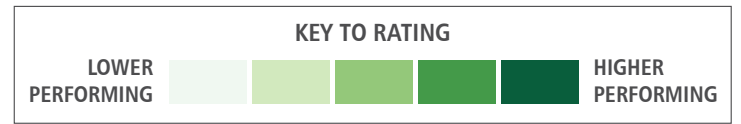


SOUTH FEDERAL WAY STATION AREA

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Enchanted Parkway

SR 99 to I-5/SR 99/I-5 to SR 99/I-5 to SR 99 to I-5

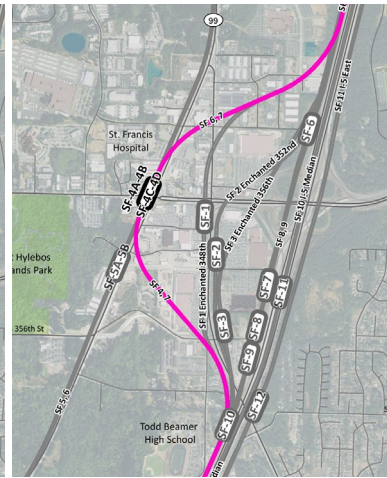
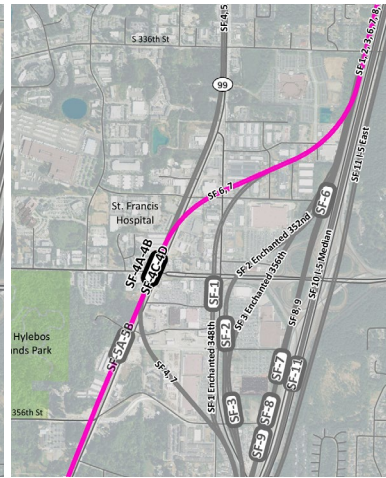
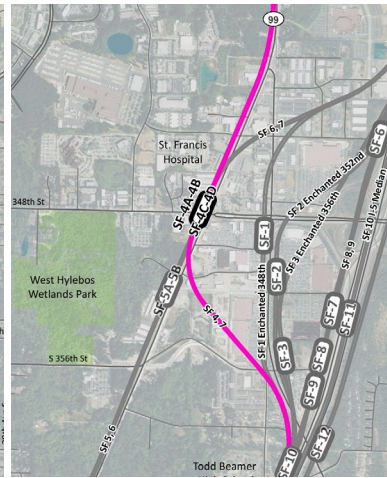
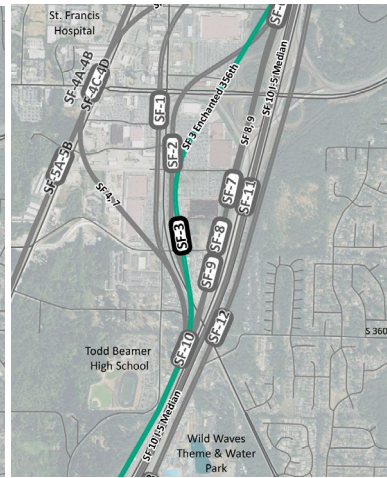
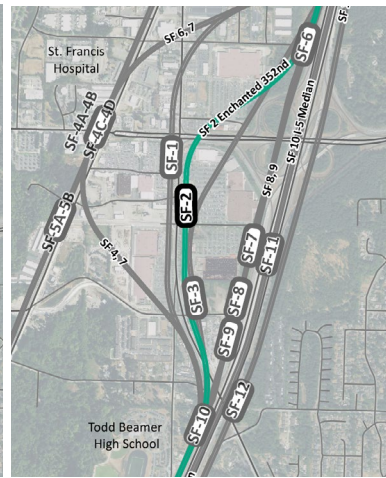
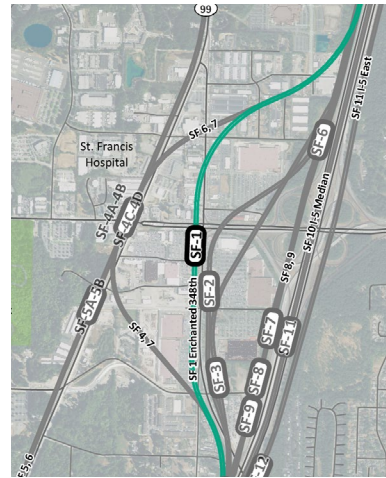
SF 1 Enchanted/348th

