a good alternative.
1	Not a good option
1	Not important enough.
1	Not in favor. Does not appear to economically improve Tacoma
1	Not in favor. Waste.
1	Not needed.
1	Opposed
1	Ridership and density problems. What is the destination we are taking passengers to?
1	Route is too expensive for a \$150m extension.
1	Route seems expensive. If link is not faster what is gained.

1	See G1
1	Seems convoluted and not that useful for folks going downtown.
1	This has more benefit for both transit and multi-use activities.
1	This is a good choice except for expense.
1	This is better than route C1 but still - a route through stadium makes much more sense
1	This one looks far to costly for the number of people it would serve.
1	This would be a better alternative to C1 if funding can be found.
1	This would be a good extension at a later time. Too expensive.
1	Too expensive - existing Transit could provide better service.
2	no
1	no comment other than too zig zaggy
1	no opinion
1	serves the best area but costs are too high
1	that seems like a complete waste of time going nowhere vital at all
1	this is a good alternative to the bus to the mall area.
1	this is my my 2nd choice
1	This looks like the best served plan. It reaches a wide audience and is something I would use. I really, really like this.
1	This would actually make it easier for me, and therefore others who live in the South End, to make it downtown without my car - would make us feel more like part of Tacoma
1	I like this venue as it connects downtown to the Tacoma Mall business areas, and it seems to go through a lot more neighborhoods, serving a larger part of tacoma. I like this better than C1, but think it might serve a lot of people, which wouldn't be a bad thing. The cost is a bit high!
1	Same as above -- I know very little about this part of Tacoma, but perhaps that would change if it was better integrated into the city with transit service.
1	It is going to ruin my livability. Thompson Avenue would need to be widened for cars and trains, or Yakima Avenue would be widened for cars. I live on 41st between Thompson and Yakima. Having a train on one road and busier traffic on the other would ruin our property values for everyone in the corridor and negatively impact our quality of life.
1	My second choice. I love that it serves east and south Tacoma, both of which are in need of investment. I like how it bridges east and south Tacoma with downtown, and terminates at the Mall, which is a useful destination. I like how it also gives access to commercial areas on Portland and 38th. This has a high potential for use, and could be a real boost for the areas it will be built through. Unfortunately, the cost may be prohibitive
1	What is the purpose of adding another line to the Tacoma Mall? Doesn't the transit service work fine for getting in and out of that zone? I see no benefit.
1	I am not very familiar with this area and see very few destinations along this route that residents or especially tourists/visitors would be attracted to. However, it may provide good transit service for residents commuting downtown.
1	I question if this route would provide service to enough businesses and attractions to justify it.
1	This area seems to make the most sense. There is a lot of foot traffic off of 38th and it would be fun for people to come and explore the south end. I know that we would ride it often if it came into this area. I love that it would connect to the mall area and bus transit center. This seems like a perfect way to connect people to the downtown area.
1	This area is ripe with new freeways, widened roads, and easy access to businesses & homes. There is no utilitarian use for a Link route except to create even more construction in an area that is frankly a great suburb and doesn't need a city train.
1	While this is a large and inclusive area I feel about it the same as I do about the Eastside plan. It is not as needed nor would it increase local businesses which is incredibly important if we want our city to grow.
1	It would definitely serve a greater amount of the people again. for me i would be more likely to use it. again look at the Emeral Queen and the Tacoma Mall for help they would have a greater economic impact with this route/
1	Good idea if C-1 doesn't get picked. People from out of town can take the link to the mall. (That's if it is easy to understand)
1	Overpriced for the value. It wouldn't increase transit options over existing options, doesn't encourage business development, and doesn't make much sense for transit for tourists/visitors, only Tacoma residents.
1	Closest to my home, but pretty "meh". Tacoma dome to the mall? Thats not a part of the Tacoma I want to be in. If it ended up here, please at least run it down 38th, where all the businesses are.
1	Pros: Links the Tacoma Mall with downtown Tacoma. This will have major ridership. Helps develop underdeveloped areas of Tacoma. The Puyallup Tribe would benefit from this path too. Cons: Does not link major education centers.
1	D4 also does not seem to verry viable since it will cost so much. I really like that this project would further connect

	tacoma however and think that a priority needs to be reaching communities who would other wise not participate in downtown
1	Will link Downtown, 38th street business district, and Tacoma Mall while providing access to the Tacoma Mall Transit station.
1	This is the logical choice. You are connecting thousands of people to downtown Tacoma via the Tacoma Mall. More bang for your buck with this choice. Lots of free parking at the mall and more transit to downtown shopping. Bus service isn't enough, this will help small business in Tacoma.
1	To long of a route to get to the mall from the dense areas of Downtown. Yakima Ave. would have been a better alternative to get from Downtown to the mall.
1	This plan would be great for a future rail expansion project, but I don't think that it's the best place to start.
1	Good choice for providing generous access (likely due simply to being longest route). Good choice for accommodating connections with possible future west-side Link expansion.
1	Very ambitious, but won't qualify for grants (which likely makes it practically impossible to fund in this economy). It also would also hurt the Downtown shopping core by providing easier access to the Mall.
1	2nd choice of bring people in from outside the downtown area but I am not sure how much it would be used.
1	seems like it would cost too much, but would certainly benefit the south side community in a number of ways.
1	I like that this option services multiple neighborhoods (Eastside and South End) and that regional destinations are along this route.
1	Ties a lot of options together like EQ, Tacoma Mall, Transit Station, UW Tacoma and Dome; plenty of options for development and provides access for working class.
1	Ideally it would be nice to hop on the Link and get to the Mall, but I feel like this route is the equivalent of the Max in Portland, a long range commuter train, while I view the Link being more like Portland or South Lake Union's streetcar.
1	Roundabout way to Mall. Should be right up S.Tacoma Way, possibly more land available reasonably. 38th St. is in decline, anyway.
1	This would be great - service to Tacoma Mall, Social Security, connections to other bus lines, serving a need.
1	38th Street would benefit. There is much potential for that neighborhood. I'm not sure bringing the streetcar to the mall is a good idea. That is such a wasteland of parking lots. The focus should be on downtown and traditional neighborhoods.
1	I like the connection to the Mall. Even though it takes the same amount of time, it would be much more enjoyable to ride the link.
1	This would be a nice way for residents to get to the mall, but don't see benefit for tourists or locals other than that.
1	This is the best plan you have under consideration for the south end of the T-Link. It not only serves the Portland district, but also 38th and the Tacoma Mall. It does go through some crime-ridden areas and would require signifcnat policing on the line. As long as it would connect to the Tacoma Mall transit location or nearby, it would be a nice extension.
1	Provides some potentially new ridership opportunities for attendees and staff of UWT. Ask UWT where their students and staff come from. Consider the impacts from Pierce Transit cutbacks, i.e. can Link fill in the gaps. An in-Tacoma solution alone, i.e. outsiders would probably have no reason to go beyond the current line. Not really a destination-rich line.
1	Again, not an area I frequent, and I stand by the thought that it doesn't seem necessary or reasonable to invest in light rail for this area. I think that the main downtown area to 6th Avenue is the smartest place to expand the light rail service.
1	I do not like this option. It is does not accomodate future expansion well. Suggest expansion to Portland Ave (allows expansion to Fife) and expansion down Stadium Way (allows expansion to Gig Harbor)
1	Too much to add and still has limited business impact to increase the established businesses income, not much open late in that area either to increase usage.
1	I feel Lincoln neighborhood would be better served by a line connecting to the Downtown Central Loop - Accessed via the Tacoma Avenue Bridge and across i-5
1	The zoning wouldn't allow for future economic deveopment and the cost is significant. This would be a poor direction for Sound Transit to expand the Link.
1	This provides good service to the Eastside, and I like the fact that it ends at the Mall. However, again, you might see higher ridership and shorter distance along Pac Ave.
1	Same as above. Additionally I think Tacomans would be better served with links to downtown, not the mall.
1	I think the cost is the biggest drawback. If the cost exceeds the grant, I am not sure who will be expected to pay for any excess. The city of Tacoma has had to make a lot of cuts and I don't think the city can afford it if they would be the funder.
1	I believe this would provide the best option. Connection the Tacoma mall with downtown events and shops would provide for high use as well as servicing as a commuter rout for residence in the area to connect with the Tacoma

	dome station.
1	This is a huge amount of money that could go along way in improving bus service rather than laying 5.4 miles of track.
1	The route is not direct enough to be considered for high capacity transit. Large regional growth centers like the Tacoma Mall Area and Downtown need to be connected by shorter more direct routes. This thing meanders like a Pierce Transit bus route as it tries to serve as many areas as it can with as few buses as possible. On top of all of that it is too expensive to build with available money. It should not be considered.
1	Expensive, long & would interrupt traffic flow (?). Links several business corridors. Maybe too ambitious?
1	Interesting but it still goes through lots of low density places. Lots of wasted track miles to get to the business districts. Is this one even affordable?
1	This expands into new areas but there is little "destination" value other than getting people to use the link as opposed to busses.
1	Why would you take the link to the mall? Maybe if you only wanted one or two things. Or dinner I guess. I would most likely never take this
1	Why send visitors to the Tacoma Mall area to do their shopping. Keep them downtown if possible. Also it it way too expensive.
1	Would be a much better Route than C1. Verry indirect few people would ride the full langth of the line and that could cost Riders.
1	Not dense enough, nothing is over there and we need to put these things in the core before we expand to urban parts of the city. NO
1	Zero interest to me. I think it is more important to link commercial zones up 6th ave & North Tacoma than to spread into South Tacoma.
1	I don't think this will decrease traffic or encourage ridesharing. This route to the Mall (basically) serves a "destination" area with ample parking already.
1	I like this one the best, but it is expensive, It does link the Tacoma mall, east side and downtown. Very good for growth
1	Although it contains the same negatives as C1, its expanded plan and extension to the Tacoma Mall neighborhood is forward thinking, both economically and toward the development of an urban growth center at the Mall. Seattle's light rail missed the mark when they avoided South Center Mall. Vancouver access to such malls has made the skytrain a major economic artery within it's urban ecology, this could do the same for Tacoma.
1	Strange circuitous route without much logic or flow. Some low density spots without a lot of near-term development potential.
1	Doesn't make much sense to me. Do these neighborhoods want light rail more than the others? Would it benefit downtown as much?
1	This seems the most expensive and least helpful. It's not faster to anywhere, and doesn't go anywhere I'd be interested in traveling to.
1	Why would I want to travel from downtown to the mall via Portland ave? If you are DT and want to get to Lincoln Dist or Tacoma Mall there are faster alternatives already. I don't see Portland Ave as a big destination for people.
1	The map/summary make no mention of what the amounts of segregated lane vs. mixed-traffic operating the alternative would entail. They also don't mention any other priority measures. This is a major omission and if ST is only studying alternatives that are 100% in mixed traffic, you ought to be honest and clearly state that.
1	YES! Access from Downtown Tacoma to the Tacoma mall would be an awesome way to connect Tacoma, especially since you would then be able to take the Link to Downtown and catch the 1 and have a bus to take you all the way up and down 6th Ave, giving great access to a large percent of Tacoma's social areas.
1	This route would be slower than existing transit and is more money than this area could possibly come up with in matching funds.

5. What are your thoughts on E1 - North Downtown Central

Count	Response
1	Agood alternative to the more industrialized areas.
1	Best bang for the bucks. Would help development of Downtown core. Very favorable.
1	Don't bother without the loop.
1	Firm NO!
1	Good alternative to B1, although misses tying 6th businesses and North residents to downtown
1	Has some merit but insufficient to challenge B1.

1	I like it
1	I like that it serves the hospitals.
1	I like that this route serves the hospital district.
1	I like the geography of this one, but the loop below is a better idea i think.
1	It would mainly serve tourists.
1	Makes no sense
1	My # 1 choice. Route serves major employment centers and recreational venues
1	Nlce.
1	NONE
1	Needs a connection back to TacDome station from north end of MLK.
1	No this is mostly people visiting the hospitals and they will park at the hospital.
1	Not a good alternative.
1	Not in favor. Does not appear to economically improve Tacoma.
1	Only would extend present ride.
1	Opposed
1	Penetrates barely into Tacoma away from where the line already is.
1	See E2.
1	Seems primarily for daytime health care travelers.
1	The hook seems limiting to future routes.
1	There is already a lot of ways to get around Downtown Tacoma.
1	There is already easy access from this area to downtown - it is very walkable.
1	This is a poor choice because it is served well by bus and is walkable.
1	This is great for health care, but not multi-use enough.
1	This seems like a route that gets folks up the hill as opposed to new areas of Tacoma.
1	This seems like a viable plan according to informtion in the TNT but I favor #6 and #2 over it.
1	Too limited.....need to bring people into the city
1	Would be good for the hospitals and access to the medical services there.
1	already enough transit
1	also to close to current link line
1	fairly easy for these people to get to downtown already! Help the Eastside people better
1	it would not increase the economic impact for retail.
1	n/a
2	no
1	not enough return on investment
1	too circuitous and only serves those close to downtown
1	waste
1	This would be my second choice, although it still would be expanding with the gamble that economic development will simply happen because of the expansion. Lets hit an easy home run and connect downtown to 6th Ave business district, the two places people most travel within the city.
1	This is the best option. MLK is waiting for development to happen and a LINK line could make that happen
1	Reminds me of an "E" ride at Disneyland --- maybe good for the local existing area, but fails to provide connectivity for future growth.
1	Bad idea because it loops too closely on itself. Link should cover more distance than this. This is nearly the same as running back and forth on the same street.
1	Connects hospitals to downtown. May spur development of hilltop. Unlikely to be used by tourists. Second best choice.
1	Great for Hilltop, but does not penetrate deep enough into Tacoma. Light rail would remain a 'downtown only' service. The point should be to connect downtown to surrounding neighborhoods.
1	I like this option but wish it could go down further on 6th Ave. Maybe shorten the length on MLK to go further down 6th?
1	E1 seems to be a reasonable excusion of E2 and should be used to get the E2 project started so that it can be completed at a later date.
1	My third favorite option. The focus on improving the use of light rail in downtown tacoma is great, although it would be better if it connected to something that would bring in people. B1 seems like the best choice for providing transit for the

	most people.
1	Good route for people who need to get to or be at the hospitals often, would not affect my potential to ride the link
1	I like this route more than B1 out 6th Ave - it allows for easy expansion out 6th at a later date and will positively impact ongoing development in and around Hilltop
1	Much as I would love to see the D4 happen, I think the access to the hospital for people unable to drive is probably more important. The E1 is closer to the hospital than E2 but the E1 is the worse of the two designs.
1	I can see this serving an area that needs some economic stimulus and re-vitalization, having the potential to be an attractive destination. It also serves some residential areas that may use this service as a commute option, although these areas are already pretty close to downtown and are probably walkable. Nevertheless, I think this is one of the more beneficial options presented.
1	This should be phase 2 as I think that not going down 6th ave as you are in B1 is problematic. There are a lot of reasons to take the E1 route with the amount of businesses, but you cut off the potential for the further expansion and development along 6th ave.
1	It seems MLKing Way should be connected to downtown by getting up and down the hill somehow on 11th or 13th or 19th. A streetcar could not do this. The loop from Hilltop to downtown does not make sense.
1	This line is too close to the existing Pacific corridor and even though it is up the hill from the existing line, it is not worthwhile to expand here.
1	Perhaps the 2nd best option because it links the Stadium district to Downtown. However, it neglects the vibrant & popular 6th Ave district, which will be the real driver for ridership. Also, it is difficult to see who will actually ride this route regularly besides those who reside along the route. Will someone actually drive from another part of the city to park at the T-Dome & ride it to St Joe's? No they won't. However, they may go to get to UPS or Jazzbones.
1	I like that this would provide service to Mary Bridge and Saint Joe's Hospital, making them easier to reach for lower income people. However, this line is too close to existing service, and therefore, despite the lower costs, might not be as worthwhile of an investment as some of the other proposed routes.
1	So this is Hilltop...run it down MLK...I thought J was intended to be the route. Not sure what "noise receptive sensors" are? Provides transportation to the hospitals...I would prefer to see MLK as a main street/business arterial for the Hilltop be addressed first, then figure out if the Link will mess that up. Not helpful to MLK to have St Joe's ugly butt parking garage about MLK for an entire block...concerned also about Peoples Park, Wright park, etc.
1	Economic development potential is significant and zoning is conducive to targeted growth, however, mobility benefits are marginal - at best. It would take almost as much time to ride from Tacoma Dome to St. Joseph Hospital as it would take to walk from Tacoma Dome to St. Joseph Hospital.
1	I can see this as being a next step BEYOND B1 that can be linked in the future to connect the "Hospital Core" However I still think the most important is to link commercial centers and North End residential users to downtown / Tacoma dome transit facility.
1	Bus services already serves this area - light rail is terribly expensive - use this money to improve Tacoma's bus service.
1	This plan is, to put it mildly, ridiculous, it in essence covers the same basic territory of the original line and does not substantially increase the spatial impact and access to a mass transit system, local buses linked to the nearby existing line should be serving this area.
1	this would be asinine. this area is already well served by buses and is extremely close to downtown. not to mention, this track does not actually lead to any destination.
1	This plan is the third most attractive, as it would help support the downtown core and serve diverse riders.
1	I live in this area and I vote no. I can already walk this entire area, and I think my fellow neighbors in Hilltop are used to walking as well. We really don't need it. The only reason I could see it being beneficial is to bring business to our area. Otherwise, I just don't think it would be properly utilized by all socio-economic populations.
1	this route doesn't make much sense it just replaces PT 26 that died because of low Ridership, atleast thats what they told us
1	My second favorite--like that it serves hospitals and Hilltop, which will help the neighborhood reach its potential as a vibrant urban center.
1	I like this option because it provides service to many places in a short distance. I think it would be great for students at many schools. I also like that it connects people to downtown because downtown has a lot of potential but it under used by residence.
1	Since I live and have a business in Hilltop. I like this one. I also see the many advantages for my neighbors, many who do not have vehicles either because of finances or by choice. I also think it could serve many of our school children who need to make it downtown for SOTA.
1	A good first step in completing a downtown loop. Consider MLK and J Streets as a couplet serving the Hilltop and Hospitals. Connection of Stadium District to downtown and MLK.
1	I think this would really serve the multi-care community. Parking at the Tacoma-Dome Station would need to be

	increased however, as all of the hospital employees would want to park there as they'd have now a free ride to work. I support this as long as more parking at the station is provided which would be an existing cost. As this primarily benefits multi-care, they should fund at least 75% of it.
1	This is probably the most realistic option money-wise. It would help an area trying to gain density and commerce. This needs to go to a place where density and commerce are needed and this qualifies. Also, since downtown is built on primarily rock, it makes it so developers can't build underground garages. This would help get rid of the developers parking requirements for downtown as workers could shuttle in on the LINK. That could create the biggest effect on commerce Tacoma has seen in a lifetime. It would make Hilltop a prized area to live again as it might be the only super-close-in neighborhood to a city in America that isn't a coveted place to live.
1	could see why people would like that one since it would be easier to get to the hospitals but at the same time that is the only thing it would help
1	Pros: Connects hospitals and major educational institutes. Encourages population density in downtown. Cons: Serves people within downtown but does not serve to get residence to downtown and alleviate parking or major arteries into downtown.
1	This plan is ok, but I'm not sure what it will add to the city. It will make it easier for people to get from downtown to the hospitals, but I think the smartest place to invest in light rail right now is in that central corridor from downtown to 6th Ave.
1	Might spur business growth in Hilltop area. Bad short-term return; possibly good long-term return.
1	I like this option. The link between the Hilltop area and downtown is great, especially since the steepness of the hill makes walking inaccessible for some. I like the full loop route (E2) better, but the price of this one and it's potential for funding is great. I think this would be great especially if it had the potential for future expansion into a route like E2 when more funding becomes available.
1	I think this is one of the two most viable routes. The access to the hospitals is a great benefit. Hilltop is, in 5 years, going to be the coolest neighborhood in Tacoma, so it will help that growth. There are so many new bars and restaurants opening in Hilltop, hopefully a link would foster more retail. Mostly, access from Stadium District and Downtown would be amazing.
1	I would also be in favor of this, but not before B1. MLK Way is slowing developing and becoming more attractive to businesses and having the Link would surely help. I'm just not sure how many people who like downtown work in Hilltop and vice versa.
1	Picture yourself anywhere on MLK wanting to go anywhere DT on Pacific ave. Are you going to get on this Link route to get there . NO it's not linear, not logical.
1	This would get a lot of riders and support and promote downtown more. Support of downtown and getting riders to and from there should be the priority
1	Lots of in-Tacoma destinations. Natural extension of existing line. An in-Tacoma solution alone, i.e. outsiders would probably have no reason to go beyond the current line. Relatively close to the existing line.
1	Serves schools, medical centers and government agencies/courts (County-City Building) best. Not as well-suited for shopping and dining as B1 - North End Central.
1	The Yakima strip where this leads to is predominantly higher end condos and apartments at this point. Good for UWT students, not so great for other people. Could be a potential business development push, but again, that requires businesses take the bait in a neighborhood that isn't wholly ideal for them.
1	This is the best Choice for impact and dollars spent. Once completed it can easily be expanded to include the unfinished parts of the North Downtown Central Loop. the City is spending considerable effort to attract economic development to the MLK corridor and this project would be the catalyst.
1	This is a good option. It allows expansion to business areas and future expansion down 19th to Gig Harbor.
1	This seems very boxed in and not the expansion our city needs. Many of these areas are within walking distance and doesn't seem needed.
1	This is the best option. Think of all the students that could get to the various schools and all the employees of the hospitals that could use the Link to get to work. Will probably need to add more parking at the Tacoma Dome station.
1	2nd favorite. This seems realistic, would totally revitalize MLK, and make a huge impact on the culture of Tacoma.
1	Would serve two of the areas top employers and, contrary to the document, has tons of underutilized land.
1	Is it faster than walking?? Especially if you have to wait ten minutes for the trolley, I don't think it would be. Someone on crutches could outpace it by walking down the hill.
1	This route is intriguing for its potential to transform a neighborhood. I think MLK St could be an incredible neighborhood within a decade of an active streetcar line and streetscape improvements being built. This route would also connect Multicare, Wright Park and the Stadium district to downtown, but it would miss out on the University of Puget Sound and 6th Avenue. The indirect nature of this route is a concern for me as well. If I'm on 15th and MLK and want to get to UW Tacoma at Pac. Ave., I will have to take a pretty circuitous route, however if the loop gets completed in the future that would not be as much of a problem. MLK should definitely get a streetcar line eventually. This is the second best of the

	options being considered and would be a great investment for our city.
1	This route is my second choice. It gets up the hill to Stadium High School and Tacoma General Hospital and serves the North Slope and Triangle neighborhoods, while also serving St. Joseph. It would not make as much sense as B1 if our intended long term terminus is TCC.
1	This builds on a ridership that exists. But I am concerned about impact on historic and/or park resources.
1	I think this route would serve the Hospitals well. Good connection between downtown and upper part of Tacoma
1	E1 seems a much more reasonable than E2 if closing the bottom of the loop doubles the cost and doesn't appear to provide that much more access than the E1 plan.
1	This is the 2nd best idea. It hooks the hospitals to the downtown area and the existing rail. I prefer the loop to a terminus at 19th.
1	Pretty good. About a 3. Good medical access, chance to explore MLK area and get some developement there.
1	I don't particularly like this plan, as it concentrates the service in too tight of an area with the existing service.
1	This seems redundant with the B1 modification. It seems like individuals could easily walk/bike from the end of E1 to division to the lightrail station on 6th/division.
1	Would bring people to 6th Ave businesses, but a route that direction should go to UPS or TCC or the Zoo.
1	My fifth choice. I like that it goes through the Hilltop, but compared with E2 this seems fundamentally flawed. Access to downtown may be quicker by simply walking up or down the hill. I would only support this a phase 1 of a project that would evolve into E2
1	I like this option best - supports existing employment centers. Likely to get good ridership. Estimated cost is lower than other alternatives.
1	The map/summary make no mention of what the amounts of segregated lane vs. mixed-traffic operating the alternative would entail. They also don't mention any other priority measures. This is a major omission and if ST is only studying alternatives that are 100% in mixed traffic, you ought to be honest and clearly state that.
1	Would be a logical expansion to a North End Central line. Great access to MLK services. I think the North End Central would be necessary first to ensure adequate ridership. No one really wants to see mostly empty LINK cars zooming down MLK (or elsewhere)
1	It basically circle the Same land already served by the existing route. We need to exPand into new areas with opportunity for high density growth and economic stimulation.
1	I like this route. It ties together Stadium and MLK. Multicare and St. Joseph both are viable destinations for regular ridership. It also provides the choice of heading uphill or downhill for connections for people on the downtown slope.
1	Aren't we paying to fix Stadium Way right now? Wouldn't this just tear up the new construction? That makes no sense at all.

6. What are your thoughts on E2 - North Downtown Central Loop

Count	Response
1	i do noy think it would be as benificail.
1	2 way lines make more sense that loops.
1	A loop is a good idea, but it needs to branch out further into surrounding neighborhoods.
1	Again, I would rather see b1 completed as it extends the link network farther west.
1	Circular routes are generally wasteful.
1	Don't feel this is much different than the North Downtown except that it loops, no advantage
1	Doubling back on the existing route seems like a waste of money.
1	Expensive, but second best alternative to B1 and creates a loop, which is nice
1	Future, Not now.
1	Great if we can raise the \$.
1	Has some merit but insufficient to challenge B1.
1	I like it
1	I like that this route serves the hospital district.
1	I'm not sure how this helps Downtown anymore than E1... It doubles the cost of E1.
1	It adds a little more accessibility to E1, but i don't think it's completely necessary.
1	It just goes in a circle. It would mainly serve tourists.

1	It would make more Sense for it to loop route up Tacoma Ave and serve Market St.
1	Just a large version of E1. Be careful with costs. Low destination spots east of 25th
1	Just a slightly larger version of the "E" ride listed above.
1	Like E1, but more expensive. South loop to UWT not necessary.
1	Makes no sense
1	Makes way more sense as a loop.
1	Much of this area is walkable.
1	My second favorite option. Loops are more user friendly in my opinion.
2	No
1	None
1	Not a good alternative.
1	Not in favor. Does not appear to economically improve Tacoma.
1	Not sure how lengthening E1 adds anything?
1	Not the best option for me
1	Opposed
1	Penetrates barely into Tacoma away from where the line already is.
1	Pros: Same as E1 but loops back to the UW closing the circle. Cons: Same as E1.
1	Route is too expensive for a \$150m extension.
1	Same as above except os quite pricey which may or may not be a problem.
1	Same as above.
1	Same basic issues as E1, but with added cost.
1	Same comment as for E1.
1	See above and add \$100 million.
1	See comments to B1. Do B1 first and finish with tail-end of E2, later.
1	See comments to E1 & add the fact it won't be funded with grants. A non-starter.
1	Similarly, this loop is too tight and close to the existing Pacific corridor.
1	The loop seems limiting to me.
1	This is a poor choice because it is served well by bus.
1	This neighborhood can easily get downtown compared to Eastside and Southies
1	This the best because it serves many popular places
1	This would be the best if you had the ability to get funding.
1	Too expensive. Why in the world would you want to go to Center St? Makes no sense at all.
1	Too limited
1	We don't need a cirulator, we need to connect neighborhoods.
1	Would like to see it expanded to 25th.
1	n/a
1	no
1	no loops
1	the loop seems more functional but my comments on E1 apply here too.
1	to mush money and to close to the current link line
1	too circuitous and only serves those close to downtown
1	waste
1	way too expensive.
1	This would be great (per comments on E1), even better to make it a loop if we can afford it (cost is high).
1	Ditto E1: This plan is, to put it mildly, ridiculous, it in essence covers the same basic territory of the original line and does not substantially increase the spatial impact and access to a mass transit system, local buses linked to the nearby existing line should be serving this area.
1	This is the best option. MLK is waiting for development to happen and a LINK line could make that happen
1	This plan is the second most attractive, as it would help support the downtown core and serve diverse riders, and the loop structure makes more sense in terms of coverage.
1	Although very expensive, this alternative has the most long term potential and is the most functional if you look at the downtown area as a whole.

1	I think this route would serve the Hospitals well. Good connection between downtown and upper part of Tacoma built with a complete loop. Could benefit UWT Well.
1	This one also looks great -- it would further connect downtown, and it would also open up much of the Hilltop for commercial use. This would be an invaluable addition to our urban fabric.
1	My favorite route - efficient, usable addition to existing infrastructure, supports development and serves Hilltop. Stadium is the most dense neighborhood in Tacoma - run through there and access that population
1	Lots of in-Tacoma destinations. Natural extension of existing line. Could be an in-Tacoma solution alone, i.e. outsiders would probably have no reason to go beyond the current line. Ask representatives from the various potential destinations. Relatively close to the existing line.
1	I like it much better than E1, but still have the same reservations as with E1. Are we putting this in so that multi-care and St. Joes doctor's and nurses have free parking at the T-Dome station? That is what it will become with this design.
1	Like that this option complete a loop. I question this option due to ongoing projects to make old rail lines parks in downtown Tacoma.
1	I really like this route for its loop and access to downtown from the Hilltop and surrounding areas. The hill is steep and prevents downtown pedestrian and bicycle access for some, so I think this would be great. The only drawback is the cost and potential for grant funding. I would rather see E1 completed and later expanded than E2 run out of funding partway through.
1	In my view this is the best option. Provides link loop around downtown core, supports both subarea plans the City is working on, and would help in providing catalyst projects to get redevelopment underway.
1	This is the best alternative. Combine this with D4 and there would be a huge number of riders. It completes the loop and actually goes somewhere. This is the best alternative, though having an extension down 6th ave would be ideal. Though I think you should save yourself some money and just go back down 25th into the A street station instead of going all the way down to center st. and back up jefferson ave. Save some money and get the loop completed. The loop is key to making this successful. Plus, why would you mess with the new trail that is being built through the UWT campus when there is already a stop for the campus.
1	This is better than E1, because it is further away from the existing line, provides better service to Hilltop, and the loop concept could make for more efficient use of trains.
1	My favorite option for providing great circulation and identity to downtown. Again, as mentioned in E1, consider MLK and J Street as couplet. Loop is a logical link/trunk to various branch lines (6th Ave, Portland Ave, Tacoma Ave to 38th)
1	Bus service already serves this area - why add rails when bus service in Tacoma/Pierce county could be improved very much with \$249 million.
1	Closes the circuit and provides the first of hopefully many expansions - but has the potential of going over budget - perhaps save this for a later time?
1	I would stick with E1 for now instead of pushing to close the loop since it doubles the cost with not that much more access.
1	not worth the time to go up when the north down town one goes by hospital and the one we got now goes by uw tacoma
1	This would be my favorite alternative, except for the cost. This makes the most sense of all alternatives.
1	An interest idea for sure, but for the cost \$100m more than B1 I don't think any of the advantages outweigh the cost.
1	This option is a very good concept. I'd be concerned how the money would be found to complete it. There is low ridership and development potential on the Center Street portion. I'm assuming 25th St. is too steep because it would be a far better route if it was buildable. For the money we have now, the North End Central, or North Downtown option would be better.
1	I am fascinated by this one! I'd use this loop for sure. This is my 2nd choice. I think various socio-economic groups would actually benefit from this route.
1	This is Tacoma and most folks do NOT attend UWT. I understand it's a good school, but we don't have to screw up Link expansion by giving them a train route. The UWT should be classy and ask that we not waste money building a private train system for a couple thousand students. There are tens of thousands of people who could use Link if it were not isolated in a couple neighborhoods.
1	I am strongly in favor of this expansion because it will increase the service area to many businesses and attractions.
1	no way. we do not need another weird train to nowhere. this area is well served by buses, has rail service, and is easily walkable.
1	This is the alternative I most favor because I see it as being the best suited to 1)serve historically under served neighborhoods 2.) spur economic development in the area of Tacoma where it is desperately needed and 3.) serves the area with the greatest economic diversity/disparity
1	This would be a cool idea if there were attractions that weren't just on Pacific Ave. The current Link services most of the Downtown attractions already.

1	This is my favorite plan. It integrates the entire downtown area. It would encourage people in the downtown core to leave their cars parked or at home. Also gives the possibility of heading either direction on the loop depending on destination.
1	This might be better than the shorter route if we go this direction. Might as well shoot for the moon if we are doing an extension and it's not a 6th Ave connection.
1	It is imperative for equity among ALL Tacoma citizens for the light rail to provide service to the Hilltop and surrounding community!
1	Dislike. I think it should be on MLK, not miss it by a block. I like E1 much better, also in the area where it uses Division rather than avoiding it.
1	As I did with E1 I think that this isn't needed. Although the fact that it loops is more attractive.
1	This plan appeals to me personally because I happen to live close to MLK so I could use it to get to downtown. I still think the first plan to 6th Ave is the best place to start, and then this would be a good expansion after that.
1	Service would facilitate things busses already do, would assist residents more than businesses and wouldn't really stimulate growth.
1	I think this should be the Number 1 Priority. There is already a high density and it is an area which will become more dense. It also links the Hospitals to Downtown, which currently are difficult to reach. The Loop is a better idea than a terminus at 19th & MLK.
1	This option is good because it serves a lot of places and already has public transit ridership in the area. I would be hesitant because of the cost. I like that it goes in a loop. I also like it for the same reasons I like option E1
1	Good route. I like that it goes through a variety of neighborhoods and links the hospitals with downtown.
1	Ideal. My favorite. Perhaps it could get paid for if you built one track going one direction. It has all the advantages of E1 and adds the south downtown area and makes the tracks walking distance from Lincoln High School. It also has all the advantages of E1: it would help an area trying to gain density and commerce. This needs to go to a place where density and commerce are needed and this qualifies. Also, since downtown is built on primarily rock, it makes it so developers can't build underground garages. This would help get rid of the developers parking requirements for downtown as workers could shuttle in on the LINK. That could create the biggest effect on commerce Tacoma has seen in a lifetime. It would make Hilltop a prized area to live again as it might be the only super-close-in neighborhood to a city in America that isn't a coveted place to live.
1	E2 seems to be the best design for this neighborhood and would connect many disadvantaged individuals to downtown.
1	I like this one as well for the same reasons as above but the larger price tag concerns me. I would think you could add to E1 at some time in the future to complete the loop
1	Similar to E1 - North Downtown Central, but includes the area by the Mission. This makes it less desirable for safety reasons, in my mind...
1	I don't particularly like this plan, as it concentrates the service in too tight of an area with the existing service.
1	Much as I would love to see the D4 happen, I think the access to the hospital for people unable to drive is probably more important. The E2 is probably the better and more usable version of the hospital run.
1	This route isn't bad but I feel it would cause too much congestion in Downtown around UWT and 17th & Pacific. The light rail already causes a lot of congestion there. (waiting 3 light cycles to turn left onto 17th from Pacific with no trains in site)
1	The map/summary make no mention of what the amounts of segregated lane vs. mixed-traffic operating the alternative would entail. They also don't mention any other priority measures. This is a major omission and if ST is only studying alternatives that are 100% in mixed traffic, you ought to be honest and clearly state that.
1	Excellent choice to expand transit usage within city by providing access to many existing facilities. Much better version than E1. Loop provides many travel time reductions.
1	My first choice. Though significantly more expensive than E1, this is much more advantageous. Making this route a loop gives a choice. Instead of the Hilltop being a dead end like in E1, now it's a destination accessible from multiple points. Also, hilltop residents have access to the north end and downtown in efficient ways. The Hilltop is poised for this kind of investment, and the facilities that already exist would be made more accessible for Tacomans in many neighborhoods
1	we need to connect more parts of the city, already have the line in the area. Not a fair use of funds
1	Costly, but would greatly advance access to Downtown. Not favorable because it exceeds Fed. grant limits.
1	My # 2 choice. Route serves most of E1. Is it feasible given financial restrictions? This would be a great wish list route.
1	This seems plausible with the high density housing that has gone in that area of downtown and the business region. However, again, what are the potential impacts on historic and/or park resources?

7. What are your thoughts on G1 - Pacific Highway

Count	Response
1	?
1	A Waste of Money for light rail.
1	Bad idea.
1	Best economic development. No tourist use. May eventually connect to SeaTac.
1	Completely outside of the growth area. I can see very little benefit to this route.
1	Construction would probably be least disruptive but who would ride this extension?
1	Do not consider this. There are not many residents along here, and not much to go to either.
1	Does not serve enough people.
1	Doesn't seem like it would provide a benefit to the largest number of people
1	Don't bother. Not very useful
1	Don't see at all how this will increase the amount of riders.
1	Fife and the Port of Tacoma Can't Fill a bus why would it fill a train?
1	Fife? No thank you. How does that improve the way Tacoma functions?
1	Horrible idea - who would ride it?
1	I can't open the PDF file.
1	I don't understand how this would benefit Tacoma.
1	I love this. good for education, economic development.
1	I question if this route would connect enough businesses and attractions to justify it.
1	I see no reason to provide service to Fife when Tacoma is underserved. i would rank this last.
1	I would not use this route.
1	I'm not sure why you would extend into an industrial area. This seems unreasonable to me.
1	It goes to the industrial portion of Fife. Is that going to increase ridership?
1	Large cost for the value of not serving many regional destinations
1	Least desirable
1	Low ridership potential makes this an unappealing option
1	Low value overall. Disfavor!!!
1	More ridiculous than C1.
1	NO!
2	No
1	No thank you. Worst of all the proposed routes.
1	Not a good alternative.
1	Not a good plan because it would have a very limited ridership after normal business hours.
1	Not enough potential for daily ridership. This should be phase 3.
1	Not sure the value of this.
1	Opposed
1	Poor ridership performance would make this option a bad choice.
1	Route to nowhere. Bad short-term returns. Disruptive to (car) traffic flow?
1	See little benefit except, perhaps parking locations other than the Freighthouse Square ramp.
1	Seems like the most viable option to tie into Sounder Rail service should that eventually happen.
1	This does not benefit Tacoma and has low ridership potential.
1	This does not seem to serve residential areas at all. Not a good plan.
1	This doesn't serve any residential areas - who would use it?
1	This is a ridiculous plan that serves almost no one
1	This is my second preferred choice.
1	This is throwing money to the wind.. please no.
1	This may be a good route for workers
1	This plan seems like a poor use of resources. Who will ride it?
1	This seems like not a good use of funds.

1	Too limited
1	Totally unimportant.
1	Very little ridership. This one seems to make the least sense of all.
1	What is the purpose of building a route to no businesses and little demand?
1	Why would I want to go to Fife?
1	Why? Ridership would be quite low and the cost is quite high.
1	Won't get enough riders. Support the downtown area first.
1	Worst of them all
1	does not go where people live
1	low ridership
1	makes sense if you are going to extend it to the airport, etc but not very good until then
2	no
1	no opinion
1	not benificail
1	you have to be kidding
1	If the Tacoma link eventually made it to the Sea Tac airport link, that would potentially bring visitors/ tourists to Tacoma.
1	Why should we build a lightrail to nowhere? I'm sorry, Fife isn't nowhere, but it isn't anywhere I'd want to be. This is a waste of money. If Fife wants to connect (with their casino) let them and the tribe build this one. This should be the absolute LAST portion to be built if everything were to be built. It doesn't serve enough people. Not at all worth it.
1	could see why some ppl would like it especially on the 500 and 501 routes since they could get to fife better but not a whole olot of things on that stetch of road
1	Wasteful, as this does not provide enough increased revenues via riders purchasing items. Shuffling people from 1 location to the next is secondary to capturing increased revenues via sales tax.
1	Do not feel there is a strong need for transit along this path unless it meets with a system coming South from Seattle.
1	Poor choice. Serves area that is not pedestrian friendly and contains few via-transit consumer needs (i. e. grocery, medical, education, dining etc.).
1	Perhaps at a future date once plans are firm on the Federal Way transit center --- at the present time would not enhance development and transporation of the core area.
1	To me this option makes the least amount of sense. I understand that it would be a possibility to build up this area, but I think there are many areas (namely downtown) that have much more potential for economic growth.
1	This has high potential for growth. However, using these funds to improve Tacoma/Pierce County bus system would be a far better alternative.
1	This area is well served by bus. This is not a place people need more ways to get to. I don't think you will get many riders.
1	I think this one has the least potential in terms of taking advantage of existing well used routes. Least desirable in my opinion.
1	G1 would be a project that would not really improve all that much. it extends the current line which is good but the project should undertook after downtown is allready significantly improved due to increased pedestrian traffic from b1
1	I view this as a preferred option. Ultimately the Tacoma Link needs to connect to Link Seattle. This option begins connection to Seattle.
1	I don't see who will benefit from this one, and it doesn't seem to serve the city much with this route.
1	This is another bait that may end badly. There's not a lot out there at present, so the potential use of extending the line this direction relies on business investment that may or may not arise. If it does not, we have a link that travels no place useful.
1	I like this one the best. Tacoma destinations, but also a way for those to the east could possibly park and ride into Tacoma. More importantly, it also extends light rail closer to where it can join up with Central Link, which is extending southwards, towards Federal Way. The sooner a connection from Tacoma to Sea-Tac, the better IMO, as that would also open the Eastside and all the way to Lynnwood by then. It would be nice to get rail out to Cheney Stadium someday as well.
1	Why, possibly moving people, but the distances from the transit line to worksites would be prohibitive. That is an area for improved bus service.
1	This seems like a good idea for the future but for right now it seems as though Tacoma needs to be more connected as a city first before expanding north or south.
1	Almost no benefit. Doesn't service anything interesting, close to no riders in that area, and a waste of the time and money.

