



Fall 2020 Engagement Summary

Overview

Sound Transit conducted COVID-sensitive public engagement in fall 2020 to provide updates on the latest project refinements being studied in the Draft Environmental Impact Statement for the Tacoma Dome Link Extension project. TDLE will extend regional light rail between Federal Way and Tacoma, including four new light rail stations. In addition to learning more about the status of the project, members of the public were invited to review and comment on preliminary station design concepts, as well as offer feedback on potential projects to improve access to the stations on foot, bicycle or wheelchair (i.e., non-motorized access).

Since the project's last major public engagement activities in 2019, Sound Transit has made progress refining the station and route alternatives as well as updating elements of station design and non-motorized access planning. In addition to communicating these refinements and soliciting community input, Sound Transit's goal for this engagement period was to expand the project audience—particularly to historically underrepresented communities—in advance of the Draft Environmental Impact Statement planned for spring 2022.

Engagement opportunities

Sound Transit offered two primary ways to engage during this outreach period: an online open house and virtual briefings. To raise awareness about the feedback opportunity, Sound Transit distributed more than 50 Outreach Toolkits to help partner organizations amplify the engagement opportunity through their networks, submitted ads to 11 publications, sent three project-wide emails and leveraged Sound Transit's official Facebook and Twitter accounts to promote engagement.

Online open house engagement

The online open house website was active from Sept. 29 – Nov. 2, 2020 (see [screenshots of online open house](#)). Sound Transit provided the full website in English, Vietnamese, Spanish, and Korean. For each station area, visitors could view station concept graphics for each alternative and answer survey questions related to these concepts. Additionally, the site used maps and text to describe potential projects to improve non-motorized access to the station, and visitors were asked to provide comments on the projects using either an interactive Social Pinpoint map or a detailed table. Both formats represented the same information and offered visitors the chance to click “like” buttons and offer comments on each project. Visitors could also suggest new projects for Sound Transit to include in their evaluation.

Virtual briefings

During the engagement period, Sound Transit participated in 11 virtual conversations with 10 community organizations to better support engagement with the online open house content. These organizations were identified from ongoing relationship-building initiatives within the

project area to better meet project area communities where they naturally gather, support in-language conversations, and specifically engage audiences that are historically underrepresented in transit planning processes. Sound Transit is committed to equitable community engagement and is actively reflecting on each community discussion and incorporating lessons learned to improve future conversations and build stronger relationships with communities in the TDLE project area.

The format of these conversations was tailored to support the requested needs of each organization.

Organization	Briefing Audience	Date	Format
Asia Pacific Cultural Center	Staff and member community leaders	Oct. 1 and 29	Two virtual listening sessions: the first to support community leaders in understanding engagement and feedback goals so they could disseminate information in their respective communities and encourage participation; the second to listen to feedback collected.
Federal Way Black Collective	Members	Oct. 1	Virtual Facebook Live facilitated discussion with representatives from Tacoma Dome Link Extension, Federal Way Link Extension and Operations and Maintenance Facility South projects.
Active Transportation Community of Interest Puyallup Watershed Initiative	Members	Oct. 8	Virtual regular monthly meeting
Tacoma Area Commission on Disabilities	Members	Oct. 9	Virtual regular monthly meeting
Multi-Service Center	Staff	Oct. 15	Virtual presentation to staff members
Tacoma Transit-Oriented Development Advisory Group	Members	Oct. 19	Virtual regular monthly meeting
Tacoma Transportation Commission	Members	Oct. 21	Virtual regular monthly meeting
Fife Library	Parents and young children	Oct. 23	Train-themed, virtual story time event with train safety discussion for young children and their parents.