SF 2 Enchanted/352nd

SF 3 Enchanted/356th

SF 4 99 North

SF 4 99 North



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS



Ridership Potential

- Faster travel time
- Population and employment within 1/2 mile of station are higher compared to other stations
- Station is within 1/2 mile of some major shopping destinations

- Travel time is in the middle compared to other alternatives
- Population and employment within 1/2 mile of station are higher compared to other stations
- Station is within 1/2 mile of major employers and destinations

- Fastest travel time
- Population and employment within 1/2 mile of station is in the middle compared to other alternatives
- Station is within 1/2 mile of some major shopping destinations as well as educational and recreational facilities

- Slower travel time due to length and curves
- Population and employment within 1/2 mile of station are highest
- Station is within 1/2 mile of some major employers and destinations

- Slower travel time due to length and curves
- Population and employment within 1/2 mile of station are highest
- Station is within 1/2 mile of some major employers and destinations

- Travel time is in the middle compared to other alternatives
- Population and employment within 1/2 mile of station are highest
- Station is within 1/2 mile of some major employers and destinations

- Slower travel time due to length and curves
- Population and employment within 1/2 mile of station are highest
- Station is within 1/2 mile of some major employers and destinations

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT



Supports Future Transit-Oriented Development (TOD) Opportunities

- Commercial Enterprise Zone; also 1/2 mile from zone that allows residential
- Few walkshed barriers within 1/4 mile but I-5, heavy traffic arterials create barriers within 1/2 mile of station
- Station located near amenities such as major retail businesses and other retail businesses

- Commercial Enterprise Zone; zoning does not allow residential development
- Large hill, I-5, heavy traffic arterials, and large block sizes are a barrier to the walkshed within 1/2 mile
- Station located near amenities such as major retail businesses and others further south

- Commercial Enterprise Zone with small area of fully built-out multifamily housing; no other residential development nearby is possible
- Topography, I-5, and busy arterials within 1/2 mile of the station are a walkshed barrier
- Station located near limited amenities to support complete neighborhoods

- Commercial Enterprise Zone; near an Office Park Zone and 1/2 mile from zone that allows multifamily residential
- Few walkshed barriers within 1/2 mile of station
- Station located near the highest number of amenities to support complete neighborhoods

- Commercial Enterprise Zone; near an Office Park Zone and 1/2 mile from zone that allows residential
- Few walkshed barriers within 1/2 mile of station
- Station located near the highest number of amenities to support complete neighborhoods

- Commercial Enterprise Zone; near an Office Park Zone and 1/2 mile from zone that allows multifamily residential
- Few walkshed barriers within 1/2 mile of station
- Station located near the highest number of amenities to support complete neighborhoods

- Commercial Enterprise Zone; near an Office Park Zone and 1/2 mile from zone that allows multifamily residential
- Few walkshed barriers within 1/2 mile of station
- Station located near the highest number of amenities to support complete neighborhoods



Promotes Multimodal Access and Integration

- Some potential for improved nonmotorized access
- Highest number of direct bus routes with minor diversions required for others

- Some potential for improved nonmotorized access
- Highest number of direct bus routes with minor diversions required for others

- Some potential for improved nonmotorized access
- Highest number of direct bus routes with minor diversions required for others

- Some potential for improved nonmotorized access; large block sizes a barrier
- Minimal direct bus service with diversions required for several routes

- Some potential for improved nonmotorized access; large block sizes a barrier
- Minimal direct bus service with diversions required for several routes

- Some potential for improved nonmotorized access; large block sizes a barrier
- Minimal direct service with diversions required for several routes

- Some potential for improved nonmotorized access; large block sizes a barrier
- Minimal direct bus service with diversions required for several routes

PRESERVE THE ENVIRONMENT



Effects on the Natural Environment

- Minimal impacts to wetlands (0.8 acres). No major stream crossings and some minor stream crossings. No floodplain/floodway impacts. Some steep slope impacts.

- Few impacts to wetlands (1 acre). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts.

- Few impacts to wetlands (1.1 acres). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts.

- Minimal impacts to wetlands (0.7 acres). No major stream crossings and few minor stream crossings. No floodplain/floodway impacts. Some steep slope impacts.

- Several impacts to wetlands (4.5 acres). Few major and minor stream crossings. No floodplain/floodway impacts. Fewer steep slope impacts.

- Several impacts to wetlands (4.5 acres). Few major and minor stream crossings. No floodplain/floodway impacts. Fewer steep slope impacts.