1	No way. I can't even believe this is in the running. The next route needs to go by where the city could put high density housing and this is so not it.
1	Pros: Links two cities together and continues the hope of connecting with the Central Link 50 years from now. Cons: Doesn't serve the citizens of Tacoma well nor would provide the ridership as with other corridors.
1	A light rail running through the Port would go mostly unnoticed by most of Tacoma. We need to connect neighborhoods and urban centers.
1	This option has very few redeeming qualities unless you work at, or regularly visit the Casino. I am surprised that this option would even be considered, since it does not connect to any mixed use centers in the City of Tacoma (the lower Portland center is across the freeway and so is functionally cut off for pedestrians). The line is also redundant. If an ST3 package is ever proposed it will undoubtedly include an extension of light rail to Tacoma which will go through this area. Including a stop or two at that time it would be appropriate, but a streetcar makes no sense here. There are few people living in the area and potential development will be hindered by the rough appearance and proximity to the port and freeway.
1	I support this option because it is the only one that moves towards a connection with the existing Link light rail system. Tacoma Link and the Link system will need to meet somewhere sometime in the future and this starts us on that path. This plan can also serve the Port of Tacoma and encourage economic development. As the City of Tacoma is also planning on replacing the Puyallup River bridge in this corridor, there is an opportunity to partner and maybe leverage more Federal dollars.
1	I think this could be a really interesting addition once the residential core of N Tacoma is served by the Link. It should be important to link this area, however due to low residential density I would assume ridership would be coming from a residential area, so thus would have to either bus and transfer or drive then take this route.
1	Too industrial, and shops you need a car for anyways for larger purchases and lots of avail parking...leave it alone
1	It seems like the Fed way express bus already fulfills this function, I don't see a major benefit to increased service, as
1	Positive in that it spatially lengthens the route, gives access to another municipality, and alternative economic geography. Could facilitate positive urbanization of Fife and further transit hub possibilities. Also negative in that it would only provide indirect transit positive impacts on Tacoma. Complications in dealing with two different municipalities and their interests. If the intention is to go further north, what are the implications for eventual linkages to Seattle's light rail which is a completely different rail system.
1	Cost is attractive. Density is not there. Where is the destination? If S.T. could commit to linking up Central Link to this route, this would be very attractive.
1	Intriguing, but only if it could get to the Federal Way transit center. Otherwise, it's a train to nowhere (aka Fife).
1	We have the 1 bus route, I don't think this would be a good usage of funds seeing as how it would be going through mostly underpopulated areas.
1	I don't think that many riders would use this route, which might prove to be a waste of resources.
1	I think this is the best choice because it extends a leg toward SeaTac Airport and it also serves the casino.
1	This route doesn't serve many residential areas. Not a big fan of it but it would connect to Federal Way some day.
1	This is the worst idea of all. We use the link to get to places in downtown Tacoma not out towards Fife.
1	Although service on Pacific Highway would seem good for business, this is a heavy commercial and port traffic area and would not get the ridership required to support the system upgrade. I think the Sounder could better support this with a stop near the port at less overall cost.
1	Would rather see Pacific Highway served by future Fife area stop in a Seattle/Seatac lightrail extension to Tacoma.
1	My last choice. Why is this being considered? It goes through an empty industrial area. I can't imagine anyone would want to travel on this route.
1	Good for EQC and Fife, but utterly useless for the residents of Tacoma. Ruston or Fircrest or University Place would be better than Fife to connect with the Link.
1	The map/summary make no mention of what the amounts of segregated lane vs. mixed-traffic operating the alternative would entail. They also don't mention any other priority measures. This is a major omission and if ST is only studying alternatives that are 100% in mixed traffic, you ought to be honest and clearly state that.
1	This is serving the wrong part of Pacific. Pacific should be served in the area of 38th Street, if it's going to be served at all.
1	Makes the least sense to me. Connecting the light rail with the manufacturing and industrial center does not impress. I doubt this would greatly benefit the city of Tacoma.
1	Seriously? This seems like a trick one that was slipped in to catch people who were just being contrary. THE WORST.
1	This is my first choice. This route really reaches a new and growing segment. The working population it would touch is huge, making traffic better in this area. It would also facilitate future Growth and expansion for light rail to the airport. Growth in this area is limitless, with the zoning, transportation and other changes and opportunities. This is by far the best choice.

- 1 No. Maybe this would be a great route in 20 years, but not now. Maybe by building the route you'll foster economic growth in this area, but we need economic growth in hilltop and the eastside more than we do in industrial Port areas.

8. Is there anything else we should consider as we narrow the list of corridor alternatives down?

Count	Response
1	Access to education is a important
1	B1 can be extended later to increase connectedness even further.
1	B1 looks like the best use of dollars to track miles/passengers
1	Central district needs transportation options.
1	Consider the impact on the neighborhood when you start cutting away at property lines.
1	Consider what will help solve parking and traffic problems.
1	Cost; time spent in construction; disruption of service/access to area businesses
1	Eventually tying together the bus and train stations.
1	Give a route that will serve the North end of Tacoma.
1	I favor expansion to provide greater service in the downtown corridor.
1	Include the Hilltop community!
1	Jobs, Plot out the Job centers and that should be a major consideration.
1	Keep the goal at getting the most for your money.
1	Loops are a good thing.
1	N/A
1	Perhaps a link that goes out 19th pass hospitals, TCC, Cheney Stadium.
1	Ridership on current transit. These are the people with a need to go.
1	Ridership to the Science and math institute in tacoma
1	Rubber wheeled, not fixed rail.
1	Run the Link all the way from downtown to point defiance along Ruston way
1	South down Pacific ave. To 72nd.
1	That said, do as many as possible, I would happily pay more taxes for any of these additives.
1	What about putting it on pacific ave or down south tacoma way instead
1	major buisness like superstores, schools etc
1	no
1	the main link to the coming to the south you need to link the two.
1	where is Pacific ave?
1	Combination of B1 and G1 should be explored. Maybe reduce G1 expansion to allow expansion to Stadium HS.
1	I think the 2 keys are to (1) expand toward an area that is attractive to visitors and downtown businesspeople to get to - i.e., restaurants, bars, nightlife, and (2) serve residential areas to increase commute options toward downtown. I think the options that best meet these needs are the hilltop/MLK and the 6th Ave.
1	If two or more highly performing alignments share much of the same corridor, that set of alignments should receive higher priority in relation to the others. The reason for this is that if one of those alignments is selected, it will make other potentially viable extensions much easier to construct incrementally. The best example I can see of this is E1 and B1 - both alignments share Stadium Way and Division Avenue to Tacoma General Hospital. If either of those is chosen, the rest of either E1 or B1 could be funded with a local improvement district. If two LID's could be created, potentially two extensions could move forward, providing the greatest possible mobility and economic development.
1	Yes -- Don't expand. The community does not have the funds and rather than build out the Link and destroy it, let it be until things begin to turn around and the taxpayers are more amenable to the spending. Now is NOT the time.
1	Balancing future and current growth possibilities. Real world usefulness BEYOND tourist access. Tacoma Mall access or 6th Ave access would provide real world utility and focused urban growth centers. Avoidance of low density areas that cannot easily be re-zoned for future growth. Avoiding being drawn into narrowly focused goals (any ONE of the goals provided for in the survey)
1	Dense urban areas that have the potential for high ridership should be a priority. Why build a multi-million \$ line if it won't have the ridership?
1	Notice maps previous. Nothing south of 47th. Do not propose a tax on the city taxpayer as a whole to support only the

	few. Seems to me this is a 'vote buying' scheme to support the sitting few in power.
1	Tacoma has been shaped by last minute decisions that were made to save ailing citizens. Now, we have the opportunity to invest in an expanded community transportation system with patience and forethought. It would be nearly criminal to not recognize the north end expansion as the paramount choice because it would be successful there & the Link is still new and not ready for experimental routes through places that don't want it.
1	It matters to me whether people who need access have access. But I assume that matters to you, too.
1	Any money spent in pierce county for any rail service should be for the completion of the tacoma to sea-tac airport line
1	Look at cost, think about how many business down 6th ave might benefit from this. No tourist is going to take the link to east Tacoma. They would take it to 6th ave to have a meal or go shopping. Also it is more centrally located on 6th ave
1	Please consider connections to the TCC transit center and service to the Mall area, this may significantly increase your ridership and help to pay for the project through increased fare revenues.
1	Go to the hospitals -- big employment center that needs a connection to downtown; also climbs a hill that's tough for some to bike up.
1	More North End Service around the TCC area would be beneficial. I think a lot of students would be able to use this service.
1	If not already clear from my above comments, ridership is key. If people see LINK cars being used, and are hopefully using them themselves, the system will receive support. It is my belief that the the 6th avenue corridor has the highest percentage of people who would be LINK friendly and use the system the most. Not the least of which are UPS students. This would feed a lot of people into the downtown core who are coming to spend money at downtown (and 6th avenue) businesses. It would also serve people looking to get to medical facilities for work and for appointments.
1	Consider the amount of businesses on the main 6th avenue, and the ridership that would decrease the amount of driving while under the influence by promoting public transportation.
1	Going past stadium high school, down 6th ave and making the loop as is in E2 would hugely grow ridership. Extending out to South Tacoma as in D4 modified would surely increase ridership, but having a central corridor and access down 6th ave would increase development and definitely ridership in the short term.
1	I think the plan that shows the most promise would try to link N Tacoma residents and University of Puget Sound students to the downtown corridor. I think getting people who would normally drive to downtown, drive to the T-Dome park & ride or just not go downtown should be the top priority.
1	Expanding into other cities and looking at ways to continue the route in the years to come are two things that must be considered.
1	Build on current development to promote increased density. Make sure hours support after work/evening/weekend activities. I'd love to take it downtown for dinner, weekend trips, etc. start in a location-6th Ave - where you have a semi-dense area w successful businesses, then build the system from there.
1	We have got to stimulate the downtown. We need to bring people in from the outskirts.....people who will work, play, and spend money.
1	Revenue generation and economic development should be the ultimate focus. 6th Ave to proctor does this - as there are businesses all along this and it will link downtown students/residents with shops/bars/events further afield. This will also promote growth in areas that are already growing - i.e. it minimizes the risks with known populations and plot sizes for shops. If ridership is to remain "free" it should be paid for by economic growth - and the only way to minimize that risk is to go into areas that are affluent and already are developed - saving areas where growth MAY occur for later.
1	Eventually, the costs will be passed onto the working class who are already financially strapped. Let's not install a link that does not boost the Tacoma economy.
1	B1 and D4 are the best choices. B1 has the edge for several reasons. The Stadium and 6th districts of Tacoma encourage high density living which would justify the extension. Mary Bridge is along the route. D4 has potential in linking with the Tacoma Mall. Downtown resident have less of a reason to drive. Tacoma Mall patrons have more of a reason to visit Downtown Tacoma.
1	I think the best project is the one with the most potential ridership that is able to stay within budget and able to be successfully completed, if possibly expanded later. In this regard I think B1 and E1 are the best alternatives. I think E2 would be tied with B1 if it were able to be fully funded.
1	Focusing on eliminating the need to drive into downtown rather than providing transit options for those who already live down there should be a priority.
1	Access to Tacoma Dome/ stations is definitely important. However, my main concern is to get more retail establishments into Downtown. Retail has has limited success in Downtown and the more strengthened that is, the more strong all our districts will be.
1	Whatever alternatives that can help get downtown Tacoma more valuable to employers and attract businesses should be #1 priority. Get those buildings filled and you'll have the money necessary to reach out to other areas in the future.

1	Think about the local economy and how our areas of local commerce are solely lacking when you look at cities of comparable size and cities such as Portland and Seattle.
1	I think we are looking at this backwards. Tacoma should develop a transportation plan to figure out how and what modes of transport we want/need to connect people to work, play and home. I feel like lines were drawn on a map based on where people thought they would be nice. And then that list was evaluated based in a set of criteria. It is not comprehensive for the needs of the city. Maybe we don't need a to extend the link, maybe we should spend the money on bus transit. I feel like we are looking in a small box and \$150 million is a lot to spend on a small box when we are not considering how the link will connect to everything else.
1	38th street has a lot to offer - amazing food, culture and wonderful neighborhoods. We also have Lincoln Park and Lincoln HS - this link could really help the southend develop and grow and bring more business to downtown Tacoma and the southend.
1	It's essential that we build a rail system that people will use from day 1. Rail needs to succeed. Build it from downtown to 6th Ave. The success of B1 will enable future projects that will eventually serve the entire city.
1	I think that ridership should be the primary goal in considering the alternatives. I think it would be wise to displace current transit service with light rail, so that those transit resources can be realigned elsewhere.
1	Consideration of the goals and visions for both the MLK and South Downtown Subarea Plans would be something for the team should consider in selecting the preferred alternative.
1	Cities will become more dense over the next 20 years - the more this expansion supports that trend the greater the ROI of the project
1	Nope, that's about it. Who does it serve now? Does it fill in gaps from PT cuts? Would people going to the destinations be added from or moved from buses? Does it move towards connecting the entire network?
1	Have a line go out to Spanaway are, would greatly increase ridership because then it would easily connect them to other transit centers.
1	look at what impact it would have on the retail the increase sales tax will help offset allot of the cost. For me i would use it if icould access the retail/ Musuems.
1	Linking TCC transit center, south tacoma, central tacoma and north tacoma to downtown would be key in mobility and increased mass transit participation.
1	A line on Pacific Ave. to PLU/Parkland would be smart. Another could be a route that serves McKinley and 38th Street rather than Portland.
1	Light rail is best used to connect tourists to other business, educational, entertainment districts. Buses better serve locals.
1	How about a route that goes up 19th? It would connect a lot more and offer a lot of potential. St Joes, Cheney Stadium, the new "Barf" Wal-mart (some people are going to use it so might as well get them there without polluting so much - although it makes me want to puke)
1	Use transit history in Tacoma as a lodestar -- remember that a hundred years ago, people were concerned with the same issues, and solved similar problems to the ones you face. Use their experience, and use their transit map to inform your own decisions.
1	As an alternative to B1, 6th Avenue, if cost or congestion becomes an issue, 12 and 21st would both be logical additions as extensions from a central loop.
1	That the overall preponderance of government investment monies have been unreasonably concentrated in the downtown/ waterfront areas and that Route E-1 would go a long ways towards rectifying this imbalance.
1	Sound Transit Long Range Plan from 2005 which points to TCC as the intended destination for Tacoma Link. Please recognize future extendability from these alternatives as well.
1	We use the Tacoma link as it is at least twice a week to go to destinations along the line. Please make your choice based on having at least some destinations--restaurants, music, health care, etc.
1	I would consider the plan that would add the most to Tacoma's urban core. I think the future of our city lies in developing along the principles of new urbanism- walk-ability, bike-ability, and clean, appealing public transportation. The economic development in downtown, St. Helens, Stadium District, and the 6th Ave business district are very important to the vitality and appeal of our city, and adding light rail between these will add a lot to our city. I think this will give us the most bang for our buck, and then the program can expand outward from there.
1	Where are folks investing in their neighborhoods? Are we maintaining free service on the Link or is there a plan to convert it to a paid service? What kind of hours will the service be available? Is this going to be torn up in 50 years?
1	I feel that you will get the most support and foot traffic with the North End Central extension and that people would even be willing to pay to ride if they could get to the downtown area, 6th ave restaurants and Proctor area throughout the day and late evening.
1	The route should combine the greatest number of potential riders (supply) with the areas that are most desired destinations (demand).

- 1 Yes! Tell us where and how many miles of segregated lanes vs mixed traffic running you are looking at - it makes a difference.
- 1 Please focus on working to connect the University of Puget Sound with the rest of Tacoma. Sadly, the vast majority of UPS graduates never build a strong relationship with the city of Tacoma and quickly leave after graduation. It is imperative for the future of Tacoma that the city is capable of attracting and keeping young college graduates. It disheartens me that this wonderful school suffers from an extreme campus "bubble" effect. There is so much potential for the University of Puget Sound and the rest of Tacoma that is not being met.
- 1 please consider extending rail service to a community that is in need. we do not need another downtown loop or anything up 6th ave. the south side has been overlooked for a very long time and could grow the fastest (open lots, cheap residential and retail rent, few historic sites or parks to be impacted). let's create a new vibrant neighborhood. if you build us a way to get over to McKinley, skyline, or s 38th on a train, we'll go spend our money there. plain and simple.
- 1 1st choice - E2. 2nd choice - D4 Connections between East/South Tacoma and Downtown are important. East/South side usually gets left out and left behind.
- 1 Connecting schools (ie UPS, PLU, TCC, UW Tacoma) to urban area with restaurants and parking all but guarantees ridership.
- 1 Think about gaining support for future expansion by selecting a route that will have high ridership...i.e. in the most dense neighborhoods.
- 1 Has an entrance or exit survey been done with the population that use the Link now. Is it moving people from the Transit Parking Facility and Train and Bus hub? Is it encouraging tourists to explore Tacoma? Where do people want to go?
- 1 Which route serves the people best? Spur economic development for the least amount of \$. Put it where land can be cheaply purchased.
- 1 I think that the plan should be eventually to connect Tacoma as it was when you could take a cable car from Downtown to Proctor and then onto Point Defiance. If these areas could be connected via Link in combination with connection to the Tacoma Mall and Link access to 6th Ave, I believe a large amount of people would come to Tacoma to take a Link through the "historic cable car route" while also having access to things that people want to do without having to hassle themselves on buses. See San Francisco for proof.
- 1 The potential expansion of the "tram to nowhere" is a bad use of funds, especially in these difficult economic times.
- 1 Tacoma is, in general, too low in density to get a big benefit from light rail vs. buses. Wherever this goes, you need more density and more apartment buildings along side it.
- 1 Envision these areas 20 years from now. Don't short change us because this is Tacoma. Consider what would be acceptable in Seattle.
- 1 The long-term development of the Link if it comes up along the 6th Ave corridor could include the TCC transit area. This connects two major transit locations, Branches could easily extend to other important destinations like Pt. Defiance and the Proctor District. These destinations would be good for both local business, city residents, and visitors to Tacoma.
- 1 I think serving the hospitals on the hill is a very good plan. I think because of the diversity the economics, and the hospitals in Hilltop the ridership would be high.
- 1 Ridership, density of areas served, Public/Private partnerships (i.e. Portland streetcar) with developers to finance extensions. Will fares be collected? How will the extended` system sustain itself ?
- 1 The link needs to connect downtown to the waterfront. This is by far tacoma's biggest asset and would make it so visitors and business folks could make it down there easily for lunch or after hour events.
- 1 I think the streetcar should be utilized as a traffic calming device and be purposefully run along the highest traffic roads in the inner city. Also, by running it next to main roads, it could potentially conflict with planned bicycle infrastructure such as Bicycle Boulevards.
- 1 I wish you did cable-cars. You could do B1 to Sprague from downtown and use the rest of the money for a cable-car loop or single line from downtown to the MLK business district on 11th.

9. Please share any other comments with the project team.

Count	Response
1	Add the North end to have good access to downtown
1	Awesome work, I hope this happens!
1	B1 now and E2 (last part) later.
1	Connect neighborhoods to employment centers

- 1 Good Luck
- 1 I am very excited at the prospects that B1 line offers.
- 1 I strongly urge the support of the 6th avenue, downtown route
- 1 If this doesn't go through Stadium, not sure I could support future measures.
- 1 Is there a way to connect with Amtrak better? Will there be P&R options?
- 1 Make the first line a sure success, not a gamble on attracting future density/development.
- 1 N/A
- 1 Stop this process before it costs any more money. No more studies, no more expenditures.
- 1 Thank you for doing this. I think expansion would be a great thing for Tacoma.
- 1 Thank you for your time and talent.
- 1 Thanks for working hard to get this right. We appreciate your efforts.
- 1 The 6th Ave. route stands out as the best first step. Then other routes could be added.
- 1 The URL for this site is a nightmare.
- 1 Work hard and good luck with the grant application!
- 1 add a west link light rail line to ballard and queen anne
- 1 perhaps somewhat in the north end, I street
- 1 please take these comments seriously thank you
- 1 Build it and they will ride! I lived in Portland for 5 yrs and saw 3 new Max lines open while there. As soon as the line opened, the riders showed up in droves and the trains were packed. Also, the neighborhoods along the track route saw many benefits in revitalization.
- 1 I own a business in Stadium District and access between my district and Downtown is crucial. A number of my customers won't go Downtown because of parking. Ease of access helps both my district and the Downtown core.
- 1 Eventually, the costs will be passed onto the working citizens who are already financially strapped. Let's not install a link that does not boost the Tacoma economy.
- 1 The downtown area adjacent to Hilltop is an area poised for real growth, which will benefit all of Tacoma. B1, E4, and E1 would all bring much needed rail service to this diverse and economically promising region. Finally, the questions asking us to rank priorities (1-6) is a bogus question. All of these criteria are important, and you create a false sense of priority by asking us to assign a different number to each. From a statical point of view, it's very poor survey design--one likely to create and inflate artificial differences.
- 1 I feel very strongly that ST is trying to stealthily convert what was supposed to be a light rail project into a streetcar project and is being very disingenuous to the public in doing so. ST ought to be very very clear with the public if it is no longer studying light rail with dedicated lanes and has moved on to only looking at streetcar with no travel time advantages.
- 1 Love most of the ideas. Great work! This is exactly how community planning should work (i.e. getting direct feedback from the actual community). Good job. I'm confident that whatever final plan is agreed upon will be great for the city of Tacoma
- 1 I didn't see anything for the Pacific Avenue (highway 7) corridor. This is a heavily used transit route and buses are often overfull. Doesn't look like Pierce Transit will remedy this anytime soon, so perhaps Sound Transit should look into that to supplement the #1 bus.
- 1 The current light-rail disrupts traffic flow to cars traveling west (up the hill). (It seems that the tram has priority when crossing intersections.) This is annoying when you are a driver who hits the one red light when the rest down the road are green; there must be a better solution.
- 1 A future expansion that would make alot of sense would be an extension from the north corridor to the Pt. Defiance area. This could connect to the ferry area, serving Vashon residents and several bus routes, and also increase business along the 6th/Pearl district area.
- 1 don't build us another pointless loop. a road to nowhere doesn't do anybody any good. and for Dog's sake just build the train track into the roadway, drivers will figure it out and the lights won't take as long if the trains are going with the flow of traffic (please go visit portland, or and take notes).
- 1 If you decide on a two-way track on the same street, please consider putting one track per street. That way the track going the other (opposite) direction is on the next street over. You get more economic development that way for not a ton more cost because there's more "track-front" real estate that way and a wider transit corridor is created with pedestrian shed between the two streets with tracks on them. Portland does this and it's one reason their system creates so much commerce.
- 1 I hope that you can start with the North End line down 6th Avenue, and connect the avenue with the services downtown. As I'm sure you already know, we're all more interested in how the city will go around this infrastructure. The benefits of mass transit might not show up immediately, but rather be the result of decades of incremental development.

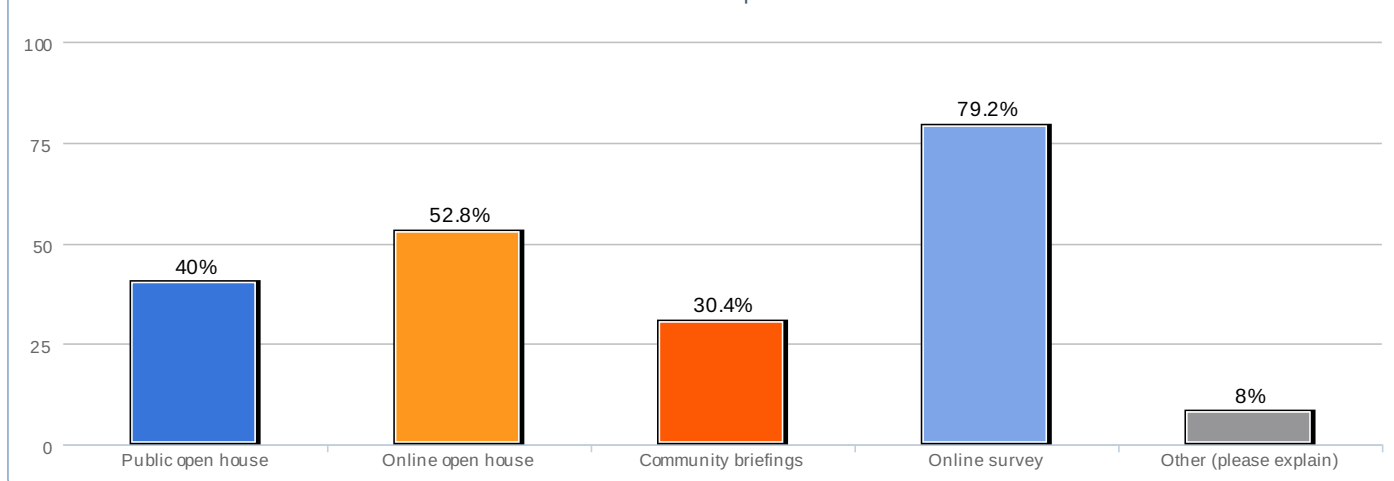
Sometimes that's a hard aspect of our existence to factor into our mad political system, but that's the truth of the matter, and we REALLY NEED THIS!!!

- 1 Establish a pay as you go ticket system; what is the pay scale; system must be financially self-sufficient. No more FREE trolley car rides.
- 1 I disagree with expanding linklight rail in Tacoma. Not sure if Sound Transit started with that question to the public or just dove into the alternatives for failure. The current link system is under-utilized and expanding this system would not support economic development along any of the corridors as suggested. The economy and attracting new businesses to Tacoma will govern whether population growth expands or is stagnant in Tacoma. Not a rail system. We have adequate bus service already. Sound transit should refocus its energy and money on regional expansion of light rail in Pierce County such continuing the Lakewood expansion to the south to include the growing city of DuPont and the growth of JBLM which continues to clog I-5 south of Tacoma on a daily basis during rush hour. Use the example of expanding light rail from Seattle to Bellevue as what to do down there. Tacoma does not have the population growth to support rail expansion within the time frame being considered nor do we need it. Serious effort should be given to route alternatives South of the Lakewood station. Expanding into industrial areas to the north and into Fife doesn't make any sense to me and I do not support any of the alternatives being floated to the public.
- 1 The downtown core transportation goals should be met first. The ability to move pedestrians over challenging terrain (Pacific Avenue up to MLK) and connect vital nodes within the downtown area is important and will help set the stage for new development.
- 1 Ultimate connection to other regional population bases (i.e. Seattle) must be incorporated into the preferred option.
- 1 I would love to see more focus on the 38th Street area - so much focus has been on the northend and downtown. It's time to focus on other great areas of Tacoma!
- 1 Why is this even being considered, when the more cost-effective bus lines are being cut? Unless the Federal govt. is paying 100% I do not see the need, and even then I might only do C1.
- 1 Have a copy of the Bicycle master plan on hand while looking at these routes! Think about what the S.L.U.T. has done in Seattle (running a streetcar track down a high traffic bicycle route), and how many people keep getting hurt on it.
- 1 I am a bike commuter without a car, these improvements would be incredibly beneficial for getting around Tacoma.
- 1 Perhaps it exists, but maybe put out a final plan meeting all desires. Example a large circle using the existing structure using D4, B1 and connecting them together using Pearl or Mildred coming back 56th or 48th. Then start construction or build out section by section or station to station as funds become available --- people will see where the team is headed.
- 1 Thanks for your work. Please let us know beforehand when this will be going before the Tacoma City Council and Sound Transit Board. Thank you.
- 1 Thank you for your work on this project. Please ensure that the analysis and recommendation is submitted to the Tacoma City Council and to the Sound Transit Board for approval by this April.
- 1 Absolutely must extend the line to the Stadium district, regardless of whichever route is selected, in order to provide a link to the stores, restaurants, grocery, & residences to the McMenamin's, downtown & T-dome (transit center & events).
- 1 I know the city, in its infinite wisdom, designated the eastern half of the Hilltop as "downtown." There were self-serving reasons they did that (mostly to count the hospitals' employment as part of downtown's employment) but please see the Hilltop as a COMMUNITY, largely residential, with a rich history, a dramatic comeback from big troubles, and one that should be preserved, respected and not just used for other peoples' gain.
- 1 As a commuter to Seattle at the moment I drive from near 6th ave to the T-Dome station where I catch the train or bus to Seattle. I would LOVE to be able to take a light rail alternative to the T-Dome station and not drive at all for commuting. I would also see myself using it on weekends or evenings to get downtown to museums, shopping and events where I now do not go due to parking hassles.
- 1 Currently I use the Link to park my car in a fairly safe location then ride it to various destinations in Tacoma. I have used it to go to Polar Plaza, the Pantages, Dorky's, the Convention Center. I like that it is free to park and free to use. I probably would not use it as much if I had to pay to use it. Why would I pay a couple of dollars per person to ride it when I could get parking near my destination for the same or less?
- 1 PLEASE consider that currently there is zero reason for someone like me to bother going down town right now. It is not convenient due to parking, and a lot of these plans only cover the down town area. It would be amazing to see a design that pulls people to down town and gives them easy access to and from the area.
- 1 Consider inclusion of vintage-styled (turn of century streetcars) and CNG/hybrid powered (eliminate pantographs / able to climb grades) vehicles into TacLink fleet.
- 1 While I appreciate the alternatives that have been created, I cannot understand how it is possible to even consider spending these huge sums of money on rail when bus service for Tacoma is so poor. Please improve the bus service for citizens who need public transportation rather than worrying about light rail for tourists.
- 1 plan b1 and both of E maps would be of some use to middle class Tacoma people and businesses. the other routes would be yet another attempt with government money to rescue and revive the impoverished of the city. Salvaging

Tacoma needs to start with educating children and their families, not creating a transport system

- 1 Design something that is linear, that goes from point a to b to c directly, not something that circles around and snakes to places out of your way. It's what you should of done with the Seattle Link. Who wants to go from the airport to downtown via Rainier Valley. When you expand that to Des Moines, Federal Way and Tacoma no one will want to travel to downtown Seattle that way. The bus goes direct in half the time.
- 1 I live in an apartment in Federal Way, but we're considering moving to Tacoma. When I look for apartments, I look for ones that are next to a major express transit center, such as a Sounder station, or a Transit Center that could let you go to Seattle without transfers. Federal Way has a few clusters of apartments that meet this requirement, but Tacoma really doesn't. I wanted to look at apartments near the Tacoma Dome station, but there just aren't any.
- 1 The only one of these options that makes strong sense to me is the 6th Avenue corridor. It is going to help boost existing business and encourage new business in existing vacant buildings and lots along the route, will serve Tacoma residents and visitors well, and connects the vibrant downtown shopping and entertainment to the vibrant 6th Ave shopping and entertainment.
- 1 I can't believe that you cut bus service and will cut bus service even more, but you are going to spend hundreds of millions of dollars on a train that only serves a limited population.
- 1 Either B1 or D4 are my choice. Areas of Tacoma slated for high density development, connections to major education and medical centers should be the primary considerations. If either one of these is chosen then the other should be kept for future consideration.
- 1 6th Avenue is critically to serve. Pacific and Yakima Avenues, while secondary, are estimable.
- 1 I favor B1 - North End Central and could picture using it myself. As the route currently stands, I do not use Link, nor do I have the need to since it doesn't serve my areas.
- 1 The route summaries cited limited development opportunity in the MLK corridor, which I think is actually incorrect. There are many underdeveloped properties and a great potential for added density and ridership. Consider also relevance of Tacoma Housing Authority redevelopment at 27th and G Streets and large vacant areas in south downtown that could be serviced by a central loop.
- 1 I think connecting people to downtown should be the aim of this project. 6th ave is great but I think to attract the people and money to Tacoma the way Seattle does, it needs to have a downtown people want to visit. Businesses can't thrive without more potential customers. I think that effort needs to start by getting more people who live here in the city to spend their money downtown and they will spread the word.
- 1 I'm delighted to see your taking this on. There are a lot of interests and considerations to weigh, and I wish you the best in tackling these challenges.
- 1 I think this is a huge win for Tacoma. Potentially the best thing to happen to Tacoma in years. Completing the E2 loop is the absolute best decision if funding is tight. The central corridor needs to be first and foremost. Having schools and young people on board will encourage others, including business folks, to use lightrail everyday.

10. Sound Transit will offer opportunities for public comment again later this spring when we present the draft Alternatives Analysis Report. Please let us know what opportunities you would like Sound Transit to offer at our next public involvement milestone.



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Value	Count	Percent %	Statistics	
Public open house	50	40.0%	Total Responses	125
Online open house	66	52.8%		
Community briefings	38	30.4%		
Online survey	99	79.2%		
Other (please explain)	10	8.0%		

Open-Text Response Breakdown for "Other (please explain)"	Count
Information booths at events such as farmer's markets and community events.	1
Offer to repeal this project.	1
Please continue to offer the open houses after hours, so those working may attend.	1
Professional city planners opinions on where the tracks should go and why.	1
Snail mail	1
Whatever you think is best.	1
more link light rail	1
opportunity for feedback to my ideas without going to a public forum	1
snail mail	1
also post information, charts or models at existing stations and transit centers to impact your target audiences	1

11. Please share any other comments for the project team.

Count	Response
1	Best wishes.
1	Get going!
1	Good Luck!!
1	Good survey and thank you.
1	I don't want to be anonymous and I would like feedback. gkstac369@aol.com
1	N/A
1	None more
1	Save any money left over from this process for phase 2 extensions of Tacoma Link.
1	Stop.
1	Thank you.
1	Thanks a million for improving public transit in downtown Tacoma! Best of Luck!
1	Thanks for working so hard on this project!
1	Thanks for your great work!
1	Thanks for your work!
1	Thanks!
1	The sooner the better --- transporation systems in the Puget Sound Region are decades behind.
1	downtown via 6th ave via Cedar (Target, Walmart) to Tacoma Mall
1	i fully support streetcars in tacoma
1	like online commenting
1	more link light rail
1	All the routes are ideal. If money weren't a consideration then we should do all of them. Good job!
1	Tacoma needs public transportation if it's ever to realize its ambitions to be a world class city. Rail transportation is expensive because it's worth it.
1	Thanks for the online survey. Nice to be able to weigh in even through I've been unable to make one of the community meetings.
1	Back up and ask the question, where are the most urgent needs for a light rail system in Pierce County?
1	The work you do tranforms communities and people's lives. Do your best to keep that in mind as you design. Thank you for your hard work.

- 1 Trollys can also have extra cars in a fleet to accommodate the Fairs, Salmon Bakes, events, etc to communities surrounding Tacoma during special events.
- 1 Please be more aware of needs of differently abled person who have a considerable range transportation needs. Thank you opportunity to respond. This was a very important option.
- 1 I'm in favor of anything that will get us closer to linking with the Seattle link. (Need to be able to take the link to Seattle, and not just the train.)
- 1 I really appreciate that the Link will be extended. I have found the Link Downtown to be very useful for traveling Downtown but it doesn't really go anywhere with a good social element, like the Mall or Point Defiance for example. Hopefully someday it can extended where you can access all of the parts of Tacoma together and increase day trips into Tacoma from areas around.

Summary Report - Auto Run

Survey: Tacoma Link Expansion Survey - March 2013

1. B1 - North End Central

Count	Response
1	#2 for me. Meets most of the goals. May not bring the ridership that is expected
1	Better than E1 ... although it could still be built in the future as a branch of the E1 line.
1	Gets people where they want to go.
1	Having a train on 6th Ave would be great.
1	I do not know anyone in this zone that uses public transportation!
1	I work at UW Tacoma. I'd love to see 6th Ave and the UW connect. And UPS.
1	It would be wonderful to have 6th Ave connected with downtown.
1	Love it, want to see it happen
1	My favorite! This option has the most potential for improving Tacoma
1	NO!
1	No thanks!
1	Not bad, but 6th is already built up
1	The north end is already a thriving zone. Why make it better?
1	This goes by far the most places that we regularly go.
1	This is by far the best plan. It will raise the popularity of public transit enormously.
1	This is the only corridor that makes sense.
1	This makes no sense
1	This option seems like the one that would be used the most and serve the most people.
1	This would be great and connect downtown to 6th ave.
1	http://comics.feedtacoma.com/tacomis/tacomis-tacoma-link-expansion-survey-shut-up-build/
1	no
1	not the best choice.
1	so the richer district is up to get the link? no thanks!
1	street is too narrow down 6th and traffic is already really bad.
1	the north enders already have it all.
1	this should then turn and go to S. 23 street and union
1	wouldnt this just make traffic really bad down 6th? even worse than it already is...
1	By far the best option. Most population-dense area of the three alternatives would benefit most from easy access to Tacoma Dome/downtown transit stations. It seems future extensions from this route to other Tacoma neighborhoods (Westgate, Proctor, proposed north downtown central extension & Hospitals on Hilltop) would be easier to achieve with this route already in place.
1	This is the strongest corridor by far. It serves diverse neighborhoods, links key destinations, and has the highest ridership potential. It also goes the furthest up the hill and provides many opportunities for bicycle and pedestrian access.
1	Lots of businesses would benefit, but it is already so busy and traffic is so bad. How will this impact traffic flow? And, how will it fit? There is not much room.
1	Makes more sense, connects downtown and 6th. Also, would be good to give people another option than driving on 6th on friday nights.
1	This would be the best way to link Tacoma's booming local retail. It's a shame you couldn't have done this before they

JUST ripped-up the street?