Tacoma Bicycle Pedestrian Technical Advisory Group	Members	Oct. 26	Virtual regular monthly meeting
Salishan Association	Staff	Oct. 29	Virtual presentation to organization staff

In addition to the more robust briefings noted above, the project team was also invited to provide shorter updates to promote the engagement period during regularly scheduled meetings or by email with the following project partner organizations:

- Eastside Collaborative
- Eastside Neighborhood Advisory Council of Tacoma
- Fife Chamber of Commerce
- Hopelink
- New Tacoma Neighborhood Council

Engagement by the numbers

- More than 3,300 unique visitors to the English online open house site
 - 230 visitors to the Spanish site
 - 40 visitors to the Vietnamese site
 - 40 visitors to the Korean site
- 16 virtual briefings with 1,300+ participants
- 210+ responses to the station design concept surveys
- 200+ reactions to the non-motorized projects

Letters from organizations

Around this engagement period, Sound Transit also received two letters from two City of Tacoma stakeholder groups with comments about the project:

- Transit-Oriented Development Advisory Group (June 2020): Feedback on design principles and the Tacoma alternatives, including a recommendation that the Close to Sounder become the preferred alternative for the Tacoma Dome Station
- Bicycle Pedestrian Technical Advisory Group (November 2020): Comments on station access for the Tacoma stations, including emphasis on improving the Puyallup Avenue and Portland Avenue corridors and commitment to equity in transportation

Both letters have been included in the project record and shared with the project team.

What we heard: South Federal Way

Broad observations about the station area:

- Overall concern about not enough provided parking
- Overall concern about addressing existing and future traffic issues in the area
- Reported excitement for transit-oriented, mixed-use development opportunities
- A desire to widen busy surrounding roadways, especially South 348th and South 356th streets

Feedback by alternative

SF Enchanted Parkway Station

Feedback on the station design concept:

- Consider options to locate the pick-up/drop-off area closer to the escalator or elevator providing access to the station platform
- Consider adding a bike and pedestrian bridge over I-5 at South 352nd Street to provide station access to the neighborhoods on the east side of I-5
- Consider providing a down escalator for people with limited mobility
- Consider how the station is connected to surrounding uses
- Consider providing weather protection for waiting passengers on the platform and ample lighting

Though asked for feedback on how to improve the station design concepts, participants also shared general opinions about the SF Enchanted Parkway alternative, including what they perceived as:

- Potential benefits:
 - Location near commercial destinations
 - Potential for future growth and transit-oriented development opportunities
 - Multiple streets can be used to access the station
- Potential drawbacks:
 - Potential for worsening traffic in the area
 - Concern that buses will not be able to maneuver easily in the area

SF 352nd Span Station Option

Feedback on the station design concept:

- Consider options to locate the pick-up/drop-off area closer to the escalator or elevator providing access to the station platform
- Consider adding a bike and pedestrian bridge over I-5 at South 352nd Street to provide station access to the neighborhoods on the east side of I-5
- Consider providing a down escalator for people with limited mobility
- Consider how the station is connected to surrounding uses
- Consider providing weather protection for waiting passengers on the platform and ample lighting

Participants also shared the following opinions about the SF 352nd Span Station Option:

- Potential benefits:
 - Potential for growth and transit-oriented development opportunities
 - Pedestrian and bicyclist access to the station from either side of the street, eliminating a busy street crossing
- Potential drawback:
 - Concern that buses will not be able to maneuver easily in the area

SF I-5 Station

Feedback on the station design concept:

- Consider providing a down escalator for people with limited mobility
- Consider how the station is connected to surrounding uses
- Consider providing weather protection for waiting passengers on the platform and ample lighting

Participants also shared the following opinions about the SF I-5 Station:

- Potential benefits:
 - Convenient location for commuter access
 - Perception that the area experiences less traffic congestion
- Potential drawbacks:
 - Distance from transit-oriented development opportunities in the current commercial district
 - Concern that the station area will not be walkable or safe for pedestrians due to being so close to I-5 and the planned WSDOT roundabout at S 356th Street
 - Need for significant improvements to provide access to communities east of I-5

