

SOUNDTRANSIT
Tacoma Dome Link Extension
Online Open House



Welcome! Please sign in to our online open house (optional)

First Name	Last Name	Email Address
<input type="text"/>	<input type="text"/>	<input type="text"/>

Welcome

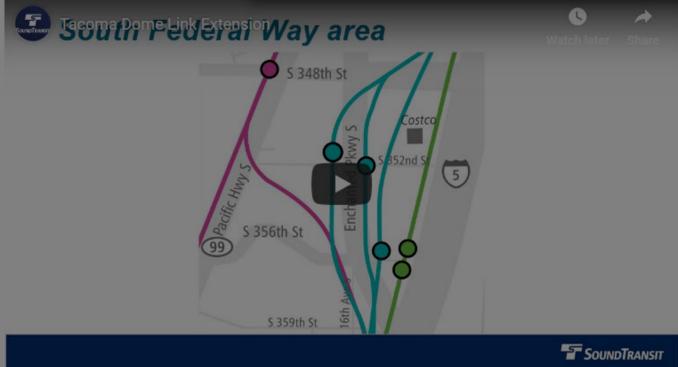
Welcome

Comment by May 1!

The Tacoma Dome Link Extension (TDLE) light rail to south Federal Way, Fife, and station and route options during this project. The Board determine which alternatives to pursue.

This is an opportunity to learn about a project and provide feedback.

- Latest route and station alternatives
- Topics to study in the EIS
- Project's draft Purpose and Need Statement



How to use this online open house

- Visit the tabbed sections to learn more about what's happening.
- Visit the site as many times as you wish.
- Share this site with others who may be interested in the project.
- Look for tabs with the comment bubble to know where you can share feedback.

Attend an in-person event

Stop by any time during an open house from 6-8 p.m. A short overview presentation will be offered at 6:30 p.m.

Fife Community Center
April 16, 6-8 p.m.
[2111 54th Ave E, Fife, WA 98424](#)

Tacoma Convention Center, rooms 315 & 317
April 17, 6-8 p.m.
[1500 Commerce St, Tacoma, WA 98402](#)

Federal Way Performing Arts & Events Center
April 23, 6-8 p.m.
[31510 Pete von Reichbauer Way South, Federal Way, WA 98003](#)

Tell us about you!

What is your home zip code?

What ethnic or racial group do you consider yourself a part of or feel closest to?

African-American/Black
 Asian/Pacific Islander
 Caucasian/White
 Hispanic/Latinx
 Native American/American Indian
 Mixed Race
 Other
 I'd prefer not to say

What gender do you identify with?

Male
 Female
 I'd rather not say
 I'd prefer to self-describe

What is your current age?

<18
 19-24
 25-34
 35-44
 45-54
 55-64
 65-74
 75+

Would accommodations in any of the following areas make engaging on this project easier or more comfortable for you? Check all that apply and describe your needs.

Mobility
 Vision
 Hearing
 Cognitive
 None
 Other (please specify)

How did you hear about this online open house?

Postcard
 Poster
 Email from Sound Transit
 Social media: Facebook
 Social media: Twitter
 Online advertisement
 Printed display advertisement in newspaper
 News article/blog
 Word of mouth
 Region report (mailed booklet)
 Other (please specify)

What is your total household income?

Under \$30,000
 \$30,001 - \$60,000
 \$60,001 - \$90,000
 \$90,001 - \$120,000
 More than \$120,000
 I'd rather not say



Contact
Sound Transit Community Outreach
Phone: 206-903-7118
Email: tdlink@soundtransit.org
Web: soundtransit.org/tdlink



Share this online open house

Follow us

Sign up for email updates!

Email address

Tacoma Dome Link Extension

- Welcome
- Background
- Alternatives
- Environmental Review
- Next Steps

Welcome

Comment by May 1!

The Tacoma Dome Link Extension (TDLE) will connect the South Sound with congestion-free regional light rail to south Federal Way, Fife, and Tacoma by 2030. Your input now through May 1 on the latest station and route options during this public comment (or "scoping" period) will help the Sound Transit Board determine which alternatives to study in the Draft Environmental Impact Statement (EIS).

This is an opportunity to learn about and comment on the:

- Latest route and station alternatives
- Topics to study in the EIS
- Project's draft Purpose and Need



How to use this online open house

- Visit the tabbed sections to learn more about what's happening.
- Visit the site as many times as you wish.
- Share this site with others who may be interested in the project.
- Look for tabs with the comment bubble to know where you can share feedback.

Attend an in-person event

Stop by any time during an open house from 6-8 p.m. A short overview presentation will be offered at 6:30 p.m.

Fife Community Center
April 16, 6-8 p.m.
[2111 54th Ave E, Fife, WA 98424](#)

Tacoma Convention Center, rooms 315 & 317
April 17, 6-8 p.m.
[1500 Commerce St, Tacoma, WA 98402](#)

Federal Way Performing Arts & Events Center
April 23, 6-8 p.m.
[31510 Pete von Reichbauer Way South, Federal Way, WA 98003](#)

- ESPAÑOL
- 한국어
- TIẾNG VIỆT
- မြန်မာ
- Русский

If you need information translated, select your language using the "Select Language" bar at the top of this page. If your language is not available, please contact 1-800-201-4900/ TTY Relay: 711 or email accessibility@soundtransit.org for alternative formats.

Tell us about you!

What is your home zip code?

What ethnic or racial group do you consider yourself a part of or feel closest to?

- African-American/Black
- Asian/Pacific Islander
- Caucasian/White
- Hispanic/Latinx
- Native American/American Indian
- Mixed Race
- Other
- I'd prefer not to say

What gender do you identify with?