- 1 Improve mobility and transportation access for Tacoma residents and visitors. The B1 corridor along 6th Avenue between Central Tacoma and the North End is slated to have a ridership response of 3.0 to 3.5 million additional riders per year or greater than 10,000 riders per day, matched only by the E1 corridor. The B1 corridor would link together Tacoma Dome Station, Downtown Tacoma, the Stadium District, Hilltop, and 6th Avenue - tying E1 for the number of distinct neighborhoods and mixed use centers served by a corridor. Bicycle connections are planned at ten cross streets to the corridor, making it easier to expand access to more than just areas that are within ¼ mile to the line. Federal regulations on transit investments allow federal grant money to be used to expand bicycle access within 3-miles of each station. The ten cross streets slated for bike access along B1 are: Union Ave, Puget Sound Ave, Alder St., Pine St., State St., Ainsworth Ave, J St., I St., Yakima Ave, and Tacoma Ave in Tacoma's Mobility Master Plan. Also, local transit service from routes 1, 11, 13, 14, and 16 would be able to be redeployed to act as feeder services and potentially could be redeployed to other parts of the city, further enhancing ridership and access. Increase transit ridership within the City of Tacoma. The B1 corridor is the largest existing population center in Tacoma. The Stadium District and 6th Avenue are rivaled again only by similar existing population density along the MLK E1 corridor. 10,000 students, including those from UW Tacoma, Stadium High School, Tacoma School of the Arts, and others would have access to the line. Students are very reliable users for public transit. Commuters would benefit by being connected with Tacoma General/Mary Bridge Hospital, the Downtown Tacoma regional growth center and connecting regional transit services at Tacoma Dome Station. Tourists and visitors would be able to visit entertainment venues and green open spaces on 6th Avenue and at Wright Park in the Stadium District, not to mention the many festivals that take place in these areas. Shoppers and dining guests would have more choices in the Stadium District and on 6th Avenue. Tacoma Link service would run late at night to match demand from existing night life venues in Downtown and on 6th Avenue. Serve underserved neighborhoods and communities in the City of Tacoma. The B1 corridor would serve significant portions of low income and minority populations and more than twice the proportion of households without a vehicle when compared to the C1 Portland Ave, corridor. Use transit to spur economic development and other types of investments The Stadium District is zoned for mixed use development and there are a number of vacant parcels capable of being built upon. The entire 6th Avenue corridor all the way to TCC is either zoned for mixed use or for commercial development and has many opportunities for additional density. 10 minute frequencies would be viable for up to 20 hours a day because of high ridership and proximity to businesses that stay open late. New businesses would fill existing buildings currently for lease and in new buildings that would be constructed. Proximity to entertainment venues as well as the Greater Tacoma Convention and Trade Center would make development of hotels a possibility in the Stadium District. Ensure that the project is environmentally sensitive and sustainable High ridership means fewer cars on the road. Fewer cars means better quality air and less pollution into Puget Sound. B1's high ridership makes it easily one of the most environmentally beneficial routes considered. The B1 corridor would be next to the 27 acre Wright Park with playground and sprayground facilities, a one mile trail, a botanical conservatory and pond. The B1 corridor is consistent with the City of Tacoma's Climate Action Plan, Comprehensive Plan, and Streetcar Feasibility Plan. No habitat corridors are affected by a B1 route. Establish a project that is competitive for federal funding The B1 corridor easily can match any other corridor in project justification for federal funding. The mobility benefits of a B1 corridor would be profound, ranging from increased bike access to a 30% increase in transit reliability between 6th Avenue and the Downtown core to huge time savings versus walking from terminus to terminus of the line. High ridership again means more environmental benefits for the region. It is a cost effective use of resources because it will save on the order of 2-3 minutes per trip between 6th Avenue and Tacoma Dome Station. Local land use patterns, including the size of blocks and the existence of sidewalks, make the area incredibly supportive of public transit, as is evidenced by high ridership on Pierce Transit's Route 1. Economic development is zoned for and vacant land is available for development. And finally, a local improvement district for a B1 corridor, that is the local match, is incredibly viable because local property values are high enough to support it. I highly recommend moving this corridor into environmental review.
- 1 Tremendous potential, would connect not just the schools on the map but also Grant Center for the Expressive Arts, Jason Lee Middle School, Bryant Elementary, and SOTA. Please keep in mind that it does serve low income residents, on the South side of 6th Ave.
- 1 Great route-6th Ave. neighborhood is ready for light rail and has the ridership to make it successful.
- 1 Love it- definitely a needed route. Am interested in using it to link to downtown and shop on 6th ave (and go back and forth from my home in that area.)
- 1 Best choice. For visitors arriving by train at Tacoma Dome (as they will when Pt. Defiance Bypass is finished), this will allow us to visit a very substantial part of Tacoma by a fast streetcar. This is also the "straightest" route and runs through the most populated areas.
- 1 - Highest ridership potential. - Maximizes the overall footprint of LR transit coverage. - Addresses an existing need for high capacity transit (see PT route 1 ridership numbers). - Could serve as a central backbone to future lines expanding

	north/south. - Connects two universities and potentially TCC as well (students being a demographic heavily dependent on public transit).
1	This area already has bad traffic issues and most of the people that hang out in the areas around 6th are driving in from ft. lewis etc etc anyways.
1	This option on 6th Ave would allow for parking issues to be resolved, since there will be alternate options.
1	People who could provide economic stimulus to the downtown area would be likely to use. Right now if its between driving to Proctor to shop or driving downtown, we always choose Proctor. But if there were an easy way to get downtown, more shops would move in and we wouldn't have to hunt for or pay for parking, and there would be more reason to go downtown.
1	This one will impact me the most and has the best opportunity to extend to tcc and over the bridge. I might use it to go to work but it would depend how long it would take compared to the 28 bus.
1	Already nearly fully developed. Your study shows no improvement in transit efficiency or ridership than is already provided by buses. Most expensive.
1	- 6th Avenue ranks at the top of ridership projections of all routes being proposed (3.5 million new riders per year or ridership of ~10,000 people/day) - 6th Avenue is zoned for density and mixed uses, which will result in more economic development of the city - 6th Avenue would connect the students to schools, including: Stadium High School, the Tacoma School of the Arts, University of Puget Sound, Evergreen Tacoma, and Jason Lee Middle School. Students tend to be very regular riders of public transit. - Commuters will find a great deal of value being able to commute from central and north Tacoma to Downtown Tacoma and Tacoma Dome Station (with connections to Seattle). - 6th Avenue would have the ability to extend to Tacoma Community College and help develop the 6th avenue corridor in the future. The 6th Avenue neighborhood is diverse, both economically and racially.
1	Personal favorite because of the potential to spur growth in the 6th ave neighborhood and the eventual potential to connect with the TCC transit center which is vital for regional transit.
1	The connects two vibrant areas with the potential of an even flow of ridership in both directions.
1	Best option by a landslide. Passengers are taken deeper into the residential heart of a community, but also services many established businesses in a still-growing business district.
1	Yes!! This is the best option that would serve the most people right now who would ride it frequently. It is expandable by running a branch off at MLK to head toward St. Joe's. Possibly extending that in the future to cross the freeway and hit 38th st. and get to the Mall.
1	While not providing faster service, would it reduce or eliminate the need for the #1 thereby allowing reallocation of some resources to restore cut (or projected) cuts in bus services elsewhere? This seems to make the most sense for attracting increased ridership because of the perceived ease of using the light rail versus bus. I like the idea of connecting two park and ride centers, downtown, and the 6th Ave Business District.
1	This area already has high traffic and popularity, and I don't believe resources are best spent in this area. I would prefer to see the expansion in a neighborhood that is struggling, in order to help increase growth and development.
1	Good corridor connecting people we know are willing to ride. Actually reaches outside of downtown to serve residents/businesses without creating a downtown gimmick. Area welcomes density throughout 6th Ave - though shortening the route to end at Alder makes more sense cost-wise.
1	This line is all about ridership and not about development. It does not serve minority rich communities either. Its good but just does not tick enough boxes on grant.
1	this seems to have the highest ridership potential - this goes through the densest part of the city
1	This is the best out of all of them and will encourage density. It hooks up the UWT, the dome and several hospitals along with hitting the popular 6th avenue corridor. The only shortcoming I see is that it isn't going long enough down 6th avenue. I'd like it to go all the way to Jackson Ave.
1	This is a great option. It will bring people who live near 6th ave to downtown and those that live downtown to 6th ave. Small businesses will be given the extra boost they need and connect the city better. This route will enable the best traffic going both ways.
1	Please include this route to move forward into environmental review. The corridor already has a diverse ridership base of students and commuters that would only be enhanced by the provision of frequent light rail service. The potential for ridership on community events at Wright Park and on 6th Avenue is immense. The thriving 6th Avenue business district could be a destination for tourists after they've explored our museum district. There's a lot of infill and redevelopment potential along 6th Avenue - with buildings on the drawing board, just waiting to pencil. The pedestrian and bike opportunities are immense. Plus, it is a highly viable route to continue on to TCC, which is in Sound Transit's long range

	<p>plan. There is a sizable population of low income people, people without cars, and minorities. I see these people every day when I ride the bus through this corridor. It will help them immensely - especially considering the state that Pierce Transit is in. The 30% boost to transit reliability in the corridor will also be a boon, helping to save service hours - at the same time allowing redeployment of bus service currently allocated to Routes 1, 11, 13, 14, and 16. With recent changes in how the FTA treats supporting investments of bike infrastructure (w/in 3 miles), this route could have bike connections provide access to all of Central Tacoma and much of the west and north ends. For all these reasons and more, please include this corridor in the next phase of environmental review.</p>
1	I like this route. Wish there was a B1/E1 hybrid where MLK Biz District and 6th Ave Biz District were included.
1	This is the chosen route that supports core mission of regional mobility. Nothing have proven this or the long term plan to be wrong.
1	Too costly, disrupts currently established, thriving businesses, doesn't have much potential for development, nor does it have much potential to attract new transit ridership. Think, established. Moving on.
1	This is a good corridor to study further. I like it and many of my friends think it would be very good for downtown and for the neighborhood. Ridership would be very healthy and the corridor would be easily accessible by bike on residential side streets.
1	This is my preferred corridor. it connects downtown with the 6th Ave area. it connects mixed use development and allows greater expansion for future light rail development.
1	Most logical route. If you look at the proposed bicycle routes that would intersect along this route, it's pretty clear that it's benefit to Central and North Tacoma would be larger than any other route. Please move forward into environmental review. Since the ridership is so high, it makes sense to move this forward into environmental review even if it is not selected as the route to be constructed by Sound Transit in this phase of expansion.
1	The 6th Ave corridor is already pleasant, accessible and walkable. The street width is narrow, in any case, so a streetcar would disrupt things unnecessarily.
1	It will serve the growing 6th Ave business and restaurant area. Will draw riders from UPS and Stadium areas to downtown. 6th Ave business area corridor is narrow so traffic and parking will get worse.
1	This area has plenty of transportation and is already very full and active. Bad choice, it would only increase crowding.
1	Truthfully this is best of the final three alternatives; improves accessibility to hospital community, better access to the Tacoma Dome for the North-end; will allow for future expand to encircle the City of Tacoma.
1	After coming up Stadium Way, taking a left on Tacoma Ave and using 6th Avenue to get to Sprague would be slightly better than the route shown, since Historic districts on Division limit development there and many people who live and work east of Wright Park would be reached. However, even as it is drawn here, B1 is the best route to connect dense populations and development with regional and interregional employment and transit, down town and at the Tacoma Dome station respectively. This line could also branch off in the very near future to MLK along the E1. This first line needs high ridership. Once many thousands are already riding addition extensions and spur lines can be built to encourage more development.
1	These are places I go, a way to get to businesses I already support and will continue to patronize, and a direct way to get to the dome parking and train/transit station. I love this option.
1	If we wanted the Link for a "showpiece/tourist sight", going down Division and 6th would be very visible in Tacoma. My 2nd choice. Could be good ridership between mid-6th and Downtown, but there are lots of people with cars up there. This corridor might need a Link that runs later at night - college students, shift workers, and nightclubs.
1	There is lots of restaurants and retail, high ridership during summer, weekend, and evening hours. Many schools would be within walking distance, regular ridership during the school hours. Major traffic delays during construction.
1	This one is my favorite - it's smart to expand into this part of Tacoma, which will prove popular and make the initial Tacoma Link expansion a success
1	North End Central has the greatest cost but the greatest possible benefit. While population density is lower along the 6th Ave District compared to the MLK line, I think the North End Central line has the highest potential to influence development to more walkable, mixed use communities. From my subjective standpoint, demand for real estate seems higher in the 6th Ave area and I can better envision higher density development taking place there (and walkable communities are better for the environment). The drawback is that North End Central serves an already privileged community. However, I think these privileged people will be more likely to take a rail line than a bus to downtown Tacoma. I read a study that white people are unfortunately averse to bus transit (for whatever reason, possibly a racial stigma about bus riders), but they like rail transit. We could probably get more white yuppies to ride the light rail downtown, as opposed to sticking with the bus line.

1	The rail line going up 6th would be an amazing advantage to the area, join shopping and nightlife in the city, and keep 6th Ave vital.
1	This route appears to be the best alternative and would serve a larger commuter base. Also, this route would help support and sustained the fast growing 6th Ave Business and Central District. I would like to see the light Rail eventually extended to include all of 6th Ave, across Pearl and down to Jackson St.
1	I like this corridor because it reaches the area with the highest density and offers the greatest chance for high ridership. However, the route is expensive and construction could be most disruptive of the three routes. Also, I am not sure this creates the highest new development opportunities.
1	NO NO NO NO! NO space for rail AND buses AND cars!!! Where do you propose that people park their cars to get onto the light rail to go to Tacoma dome? On top of the 6th and Pine Starbucks? In Wright Park? In the already overcrowded Tacoma / Mary Bridge parking garages? NO, NO, NO!!!!!!

1. C1 - Eastside

Count	Response
1	- Lowest ridership potential.
1	Bad idea - Serves an area that's too underdeveloped to benefit much from a streetcar.
1	Bad idea. Bad first extension - no "there" there. Maybe someday, but premature.
1	Doesn't really seem to serve that many people or important places... it's cheap though I guess.
1	I do not see many people using the Eastside as a "destination".
1	I don't see this route accomplishing anything.
1	I don't understand what this gets us.
1	If the Emerald Queen pays for this, then awesome. If not, this expansion can wait.
1	Is this a joke? hah!
1	Least favorite.
1	N/A
1	No one would ride the link here.
1	No way!
1	Not a lot of great destinations this way
1	Not familiar with this area.
1	Serves lower income area. Area does not have as great a concentration of businesses.
1	The choice is too expensive for what it would offer in return.
1	This expansion would benefit me in no way.
1	This would not really draw business development to the area. Ridership might not increase.
1	Too Sparse
1	While it would be great to extend towards the East, there are
1	doesn't support higher density, no there there.
1	go to the amtrack station
1	http://comics.feedtacoma.com/tacomic/tacomic-tacoma-link-expansion-survey-shut-up-build/
1	is there anything here except houses?
1	no
1	no one would ride it out there.
1	this is stupid. no one would ride the link down here!
1	why would it go out there? casino? no one would ride it! that is not smart.
1	#3 at best. Very poor excuses to even consider this route. The obvious benefit is to the tribal casino. Other than sending everyone to fill the coffers of the casino there is little benefit.

1	Someone told me that this was a considered area because of the casino. If this is true then you should be ashamed of yourselves! No one here in Tacoma wants that!
1	This route is good for reaching out to an underserved community, but I wouldn't expect ridership to be significant for years. However, there is significant opportunity for growth along this route. This is the "if you build it, riders and development will come" route.
1	Yes, there are people living along this route and it could be built in the future. But right now it's not a destination of any kind for most riders or potential riders. There is no big universal draw at the end of it such as the Mall or a thriving business district.
1	Will serve low income neighborhood. Least expensive project. There's nothing there. Mostly commuters service with two peaks during the morning and evening rush hour.
1	While I love this route would be reaching areas with high economic diversity, I'm concerned that because of the zoning, the ridership would not make it worth it since they would only get to downtown and not further. Would this route be along a corridor that has had (or will have) bus services cut/reduced?
1	This reinforces the idea that public transit is for poor people. It should be for everybody. Until the ridership expands funding for public transit will be low and liable to even further cuts.
1	I can see why this is included, but the population density in this area doesn't seem as high as B1 and it might fail for lack of ridership.
1	Why would people travel to Portland Ave from the downtown area? While it may bring people to downtown from that area, there is no reason people would go the opposite way.
1	I am concerned about gentrification with this route, but there is a lot of land to be developed on this area and zoning would just have to be changes.
1	I really do not see this area as an effective route for the Link. The other two areas would be used 2 to 3 times more than the Portland Ave route.
1	This line won't get the ridership and the zoning does not support Transit Oriented Development. This route is perceived as good but when you look at the data it is not. This is the weakest of the three.
1	Is anyone going to walk up and down Fairbanks street to get access to this light rail line? No one is going to walk up that steep hill to do that.
1	There's not a whole lot on the Eastside that a streetcar would attract people to if they didn't live there in the first place; it would basically provide transportation to downtown along a corridor that is already easy to use.
1	I'm sure this area needs service, but I'm not sure that the ridership would be enough down here. This would be my 3rd choice.
1	how many people go out to portland avenue from tacoma and or work in tacoma and live on the eastside? minimal numbers im sure.
1	This is the only one of these three that make any sense. I would have supported the S 12th Street corridor to TCC
1	Eastside is the worst line. It is the cheapest, but it has low business diversity. We need to connect rail lines where businesses and populations need them! We need to connect rail lines to the highest density areas, like the Stadium District.
1	Why would you stop a route at a housing development outside of mixed use zoning? That doesn't make very much sense if the idea behind an extension is to build ridership and density.
1	This is a route to aspire to build in the future. It has a lot of potential, but would not get the high ridership that would make the expansion a success to build off of.
1	The disadvantages outweigh the positive improvements to the community --- long term planning should include the link to Federal Way Transit Center
1	sucks for the reasons given: •Has low number of pedestrian and bicycle connections •Zoning not supportive of higher density Evaluation Criteria mixed use development •Low viability for funding from local improvement district
1	If the link moves out to Portland ave because of the casino (that is the only reason why it would go out there!), I am selling my house and moving to Seattle out of spite! This is the dumbest choice of the 3!
1	This route has a lot of issues to it: low ridership projections, poor land use, few block intersections with the route (which means lower walkability), low walk score, terminates at a single family housing development where car ownership is high already, grade issues on the western side of the corridor limit accessibility to the elderly and disabled.
1	I don't know of many businesses in this area that would benefit. There are a lot of people who need mass transit.

1	council rejected a partnership with the tribe to build this route. It has not place in this discussion or having limited regional funds build a route that could have been mostly paid for without regional funds
1	If a line were to extend to the East Side, I vastly prefer this to the route proposed by a city council member, which would end at the Emerald Queen Casino. Not sure about the potential for all-day ridership and economic development.
1	I don't think this is a good alternative. It does not connect to various high density mixed use. it also does not provide a clear blueprint as to what the NEXT light rail line should be.
1	Car-oriented uses. Low density. Visitors won't use it. Perhaps a suitable extension in the future, but should not be the first extension.
1	Serving plenty of folks along Portland Ave, but then they still have to hike up the big hill to the Eastside.
1	This area was recently developed with new homes that are car dependent. Beyond Portland & I-5 node, there is no point in this route. Going towards casino makes more sense than up Portland Ave. At least there you can see development.
1	This is the only proposal that has the physical space to add rail!!!! The other two will make it impossible for anyone to travel through / along Division and Stadium Way.
1	This route is hoping that if you build it development will happen around it. That's the wrong thinking. There needs to be major centers where people go as a destination that will make this work. I foresee weak ridership.
1	Worst--Low development potential (the eastside has little "gentrification" potential, whereas the Hilltop does--older housing stock, walkable neighborhood/neighborhood business district)

1. E1 - North Downtown Central

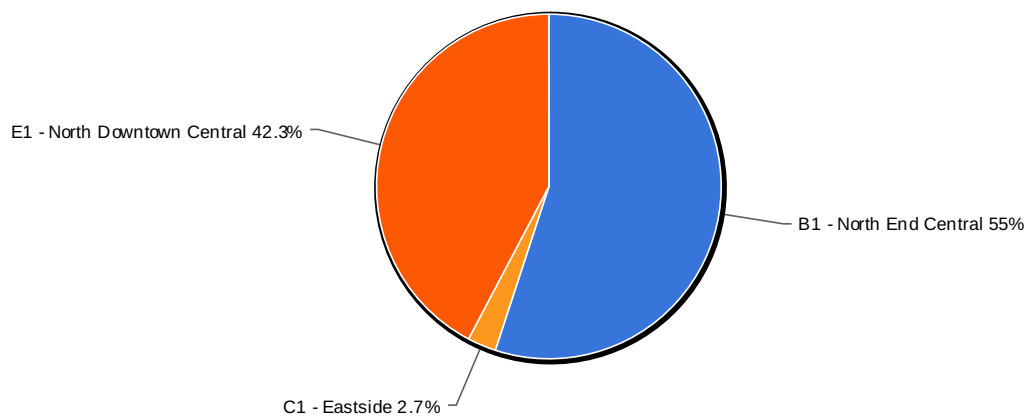
Count	Response
1	#1 for me. Ridership and development potential along with enhancing existing destinations.
1	Good alternative through another up and coming area.
1	Good choice. Helps with revitalizing the hilltop area.
1	Having the Link extend to 6 blocks away from the existing Link line doesn't seem very useful.
1	Link should be here.
1	Meh.
1	My #1 Choice for sure!
1	N/A
1	NO, NO, NO, NO!!!! No more room to build anything in the Stadium District area!!!!
1	Not enough nice things out this way
1	Seems most viable
1	The extension doesn't sufficiently expand "destinations".
1	This is exactly what I have been waiting for. I would ride this every day!
1	This is the worst idea. A downtown loop.
1	This makes no sense
1	This route appears to be too limited and would not serve the greatest number of commuters.
1	This would help to put MLK back on the map of places to go in Tacoma! bravo!
1	Yes please!
1	best option for the link by far.
1	mlk is really growing and is my favorite choice.
1	more room for the link and more people would use this.
1	not as good as B1 ... although it could still be built in the future as a branch of the B1 route
1	seems redundant. Why not a cable car going straight up?
1	will probably help revitalize this area.

1	yes.
1	MLK is SOOO ripe for this kind of development. The infrastructure already exists for a viable business/residential district and the streetcar would provide a perfect catalyst for it. This corridor gets my vote.
1	North Downtown Central better serves the hospital area, but it goes in a strange loop and should ideally connect along S. 19th St toward the main line (even though UWT is in the way). I can't imagine someone on S. 19th or S. 15th of the proposed line using it to get to work or leisure destinations, unless they work at the hospital. I like that it will serve the Hilltop community, which is a historically disadvantaged neighborhood, but people on that line need to go East-West, not North-South. I think the line would be underused.
1	This neighborhood is so ready for expansion! It is also full of people who are working class and need good, reliable transportation options that can relieve the pressure of having to own a vehicle.
1	This is a pointless light rail line (and I say that as this would bring the light rail closer to me and I might actually be able to use it). It does not provide greater access to a majority of people. It does not create access a thriving area and mixed use area.
1	This is my second choice. It would allow a lot of lower income people another option for transportation and will help the Hilltop revitalize more.
1	I also feel this route would be ideal because the Hilltop community is growing and adding the link would be very appealing.
1	I like this one. May help St Joes employees to get to work and maybe free up parking lots and street parking.
1	This seems the most affordable route, and could be beneficial if the hospitals are supportive of the route. There is an opportunity for more density in the Hilltop, and the disruption of construction would be much less of an issue since the area is currently under-occupied.
1	This seems to be a good route based on servicing the hospitals and Stadium District but does it provide enough expansion to reach the desired increase in ridership? Would this replace existing or cut bus services?
1	Decent route, but a little circuitous. Would benefit the neighborhood, but does it make sense from a larger perspective of getting to TCC? I don't know.
1	This route makes no sense to me. Who is the ridership going to be. It would be crazy for someone to jump on a link go all the way to 6th around stadium and into downtown, when they could just down the hill. And why do we need to connect hospitals. Employees don't switch hospitals. Patients don't switch hospitals. Plus pt canceled the route down mlk because it wasn't used. I have never understood this one.
1	This makes the most sense for the community and building a strong connection for developed and currently developing and growing areas.
1	A high level of potential development and comparable 2030 ridership to B1 makes this corridor a good option for a single track extension. It deserves to move forward into environmental review, but only if B1 is included as well.
1	This is my preferred expansion project, because I believe that the hilltop/MLK area is primed for growth and exciting development, and I would love to see this increased accessibility!
1	This option doesn't get far enough up the hill. Once the LINK starts charging fares, many potential riders will find that they can walk up to MLK and save the cash.
1	The expansion can but built later, after 6th ave. While it connects the hospitals I don't see how it will help offset car traffic as most hospital employees don't live downtown. The 6th Ave extension will already get to TG anyway. I realize that the MLK district is trying to undergo a new development phase. But there is not enough of a draw there currently to build this portion first.
1	OK - Hilltop could probably have decent ridership and is more poised for development than Portland Ave., but 6th makes more sense from the perspective of maximizing ridership & extending the geographical reach of this extension.
1	Second favorite. Hilltop is much more poised for development that could support adequate streetcar ridership than is the Eastside.
1	This area seems to be the most logical choice of the 3. MKL is growing, and developing and new businesses are moving in all the time. The Link would be absolutely perfect running down MLK's streets!
1	Best--For all the reasons the others are not, this is the best. Business district has bones, but suffers from a lack or coordinated investment. Current housing stock in the vicinity has the charm and desirability of neighborhoods that tend to be desirable places by younger/urban families. The development of the streetcar line would encourage redevelopment of the surrounding area. There are a few open lots, under-utilized lots, and the area is zoned to facilitate this type of development already. Extending the streetcar to serve this neighborhood would indicate a desire and

	commitment on behalf of the city of Tacoma to continue to reinvest and redevelop its' city center.
1	Circuitous. Nobody will ride from end to end. Perhaps a suitable extension in the future, but should not be the first extension.
1	An excelent extension to build onto a larger network. The long circuit needed to reach downtown is a disadvantage. Fewer existing destinations are reached than B1 and University of Puget Sound ridership would not be reached. Students are very apt to be transit users. Most do not have far flung jobs in Federal Way etc., they live in extreme density in on campus dormitories and many do not even have cars on campus.
1	Definitely my second choice after B1. Connecting the hospitals would be a benefit to many and would provide some guaranteed ridership, but I would rather see a route that has more things that are of interest to the general public, rather than just those utilizing the hospitals.
1	E1 is a good route too study in conjunction with B1. If B1 and E1 were designed in tandem, you could potentially lower costs and serve both the interests of moving the most people and encouraging the most economic development. It would also give Tacomans the most bang for their buck from this extensive alternatives analysis process by giving them two corridors to fund with local matches.
1	1st choice. This seems the best balance to me; assured ridership to keep Link solvent, easy access to doctors and hospitals for disabled and elderly, serves low income people without cars, leaves a little money for cost overruns, maybe will cause less pollution in the areas more prone to pollution near the Tideflats and highways. If some buses could be displaced by the extended Link, there could be more bus service elsewhere in the area. Win-win. I hope we could still qualify for funding to extend in other directions, though, later.
1	70% of my friends and I live on Hilltop and I would most likely ride this daily if I had the option.
1	Serves Hilltop area of lower income. MLK is a wide street so less impact on traffic and parking. May help spur development of more businesses on MLK.
1	Picking 6ave with a short spur of 6-10 blocks could have merit but not as the chosen route for regional mobility.
1	This is the option that could move hospital workers and really play a key role in spurring development.
1	MLK is the smartest choice of the 3. You want hilltop to clean up fast and grow with businesses and such? It should go here!
1	I like this route. Wish there was a B1/E1 hybrid where MLK Biz District and 6th Ave Biz District were included. I don't feel that this route needs to go all the way to 19th right now.
1	According to recent Urban Land Institute study, this area direly needs connection to downtown core. This would definitely help. MLK corridor needs this kind of help. 6th Av does not.
1	While being able to travel out to Stadium would be nice, don't see the need for it to travel through MLK. Again, downtown visitors are not going to MLK.
1	This option allows for easier access to hospitals, grocery stores and Evergreen. What a great way to stimulate that neighborhood!
1	This map can support good ridership, serve minority rich neighborhoods, prime a region in the city for development and serve some of the biggest employment sectors in the city. This is the one!
1	This is ideal choice, the hospital area is growing, there is a real need for a hilltop growth, it makes sense because of the hill, it's close to the existing rail, offering by far and away the most bang for buck.
1	Corridor makes sense up to a point. Are people going to ride the link for 30mins from Dome to St. Josephs for what should be a 5min bus/car ride or a 30min walk? Also, where does the route go from S. 19th? Heading west on S. 19th is just single-family homes and a Walmart - not transit/pedestrian friendly.
1	These are too close together. This would be good in the future, but let's get some people downtown that don't already live here.
1	Will serve many college, hospitals and the surrounding low to moderate income community. Expect low ridership during evening hours and on weekends.
1	People going to the hospital typically drive and as somebody who works for MultiCare it seems like all the people I work with commute from Puyallup, South Tacoma or Gig Harbor. Not many people live downtown, I don't see this being useful for commuters.
1	This option only serves downtown. The point of the Link should be to get people to downtown. That was the point of the 1.6 miles that current there; move people from the Tacoma Dome parking lots. Now we're trying to reach into neighborhoods and this ain't it.
1	- Somewhat redundant coverage, reduces value-per-dollar spent. - Speculative investment on future needs/growth.

- | | |
|---|---|
| 1 | Looking at google map walk times from current Link stops downtown to places along MLK, this route seems like a wash. It makes more sense for this route to be combined with better surface routes by PT from B1 connection at Division. |
| 1 | Seems pretty redundant. Doesn't add too much to the service area of the link right rail and adds nothing to improve regional mobility. |
| 1 | 2nd favorite. This option does appear to help connect residential areas with places of work, however, option B1 is still far superior. |
| 1 | Does little except provide an enhanced escalator or movable sidewalk in the downtown core of Tacoma. |

2. Which corridor alternative do you think should move forward to environmental review and conceptual engineering?



2. Which corridor alternative do you think should move forward to environmental review and conceptual engineering?

Value	Count	Percent %
B1 - North End Central	82	55.0%
C1 - Eastside	4	2.7%
E1 - North Downtown Central	63	42.3%

Statistics	
Total Responses	149

3. Is there anything else the Sound Transit Board should consider when they identify a preferred corridor alternative?

Count	Response
1	6th is very busy already. portland ave would not be used.
1	Bus routes No.1 and No.2 are always packed. replace with streetcars!
1	Careful to not scare off our local small businesses from construction problems. Thanks!
1	Cultural support, such as 'does a neighborhood want Link'
1	E1 has the best chance for a LID to provide the partnership funding
1	Follow the data not the politics
1	Fund sources for linking/creating hy-speed service between tacoma and seattle
1	I would ride this!
1	If fares are a necessary funding source then would the existing route remain fare free?

1	If the link goes all the way down to 19th street it could also go up to TCC from there.
1	Local community support for a local improvement district to help fund the line
1	MLK all the way!
1	MLK!
1	MLK is the best place for the link
1	No one would ever ride the link out to portland avenue. I hope this is not really an option! :/
1	Pacific Avenue to the Mountain.
1	Potential to link to bridge to GH
1	Recent recommendations of the Urban Land Institute
1	Serve the population density, and consider how it will influence higher density development.
1	Since this is a long-term project, it is a key tool to spurring under-developed areas!
1	Sound Transit should utilize Tacoma's historic streetcar routes.
1	The businesses that you're screwing again along Commerce Street.
1	The impact on historically significant properties.
1	UPS, Proctor District, N 21st .
1	Up Union to UPS?
1	please ignore the city council's crazy hybrid request.
1	schools
1	the link down to south 19th could one day move down to UP/ tcc etc etc
1	Which line best positions the system for future expansion. Getting the most people to the future Amtrak/Sounder station at Freighthouse Square without driving and parking. The creation of one of the top intermodal transit centers in the region in the Dome district and how this line will tie to the region through that center.
1	If the parking lot at the west end of 6th was expanded (additional stories) more peeps hands fown would get out of their cars and take the tram downtown/t-dome transit center over pierce transit bus.
1	I think one of the most important things to consider in identifying a preferred corridor alternative is how this corridor will contribute to regional mobility.
1	MLK (E1) is, in my opinion, the best choice. The area is cleaning up very quickly and new businesses seem to be popping up every day. I am very excited for MLK's future and feel that the LINK will be very heavily used compared to the other two areas. Also by having the LINK go down MLK could one day give you the option to expand all the way down 19th to TCC or ??
1	People. Its great when business connect with other businesses...but if people cant easily get to it the tram....
1	Please consider the need for frequent runs and extended hours in certain areas. I already mentioned the ridership in the 6th Ave corridor would likely need Link running longer hours - late at night, weekends. I'm not sure I understand the noise issue on MLK, possibly because of the hospital patients. Maybe more trees could be planted to buffer.
1	Carefully evaluate if light rail is indeed the best alternative. This would be a very expensive experiment, and if there isn't a decent chance of return on the investment, it shouldn't happen.
1	it should connect neighborhoods and make it easier for tacoma to enjoy all of tacoma. do the eastside.
1	Consider how the selected alternative can create opportunities for a Link extension farther to the west, such as to Tacoma Community College.
1	Is the goal of the new link to make money or serve people? I think this needs to be clearly defined, once the criteria is established, I think the preferred alternative will be obvious
1	North end people have nicer streets, houses, shops and??? Why should they get the Link too? It would just make it harder for MLK to expand and get new businesses to move in!
1	B1 appears to be the most advantageous for the City commuters for other destinations and reduced city traffic as well as transportation current public transportation Hub connections to other parts of city.
1	Development and density possibilities that pencil out for developers of residential and business projects.
1	How it supports current populations and business districts as well as the number of people who will immediately be served by the expansion.
1	Consider the current population that would be served by each of the proposed alternatives. Also, consider how many

	businesses are active along each of the corridors during what times of the day. We really do need all day ridership for this project to be considered a success and for it to be a good use of operations dollars.
1	Once a route is chosen, please immediately work with local businesses affected by the construction to ease any potential pain (direct them to business loans, rainy day/construction funds, etc.) caused and promote continued economic development for businesses during construction period.
1	How do any of these plan interface with a vision 20 years out? What planning for the future will prevent the Seattle Bus Tunnel fiscal --- ripping up the tracks and re-installing them.
1	All day ridership. The proposed corridor should have a diverse mixture of types of riders to ensure that it is well utilized during all periods of the day that it is operating. It is incredibly expensive to operate 10 minute service for 14 hours a day, let's make sure that we're getting our money's worth with the line that has the most ridership throughout the whole day, not just 9am-5pm.
1	To get numbers high you need to connect to something *worth* going to on this first extension, don't connect to something that you think *might* benefit someday. Right now going from downtown to 6th ave would make the most sense in terms of ridership and connecting a high density area that is residential (near North Slope, Wedge, etc) with the downtown and shopping, future destinations (the revised Elks) etc.
1	Please work with any affected businesses to help them stay open and retain their customers during construction.
1	The recent discussions of BRT are good for Pierce Transit, but not for Sound Transit. We need to progress with rail.
1	The best route is one that serves people and not casinos ... and one that has the potential for future expansion via length or by adding branches to the route ... this is why B1/E1 are best
1	By Link-ing MLK with Downtown a cohesiveness will be created giving sound purpose and direction to Tacoma's over all revitalization efforts. From that solid core fingerlings can span as the hub grows in strength and vitality. All of this will garner more public support for future endeavors of mass transportation.
1	I see C1 and E1 as solid options for a later expansion. Current needs seem to suggest that B1 would benefit the most people, and address an existing need.
1	The 6ave route was chosen long ago. Support the long term plan. The council did not support ST2 or a project list. This was project chosen in the absence of an unwilling supportive city council. The council has chosen waste time on route that don't meet the criteria of regional mobility. The council is an unwilling partner. Please pick the long made choice of 6ave. Support the long term plan. The councils behavior makes their opinion on the route unhelpful and not credible. Do you job. The council has failed to do theirs
1	The Sound Transit Board should include the second best corridor in its opinion in environmental review and allow the corridor neighborhood to pay for construction.
1	All routes cannot be considered without the discussion on modes. It appears modes are being considered in recent RFQ for HCT in the North and East sides. Why can't we consider BRT. This has not been discussed.
1	DO NOT FORCE LIGHT RAIL INTO A NEIGHBORHOOD WHERE IT IS NOT WANTED AND NOT NEEDED SIMPLY BECAUSE YOU CAN GET FEDERAL DOLLARS TO BUILD IT!!!! Isn't it shameful enough that the already existing Tacoma Link cars run half-or more empty? And that they simply displaced busses with trains that now block traffic at intersections? Shoving train tracks and trains into horribly congested streets in the Stadium / Division / 6th Avenue areas will only make transportation WORSE in those areas. WE DO NOT WANT YOU IN OUR NEIGHBORHOOD!!!!!!!
1	Break the campus bubble at the University of Puget Sound! There is a lot of potential here that isn't being tapped into.
1	Pick the corridor that will be a success. Ridership of the chosen route needs to be sustainably high so that it will encourage funding of future corridor expansion.
1	Number of commuters that are Students, potential growth in the area's of business and residential.
1	No matter where the next Link extension is built please do whatever possible to help local businesses realize that inconvenience due to construction near them is temporary. This is about the longer view and benefits to Tacoma's neighborhoods. Perhaps a program, once the route is defined, is to immediately start reaching out to local biz to help guide them creating a rainy day/construction savings (whether through grants, loans, other assistance, or their own saving).
1	Politically the C1 route will be pushed very hard. A friend of the casino gets the benefit of their "largess"
1	Tell the Tacoma City Council to butt out of a mature and fair public process, and move forward with B1 (or E1). The "hybrid" or parallel track idea is a big waste of resources that will undoubtedly make Tacoma look confused to you at Sound Transit and everyone else.
1	Don't mess with North End. Despite added density zoning, it will not grow that much, which is desirable. Concentrate on

	the closer-in neighborhoods, and those of the eastside where light rail can make a difference.
1	The most important factor when identifying a preferred corridor is where the NEXT light rail line will go. How do we spread out light rail in tacoma so that it has more impact. Our bus line designs are absolute shit and take too long to get anywhere. Light rail should be optimized to play across the entire city. The B1 Line gets us closer to light rail to Point Defiance, gets us closer to the proctor district. It gets us closer to the developments on 6ht and Pearl. We need to expand light rail more. This line provides a better path for the future.
1	Tacoma Link currently serves as a "downtown circulator" from the train station to the business districts. Consider how this role can best be enhanced to bring money into Tacoma.
1	Reject the city's request for another bite at the route alternatives apple. The "hybrid" option is expensive and redundant to extending the existing line.
1	Development potential is the likely the most pertinent of reasons to consider when deciding the route. Connecting the Stadium District to the Hilltop and employment centers both with medical facilities on the Hilltop and office and educational places in downtown. From a comprehensive, rational planning perspective, E1 makes the most sense hands down.
1	These are all strong options and have been subject to community input. Please do not bow to the desire of the Tacoma City Council to propose an alternative route.
1	As it stands, the 1 bus route is often overcrowded, so putting a train down 6th Ave would almost undoubtedly alleviate that.
1	Yes. Lots of planning and public input has gone into these three options. Please do not trash them and run with an idea presented lasted minute by a party who may have personal profit benefits in mind before the good of the public. Last minute ideas don't have the same amount of thought put into them as ideas that have been under review and scrutiny for a long time.
1	The number of people employed at facilities served by the Link expansion-- reducing traffic and parking congestion in those areas.
1	Transit ridership, potential near-term redevelopment opportunities (5yrs), connecting to areas currently zoned for density - as these are areas where the community has embraced it already.
1	I do not understand the process we have undertaken. Why have various modes outside of brt not been looked at (not that brt has really been looked at). There are different styles of trolleys including ones that can go up hills or electric buses that recharge at stops so they don't rumble. Why does it have to be light link? And how were the initial alternatives chosen. Seems to me that lines were drawn on a map willy nilly and then justified. Where is a comprehensive transportation plan that discusses how to connect a muc? Just some thoughts. Sorry for weird words too, this was done for my phone.
1	I think connecting downtown Univ of W with Univ of PS is highly beneficial via the North End Central route. Supporting the Universities is in Tacoma's best interest.
1	The cost benefit analysis is vital, what is most likely to benefit the city area, the downtown core, and that answer would have to be the hilltop option. Creating a 'capitol hill' type area like Seattle would be huge and it would offer a connection to the already vibrant 6th ave area, making city more unified and cohesive.
1	Yes, consider each route and if you extended it further would that make it more valuable than the rest. B1 going all the way down 6th Ave just short of Jackson Ave is an example. There's a transit center at that end that could support riders from Lakewood and UP.

4. Please share any other comments for the project team.

Count	Response
1	Ditch the Eastside alternative! Stadium District is where the ridership is.
1	Downtown is not the be all and end all of public transit.
1	Erin Hunter, Chelsea Levy and Val Batey are amazing staffers.
1	Glad to see you moving ahead
1	I hope the Tacoma City Council can be thoughtful and realistic about this decision, too.

1	I love the link! I would use it everyday if there were more free parking at the T-dome.
1	I'm really excited that you are extending the Link! Great work!
1	Keep building!
1	Please discuss the option of BRT and how this could be incorporated more broadly.
1	Please don't let City Council derail this project. Move forward with B1.
1	Refer to my comments on E1. And let's get this thing built! Go Tacoma!!
1	See above.
1	Tacoma City Council is WAY off with its last minute hybrid interjection!!!
1	Tacoma Needs Transit!
1	Thank you for your hard work! I look forward to seeing progress.
1	Thank you for your work on this!
1	Thanks for involving the community in this decision making
1	The hilltop zone is the best choice for sure!
1	The link would help MLK to grow and get new businesses to move in much much faster than without.
1	What is the long range plan?
1	every other choice is not right for the link.
1	good luck!
1	listen to @TacomaTransit on twitter ... he knows what he's talking about
1	lose sound transit and have our own separate entity in charge.
1	To draw ridership and people to downtown businesses, it is important to expand the Link to the western neighborhoods. A looped system will not be as effective in doing this.
1	A route down 6th Ave is the best choice at this time for a successful Link. Connecting the active areas of 6th Ave, Stadium and downtown will guarantee ridership success. Even if a fee for riding is charged it will be utilized far more than buses along the same route. Plus, extensions from there to other Tacoma neighborhoods (e.g. Hilltop/Hospitals, Proctor, Westgate) will be more easily possible. While I appreciate the idea of a cheaper connection to the eastside may be good for a lower income community it's not good for retaining and promoting neighborhoods like Stadium and 6th Ave that already have the highest density populations of the City plus a likelihood of becoming more so with mixed-use rules in place. Please don't just go with the cheapest option but instead the 6th Ave option. The original Link is a huge success and Tacoma's eager for more. Don't cheap out on us just because we're not Seattle. We appreciate and demand the best.
1	Please find a way of speeding up the design of this project. I don't think that the community is asking for very elaborate stations, just ones that serve their function well. Thank you.
1	Why are you not asking about light rail to the south end, as well as to the east side? This is where people need help commuting to work - they do not have cars, they are poor, streets are not as jammed as in Stadium // Division / 6th avenue area.
1	I think it is so clear that it should continue to stadium and then go to hilltop. I mean, we don't need 6th ave torn up forever and also, people in hilltop NEED the transportation and the businesses there need the foot traffic. It seems like a no-brainer.
1	I think the corridor chosen needs to result in increased ridership, reduced bus service along that corridor (freeing up resources to restore bus services elsewhere), and access to mixed use zones that include businesses. Corridors B1 and E1 get my vote. (But you only let me select one to move forward to the next planning phase.)
1	As a resident of Tacoma who rides the Link and intends to use it in the future, I support it's growth and expansion. Ridership is important now. Public support for the project will be difficult to obtain if a dead portion of the Link is built. There must be significant interest in the destinations selected for this expansion.
1	The North End Central route should move forward as would serve the highest density neighborhood in Tacoma and put Tacoma General and Wright Park on the rail line.
1	The idea that B1 and E1 don't serve the whole city is ridiculous. Cities should build light rail where there's enough ridership to support it and where it encourages smart growth. B1 and E1 fit the bill, C1 does not.
1	This Tacoma citizen trusts Sound Transit more than the City at this point as long as light rail alternatives and not BRT are advanced. Please advance B1 as quickly as possible.