South Federal Way non-motorized projects feedback

The community had the opportunity to provide input on 18 potential non-motorized projects identified through Sound Transit's analysis and community conversations. These potential projects can be viewed in Appendix A. Feedback on these projects included:

- Consider scaling potential investments to pedestrian and bike improvements to match expected use, as this area is perceived as car-dominant
- Consider extending bike projects to other key residential areas, specifically between South 320th and South 356th streets, west of 1st Avenue South and the Milton and Edgewood communities
- Consider traffic patterns and congested areas in developing intersection improvement projects
- Consider including a barrier or separation from vehicle travel on bike lane projects

The public was also provided the opportunity to suggest additional projects for Sound Transit to evaluate. Sound Transit will consider incorporating the following suggestions into the project list:

- Extend the bicycle facilities along Enchanted Parkway/ SR 161 further south to provide a continuous connection to the South Interurban Trail*
- Extend pedestrian and bike facilities on South 356th Street from Pacific Highway South (SR 99) west to 1st Avenue South*
- Install sidewalks in the area on the east side of I-5 to close gaps and provide connections to community facilities

*Sound Transit is reviewing this idea with partner jurisdictions for possible inclusion in the project list.

What we heard: Fife

Broad observations about the station area:

- Overall concern about not enough provided parking
- A desire for additional connections across I-5, given the existing congestion and pedestrian/bicycle environment on 54th Avenue East, particularly in the I-5 interchange area
- Overall concern about addressing existing and future traffic issues in the area, particularly on 62nd Avenue East and 12th Street East
- A desire for protected bike and pedestrian facilities that connect to the existing regional trail network and popular local destinations, such as local businesses, area schools and Fife Library

Feedback about Fife Station

Feedback on the station design concept:

- Consider a parking garage instead of surface parking to minimize the footprint of the station
- Consider how to optimize circulation through drop-off and pick-up zones to avoid congestion (eliminate the dead end)
- Support for the center platform design
- Consider including two down and two up escalators to ensure an efficient flow of pedestrian traffic

Though asked for feedback on how to improve the station design concepts, participants also shared general opinions about the Fife Station alternative and route options, including what they perceived as:

- Potential benefits:
 - A belief that the 500-stall parking at this station could encourage commuters from Puyallup and other nearby communities to use light rail
 - The I-5 route alternative could be more efficient for regional commuters
- Potential drawback:
 - Concern about the amount of property impacts to small businesses located on SR-99/Pacific Highway

Fife non-motorized projects feedback

The community had the opportunity to provide input on 11 potential non-motorized projects identified through Sound Transit's analysis and community conversations. These potential projects can be viewed in Appendix A.

Feedback on these projects included:

- Consider opportunities to provide bike and pedestrian connections between the planned City Center and proposed station and residential areas within and adjacent to Fife
- Prioritize a non-motorized bridge over I-5 at 62nd Avenue East

The public was also provided the opportunity to suggest additional projects for Sound Transit to evaluate. No new projects were suggested in Fife.

What we heard: Portland Avenue

Broad observations about the station area:

- A desire to prioritize safe and reliable connections from the station to the community on the south side of I-5
- A desire to coordinate closely with the Puyallup Tribe of Indians regarding non-motorized access from the station to the new Emerald Queen Casino

Feedback by alternative

Portland Avenue Station

Feedback on the station design concept:

- Interest in the optional bike and pedestrian bridge over I-5 to improve access to the station, with some interest in the option closer to Portland Avenue (Option 1)
- Consider how to optimize circulation through drop-off and pick-up zones to avoid congestion (eliminate the dead end)
- Consider adding more bicycle parking options
- Consider center platform instead of side platforms

Though asked for feedback on how to improve the station design concept, participants also shared general opinions about the Portland Avenue Station alternative, including what they perceived as:

- Potential benefit:
 - Proximity to the new Emerald Queen Casino, a significant regional destination
- Potential drawback:
 - Concern that future development opportunities are limited by the proximity of I-5 and train tracks