- Minimal impacts (0.7 acres) to wetlands. No major stream crossings and some minor stream crossings. No floodplain/floodway impacts. Some steep slope impacts.



Effects on the Built Environment

- Middle amount of impacted acreage; tribal parcel impacted
- Some impacts to historic properties; potential impacts to cemeteries
- Some impacts to viewsheds/view-dependent businesses as well as sensitive noise receptors
- Impacts to areas with existing congestion and high potential for hide/ride impacts to parking (commercial property)

- Middle amount of impacted acreage; tribal parcel impacted
- Few impacts to historic properties; potential impacts to cemeteries and archaeological site
- Some impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors
- Impacts to areas with existing congestion and high potential for hide/ride impacts to parking (commercial property)

- More acreage of impacted parcels; tribal parcel impacted
- Few impacts to historic properties; potential impacts to cemeteries and archaeological site
- Some impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors
- Minimal impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)

- More acreage of impacted parcels compared to other alternatives; tribal parcel impacted
- Some impacts to major parks and historic properties; potential impacts to cemeteries
- Many impacts to viewsheds/view-dependent businesses and some impacts to sensitive noise receptors
- Some impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)

- Highest acreage of impacted parcels; tribal parcel impacted
- Potential impacts to Spring Valley character
- Some impacts to major parks and historic properties; potential impacts to cemeteries and archaeological sites
- Many impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors
- Some impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)

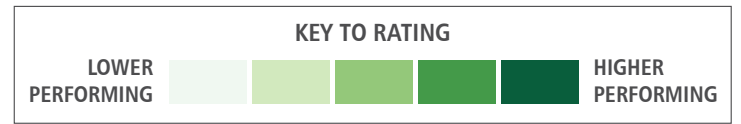
- Higher amount of impacted parcels acreage; tribal parcel impacted
- Potential impacts to Spring Valley character
- Some impacts to parks and historic properties; potential impacts to cemeteries and archaeological sites
- Several impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptors
- Some impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)

- Middle amount of impacted parcels acreage; tribal parcel impacted
- Some impacts to historic properties; potential impacts to cemeteries
- Some impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptors
- Some impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)

SOUTH FEDERAL WAY STATION AREA

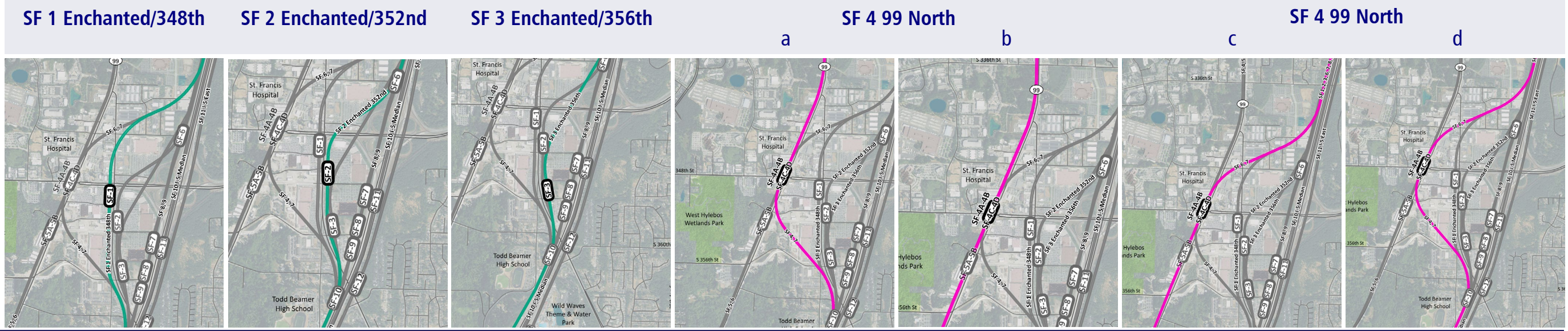
Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.