- 1 The emphasis on expanding the line should be on where the money is coming from and where the greatest payoff from the project will come from. The increased revenue from small businesses seeing more foot traffic will produce more tax dollars - 6th ave option. The other two options have the link going to hospitals and residential areas that tourists will not want to visit.
- 1 Alternative e-1 seems redundant and would not likely have high ridership or serve currently under served areas
- 1 How many surveys do you need? Why are we talking about trying to serve areas that are either 1) resistant to the density needed to support transit or 2) resistant to support funding mechanisms?
- 1 Don't listen to David Boe or anyone on the City Council except for maybe Ryan Mello if he is sober.
- 1 Take B1 further and get support from Lakewood and UP to expand it all the way down 6th Ave. Make this a regional Link that doesn't just serve Tacoma. There's strength in numbers.
- 1 Ok, I'm going to be honest here. I've lived in Tacoma all my life. Lived in all these proposed areas at one time or another. Here is what I am thinking. One....B1 is the only route I personally would feel the need to ride. Its a great connection from 6th Ave to downtown & all the great local businesses in between. Let's get real for a minute....we want people to come to Tacoma. We want things that tourists will enjoy & that will help them see some of the great shops & restaurants we have to offer.(All of which helps our economy, right?) Tourists who hop on the link & get taken to the Eastside or St Josephs area.....what are they going to see that will bring them back to Tacoma?? Not much. I say start with the route that goes up 6th Ave. The others can be our future.
- 1 By Link-ing MLK with Downtown a cohesiveness will be created giving sound purpose and direction to Tacoma's over all revitalization efforts. Sprawling outward has been the demise of urban cultures in the past so staying focused on building a compact hub of vitality is of major importance. Once the core strengthens the expansion will follow.
- 1 The council is thinning its nose at the process and sound transit. The council has chosen not to participate in ST3. The council is an unwilling, uncoperative partner. Please use your regional planning and police powers to chose a route for this project. Please do ST3 planning for Tacoma and the pierce sub area and select a project list. The voters need to know their money and need are important and well spent.
- 1 Route down Pacific Avenue to the Mountain would have the advantage of long term federal and private support
- 1 Prepare distinct design concept options for preliminary engineering based on potentially these three themes: 1) lowest cost, 2) highest capacity/speed, and 3) minimization of impact to local community.
- 1 Will there be an analysis to show the environmental costs and benefits of expanding the Link versus providing additional (free) bus service?
- 1 Reduced carbon emissions by creating higher availability of public transportation connections. There should be more, faster and dependable connections for working commuters between major cities. IE: I live in Tacoma central neighborhood but work in Olympia for the State. An extra 30 -60 minutes is added to my commute if I leave my car in my garage, wait for bus transportation to Tacoma dome Station to get to Lakewood to get to Olympia or I have to drive 5 miles or more to get to Lakewood to take intercity Transit.
- 1 Ignore our city council. I have *no* idea what they are thinking. Seriously. We don't need a hybrid.
- 1 You are a part of a hugely important process that will change Tacoma forever. Consider the incredible importance of this project to the citizens of this city as you work on it. With every critical decision, try to consider its impact 10, 20, 50 and 100 years from now.
- 1 I hope that you will choose an underserved area that could really use the boost in growth and development that this project could bring - like the hilltop community. I am very excited to see this project come to fruition. Thank you!
- 1 6th Ave already has terrible traffic problems, and I think that the link will eventually be problematic for both commuters and businesses as people will want to avoid traffic issues. . I am frequently out and about on 6th ave at restaurants, bars and shops and most of the people that are always there are driving in from outside of Tacoma (ft Lewis, lakewood etc), which means that the link would not be used as much.
- 1 Please be sure and think about the impact to the street and safety for bicycles. Both Seattle and Portland have put in street car tracks that have proven to be very dangerous for people riding bikes. Look at those projects and be sure not to repeat their mistakes!
- 1 While the B1 proposal is the most superior choice, the E1 corridor has value too and should be the next extension after B1. However, it parallels the existing N-S line, and would have much more value if B1 were built *first* (allowing "south to west" trips from E1 to B1). Therefore B1 should be built *with provisions* for a connection to the future E1 corridor *from both directions* of E1. Thank you for considering this.
- 1 all options are quite expensive--northend option might help reduce the number of cars (3+/- per household) depositing carbon monoxide--this is the auto happy hood

1	I work and live in the South Tacoma area so no ax to grind, no direct benefit. For the City I believe E1 is the clear choice.
1	In my opinion, proposal E1 of your plans above is the most beneficial because of it's route to the hospitals, courthouse, Bates, Hilltop housing. Many lower income citizens rely on public transport and the frequency of the Link and it's access to the Dome Station would be helpful in getting them around.
1	Do not delay this project to consider additional alternatives from the City Council or stakeholders group. Scoping for AA has already gone on too long. The three corridors that have been identified have been identified twice over in 2011 and 2007 as the top three worthy of consideration. It's time to pick the best two to move forward into environmental review. Local improvement districts at the city level can be used to finance the last mile of construction.
1	The position that Link will promote growth & reinvestment is secondary to support transit needs. To support transit needs, the north-end central us the clear winner.
1	Please do not delay the project to examine other alternatives. So many have already been studied that were suggestions of the community. The best ones have risen to the top and we should choose from among them in this phase of expansion.

Appendix B:

Community group and institution letters

From: [Andrew Green](#)
To: [Hunter, Erin](#)
Subject: FW: Early Agency Scoping for the Tacoma Link Expansion Alternatives Analysis
Date: Wednesday, September 12, 2012 6:03:56 PM

Erin Hunter:

We have no comments at this time. Thank you for the opportunity to input.

Andrew Green.

Andrew Green
Director, Air Quality Programs
Puget Sound Clean Air Agency
Direct: 206.689.4053 | Toll free: 800.552.3565 | AndrewG@pscleanair.org
1904 Third Avenue, Suite 105 | Seattle, WA 98101



From: Batey, Val [<mailto:val.batey@soundtransit.org>]
Sent: Tuesday, September 04, 2012 2:44 PM
Subject: Early Agency Scoping for the Tacoma Link Expansion Alternatives Analysis



MEMORANDUM

To: Potentially Interested Agencies, Jurisdictions, and Tribes for the Tacoma Link Expansion Alternatives Analysis
Val Batey, Senior Transportation Planner, Sound Transit

From :

DATE: September 4, 2012

Sound Transit would like to solicit your agency's/jurisdiction's/Tribe's input on the development of alternative corridors and modes to be studied in the Tacoma Link Expansion Alternatives Analysis. You or your agency/jurisdiction/Tribe were sent a postcard notice in August for the August 22 public and agency early scoping meetings. Some of you may have attended these meetings. This is a follow-up to that notice.

Project Information

The 1.6 mile Tacoma Link light rail line currently serves six stations from the Theater District to the Tacoma Dome Station. Trains run every 12 minutes during the day and served nearly a million riders in 2011. Voters in 2008 approved an expansion of Tacoma Link as part of the Sound Transit 2 ballot measure. Sound Transit's Tacoma Link Expansion Alternatives Analysis project will identify and study alternative travel corridors for expansion of the Tacoma Link light rail system.

Over the next 12 months, Sound Transit and the Federal Transit Administration (FTA), in coordination with the City of Tacoma and Pierce Transit will engage the wider community to help identify a range of alternatives, study these alternatives, and determine a preferred corridor alternative for the expansion. The study will also produce a project financing plan that will identify committed and potential funding sources. Another environmental scoping process may occur later, following identification of a preferred corridor, depending on what environmental documentation is determined to be needed.

FTA is the lead agency under NEPA, and Sound Transit is the lead agency under SEPA. FTA published a Federal Register notice of early scoping on August 17, 2012 that formally initiated the NEPA process and the agency and public early scoping period Notice was also published in the SEPA Register. The intent of early scoping is to engage and receive input from agencies, jurisdictions, and Tribes, as well as the public, early in the project development process.

Additional project information, including the “Early Scoping Information Report,” can also be obtained by visiting the project website at www.soundtransit.org/tacomalinkexpansion

Environmental Considerations

Sound Transit conducted a Pre-Alternatives Analysis (Pre-AA) in 2010 and 2011 analyzing eight potential corridors for the expansion of Tacoma Link. The corridors studied are depicted on a map in the “Early Scoping Information Report.” Additional corridors may be added for study in the alternatives analysis as a result of public and agency input during the current early scoping process. The Pre-AA developed preliminary information on environmental considerations including locations of historic districts, locations of habitat corridors, locations of parks, and locations of environmental justice communities. The following results for each corridor were found in the Pre-AA.

Corridor	Passes through a historic district?	Adjacent to a habitat corridor?	Adjacent to a park?	Serves an environmental justice community?
Eastside (Extends east from Tacoma Dome south towards Salishan to 72 nd Street transit center)	No	Yes	Yes	Yes
North Downtown Central (North from Theater District to Stadium District; west to north end of MLK district and south to 19 th)	Yes	No	No	Yes
North End (north from Theater District to Stadium District; west to University of Puget Sound)	Yes	No	No	No
North End Central (North from Theater District to Stadium District; west via Division/6 th to Alder/Cedar Street	Yes	No	No	No
Pacific Highway (Extends east from Tacoma Dome to Pacific Highway South at Fife)	No	Yes	No	No
South Downtown Central (Extends from Union Station west to S 19 th St, continues west to Tacoma Community College)	Yes	Yes	Yes	No
South Downtown to MLK (Extends from Union Station west to S 19 th St, north through MLK district to Division)	Yes	No	No	Yes
South End (Extends from 25 th St Station south to 34 th & Pacific District to S 38 th St, west to Tacoma Mall)	No	Yes	No	No

How to Comment

The comment period for early scoping ends on September 17, 2012. We invite your comments. Please comment by September 17 by mail to: Erin Hunter, Tacoma Link Expansion Project, Sound Transit, 401 S. Jackson Street, Seattle WA, 98104-2826, or by email to: erin.hunter@soundtransit.org. For further information, you may contact either Erin Hunter at the above email address, or the Sound Transit Project Manager, Val Batey, at val.batey@soundtransit.org.

Thank you for your interest and comments.

From: [Chris Van Vechten](#)
To: [Hunter, Erin;](#)
Subject: like the link
Date: Thursday, September 13, 2012 5:38:37 PM

Would support its expansion to MLK or out to TCC (even better).

Don't want to lose significant parking space, however. Balanced approach please.

--

Christopher C. Van Vechten
Juris Doctorate Candidate 2013
North End Neighborhood Councilman
(253) 320-4630

From: [Justin Morrill](#)
To: [Hunter, Erin;](#)
cc: [Eric Crittendon;](#)
Subject: Expanding the Link
Date: Thursday, September 13, 2012 9:17:43 AM

Ms. Hunter—Community Health Care is about to build a three-story medical, dental, pharmacy and urgent care center on MLK and Brazill. This will bring over 48,000 people a year to this part of the city. The Link would be a great asset to people wanting the services of CHC. It will also increase the retail development of the MLK corridor. I encourage strongly that this project proceed. Thank you

Justin Morrill
Capital Campaign Director
Direct phone: 253.722.1551
Cell: 253-330-2829
Community Health Care
Where *Care* is the Final Word

To: Erin Hunter
From: Robert Scheuerman Rochesch@aol.com
Format: email

Hello Erin,

As a member of the original streetcar feasibility committee, and an observer at the recent stakeholders meetings, I've given thought to the extension of Tacoma Link. The route up St. Helen's Avenue appears to serve the greatest number of potential riders. With stops on Broadway south of South 9th Street, Sixth Avenue, South 2nd Street, then on North 1st Street, a great number of apartments and condominiums lay within the catchment area.

Consultation with the Tacoma City Engineering Department yielded a plan for an easy transition from Commerce Street to Broadway. Using a single-track ramp in the middle of Commerce from the north side of the S 11th St. intersection to just south of the S 10th St. pedestrian overpass, takes the track a distance of 367 feet with an elevation gain of 20 feet. Then the track would turn left (west) over the top of the Pierce Transit facility and turn right (north) on to Broadway. The grade would be about 7.5% allowing for transition vertical curves, within Inekon's/ Skoda's streetcar limit of 8% (10% for short distances). In this scenario, the current track north of S 11th St. would be removed. The Theater District stop would move to Broadway.



Commerce Street north of South 11th Street looking south

The width of a single-track ramp in the middle of Commerce St. is narrow enough to allow a 12 foot wide lane on either side, given the current bulb-outs. Crossing the roof of the Pierce Transit facility may require some roof reinforcement. And, at the Broadway level, space for the streetcar would greatly limit the area of Theater Square. A route up St. Helen's Avenue eliminates all the parking on the east side of the street up to Market Street. The Thursday Market on Broadway may need to move further south, with this plan.

This route is slightly shorter than other options to N 1st Street and has the greatest population in its catchment area. Infrastructure and utility movement costs should be near equal to that of other routes.

Because of the St. Helen's route's great ridership potential, I support this route.

Thank you for the opportunity to express my preference.

ROBERT SCHEUERMAN

From: Heather_Ramsay@nps.gov
To: [Hunter, Erin;](#)
cc: Alan_Schmierer@nps.gov; LeslieR@rco.WA.GOV;
Subject: Fw: Early Agency Scoping for the Tacoma Link Expansion Alternatives Analysis
Date: Friday, September 14, 2012 2:26:40 PM

Hi, Erin -

Thanks for the opportunity to comment on the early scoping. Since you're receiving FTA funding for the project, I should make clear that my comments are not a substitute for going through the official NEPA process for contacting DOI agencies once you get to that point. That said, I do have some early heads up on the alternatives you're considering.

Eastside: All of the Salishan neighborhood parks are protected by NPS through the Urban Park and Recreation Recovery Act (UPARR). Any impacts to those parks, including indirect impacts (i.e. visual, noise, etc.) could require NPS approval and thus would also be a NEPA action / 106 undertaking for us. Also, Roosevelt and Lister Elementary Schools are UPARR. Similarly, Swan Creek Park is protected by NPS through the Land and Water Conservation Fund (LWCF) and similar requirements for NPS approval apply. The primary difference between the two programs is that UPARR is directly administered by NPS, while LWCF is administered on our behalf by the Washington Recreation and Conservation Office (RCO).

South Downtown Central: Snake Lake Park is LWCF. Franklin Park and Franklin Elementary are UPARR. I can't see the name of the park behind the "H South Central Downtown" tag on your map.

North Downtown Central: People's Community Center, People's Park and Wright Park are UPARR.

There may be other sites that are protected, but aren't called out on your map (like schools) and there may also be parks protected through state grant programs, which I would recommend fielding through the RCO if you haven't already done so.

Hope that helps and let me know if you have questions.

Heather

Funding and Protecting Parks Where you Live

Heather Ramsay, Program Officer

National Park Service, State & Local Assistance Programs
909 First Avenue, Seattle, WA 98104-1060
206.220.4123 - www.nps.gov/lwcf or /uprr
Follow us on Twitter @NPS_LWCF_PWR

----- Forwarded by Heather Ramsay/Seattle/NPS on 09/14/2012 02:02 PM -----

"Batey, Val"
<val.batey@sound
transit.org>

To

Undisclosed recipients:;

09/04/2012 02:43
PM

cc

Subject

Early Agency Scoping for the Tacoma
Link Expansion Alternatives Analysis

(Embedded image moved to file: pic13776.jpg)Description: Description:
SoundTransit.gif

MEMORANDUM

To: Potentially Interested Agencies,
Jurisdictions, and Tribes for the Tacoma Link Expansion Alternatives
Analysis

From : Val Batey, Senior Transportation Planner, Sound
Transit

DATE: September 4, 2012

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Corridor Serves an environmental justice community?	Passes through a historic district? habitat corridor?	Adjacent to a park?	Adjacent to a
Eastside (Extends east from Tacoma Dome Yes Yes south towards Salishan to 72nd Street transit center)	No	Yes	
North Downtown Central (North from Yes Theater District to Stadium District; west to north end of MLK district and south to 19th)	Yes	No	No
North End (north from Theater District to No Stadium District; west to University of Puget Sound)	Yes	No	No
North End Central (North from Theater No District to Stadium District; west via	Yes	No	No

Division/6th to Alder/Cedar Street			

Pacific Highway (Extends east from Tacoma	No	Yes	
No	No		
Dome to Pacific Highway South at Fife)			

South Downtown Central (Extends from	Yes	Yes	
Yes	No		
Union Station west to S 19th St,			
continues west to Tacoma Community			
College)			

South Downtown to MLK (Extends from Union	Yes	No	
No	Yes		
Station west to S 19th St, north through			
MLK district to Division)			

South End (Extends from 25th St Station	No	Yes	No
No			
south to 34th & Pacific District to S 38			
th St, west to Tacoma Mall)			

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address, or the Sound Transit Project Manager, Val Batey, at val.batey@soundtransit.org.

Thank you for your interest and comments.



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

*PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341*

September 17, 2012

Ms. Erin Hunter
Sound Transit
401 South Jackson Street
Seattle, WA 98104-2826

Dear Ms. Hunter:

Thank you for the opportunity to comment on the scoping for the Sound Transit Tacoma Link Expansion project. The Department of Ecology (Ecology) reviewed the information provided and has the following comment(s):

**SHORELANDS & ENVIRONMENTAL ASSISTANCE:
Alex Callender (360) 407-6167**

If wetland or shoreline impacts are expected, now would be the time to consider advance mitigation opportunities. Advance d mitigation would eliminate temporal loss and could assure the success of the mitigation if it is needed.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(SM:12-3965)

cc: Alex Callender, SEA



17 September 2012

Erin Hunter
Sound Transit Community Outreach
401 South Jackson Street
Seattle, WA 98104

RE: TACOMA LINK EXPANSION ALTERNATIVES ANALYSIS

DEAR MS. HUNTER:

The MLK Subarea Plan Community Working Group recommends Sound Transit pursue development of the “North Downtown Central” corridor as the highest priority alternative in the Tacoma Link Expansion Alternatives Analysis process. This recommendation is based largely on the reasons outlined in the February 2011 Tacoma Link Expansion Stakeholder Group Final Report – namely that from all of the corridor options considered, this corridor best:

1: Serves underserved communities – This route has the greatest ability to generate economic development along almost every segment of it and serves areas of Tacoma that contain historically disadvantaged and underrepresented populations and underserved communities.

2: Serves Tacoma neighborhoods – This route would connect the MLK commercial district and urban neighborhood, including the MultiCare and Franciscan hospitals, Evergreen State College’s Tacoma campus, Community Healthcare’s regional clinic, People’s Community Center, and Wright Park, to the Downtown commercial core, the Stadium District, the St. Helens neighborhood and other neighborhoods located along the Link corridor.

3: Serves downtown Tacoma – This route would directly service the remaining portions of the Downtown Tacoma Regional Growth Center while also providing for loop opportunities either now or in the future between the MLK District, the Downtown core, the waterfront, the University of Washington Tacoma, the Brewery District, and the Dome District, as well as supporting potential future expansions into the North End, North End Central, and South Downtown Central corridors.

4: Captures high ridership – This route would attract both current and new riders by connecting the MLK District, which is one of the most concentrated and significant employment centers in Pierce County, to some of the highest density residential areas within Tacoma, the Downtown commercial core, and numerous local and regional destinations. The MLK District currently includes a number of catalytic projects underway at MultiCare and Franciscan Hospitals, as well as the development of the new Community Healthcare facility on the MLK corridor that will bolster immediate usage and attract significant future increases in ridership.

In the near term, the MLK Subarea Plan will also implement a number of transit-oriented developments on currently vacant and underutilized properties in the MLK District that will generate hundreds of additional dwelling units for urban households that are most likely to utilize transit services on MLK Way and between MLK and core destinations, other destinations within downtown, and connections to the regional system in the Dome District.

5: Completes regional connections – This corridor would connect concentrated areas of housing and employment within Tacoma, directly connect those same high density areas to the Tacoma Dome Station, Pierce County’s regional, intermodal transportation hub for Sounder, Pierce Transit, Greyhound, and Amtrak, and provide clear opportunities for future Link expansions that could serve the North, North End Central, and/or South Downtown Central corridors.

6: At a comparatively low cost – This corridor provides high efficiency service potential as it includes a wide variety of existing and potential destinations, transit-oriented housing and urban employment opportunities located continuously along its length while also presenting likely efficiencies for future expansion by serving as the base from which to connect the North, North End Central, and/or South Downtown Central corridors.

The MLK Community Working Group is comprised of active and broad representation from community-based organizations committed to the redevelopment and revitalization of the Hilltop area. For the reasons outlined above, we collectively and strongly recommend that Sound Transit pursue development of the “North Downtown Central” alternative as the number one priority for the expansion of Tacoma’s Link system.

Sincerely,

MLK SUBAREA PLAN COMMUNITY WORKING GROUP

JUSTIN LEIGHTON
Chair, MLK Subarea Plan Community Working Group
Central Neighborhood Council

MARY BARRETT
Allen Renaissance

REV. CHRIS MORTON
Associated Ministries

DR. RON LANGRELL
Bates Technical College

STEEN ARMSTRONG
Black Collective

MARIA SALADO
Centro Latino

RICK OLDENBURG
Community Healthcare

RICK OLSON
Franciscan Health System

ERIC CRITTENDON
Hilltop Business District

WILLIAM OSBORNE
Historic Tacoma

LINDA FOTIOU
Martin Luther King Housing Development Association

DAWN RODIN
Vice-Chair, MLK Subarea Plan Community Working Group
Hilltop Action Coalition

CAROL RAMM-GRAMENZ
McCarver Elementary School

LOIS BERNSTEIN
MultiCare Health System

DALTON GITTENS
New Tacoma Neighborhood Council

BYRON CREGEUR
Shared Housing Services

WALTER ZISETTE
Tacoma Housing Authority

DR. ARTHUR BANKS
Tacoma Ministerial Alliance

DORIAN WALLER
Tacoma Urban League

CONNIE BROWN
Tacoma-Pierce County Affordable Housing Consortium

DR. TYRUS SMITH
The Evergreen State College

MIKE WARK
University of Washington Tacoma



September 17, 2012

Erin Hunter
South Corridor Outreach Lead
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Subject: Tacoma Link Expansion Project *Early Scoping Information Report*

Dear Ms. Hunter,

The Puget Sound Regional Council appreciates the opportunity to comment on the Tacoma Link Expansion Project *Early Scoping Information Report* document. As you are aware, implementation of high-capacity transit to support growing communities is fundamental to the success of VISION 2040, the region's integrated long-range strategy for growth management, transportation and economic development.

PSRC's Continued Involvement

The PSRC has an on-going interest in transit system planning for the expansion of the Tacoma Link, not only because of VISION 2040 and Transportation 2040, but also due to our new *Growing Transit Communities* program that focuses on developing equitable transit communities at station areas within this, and other, corridors. Our lead staff for the South Link project will be Michael Hubner and Gil Cerise; their email addresses are mhubner@psrc.org and gcerise@psrc.org respectively.

Comments on Analysis of Consistency with Regional Plans

Given the fundamental and mutually-supportive role high-capacity transit plays in the implementation of regional plans, we would like to see "Consistency with VISION 2040 and Transportation 2040" included in the analysis of alternatives. We have commented on past Sound Transit documents on what this consistency would entail, from an environmental analysis perspective. The factors we suggest for this analysis are as follows:

- Ability of each alternative to support a triple bottom line of promoting people, prosperity and planet. Decisions on alternatives and mitigation measures should promote multi-purpose, not single purpose, objectives.
- Ability of each alternative to support allocated levels of population and employment growth, consistent with VISION 2040's regional geography allocations.
- Ability of each alternative to adequately serve projected ridership, including ridership between regional centers.
- Ability of each alternative to support compact, pedestrian- and transit-oriented densities and development. This assessment would take into account land use development potential, local targets, and zoned capacity.
- Ability of each alternative to serve industry clusters identified in the Regional Economic Strategy. This also includes serving concentrations of manufacturing industrial center employment and minimizing negative impacts to industrial lands.

Comments on the Draft Purpose and Need Statement

PSRC supports the Purpose and Need Statement. We do, however, suggest one addition:

- The need to provide equitable access to the benefits of transit and transit oriented development to existing low-income and racially diverse communities through increased connectivity to employment, educational, social, and recreational opportunities and through increased potential for local economic development.

Comments on the Scope of Review and Analysis

PSRC has the following generic comments regarding the scope of review and analysis of the Tacoma Link Expansion Project:

- *Alternatives:* Alternatives analysis is fundamental to SEPA in that it identifies the strengths and weaknesses of more than one approach and will provide Sound Transit and the region a solid foundation from which to develop the strategies and mitigation measures for the preferred alternative. We support a robust alternatives analysis approach.
- *Station Siting Considered in Environmental Analysis:* PSRC suggests that station siting effects on local planning efforts be carefully considered in Sound Transit's analysis. For example, proposed station areas should be located proximate to areas designated for high intensity transit-oriented development wherever possible. In addition, the siting of the terminus of the Tacoma Link Expansion Project should support various alignment alternatives of the high capacity transit corridor that Sound Transit will consider in the future.
- *Potential Mitigation Measures:* If, through the environmental analysis, a locally preferred alternative is developed that includes weaker development potential than other alternatives studied, PSRC suggests the consideration of mitigation measures that could include providing support for local station area planning efforts or other assistance with development-related projects in the station areas.

The Tacoma Link Expansion Project is an important long-range investment for our region and we appreciate the opportunity to comment and participate. If you have any questions regarding our comments, please contact me at (206) 464-7549 or imiller@psrc.org.

Sincerely,



Ivan W. Miller
SEPA Responsible Official
Puget Sound Regional Council

CC: Val Batey, Tacoma Link Expansion Project Manager
Gil Cerise, Senior Transit Planner
Michael Hubner, Senior Planner



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10**

1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ECOSYSTEMS, TRIBAL AND
PUBLIC AFFAIRS

September 17, 2012

Mr. John Witmer
Federal Transit Administration
915 Second Avenue, Suite 3142
Seattle, Washington 98174

Ms. Erin Hunter
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104-2826

Re: Early Scoping Notification for the Alternatives Analysis of the Tacoma Link Expansion in Tacoma, Washington (EPA Region 10 Project number: 12-0044-FTA).

Dear Mr. Witmer and Ms. Hunter:

The U.S. Environmental Protection Agency has reviewed the Early Scoping Notification for the Alternatives Analysis of the Tacoma Link Expansion in Tacoma, Washington. We are submitting scoping comments in accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act. Thank you for inviting our participation.

As part of the Sound Transit 2 (ST2) Plan approved by voters in 2008, Federal Transit Administration and Sound Transit propose to extend the existing 1.6-mile Tacoma Link Light Rail system, which currently operates between the Tacoma Dome Station and the Theater District station in downtown Tacoma. In addition to Sound Transit's initial two alternatives, project proponents have worked with area stakeholders to develop six new Tacoma Link Extension alternatives, and more alternatives may arise during the early scoping process. We would like to offer the following comments and recommendations regarding alternatives development, as well as the environmental, transportation, and community impacts and benefits that we believe should be addressed in the project NEPA analysis.

Alternatives - Development and Design

We appreciate the work that has been done, which is documented in the *Tacoma Link Expansion Stakeholder Group Final Report* (February 2011) and the *Early Scoping Information Report* (August 2012), to gather the views of local stakeholders and community representatives regarding project objectives and alternative routes for the Tacoma Link Extension. We support the stakeholders' objectives of serving underserved communities and Tacoma neighborhoods as the top two priorities. There is need to incorporate both equity and health considerations in making transportation decisions, and we can foresee ways that adhering to these priority objectives could ultimately address both factors.

- Health Impact Assessment – potential need for
- Tribal trust responsibilities, government to government consultation, effects to tribal natural or cultural resources
- Historic and/or cultural resources
- Environmental justice, disadvantaged/vulnerable populations – low income, minority, elderly, disabled, LEP, children's health and safety, households without cars
- Community impacts – mobility, accessibility, livability, walkability, sustainability, cohesion, displacements, social effects, visual effects, other
- Construction impacts, duration, potential phasing
- Noise, vibration
- Hazardous materials and contaminated sites
- Invasive species

We intend to provide more detailed information regarding the above subjects during the subsequent NEPA scoping process. However, if at any time you have questions, would like to discuss these comments, or need information regarding the above subject areas, please do not hesitate to contact me at (206) 553-2966 or by email at somers.elaine@epa.gov. Thank you for the opportunity to contribute to the early scoping phase of the Tacoma Link Extension project.

Sincerely,



Elaine L. Somers
Environmental Review and Sediment Management Unit



Fife City Hall
www.cityoffife.org
5411 23rd Street East, Fife, WA 98424
Tel (253) 922-2489 Fax (253) 922-5355

September 17, 2012

Ms. Erin Hunter, South Corridor Outreach Lead
Sound Transit
401 South Jackson
Seattle, Washington 98104-2826

SUBJECT: Tacoma Link Expansion - Early Scoping

Dear Ms. Hunter:

Thank you for the opportunity to provide comments on the Tacoma Link Expansion Early Scoping document.

In reviewing the Early Scoping document, we are 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. As mentioned in the Early Scoping document, this potential corridor is contemplated in Sound Transit's Regional Long-Range Plan (2005).

As you may know, the City of Fife's Comprehensive Plan designates almost the entire Pacific Highway East corridor within the City of Fife as its "Downtown District Center." Existing development regulations support a land use pattern and density compatible with high capacity transit.

This year the City of Fife initiated an extensive visioning and planning effort to refine the Fife Downtown City Center concept, focusing on the area at and around 54th Avenue East and Pacific Highway East, as well as on the south side of Interstate-5 at and around the intersection of 54th Avenue and 20th Street East.

The outcome of the visioning effort is a neighborhood based, pedestrian oriented mixed use City Center, supported by a re-design of the 54th Avenue interchange with Interstate-5. Public involvement, including but not limited to, a community open house, and public information in the form of print and other media have accompanied this process. This vision has been well received by both the Fife Planning Commission and Fife City Council. The City of Fife Transportation Plan is currently being updated with a significant amount of Fife's future population and employment growth being directed to the Fife City Center area along Pacific Highway East in support of this vision. The City Center planning effort will lead to amendments to the City's Comprehensive Plan and development regulations in 2013.

The Fife City Center will be an appropriate location for a future light rail station (or stations) as part of the Sound Transit's regional high capacity transit system. It will support the regional vision for the connection of high density, pedestrian friendly centers with a regional high capacity transit system, in this case connecting Fife to other centers located along the light rail corridor.

Thank you again for the opportunity to comment as part of the Tacoma Link Expansion Early Scoping process. We look forward to the on-going Alternatives Analysis (AA) process as well as to other work that Sound Transit will be doing related to the future development of a high capacity transit system in our region.

Feel free to contact me at (253) 896-8633 should you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "David Osaki". The signature is written in a cursive, flowing style.

David Osaki, AICP
Community Development Director

Cc: Dave Zabell, City Manager, City of Fife
Russ Blount, Public Works Director, City of Fife



CENTRAL NEIGHBORHOOD COUNCIL

PO BOX 5201, TACOMA, WASHINGTON 98415-0201

chair@cnc-tacoma.com

Meetings are the first Thursday of each month at the Tacoma Nature Center, 1919 S. Tyler St,
from 6:00 pm 'til about 8:30 pm

Erin Hunter
Sound Transit Community Outreach,
401 South Jackson Street
Seattle, WA 98104

Dear Erin Hunter,

This letter presents the comments of the Central Neighborhood Council (CNC) for the Tacoma Light Link Extension Alternatives Analysis study. The CNC is one of eight nonprofit citizen-participation organizations created in 1992 by the City to "...directly advise City government on matters concerning the general health, safety and welfare of their neighborhoods. Their actions should reflect the needs and wants of the neighborhood."

The CNC has chosen not to pick a preferred alternative until additional analysis has been completed on travel time, people served and economic impact to the region, the City, and neighborhoods identified in the alternatives. The CNC recommends Sound Transit use the following criteria when evaluating the alternatives for an expanded Sound Transit system in Tacoma:

- 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; and
- 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.

Thank you for considering our priorities. We look forward to participating in future stakeholder events.

Tricia S. DeOme
Vice Chair
Central Neighborhood Council

Matt Jones
Secretary
Central Neighborhood Council

www.cnc-tacoma.com

December 26th, 2012

Val Batey
Project Manager for Tacoma Link Expansion Project
C/o Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Dear Val,

I am writing to you in regards to the Tacoma Link Expansion Project and the proposed North Downtown Central Loop Corridor (E2) route. The University of Washington Tacoma has reviewed the route and wishes to indicate our position on this possibility.

First, please know that we do appreciate being part of this critical discussion of expanding the Tacoma Link. We are a key player in the downtown Tacoma area, and the decision of where it should extend impacts us in many ways.

For most of the routes still under consideration, we can see the potential value to increasing development and community connections. The MLK (E1) project would certainly have those potential benefits.

The university has been and will continue to be a fan and supporter of promoting mass transit in all modes:

- The current Tacoma Link is at the front door of our Pacific Avenue entrance
- We have an active level of buses to and through campus
- We are providing leadership for the Prairie Line Trail development as part of a bike/pedestrian focused community network
- There are existing plans/aspirations to provide more bus connections through campus, with a focus on Market Street
- There are existing plans/aspirations to create more bike access to and through campus via bicycles with a focus on Fawcett

We should also note that the university has several campus planning projects in the works that will serve to meet our ambitions to double the size of the student population from 4000 to 8000 by 2020. In order to support this growth, the university is planning on building several new additions to our campus, extending the current campus which is largely east of Jefferson to the west to Market Street and beyond.

In reviewing the options that have thus far made it through the initial screening criteria, the university has concluded that the part of option E2 that would provide a new light rail line on Jefferson, through the heart of campus, is not compatible with our mission and goals for expansion and campus. We are in active planning stages for 4 building projects and one street / pedestrian projects on Jefferson from 17th to 21st. A new light rail would have significant negative impacts on each of these projects, all of which are essential to supporting our goal to double our student population.

The proposed E2 route would bisect the campus and essentially serve the same space as

the existing Link and would detrimentally hinder our development. The location of the route is problematic. Jefferson and 17th is already an intersection that will not support safe interaction with cars and expected pedestrian volumes. The existing Link has already created a barrier for the university to connect north of campus to the Tacoma Art Museum, the Children's Museum and other business on Pacific Avenue.

Also, the intersection of 21st Street and Market/Jefferson is one of the most problematic intersections in our community. We have significant car volumes to and from the freeway, significant elevation challenges, additional bike and pedestrian volumes due to growth and creation of the Prairie Line Trail network, and the expected future growth in bus traffic on Market Street will overwhelm the capacity of this intersection as currently designed even without the added demand for space of a new light rail.

Jefferson runs through the heart of the campus. The street is not wide enough to accommodate a new light rail and the current and planned development of buildings, retail and education spaces. Based upon experience at other universities, the creation of light rail through campus at Jefferson would be a barrier which would develop to a bifurcated campus where there would be an East/downhill campus and a West/uphill campus. The campus master plan and the program growth ambitions for campus are not compatible with the notion of a bisected campus.

Our university is just celebrating the elimination of such active train bisection with the abandonment and redevelopment of the Prairie Line Trail. The idea of recreating this negative impact on campus is unacceptable.

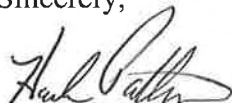
Finally, we understand and agree with the objectives to extend the reach of the Link to underserved areas where this would provide a connection and foundation infrastructure for future development. This relates to the proposed E2 route in the following ways:

- The E2 option would retard and interrupt development and connection for UWT both within our campus and with our surrounding communities
- We fully expect and plan to connect our community through planned westward development of our campus, additional bike and pedestrian connections and additional bus routes which provide the more direct and cost effective mass transit up the hill to Martin Luther King Jr. Way
- The addition of a second light rail connection to campus is both redundant and harmful to our mission to serve the community

Based upon this additional context, we respectfully ask the E2 option be eliminated from further study based upon the real harm that will be created for existing UWT development plans and our connections with the surrounding communities.

Please contact me should you have any questions or concerns.

Sincerely,



Harlan Patterson

Vice Chancellor for Finance & Administration

To: Erin Hunter
From: Matthew Jones mattmike@gmail.com
Format: Comment in email from

Dear Ms. Hunter –

My name is Matthew Jones, I'm a resident of Tacoma, board member for Tacoma's Central Neighborhood Council, and the Executive Director of the Point Defiance Zoological Society. This letter represents my personal opinions for the Tacoma Light Link Extension Alternatives Analysis study.

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 for 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. Sandwiched between two of Tacoma's largest employers and incredibly close to the dense urban core downtown – connecting this area with the Light Link Extension will serve existing businesses, their employees, and their customers while simultaneously spurring development of new businesses.

While other options being considered meet some of these qualifiers, only an MLK route will serve such a diverse and vibrant group of existing individuals and businesses while tapping into a tremendous opportunity to spur future development. I urge you to consider the central neighborhood of Tacoma and place an emphasis on a route along MLK Way.

With Thanks,

Matthew Jones

2105 Yakima Ave

Tacoma, WA 98405

mattmike@gmail.com

253-441-1409

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Who I am: <http://www.google.com/profiles/mattmike>



Fife City Hall
www.cityoffife.org
5411 23rd Street East, Fife, WA 98424
Tel (253) 922-2489 Fax (253) 922-5355

February 27, 2013

Ms. Val Batey
Project Manager, Tacoma Link Expansion
401 S. Jackson St.
Seattle, WA 98104

SUBJECT: Tacoma Link Expansion – Alternatives Analysis

Dear Ms. Batey:

Thank you for the opportunity to comment on the six (6) remaining alternative travel corridors for the proposed Tacoma Link Expansion project.

In developing our comments, we have reviewed materials presented at the February 2013 Open House(s) as well as information presented on the Sound Transit website. As we were late last year, the City of Fife continues to be pleased to see that the 3.3 mile Pacific Highway East corridor alternative (Alternative G1) satisfies the Tacoma Link expansion project screening criteria and that it is one of the six remaining corridor alternatives being studied.

We concur with the identified benefits Alternative G1 offers. The Alternative G1 corridor does offer a high amount underutilized land with potential for fostering economic growth through new development and redevelopment given the introduction of public investment from the light rail line. While not mentioned, Alternative G1, within the City of Fife at least, also includes comprehensive plan designations and zoning along the corridor supportive of higher density mixed use development. The preliminary cost estimate of \$164 million is also reasonable.

The informational materials identify potential disadvantages to Alternative G1. These include a lower number of regional destinations and activity centers (although the analysis appears to miss a potential east end activity center anchor in the Emerald Queen Casino/Hotel, and it also does not identify Chateau Rainier, a 248 unit Pierce County Housing Authority apartment complex), lower number of pedestrian and bicycle connections, and a lower potential to attract riders.

We believe these disadvantages are temporary. As was noted in prior City of Fife comments provided late last year, the City of Fife is currently engaged in a City Center Visioning and Planning process targeted at an area along 54th Avenue East, Pacific Highway East and 20th Street East. The City Center Vision embraces Transit Oriented Development (TOD) principles including, but not limited to, mixed use development, quality form based design, pedestrian orientation and people intensive uses. This City Center activity center is not referenced in the materials.

The Fife City Center vision is supportive of and complements many near and long term public infrastructure improvements in the Fife area, to include the eventual siting of a light rail station in Fife.

Selection of the Alternative G1 corridor would, as light rail has throughout the region, spur and accelerate private investment, economic growth and implementation of the Fife City Center vision. Alternative G1 disadvantages can be remedied by catalyst development resulting from the development of the station corridor itself.

Beyond the screening criteria themselves, we believe that there is another consideration in the selection of the preferred Tacoma Link expansion alternative(s). As a regional agency charged with developing a regional high capacity transportation system, Sound Transit should also evaluate how the selected Tacoma Link expansion alternative fits with the long range regional system plan.

For instance, the Regional Transit Long Range Plan (2005) speaks to the eventuality of a light rail system connecting four major metropolitan centers: Everett, Seattle, Bellevue and Tacoma. Alternative G1 carries the added benefit of directly moving the region toward completing the long range vision for a light rail system extending from Tacoma to Everett with connections to other major regional centers in between, including the Seattle-Tacoma International Airport.

More specifically, the 3.3 mile Alternative G1 segment from the Tacoma Dome to Fife would achieve about 1/3 of the distance between Tacoma and Federal Way (when a light rail station near the Federal Way Transit Center or 320th Street Federal Way Park and Ride is constructed). In other words, only about 6-7 miles of light rail line would then be needed to connect Tacoma and other Pierce County communities to other regional and activity centers extending as far north as Lynnwood, with ST2, and eventually Everett.

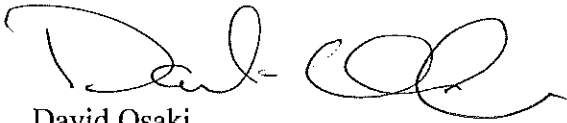
It is our understanding that two alternatives will be forwarded to the Sound Transit Board for consideration. Based on this, we believe at least one of those two alternatives should be the Alternative G1 alignment, not only because of how it relates to the screening criteria but also because it provides the Sound Transit Board with a policy option to select an alternative that moves the region closer toward implementing a regional long term vision of connecting high capacity light rail from Everett to Tacoma (and Bellevue) as well as with other regional growth centers and the Seattle Tacoma International Airport.

Finally, to conclude, a brief comment about process. In viewing the Open House handouts earlier this month, as well as information contained on the Sound Transit website, we do note that the narrative/text is very much specifically directed at Tacoma businesses and residents (see attached excerpt from handout as an example).

While encouraging participation from Tacoma residents and businesses is certainly appropriate, it would also be appropriate to give deliberate attention to residents and businesses in the City of Fife given Alternative G1. The concern obviously is that Fife residents, property owners and/or businesses may not realize that one of the alternatives includes a corridor along Pacific Highway East. Or, such individuals/businesses may feel that their involvement is not invited. The primary issue is that comments being received through this process may not be representative of those in the Fife community.

Thank you again for the opportunity to comment. Please contact me should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Osaki', with a stylized, cursive flourish at the end.

David Osaki
Community Development Director

Enclosure.

What we are doing now and over the next few months...

The six remaining corridor alternatives have been evaluated more closely based on costs, benefits, impacts and on how well they achieve community defined objectives for the project. The findings will be compiled and presented to the public in an Alternatives Analysis report. The Sound Transit Board will use this information along with stakeholder and community input to identify a preferred corridor for further study.

Involving the Tacoma community

Sound Transit is committed to communicating with Tacoma residents and businesses about the Tacoma Link Expansion and providing you with meaningful opportunities to get involved. Your input will help Sound Transit select the best alternative corridor for Tacoma Link Expansion. To date, Sound Transit has included the community through:

- Postcard mailings
- Online & print ads
- Fairs & festivals
- Open houses & drop-in sessions throughout Tacoma
- Numerous business district & neighborhood council briefings
- Media articles or posts
- Stakeholder Roundtable discussions
- Outreach to social service providers that represent low income, underserved, minority and non-English speaking populations

STAY INVOLVED!

Find project information, updates and upcoming events on our website. Please visit www.soundtransit.org/TacomaLinkExpansion

For additional information about Tacoma Link Expansion or to request a project briefing for your organization, Erin Hunter, South Corridor Outreach Lead, at 206-370-5511 or erin.hunter@soundtransit.org.



Alternatives Development

Partner & Federal Grant Application submitted

Sound Transit 2, adopted by voters in 2009, included funding for a partnership to expand Tacoma Link. Sound Transit is seeking funding and exploring options for securing additional funding partners.

Public Comment AUG

Summer 2012

Early Scoping

Open houses/early scoping meetings

Sound Transit holds open houses and a 30-day agency & public comment period for

Alternatives Sound Transit should consider for Tacoma Link expansion

Screening criteria Sound Transit should use to evaluate and compare different alternatives

Alternatives

Alternatives 9
Sound Transit reviews alternatives and solicits public comment on public comment screens alternative alternatives.

Alternatives 3
Public Meeting
Sound Transit expects to screen alternative alternatives to be collected public comment



Sign up for email updates at www.soundtransit.org/subscribe.

For information in alternative formats, call 1-800-201-4900/
TTY Relay: 711 or email accessibility@soundtransit.org.

Alternatives development process supports effective

Eastside Neighborhood Advisory Council of Tacoma

1206 East 35th Street
Tacoma, WA 98404
ENACT@live.com

To: Sound Transit, Tacoma City Council
From: Eastside Neighborhood Advisory Council
Date: March 11th, 2013
Subject: Tacoma Link Expansion

We are unanimously in favor of the Eastside route C-1. We feel it meets all the criteria of the six goals set forth by the Sound Transit Board.