- Male
- Female
- I'd rather not say
- I'd prefer to self-describe

What is your current age?

- <18
- 19-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+

Would accommodations in any of the following areas make engaging on this project easier or more comfortable for you? Check all that apply and describe your needs.

- Mobility
- Vision
- Hearing
- Cognitive
- None
- Other (please specify)

How did you hear about this online open house?

- Postcard
- Poster
- Email from Sound Transit
- Social media: Facebook
- Social media: Twitter
- Online advertisement
-
- Printed display advertisement in newspaper
- News article/blog
- Word of mouth
- Region report (mailed booklet)
- Other (please specify)

What is your total household income?

- Under \$30,000
- \$30,001 - \$60,000
- \$60,001 - \$90,000
- \$90,001 - \$120,000
- More than \$120,000
- I'd rather not say

Contact
Sound Transit Community Outreach
Phone: 206-903-7118
Email: tdlink@soundtransit.org
Web: soundtransit.org/tdlink



Share this online open house

f t r +

Follow us

f t y o i

Sign up for email updates!

Email address



Tacoma Dome Link Extension

- Welcome
- Background**
- Alternatives
- Environmental Review
- Next Steps

Background

Tacoma Dome Link Extension (TDLE) will extend the regional light rail system nearly 10 miles via mostly elevated tracks between Federal Way (opening 2024) and Tacoma, with four new light rail stations. When complete in 2030, this extension will connect to the regional light rail network, with service to CenturyLink Field, Sea-Tac Airport, and Seattle. [View the entire future system map online.](#)

Here's what we've done so far:

We started with a voter-approved "representative project" in November 2016.

The [voter-approved plan](#) assumed construction of:

- New light rail stations in south Federal Way, Fife, East Tacoma and the Tacoma Dome Station.
- A light rail-only bridge crossing the Puyallup River.
- Parking at the South Federal Way and Fife stations with approximately 500 spaces each.



The TDLE representative project formed the basis for the project's scope, schedule and budget.

We asked for public ideas for alternative route and station locations in April 2018. We examined them to see if they met the project purpose and need.

During the [early scoping comment period](#), Sound Transit received over 550 public comments that helped create a universe of possible routes and station locations. To help narrow the ideas and suggestions received, we completed a "pre-screening" exercise where we asked two main questions:

1. Does the suggested alternative meet the purpose and need?
2. Is the suggested alternative consistent with the Sound Transit 3 plan?

All remaining similar ideas and suggestions were grouped into stations and routes for initial study.

In September 2018, we gathered feedback on a focused, but broad set of route and station alternatives.

During the September outreach period, Sound Transit received over 700 comments on alternatives for each station area in South Federal Way, Fife, East Tacoma and Tacoma Dome. This set of alternatives was evaluated against a set of 25 measures in five criteria categories:

- Provide effective transportation solutions
- Support land use and economic development plans and transit-oriented development
- Preserve the environment
- Support equitable mobility
- Provide financially sustainable and constructible project

Today, we have a refined set of alternatives. Commenting now will help Sound Transit identify which alternatives should continue to be studied in the Environmental Impact Statement and what environmental factors Sound Transit should consider.

Following public outreach and a [recommendation](#) from the [Elected Leadership Group](#) in fall 2018, Sound Transit refined the route and station alternatives to a smaller list and did more research and evaluation to compare them to each other. These alternatives have been split into two initial groups based on the technical analysis:

- Those that are showing more potential – or are generally performing better in the technical analysis than other alternatives in that station area.
- Those that seem to have greater challenges – or are not performing as well on the evaluation criteria.

No decisions have been made about which alternatives, including a preferred alternative, will continue on to be studied in the EIS, because we still need to hear your feedback.

After we hear from you, all community, agency, and tribal input will be reviewed to keep the project moving forward.

Sound Transit will compile a summary of comments received during scoping. The scoping summary report will be made available to the public at soundtransit.org/tdlink and shared with the Stakeholder Group and Elected Leadership Group (ELG). We expect the ELG to make a recommendation on the preferred alternative. The summary report will also be shared with the Sound Transit Board and Federal Transit Administration. The Sound Transit Board will consider the ELG recommendation, scoping comments and other information to identify a preferred alternative for routes and stations and other alternatives to study in the Draft Environmental Impact Statement (EIS). Visit the [Next Steps](#) page to learn more.

About regional Link light rail

Currently, regional Link light rail runs from Angle Lake and Sea-Tac Airport through downtown Seattle and to the University of Washington. Construction is underway to extend service to Northgate in 2021, and to Bellevue and east King County in 2023. By 2024, service will further extend to Federal Way, Lynnwood and downtown Redmond. Regional Link light rail runs seven days a week with trains running every 6 – 15 minutes depending on the time of day.

Things to know about regional light rail

- Service is available from 5 a.m.-1 a.m.
- Adult fares currently range from \$2.25 to \$3.25 depending on how far you travel

Each Link car can hold:

- 2-4 bicycles
- 4 wheelchairs
- 200 riders
- Multiple suitcases

Sound Transit system expansion will:

- Build a 116-mile light rail network extending from Everett to Tacoma, and from Seattle neighborhoods to Redmond and Issaquah.
- Establish Bus Rapid Transit to the north, east and south of Lake Washington.
- Expand Sounder south line capacity and service, adding two new stations.
- Improve access and expand parking at stations.

Three light rail projects in the South Sound: what's the difference?



Sound Transit has three new light rail projects in the South Sound.