Portland Avenue Span Station

Feedback on the station design concept:

- Interest in the optional bike and pedestrian bridge over I-5 to improve access to the station
- Consider adding an additional elevator/escalator on each side of Portland Avenue span, or at least on side facing the Emerald Queen Casino
- Consider how to optimize circulation through drop-off and pick-up zones to avoid congestion (eliminate the dead end)
- Consider adding more bicycle parking options

Participants also shared the following opinions about the Portland Avenue Span Station:

- Potential benefits:
 - Pedestrian and bicyclist access to the station from either side of the street, eliminating a busy street crossing
 - Perception that bus circulation would be more efficient
- Potential drawbacks:

- Concern that future development opportunities would be limited by the proximity of I-5 and train tracks

Portland Avenue non-motorized projects feedback

The community had the opportunity to provide input on 14 potential non-motorized projects identified through Sound Transit’s analysis and community conversations. These potential projects can be viewed in Appendix A. Feedback on these projects included:

- Emphasis on facilitating connections to and from the station to the new Emerald Queen Casino
- Importance of safe connections from different modes of transit to the station, particularly on Puyallup Avenue
- Desire to improve the street-level underpasses of I-5 or provide overpasses for pedestrians and bicyclists through corridors with reported high motorized traffic: East Bay Street, Portland Avenue and Puyallup Avenue

The public was also provided the opportunity to suggest additional projects for Sound Transit to evaluate. No new projects were suggested in the Portland Avenue station area.

What we heard: Tacoma Dome

Broad observations about the station area:

- A desire to create streamlined connections with clear wayfinding for riders transferring between multiple modes of transit that will converge at this station—Tacoma Link, Sounder, Amtrak and bus
- Overall concern about traffic congestion
- Concern that no additional parking is planned for this station
- A desire to activate the areas underneath the elevated station and tracks with transit-oriented development

Feedback by alternative

Tacoma 25th Street-West Station

Feedback on the station design concepts:

- Consider locating elevators near key pedestrian pathways
- Consider adding bike lanes and clear wayfinding signage to all station access points
- Consider adding covered walkways between different transit modes
- Concern that the pick-up and drop-off area might be too small for an end-of-line station
- Concern that the bus layover zone could be located on a key development site for the Dome District neighborhood (U-Haul)

Though asked for feedback on how to improve the station design concepts, participants also shared general opinions about the Tacoma 25th Street-West Station alternative, including what they perceived as:

- Potential benefits:

- Perceived ease in transfers between TDLE and Tacoma Link, Sounder, Amtrak and buses
- Perceived opportunities for transit-oriented development near this station option
- Perceived fewer impacts to businesses
- Potential drawbacks:
 - Concern about parking garage location and access
 - Concern that an elevated structure will reduce visibility for drivers and safety for pedestrians

Tacoma 25th Street-East Station

Feedback on the station design concepts:

- Consider adding bike lanes and clear wayfinding signage to all station access points
- Consider adding covered walkways between different transit modes

Participants also shared the following opinions about the Tacoma 25th Street-East Station:

- Potential benefits:
 - Perceived easier passenger connections to Freighthouse Square
 - A perception that an elevated station would be less pronounced given the natural grade in this area
- Potential drawbacks:
 - Concern that a perceived steep grade between station and other transit modes would make transfers difficult for elderly riders and riders with mobility restrictions
 - Perceived as further east from popular destinations and the core of the neighborhood

Tacoma Close to Sounder Station

Feedback on the station design concepts:

- Consider locating elevators near key pedestrian pathways
- Consider adding bike lanes and clear wayfinding signage to all station access points
- Consider adding covered walkways between different transit modes
- Concern that the pick-up and drop-off area might be too small for an end-of-line station
- Concern that the bus layover zone could be located on a key development site for the Dome District neighborhood (U-Haul)
- Support for the bridge connection across the Sounder platform

Participants also shared the following opinions about the Tacoma Close to Sounder Station:

- Potential benefits:
 - A belief that this option best preserves the available developable land in the station area for desirable transit-oriented and commercial uses
 - A perception that this would ensure 25th Street remained well-lit
 - Convenient connections to Sounder and Amtrak services
- Potential drawbacks:
 - Concern about displacing Freighthouse Square businesses

- Concern about potential impacts on Sounder and Amtrak service

Tacoma 26th Street Station

Feedback on the station design concepts:

- A desire to ensure elevators are located near critical pedestrian pathways, such as D Street
- Consider adding bike lanes and clear wayfinding signage to all station access points

Participants also shared the following opinions about the Tacoma 26th Street Station:

- Potential benefits:
 - Perception that potential future extension of Link would be easiest from this station location
 - Proximity to the Tacoma Dome for riders attending events
- Potential drawbacks:
 - Concern that this station would make transfers between different transit modes difficult
 - Perception that this location is further from local destinations
 - Perception that this station would impact I-5 vehicle access
 - Potential visual impacts to and from the Tacoma Dome
 - Concern that additional bus facilities at this location would be redundant with the existing bus infrastructure near the existing Tacoma Dome garage
 - Concern that this station would contribute to, and/or be impacted by, traffic congestion during Tacoma Dome events

Tacoma Dome non-motorized projects feedback

The community had the opportunity to provide input on nine potential non-motorized projects identified through Sound Transit's analysis and community conversations. These potential projects can be viewed in Appendix A. Feedback on these projects included:

- Consider wheelchair accessibility in intersection and corridor improvement projects
- Importance of safe connections from different modes of transit to the station, particularly on streets with reportedly high vehicle traffic: Puyallup Avenue and East D Street
- Consider prioritizing safety improvements to Puyallup Avenue, including better lighting, pedestrian crossings and reducing the speed limit
- Consider minimizing impacts to motorized traffic on already-congested East 25th Street
- Support for completing the final phase of the Prairie Line Trail to provide a non-motorized connection between Downtown Tacoma and the waterfront
- Consider opportunities to create signalized crossings to improve pedestrian safety throughout the station area
- Ensure the existing Tacoma Dome garage is ADA accessible given current navigational challenges for wheelchair users
- Ensure sidewalks can accommodate heavy pedestrian traffic during Tacoma Dome events

The public was also provided the opportunity to suggest additional projects for Sound Transit to evaluate. Sound Transit will consider incorporating the following suggestion into the project list:

- Add bike lane/sharrows between East D Street and East 15th Street on East Dock Street*

*Sound Transit is reviewing this idea with partner jurisdictions for possible inclusion in the project list.

Additional feedback

During briefing conversations, stakeholder organizations volunteered suggestions for how to improve future engagement with the populations they serve, documented below.

- Consider ways to further summarize key information to make it easy for people to understand and provide feedback
- Explore opportunities to engage with youth organizations and provide information on apprenticeships and other career opportunities
- Consider providing questions for community leaders to use when connecting with their communities to help make TDLE content more approachable

Next steps

Sound Transit will continue work on the Draft Environmental Impact Statement for TDLE, the process that evaluates the impact of the entire TDLE project on the natural and built environment in the project corridor. The Draft EIS is currently expected to be complete in spring 2022, at which time Sound Transit will invite the public to comment on their findings. Sound Transit will then conduct a Final EIS, which will include updates as needed, further evaluation of preferred alternatives identified by the Board following comments on the Draft EIS, and evaluation of the other alternatives considered in the Draft EIS. After publication of the Final EIS, the Sound Transit Board will select the project to be built, informed by the EIS analyses and public, tribal and agency comments.

Non-motorized access projects

Sound Transit is incorporating feedback from the fall 2020 engagement to refine the lists of potential non-motorized access projects. After Sound Transit considers your feedback, we'll evaluate and prioritize projects at each station using criteria that reflect the following objectives:

- Grow ridership
- Improve connectivity and network access
- Improve safety and human health
- Optimize customer experience
- Advance social equity












Sound Transit's evaluation will result in a draft project list that will be included in the Draft EIS for public comment.