ST Goal #1 Improve mobility and transportation access for Tacoma residents and visitors.

The expansion of light rail service along Portland Avenue will bring improvements to pedestrian and bicycle routes, sidewalks and crosswalks. The Link service will provide connection to and from the downtown area for residents of the Eastside and visitors to Tacoma. The LINK will provide transportation to Pierce Transit buses at the Tacoma Dome Station for a connection to SeaTac Airport. It will provide service to the Greyhound bus station, Emerald Queen Casino, the Greater Tacoma Convention and Trade Center and to our Tacoma Dome for events.

ST Goal #2 Increase transit ridership within the City of Tacoma.

Portland Avenue is zoned mixed use and bringing the LINK to this area will increase ridership in the business district and support more walking, bicycling and transit use. The multi-cultural population of the Eastside shows an increase in all of the above.

ST Goal #3 Serve underserved neighborhoods and communities in the City of Tacoma.

The Eastside of Tacoma has a large diverse group of people who fall below the average income level. Their primary mode of transportation is public transportation. The LINK would enable people to get more involved in city government with a means of transportation to the core of our city. This would enable more people to apply for a job further from home. Lower Portland Avenue is home to the largest low income housing development in the Pacific Northwest. Connecting low income families with transportation is vital to their advancement.

Eastside Neighborhood Advisory Council of Tacoma

ST GOAL #4 Use transit to spur economic development and other types of investments.

Portland Avenue is zoned mixed use and the LINK will light a spark in the building industry for diverse housing for both mixed income and mixed household investment. We have a large amount of open space that can be turned into hotels to support events at the Greater Tacoma Convention and Trade Center, the Tacoma Dome and the Emerald Queen Casino. Many underutilized properties are currently available at lower than market value which will attract real estate investors.

ST Goal #5 Ensure that the project is environmentally sensitive and sustainable.

Along the C-1 route is a bustling 14 acre park with a variety of playground equipment, a pool, community center and a soccer field. The Puyallup Tribe has planted a medicinal garden for tribal use. There are two other community gardens along the route. One of the gardens is just beyond the C-1 corridor called Swan Creek Community Garden. Swan Creek Park is a beautiful natural setting with 400 acres of green space, mountain bike and hiking trails, community garden, salmon stream, an off leash dog park and a gathering place.

ST Goal #6 Establish a project that is competitive for federal funding

Along the C-1 route is the Puyallup Tribal casino, police station, main tribal offices, Takopid Health Center, Bureau of Indian Affairs (BIA), Tacoma Housing Authority's Salishan low income housing. Food banks. Public parks. The William Factory Small Business Incubator, Portland Avenue Reservoir. Blix Elementary, Roosevelt Elementary and First Creek Middle School.

Lynnette Scheidt

President Eastside Neighborhood Advisory Council of Tacoma

Hillside Development Council

Val Batey
Project Manager for Link Extension Project
401 S. Jackson Street
Seattle WA 98104

Dear Ms. Batey,

Hillside Development Council (HDC) would like to share our ideas concerning the extension proposals for the Link in Tacoma. It's exciting to be a part of the process and look forward to the final decision when it occurs.

Our thoughts are if you're going to install mass transit you need to go where there is existing density or has potential with developable land. B1 or E1 are the most favorable for these criteria out of the final 6 routes. These two routes have the existing density and gets people up and down the hill. There are some more reasons but the main concern HDC has is the route we object to.

E2 has a fatal flaw in that it will travel right through the intersection of 21st and Jefferson Avenue. This intersection continues to be one of the major issues HDC continues to work on. It is part of a freeway entrance/exit that already has substandard flow. It is vital that the proper design be fulfilled for the University and South Downtown to prosper. A streetcar traveling right through this problem area would necessitate grade separation or other extreme measures and would be a burden to economic development.

Sincerely,



Ed Davis, President
Hillside Development Council

Cc: Harlan Patterson, UWT



To: Sound Transit Tacoma Link Stakeholder Committee

March 20, 2013

The New Tacoma Neighborhood Council (NTNC) greatly appreciates your work in developing a plan for the Tacoma Link Extension project.

Presently, our Neighborhood Council represents all of the area currently served by the Link. Furthermore, two out of the three proposed expansion routes are in the NTNC footprint.

As a board, we voted overwhelmingly to endorse route E1 to go along MLK.

In weighing our decision, we found that E1 provides the best balance of the stated goals developed by the stakeholder committee. Increasing economic development, improving ridership, and serving low income and minority communities are values that the New Tacoma Neighborhood Council shares. As downtown residents, much of our community relies on transit services, and we feel that the MLK route will best serve both the downtown core as well as the expansion area. We hope that you will consider our support in your final proposal.

Sincerely,

A handwritten signature in cursive script that reads 'Elizabeth E. Burris'.

Elizabeth E. Burris

Chair

New Tacoma Neighborhood Council



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

March 22, 2013

Sound Transit
Attn: Val Batey
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. Batey,

Thank you for the opportunity to comment on the Tacoma Link Expansion project's alternatives. It has been my pleasure to participate in the stakeholder roundtable group and appreciate the level of detailed information that you provided us throughout the process.

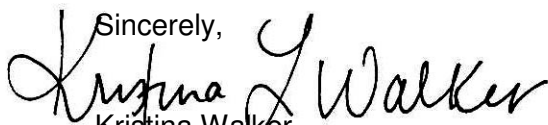
Downtown On the Go—a Tacoma-based transportation advocate—encourages you to select Alternative B1: North End Central Corridor. We believe that this option not only represents the greatest possibility for moving people into and around downtown without their cars, but offers realistic economic development opportunities as well. This option not only meets Sound Transit's project goals, as illustrated in the analysis presented to the stakeholder roundtable, but will best help meet Downtown On the Go's goals and the City of Tacoma's sustainability and economic development goals.

We would also like to share our support for additional study of a hybrid option that might extend the Link up to the Stadium District as well as to the south beyond Tacoma Dome Station. Should this option be explored, we would like the option to weigh in again.

Our Board of Directors represents twenty downtown businesses, organizations, and agencies, and the approximately 30,000 employees and more than 4,000 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.

Thank you again for the opportunity to comment. We look forward to continuing to work with you on this important project for downtown.

Sincerely,


Kristina Walker
Downtown On the Go Manager

From: Justin Morrill [<mailto:JMorrill@commhealth.org>]

Sent: Wednesday, April 10, 2013 13:17

To: RTA Main Mailbox

Subject: Link Extention

I cannot come to the Tacoma Dome meeting, but want to express my concern for the Link extension plans. I urge you to connect the Hilltop community with the Link. It will do more for the economic development of Tacoma than going to the Casino. That part of the system might come in a later faze. Best for people who need medical help to reach the healthcare resources of MultiCare, Community Health Care and the Franciscans rather than to get to a place to gamble. I guess in some ways they are both "a gamble."

Justin Morrill

Capital Campaign Director

Direct phone: 253.722.1551

Cell: 253-330-2829 **Note new cell phone**

Community Health Care

Where *Care* is the Final Word

Kirsten Hauge

From: Hunter, Erin [erin.hunter@soundtransit.org]
Sent: Thursday, March 28, 2013 9:30 AM
To: Kirsten Hauge
Subject: FW: Tacoma Link Expansion - Input
Attachments: Tacoma Link Expansion Survey.pdf

From: Tom Ebenhoh [<mailto:tomeben@yahoo.com>]
Sent: Saturday, February 16, 2013 10:09 AM
To: Hunter, Erin
Subject: Tacoma Link Expansion - Input

Erin: Attached is my survey. Also, a couple general inputs:

1. Connecting the downtown core to the hilltop first choice before looking at going east or along Pacific Hwy.
2. Getting it done; ability to secure funding. If grant money is instrumental in funding and getting the project done, look at those choices first.

Appreciate all the hard work. I'm a Board member on the New Tacoma Neighborhood Council. At some point, would you or a representative on this project be willing to attend and provide an update at one of our meetings?

Thank you - please acknowledge receipt of this e-mail.

Tom Ebenhoh
1515 Dock St. #421
Tacoma WA 98402

Tacoma Link Expansion Survey

Sound Transit, in coordination with the City of Tacoma and Pierce Transit, is analyzing alternatives for expanding the existing 1.6-mile Link light rail line in Tacoma. The goal of this work is to identify possible corridor alternatives, evaluate their advantages and disadvantages, and use this information to identify a preferred corridor alternative to move forward into the environmental and preliminary engineering process.

Sound Transit's next step is to finalize the results of the evaluation, incorporating public input, and develop a draft Alternatives Analysis Report to present to the public and Sound Transit Board. The Sound Transit Board will then identify a preferred corridor alternative.

We would like to hear what you think about the results of the evaluation and how you would prioritize the project goals. Please take a few minutes to answer the questions below and let us know your thoughts about the project!

1. Sound Transit is evaluating the corridor alternatives by measuring how well they would achieve the following project goals. What goals are most important to you? Please rate the following on a scale of 1 to 6 (1=very important and 6=least important). *This question is required.

	1	2	3	4	5	6
Improve mobility and transportation access for Tacoma residents and visitors.	X					
Increase transit ridership within the City of Tacoma				X		
Serve underserved neighborhoods and communities in the City of Tacoma			X			
Use transit to spur economic development and other types of investment	X					
Ensure that the project is environmentally sensitive and sustainable					X	
Establish a project that is competitive for federal funding		X				

For each corridor alternative, we have provided a document that includes a map and a summary of the pros and cons found in the alternatives evaluation.

Please review the pros and cons listed, and then share your thoughts about the findings.

2. What are your thoughts on B1-North End Central?

Positive in that it brings the link into the north end; however, does not connect downtown core area to the hilltop, hospitals, etc. Not my recommended choice.

Possibly a 2nd or 3rd choice.



3. What are your thoughts on C1-Eastside?

Plus in reaching to the east side and low cost; however, does not connect downtown to hilltop area.

Not a recommended choice.

4. What are your thoughts on D4 (Modified) South End via Portland Ave?

Will reach many more locations, very positive. Cost is a negative especially if not being eligible for a grant and potential to not be able to fund it.

5. What are your thoughts on E1-North Downtown Central?

My 1st choice; low cost and connects the downtown core to the hilltop area (hospitals, etc.). Potential to bring residents from hilltop area, visitors, that otherwise may not come to downtown core because of the "hill"

6. What are your thoughts on E2-North Downtown Central Loop?

Probably my 2nd choice - but - cost impact again leads me to hesitation in securing funds as this is not eligible for a grant.

7. What are your thoughts on G1-Pacific Highway?

Positive for possible growth and is grant eligible; however, the low impact for more riders and that this stretches away from the downtown core and linking the hilltop leads me to put this as a 3rd/4th choice.

8. Is there anything else we should consider as we narrow the list of corridor alternatives down?

Ability to secure funds and make it happen and connecting the downtown core to the hilltop; linking to communities with potential to bring residents/guests into the city.

9. Please share any other comments with the project team.

Appreciate all the hard work going into this expansion. The excitement about this project feels the same as the excitement when the link first came to Tacoma. The expansion will benefit many.

10. Sound Transit will offer opportunities for public comment again later this spring when we present the draft Alternatives Analysis Report. Please let us know what opportunities you would like Sound Transit to offer at our next public involvement milestone.

- ☒ Public open house
- ☒ Online open house
- ☒ Community briefings
- ☒ Online survey
- ☐ Other (please explain)

Contact information:

Email: tomeben@yahoo.com

Name: Thomas Ebenhoh

Address: 1515 Dock Street, #421

City: Tacoma **State:** WA **Zip:** 98402 **Phone:** 253-572-4481

From: Tom Ebenhoh [<mailto:tomeben@yahoo.com>]
Sent: Friday, April 12, 2013 7:30 AM
To: Hunter, Erin
Subject: Tacoma Link Expansion - Input

Erin:

Re-looked proposed expansion routes and still recommend the E-1 expansion route. Of the two new routes proposed, in favor of the H2 over the H1 proposed hybrid routes; not exactly sure how these as proposed would line up for possible funding and making it happen, but looks like the H2 route Option 3 keeps the E-1 route as is with potential "additive" item expansions.

Thanks again for all the help and coming out to our NTNC meeting.

Tom
NTNC Board Member
1515 Dock St., #421



MultiCare Allenmore Hospital
MultiCare Auburn Medical Center
MultiCare Good Samaritan Hospital
MultiCare Mary Bridge Children's Hospital & Health Center
MultiCare Tacoma General Hospital
MultiCare Clinics

February 20, 2013

Chelsey Levy
Communications and External Affairs Department
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Tacoma Link Extension

Dear Chelsea,

Thank you for the opportunity to provide feedback regarding Sound Transit's plans to expand the Tacoma Link and the proposed alternate routes.

Many of our employees and patients rely on public transportation to get to our facilities and we understand the impact this expansion will have on the community. Of the six proposed corridors, we support the **North Downtown Central Corridor (E1)**. This option would connect existing Tacoma Link stops at the Tacoma Dome and at the University of Washington-Tacoma to our main campus, which we believe will have great value to our employees, our patients, and to our community. Increasing public transit options to health care facilities, such as MultiCare Tacoma General Hospital and MultiCare Mary Bridge Children's Hospital, is a benefit to the entire community.

While we support the **North Downtown Central Corridor** route, we would appreciate some additional information on two items related to this specific proposal:

- One of the disadvantages listed for this specific route is the "high number of noise sensitive receptors." We would like some additional information as to the noise implications of this particular route to determine the potential noise impact this project and/or route will have on our patients and families at our facilities in this area.
- The cost for this specific route is listed as \$133 million. We would like additional information on the financial plan for this particular route. Specifically, what are the plans to pay for this route? How does Sound Transit intend to raise the monies necessary to pay for this route – existing budgeted funds or are new taxes necessary? If so, what types of revenue are proposed to pay for this project?

Again, we appreciate the opportunity to offer comments on the Tacoma Link Expansion and we look forward to working with you and other partner organizations to develop a plan that benefits the entire community.

Sincerely,

Lois Bernstein
Senior Vice President, Community Services
MultiCare Health System

cc: Dang Nguyen



Puyallup Tribe of Indians



March 25, 2013



Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Tacoma Link Expansion

Dear Board Members:

The Tribal Council of the Puyallup Tribe of Indians is pleased to participate in the discussion and evaluation of the Tacoma Link light rail system expansion. With several preferred alternatives now under review by the Sound Transit Board, in cooperation with the City of Tacoma and Pierce Transit, the Tribal Council would like the Board to consider the Tribe's views and interests before a decision is made.

Over the last several decades, the Puyallup Tribe's growth and influence have positively impacted the southern Puget Sound region. Compacts, settlements and cooperative agreements between the Puyallup Tribe, the State, and the local governments infuse millions (if not billions) of tribal dollars into the bottom line of local businesses. Seventy-four percent (74%) of the Puyallup Tribe's three thousand five hundred plus (3,500+) employees are non-Indian. Resolved land status and jurisdictional authority allows economic development and mutual respect to flourish in Tacoma, Fife, Puyallup, the Port of Tacoma and Pierce County. While many challenges yet remain between the Tribe and other governments, the Tribal Council envisions the trend of cooperation to continue well into the future. The expansion of the Tacoma Link light rail system along Portland Avenue provides yet another opportunity for our common interests to prosper.

Funding the expanded light rail system, no matter which alternative is chosen, is the challenge. The Tribe would be very willing to discuss our assistance with that funding, but only if the light rail is brought to Portland Avenue. While direct tribal dollars may not be available, the Puyallup Tribe's contacts with the federal government might prove useful. Likewise, as a partner and principal in the light rail discussion, the Puyallup Tribe will try to identify other undiscovered, unexplored, or untapped resources to finance the project.

We understand that Sound Transit provides a briefing on the latest developments of the Tacoma Link expansion. Consequently, we invite you to meet with the Tribal Council at the earliest date convenient for both parties to discuss these developments. Arrangements and scheduling for this meeting can be coordinated through our secretarial staff at 253-573-7828.

Sound Transit Board
March 25, 2013
Page 2

Expanding the light rail link through the Puyallup Indian Reservation improves southern Puget Sound's overall diversity and cooperation. The Tribal Council totally supports this improvement and looks forward to our meetings and discussions on the Tacoma Link light rail expansion.

Sincerely,

A handwritten signature in blue ink, reading "Herman Dillon, Sr.", with a stylized flourish at the end.

Herman Dillon, Sr., Chairman
Puyallup Tribal Council

cc: file

Reid 4/29/13



North Slope Historic District

a 501(c)(3) organization

701 North J Street
Tacoma, WA 98403

April 24, 2013

Ms. Val Batey
Project Manager for LINK Expansion Project
401 South Jackson Street
Seattle, WA 98104

RE: Tacoma LINK Extension Proposals

Dear Ms. Batey:

We would like to offer our observations concerning the proposed extensions of the LINK in Tacoma. This is an important step for our city, and we are pleased to participate in this process.

Our historic neighborhood developed as a "streetcar suburb" to the city. One of the earliest streetcar lines built out of downtown Tacoma came up Broadway and traveled up North 1st Street and then Division Avenue, easing access to our then very new neighborhood. Later lines would travel along North I Street and Martin Luther King Way. These streetcar lines made our neighborhood possible and contributed significantly to its character. We are delighted that two of the proposed extension options, B1 and E1, recreate portions of these historic streetcar routes.

Beyond these historic aspects, we recognize that either of these routes would be of substantial benefit to our neighborhood as well as the city as a whole. The B1 route along Sixth Avenue would link the UPS, Evergreen, and Stadium campuses to that of UW-T while also connecting downtown to the vibrant Sixth Avenue entertainment district. Similarly the E1 route along MLK Way would link downtown to the important hospital corridor as well as the Stadium and Bates campuses. Both of these routes have the existing density to support an initial extension.

We look forward to hearing the final decision.

Sincerely,

Deborah Cade
Co-Chair

Cc: Mayor Strickland and Tacoma City Council

BOARD OF DIRECTORS:

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MARILYNN SABO
WANDA THOMPSON
JULIE TURNER

Appendix C:

Community outreach event list

Outreach Summary

This summary lists outreach conducted by Sound Transit for the Tacoma Link Expansion project and upcoming activities planned by Sound Transit. To date, Sound Transit has involved the community through:

- Mailings to 54,300+ addresses
- 800+ documented public comments
- Online & print ads in 8+ media outlets
- 8 fairs, festivals & markets
- 15 open houses or drop-in sessions throughout Tacoma
- Numerous business district and neighborhood council briefings
- 54+ media articles or posts
- 6 Stakeholder Roundtable discussions
- Outreach to 22+ social service providers that represent low-income, underserved, minority and non-English speaking populations

Following are outreach events Sound Transit participated in or upcoming events starting from June 2012.

Date	Event Name	Type of Outreach	Location
6/28/12	Broadway Farmers Market	Tabling event	Broadway and 9 th Street, Downtown Tacoma
7/7/12	Downtown Merchants Group	Briefing	Pantages Theater, Tacoma
7/15/12	Art on the Ave Festival	Tabling event	6 th Avenue Business District, Tacoma
7/18/12	Cross District Association Meeting	Briefing	Knapp's Restaurant, Proctor District, Tacoma
7/26/12	Broadway Farmers Market	Tabling event	Broadway and 9 th Street, Downtown Tacoma
7/28-7/29/12	Ethnic Fest	Tabling event	Wright Park, Tacoma
8/9/12	Broadway Farmers Market	Tabling event	Broadway and 9 th Street, Downtown Tacoma
8/9/12	MLK Subarea Working Group	Briefing(Justin Leighton)	People's Center
8/22/12	Early Scoping Meeting	Open house	People's Center
8/22/12	Early Scoping Meeting How we reached out for Early Scoping:	Open House	Tacoma Dome Station Plaza

	<ul style="list-style-type: none"> • Early scoping notice on Federal Register • Postcard mailing to 54,000 • Web ads • Print ads • Social media • Website announcements • Email to listserv • Media advisory 		
8/25-8/26/12	Maritime Fest	Tabling event	Thea's Park/Foss Waterway, Tacoma
10/15/12	Eastside Neighborhood Advisory Council	Briefing	Stewart Heights Park
October-November	<p>Stakeholder Interviews (11 total)</p> <ul style="list-style-type: none"> •Catholic Community Services •Metro Parks •Pierce Transit •Tacoma Association of Individuals with Disabilities (TACID) •Tacoma School District •City of Tacoma •University of Washington Tacoma, Diversity Resource center •Tacoma Community College •Tacoma Rescue Mission •Tacoma Slavic Christian Association •Urban League <p><i>Others who were contacted, but were unavailable or declined, included:</i></p> <ul style="list-style-type: none"> •Korean Women's Association •Asian Pacific Cultural Center •Franciscan Hospital •Tacoma General-Multicare •Tacoma Library •Tacoma-Pierce County Public Health •Cross Cultural Collaborative •Tacoma Housing Authority •Native Quest •Centro Latino •MoLE 	Phone interviews with organizations serving underrepresented populations	N/A
11/28/12	Stakeholder Roundtable meeting #1	Committee meeting	University of Washington Tacoma
12/3/12	North End Neighborhood Council	Briefing	University of Puget

12/5/12	<p>Tacoma Link Expansion Public Meeting</p> <p>How we reached out:</p> <ul style="list-style-type: none"> • Postcard mailing to 54,000 • Web ads • Print ads • Social media • Website announcements • Email to listserv • Media advisory • Announcement to social service providers and EJ organizations: <ul style="list-style-type: none"> ○ Metro Parks ○ Catholic Community Services ○ Tacoma Association of Individuals with Disabilities (TACID) ○ Tacoma School District ○ University of Washington Tacoma, Diversity Resource center ○ Tacoma Community College ○ Tacoma Rescue Mission ○ Tacoma Slavic Christian Association ○ Urban League ○ Korean Women's Association ○ Asian Pacific Cultural Center ○ Franciscan Hospital ○ Tacoma General-Multicare ○ Tacoma Library ○ Tacoma-Pierce County Public Health ○ Cross Cultural Collaborative ○ Tacoma Housing Authority ○ Centro Latino ○ MoLE 	Open house	<p>Sound</p> <p>University of Washington Tacoma</p>
12/6/12	Drop-in meeting	Informal open house	Tacoma Library
12/6/12	Drop-in meeting	Informal open house	Evergreen College

12/10/12	Drop-in meeting	Informal open house	Tully's on North Tacoma Avenue
12/10/12	Drop-in meeting	Informal open house	Forza Coffee on South 72 nd Street
12/11/12	Drop-in meeting	Informal open house	STAR Center
12/13/12	Online open house	Webinar	N/A
12/18/12	Stakeholder Roundtable meeting #2	Committee meeting	University of Washington Tacoma
1/8/13	Drop-in meeting	Informal open house	Portland Community Center
1/23/13	Cloverdale Neighborhood Group	Briefing	Eastside Substation
1/30/13	Stakeholder Roundtable meeting #3	Committee meeting	University of Washington Tacoma
2/7/13	Central Neighborhood Council	Briefing	Tacoma Nature Center
2/12/13	Tacoma Link Expansion public meeting	Open House	Tacoma Dome Station Plaza
2/13/13	Tacoma Link Expansion public meeting	Open house	University of Washington, Tacoma
2/14/13	Dome District	Briefing	Alfred's
2/14/13	Downtown on the Go	Briefing	
2/20/13	Stakeholder Roundtable meeting #4	Committee meeting	University of Washington Tacoma
2/21/13	Hilltop Business District	Briefing	Allen Renaissance
2/27/13	Hillside Development Council	Briefing	
2/28/13	UW Tacoma Policy, Economics and Philosophy Club	Briefing	
3/5/13	Urban Land Institute	Briefing	
3/7/13	Downtown Merchants Group	Briefing/Exercise	Pantages
3/12/13	6th Ave Business District	Briefing	Shakabrah Java
3/13/13	New Tacoma Neighborhood Council	Briefing	Municipal Bldg
3/14/13	Dome District Executive Committee	Briefing	Dockside Donuts
3/19/13	Open House	Open House	University of Washington, Tacoma
3/20/13	Stakeholder Roundtable meeting #5	Committee Meeting	University of Washington, Tacoma
3/21/13	Tacoma Urban League Open House	Open House	Urban League
3/27/13	Hillside Development Council	Briefing	
3/28/13	Tacoma Pierce County Chamber Board	Briefing	
4/3/13	RAMP	Briefing	
	Downtown Subarea Plan Stakeholder Group	Briefing	

Others who were contacted, but were unavailable or declined, included:

- South Tacoma Neighborhood
- Community Council
- McKinley Hill Business District
- Old Town Business District
- South Tacoma Business District
- Stadium Business District

Government and Institution Outreach

Overview

Sound Transit briefed government agencies, elected officials, businesses and local institutions throughout the AA process. In addition to the list below the following groups have received regular updates and input into the process: Sound Transit Board Pierce County delegation and Sound Transit, City of Tacoma and Pierce Transit leadership and staff.

Sound Transit Board presentations

Date	Description
3/14/13	Capital Committee
4/11/13	Capital Committee update

Tacoma City Council briefings

Date	Description
8/8/12	Tacoma City Council Environment and Public Works Committee
1/22/13	Tacoma City Council Study Session
2/26/13	Tacoma City Council Study Session
4/16/13	Tacoma City Council Study Session

Business and Institution briefings

Multicare Hospital
Franciscan Hospital
University of Washington Tacoma
Evergreen College (attempted)
Tacoma Housing Authority
Marine View Ventures
Emerald Queen Casino

Appendix D:

Stakeholder Roundtable recommendation



TACOMA LINK EXPANSION PROJECT STAKEHOLDER ROUNDTABLE

Summary of Discussion on Preferred Corridors

This is a summary of the discussion held by members of the Tacoma Link Expansion Stakeholder Roundtable, (who were invited to participate by the Sound Transit CEO, City of Tacoma City Manager, and Pierce Transit CEO) at their meetings on March 20, 2013 and April 17, 2013. This summary will be provided to the Tacoma City Council and the Sound Transit Board for their consideration as part of their deliberations on a preferred Tacoma Link Expansion corridor for further study.

The Stakeholder Roundtable consists of 21 members representing the diverse communities, organizations and institutions of the Tacoma area. The list of members and their affiliations is attached as Appendix A.

The Stakeholder Roundtable met 6 times between November 28, 2012 and April 17, 2013. The topics covered in these meetings included:

- review of the input gathered at the open houses held during that time period (December 16, 2012 through April 11, 2013);
- results of the initial screening that resulted in six corridor alternatives;
- results of the detailed evaluation of the six original corridors and two “hybrid”, including estimated cost, travel benefits, environmental impacts and funding potential; and
- responses to specific questions posed by the Stakeholder Roundtable members.

At the January 30, 2013 meeting, the Roundtable members also reviewed the goals for the project and ranked their importance. The project goals were used to formulate the criteria applied to the alternatives in the second level of screening. The priority goals set by the group as a whole were economic development, affordability (cost and potential for funding) and serving underserved communities.

At the March 20, 2013 meeting, each of the eighteen Roundtable members in attendance were asked to express which corridor(s) they and or/their organizations would support. Roundtable members expressed support for three corridors—C1 (Portland Avenue); E1 (MLK Way); and B1 (6th Avenue). A fourth option—a “hybrid” of C1 and E1--was also mentioned. A few members indicate a preference for the G1 (Fife) corridor. The group discussed the definition of a “hybrid” corridor. The consensus view was that the hybrid that merited further evaluation consisted of E1 and all or part of C1. A significant number of members preferred this combination if it was financially feasible.



On April 17, 2013, Roundtable members reviewed two new hybrid alternatives. Hybrid Alternative 1 (H-1) was prepared by Sound Transit at the request of the Tacoma City Council. It includes a portion of C1 from Tacoma Dome Station to South 29th Street and provides access to the Martin Luther King, Jr. Mixed Use Center from the south, connecting to the existing Tacoma Link system at South 25th Street and Pacific Avenue. Hybrid Alternative 2 (H-2) was prepared in response to the Stakeholder Roundtable members; discussion of a potential combination of C1 and E1. It also includes a portion of C1 between Tacoma Dome Station and East 29th Street, but also follows the E1 corridor to reach the Martin Luther King, Jr. Mixed Use Center from the north.

Roundtable members in attendance presented their individual views on the two hybrid alternatives and on the original 6 alternatives. Roundtable members expressed support for three different alternatives. The most frequently mentioned alternative was the “hybrid” of E1 and C1 alternatives—H-2. There were a few members who preferred E1 without the addition of the C1; or conversely C1 without any northern extension.

Appendix E:

Tacoma City Council recommendation



RESOLUTION NO. 38664

1 BY REQUEST OF MAYOR STRICKLAND AND COUNCIL MEMBERS MELLO,
2 WALKER, AND WOODARDS

3 A RESOLUTION relating to Sound Transit's Link Light Rail; expressing support for
4 the North Downtown Central (E1) corridor as the preferred alternative for
5 the Tacoma Link Light Rail system expansion project, which will be a
6 significant and important investment in Tacoma and an important addition
7 to the regional transit system.

8 WHEREAS, in August 2012, Sound Transit initiated a study to identify
9 preferred alternatives for expanding the Tacoma Link Light Rail ("Rail"), and

10 WHEREAS Sound Transit reviewed each of the alternatives, received and
11 incorporated community input on each proposal, and provided comment
12 opportunities until the conclusion of the study, and

13 WHEREAS, on January 22, 2013, Sound Transit briefed the City Council on
14 the study and identified alternatives for expanding the Rail, and

15 WHEREAS, on February 26, 2013, Sound Transit presented additional
16 information on the initial screening of six alternatives and an evaluation summary
17 with benefits and disadvantages for three of the proposed corridors, and

18 WHEREAS, on March 19, 2013, the City Council had further discussion on
19 the three corridors evaluated by Sound Transit, as well as the possibility of a
20 "hybrid" corridor which would include the best connection points of the North End
21 Central (B1), Eastside (C1), and North Downtown Central (E1) corridors, and

22 WHEREAS, on March 21, 2013, the City Manager requested that Sound
23 Transit include an examination of the new hybrid corridor ("H1") as part of its
24 analysis, and
25
26



WHEREAS, at the Study Session of April 16, 2013, Sound Transit provided evaluation results for the H1 corridor option and shared information on a second hybrid option ("H2") that was discussed by the Stakeholder Roundtable, and

WHEREAS, on April 23, 2013, the City Council continued its examination and discussion of several of the alternatives, focusing on the North Downtown Central (E1) and Eastside (C1) alternatives, and

WHEREAS the City Council has determined that the North Downtown Central (E1) corridor, which will reach the highest household and jobs density per acre, is the preferred alternative for the Rail system expansion project; Now, Therefore,


BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

That the City Council hereby expresses its support for the North Downtown Central (E1) corridor as the preferred alternative for the Tacoma Link Light Rail system expansion project, which will be a significant and important investment in Tacoma and an important addition to the regional transit system.


Adopted APR 30 2013


Mayor

Attest:


City Clerk

Approved as to form:


Deputy City Attorney

**Document B2: Tacoma Link Light Rail Expansion
Project Early Scoping Comment Summary (*January
2013*)**



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 Administration 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.

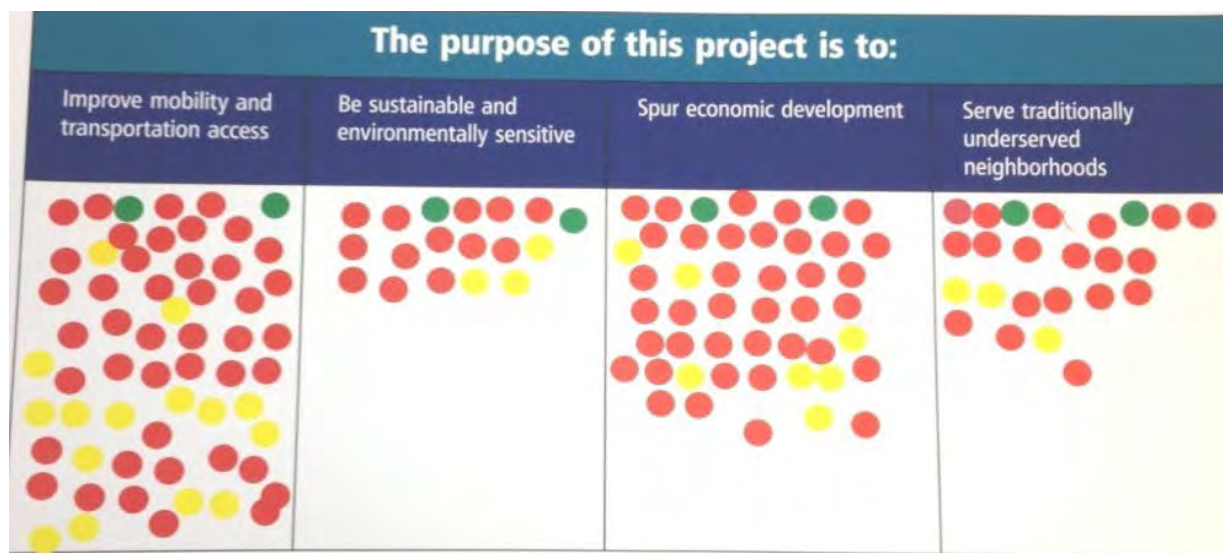
- **Pacific Highway (G)** would promote the regional system, is best for the environment and limited-English-proficiency populations, would connect to Fife, and is moving towards a connection to Sea-Tac International Airport.
- **South Downtown Central (H)** would have the potential to expand to Tacoma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

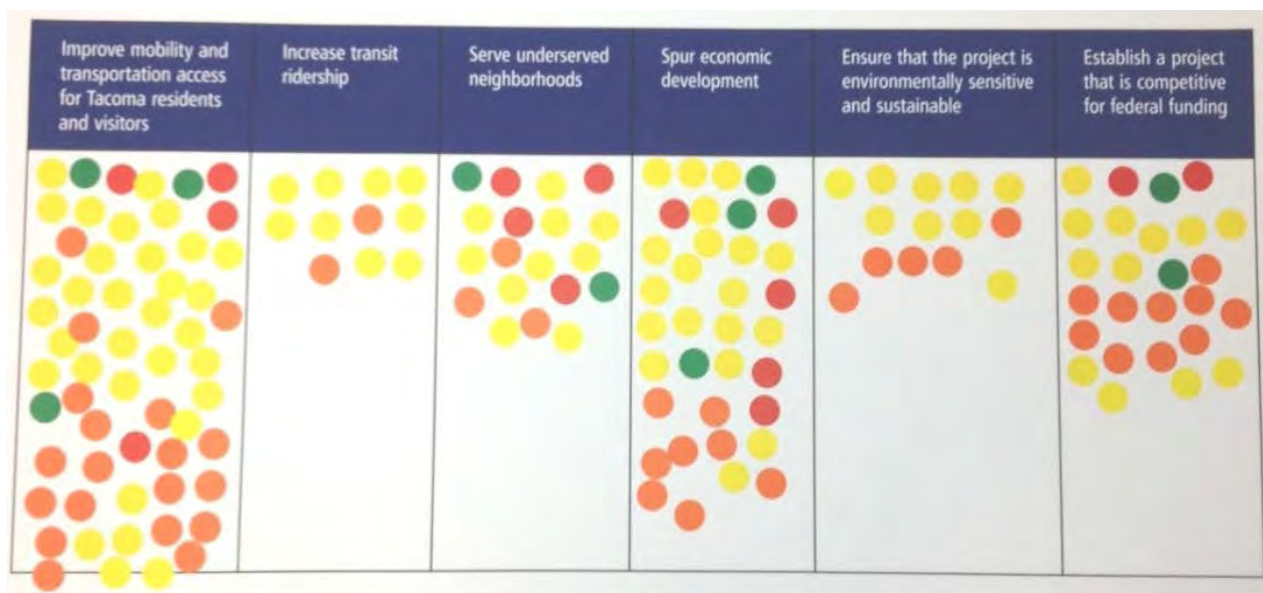
The next most popular need was accommodating the increased demand as more people will be living and working downtown. Addressing increasing congestion was the third most important need. Addressing increasing greenhouse gas emissions was the least important.



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:

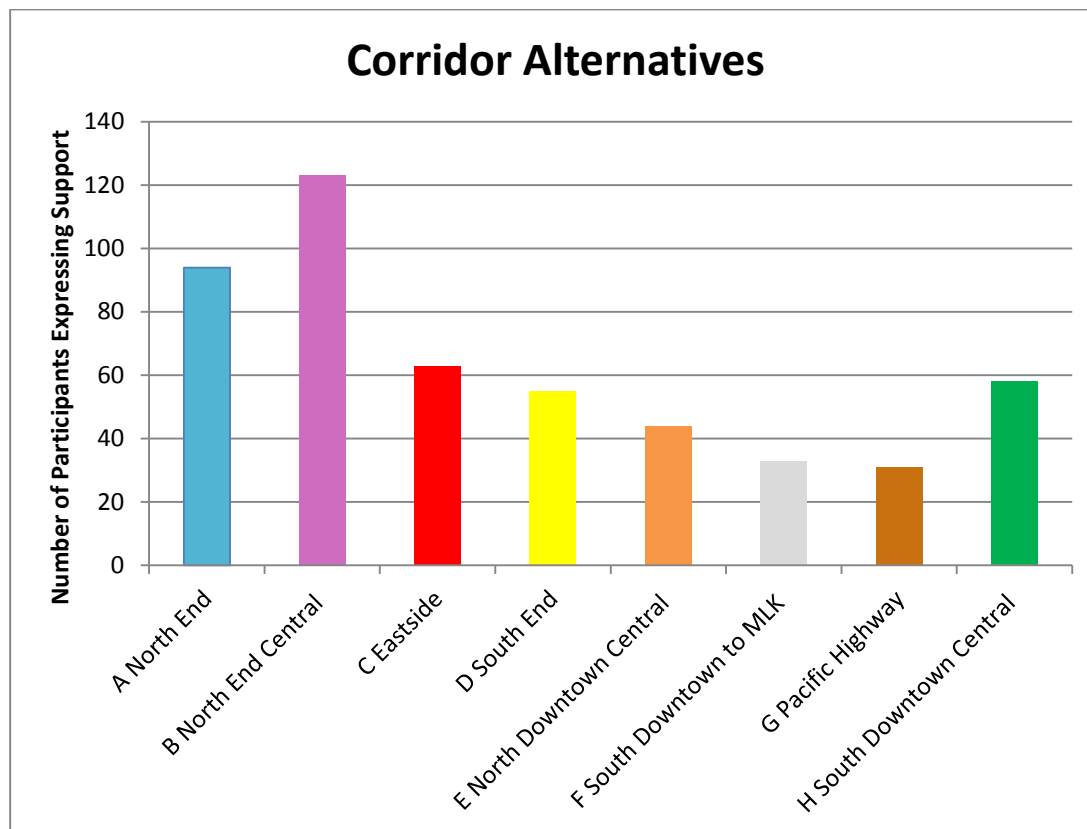
- Time savings of mode vs. walking
- Making progress towards completing Sound Transit’s 2005 Long Range Plan
- What is the number of existing Tacoma residents that would gain access to Tacoma Link within ½ mile walking distance of the proposed corridor?
- Are there any nearby geographic barriers to the 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

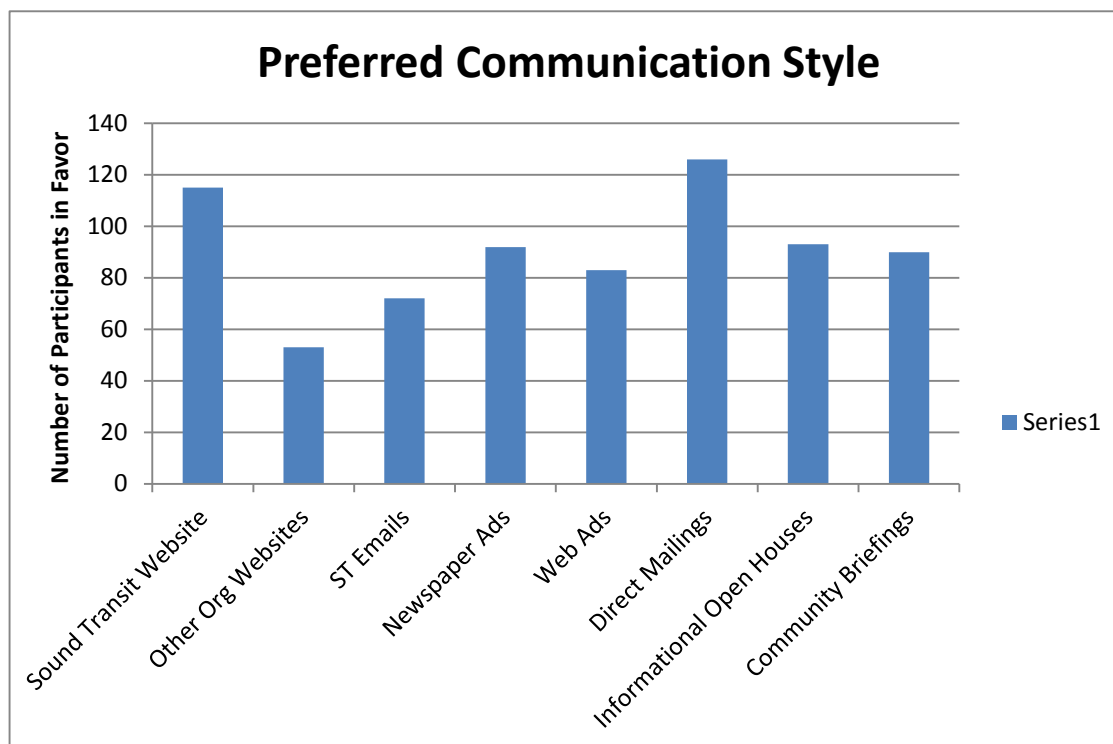


Additional Routes

- 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	Haggling	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	Seabrandts	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

Document B3: Summaries of Technical Advisory Committee Meetings (*June 2012 – April 2013*)

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #1

DATE: Thursday, June 14, 2012

TIME: 1:00 PM – 2:30 PM

LOCATION: Tacoma Municipal Building, Room 408

ATTENDEES: Val Batey, Sound Transit; Erin Hunter, Sound Transit; Rachel Wilch, Sound Transit; Tom Rutherford, City of Tacoma; Kurtis Kingsolver, City of Tacoma; Peter Stackpole, Pierce Transit; Justin Leighton, Pierce Transit; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); David Knowles, CH2M HILL; Theresa Carr, CH2M HILL; Kate Lyman, CH2M HILL

SUMMARY OF ACTION ITEMS:

- ☐ Val will confirm with Sound Transit's agreements manager on the format to use for the term sheet the parties began last year.
- ☐ Erin will send out the project webpage URL and save-the-date postcard which details the dates of the open houses to the team.
- ☐ The consultant team will revise the list of objectives from the Pre-AA and send to the team for circulation within each agency.