- The Federal Way Link Extension will extend regional light rail from Angle Lake Station to Federal Way Transit Center. Service will begin in 2024.
- Tacoma Dome Link Extension will extend regional light rail about 10 miles from Federal Way to Fife and Tacoma. It will run on mostly elevated track and have four stations (two with parking).
- The Hilltop Tacoma Link Extension will extend current service 2.4 miles within the city. It will run in-street on at-grade track, have six stations and connect to the Stadium and Hilltop neighborhoods.

An operations and maintenance facility (OMF) is coming to the South Sound
Learn more about the [OMF South](#) that will help support light rail operations with storing, cleaning and maintenance.

- f
- 🐦
- 📧
- 📧
- +

Contact
Sound Transit Community Outreach
Phone: 206-903-7118
Email: tdlink@soundtransit.org
Web: soundtransit.org/tdlink

SOUNDTRANSIT
Share this online open house
f 🐦 📧 +

Follow us
f 🐦 📧 📺 📷

Sign up for email updates!

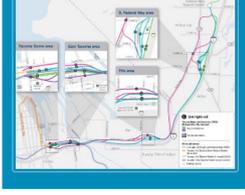
Email address

South Federal Way

Over the past year, in coordination with the Federal Transit Administration, Sound Transit has worked with partner agencies, local stakeholders and the public to consider and further refine route and station alternatives. The alternatives development process for this project consists of two evaluation phases, where the most promising alternatives at each level have been carried forward to be studied in greater detail based on technical analysis, community feedback, and recommendations from the [Elected Leadership Group](#).

For your review and comment, the information below illustrates all route and station alternatives and summarizes the findings of the second technical evaluation phase and is provided to help compare light rail segment alternatives to each other. **No decisions have been made yet about which alternatives will continue forward into the Draft Environmental Impact Statement (EIS). We want to hear from you!**

Latest route and station alternatives



How to use this page

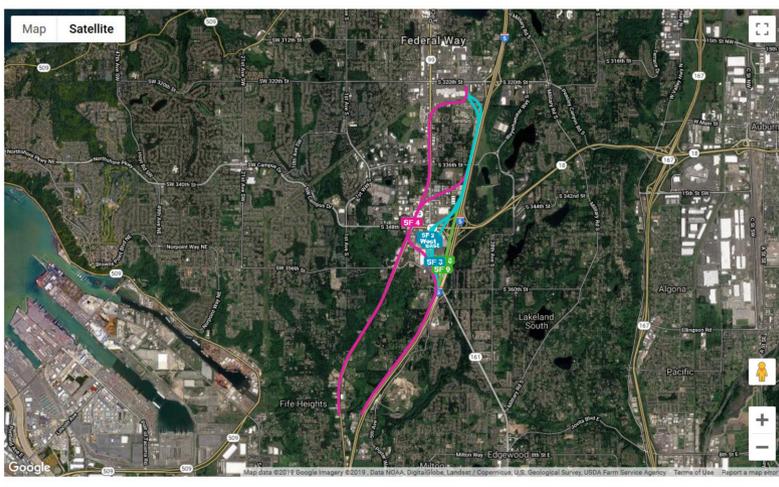
Using the pink boxes, choose the station area you want to explore. Feel free to review and comment on the alternatives in each station area: South Federal Way, Fife, East Tacoma and Tacoma Dome!

- On each station area page, you can:
- View the map for an individual alternative by clicking the corresponding check box in the key.
 - Click the expandable boxes to learn more about each route and station alternative. The alternatives are organized into two initial groups based on the technical analysis: those with more potential and those with greater challenges.
 - View more details about each station area, including visualizations of the route and station alternatives.
 - Provide feedback in the corresponding station area survey. Your feedback will help Sound Transit determine which alternatives to study in the Draft EIS. Current alternatives, including routes and station locations, may be refined following the comment period before inclusion in the EIS.

- South Federal Way Fife East Tacoma Tacoma Dome

There are six station alternatives in south Federal Way. Each station option also has one or more route alternatives for where the light rail tracks could go.

<input checked="" type="checkbox"/> All	Alternatives with greater challenges	Key
Alternatives with more potential	<input type="checkbox"/> SF 2 East - Enchanted/352nd	Route Alternative
<input type="checkbox"/> SF 2 West - Enchanted/352nd	<input type="checkbox"/> SF 3 - Enchanted/356th	Station Alternative
<input type="checkbox"/> SF 8/9 - I-5/356th and I-5/Jet	<input type="checkbox"/> SF 4A - SR 99 North (SR 99 to I-5)	
<input type="checkbox"/> SF 4C - SR 99 North (I-5 to SR 99)	<input type="checkbox"/> SF 4B - SR 99 North (SR 99)	
<input type="checkbox"/> SF 4D - SR 99 North (I-5 to SR 99 to I-5)		



Alternatives with more potential

SF 2 West Enchanted/352nd

Notable Advantages:

- Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities.
- Better multimodal station access (good pedestrian infrastructure).

Notable Disadvantages:

- Greater construction challenges due to crossing spans over both 348th Street and Enchanted Parkway.

SF 8/9 I-5/356th and I-5/Jet

Notable Advantages:

- Lower potential property impacts.
- Lowest preliminary estimate¹ based on alignment and station location.

Notable Disadvantages:

- Lower ridership potential than SF 4 alternatives.
- Lower potential for development opportunities near station due to proximity to I-5, topographic and other barriers, and fewer nearby amenities.
- Farther from bus service.
- Higher potential impacts to ecosystems.

SF 4C SR 99 North (I-5 to SR 99)

Notable Advantages:

- Higher ridership potential.
- Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities.
- Closest to bus service and existing underutilized Park & Ride at 348th Street (could provide additional parking for Link riders).

Notable Disadvantages:

- More difficult car access.
- Higher potential property impacts (though less than SF 4A/4B).
- Higher potential impacts to ecosystems.