Station design

Sound Transit will consider community feedback on the preliminary station design concepts after the Draft EIS is complete, when the project team works to advance the project's design.







Appendix A: Potential Non-Motorized Access Improvement Projects, by Station Area














South Federal Way

Project Name	Project Type	Project Description
SF 1: S 352nd Street and Enchanted Parkway S intersection		Make improvements at the intersection of Enchanted Parkway S and S 352nd Street, including: <ul style="list-style-type: none"> bicycle safety improvements through the intersection signal improvements to provide priority to pedestrians
SF 2: S 356th Street and Enchanted Parkway S intersection		Make improvements at the intersection of Enchanted Parkway S and S 356th Street (future roundabout), including: <ul style="list-style-type: none"> sidewalk provide bicycle ramps from bicycle lanes to shared sidewalk install pedestrian crossing warning signals at roundabout crossings
SF 3: Enchanted Parkway S and I-5 off-ramp intersection		Make improvements at the intersection of Enchanted Parkway S and I-5 southbound off-ramp, including pedestrian and bicycle safety improvements through the intersection
SF 4: Enchanted Parkway S and Milton Rd S intersection		Make improvements at the intersection of Enchanted Parkway S and Milton Rd S, including: <ul style="list-style-type: none"> sidewalk bicycle safety improvements through the intersection southbound bicycle lanes
SF 5: I-5 non-motorized bridge		Construct a non-motorized bridge over I-5 near Enchanted Parkway S
SF 6: West Hylebos Wetlands trail		Construct a multi-use path through West Hylebos Wetlands between South Federal Way Park and Ride and Pacific Highway S
SF 7: S 348th Street and Pacific Highway intersection		Make improvements at the intersection of Pacific Highway and S 348th Street
SF 8: S 348th Street and Enchanted Parkway S intersection		Make improvements at the intersection of Enchanted Parkway S and S 348th Street, including removing slip lanes to lower vehicle speeds before turning, improving pedestrian safety
SF 9: S 359th Street stairs		Construct a stair connection between Enchanted Parkway S and S 359th Street
SF 10: S 359th Street sidewalks		Complete gaps in sidewalk on S 359th Street (both sides between Pacific Highway S and Enchanted Parkway S)
SF 11: 16th Ave S sidewalks		Complete gaps in sidewalk on 16th Ave S (east side between S 359th Street and S 364th Way)





Project Name	Project Type	Project Description
SF 12: S 360th Street/20th Ave S sidewalks		Complete gaps in sidewalk on S 360th Street/20th Ave S (both sides between Enchanted Parkway S and neighborhoods)
SF 13: Milton Road S sidewalks		Complete gaps in sidewalk on Milton Road S (west side between Enchanted Parkway S and S 369th Street)
SF 14: Enchanted Parkway S sidewalks		Complete gaps in sidewalk on Enchanted Parkway S (both sides, Milton Road S to the southeast)
SF 15: SR 161 bike lanes		Construct bicycle lanes on SR 161, Milton Rd S (southbound), and 20th Ave S/S 360th
SF 16: Enchanted Parkway S bike facilities		Construct separated bicycle facilities with landscape buffer on Enchanted Parkway S between S 348th Street and 19th Way S
SF 17: Pacific Highway S bike facilities		Construct separated bicycle facilities with landscape buffer on Pacific Highway S between S 336th Street and S 359th Street
SF 18: S 356th Street bike lanes		Construct bicycle lanes on S 356th Street between SR 99 and 1st Ave S

