NOTES BY AGENDA ITEM:

Introduction

- Val stated that project information is summarized in the Tacoma Link expansion Pre-AA report, "Pre-Alternatives Analysis and Keys to Success for the Tacoma Link Extension Project, September 2011". The Pre-AA is based on the earlier stakeholder group's work and analyzed 8 alternatives. The stakeholder group's final report is an appendix of the Pre-AA report.
- Sound Transit in ST2 has established a maximum capital contribution to the overall cost of extending the line in the future which assumes other public or private entities also provide additional funding.
- In order to be affordable, this project should be eligible for federal New Starts funding and therefore an AA in accordance with FTA regulations is being undertaken by Sound Transit.

Roles and responsibilities of each agency

- Sound Transit is the lead agency for the AA. The project management team is in charge of the consultant team contract.
- Representatives of Sound Transit, Pierce Transit and the City of Tacoma are the Technical Advisory Committee (TAC) for the AA.
- Sound Transit, Pierce Transit, and the city of Tacoma worked on a term sheet last year. Val will confirm with Sound Transit's agreements manager on how we should move forward with the term sheet and will bring it as a discussion item at the next TAC meeting.

Purpose and Need of the Project

- Goals and success factors from City of Tacoma and Pierce Transit:
 - **City of Tacoma**
 - Public acceptance, council acceptance. Acceptance within the community of a transparent process. Vision for the Link itself as it continues to expand.
 - Other beneficial impacts to the transportation system. Provide a multi-modal system and connections to the Link system. The system should be expandable. System is not vehicular, it's pedestrian and bike oriented. Aesthetically develops a neighborhood. Like the idea of extending this to areas that don't have a lot going on.
 - The system should contribute to developing a multi-modal network that is bike and pedestrian friendly. The city wants this system to support Pierce Transit and what they're doing, not compete.
 - It needs to be successful in getting people out of their cars.
 - Is it only going to be successful if it doesn't reduce capacity? Answer – no. people have to understand that level of service is going to change. People have to understand that congestion will happen.
 - **Pierce Transit**
 - Pierce Transit needs to be able to connect with the Link at certain points along the way. On some streets it may not make sense to have both buses and light rail operating, if so Pierce Transit could redeploy resources elsewhere.
 - Link should be complementary to what Pierce Transit operates.
 - Pierce Transit's role is advisory and technical in nature. They are not leading the charge; they see the project as being driven by Sound Transit and the city.
 - People need good connections. If this could go somewhere where a bunch of people are boarding our buses, we could take that bus and reconfigure it, wherever that may be.
 - Question – are there connections to other parts of the regional transit system that you're looking for?
 - We connect to Sound Transit wherever we can now. Intercity Transit serves Tacoma Dome Station and the downtown Tacoma Transit Center; it still serves downtown Tacoma on Commerce Street.
 - Destination is really key
 - We have our own interregional connections – Gig harbor, Puyallup Express that comes to Commerce St. (770 boardings/day). People are trying to get regionally moving.
 - Pierce Transit is currently facing 40% reductions in service and is looking for new revenue sources.

Discussion of Project Objectives from the Pre-AA

- Question from the TAC – what is meant by “not connected to greater Tacoma community?”
 - Answer – this was referring to some neighborhoods like Salishan that are geographically isolated.
- There is a typo in the document – “levering”
- Question about the need to serve “underserved communities.” Does this mean to specifically serve underserved communities or just ensure that the benefits and impacts of the project are equitable?
 - Answer: The intent of it was to really serve the populations that don’t have good transit service. It’s not an equity thing at all – it’s trying to get transit service out to people who don’t have it.
 - Everyone on the stakeholder group had a different idea of what underserved meant
- It is important to make it clear that these objectives were driven by citizens. The consultant team will correct the list of objectives and provide it to the TAC next week.

Discussion of Project Risks (i.e. what could derail the project?)

- Lack of transparency could cause community controversy. There is acceptance that consensus might not be possible, but it’s important that there be a process. Outreach is very important. Need to provide feedback to people who are engaged in meetings, even if they don’t attend every meeting.
- Lack of engagement at the city could be a problem. It will be a struggle – how much is enough engagement with the council, how much is too much? City manager is different than past one – wants us to meet with council members regularly and have dialogue
- Manage expectations for the public, for elected of what exactly is a deliverable, when it will be delivered – what was in ST2 (explain what the stipulations were)
- It’s important to allow citizens and stakeholders to take ownership of the project.
- Pierce Transit is going to the ballot in November. It’s important that Sound Transit be seen as the driver of this project.
- A lot of construction has occurred on Pacific Avenue in the recent past; we should plan carefully where future construction will occur.
- The city and Pierce Transit may not be able to contribute financially to the project. Some kind of non-monetary contribution (e.g., right-of-way) could be part of the partnership and addressed in our agreement.
- Dealing with underground utilities could become an issue. The city does not have funding to move any utility infrastructure.
- Expectations about operating are a risk; lack of operating funding is a risk.

Project Schedule and Next Steps

- Erin handed out the Public Involvement Plan; it is meant to be a living document.
 - The first series of open houses will be on August 22. There will be one at the People's Center on MLK from 11-1, and one at Tacoma Dome Station plaza from 4-7. There will also be an online survey. Sound Transit is making the rounds at neighborhood organizations now and has developed a postcard to leave behind with people.
 - Sound Transit is also creating a website, mailing list, social media, web ads, ads in newspaper, media release. There will be a huge blitz of outreach for the August open houses.
 - Sound Transit is working on a charter, rules and regulations for a stakeholder roundtable.
- Erin will send out info on the project webpage URL and dates to the team.
- The first open house will be an early public scoping meeting. Sound Transit wants to begin the relationship with FTA early in August. The first major deliverable is the AA initiation package, which will be delivered in early October. FTA may not want to converse about the project before seeing the initiation package.
- The intent is to complete the AA in early 2013 and prepare a Small Starts application to submit to FTA with our preferred alternative.

Coordination process

- Val handed out new graphic entitled "Tacoma Link AA Coordination Process." This was distributed by Joni Earl to the City Manager and Pierce Transit General Managers earlier in the day. This is intended to illustrate the way we will communicate and coordinate with each other, the public and our respective governing bodies through the AA process.

Regular schedule for this meeting

- The team decided to meet every month on the second Friday of the month, at 9 AM.
- Next meeting July 13, 9 a.m. at the Tacoma Municipal Building

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #2

DATE: Friday, July 13, 2012

TIME: 10:00 AM – 11:30 AM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Erin Hunter, Sound Transit; Rachel Wilch, Sound Transit; Karen Waterman, Sound Transit; Chelsea Levy, Sound Transit; Kurtis Kingsolver, City of Tacoma; Alisa O'Hanlon, City of Tacoma; Peter Stackpole, Pierce Transit; Justin Leighton, Pierce Transit; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); David Knowles, CH2M HILL; Kate Lyman, CH2M HILL

SUMMARY OF ACTION ITEMS:

- ☐ Erin will send out draft survey questions to the TAC for review.
- ☐ TAC members will provide comments on the project term sheet by **August 6**.
- ☐ Erin will provide content for the open houses for the TAC to review at the next TAC meeting.
- ☐ Erin will send the list of neighborhood organizations that she is reaching out to to Alisa.
- ☐ Justin will email information about the open house to his email lists once he has information from Erin.
- ☐ Sound Transit and CH will revise the purpose and need statement and goals and objectives and will send them out to the TAC for further comment.

NOTES BY AGENDA ITEM:

Upcoming Project Schedule and PI Activities

- The team is focused on the August 22 open houses and is currently working on the content and flow.
- Val will brief the Tacoma city manager, Lynn Griffith, and the Pierce delegation on Tuesday morning at their regularly scheduled meeting. She will brief Joni on the project later today. The focus of the briefing will be on the outreach plan and immediate milestones coming up.
- The open house is now an "early scoping meeting." ST is aiming to have the early scoping notice published before the open houses, and has asked FTA to publish it by August 10th. The materials for the open house will explain that it is being held as part of the early scoping period.
- TAC members asked to view content of the open house display boards. Erin promised to have it ready for their review by the next TAC meeting.
- Comment: it is important to balance what has already been done and make sure the stakeholder group feels that their work is acknowledged.

- TAC members asked to review the survey questions. Erin will send them out.
- Erin will send the list of neighborhood organizations that she is reaching out to to Alisa.

Term Sheet

- It is in a slightly different format than TAC members have seen it before.
- Initial comments:
 - Need to clarify the relationship between the PMT and TAC.
 - Need to clarify how the Tacoma City Council fits into the LPA selection process and at what point the City Council will officially endorse the LPA.
 - Need to make sure communication flows regularly.
 - Need to clarify Sound Transit's financial contribution.
- TAC members will send written comments on it to Val **by August 6.**

Meeting with FTA

- Sound Transit and CH2M HILL met with FTA yesterday (7/12). Meeting was with John Witmer and Maurice Foushee (on the phone from Washington, D.C.).
- The team asked FTA to publish the early scoping notice by August 10th; they said they thought that was possible.
- There is new federal legislation (MAP – 21) that supposedly does away with AA requirements for Small Starts applications. But there is no new guidance on what to do yet, so FTA recommended conducting an AA under the existing guidance.

Purpose and Need Statement and Goals and Objectives

- Comments from the TAC:
 - The term “regional destinations” in Objective 1A is confusing.
 - The goals and objectives should be tied back to the stakeholder group's work to resonate more with the Tacoma community.
 - The goals and objectives are not necessarily all reflected in the purpose and need statement – suggest taking another look at them.
 - Add a statement about economic development in the third bullet of the purpose and need statement.
 - Add a bullet in the P&N about improving transit mobility.
- Sound Transit/CH will revise the P&N and G&Os and send back out to the TAC for further comment.

AA Initiation Package

- No comments on the outline.

Other questions/comments

- How will we let people know that their questions about the project will be answered? Suggest creating a running list of questions and answers on the project website.

- Present a statement about the challenges of the project (lack of funding, steep grades, etc) to the public at the open house so they have some context for the project.
- It is important that members of the public feel that their questions have been answered.
- It is important to have regular outreach and updates to the City Council.
- The city is committed to co-presenting information with Sound Transit.
- Question – would FTA partially fund this project’s Small Starts application? Answer – yes, FTA only partially funds project (up to 50% of the project cost) and there is a local match requirement. The ST2 money would count as local match. Funds required to move utilities would also be considered local match.
- Note: this project is likely to be on the same schedule for applying for Small Starts funding as the City of Seattle’s streetcar expansion.
- Question – does it help the project’s application for funding to have a long-range system plan? Answer – it helps, but you have to apply for funding each time you implement a piece of the system.

Next Meeting: August 10, 2012 from 10 AM – 11:30 AM at the Tacoma Municipal Building (747 Market St), room 434.

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #3

DATE: Friday, August 10, 2012

TIME: 10:00 AM – 11:30 AM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Erin Hunter, Sound Transit; Rachel Wilch, Sound Transit; Chelsea Levy, Sound Transit; Kurtis Kingsolver, City of Tacoma; Tom Rutherford, City of Tacoma; Alisa O’Hanlon, City of Tacoma; Ian Munce, City of Tacoma; Justin Leighton, Pierce Transit; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); Kate Lyman, CH2M HILL

SUMMARY OF ACTION ITEMS:

- ☐ Erin will send out draft survey questions to the TAC for review
- ☐ Erin will make a list of organizations that we have reached out to or are planning to reach out to and put this on a quickscreen
- ☐ Kate will take out specific street alignments from all maps
- ☐ Kate will make edits to purpose and need statement and goals and objectives
- ☐ Val will send out notes from the last meeting
- ☐ Alisa will invite Tacoma City Council members to the open house
- ☐ Alisa, Kurtis, and Justin will have the three CEOs review the term sheet and come to agreement on final language

NOTES BY AGENDA ITEM:

Open House/Public Involvement

- Question: Did the survey questions get sent out to the TAC after the last meeting?
 - Answer: no; Erin will send them out soon.
- Comment: Val will also need to distribute notes from last meeting
- Erin pasted draft copies of the quickscreens around the room for TAC members to comment on.
 - Comment: Remove the specific street alignments from the maps; only show the buffers (or “bubbles”).
 - Comment: Refer to everything as “corridors,” not “alignments” or “alternatives.”
- Erin gave an overview of other PI activities:
 - Sound Transit is sending out postcards (over 54,000), doing email alerts, doing web ads, advertising on the website, and doing a media release to advertise the open house.

- ST has also been at the farmers' market in June and they are trying to hit as many community organizations as possible in between now and the open house.
- Hard copies of the survey will be available at the open house.
- All of the quick screens will be posted online.
- A rolling set of questions and answers relating to the project will be posted online and continuously updated (FAQs).
- ST will have bound copies of the previously written reports on Tacoma Link available at the open houses.
- Erin has developed a project folio; this will be available in hard copy at the open house.
- Comment: it would be helpful to make a list of the organizations that have already been contacted and those that we are planning to contact, and present that at the open house.
- The next open houses will be in different locations.
- PRR is putting together a summary of the briefings.
- Alisa and Chelsea will invite the Tacoma City Council members to the open houses and let them know what kind of outreach has been done in each member's district.
- Kurtis will encourage community relations staff from the city of Tacoma to come by.

Purpose and Need/Goals and Objectives

- FTA will publish the early scoping notice on August 17th
- Comments on the purpose and need statement:
 - Ian Munce provided specific comments; Kate will incorporate these.
 - Climate Action Plan has not specifically been adopted – strike that word.
 - Anything that says “extend” should say “expand” (do a find and replace)
 - Add a bulleted paragraph explaining what “traditionally underserved populations” means, as defined by the stakeholder group
- Comments on the goals and objectives:
 - Ian Munce provided specific comments; Kate will incorporate these.
 - Change the term “growth centers” to “downtown and the mixed use centers” for objective 4D
 - Goal 3 should refer to “neighborhoods and communities”

Term Sheet

- Changes resulting from discussion with the project steering committee
 - Tacoma city manager didn't have any comments

- The stakeholder roundtable should be referred to as the “stakeholder *advisory* roundtable” (need to make it clear that they don’t have decision-making authority)
- Request from City of Tacoma: Take Steve Shanafelt off of term sheet, add Tom Rutherford
- Concern about whether or not the city council will officially “adopt” the LPA or “recommend” the LPA
 - Chelsea, Alisa, Kurtis, and Justin will coordinate on that topic and will come up with the right language – then Val will send out another version to the group

Next Meeting: **September 14, 2012** from **10 AM – 11:30 AM** at the Tacoma Municipal Building (747 Market St), room 434.

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #4

DATE: Friday, September 14, 2012

TIME: 10:00 AM – 11:30 AM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Erin Hunter, Sound Transit; Karen Waterman, Sound Transit; Chelsea Levy, Sound Transit; Alisa O'Hanlon, City of Tacoma; Brian Boudet, City of Tacoma; Justin Leighton, Pierce Transit; Peter Stackpole, Pierce Transit; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); David Knowles, CH2M HILL; Alisa Swank, CH2M HILL

SUMMARY OF ACTION ITEMS:

- ☐ TAC will review screening questions and get comments to Val by 10/4/12
- ☐ Alisa S. will have maps updated to reflect changes suggested at this meeting
- ☐ Val will send out notes from this meeting
- ☐ Erin will identify meeting location for Screening Workshop
- ☐ Brian and Steve will follow up with Public Works to get information on historic infrastructure investments

NOTES BY AGENDA ITEM:

Finalized Term Sheet

- Finalized on 9/11, signed on 9/12 and 9/13
- One text addition was made by City of Tacoma on p. 3 under Phase II: "Finalize the Alternatives Analysis report and present to the Tacoma City Council for review and comment and to the Sound Transit Board"

Results from the Open House

- Val and Erin gave an overview of the open house:
 - Outreach for open houses:
 - 54,307 postcards sent
 - Web advertisements on Exit 133, Tacoma News Tribune
 - Newspaper notices in Tacoma News Tribune, Tacoma Weekly
 - Email alerts
 - Sound Transit website
 - Press advisory

- Results:
 - 240+ attendees (approximately 160 signed in, the rest were counted by welcome table staff)
 - Stories published in the Tacoma News Tribune, Tacoma Weekly, Exit 133, Seattle Transit blog, Tacoma Tomorrow
 - 220 + online surveys have been filled out
- Comment: Justin says he has received question from members of the Stakeholders Advisory Group (SAG) about the inclusion of the Pacific Highway Alternative in the Early Scoping process, because it was not in the SAG's recommendations. Alisa O. stated one reason this was necessary was to meet FTA's needs. Chelsea stated that the ST Board has also been asking about this alternative, and that they need to do more work on explaining that the SAG recommendations were starting points, and that the next step is getting input from the public.
- Comment: Val also discussed the relationship of new FTA guidance implementing MAP21 that is expected soon to the AA process, and that ST will continue to follow the AA process as planned, but will really be emphasizing the local process, which is what FTA is expected to emphasize in their guidance. Cost effectiveness will be important in FTA evaluating alternatives for funding, but they will allow the mode and alignment to be selected through the local process.
- Comment: David also noted that SAG input was incorporated into the screening guidelines.
- David walked the group through the additional alternatives that were identified at the open houses
 - A total of 16 new alternatives were proposed, for a total of 21 alternatives within 10 corridors
 - A correction to Alternative B4 was noted-the alignment needs to be shifted to Orchard.
 - A revision or addition to Corridor E that connected Jefferson to connect to the existing Link system at the Convention Center
 - Justin suggested showing current bus routes and ridership on these maps

AA Initiation Package

- Val briefed the group on ST's meeting with FTA yesterday (September 13th), and stated they provided FTA with the draft screening questions. Alisa S. summarized what would be included in the initiation package to be submitted to FTA at the end of September.
- Val provided the draft screening questions to the TAC team and asked for input on them by October 4th, prior to the screening workshop on October 11th. She suggested that the group meet for this screening workshop in lieu of the previously scheduled October 12th TAC meeting.
- Erin will identify a location for the screening workshop, everyone should reserve the day but it is unknown whether the entire day will be needed.
- Erin emphasized that the draft screening questions should not be shared with the public, ST is considering how to communicate these to the public.
- Erin discussed the timing of the next public meeting, which will be used to let the public know about the new options and the evaluation process.

- Comment: Steve asked the overall cost would be considered, since the cost of many of these could ultimately eliminate them. Val explained this will be considered after the first round of screening, so that the cost information does not need to be developed for all the alternatives currently being considered.

Data Needed for Screening

- CH2M HILL needs information from public works on historic infrastructure investments along the corridors being considered. Brian and Steve will follow up on this.

Next Meeting: **October 11, 2012** (Screening Workshop) from **9 AM – 2 PM** (final time TBD) at 4041 Ruston Way, Tacoma, WA 98402

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #6

DATE: Friday, November 9, 2012

TIME: 10:00 AM – 11:30 AM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Rachel Smith, Sound Transit; Rachel Wilch, Sound Transit; Alisa O'Hanlon, City of Tacoma; Diane Wiatr, City of Tacoma; Justin Leighton, Pierce Transit; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); David Knowles, CH2M HILL; Alisa Swank, CH2M HILL

SUMMARY OF ACTION ITEMS:

- ☐ CH2M HILL to revise Draft Screening Report week of November 12th
- ☐ Sound Transit will distribute Draft Screening Report to TAC by November 16th
- ☐ TAC will provide comments on Draft Screening Report to Sound Transit by November 28th

NOTES BY AGENDA ITEM:

Review Results of Screening Workshop

David Knowles provided an overview of the results of the screening report, which identifies 6 alternatives as being carried forward: B1, C1, D4, E1, E2 and G1. Questions were asked about the grades on B1 and the need for E2 to be a loop. Both issues will be looked at in further detail during the detailed evaluation.

The group was generally in agreement with the result for all alternatives except G1. The responses to Screening Questions 3 and 4 were discussed, primarily focusing on the lack of existing neighborhood in Fife and the fact that it is not a Tacoma neighborhood. Many felt that the plans for the Fife City Center are many years off, and it is not likely to be a neighborhood anytime soon. Also of concern was providing service to underserved populations, because the minority and low-income populations that are present in the census tracts that the alternative runs through are separated from the proposed alignment by I-5, and the project would not be easily accessible to them. It was agreed to revise some of the text for these responses. Engineering challenges on this route were also discussed, primarily the crossing of the Eel Street bridge and the ability to connect to the Central Link system in the future. The current Eel Street bridge is load rated, but is planned for replacement by the City of Tacoma once it is fully funded. Final design is complete, and includes widening of Eel Street west of the bridge. The design would need to be modified to accommodate light rail before construction began if G1 were selected, or the bridge would need to be retrofitted to accommodate rail after construction. Both options would likely increase the project cost substantially. These issues will also be looked at in further detail during the detailed evaluation.

Sound Transit will be providing comments back to CH2M HILL today on the screening report, and CH2M HILL will revise the report early next week and return to Sound Transit for a final review before providing to the TAC by November 16th. Val requested comments back by November 28th, in order to finalize the report prior to the December 5th open house.

Next steps-Evaluation

A detailed evaluation will occur next on the 6 alternatives to be carried forward, and will involve a closer look at the engineering challenges identified on all alternatives, as well as other evaluation criteria that have been identified based on the project goals and objectives.

Stakeholder Group-Upcoming Meetings and Agendas

The first Stakeholder Group meeting is scheduled for November 28th. Sound Transit and TAC members will be briefing the Tacoma City Council, the Pierce County Council, and the Chief Executives of each agency (Sound Transit, City of Tacoma, and Pierce Transit) prior to this meeting.

December 5th Open House and Drop-In Meetings

Val provided a calendar of the upcoming drop-in meeting as well as the December 5th open house, which will be at UWT from 4-7 pm.

Next Meeting: **December 14, 2012** from **10-11:30 am**.

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #7

DATE: Friday, December 14, 2012

TIME: 10:00 AM – 11:30 AM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Rachel Wilch, Sound Transit; Alisa O’Hanlon, City of Tacoma; Diane Wiatr, City of Tacoma; Justin Leighton, Pierce Transit; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); Tom Rutherford, City of Tacoma; Kurtis Kingsolver, City of Tacoma; David Knowles, CH2M HILL; Alisa Swank, CH2M HILL

NOTES BY AGENDA ITEM:

Update on Screening Report

The screening report has been finalized and copies were provided to everyone.

Update on Stakeholder Advisory Group (SAG)

The first SAG meeting was held on November 28th at UWT and provided the group an overview of the screening results. The next meeting will be on December 18th and will go over the screening results in more detail. The January SAG meeting should occur after the City Council Study Session on 1/22.

Update on Public Outreach

Val Batey provided an update on the open house and drop-in sessions that have been held the last 2 weeks. The open house on December 5th had 47 attendees, and the 5 drop-in sessions has five or less attendees, with the exception of the session at the STAR Center, which had approximately ten attendees. An online open house was also held on December 13th and had 4 attendees. A 6th drop-in session has been added on January 8th at the Portland Community Center. Comments will be accepted through January 8th, and an online survey will be available until the 8th as well.

Sound Transit has also offered to speak at neighborhood council meetings, but the only neighborhood council that has accepted this offer is the North End Neighborhood Council. Alisa O’Hanlon requested a breakdown on where within the City the attendees and comments are coming from to share with council members who are concerned about outreach efforts in their districts. Outreach efforts should be discussed at the City Council Study Session on January 22nd.

Update on Evaluation Process

The draft evaluation methodologies were handed out and reviewed. Questions generally focused on how the data would be presented and how it would be used. The data will be used to compare alternatives but will not be used to create a total score for each alternative. Steve Shanafelt asked about the need to use the measure for Objective 4C (*Enhance existing investments and leverage pending investments in downtown*) for corridors in addition to modes in order to evaluate the development potential along each corridor. Objective 4A (*Connect to areas and neighborhoods that have the potential to develop transit-oriented development, high-density development, or concentrations of employment*)

covers the economic development potential along each corridor already though. Regarding the economic development criteria, it was suggested to look at the transfer development rights that are being developed by the city.

Next Meeting: **January 11, 2012** from **9am-12 pm**.

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #8

DATE: Friday, January 11, 2013

TIME: 9:00 AM – 12:00 PM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Rachel Wilch, Sound Transit; Erin Hunter, Sound Transit; Chelsea Levy, Sound Transit; Alisa O’Hanlon, City of Tacoma; Diane Wiatr, City of Tacoma; Lihuang Wung, City of Tacoma; Justin Leighton, Pierce Transit; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); Tom Rutherford, City of Tacoma; Kurtis Kingsolver, City of Tacoma; David Knowles, CH2M HILL; Alisa Swank, CH2M HILL; Dan Abernathy, HDR

SUMMARY OF ACTION ITEMS:

- Confirm definition of “Downtown Tacoma” used in analyses
- Distribute the list of infrastructure projects considered in Goal 3.
- Maps of low-income, minority and zero-car household US Census data with 6 alternatives will be prepared

NOTES BY AGENDA ITEM:

Evaluation Results

The evaluation results were presented to the group through 2 handouts: a set of powerpoint slides with pros and cons, and a set of tables (one for each goal) that provided results for each measure. During the discussion of the pros and cons, the following questions and comments were brought up:

Goal 1 (Improve mobility and access):

- How was downtown Tacoma defined? The boundaries of the regional growth center were used. This will be confirmed following the meeting.
- What are the actual travel times? Group would like to see actual travel time for each alternative.
- Objective 1C: does this include both regional and local mixed-use centers (MUC)? Should only include regional because Objective 4D includes the local MUC.
- It is confusing to have Measure 1a for Corridors and Measure 1a for Modes
- How was travel time to Downtown Tacoma measured for existing transit? This was measured from the transit stop nearest the destination to the first downtown station (either 9th and Commerce or Union Station)
- When was the travel time estimated? Was it peak hour? Yes.

Goal 3 (Serve underserved neighborhoods/communities):

- Some questions were raised about specific infrastructure investments and how rankings will be determined. Some thought rankings should be based on dollar value. A map of locations of these investments was also suggested. CH2M HILL was given as-builts for projects in the last 10

years to use, and do not have cost information. A list of the projects will be distributed to the group.

- Some questions about the census data were asked and it was noted that the percentages did not always match local perceptions. Mapping this data would help to understand the data, as well as definitions of each group.

Goal 4 (Spur economic development):

- How was vacant land determined? It was based on assessor data. Group agreed that it should be clarified this term applies to vacant land and not vacant buildings.
- Alternative E2 has some noteworthy site contamination that was not accounted for, also has a property owner not supportive of alternative (UWT)
- Should consider removing industrial land use from Objective 4b measure.

Goal 6 (Cost/funding):

- What does cost include? It includes preliminary engineering, final design, and construction. It does not include operations and maintenance.
- Is the cost per mile for D4 similar to the cost per mile for other alternatives? Yes, it is generally similar except for a couple of structure crossings (SR 7, I-5) which were an additional cost.
- Is the \$250 million limit for small starts funding apply to the entire project cost, or is it just a limit for FTA funding? It applies to entire project cost.
- It was confirmed that the new bridge structure over the Puyallup River and Tacoma Rail yard does not assume rail, which would affect the G1 cost estimate.
- Should D4 be dropped because of cost? Probably not, because it is possible cost could be reduced through future adjustments and it is just over the Small Starts limit.
- Although some of these alternatives could be phased, Sound Transit stated that complete projects would be considered more competitive for FTA funding than phased ones.

A discussion of how this information will be used to make a decision followed. The possibility of weighting issues was discussed, although it was agreed that groups should be asked which goals are more important before seeing the evaluation results. Both the City Council and Stakeholder Roundtable will be asked about this at upcoming briefings/meetings. The public has been asked to prioritize goals at previous meetings, and this input will be shared with the Council at the next briefing.

Update on Upcoming Council Briefings

The City Council will be briefed on January 22nd, and the briefing will focus on the screening process and results, and provide an introduction to the evaluation process and criteria. Results of the evaluation will not be provided to the council at this briefing.

Update on Stakeholder Advisory Group (SAG)

The next SAG meeting is scheduled for January 30th. The results of the evaluation will be available to the group at that meeting, but they will be asked about weighting goals before going over results.

Update on Public Outreach

The last drop-in sessions was held on Jan 8th at the Portland Avenue Community Center and had approximately 30 attendees. Open houses to present the evaluation results are scheduled for February 12th (Tacoma Dome Station) and 13th (UWT). The public will again be asked about importance of individual goals.

Next Meeting: **February 18, 2012** from **10-11:30 am**.

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #9

DATE: Friday, February 8, 2013

TIME: 10:30 AM – 12:00 PM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Erin Hunter, Sound Transit; Chelsea Levy, Sound Transit; Alisa O'Hanlon, City of Tacoma; Diane Wiatr, City of Tacoma; Lihuang Wung, City of Tacoma; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); Kurtis Kingsolver, City of Tacoma; David Knowles, CH2M HILL; Kate Lyman, CH2M HILL; Dave Honan, HDR

SUMMARY OF ACTION ITEMS:

- ☐ Sound Transit will send the city a list of infrastructure improvements used in the analysis.
- ☐ The city will supply unit cost figures for infrastructure improvements.
- ☐ Sound Transit/CH2M HILL will develop maps of infrastructure improvements.
- ☐ Sound Transit/CH2M HILL will edit the maps of minority, low-income, and zero-car households to specify the data source.
- ☐ Sound Transit will investigate alternative ways to display cost figures at the open houses.

NOTES BY AGENDA ITEM:

Update from Stakeholder Roundtable Meeting on 1/30/13

- The stakeholders were asked to prioritize goals by placing dots on a poster. Each person was given 10 dots to distribute among the six goals and was allowed to place up to three dots on a single goal. The results indicated that Goals 1 and 4 are the highest priority, followed by goals 3 and 6.
- Sound Transit also handed out revised slides for each of the six corridors listing benefits and disadvantages of each, and handed out revised evaluation results.
- Members of the stakeholder group were asked to share their initial support for one or more corridors. The most support was expressed for the North Downtown Central (E1), Pacific Highway (G1), and Eastside (C1) corridors.
- Question/comments from the TAC:
 - o How were opinions asked of the stakeholders? Were people taking into account the evaluation results?
 - Yes. The opinions were given at the end of the meeting, after the results had been discussed. Some stakeholders did not want to express their opinion about corridors.
 - o We need to discuss the framework for how the decision on corridors will be made moving forward. The stakeholder group members need to understand that the City Council has approved the goals of this project.

- Is the City preparing some kind of formalized statement that this project can reference about its visions for transportation?
 - The City may prepare a Transportation Master Plan but that will not be completed before the end of the Tacoma Link AA.
- Did the group discuss formally weighting the goals of the project?
 - No.
- The next meeting of the stakeholder group is on February 20th, at which time the project team will bring them more information on ridership and land use. The next meeting will also be the time to firm up their preferences on corridors.
- Other comments raised at the stakeholder group meeting included questions on the viability of BRT and a desire to explore “hybrid” corridor concepts.
- Did the group discuss formally weighting the goals of the project?
 - No.

Review of Changes in the Evaluation Results

- David presented the following updates to the evaluation results:
 - Objective 1C: Removed mixed-use centers from the evaluation; now refers to Regional Growth Centers only.
 - Objective 3B: Numbers revised based on additional analysis. Maps depicting locations of low-income persons, minorities, and households without vehicles are available under separate cover.
 - Objective 4A: Edited analysis of developable but underutilized land. The analysis is now consistent with the methodology used in the South Downtown Subarea Plan.
- Kate presented updated maps of low-income, minority, and zero-car households near the corridors.
 - TAC members requested that the maps more clearly state the source of the data, and that the corridor buffers be lightened so that the data is easier to see.
- David presented updated slides of each corridor displaying benefits and disadvantages. The content is the same as the TAC has seen before, but the wording has been revised to be more concise and easier for the public to consume.
- TAC members suggested revising the display of cost estimates on the slides, perhaps using a range of \$ - \$\$\$\$.

Feedback on Infrastructure Investments

- David passed out a handout listing infrastructure investments in each neighborhood and asked TAC members to rank their relative importance.
- TAC members expressed concern with ranking the investments and instead asked to develop a general dollar amount of investment given within each corridor.
- The City stated that they will provide unit costs for infrastructure improvements. CH2M HILL will create maps of improvements in each corridor.

Update on Public Outreach

- The next open houses are on February 12 and 13 from 4-7 PM. One is at Tacoma Dome station in a heated tent and the other one is at UW-Tacoma.
- These open houses will show advantages and disadvantages of each corridor, will have an interactive goal exercise, and will have a tabletop exercise showing all of the alignments.

Discussion of Preferred Corridors

- The MLK corridor may be the most politically acceptable and likely has the most opportunity for economic development.
- An LID may make sense on MLK but would not likely provide funding for the LINK system.

Next steps

- At the next TAC meeting the group will discuss the stakeholders' preferred corridor(s).

Next Meeting: **March 9, 2012** from **10-11:30 am**.

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #10

DATE: Friday, March 22, 2013

TIME: 10:30 AM – 12:00 PM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Erin Hunter, Sound Transit; Chelsea Levy, Sound Transit; Rachel Wilch, Sound Transit; Alisa O’Hanlon, City of Tacoma; Justin Leighton, Pierce Transit; Peter Stackpole, Pierce Transit; Lihuang Wung, City of Tacoma; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); Kurtis Kingsolver, City of Tacoma; David Knowles, CH2M HILL; Kate Lyman, CH2M HILL; Dan Abernathy, HDR; Terry Nash, HDR

SUMMARY OF ACTION ITEMS:

- ☐ TAC members will submit comments on AA report outline to Val by **April 1**.
- ☐ Erin and Alisa will discuss packaging public input.
- ☐ Erin and Val will develop a decision making timeline for distribution to the public.

NOTES BY AGENDA ITEM:

Update on Recent Public Involvement Activities

- Sound Transit held a successful open house at the Urban League. Many high school students attended. They generally preferred the C1 corridor.
- Ric Ilgenfritz and Val recently briefed the *Tacoma News-Tribune’s* editorial board and gave them the same presentation as was given to the Sound Transit Capitol Committee
- The open house on Tuesday night was more subdued, but had the same amount of people as the Urban League.
- The Stakeholder Roundtable meeting on Wednesday went well. Mayor Strickland attended. The stakeholders requested analysis of a hybrid corridor that connects the existing Link to the Stadium District, and also connects the Tacoma Dome station to Portland Avenue.
- The City Council has also submitted a letter to Sound Transit requesting analysis of a hybrid corridor that connects Pacific Avenue to MLK at the southern end of the existing alignment, and also connects Tacoma Dome Station to Portland Avenue.
- Sound Transit will evaluate both hybrid corridors and then conduct additional public outreach.
- The next Stakeholder Roundtable meeting will either be on April 17th or 24th.
- Sound Transit will go to the City Council study session on April 16th.
- The Sound Transit board approval process of the preferred corridor will now occur in May, due to the additional analysis of the two hybrid corridors.
- Sound Transit will develop an updated schedule for the decision-making process.

Review summary of alternatives evaluation

- Val distributed the summary of the alternatives evaluation to the TAC members. This summary will be updated with the information from the analysis of the two hybrids.
- There is a typo in E1 under cost estimates; this will be fixed in the next version.

Review maps and spreadsheet of infrastructure investments

- Val and Kate presented maps depicting infrastructure investments near each of the six corridors, as well as a spreadsheet tallying the dollar amount of investments. However, cost estimates are not available for every investment, so the spreadsheet is incomplete.

Review AA report outline

- Val handed out a copy of the draft AA Report outline and asked TAC members to send comments to her by April 1st.

Discussion of preferred corridors

- The predominant preferred corridor among the stakeholder group was MLK (E1), followed by 6th Ave (B1), then either Portland Ave (C1) or Pacific Highway (G1). Several people voiced interest in a combination – something that gets to hilltop and something that heads east; however, it wasn't a dominant conversation in the room.
- There was support expressed for going to Fife, to the airport, and clear support for Portland Ave.
- There is interest in a connection between the southern end of MLK and 25th.
- Sound Transit will document the discussion that occurred at the Stakeholder Roundtable meeting; it will become the communication tool with the City Council and the Sound Transit Board.
- Erin and Alisa will discuss packaging public input that has been received in the course of the AA to present to the City Council.

Next Meeting: April 12, 2012 from 10-11:30 am.

Tacoma Link Expansion Alternatives Analysis



Meeting Summary: Technical Advisory Committee Meeting #11

DATE: Friday, April 12, 2013

TIME: 10:30 AM – 12:00 PM

LOCATION: Tacoma Municipal Building, Room 434

ATTENDEES: Val Batey, Sound Transit; Erin Hunter, Sound Transit; Chelsea Levy, Sound Transit; Rachel Wilch, Sound Transit; Alisa O'Hanlon, City of Tacoma; Justin Leighton, Pierce Transit; Peter Stackpole, Pierce Transit; Diane Wiatr, City of Tacoma; Lihuang Wung, City of Tacoma; Tom Rutherford, City of Tacoma; Steven Shanafelt, David Evans and Associates (representing the City of Tacoma); Kurtis Kingsolver, City of Tacoma; David Knowles, CH2M HILL; Kate Lyman, CH2M HILL; Dan Abernathy, HDR

SUMMARY OF ACTION ITEMS:

- ☐ Consultant team will edit the map of the H1 corridor to show actual alignment and specify constraints
- ☐ Pending further direction from Sound Transit, Consultant team may develop cost estimates and maps for alignments connecting to the Stadium District
- ☐ Consultant team will develop unit cost estimates for distribution to Tacoma City Council members

NOTES BY AGENDA ITEM:

Analysis of hybrid corridors

- Sound Transit presented the hybrid corridors at an open house last night.
- Yesterday morning Sound Transit spoke with the Tacoma City Manager and with Pierce Transit about the hybrid corridors.
- The H1 corridor analysis is the response to the request received from the City. The analysis looked at using 25th Street to get up the hill to MLK (previous analyses had assumed using Jefferson Street). The grades prevent using 25th to go all the way to MLK, so the alignment now under discussion uses 25th to get between Pacific and Hood, then traverses Jefferson Street to J Street, and J street north to 19th Street before connecting to MLK.
- The cost estimates are broken down by the terminus options requested by the city (6th Ave, 11th Street, and 19th Street).

Feedback from City Council briefing

- Some City Councilors questioned the assumed elevation on 25th.
 - o Because there wasn't time to do a survey of 25th, the assumptions come from GIS, pictometry, and Google Earth.
- The engineering analysis estimated a 20 foot trench needed on 25th, but this is just an estimate - it could be more or less.

- Costs have been updated to account for the need for more vehicles to operate three termini of the future system (in the H1 corridor concept). The assumption is 12 minute headways.
- The H1 concept would likely increase the operating cost of the system beyond what Sound Transit was anticipating.
- City Council could be very interested in the H2 concept- it serves both the north and the south
 - o The southern connection should be a walkable distance from Salishan.
- It is important to keep this project moving forward so that it is in the pipeline for a Small Starts grant.
- Engineering assumptions are based on the system running in existing right of way.

Next steps:

- Erin is putting together a comprehensive summary of all public comment received in the AA to date.
- Sound Transit is going to the City Council again on April 16th. The City Council will consider a resolution on April 30th.
- The final Stakeholder Roundtable meeting for the AA is Wednesday night at UWT in the Tacoma room. Many of the Stakeholder Roundtable members confirmed that they would be attending.
- Question: has the McMenamins' corporation been contacted regarding this project? Answer: they have not received any special outreach.

Next Meeting: **None scheduled at this time**

**Document B4: Summaries of Stakeholder
Roundtable Meetings (*November 2012 – April 2013*)**

Tacoma Link Expansion Alternatives Analysis



STAKEHOLDER ROUNDTABLE MEETING #1 DRAFT MEETING SUMMARY

DATE: November 28, 2012

TIME: 5:30 pm to 6:30 pm

LOCATION: University of Washington, Tacoma William W. Phillip Hall, Jane Russell Commons Room
1918 Pacific Avenue

ATTENDEES:

Stakeholder Roundtable:

Lois Stark, Tacoma Area Commission on Disabilities
Aaron Pointer, Black Collective-Metro Parks
Kate Whiting, Transportation Choices Coalition
Kyle Price, North End Neighborhood Council
Chad Wright, Marine View Ventures
Lynette Scheidt, Eastside Neighborhood Council
Judi Hyman, Downtown Merchants Group
Ed Davis, President Hillside Development Council
Mark Martinez, Pierce County Building and Construction Trades Council
Eric Crittendon, New Tacoma Neighborhood Council
Andrea Mesnick, Tacoma Regional Convention and Visitor Bureau
Ryan Dicks, Pierce County Sustainability
Kristina Walker, Downtown on the Go
Dan Voelpel, Tacoma School District

Staff:

Val Batey, Sound Transit
Rachel Smith, Sound Transit
Erin Hunter, Sound Transit
Alisa O'Hanlon, City of Tacoma
Justin Leighton, Pierce Transit
David Knowles, CH2M Hill
Alisa Swank, CH2M Hill
Kirsten Hauge, PRR

Stakeholder Roundtable members not in attendance:

Jennifer Burley, University of Washington Tacoma
Chris Green, Economic Development Board for Tacoma-Pierce County
Evette Mason, Port of Tacoma
Michael Mirra, Tacoma Housing Authority
Earl Brydson, South End Neighborhood Council
Matt Jones, Central Neighborhood Council
Venus Dergan, South Tacoma Neighborhood Council
Noah Prince, Lincoln High School

Meeting Summary

I. **WELCOME AND SELF-INTRODUCTIONS-*David Knowles, CH2M Hill***

David Knowles opened the meeting and thanked Stakeholder Roundtable members for volunteering their time. He said that the focus of the meeting was to review and confirm the charter and to update the group about the project. David said he would serve as meeting facilitator for all Stakeholder Roundtable meetings. Next, he asked the group to introduce themselves and state their affiliations. He noted that Sound Transit would follow up with the group and distribute a roster of all Stakeholder Roundtable members.