SF 4D SR 99 North (I-5 to SR 99 to I-5)

Notable Advantages:

- Higher ridership potential (shares station location with other SF 4 alternatives).
- Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities.
- Closest to bus service and existing underutilized Park & Ride at 348th Street (could provide additional parking for Link riders).

Notable Disadvantages:

- More difficult car access
- Higher potential property impacts (though less than other SF 4 alternatives).
- Greater construction challenges due to two crossings of SR 99, including a wide crossing.

Alternatives with greater challenges

SF 2 East Enchanted/352nd

Notable Advantages:

- Moderate ridership potential.
- Fewer potential property impacts than SF 4 alternatives.

Notable Disadvantages:

- Potential impacts to businesses and properties on east side of Enchanted Parkway.
- Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5.

SF 3 Enchanted/356th

Notable Advantages:

- Similar to SF 2 West, but like SF 2 East, runs on east side of Enchanted Parkway with potential property impacts.
- Better car access.
- Fewer property acquisitions than SF 4 alternatives.

Notable Disadvantages:

- Lower rating for pedestrian and bike access.
- Lower potential for development opportunities near the station due to proximity to I-5, topographic and other barriers, and fewer nearby amenities.

SF 4A SR 99 North (SR 99 to I-5)

Notable Advantages:

- Higher ridership potential (shares station location with other SF 4 alternatives).
- Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities.
- Closest to bus service and existing underutilized Park & Ride at 348th Street (could provide additional parking for Link riders).

Notable Disadvantages:

- Highest potential property impacts.
- More difficult car access.
- Greater construction challenges due to guideway parallel to high voltage transmission lines and wide crossing over SR 99 at 327th.

SF 4B SR 99 North (SR 99)

Notable Advantages:

- Higher ridership potential (shares station location with other SF 4 alternatives).
- Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities.
- Closest to bus service and existing underutilized Park & Ride at 348th Street (could provide additional parking for Link riders).

Notable Disadvantages:

- Highest potential property impacts.
- More difficult car access.
- Greater construction challenges due to guideway parallel to high-voltage transmission lines and wide crossing over SR 99 at 327th.
- Highest preliminary estimate¹ based on alignment and station location.

¹ Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

More details and visualizations

Compare all alternatives in South Federal Way. View the [Level 2 Alternatives Evaluation Report](#) for additional details on these alternatives.

View a [visualization of the South Federal Way station area](#) to answer questions of scale and relationship to the larger neighborhood context.

Printable materials: view a printable version of the [project map](#) and [project mailer](#).

Tell us what you think

1. Which South Federal Way route and station alternative(s) would you like to see Sound Transit study further? Please select a number between 1 and 5, where 1 means not at all interested in further study and 5 indicates high interest in continued study.

	1 - Not at all interested	2	3	4	5 - Very interested
SF 2 West - Enchanted/352nd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SF 2 East - Enchanted/352nd	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SF 3 - Enchanted/356th	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SF 4 - SR 99 North (multiple route options in this location)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SF 8/9 - I-5/356th and I-5/Jet	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Would you like to submit a comment about the South Federal Way route and station alternatives? Comments should focus on alternatives to study further and effects to the natural and built environment to consider in Environmental Impact Statements. Sound Transit will summarize all comments into a scoping report.

Yes
 No

Submit

Contact
Sound Transit Community Outreach
Phone: 206-903-7118
Email: tdlink@soundtransit.org
Web: soundtransit.org/tdlink

Sign up for email updates!
Email address:
Submit

SOUNDTRANSIT

Share this online open house

[f](#) [t](#) [+](#)

Follow us

[f](#) [t](#) [+](#) [v](#) [i](#)

Tacoma Dome Link Extension

Fife

Over the past year, in coordination with the Federal Transit Administration, Sound Transit has worked with partner agencies, local stakeholders and the public to consider and further refine route and station alternatives. The alternatives development process for this project consists of two evaluation phases, where the most promising alternatives at each level have been carried forward to be studied in greater detail based on technical analysis, community feedback, and recommendations from the [Elected Leadership Group](#).

For your review and comment, the information below illustrates all route and station alternatives and summarizes the findings of the second technical evaluation phase and is provided to help compare light rail segment alternatives to each other. **No decisions have been made yet about which alternatives will continue forward into the Draft Environmental Impact Statement (EIS). We want to hear from you!**

Latest route and station alternatives



How to use this page

Using the pink boxes, choose the station area you want to explore. Feel free to review and comment on the alternatives in each station area: South Federal Way, Fife, East Tacoma and Tacoma Dome!

On each station area page, you can:

- View the map for an individual alternative by clicking the corresponding check box in the key.
- Click the expandable boxes to learn more about each route and station alternative. The alternatives are organized into two initial groups based on the technical analysis: those with more potential and those with greater challenges.
- View more details about each station area, including visualizations of the route and station alternatives.
- Provide feedback in the corresponding station area survey. Your feedback will help Sound Transit determine which alternatives to study in the Draft EIS. Current alternatives, including routes and station locations, may be refined following the comment period before inclusion in the EIS.

- South Federal Way **Fife** East Tacoma Tacoma Dome

There are three station options in Fife.