Fife






Project Name	Project Type	Project Description
Fife 1: I-5 non-motorized bridge	 	Construct a non-motorized bridge of I-5 at 62nd Ave E
Fife 2: 62nd Ave E nonmotorized connection	 	Construct a north-south pedestrian and bicycle connection along 62nd Ave E between proposed I-5 nonmotorized bridge, proposed SR 167 Trail connection and 12th Street E, including: <ul style="list-style-type: none"> • signalized non-motorized crossing at 62nd Ave E and Pacific Highway E • bike lanes along 62nd Ave E between bridge and 12th Street E
Fife 3: 54th Ave E and I-5 interchange improvements	 	Improve the crossing of I-5 at the 54th Ave E interchange, between Pacific Highway E and 20th St E, to provide access across I-5 for non-motorized users, including: <ul style="list-style-type: none"> • east and west side sidewalks • separate crossing or potential reconfiguration of the intersections at the freeway ramps • bicycle lanes • bicycle safety improvements through the intersections

Project Name	Project Type	Project Description
Fife 4: 54th Ave E and Pacific Highway intersection	 	Make improvements at and near the intersection of Pacific Highway E and 54th Ave E, including: <ul style="list-style-type: none"> • sidewalks along the north side of Pacific Highway to 52nd Ave E • a pedestrian safety island • bicycle lanes on Pacific Highway • bicycle safety improvements through the intersections
Fife 5: Pacific Highway crossings	 	Construct signalized crossings on Pacific Highway E at future through-streets in City Center area
Fife 6: SR-167 Trail connection	 	Construct a new east-west trail along the light rail route from the proposed SR-167 Trail west of the SR-167 extension to 54th Ave E, including crossing beacons at 59th Ave E and 62nd Ave E
Fife 7: Pacific Highway East improvements	 	Add pedestrian and bicycle improvements along Pacific Highway East from the Fife/Tacoma City Limit to 54th Ave E (Connects to project PA 9 on the Portland Avenue Station project list)
Fife 8: Pacific Highway S and Porter Way Intersection	 	Make improvements at the intersection of Pacific Highway S and Porter Way, including: <ul style="list-style-type: none"> • Sidewalks • A pedestrian safety island • Bicycle safety improvements through the intersection
Fife 9: 12th Street E sidewalks		Complete gaps in sidewalk on 12th Street E (north side, between 54th Ave E and 59th Ave E)
Fife 10: 15th Street E sidewalks		Complete gaps in sidewalk on 15th Street E (both sides, between 54th Ave E and 59th Ave E)
Fife 11: 59th Ave E bike lanes		Construct bicycle lanes on 59th Ave E









Portland Avenue






Project Name	Project Type	Project Description
PA 1: Puyallup Avenue and Portland Avenue intersection	 	Make improvements at the intersection of Puyallup Avenue and Portland Avenue, including: <ul style="list-style-type: none"> • improve east and west leg crosswalks • sidewalks • bicycle safety improvements through the intersection
PA 2 (A&B): Portland Avenue crossings	 	Construct signalized crossings on Portland Avenue at E 25th Street and/or E 26th Street

Project Name	Project Type	Project Description
PA 3: Portland Avenue underpass	 	Make pedestrian and bicycle improvements in the I-5 underpass at Portland Avenue, including: <ul style="list-style-type: none"> • sidewalks • lighting • noise barriers • bicycle facilities intersection improvements at E 27th Street and E 28th Street
PA 4: E Bay Street underpass	 	Make pedestrian and bicycle improvements in the I-5 underpass at E Bay Street, including: <ul style="list-style-type: none"> • sidewalks • lighting • noise barriers • bicycle facilities
PA 5: I-5 non-motorized bridge	 	Construct a non-motorized bridge over I-5 near Portland Avenue or East R Street / East Bay Street
PA 6: Puyallup Avenue / Portland Avenue bypass	 	Add bicycle and pedestrian bypass around the Puyallup Avenue/Portland Avenue intersection from Puyallup Avenue and E N Street connecting under Portland Avenue. Complete gaps in sidewalk and add bicycle facilities on Bay Street/East S Street between Puyallup Avenue and the E 29th Street roundabout
PA 7: E 26th Street improvements	 	Complete gaps in sidewalk and add bicycle facilities on E 26th Street (both sides, between Bay Street and L Street) and on E L Street between E 26th Street and E 27th Street.
PA 8: Portland Avenue improvements	 	Make improvements on Portland Avenue from Puyallup Avenue to E 40th Street/Pipeline Trail, including: <ul style="list-style-type: none"> • add bicycle facilities • add/upgrade sidewalks and construct ADA ramps • add/improve crossings
PA: 9: Pacific Highway East improvements	 	Add pedestrian and bicycle improvements along Pacific Highway East and Fishing Wars Memorial Bridge from Portland Avenue to City of Tacoma City Limits (Connects to project Fife 7 on the Fife project list)
PA 10: E 29th Street improvements	 	Add sidewalks and bicycle facilities on E 29th Street (with jog to E 28th St via E L St and back via E N St) from McKinley Park to the E 29th Street roundabout