II. **CHARTER REVIEW AND APPROVAL-*David Knowles, CH2M Hill***

David presented the draft charter for the Stakeholder Roundtable and the project process. He wanted to ensure the group was comfortable with the charter, were in agreement with the roles and how decisions would be made. He also distributed a process graphic and said the goal of the alternatives analysis process is to narrow a large list of alternatives down to a single preferred corridor. The decision process begins with public input and he said comments from the community will inform the Tacoma City Council, Pierce Transit Board, and the Sound Transit Board. The Sound Transit Board will determine the preferred corridor alternative.

David said the Stakeholder Roundtable will serve in an advisory role to the project management team and Technical Advisory Committee. The group will not have a decision-making role. David then reviewed the roles and responsibilities listed in the charter and briefly highlighted the meeting structure and guidelines. He asked the group if they had any comments or concerns regarding the charter and noted they were also welcome to follow up after the meeting with any feedback.

Stakeholder Roundtable Discussion:

The Stakeholder Roundtable didn't express any concerns or request to modify the charter. Following are questions of clarification from Roundtable members.

- I understand the Stakeholder Roundtable also met last year. How long is the process this time?
 - We anticipate six Stakeholder Roundtable meetings and the plan is that the alternatives analysis process will be completed by April or early May. Thank you for also mentioning that there was an earlier Stakeholder Roundtable effort. Many of you here today were also involved in that work.
- Is there anything we need to know if we weren't involved in the earlier work?
 - No, there are several of you that are new to the Stakeholder Roundtable. However, we can distribute the report which summarizes the work from last year.

- If we aren't able to attend a meeting, but we would like to provide input, how should we provide comments?
 - Please email comments to Val Batey. She will ensure they are shared among the group.

III. **PROJECT STATUS-*Val Batey, Sound Transit and Alisa Swank, CH2M Hill***

Val Batey presented a brief snapshot of the work completed to date and a look forward at next steps. Before reviewing the project status, she said that she wanted to acknowledge and thank those who participated in the last Stakeholder Roundtable. The group helped give the project team a good foundation for the alternatives analysis and provided feedback about community values.

As a starting point for this phase of the project, the project team drafted a purpose and need statement. The purpose and need defines the rationale for the project and the problem the project is trying to address or solve. During the project process, it will serve as a guide to make sure the corridor alternatives that move forward meet the purpose and need. Val distributed and reviewed the purpose and need statement and the project goals and objectives.

Val said Sound Transit hosted a successful open house in August and presented eight corridor alternatives for public review and comment during Early Scoping. As a result of public comment, the number of corridor alternatives expanded to 24. The project team reviewed all 24 corridor alternatives and narrowed them to six following a screening workshop. The upcoming open house on December 5 will be an opportunity to confirm the project team understood the comments submitted during Early Scoping and to learn what people think about the results of the screening.

Alisa Swank then reviewed a table that described all 24 corridor alternatives. She noted that after Early Scoping, the group identified new ideas and grouped them into corridors based on location. The corridors identified extend into almost every direction in Tacoma. Next, she reviewed screening questions and the data used to answer the screening questions. Alisa stated the screening questions were based on the purpose and need and the screening was conducted at a very high level. The team made a few modifications to the alternatives as they went through the screening process. In Corridor D, the public expressed a desire to get to the Tacoma Mall. Originally the corridor crossed at 38th Street, but the crossing at I-5 and 48th Street was identified as more preferable. Corridor Alternative C1 was shortened to 44th Street. The end point for Corridor Alternative B1 was extended from Alder to Union in order to intersect with transit access on Union. She also mentioned that the project team hadn't eliminated any modes.

David noted that the screening criteria questions reflect themes from last year's Stakeholder Roundtable process. He said at the next meeting the group would focus on the details of the screening results.

Stakeholder Roundtable Discussion:

The Stakeholder Roundtable had questions about any constraints or considerations to keep in mind regarding the alternatives, the type of information that would be available to evaluate the alternatives, and requested the opportunity to review more detail about the six alternatives that passed through screening.

- Were any constraints placed upon the alternatives or did people just submit any ideas they liked?
 - We didn't place any constraints upon corridor ideas because we wanted to capture a broad range of ideas at that point in the process and understand where people would like to go. We can narrow the list as we gather more data later in the process.
- Do you have a specific length of track in mind, a budget or a specific ridership goal? Having this information could help us identify the best and most realistic options.
 - We have a total project budget. As we move forward, we will gather more data about engineering challenges for each alternative, ridership, and other information that will help us make decisions. It is hard to estimate the total track length that fits within the project budget because there are many variables, such as topography, that influence cost.
- It sounds like the focus of the Stakeholder Roundtable's work is to find consensus on one of the six corridors that survived the cut. The others that didn't make it through the first screening are not moving forward.
 - We would like the help of the Stakeholder Roundtable to find consensus on one option, but that is not to say that others are not future potential alternatives.
- Did one of the screening criteria state that there should be the possibility to expand or build upon a route?
 - We wanted to have alternatives that could stand on their own, just in case something happens in the future that does not allow for additional expansion.
- Did you consider connecting transit centers so people could transfer to other transit options?
 - Yes, that was part of the development of the alternatives and our screening criteria.
- Since Proposition 1 failed, does that change anything about this project?
 - Not so far, but we are working closely with Pierce Transit and will track the decisions made about any transit reductions to see if has an effect.
- Is it possible to tweak the descriptions of the alternatives that passed through screening?
 - We are trying to identify each corridor by describing the end point, we aren't at the point yet where we are studying a specific route. This means we don't want to get too specific with naming a street or features in a neighborhood. However, we welcome public feedback about specific streets.

- As residents of the neighborhood, we may know something specific about the area that will inform the alternative.
- When will we hear the stats and know the pros and cons of each alternative?
 - We'll walk through the alternatives in more detail at the next meeting. As we move forward in this process, we'll begin more a detailed evaluation of the alternatives.
- Wasn't there a draft report produced as a result of the Stakeholder Process last year that illustrated why we picked the alternatives?
 - Yes, we prepared a Pre-Alternatives Analysis report and will distribute it to the group.
- As members of the Stakeholder Roundtable, what role would you like us to play at the public open house?
 - We would like you to serve as ambassadors for the project and will send an email link and more information about the open house. All information is available on the project website: www.soundtransit.org/tacomalinkexpansion . We are planning on two presentations at the open house, one at 5:00 and another at 6:00. In addition to the open house, we are hosting six drop-in meetings and an online open house. We will post all open house materials and the narrated PowerPoint presentation to the project website following the open house.
- It seems like there is a lot of overlap with the alternatives shown. If we can only afford a shorter route, why is a longer extension even an option?
 - All the alternatives have different considerations in terms of cost, whether it relates to distance, engineering challenges, or topography, so we won't end up with specific mileage we can afford. Depending on the alternative, one could be slightly longer.

IV. ADJOURN-Val Batey, Sound Transit and David Knowles, CH2M Hill

Before adjourning the meeting, Val reviewed the near-term project schedule. She said over the next few weeks the project team will determine the evaluation methodology. At the next meeting on December 18, the Stakeholder Roundtable will review the six corridors in detail and talk about the next round of evaluation.

David said the meeting on December 18 was set, but said they would need to adjust subsequent meeting dates. All meetings will occur at the University of Washington Tacoma campus. He planned to distribute an updated schedule at the next meeting. He asked the group if they had any time or day or day constraints. The group discussed their preferences and said the best day to meet was on a Wednesday and they preferred to meet from 4:30-6:00 p.m.

ACTION ITEMS

- ☐ Distribute Stakeholder Roundtable roster to all members

- ☐ Distribute Pre-Alternatives Analysis report
- ☐ Send link to information about December public involvement opportunities
- ☐ Reschedule December 18 meeting to 4:30-6:00 p.m.
- ☐ Prepare updated meeting schedule

Tacoma Link Expansion Alternatives Analysis



STAKEHOLDER ROUNDTABLE MEETING #2 DRAFT MEETING SUMMARY

DATE: December 18, 2012

TIME: 4:30 pm to 6:00 pm

LOCATION: University of Washington, Tacoma, GWP Building, Tacoma Room, 1918 Pacific Avenue

ATTENDEES:

Stakeholder Roundtable:

Aaron Pointer, Black Collective-Metro Parks
Kyle Price, North End Neighborhood Council
Chad Wright, Marine View Ventures
Evette Mason, Port of Tacoma
Chris Green, Economic Development Board for Tacoma-Pierce County
Michael Mirra, Tacoma Housing Authority
Matt Jones, Central Neighborhood Council
Milt Tremblay, University of Washington Tacoma Sustainability & Planning
Kristina Walker, Downtown on the Go
Dan Voelpel, Tacoma School District

Staff:

Val Batey, Sound Transit
Rachel Wilch, Sound Transit
Alisa O'Hanlon, City of Tacoma
David Knowles, CH2M Hill
Alisa Swank, CH2M Hill
Kirsten Hauge, PRR
Dan Abernathy, HDR

Stakeholder Roundtable members not in attendance:

Andrea Mesnick, Tacoma Regional Convention and Visitor Bureau
Ryan Dicks, Pierce County Sustainability
Lois Stark, Tacoma Area Commission on Disabilities
Kate Whiting, Transportation Choices Coalition
Lynette Scheidt, Eastside Neighborhood Council
Jennifer Burley, University of Washington Tacoma
Mark Martinez, Pierce County Building and Construction Trades Council
Judi Hyman, Downtown Merchants Group
Ed Davis, President Hillside Development Council
Eric Crittendon, New Tacoma Neighborhood Council
Earl Brydson, South End Neighborhood Council
Venus Dergan, South Tacoma Neighborhood Council
Noah Prince, Lincoln High School

Meeting Summary

I. **WELCOME AND SELF-INTRODUCTIONS-Val Batey, Sound Transit**

Val Batey, Tacoma Link Expansion project manager, opened the meeting and said at the last meeting the Stakeholder Roundtable briefly reviewed the 24 potential corridors under consideration after early scoping. She said the focus of the second meeting was to walk through the results of the alternative screening process in more detail and understand how the technical team narrowed the list to six corridor alternatives. Next, she asked the group to introduce themselves and state their affiliations.

Stakeholder Roundtable Discussion:

Following is a question of clarification from a Roundtable member.

- Can you please review again the purpose of the Stakeholder Roundtable?
 - For the Tacoma Link Expansion project we are seeking additional federal funding. In order to be competitive to apply for federal grants, such as Small Starts, we are conducting an alternatives analysis (AA) process. An important part of the process is to seek public input. In addition to hosting open houses and conducting broad community outreach, we wanted to bring together a group that would represent the diverse interests of Tacoma and gather your feedback. We started with the group that had originally served during the pre-AA work and then expanded on that group to include neighborhood representatives and also added a few new members. The Stakeholder Roundtable will serve as a sounding board for the technical team, provide advice about the community vision for Tacoma Link, and share input about public expectations.

II. **REVIEW OF ALTERNATIVE SCREENING RESULTS-DISCUSS BY ALTERNATIVE-Val Batey**

Val noted that due to an unforeseen traffic delay, the meeting handouts were not yet available, however she reviewed corridor maps and project information using PowerPoint slides. First, she briefly recapped the process to date. The project team used the corridors identified by the Stakeholder Roundtable during the pre-AA process as a starting point then made a few additions. They added in the Pacific Highway South Corridor since it reflects Sound Transit's long-range plan and also extended the Eastside Corridor further south to connect with an identified mixed use center, and extended the South Downtown to MLK corridor further west to connect to Tacoma Community College. Val said the project team presented these options to the community at early scoping meetings in August, as well as the project goals and objectives, and the draft purpose and need statement. After gathering public input, the priorities listed in the purpose and need slightly changed. She noted they distributed the goals and objectives and purpose and need statement to the Stakeholder Roundtable at the first meeting.

Val said after starting with eight corridors prior to early scoping, the list of options expanded to 24 corridor alternatives after integrating the public input received during the early scoping comment period. She asked if anyone had any questions regarding the 24 corridor alternatives. The group indicated they didn't have questions. She then reviewed the screening questions that were based on the purpose and need statement. The technical team used the screening questions to narrow the list of 24 potential corridors to six corridor alternatives. Val briefly reviewed the screened list of corridor alternatives: B1, C1, D4, E1, E2, and G1.

- B1 extends from the north end of the existing system, continues to Division via 6th Avenue and terminates on Union, within walking distance of University of Puget Sound.
- E1 takes the same route on the north end out of the existing system, turns south on MLK and then right on 19th.
- E2 is the loop version of E1. Many people were interested in how you serve the Hilltop and the east end of downtown.
- C1 heads north along 25th Street, turns east and heads toward the entrance of Salishan and ends just after 38th Street.
- D4 is a longer corridor that takes the same route as C1, but turns south at 38th Street toward Tacoma Mall. D4 addresses interest from community members who wanted to go down Pacific Avenue then west to the mall. Since there is a big dip along Pacific Avenue that is a challenge for light rail, we found a way around that by heading east out of Tacoma Dome Station.
- G1 connects to Fife via Pacific Highway. We anticipate some grade challenges with this corridor, but it wasn't enough of a concern for it to not pass through screening.

Val then began to review the results of the screening workshop in relation to each of the six corridor alternatives. However, Stakeholder Group members indicated they didn't feel they needed to go over the results in detail and would like to dive in once more data was available. Val noted at this stage, the intent was to start out slow to make sure everyone was caught up to speed about the project, but over the next few meetings, the team would provide more information on ridership markets, travel times, and additional data.

Stakeholder Roundtable Discussion:

Stakeholder Roundtable members shared some feedback regarding the screened corridor alternatives and also asked questions about the goal of their work and the technical information that would be available for their review and consideration. Many were also interested in economic development and how to assess the potential for development for each screened corridor alternative. Following are questions and comments from Roundtable members.

- Is this group going to be asked to state preferences among the corridor alternatives and rate them, similar to the pre-AA process? Will you have to report out on our preferences?

- If the Stakeholder Roundtable is able to reach consensus about a preferred corridor that would be great, but if there are varying opinions, we will want to hear those too. We will bring forward the feedback from this group, the City Council, jurisdictions and the Tacoma community to the Sound Transit Board. The Sound Transit Board will make the ultimate decision regarding a preferred corridor.
- Are you at a point in to the process when you can't eliminate any alternatives? Corridor Alternative E2 is really a non-starter for a lot of reasons. At University of Washington Tacoma, we are concerned it would prevent development at the campus and not allow us to meet our growth objectives. Two of our projects are on Jefferson and this route would cut off campus from the east to west. It won't catalyze development and will be very costly. It's unfortunate I wasn't aware of this until recently, since having this option as part of the scope of the study of this group is detrimental. Right now we are working with the City of Tacoma to address traffic issues at 17th and Pacific Avenue as well as 21st and Jefferson, but this alternative would stop us from correcting these problems.
 - You helped demonstrate why we spent such a long time thinking about the membership of this group, we wanted to make sure we heard this type of information. Your original question was if it's too late to take an alternative off the list. It's not too late, that is what we are trying to do through this process is narrow the list of alternatives. When we hear feedback like this, we take it under consideration as we evaluate the community vision and engineering challenges.
- So, it seems like the corridors aren't illustrating an area of influence? I assumed the street lines and the swath of color alongside were showing an area of influence.
 - Not necessarily. We aren't at the point where we know it will run down a specific street. The streets aren't locked in which is why you see the wide bands of color. We want to give ourselves some leeway once we get into engineering that we can shift to a different street if needed, as a result of technical findings or challenges.
- I can't see a situation where Jefferson would look like Commerce Street, it would be unsafe. In UWT's Master Plan, we talk about Market as a transit-oriented street. It is a benefit to have transportation around the campus, just not through the middle of it.
- How do potential changes to Pierce Transit service affect our work?
 - Pierce Transit is working with us on our technical advisory team. We are relying on them to keep us up to date on possible service changes and when they would occur. We don't have a final word from them about the planned changes. There is the potential that some of these corridors could help in providing additional transit service where bus service would be reduced or eliminated.
- I wanted to make sure I'm clear on the goal of this group. Our goal is to make a recommendation about one or two preferred corridors from this list of six options?

- We'd like consensus from this group about a preferred corridor, but we are open to varying opinions. We will report your feedback to the Tacoma City Council and Sound Transit Board.
- What are the criteria we will use to get from six options to one preferred corridor?
 - We would like to use the same screening questions we've already identified, but would like your feedback about how do we further define the screening questions.
- The main shortcoming of the first stakeholder group was that we had very little data about ridership, cost, and engineering. When will that data be available?
 - The first stakeholder group process was during pre-AA when we were conducting very high level planning and working from information that was already available. At this stage, we are carrying out a more detailed analysis so we can report about ridership for each corridor and other technical details. In this way you will be able to compare data.
- For the C1 corridor alternative, I thought the terminus was 48th, not 72nd. It states the terminus is 72nd in the screening report.
 - You are right, however we made the modification as a result of screening.
- What feedback would you like from us at this meeting?
 - At this point we would like you to have the opportunity to understand the six alternatives we ended up with after screening, bring up any new insights or concerns, as well as any initial thoughts or new considerations.
- Which one of the screening questions dealt with economic development?
 - The topic is addressed with a few questions, for instance, screening question 3B in the screening report.
- I don't see how transit-oriented development (TOD) is addressed in the screening questions.
 - TOD wasn't included as a specific criterion; instead we considered broader potential for development. At this level of evaluation we are looking at connections, more than existing and proposed land use. During the next stage of evaluation we will have that data regarding development potential.
- I noticed that there are really only two criteria that serve to screen out corridors. Therefore, the criteria that become most important are questions 4a and 6a. That may be very simplistic, but it jumps out to me that these are the distinguishing criteria.
 - At this point we're not trying to compare the corridors to each other, but against the criteria that were derived specifically from the purpose and need. We've been through a first screen using the criteria, but now will enter into a more fine grain analysis. We'll revisit those questions that at first glance didn't weed things out, but with more data may do so.
- It seems question 3c is a key question in relation to economic development.
- I'm thinking of future development and how we catalyze areas that will increase the population of Tacoma and provide work. This level of information seems to only

consider what is there today and how to serve that, not how to do something to catalyze development.

- This initial screening used the City's zoning information to identify where mixed-use development is desired and how light rail could connect these areas. I realize right now this may seem too general, but we will get to a more detailed analysis.
- In terms of economic development, we also need to have a better understanding of the Pierce Transit system. If there is existing bus service, maybe we don't need to go there. The election changed things. Last year, the stakeholder group didn't get into cost and where we can go based on the available funding. For instance, if we can only get 1/8 of the way to the mall, maybe another option will rise to the top. A connection to the airport is also very attractive, but we wouldn't want to spend the money just to get to Federal Way if we need ST3 to get all the way to the airport. More data will help this group.
 - I appreciate there is a strong interest in more data. We look forward to having those discussions.
- Does the City of Tacoma have a transportation plan that we need to account for?
 - They don't have a transportation master plan, but they do have a mobility plan that looks at pedestrian and bike connections.
- What makes this project more attractive for federal funding opportunities?
 - We will include that type of measurement in the detailed evaluation.
- Why did the terminus change for corridor alternative C1 (from 72nd to 44th)?
 - We looked at extending C1 to 72nd, but in our first screening we looked at density and it significantly dropped off once you passed 44th, so we were concerned we wouldn't have the ridership.
- Is that area past 44th zoned for potential growth? If so, maybe it would make sense to extend it to spur growth.
 - From the City of Tacoma's plan it didn't show a plan for development beyond what is already there. For the FTA process, we are only allowed to look at what plans are in place today, we can't project future growth.
- Is it possible that if the City of Tacoma amends plans before we apply for funding, we could solve that problem? It would be great to see the data overlays for the comprehensive plan.
 - We have a map we can provide.
- Is there someone on this group who represents the Cross District Association or a mixed-use group?
 - Yes, Eric Crittendon.
- What are the thresholds for density to support light rail? We discussed this with the MLK Sub Area planning.

- There is no FTA standard, but we would go back and look at city plans since they tend to reflect what is acceptable. Sometimes it is an iterative process. Land use and transit need to work together.
- I question the highest and best use for different modes of transportation. Light rail is more high speed with limited stops, not a collector or mid-range distributor. In the downtown core it may not be the type of mode we need; maybe we need a rubber tire option that is less expensive. It seems this should factor into our work. We should look at how we should best use the funding to move people at higher speed. Let's look at places where we can get the most value.
 - This project is coming out of ST2 where voters approved an expansion of Tacoma Link. The Small Starts grant we would like to apply for is specifically designated for High Capacity Transit in a fixed guideway. We are also looking for a partner to help fund the project. We will have more information on corridors in terms of travel times, so we'll be able to compare speed of travel. We won't be competitive for funding if we can't demonstrate the project is cost-effective.
- How much economic development did Tacoma Link trigger? Was that one of the project goals?
 - I don't know if Sound Transit has that data available. The Chamber or City may have that information. I'm not sure if economic development was an objective of the initial project. We can look into this and get back to you.
- What did Tacoma Link cost?
 - \$77 million for 1.6 miles.

III. **PROJECT SCHEDULE-Val Batey**

Before adjourning the meeting, Val reviewed the next meeting dates for the Stakeholder Roundtable:

- January 30, 4:30-6 pm
- February 20, 4:30-6 pm

She said the next meeting would also occur at University of Washington Tacoma, but may be in a different room. David Knowles, CH2M Hill, said they would get back to the group later about a proposed March meeting date. He said at the next meeting they would bring the information requested about the City's comprehensive plan. At the next meeting the Stakeholder Roundtable would focus on the methodologies for evaluation and data regarding ridership, economic development, funding, engineering and cost.

Stakeholder Roundtable Discussion:

Following are questions and comments from the Stakeholder Roundtable.

- Would it be possible to review the Pierce Transit plan?

- Yes, I'll also talk with Pierce Transit to see if they can provide this information and maybe provide a brief update.
- Can you send the data out to the group ahead of the next meeting?
 - Given the nature of the data and how it will be shown, I think it will be much clearer to go through it together at the meeting and we can provide additional context about what it means.
- I suggest you present the data in a more understandable fashion through a map with data overlays, rather than looking just at spreadsheets.
 - It may be difficult to present all the data on one map, but we may be able to show it through multiple corridor maps. Spreadsheets also give you the opportunity to compare and contract across corridors.

ACTION ITEMS

- ☐ Provide information about City of Tacoma comprehensive plan
- ☐ Research whether data is available about impacts to economic development as a result of Tacoma Link and whether it was part of the project goals
- ☐ Send out calendar appointments for future meeting dates
- ☐ Request plan information and presentation from Pierce Transit

Tacoma Link Expansion Alternatives Analysis



STAKEHOLDER ROUNDTABLE MEETING #3 DRAFT MEETING SUMMARY

DATE: January 30, 2013

TIME: 4:30 pm to 6:00 pm

LOCATION: University of Washington, Tacoma, GWP Building, Tacoma Room, 1918 Pacific Avenue

ATTENDEES:

Stakeholder Roundtable:

Aaron Pointer, Black Collective-Metro Parks
Kyle Price, North End Neighborhood Council
Chad Wright, Marine View Ventures
Evette Mason, Port of Tacoma
Chris Green, Economic Development Board for Tacoma-Pierce County
Michael Mirra, Tacoma Housing Authority
Matt Jones, Central Neighborhood Council
Milt Tremblay, University of Washington Tacoma Sustainability & Planning
Kristina Walker, Downtown on the Go
Andrea Mesnick, Tacoma Regional Convention and Visitor Bureau
Lois Stark, Tacoma Area Commission on Disabilities
Kate Whiting, Transportation Choices Coalition
Lynette Scheidt, Eastside Neighborhood Council
Ryan Dicks, Pierce County Sustainability
Mark Martinez, Pierce County Building and Construction Trades Council
Judi Hyman, Downtown Merchants Group
Ed Davis, President Hillside Development Council
Eric Crittendon, New Tacoma Neighborhood Council
Earl Brydson, South End Neighborhood Council
Aaron Williams, City of Fife

Staff:

Val Batey, Sound Transit
Erin Hunter, Sound Transit
Chelsea Levy, Sound Transit
Alisa O'Hanlon, City of Tacoma
Justin Leighton, Pierce Transit
David Knowles, CH2M Hill
Alisa Swank, CH2M Hill
Kate Lyman, CH2M Hill
Craig Grandstrom, CH2M Hill
Kirsten Hauge, PRR

Stakeholder Roundtable members not in attendance:

Dan Voelpel, Tacoma School District
Venus Dergan, South Tacoma Neighborhood Council
Noah Prince, Lincoln High School

Meeting Summary

I. **WELCOME AND INTRODUCTIONS-Val Batey, Sound Transit**

Val Batey, Tacoma Link Expansion project manager, opened the meeting and said at the December 18 meeting some people had questions about the purpose of the group. She said she wanted to make sure members had a chance to review her follow-up email with information about roles and responsibilities. The Stakeholder Roundtable will provide feedback to the technical team, City Council, and Sound Transit Board. The goal is for the Stakeholder Roundtable to reach consensus about a preferred corridor, but Val said she understands that there are diverse interests within the group. If the group does not reach consensus, they will identify how they would like to report their preferences to the City Council and Sound Transit. Next, she asked the group to introduce themselves and state their affiliations.

II. **GOALS PRIORITIZATION EXERCISE-David Knowles, CH2M Hill**

David Knowles, CH2M Hill, said the team was interested in gaining a collective view of the Stakeholder Roundtable's priorities in relation to project goals. He said that in order to compare the alternatives, the team created measurements based on the project goals and evaluated factors such as ridership and cost. Before he reviewed the results of the evaluation, he asked for feedback about which goals were most important. David reviewed each of the six goals and then asked the Roundtable members to rank their priorities through a dot exercise. Each person had ten dots that they could allocate among the six goals, with no more than three dots per goal.

The goals included:

- Goal 1: Improve mobility and transportation access for Tacoma residents and visitors.
- Goal 2: Increase transit ridership within the City of Tacoma.
- Goal 3: Serve underserved neighborhoods and communities in the City of Tacoma.
- Goal 4: Use transit to spur economic development and other types of investment.
- Goal 5: Ensure that the project is environmentally sensitive and sustainable.
- Goal 6: Establish a project that is competitive for federal funding.

After reviewing the results of the dot exercise, David noted that some goals emerged as more important and key priorities for the Stakeholder Roundtable. The highest priority goals appeared to be goals one and four, followed by goals three and six. The results of the dot exercise are shown in the picture and chart below. David asked that the members keep these priorities in mind as they reviewed the evaluation findings.

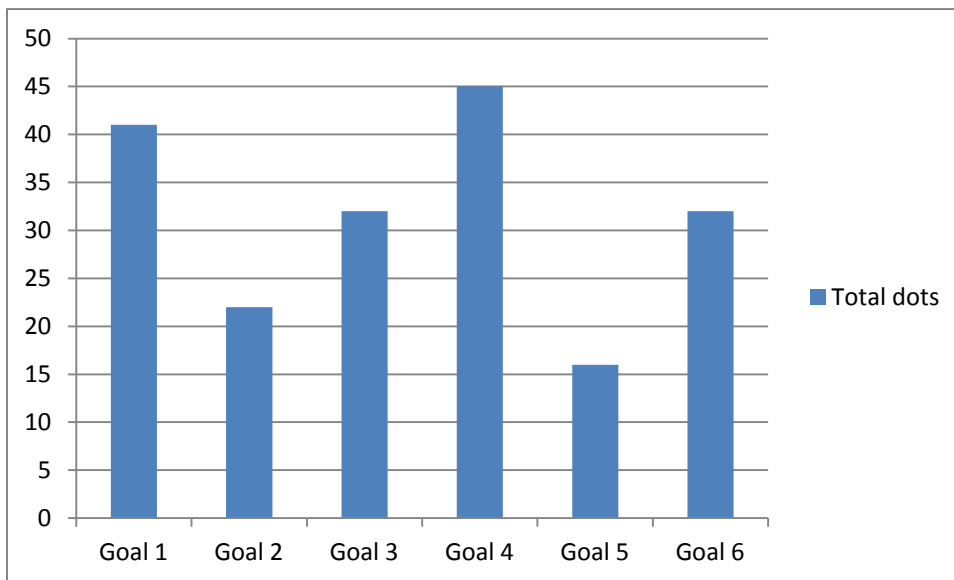
Goals Prioritization Exercise

WHICH GOALS ARE MOST IMPORTANT TO YOU?
TACOMA LINK EXPANSION

Please distribute your 10 dots among the 6 goals to indicate your priorities. You can place up to 3 dots under one goal.

Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
Improve mobility and transportation access for Tacoma residents and visitors	Increase transit ridership within the City of Tacoma	Serve underserved neighborhoods and communities in the City of Tacoma	Use transit to spur economic development and other types of investment	Ensure that the project is environmentally sensitive and sustainable	Establish a project that is competitive for federal funding

Figure 1: Results of Goals Prioritization Exercise



Stakeholder Roundtable Discussion:

Stakeholder Roundtable members shared some feedback and questions about the goals, specifically focused on funding and partnerships. Following are questions and comments from Roundtable members.

- I don't see it on the list, but did you evaluate whether each alternative was feasible based upon the available budget?
 - Goal six addresses the issue of funding. We did estimate costs and will review the results with you.
- How much money does Sound Transit have for this project?
 - The budget is \$150 million. We assume federal funding will account for \$50 million and \$50 million will be provided by a partner. The Tacoma Link Expansion was adopted in ST2 as a partnership project. Sound Transit will not fully fund the project, but will contribute to a partnership. Sound Transit determined the project budget by reviewing the cost of the existing Tacoma Link system and the cost of the First Hill Streetcar project in Seattle.
- Could Sound Transit partner with a private entity?
 - Yes, it is wide open in terms of what form the partnership could take. It could be a private or public partner and they could provide either direct costs or in-kind contributions. For instance, the City of Tacoma could provide in-kind contributions in the form of right-of-way or relocating utilities.
- If you don't find a local partner, does that mean there is no project?
 - The Sound Transit Board would make that decision. There wasn't a Plan B outlined in ST2, since this was always envisioned as a partnership project.

III. **PRESENTATION: OVERVIEW OF EVALUATION RESULTS-Val Batey and Alisa Swank, CH2M Hill**

Val said she planned to briefly review key findings from the evaluation and then would dedicate the majority of the time for members to ask questions and discuss the findings. She reviewed the benefits and disadvantages for each of the six corridor alternatives as well as the estimated cost. The information was also distributed in a handout packet. She asked Stakeholder Roundtable members to consider how the findings aligned with their goals and priorities.

After Val reviewed key findings for each corridor alternative, David Knowles discussed information in the handout related to the benefits and disadvantages of bus rapid transit and light rail. Alisa Swank, CH2M Hill, then distributed a detailed report of the evaluation findings and briefly reviewed key sections of the report. Val noted that she understood the information was very detailed and invited Stakeholder Roundtable members to contact her with any questions or discussions prior to the next meeting.

Stakeholder Roundtable Discussion:

Following are Stakeholder Roundtable questions and comments as they relate to each corridor alternative.

North End Central Corridor (B1)

- I don't see it listed in the findings, but do you think 6th Ave has room for a light rail track? Loss of parking is also a concern.
 - We looked at engineering constraints. Our engineers would say that this is feasible and not a fatal flaw, but we aren't at the design phase yet. We haven't tried to look at how to configure light rail on a specific street, instead we are evaluating a 1/2 mile corridor. We will respond to your concern about this issue.
- One of the disadvantages listed is related to a low amount of developable vacant land. Does this mean you might need to acquire property, similar to D to M?
 - The assumption is that the extension of Tacoma Link would be within existing right of way and no additional property would be acquired. The vacant land metric relates to how light rail could influence economic development.
- Why does it state that faster service to the Tacoma Dome is a benefit, but also that it doesn't provide faster service to downtown compared to existing transit?
 - Riders would have a one-seat ride and would not need to transfer from a bus to Tacoma Link to get to the Tacoma Dome.
- Is it possible to know which alternative corridor would provide the greatest benefit to Pierce Transit? Would Pierce Transit have the ability to repurpose routes within the preferred corridor to serve other areas?
 - Pierce Transit would have the ability to reconfigure routes or move service, but a light rail extension would not mitigate substantial cuts to service. Another key thing to remember is Route 1 that serves this area is our highest ridership route. (Justin Leighton, Pierce Transit)

Eastside Corridor (C1)

- One of the disadvantages listed is related to zoning. I don't think this takes into account Tribal land. It might be too strong to state that the zoning is not supportive of higher density development.
 - Is this contiguous with the Lower Portland Avenue Mixed Use Center? We'll look at the zoning and consider that.

South End via Portland 48th Corridor (D4)

- If the cost is more than the project budget, why is this under consideration?
 - We didn't look at cost during the first screening. Now that this option has moved forward into further evaluation, we estimated cost. If this corridor rises to the top for other reasons, we could take a look at engineering costs savings or other ways to make this work. Your question is a good reminder that we are comparing corridors and there are many things to balance against each other.
- The cost is directly related to length, if we were to eliminate something only for cost reasons, it doesn't mean it's not valuable, it means it's too long. I'm concerned that cost

is a primary differentiating factor. We should look at goals such as economic development and serving people.

- One caution is if we shortened the length of the corridor, it could change some of the other evaluation findings.
- Why does this corridor not provide faster service to downtown Tacoma and the Tacoma Dome, when the Eastside Corridor does? It seems like they should be the same.
 - It's because we measured the trip from the end of the line and the South End corridor is longer.

North Downtown Central Corridor (E1)

- No comments

North Downtown Central Loop Corridor (E2)

- This is very similar to E1, so what's the argument for laying less track? Couldn't we choose to achieve as much as E2 as possible?
 - Funding could be a factor here, the cost estimate for E2 is \$249 million.
- In order to get federal funding, does the corridor have to serve ethnically diverse and disadvantaged neighborhoods?
 - No, it is not part of the federal criteria. This goal came from the first Stakeholder group.

Pacific Highway Corridor (G1)

- Does this corridor go through Tribal land?
 - Almost the entire corridor is within Tribal lands.
- I noticed that getting closer to Sea-Tac Airport isn't listed as a benefit-is this a consideration?
 - It wasn't one of the measurements for any of the corridors.

Modes (Bus Rapid Transit and Light Rail)

- Are you listing information about bus rapid transit because federal money is available for that purpose?
 - Bus rapid transit can qualify for the same type of federal funding as light rail transit or streetcar.
- Did you take into account long-term maintenance costs?
 - Capital costs were estimated on a rail-based model.
- With bus rapid transit, you could serve all of the corridors. It feels like a very different option and one we should consider. To me the question is more about the investment we want to make, rail is very different.

- Part of what you are considering is the function the system could have. If there is interest in examining bus rapid transit, we could make that topic part of our next meeting.
- My concern with extending Tacoma Link is that it's not the right mode for start and stop service. We're taking a mode that is designed to move people rapidly and forcing it into a model that stops every few blocks.
 - The extension does not need to mirror what we have today. The station locations would be part of the future design.

Other Questions

- Do you have a roll-up that shows how each corridor meets each goal?
 - We have been working on a way to do that and can follow up with that information.
- Two of the corridor alternatives are more than the project budget (\$150 million). Should we keep them on the list?
 - We believe that they are close enough that through the design process we could get them to meet the project budget. It will be a challenge, but we don't feel the costs at this point are a fatal flaw. The costs represent rough estimates.
- How difficult is it to change zoning?
 - It really depends on a number of factors. It would require a change to the City of Tacoma's Comprehensive Plan. (Alisa O'Hanlon, City of Tacoma)
- A better model would be to consider economic development potential rather than zoning.
 - However, the City of Tacoma has adopted mixed use centers. The mixed use centers are where the community has said they want to focus development.
- Have any of these zones been looked at in the subarea planning?
 - Yes, they have. The subarea plans are addressing the Tacoma Link Expansion. They are available on the City of Tacoma website.
- Is it possible to consider a hybrid of the E1 and C1 alternatives?
 - Modifications are possible if there is enough interest from this group.

Closing Comments

David Knowles asked each Stakeholder Roundtable member to share any initial preferences among the corridor alternatives. Of the members indicating preferences, the following table illustrates the number of responses in favor of each corridor alternative. The majority were in favor of the North Downtown Central Corridor and many were supportive of the Eastside Corridor, Pacific Highway Corridor, and the idea of a hybrid between the North Downtown Central and Eastside Corridors.

B1	C1	D4	E1	E2	G1	Other
0	5	2	8	2	5	5

Following are the individual responses from each member:

- There isn't an alternative that is standing out right now. However, the hybrid idea is interesting.
- G1 has some great advantages. The City of Fife has already done a visioning process that includes light rail. This alternative also gets close to the Port and serves the Puyallup Tribe.
- I don't feel comfortable making choices at this point, but I do feel nervous about the disadvantages of G1. Other alternatives are rising above G1.
- I'm interested in thinking more about the hybrid. Based on these choices, I'm leaning more toward C1. The corridor could be phased for a future extension and has economic development potential.
- I'm looking at the potential for development and serving riders. Based on the percentages of residents without cars, E1 or E2 seem logical.
- I favor C1 or G1 and I also like the hybrid idea. The City of Fife is doing a lot to make G1 a viable route. For me, the most important measure is related to economic impact.
- I don't feel comfortable picking a favorite. I would like to see more data about existing ridership. Right now I really like the C1, D4, and G1 alternatives. Those three alternatives have the potential for future expansion. I don't like how E2 parallels the existing track. It would be a mess. However, I would love it if it would connect to the other end of the Tacoma Link system.
- I really like E1 and the connection with all the medical facilities. It would help serve the disability community and I see it as a big solution. I also like that it goes by Wright Park. A connection to parks should be viewed as positive and not a negative impact. People love to go to Wright Park and having a quick connection from downtown would be great.
- E1 is my initial preference. Bringing people up to Stadium would be helpful and I think increased public transportation to the hospitals is a real benefit. I don't like D4 because I can't see people getting on Tacoma Link for a long trip to the Tacoma Mall.
- I prefer the E1/C1 hybrid. It would be helpful to have a sense of trip distance and timing, for instance how long a trip would take to get to St. Joseph's.
- I don't have enough information to make a decision, however since I'm from the south end neighborhood I like D4.
- I see a lot of value in connecting to the casino. I also like E1 since it connects high density areas and provides a transportation link to big employers, such as Franciscan.
- I favor C1 and E1 for similar reasons. They both serve areas that are underinvested. Existing zoning can be changed and the cost estimate for both corridors is within budget. E1 links hospital centers and C1 gets to Salishan. Both of them have potential.
- E1 is high on my list because of the potential for high ridership and it serves a wide diversity of the community. Also, one of the major problems for Tacoma Metro Parks is

adequate parking. Wright Park probably receives at least one million visitors per year. Light rail would help mitigate this issue.

- C1 has a high potential for commercial and residential development. I also like G1 because it gets us closer to the airport and connects us to the regional transit system.
- The biggest thing for me is economic benefit. One of my preferences is G1, since the number one thing I hear from my neighbors is an interest connecting the airport. The idea of the E1/C1 hybrid has some attraction for me, given the economic development potential.
- I like E1 or E2. If you extend Tacoma Link to serve the Medical Mile, what is the ridership benefit? Would light rail have to extend to reach more housing along 6th Avenue?
- I'm very supportive of E1, since it gets us up the hill. UW Tacoma has already expressed concerns about E2. I would also like to look at bus rapid transit.

IV. NEXT STEPS-*David Knowles*

Before adjourning the meeting, David Knowles asked the Stakeholder Roundtable what information would be helpful as they considered the evaluation results. Following are information requests from the Stakeholder Roundtable.

- Transit ridership data
- Ridership data near hospitals
- Information to help assess cost estimates

David said the purpose of the next meeting is to allow for continued discussion about the evaluation and to narrow down a list of preferred corridor alternatives. The next meeting will occur on February 20th from 4:30-6:30 p.m.

ACTION ITEMS

- ☐ Provide information to address concern about feasibility of light rail on 6th Avenue.
- ☐ Investigate zoning on Tribal lands for the C1 corridor, near the Lower Portland Avenue Mixed Use Center.
- ☐ Identify feasibility of C1/E1 hybrid alternative.
- ☐ Provide roll-up summary of overall evaluation findings.
- ☐ Distribute information about transit ridership, ridership data near hospitals, and to help assess cost estimates.