All

Alternatives with more potential

Fife 3A - North of 15th Street (I-5)

Fife 3B - North of 15th Street (SR 99)

Alternatives with greater challenges

Fife 1 - 12th Street

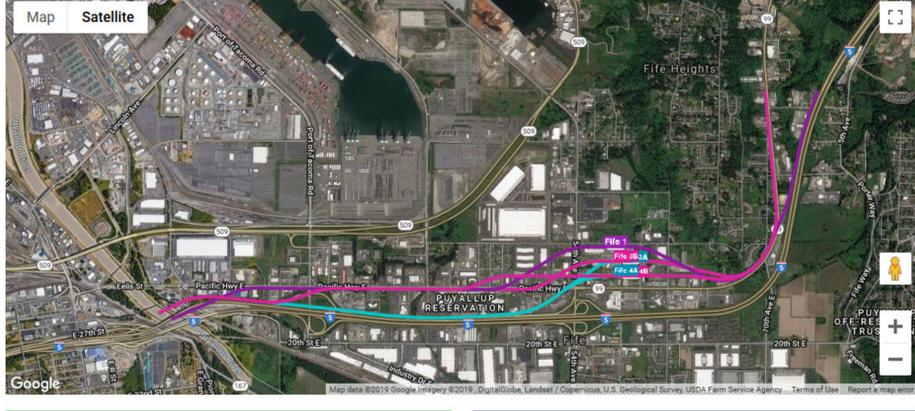
Fife 4A - South of 15th Street (I-5)

Fife 4B - South of 15th Street (SR 99)

Key

Route Alternative

Station Alternative



Alternatives with more potential

Fife 3A North of 15th Street (I-5)

- Notable Advantages:**
- Location in planned City Center offers greater potential for development opportunities near station.
 - Lower potential impacts to natural environment.
 - Lower potential property impacts than Fife 3B; lower potential residential displacements than Fife 4A/4B.
 - Lowest preliminary estimate¹ based on alignment.
- Notable Disadvantages:**
- More potential for impacts to view-dependent businesses.

Fife 3B North of 15th Street (SR 99)

- Notable Advantages:**
- Location in planned City Center offers greater potential for development opportunities near station.
 - Lower potential impacts to natural environment.
 - Lower potential residential displacements than Fife 4A/4B.
- Notable Disadvantages:**
- Higher potential property impacts due to alignment on Pacific Highway.
 - Higher preliminary estimate¹ based on alignment.

Alternatives with greater challenges

Fife 1 12th Street

- Notable Advantages:**
- Better car access.
- Notable Disadvantages:**
- Lower ridership potential.
 - Zoning and a limited road network north of station show less potential for development opportunities near station.
 - Higher potential ecosystem impacts.
 - Higher potential impacts to major economic activity generators.
 - Highest preliminary estimate¹ based on alignment and station location.

Fife 4A South of 15th Street (I-5)

- Notable Advantages:**
- Location in planned City Center indicates greater potential for development opportunities near station.
 - Lowest preliminary estimate¹ based on alignment.
- Notable Disadvantages:**
- Greatest potential residential property impacts (including Rainier View Senior Apartments).
 - More difficult car access.
 - Higher potential impacts to freight movement.

Fife 4B South of 15th Street (SR 99)

- Notable Advantages:**
- Location in planned City Center indicates greater potential for development opportunities near station.
- Notable Disadvantages:**
- Higher potential property impacts due to alignment on Pacific Highway; higher potential residential property impacts (including Rainier View Senior Apartments).
 - Higher potential effects on freight movement.
 - Higher preliminary estimate¹ based on alignment.

¹ Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

More details and visualizations

[Compare all alternatives in Fife.](#) View the [Level 2 Alternatives Evaluation Report](#) for additional details on these alternatives.

View a [visualization of the Fife station area](#) to answer questions of scale and relationship to the larger neighborhood context.

Printable materials: view a printable version of the [project map](#) and [project mailer](#).

Tell us what you think

1. Which Fife route and station alternative(s) would you like to see Sound Transit study further? Please select a number between 1 and 5, where 1 means not at all interested in further study and 5 indicates high interest in continued study.

	1 - Not at all interested	2	3	4	5 - Very interested
Fife 1 - 12th St E	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fife 3 - North of 15th St (multiple route options in this location)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fife 4 - South of 15th St (multiple route options in this location)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. This extension does not include a station in Milton, but the route will pass through the city. Which Milton route alternative(s) would you like to see Sound Transit study further? Please select a number between 1 and 5, where 1 means not at all interested in further study and 5 indicates high interest in continued study.

	1 - Not at all interested	2	3	4	5 - Very interested
SR 99	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I-5	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. Would you like to submit a comment about the Fife route and station alternatives? Comments should focus on alternatives to study further and effects to the natural and built environment to consider in Environmental Impact Statements. Sound Transit will summarize all comments into a scoping report.

- Yes
- No

Submit

Contact
Sound Transit Community Outreach
Phone: 206-903-7118
Email: tdlink@soundtransit.org
Web: soundtransit.org/tdlink

SOUNDTRANSIT
Share this online open house



Follow us



Sign up for email updates!

Email address

Submit

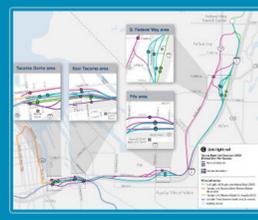
Tacoma Dome Link Extension

East Tacoma

Over the past year, in coordination with the Federal Transit Administration, Sound Transit has worked with partner agencies, local stakeholders and the public to consider and further refine route and station alternatives. The alternatives development process for this project consists of two evaluation phases, where the most promising alternatives at each level have been carried forward to be studied in greater detail based on technical analysis, community feedback, and recommendations from the [Elected Leadership Group](#).

For your review and comment, the information below illustrates all route and station alternatives and summarizes the findings of the second technical evaluation phase and is provided to help compare light rail segment alternatives to each other. **No decisions have been made yet about which alternatives will continue forward into the Draft Environmental Impact Statement (EIS). We want to hear from you!**

Latest route and station alternatives



How to use this page

Using the pink boxes, choose the station area you want to explore. Feel free to review and comment on the alternatives in each station area: South Federal Way, Fife, East Tacoma and Tacoma Dome!