Project Name	Project Type	Project Description
PA 11/ TD 2: Puyallup Avenue improvements	 	Make improvements to Puyallup Avenue/S 24th Street between S C Street and Portland Avenue, including: <ul style="list-style-type: none"> • upgrade sidewalks • improve all signalized crossings with ADA improvements, crosswalks and signal enhancements • add crossings (midblock or at intersections), as needed • add bicycle facilities • add bicycle/pedestrian connection to the Water Flume Line Trail (and future Prairie Line Trail extension) on S Holgate Street between S 24th Street and S 25th Street
PA 12: E 25th Street sidewalks		Complete gaps in sidewalk on E 25th Street (both sides, between Portland Avenue and J Street)
PA 13: E 27th Street sidewalks		Complete gaps in sidewalk on E 27th Street (north side, between Bay Street and L Street)
PA 14: E 28th Street sidewalks		Complete gaps in south sidewalk and improve existing sidewalks on E 28th Street (between Bay Street and East N Street)

Tacoma Dome

Project Name	Project Type	Project Description
TD 1: East D Street and East Dock Street intersection	 	Make improvements at the intersection of East D Street and E Dock Street, including: <ul style="list-style-type: none"> • sidewalks • south leg crosswalk • bicycle transition to sidewalk and bicycle box at intersection • safety improvements through intersection
TD 2/ PA 11: Puyallup Avenue improvements	 	Make improvements to Puyallup Avenue/S 24th Street between South C Street and Portland Avenue, including: <ul style="list-style-type: none"> • upgrade sidewalks • improve all signalized crossings with ADA improvements, crosswalks, and signal enhancements • add crossings (midblock or at intersections), as needed • add bicycle facilities • add bicycle/pedestrian connection to the Water Flume Line Trail (and future Prairie Line Trail extension) on S Holgate Street between S 24th Street and S 25th Street
TD 3: Dome District railroad crossing improvements	 	Improve bicycle and pedestrian safety at railroad crossings in the Dome District, including crossings between 25th and 26th Streets on East D St and East C St
TD 4: Prairie Line Trail final phase	 	Construct the final phase of the Prairie Line Trail from S 21st Street to S 25th Street

Project Name	Project Type	Project Description
TD 5: E 26th Street and I-5 off-ramp intersection		Make improvements at the intersection of the I-5 off-ramp and E 26th Street, including improving the crosswalk
TD 6: E 25th Street overcrossing		Construct grade-separated pedestrian connection between the station platform and parking garage over E 25th Street
TD 7: E 25th Street sidewalks		Complete gaps in sidewalk and improve pedestrian safety and accessibility on E 25th Street (both sides) from South C Street to East J Street
TD 8: E 26th Street sidewalks		Complete gaps in sidewalk on E 26th Street (both sides) from A Street to East F Street
TD 9: East D Street bike lanes		Improve bicycle lanes on East D Street/East McKinley Way from E 21st Street to Wright Avenue by providing separation from travel lanes and safety improvements through intersections