Tacoma Link Expansion Alternatives Analysis



STAKEHOLDER ROUNDTABLE MEETING #4 DRAFT MEETING SUMMARY

DATE: February 20, 2013

TIME: 4:30 pm to 6:00 pm

LOCATION: University of Washington, Tacoma, GWP Building, Tacoma Room, 1918 Pacific Avenue

ATTENDEES:

Stakeholder Roundtable:

Aaron Pointer, Black Collective-Metro Parks
Kyle Price, North End Neighborhood Council
Evette Mason, Port of Tacoma
Chris Green, Economic Development Board for Tacoma-Pierce County
Michael Mirra, Tacoma Housing Authority
Milt Tremblay, University of Washington
Tacoma Sustainability & Planning
Kristina Walker, Downtown on the Go
Andrea Mesnick, Tacoma Regional Convention and Visitor Bureau
Lois Stark, Tacoma Area Commission on Disabilities
Kate Whiting, Transportation Choices Coalition
Lynette Scheidt, Eastside Neighborhood Council
Ryan Dicks, Pierce County Sustainability
Mark Martinez, Pierce County Building and Construction Trades Council
Judi Hyman, Downtown Merchants Group
Ed Davis, President Hillside Development Council
Eric Crittendon, New Tacoma Neighborhood Council
Earl Brydson, South End Neighborhood Council
Aaron Williams, Fife Milton Edgewood Chamber

Staff:

Val Batey, Sound Transit
Erin Hunter, Sound Transit
Chelsea Levy, Sound Transit
Alisa O'Hanlon, City of Tacoma
Ricardo Noguera, City of Tacoma
Justin Leighton, Pierce Transit
David Knowles, CH2M Hill
Kate Lyman, CH2M Hill
Kirsten Hauge, PRR

Stakeholder Roundtable members not in attendance:

Matt Jones, Central Neighborhood Council
Chad Wright, Marine View Ventures
Dan Voelpel, Tacoma School District
Venus Dergan, South Tacoma Neighborhood Council
Noah Prince, Lincoln High School

Meeting Summary

I. **WELCOME AND INTRODUCTIONS**

PURPOSE OF TODAY'S MEETING- *David Knowles, CH2M Hill*

David Knowles, CH2M Hill, opened the meeting and asked the group to introduce themselves and state their affiliations. Next, he reminded members of the discussion at the last meeting on January 30. He noted the Stakeholder Roundtable looked at project goals and ranked priorities. Collectively, the group ranked goals related to mobility, economic development, and funding as their highest priorities. David said the project team also presented information at a summary level regarding benefits and disadvantages of the six corridor alternatives as well as a detailed table of evaluation results.

At this meeting, David said the project team planned to review additional data requested by the group, a guest speaker would provide an update about an upcoming Urban Land Institute event in Tacoma, the team would report about the results of the February open houses, and then discuss a roll-up summary of the evaluation results. David said the goal of the meeting was to make sure Roundtable members had all the information they needed in order to identify their preferred corridor by the next meeting on March 20.

Next, David identified upcoming key project dates:

- February 26: City Council study session
- March 14: Presentation to the Sound Transit Capital Committee
- March 20: Stakeholder Roundtable Meeting #5
- April 2: City Council meeting to identify preferred corridor recommendation
- April 25: Presentation to Sound Transit Board. Sound Transit Board will make a final decision about which alternative(s) move forward into environmental planning and preliminary engineering.

II. **BRIEFING ON URBAN LAND INSTITUTE WORKSHOP-*Ricardo Noguera, City of Tacoma***

Ricardo Noguera, City of Tacoma's Community and Economic Development Department Director, announced that the City of Tacoma was selected as an ULI Urban Fellow. ULI selected four cities around the country in addition to Tacoma: Austin, TX; Louisville, KY and Hartford, CT. As part of this program, experts from around the country will travel to Tacoma, meet with stakeholders, tour the area, and come up with design and development recommendations to share with the community. Ricardo said he just returned from Hartford where a diverse mix of experts with different backgrounds looked at a specific area within the community and came up with a recommendation for how to turn the community around.

The ULI expert team would arrive in Tacoma on March 4. They selected the Martin Luther King corridor between MultiCare and St. Joseph's as the specific area of focus. Over a four day period, they would interview stakeholders and tour the area to learn about the community. The

visit culminates in an open forum where the experts would present their recommendations. The forum would be held on March 7 from 9-11 a.m. at University of Washington Tacoma.

Stakeholder Roundtable Discussion:

Question from Stakeholder Roundtable member:

- Will Sound Transit meet with the ULI group?
 - Yes, Sound Transit and members of the project team will be interviewed.

III. REVIEW INFORMATION REQUESTS AND OUTCOMES OF FEBRUARY OPEN HOUSES-Val Batey, Sound Transit

Val Batey, Sound Transit, said she wanted to briefly review some information in response to questions heard at the last meeting. One question was related to how project goals are compatible with land use zoning. In response, the consultant team developed a memo with a good overview of the City of Tacoma's land use planning and how the project is consistent with the City's plans. Val said additional information provided was in regard to existing Pierce Transit ridership data and a ridership market assessment. The consultant team developed the information in coordination with Pierce Transit.

Val then briefly reviewed the results from the open houses on February 12 and 13. The meetings were held at Tacoma Dome Station plaza and University of Washington Tacoma. Many community members attended the open houses, especially the meeting at the Tacoma Dome Station. Val said attendees provided comments through comment forms, surveys, and interactive maps. Key highlights of public comment in regard to each of the corridor alternatives include:

B1-North End Central

- Received significantly more positive than negative comments.
- Perceived benefits: Potential for high ridership; serves student populations at Stadium High School, Annie Wright, and University of Puget Sound; connects key destinations such as 6th Ave business district, Hilltop, and hospitals; potential for transit-oriented development and continued growth of business district; opportunity for future expansion; benefits to commuters and underserved populations.
- Perceived disadvantages: Construction impacts to Stadium Way, after recent roadway improvements; prosperous area already well-served by transit; view and noise impacts; effects to historic and park resources.

C1-Eastside

- Mixed views. Slightly more positive than negative comments.

- Perceived benefits: Benefits underserved populations; Potential for partnership with Puyallup Tribe; opportunity for economic development and neighborhood revitalization; cost-effective.
- Perceived disadvantages: Low number of bicycle and pedestrian connections; not enough population density to support ridership; limited destinations of interest; not enough economic development potential.

D4-South End via Portland 48th

- Mixed views. Slightly more negative than positive comments.
- Perceived benefits: Connection to Tacoma Mall; economic development potential; provides transit service to underserved populations.
- Perceived disadvantages: High cost; lack of regional connections; could drive business and investment away from downtown Tacoma.

E1-North Downtown Central

- Received significantly more positive than negative comments.
- Perceived benefits: Connects key destinations, including hospitals; benefits underserved populations; less costly to construct than E2; consistent with comprehensive plan; opportunity to attract investment and revitalize corridor.
- Perceived disadvantages: Constructing “half loop” design; existing Tacoma Link system is within walking distance; concern about construction along Stadium Way; not direct enough route from Hilltop to downtown.

E2-North Downtown Central Loop

- Mixed views. Slightly more positive than negative comments.
- Perceived benefits: Opportunity to spur economic development; connects key destinations and medical centers; benefits underserved populations; “Loop” design.
- Perceived disadvantages: High cost; potential traffic impacts; not as many opportunities for expansion.

G1-Pacific Highway

- Received the least positive comments of all options.
- Perceived benefits: Potential for regional connectivity and future connection to Sea-Tac Airport; opportunity for economic development.
- Perceived disadvantages: Low ridership potential; limited destinations of interest; does not serve needs of Tacoma.

Stakeholder Roundtable Discussion:

Following are Stakeholder Roundtable questions and comments as they relate to land use and ridership data.

- What are the boundaries of the South Downtown Plan?
 - The northern boundary is 15th, southern boundary is Tacoma Avenue, and eastern boundary is I-5.
- What is Pierce Transit's opinion about Tacoma Link going through a high ridership area?
 - Our opinion is we will plan in response to any route and will shift service if needed. For some corridors, we assume we would be parallel with a route, and with other corridors it may be better to intersect with the route. We have a strong partnership with Sound Transit. (Justin Leighton, Pierce Transit)
- Do each of the colored circles indicate a bus stop? What does it mean when they overlap?
 - Yes. Overlapping circles indicate in-bound and out-bound stops.
- I have two questions regarding the footnotes on the ridership handout. First, does the presence of a minority population indicate a higher or lower potential ridership? Also, does the presence of a higher household income indicate a higher or lower ridership potential?
 - Our assumption is that high minority and low income population areas indicate a high ridership. We use those indicators when we haven't yet developed a full ridership analysis.
- Given that, it doesn't seem like the areas with high ridership potential align with the areas where there are high minority and low income populations.
 - There are more than just those two categories to indicate high ridership. We looked at five potential triggers, including issues like zoning and density. Those were all factored into our evaluation.
- Is one weighted more than another?
 - We combine the five indicators with actual ridership data from Pierce Transit. It's a bit nuanced and we had to apply our professional judgment.
- Do you have any information on who makes up the Pierce Transit ridership?
 - We know from a 2010 survey that 50 percent of riders come from combined households that make less than \$20,000. Many also don't have access to a working car. (Justin Leighton, Pierce Transit)
- There are many dots shown along the "Medical Mile." Do you know where they are coming from?
 - One time we did a survey in coordination with MultiCare and asked where people are coming from and based on the results we couldn't pinpoint one spot. They are very widely dispersed. I will share what information we have regarding rider demographics with this group. (Justin Leighton, Pierce Transit)

IV. CONTINUED DISCUSSION OF EVALUATION RESULTS AND PREFERRED CORRIDOR-Val Batey, Sound Transit

Val said the project team wanted to find a way to show the evaluation findings in an understandable format. As a result, she presented a table that showed how alternatives responded to each project goal “at a glance.” Colors were used to indicate high, medium, and low performance in response to each evaluation category. Val reviewed the results for each category in a PowerPoint presentation and invited questions and comments from the Stakeholder Roundtable.

Stakeholder Roundtable Discussion:

Following are Stakeholder Roundtable questions and comments as they relate to evaluation table.

- As we found in our last meeting, some goals have more priority than others. Trying to reduce and simplify tends to show all the goals on the same plane. There are some things that are more important than others, so we shouldn’t just tally up which alternative received the highest rankings.
 - Great point. We are comparing corridors and this is one device to help us do that, we understand the process to narrow the list of alternatives will be a balance of all of these factors.
- For example, identifying the amount of available vacant land in order to identify economic development is good to know, but may not be most effective way to identify economic development opportunities. We should take the results into consideration based on our experience and knowledge. Another important issue is zoning, because that can be changed.
 - However, we will be held to the zoning that is in place today when we apply for federal grant.
- Did you say vacant buildings weren’t included?
 - Yes, the analysis only included vacant land. The data available for the analysis do not include an inventory of vacant buildings. We had a way of trying to get at the issue of vacant buildings through the underutilized parcels metric. Without going door to door, we used this formula to identify potential for more development.
- I like the use of color. In regard to visual impacts, does dark blue mean high potential or low potential to cause impacts?
 - The high performance ranking means that the potential to cause impacts is low.
- It was mentioned in order to get federal funding certain zoning has to be in place. I’m just curious how many of these routes have favorable zoning. What kind of zoning supports transit-oriented development?
 - We looked at mixed use centers in the City’s comprehensive plan. Mixed use centers are areas identified to support higher density zoning. The mixed use centers are shown on the corridor alternative maps. Federal guidelines don’t look at specific

zoning but they want to see there is high density residential development that is being encouraged in these corridors.

- I was involved in the City's comprehensive planning process. The process involved hundreds of meetings, so it is hard to assume we will have the ability to influence zoning in a short time frame.
 - The City conducted a comprehensive planning process to identify where the community would like to see growth occur. Our response to that is using the corridors to connect mixed use centers.
- I'm surprised about which corridor alternatives ranked highly in regard to the presence of parks and distance to the corridor.
 - The ranking is counter-intuitive. When we evaluated the corridors in response to this criterion, we considered potential impacts to parks that might trigger a higher level of environmental review. In this scenario, we didn't consider the presence of parks as a benefit.
- Those are paperwork disadvantages, not community disadvantages. It's not something we would consider as a big deal.
 - We should capture the value this would bring if people could access more parks with transit. I think we could just reverse the colors.
- How do you measure redevelopment potential, in regard to Goal 6?
 - It is a summary of the goal 4 evaluation.
- It seems the inverse is true, if that is the case.
 - However, for instance one of the factors that affected C1 was the absence of zoning that supports TOD.
- At the last meeting, you were asked to reconsider zoning for C1 given the opportunity for Tribal development. What is the status of this?
 - We are still working on making contact with the Tribe for more information regarding their development plans.
- How did you identify and rank the potential for a local improvement district?
 - This was based on assessed value within each corridor, so corridors that had more assessed value were identified having a higher opportunity for local funding.
- The results for E2 must be wrong, most property is publicly owned.
 - We'll check that.
- Are we to understand that B1 and E1 would be most competitive for federal funding?
 - Yes, those corridors would be very competitive.
- Do you know how many other projects will be competing with us for federal funding?
 - In general, there are more projects than available funding. Since it's a federal grant, we will compete with communities across the nation.
- The tally at the bottom of the table doesn't add up correctly.
 - Thank you, we'll correct it.
- Is Goal 6 the most important goal?

- At the last meeting, Roundtable members identified mobility, economic development and federal funding as most important.
- It would be helpful to see another slide that showed how the corridor alternatives measured against our top three priorities.
 - We encourage you to consider your priorities and judgment in making your decision.
- I'm still concerned about using affordability as a metric, since it's a function of length. I don't want to throw out a route based on length if it's still a viable route.
 - However, if you were to shorten them, you wouldn't necessarily have something that would connect to a logical destination.
- Why does D4 have to go down Portland Ave?
 - We considered several corridor options to get to the mall earlier in the process; however many had issues with grade. There is a maximum grade that Link light rail can traverse.
- Will the cost match the type of track and train we have today?
 - Right now, we are planning to replicate what we have today. That said, the WA State Legislature granted Sound Transit the authority to provide high capacity transit, the majority of which has to be in a dedicated right-of-way. There could be a situation in the future where we could request approval to provide service within shared lanes. The type of track and how the track is laid make a difference in the price.
- For B1, would there be room for a dedicated track on 6th Ave?
 - We will provide additional information about the feasibility of light rail on 6th Ave.
- If Link went down 6th Ave, please consider that when light rail is in front of retail and takes away parking it changes retail and doesn't add to it. I hope that is considered when we choose corridors.
- At the last meeting we discussed the idea of a hybrid route-have you done any additional work on that? That idea was interesting to quite a few people.
 - We've done a lot of thinking about it and we would consider it as a design option in the next phase of the project.
- Did anyone see the Seattle Times had an article about gondolas? Gondolas would be perfect. The point is that they are being built other places and can go down steep hills.
- A lot of people consider the Pacific Highway option as a future route to the airport. Are we to say that this is compatible with a future extension to the airport or not? Is there a benefit from Sound Transit's point of view to go north?
 - Right now there isn't voter approval to build an extension between Federal Way and Tacoma. However, Sound Transit is embarking on a south county area planning process, to look at where a high capacity transit connection could be.
- Going three miles that way doesn't help us; we need an ST3 to provide full funding.
- I asked around at work and a lot of people liked G1 to get to the airport.
- Every time we have to go out and ask more money there is only so much you can ask for before voters will say that is too much of an ask. I don't know that we get all the miles at

once, no matter what we do. So maybe it would be a benefit to make a start and get part of the way to the airport.

- Wouldn't you want Sound Transit's south corridor study to happen first?
- Since we are going to make recommendations at the next meeting, I would like to request that Roundtable members receive a copy of UW Tacoma's letter to Sound Transit.
 - Yes, we can distribute that to members.
- If we are a fan of the hybrid, how do we indicate our preference for that at the next meeting?
 - If you prefer a combination then you should say that. We will report the collective view of the group or the variety of group opinion.

V. NEXT STEPS-*David Knowles, CH2M Hill*

Chelsea Levy, Sound Transit, noted that she wanted to make sure it was clear the ULI workshop was a separate process and would not influence the results of the Tacoma Link Expansion project. David Knowles then said if members had questions or needed more information before the next meeting to contact Val Batey. The next meeting will occur on March 20 from 4:30-6:00 p.m. at UW Tacoma.

ACTION ITEMS

- ☐ Share information regarding Pierce Transit ridership demographics.
- ☐ Update ranking for Goal 5a to address community interest in access to parks.
- ☐ Check results for E2 corridor to ensure publicly lands were omitted when assessing property values and the potential for a local improvement district.
- ☐ Correct tally at the end of the evaluation table.
- ☐ Provide information to address concern about feasibility of light rail on 6th Avenue.
- ☐ Distribute copy of UW Tacoma's letter to Sound Transit.

Tacoma Link Expansion Alternatives Analysis



STAKEHOLDER ROUNDTABLE MEETING #5 DRAFT MEETING SUMMARY

DATE: March 20, 2013

TIME: 4:30 pm to 6:00 pm

LOCATION: University of Washington, Tacoma, GWP Building, Tacoma Room, 1918 Pacific Avenue

ATTENDEES:

Stakeholder Roundtable:

Aaron Pointer, Black Collective-Metro Parks
Kyle Price, North End Neighborhood Council
Chris Green, Economic Development Board for Tacoma-Pierce County
Michael Mirra, Tacoma Housing Authority
Milt Tremblay, University of Washington Tacoma Sustainability & Planning
Kristina Walker, Downtown on the Go
Andrea Mesnick, Tacoma Regional Convention and Visitor Bureau
Lois Stark, Tacoma Area Commission on Disabilities
Kate Whiting, Transportation Choices Coalition
Lynette Scheidt, Eastside Neighborhood Council
Ryan Dicks, Pierce County Sustainability
Matt Jones, Central Neighborhood Council
Judi Hyman, Downtown Merchants Group
Ed Davis, President Hillside Development Council
Eric Crittendon, New Tacoma Neighborhood Council
Earl Brydson, South End Neighborhood Council
Dan Voelpel, Tacoma School District
Aaron Williams, Fife Milton Edgewood Chamber

Staff:

Ric Ilgenfritz, Sound Transit
Val Batey, Sound Transit
Rachel Wilch, Sound Transit
Erin Hunter, Sound Transit
Chelsea Levy, Sound Transit
Mayor Marilyn Strickland, City of Tacoma
Alisa O'Hanlon, City of Tacoma
Justin Leighton, Pierce Transit
David Knowles, CH2M Hill
Dan Abernathy, CH2M Hill
Kate Lyman, CH2M Hill
Kirsten Hauge, PRR

Stakeholder Roundtable members not in attendance:

Mark Martinez, Pierce County Building and Construction Trades Council
Chad Wright, Marine View Ventures
Evette Mason, Port of Tacoma
Venus Dergan, South Tacoma Neighborhood Council
Noah Prince, Lincoln High School

Meeting Summary

I. WELCOME AND INTRODUCTIONS

PURPOSE OF TODAY'S MEETING- *David Knowles, CH2M Hill*

David Knowles, CH2M Hill, opened the meeting and asked the group to introduce themselves and state their affiliations. He said the Stakeholder Roundtable recently received a meeting packet with an agenda, an overview of the decision-making process and schedule, and a memo to address key questions about the alternatives. David said the purpose of the meeting was to provide a debrief of the March 19 open house, answer questions about the corridor alternatives, and then hear from roundtable members about their preferred corridor(s). The recommendations from the group would be summarized and communicated to the Sound Transit Board. The Stakeholder Roundtable would have the opportunity to review this document in advance to make sure it accurately reflects their recommendations.

Val Batey, Sound Transit, noted that there was a slight change to the agenda as a result of the City Council Committee of the Whole meeting on March 19. At the meeting, the City Council expressed interest in looking at a hybrid corridor alternative. She said Sound Transit would wait for a formal request in order to understand the scope of the alternative and any additional evaluation needed. In relation to this new development, the City of Tacoma Mayor was planning to attend the Stakeholder Roundtable meeting and could help answer any questions. Val said the project team still wanted to hear recommendations from the Stakeholder Roundtable, but she understood if they decided to couch their responses given the new information. She the project team may also want to meet with the Stakeholder Roundtable again to share the response to the City Council and allow members to weigh in.

Stakeholder Roundtable Discussion:

Questions from Stakeholder Roundtable members:

- When will the City Council submit the formal request?
 - It is our understanding we may receive it tomorrow or Friday.
- I attended the council discussion and received the drawings that were distributed at the meeting if anyone would like to see it.
 - Although that information was the basis for the discussion, we aren't sure what it will translate into when we receive the request.
- Do you want us to count the hybrid as one of our choices for a preferred corridor?
 - At past meetings there were a few people who brought up the idea of a hybrid. If that is your preference, we would like to hear from you and also have you identify the ideal destination.

II. **DEBRIEF FROM OPEN HOUSE-Val Batey and Erin Hunter, Sound Transit**

Val Batey discussed the results of the project open house on March 19. The open house was held at University of Washington Tacoma from 3-7 p.m. The purpose of the open house was to present and gather feedback on the top three corridors that came out of the evaluation process and review next steps for the project.

Erin Hunter, Sound Transit, said about 40 community members attended the open house, including several residents of the Stadium District. Many attendees gathered information to take to neighbors and friends. Erin also mentioned that community members could provide comments through an online survey until April 1. In addition, the Urban League of Tacoma invited Sound Transit to present the information from the open house from 4-7 p.m. on March 21 at the Urban League meeting room.

Stakeholder Roundtable Discussion:

Question from Stakeholder Roundtable member:

- You mentioned many Stadium District residents attended the open house. What kind of feedback did they provide?
 - In general, their comments were split about the B1 alternative corridor. Many expressed support, however others shared concern about construction impacts on Stadium Way. Others had questions about the impacts associated with forming a local improvement district.

III. **QUESTIONS AND ADDITIONAL INFORMATION-Val Batey, Sound Transit and Kate Lyman, CH2M Hill**

Val Batey said the project team provided a memo in order to respond to questions at the last Stakeholder Roundtable meeting. Kate Lyman, CH2M Hill, briefly reviewed the key points in the memo. The first question asked if the assessment of land values included publicly-owned land. Kate said the analysis did not include land owned by a public entity, for instance Wright Park and schools were not part of the assessed value.

Next, she addressed a question about the feasibility of constructing light rail on 6th Avenue. Kate said it is feasible to construct light rail on 6th Avenue, but it would be a challenge given the street configuration and traffic volumes. Although grades do not exceed the maximum (nine percent), there are some stretches of the corridor where grades are between five to nine percent.

Stakeholder Roundtable Discussion:

Following are Stakeholder Roundtable questions and comments.

- Why didn't you include publicly owned land in the assessment of land values?

- We were using this data to identify if there was potential for economic development and funding, so publicly owned land would not support the criteria.
- Have you analyzed grades for other corridors?
 - Yes, the limitations on grades apply to all corridors. We considered this during our screening process.
- Did you email letters of support from Stakeholder Roundtable members to the entire group?
 - Yes, we sent out the three letters we received from UW Tacoma, Matt Jones, and Lynette Scheidt. I can send these again in one file, as well as any others I receive following this meeting.

IV. **PREFERRED CORRIDOR DISCUSSION-*David Knowles, CH2M Hill***

David Knowles asked Stakeholder Roundtable members to identify their preferences for corridor alternative(s). He asked each Stakeholder Roundtable member to share their views and said their preferences would be reflected in a statement to the Tacoma City Council and Sound Transit Board.

The Mayor of Tacoma, Marilyn Strickland, also addressed the group. Mayor Strickland thanked members for their hard work and said she was there to listen. She mentioned extending light rail to the airport could be part of the ST3 package since this was of interest to many members. In regard to the initial expansion, her goal was to think about the long-term gain to the city by getting light rail to go up the hill and open up future possibilities. She also said there were great opportunities on the eastside. When Sound Transit builds the extension the whole neighborhood will look better afterward. She concluded by stating it was not a matter of if the expansion was going to happen, but when, and she would like the whole city to get behind whatever corridor is chosen.

Preferred corridor(s) and comments associated with each member are listed in the table below.

Name	Preferred Corridor(s)				Comments
	B1	C1	E1	Hybrid	
Milt Tremblay			X		<ul style="list-style-type: none"> • Could help catalyze growth downtown. • Already shared concerns regarding E2 corridor.
Michael Mirra		X	X		<ul style="list-style-type: none"> • Both corridors valued for investment and show signs of long-term underinvestment. • Least expensive corridors—C1 is significantly less expensive.

Name	Preferred Corridor(s)				Comments
	B1	C1	E1	Hybrid	
Chris Green			X	X	<ul style="list-style-type: none"> Getting up Stadium Way to densely populated areas is a priority. Economic development is another priority. A hybrid version extending toward Portland Ave could also be beneficial.
Earl Brydson			X		<ul style="list-style-type: none"> Provides convenient access to hospitals and medical facilities. Shows most potential for citywide benefit, even though initially favored D4 corridor.
Lynette Scheidt		X			<ul style="list-style-type: none"> The Eastside Neighborhood Council is unanimously in favor of C1. Serves a diverse group of people who need transit service and a large residential area. Many vacant lots available for purchase. Hotels in the area can accommodate people attending events at the convention center.
Ed Davis					<ul style="list-style-type: none"> Hillside Development Council isn't in favor of one specific route, but would not like to see E2 move forward (or anything that interferes with traffic on 21st). Like any ideas that get up the hill and help connect dense areas around the city. Interested in idea of bus rapid transit because it is a flexible and less expensive option.
Kristina Walker	X				<ul style="list-style-type: none"> Provides an opportunity to serve a large population and move the most people. Getting up Stadium Way is a priority. Potential for economic development in the area. E1 could be acceptable and if a hybrid alternative is considered there should be an opportunity for the group to weigh in again.
Lois Stark			X		<ul style="list-style-type: none"> Provides best access to medical facilities. Some interest in B1 and serving businesses and restaurants on 6th Avenue, but only if light rail service would run until midnight or 1 a.m.

Name	Preferred Corridor(s)				Comments
	B1	C1	E1	Hybrid	
Kyle Price			X		<ul style="list-style-type: none"> Given the large financial investment, would prefer to connect regional growth centers and connect to region. Initially preferred the D4 corridor to expand to the mall, a regional growth center, or head toward the airport and begin to make the effort to link to the airport. However, both D4 and G1 corridor alternatives are no longer under consideration. Best second choice is E1, since it would connect areas within the Downtown Regional Growth Center and a large population to the Tacoma Dome Station.
Aaron Williams		X		X	<ul style="list-style-type: none"> Initial preference was to connect to the airport for long-term economic development purposes. C1 is the best second choice in terms of economic development potential and ability to partner with the Puyallup Tribe. Would also support a hybrid of E1 and C1.
Eric Crittendon			X		<ul style="list-style-type: none"> Provides the best balance of addressing the Stakeholder Roundtable goals. Potential for economic development. Benefits underserved populations. Best chance of fulfilling PSRC's Vision 2040 and getting to Tacoma Community College.
Matt Jones			X	X	<ul style="list-style-type: none"> Like hybrid in addition to E1. However, some concern that the hybrid wasn't part of the vetting process like the other corridors.
Andrea Mesnick	X				<ul style="list-style-type: none"> Initial first choice was to get people to the airport, however there is no fleshed out idea or sustainable idea in place to make that connection. Prefer B1 in order to connect people downtown to dining and entertainment destinations.
Ryan Dicks			X	X	<ul style="list-style-type: none"> Initially supportive of G1, but recognize the route might sit unattached for a long time and a regional package is a way to make the connection to the airport. E1 makes the most sense and would connect people who want to live downtown to grocery stores and hospitals up the hill. If there is enough money remaining, getting to the casino via a hybrid alternative would be of interest as well.

Name	Preferred Corridor(s)				Comments
	B1	C1	E1	Hybrid	
Kate Whiting					<ul style="list-style-type: none"> • Transportation Choices Coalition does not have a preferred corridor and has some major concerns with the remaining corridors not connecting to major transit facilities. The only route that did work was D4. However, the priority is to have something in the ground prior to ST3. • B1 provides benefits by connecting to UPS and eventually to Tacoma Community College. • E1 would connect jobs to people who want to live downtown. • C1 is also interesting considering the vision for dense mixed housing at Salishan.
Aaron Pointer			X		<ul style="list-style-type: none"> • Connects to hospitals and Wright Park. • High ridership potential. • Serves a diverse area.
Judi Hyman	X				<ul style="list-style-type: none"> • Downtown Merchants Group unanimously supports B1. • Provides an easy connection for shoppers to access retail destinations. • Also like C1 corridor to help employees get downtown, but need to get the first extension in the ground before it is considered.
Dan Voelpel		X			<ul style="list-style-type: none"> • Tacoma Public Schools does not have a position. • Could make a big mistake by not connecting light rail to major centers, such as the airport. Use a less expensive streetcar system to connect neighborhoods. • Economic development should be the overriding factor and C1 shows the most potential out of the remaining corridors. Could bring in jobs and growth. • Shorter routes connecting to 6th Avenue and hospitals are already supported by transit. • Do not build on Stadium Way-there is no opportunity for growth.
Tally	3	4	10	4	

Stakeholder Roundtable Discussion:

Following are additional Stakeholder Roundtable questions and comments.

- What was the hybrid alternative proposed at City Council?
 - The proposed hybrid went up the hill in one direction and to the eastside in the other direction; the end points may be determined by the price tag. (Mayor Strickland)
- I like the idea of incrementally expanding each end and bringing service out rather than duplicating existing service.
- Does the City Council have a preference?
 - There isn't a clear majority at this point. If there was a big enough budget, we would prefer both C1 and E1, but we don't have the funds so that is why we want to explore expanding part of both corridors. We want to maximize the full potential of the budget. (Mayor Strickland)
- The hybrid corridor hasn't been scoped or taken out to the public, so what would that process look like?
 - This is very typical of this type of process. When we get close to a decision, it is not unusual for interest groups or city partners to look at new ideas as they try to find a way toward consensus. We will go out and share any new information in light of any requests made by the City Council. (Ric Ilgenfritz)
- How does Pierce Transit tie into the plans for expansion?
 - Two weeks ago we asked our planners to start developing ideas of how we would interact with the three remaining corridors. The initial gut reaction is we wouldn't want to be running a 20 minute headway on the same line as Link light rail. We don't have an answer yet, but we're beginning the process. (Justin Leighton, Pierce Transit)
- Could we use any of the corridor alternatives as a way to attract large firms to Tacoma?
 - When we talk to interested firms, they ask about the work force and transportation. Having good transportation options that serve neighborhoods is an attribute. It helps to show that the public sector is making an investment in Tacoma. (Mayor Strickland)
- Which corridors would the FTA favor?
 - At the federal level they like projects that let them check as many boxes as possible (e.g. economic development, improving mobility, serving underserved communities). We recently had a group here from the Urban Land Institute who studied Hilltop and some of the various strengths. They said the neighborhood is ripe for success. Even though there isn't a lot of vacant land on Hilltop there is a lot of vacant property. Light rail could help spur investment. (Mayor Strickland)

V. NEXT STEPS-Val Batey, Sound Transit

Val Batey reviewed next steps for the project. The project team would attend an open house at the Tacoma Urban League on March 21 and then the next Technical Advisory Committee meeting was planned for March 22. Val said they were originally planning on attending the City Council's study session on April 2, but were asked to postpone the meeting in order to evaluate the proposed hybrid alternative. The project team was still planning to go ahead and brief the Sound Transit Capital Committee on April 11 and would also update the Sound Transit Board on April 25. However, the Sound Transit Board would not be asked to identify a preferred corridor alternative on that date.

Val noted they would send the statement regarding the Stakeholder Roundtable corridor preferences to the group for review. She also said it was likely another Stakeholder Roundtable meeting would be scheduled and she would follow up regarding the next meeting date.

Stakeholder Roundtable Discussion:

Following are additional Stakeholder Roundtable questions and comments.

- Once the preferred corridor is selected, how long will it take before the expansion is completed?
 - We developed a very basic timeline. Our conservative estimate is start of service will occur in 2018. This is assuming everything works out in terms of getting funding partners lined up.
- Will it make a difference to submit the request for federal funding before the next Presidential election?
 - We will want to submit the request far in advance of the next election in order to meet our timeline.

ACTION ITEMS

- ☐ Distribute all letters of support from Stakeholder Roundtable members in a consolidated file.
- ☐ Draft statement describing Stakeholder Roundtable preferred corridor alternatives and send to members for review.
- ☐ Schedule next Stakeholder Roundtable meeting.

Tacoma Link Expansion Alternatives Analysis



STAKEHOLDER ROUNDTABLE MEETING #6 DRAFT MEETING SUMMARY

DATE: April 17, 2013

TIME: 4:30 pm to 6:00 pm

LOCATION: University of Washington, Tacoma, GWP Building, Tacoma Room, 1918 Pacific Avenue

ATTENDEES:

Stakeholder Roundtable:

Aaron Pointer, Black Collective-Metro Parks
Milt Tremblay, University of Washington
Tacoma Sustainability & Planning
Andrea Mesnick, Tacoma Regional Convention
and Visitor Bureau
Kate Whiting, Transportation Choices Coalition
Ryan Dicks, Pierce County Sustainability
Evette Mason, Port of Tacoma
Judi Hyman, Downtown Merchants Group
Ed Davis, President Hillside Development
Council
Eric Crittendon, New Tacoma Neighborhood
Council
Dan Voelpel, Tacoma School District
Mark Martinez, Pierce County Building and
Construction Trades Council
Aaron Williams, Fife Milton Edgewood Chamber

Staff:

Val Batey, Sound Transit
Erin Hunter, Sound Transit
Chelsea Levy, Sound Transit
Alisa O'Hanlon, City of Tacoma
David Knowles, CH2M Hill
Kate Lyman, CH2M Hill
Kirsten Hauge, PRR

Stakeholder Roundtable members not in attendance:

Michael Mirra, Tacoma Housing Authority
Earl Brydson, South End Neighborhood Council
Chris Green, Economic Development Board for Tacoma-Pierce County
Kyle Price, North End Neighborhood Council
Kristina Walker, Downtown on the Go
Matt Jones, Central Neighborhood Council
Chad Wright, Marine View Ventures
Lynette Scheidt, Eastside Neighborhood Council
Venus Dergan, South Tacoma Neighborhood Council
Noah Prince, Lincoln High School
Lois Stark, Tacoma Area Commission on Disabilities

Meeting Summary

I. **WELCOME AND INTRODUCTIONS**

PURPOSE OF TODAY'S MEETING- *David Knowles, CH2M Hill*

David Knowles, CH2M Hill, opened the meeting and said since the last meeting Sound Transit received a letter from the City of Tacoma that asked for an evaluation of a "hybrid" corridor. The city's corridor was different than the one suggested by the roundtable members. Sound Transit evaluated the city's corridor and also took the opportunity to evaluate the Stakeholder Roundtable's hybrid corridor.

David said the purpose of the meeting was to review the evaluation results, report back about the April 11 open house and discuss next steps. He also mentioned Sound Transit attended a Tacoma City Council study session on April 16 to discuss the hybrid corridors.

II. **PRESENTATION OF HYBRID CORRIDOR ANALYSIS-*Val Batey, Sound Transit***

Val Batey, Sound Transit, reviewed maps showing the two new hybrid corridors: Hybrid with South Connection to MLK (H1) and Hybrid with North Connection to MLK (H2). The city suggested the "H1" hybrid. She reviewed the description of the hybrid from the city's letter to Sound Transit. She said they looked at both hybrids against the same criteria as the other corridors. The new evaluation information has been included in the evaluation chart.

Val noted the H1 corridor would present some engineering concerns. In order to achieve a southern approach to Hilltop, Sound Transit had to consider alternate approaches to address the steep grades. She distributed a map showing the grades in the H1 corridor. Along 25th St, light rail could get as far as Hood St, but would have restricted turns. Beyond Hood St, light rail would fare better on Jefferson, then it could turn onto J St to 19th St and jog over to MLK.

Val said H1 also would have increased operating costs. All other alternatives assume extensions from one end or the other and this alternative would have three termini. In order to operate and maintain 12 minute headways, Sound Transit would need to operate two systems which would triple operating costs and require 12-14 vehicles.

Next, Val reviewed H2, the hybrid alternative suggested by the Stakeholder Roundtable. H2 is basically a combination of E1 and C1. She said H2 has the same terminus on Portland Ave as H1, but it's not necessarily the only option. H2 seemed to score fairly well against the evaluation criteria.

Stakeholder Roundtable Discussion:

Following are Stakeholder Roundtable questions and comments about H1 and H2.

H1 Corridor Alternative

- I think H1 is a terrible option. I don't think you can build a system that doesn't connect.
- I concur, I don't like H1.
- H1 is expensive and impractical.
- I'm concerned about the additional foot traffic that would go by my building. Who would the riders be? It doesn't excite me.
- It may be possible to consider other technology to get up the hill without changing the grade.

H2 Corridor Alternative

- I like that long-term you could get to the mall.
 - People have also pointed out you could get to either 19th or 12th to extend to Tacoma Community College.
- When you discuss costs, are these costs for construction, or are they operating costs? It's my understanding the city might have a different way of interpreting cost.
 - For all original corridors we assumed we would need to double operating costs with an extension. Since there was no difference between each alternative, we didn't use that as in the evaluation summary. However, when we evaluated the two new hybrids, we wanted to call out it would need to change for a third terminus. That is the only acknowledgement of operating costs.
- I think this is the hybrid we were all thinking about. In my view it would represent the ideal outcome.
- If you go to terminus option 2, it gives you the casino and the northern spur and provides some wiggle room in the budget. Why does it cost so much to go from terminus option 2 to 3?
 - Every mile doesn't have the same components and we can't estimate a certain cost per mile.
- Why didn't the terminus go the other way, couldn't we assume that we start at hospital and extend out the other end?
- It feels like we need to reach to terminus 3.
- It makes sense to have it end at 6th; then it gets to the Stadium District.
- My experience after working on the subarea plan is that we don't see the same opportunity for a LID with this option.
- Based on the article last week, if Emerald Queen Casino (EQC) builds a parking stall it would allow cars to park there and minimize traffic downtown. If there's an option of parking for free and grabbing the Link I think people would consider it. It could be a good benefit for students and others.

- Would it still be possible to maintain 12 minute headways with this corridor?
 - Yes, that is the assumption.
- We've always said if the tribe was willing to be a partner financially this would make more sense, do we know where they stand?
 - What you read in the newspaper is true. Their intent is to break ground this year on a 2500 stall parking garage. The tribe is interested in making that available to commuters. (Alisa O'Hanlon, City of Tacoma)
- My question is, if they build the structure will it count toward match? Is the parking garage a match or would they be a financial partners some other way?
 - If they stated something publicly there is an interest in being involved in the conversation. (Alisa O'Hanlon, City of Tacoma)
- My other question would be what percentage of people would use the garage to come into town or to get on Sounder to go north? Would it help people visit downtown?
- I think it would do both. I could help hotel space and create growth from that aspect.
 - In general, from a transportation planning perspective, people are not inclined to travel backwards. People could see that as a disadvantage to park there and then travel north. I assume more people would park there to come into town.
- If they are going to build a new parking garage will it be dedicated to the casino? Their other garage is always full of cars. It may not offer that many spaces for commuters.

III. **PRESENTATION OF PUBLIC COMMENT RECEIVED ON HYBRID CORRIDORS TO DATE- *Erin Hunter, Sound Transit***

Erin Hunter, Sound Transit, discussed the results of the project open house on April 11. The open house was held at Tacoma Dome Station Plaza from 4-7 p.m. The purpose of the open house was to present and gather feedback on the hybrid corridor alternatives, the top three alternatives that came out of the evaluation process, and review next steps for the project.

Erin said about 83 community members attended the open house. There was some support for H2, but not many positive comments about H1. Many people were also very set on B1 and E1 and several others also came to show their support for C1. In general, people were enthusiastic and want to see the project move forward without delay. They want to see the work already done to be used in the decision-making process.

She added that Sound Transit has prepared a draft report summarizing all the public outreach for the project. It will be provided to the Sound Transit Board next month.

IV. ROUNDTABLE DISCUSSION-*David Knowles, CH2M Hill*

David Knowles asked Stakeholder Roundtable members if their preferences for corridor alternative(s) had changed since the last meeting. He asked each Stakeholder Roundtable member to share their views and said their preferences shared at this meeting and the March meeting would be reflected in a statement to the Tacoma City Council and Sound Transit Board.

Preferred corridor(s) and comments associated with each member are listed in the table below.

Name	Preferred Corridor(s)					Comments
	B1	C1	E1	H1	H2	
Judi Hyman					X	
Aaron Pointer					X	<ul style="list-style-type: none"> • Would benefit many • Good potential ridership
Andrea Mesnick					X	
Dan Voelpel		X				<ul style="list-style-type: none"> • Opportunity for property development • Lowest cost • Potential for participation from tribes
Milt Tremblay					X	<ul style="list-style-type: none"> • Combines best features of corridors we liked before
Kate Whiting						<ul style="list-style-type: none"> • No official position
Mark Martinez		X				<ul style="list-style-type: none"> • People will use connection to ride into town • Lots of developable land • Grade is right
Ed Davis					X	<ul style="list-style-type: none"> • Area near Puyallup Avenue could use some investment • Division could be a good terminus
Ryan Dicks					X	<ul style="list-style-type: none"> • Link to EQC is more important than going to terminus 2 or 3. It gets closer to 19th and Portland Ave. Stadium/MLK connection is also critical.
Eric Crittendon			X			<ul style="list-style-type: none"> • We would not want to see a reduced E1 in favor of H2. Would prefer to go to 23rd.
Aaron Williams					X	
Evette Mason		X			X	<ul style="list-style-type: none"> • I'm with C1, then H2.
Matt Jones (*expressed views via email)			X			

V. NEXT STEPS-*Val Batey, Sound Transit*

Val Batey reviewed next steps for the project. The Tacoma City Council was planning to take up discussion about their corridor alternative preferences on April 23, then the following Tuesday would indicate their recommendation through a resolution to the Sound Transit Board. The project team was planning to present at the Sound Transit Board Capital Committee meeting on May 9. The staff report would include a summary of comments from the Stakeholder Roundtable and the public process. If everything goes as planned, the Sound Transit Board would identify their preferred corridor alternative(s) at their meeting on May 23.

Val said they were hoping to begin the year-long environmental process this summer and would begin public outreach associated with the process. She said Sound Transit doesn't know from the FTA what type of environmental document would need to be prepared. At the end of the environmental process, Sound Transit would need to have financial partners lined up and apply for federal grants.

Val thanked the Stakeholder Roundtable for their good work and dedication to the project. She noted they would send the statement regarding the Stakeholder Roundtable corridor preferences to the group for review.

ACTION ITEMS

- ☐ Draft statement describing Stakeholder Roundtable preferred corridor alternatives and send to members for review.