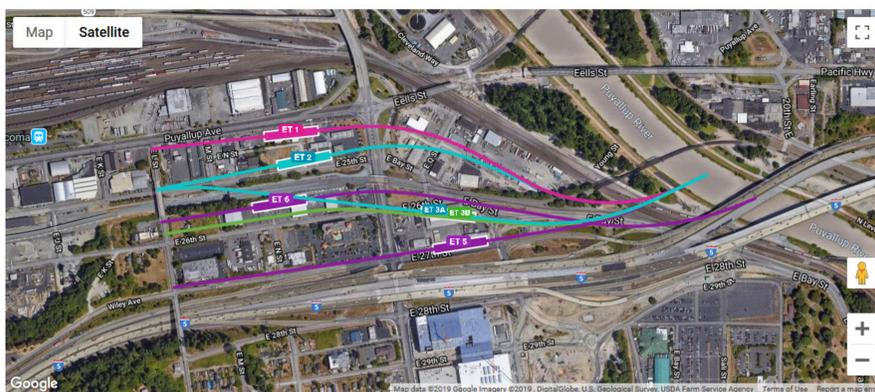
On each station area page, you can:

- View the map for an individual alternative by clicking the corresponding check box in the key.
- Click the expandable boxes to learn more about each route and station alternative. The alternatives are organized into two initial groups based on the technical analysis: those with more potential and those with greater challenges.
- View [more details](#) about each station area, including visualizations of the route and station alternatives.
- Provide feedback in the corresponding station area survey. Your feedback will help Sound Transit determine which alternatives to study in the Draft EIS. Current alternatives, including routes and station locations, may be refined following the comment period before inclusion in the EIS.

[South Federal Way](#) | [Fife](#) | **[East Tacoma](#)** | [Tacoma Dome](#)

There are five stations options in the East Tacoma area.

<input checked="" type="checkbox"/> All Alternatives with more potential <input type="checkbox"/> ET 3A - E 26th Street to E 25th Street	Alternatives with greater challenges <input type="checkbox"/> ET 1 - Puyallup Avenue <input type="checkbox"/> ET 2 - E 25th Street <input type="checkbox"/> ET 3B - 26th Street East <input type="checkbox"/> ET 5 - E 27th Street <input type="checkbox"/> ET 6 - 26th Street West	Key Route Alternative Station Alternative
---	---	--



Alternatives with more potential

ET 3A E 26th Street to E 25th Street

Notable Advantages:

- Close to destinations and neighborhood south of I-5.
- Fewer non-motorized barriers to access; better access to multimodal connections.
- More existing and potential development opportunity south of I-5 within walking distance.
- Alignment connects to more potential Tacoma Dome station alternatives TD 2 and TD 3.

Notable Disadvantages:

- Highest preliminary estimate¹ based on alignment and station location.

Alternatives with greater challenges

ET 1 Puyallup Avenue

Notable Advantages:

- Closest to existing transit connections (bus).

Notable Disadvantages:

- Lower ridership potential.
- Farther from destinations south of I-5; more non-motorized barriers and more difficult car access.
- Highest potential property impacts.
- Higher potential for additional freight delay.

ET 2 E 25th Street

Notable Advantages:

- Alignment connects to more potential Tacoma Dome station alternatives TD 2 and TD 3.

Notable Disadvantages:

- Lower ridership potential.
- More barriers for pedestrians and bicyclists.
- Farther from destinations south of I-5.
- More difficult car access.
- Higher potential for additional freight delay.

ET 3B 26th Street East

Notable Advantages:

- Close to destinations and neighborhood south of I-5.
- Fewer non-motorized barriers to access; better access to multimodal connections.
- More existing and potential development opportunity south of I-5 within walking distance.
- Lowest preliminary estimate¹ based on alignment and station location.

Notable Disadvantages:

- Alignment connects to more challenging Tacoma Dome station alternative TD 4.

ET 5 E 27th Street

Notable Advantages:

- Fewest businesses potentially impacted.
- Closest to destinations and neighborhood south of I-5.
- Fewer non-motorized barriers to access; better access to multimodal connections.
- More existing and potential development opportunity south of I-5 within walking distance.

Notable Disadvantages:

- Alignment connects to more challenging Tacoma Dome station alternative TD 4.
- Greater potential impacts to tribal properties.

ET 6 26th Street West

Notable Advantages:

- No potential to affect historic resources.

Notable Disadvantages:

- More difficult car access.
- Higher potential for additional freight delay.
- Farther from destinations and neighborhood south of I-5.

¹ Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

More details and visualizations

Compare all alternatives in East Tacoma. View the [Level 2 Alternatives Evaluation Report](#) for additional details on these alternatives.

View a [visualization of the East Tacoma station area](#) to answer questions of scale and relationship to the larger neighborhood context.

Printable materials: view a printable version of the [project map](#) and [project mailer](#).

Tell us what you think

1. Which East Tacoma route and station alternative(s) would you like to see Sound Transit study further? Please select a number between 1 and 5, where 1 means not at all interested in further study and 5 indicates high interest in continued study.

Note: Because the East Tacoma and Tacoma Dome station areas are located close to each other, additional route connections between stations not currently shown (e.g., connecting ET 1 - Puyallup Avenue to TD 3 - 25th Street East) may be possible.

	1 - Not at all interested	2	3	4	5 - Very interested
ET 1 - Puyallup Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ET 2 - E 25th Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ET 3 (multiple route options in this location)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ET 5 - E 27th Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
ET 6 - 26th Street West	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Would you like to submit a comment about the East Tacoma route and station alternatives? Comments should focus on alternatives to study further and effects to the natural and built environment to consider in Environmental Impact Statements. Sound Transit will summarize all comments into a scoping report.

- Yes
 No

Submit

Contact

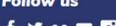
Sound Transit Community Outreach
 Phone: 206-903-7118
 Email: tdlink@soundtransit.org
 Web: soundtransit.org/tdlink



Share this online open house



Follow us



Sign up for email updates!

Email address

Submit

Tacoma Dome

Over the past year, in coordination with the Federal Transit Administration, Sound Transit has worked with partner agencies, local stakeholders and the public to consider and further refine route and station alternatives. The alternatives development process for this project consists of two evaluation phases, where the most promising alternatives at each level have been carried forward to be studied in greater detail based on technical analysis, community feedback, and recommendations from the [Elected Leadership Group](#).

For your review and comment, the information below illustrates all route and station alternatives and summarizes the findings of the second technical evaluation phase and is provided to help compare light rail segment alternatives to each other. **No decisions have been made yet about which alternatives will continue forward into the Draft Environmental Impact Statement (EIS). We want to hear from you!**



How to use this page

Using the pink boxes, choose the station area you want to explore. Feel free to review and comment on the alternatives in each station area: South Federal Way, Fife, East Tacoma and Tacoma Dome!

On each station area page, you can:

- View the map for an individual alternative by clicking the corresponding check box in the key.
- Click the expandable boxes to learn more about each route and station alternative. The alternatives are organized into two initial groups based on the technical analysis: those with more potential and those with greater challenges.
- View [more details](#) about each station area, including visualizations of the route and station alternatives.
- Provide feedback in the corresponding station area survey. Your feedback will help Sound Transit determine which alternatives to study in the Draft EIS. Current alternatives, including routes and station locations, may be refined following the comment period before inclusion in the EIS.

South Federal Way Fife East Tacoma Tacoma Dome

There are six station alternatives in the Tacoma Dome Station area.

All

Alternatives with more potential

TD 2 - 25th Street West

TD 3 - 25th Street East

Alternatives with greater challenges

TD 1 - Puyallup Avenue

TD 4 East - E 26th Street - Off-street

TD 4 East - E 26th Street - In-street

TD 4 West - E 26th Street to E 27th Street

TD 4 West - E 27th Street

Key

Route Alternative

Station Alternative



Alternatives with more potential

TD 2 25th Street West

Notable Advantages:

- Highest station access for people walking, biking, taking transit or driving.
- Close to other transit modes for ease of transfer (closest proximity to Tacoma Link).
- Zoning and nearby amenities offer greater potential for housing and business development near station.
- Higher ridership potential.

Notable Disadvantages:

- Higher potential impacts to businesses that are major economic activity generators along 25th Street.
- Highest preliminary estimate¹ based on alignment and station location.

TD 3 25th Street East

Notable Advantages:

- Higher ridership potential than TD 4 alternatives.
- Fewer potential property impacts.
- Moderate rating for multimodal access (closer to buses, but farther from Tacoma Link).

Notable Disadvantages:

- Lower potential for development opportunities near station due to location in a light industrial zoning district.

Alternatives with greater challenges

TD 1 Puyallup Avenue

Notable Advantages:

- Higher ridership potential.
- Close to other transit modes for ease of transfer.
- Zoning and nearby amenities offer greater potential for housing and business development near station.

Notable Disadvantages:

- Higher potential impacts to businesses that are major economic activity generators along Puyallup Avenue.
- Potential future extension to Tacoma Mall is most difficult.

TD 4 E 26th Street Off Street

Notable Advantages:

- Potential future extension to Tacoma Mall is easier.
- Lowest preliminary estimate¹ based on alignment and station location.

Notable Disadvantages:

- Farther from multimodal connections.
- More difficult car access.
- Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking.
- Likely impacts to tribal properties.

TD 4 E 26th Street In Street

Notable Advantages:

- Potential future extension to Tacoma Mall is easier.
- Fewer potential property impacts.

Notable Disadvantages:

- Farthest from multimodal connections.
- More difficult car access.
- Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking.

TD 4 WEST E 26th Street to E 27th Street

Notable Advantages:

- Long-term, future extension to Tacoma Mall is easier.

Notable Disadvantages:

- Farther from multimodal connection points (Tacoma Link).
- More difficult car access.
- Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking.
- Higher number of potential property impacts.

TD 4 WEST E 27th Street

Notable Advantages:

- Long-term, future extension to Tacoma Mall is easier.

Notable Disadvantages:

- Farther from multimodal connection points (Tacoma Link).
- More difficult car access.
- Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and parking.

¹ Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

More details and visualizations

[Compare all alternatives](#) in the Tacoma Dome area. View the [Level 2 Alternatives Evaluation Report](#) for additional details on these alternatives.

View a visualization of the Tacoma Dome station area to answer questions of scale and relationship to the larger neighborhood context.

Printable materials: view a printable version of the [project map](#) and [project mailer](#).

Tell us what you think

1. Which Tacoma Dome route and station alternative(s) would you like to see Sound Transit study further? Please select a number between 1 and 5, where 1 means not at all interested in further study and 5 indicates high interest in continued study.

Note: Because the East Tacoma and Tacoma Dome station areas are located close to each other, additional route connections between stations not currently shown (e.g., connecting ET 1 - Puyallup Avenue to TD 3 - 25th Street East) may be possible.

	1 - Not at all interested	2	3	4	5 - Very interested
TD 1 - Puyallup Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TD 2 - 25th Street West	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TD 3 - 25th Street East	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TD 4 East - Off-street (E 26th Street)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TD 4 East - In-street (E 26th Street)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
TD 4 West (multiple route options in this location)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Would you like to submit a comment about the Tacoma Dome route and station alternatives? Comments should focus on alternatives to study further and effects to the natural and built environment to consider in Environmental Impact Statements. Sound Transit will summarize all comments into a scoping report.

- Yes
 No

Submit

Contact
Sound Transit Community Outreach
Phone: 206-903-7118
Email: tdlink@soundtransit.org
Web: soundtransit.org/tdlink



Share this online open house



Follow us



Sign up for email updates!

Email address

Submit

Tacoma Dome Link Extension

Environmental Review

What is scoping?

Scoping provides an opportunity to learn about and comment on the Tacoma Dome Link Extension project at the beginning of the environmental review process. During this time, Sound Transit and the Federal Transit Administration (FTA) are seeking input from the public, agencies and tribes. Scoping is occurring in compliance with the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA, and Sound Transit is the lead agency under SEPA.

Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the Environmental Impact Statement (EIS). The alternatives that Sound Transit will study in the Draft EIS will undergo much more detailed analysis, with future opportunities for public comment. The EIS process will take about three years to complete.

Learn more about the project's draft Purpose and Need and the environmental topics to be studied in the EIS below. Then, share what you think by filling out the survey on this page. Read the [scoping information report \(PDF 1.3 MB\)](#) for more details.

Draft Purpose and Need Statement

The purpose of the Tacoma Dome Link Extension is to expand the regional Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area in order to:

- Provide high quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, as defined through the local planning process and reflected in the ST3 Plan (Sound Transit 2016).
- Improve regional mobility by increasing connectivity and capacity in the TDLE corridor from the Federal Way Transit Center to the Tacoma Dome Station area to meet projected transit demand.
- Connect communities of Federal Way, Milton, Fife, Tacoma, and the Puyallup Tribe of Indians to regional centers and destinations on the regional high-capacity transit (HCT) system as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014a).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, which include transit dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.
- Encourage convenient and safe nonmotorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments.

The project is needed because:

- Chronic roadway congestion on Interstate 5 (I-5) and State Route 99 (SR 99)—two primary highways connecting communities along the corridor—delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to continue and worsen as the region's population and employment grows.
- Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for HCT in the corridor consistent with VISION 2040 (PSRC 2009) and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014a).
- South King and Pierce counties citizens and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around HCT stations, and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

What is included in a Draft EIS?

The project will follow federal and state regulations and guidance to identify and address the potential for significant environmental impacts caused by the construction or operation of the project. The following environmental topics are anticipated to be studied in the EIS:

- Transportation
 - Regional travel
 - Transit
 - Local travel—traffic, access and circulation, safety, bicycling, walking and parking
 - Freight movement
- Land use
- Economics
- Acquisitions and displacements
- Historic, cultural, and archaeological resources—including Section 106 of the National Historic Preservation Act and tribal resources and ownership
- Ecosystems
- Water resources—including floodplains and crossing the Puyallup River
- Parks and recreation
- Noise and vibration
- Community impacts
- Public services and utilities—including the Bonneville Power Administration (BPA)
- Visual resources
- Geology and soils
- Hazardous materials
- Air quality—including greenhouse gas emissions
- Energy
- Electromagnetic fields
- Construction impacts
- Cumulative effects—including climate change and environmental sustainability, as well as the effects of other projects such as the OMF South
- Environmental justice
- Section 4(f)—a U.S. Department of Transportation regulation protecting parks, recreational areas, wildlife and waterfowl refuges, or historic resources



Members of the community participate at past open house for the TDLE project.

Scoping feedback

- Are there changes Sound Transit should consider making to the TDLE draft Purpose and Need statement?
- What social, economic, environmental and transportation issues are you interested in seeing considered or evaluated during environmental review on this project?
- Do you have any other comments about TDLE at this time?

Submit



Contact

Sound Transit Community Outreach
Phone: 206-903-7118
Email: tdlink@soundtransit.org
Web: soundtransit.org/tdlink



Share this online open house



Follow us



Sign up for email updates!

Email address

Submit

Tacoma Dome Link Extension

- Welcome
- Background
- Alternatives
- Environmental Review
- Next Steps**

Next Steps

Thank you for participating in this online open house for the Tacoma Dome Link Extension. We hope you stay engaged with this project as it moves forward!

What we'll do with your feedback

- Summarize input in the Scoping Summary Report; this report will be posted online.
- Share input with the Stakeholder Group (SG), Elected Leadership Group (ELG), Interagency Group (IAG), the Puyallup Tribe of Indians, FTA and Sound Transit Board.
- The Sound Transit Board will consider comments received and other information to identify a preferred alternative for routes and stations and other alternatives to [study in the Draft EIS](#).

The next opportunity for public feedback will be in the DEIS process. Sign up for project emails and stay tuned for future updates.

Timeline



How to stay engaged



Other opportunities to share your scoping comments:

[Attend an open house](#)

Email: tdlescoping@soundtransit.org

Mail:
 Sound Transit
 Elma Borbe
 401 S. Jackson Street
 Seattle, WA 98104

Phone voicemail comments: [206-903-7118](tel:206-903-7118)

What can I expect as a project neighbor?

- If you are a resident, business or property owner near a TDLE route or station alternative, we encourage you to sign up for project email updates and comment here or attend one of three in-person open houses.
- The EIS will evaluate property impacts of potential alternatives in detail following further design work.
- An official decision by the Sound Transit Board about which route and stations to build for TDLE will occur following the issue of the Final EIS scheduled for 2022.



Contact
 Sound Transit Community Outreach
 Phone: 206-903-7118
 Email: tdlink@soundtransit.org
 Web: soundtransit.org/tdlink

SOUNDTRANSIT

Share this online open house

Sign up for email updates!

Email address

Follow us