Enchanted Parkway SR 99 to I-5/SR 99/I-5 to SR 99/I-5 to SR 99 to I-5



EVALUATION CRITERIA	SF 1 Enchanted/348th	SF 2 Enchanted/352nd	SF 3 Enchanted/356th	SF 4 99 North a	SF 4 99 North b	SF 4 99 North c	SF 4 99 North d
SUPPORT EQUITABLE MOBILITY	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Federal Way's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Federal Way's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves similar low-income/minority populations compared to Federal Way's average Moderate amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Federal Way's average Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Federal Way's average Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Federal Way's average Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Federal Way's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations
PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT	<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily and commercial properties) Additional property impacts on Enchanted Parkway Additional alignment length (0.1 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily and commercial properties) Additional property impacts on Enchanted Parkway Additional alignment length (0.1 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily and retail properties) Additional property impacts on Enchanted Parkway No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily, major retail, and commercial properties) Additional property impacts on SR 99 Additional alignment length (0.3 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (commercial properties) Additional property impacts on SR 99 Additional alignment length (0.2 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily and commercial properties) Additional property impacts on SR 99 Additional alignment length (0.4 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily, major retail, and commercial properties) Additional alignment length (0.4 miles) No additional crossings of I-5
Constructability and Engineering Considerations	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines near 23rd Avenue S No crossings of I-5 mainline Some potential to use public right-of-way (ROW) north and south of station 	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines near 23rd Avenue S No crossings of I-5 mainline Some potential to use public ROW north and south of station 	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines near 23rd Avenue S No crossings of I-5 mainline Some potential to use public ROW north and south of station 	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines at S 324th Street and runs parallel along S 324th Street No crossings of I-5 mainline Some potential to use public ROW south of station 	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines at S 324th Street and runs parallel along S 324th Street No crossings of I-5 mainline No potential to use public ROW 	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines near 23rd Avenue S No crossings of I-5 mainline Some potential to use public ROW north of station 	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines near 23rd Avenue S No crossings of I-5 mainline Some potential to use public ROW north and south of station
Operational Considerations	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> Curve at S 348th reduces operating speed to 40 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> Curves near S 324th and S 322nd reduce operating speed to 30 MPH and 45 MPH Curve back to I-5 at 352nd reduces speed to 45 MPH 	<ul style="list-style-type: none"> Curves near S 324th and Pacific Highway S reduce operating speed to 30 MPH and 45 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> Curve at 352nd reduces speed to 45 MPH
Schedule Considerations	<ul style="list-style-type: none"> Impacts multifamily and commercial properties Potential property acquisitions along Enchanted Parkway Impacts to tribal parcel No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> Impacts multifamily and commercial properties Potential property acquisitions along Enchanted Parkway Impacts to tribal parcel No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> Impacts multifamily properties Potential property acquisitions along Enchanted Parkway Impacts to tribal parcel No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> Impacts multifamily and major retail properties Potential property acquisitions along SR 99 Impacts to tribal parcel No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels Potential property acquisitions along SR 99 Impacts to tribal parcel No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> Impacts multifamily property Potential property acquisitions along SR 99 Impacts to tribal parcel No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> Impacts multifamily, major retail, and commercial properties Impacts to tribal parcel No anticipated interaction with other planned transportation projects or infrastructure

SOUTH FEDERAL WAY STATION AREA

Draft Level 1 Detailed Results

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SR 99/I-5 to SR 99

I-5 West

SF 5 99 South

SF 6 I-5/344th

SF 7 I-5/352nd
(Representative Project)

SF 8 I-5/356th

SF 9 I-5/Jet

SF 10 I-5/359th

a

b

The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA



PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS

<p>Ridership Potential</p>	<ul style="list-style-type: none"> Slower travel time due to length and curves Population and employment within 1/2 mile of station are higher Station is within 1/2 mile of major employers and destinations 	<ul style="list-style-type: none"> Travel time is towards the middle compared to other alternatives Population and employment within 1/2 mile of station are higher Station is within 1/2 mile of major employers and destinations 	<ul style="list-style-type: none"> Travel time is fastest Population and employment within 1/2 mile of station are middle to higher Station is within 1/2 mile of some major shopping destinations 	<ul style="list-style-type: none"> Travel time is towards the middle compared to other alternatives Population and employment within 1/2 mile of station are towards the middle Station is within 1/2 mile of major shopping destinations 	<ul style="list-style-type: none"> Fastest travel time Population and employment within 1/2 mile of station are towards the middle compared to other alternatives Station is within 1/2 mile of major shopping destinations as well as educational and recreational facilities 	<ul style="list-style-type: none"> Fastest travel time Population and employment within 1/2 mile of station are towards the middle compared to other alternatives Station is within 1/2 mile of major shopping destinations as well as educational and recreational facilities 	<ul style="list-style-type: none"> Fastest travel time Population and employment within 1/2 mile of station are lower compared to other alternatives Station is within 1/2 mile of few major destinations (educational and recreational facilities)
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SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT

<p>Supports Future Transit-Oriented Development (TOD) Opportunities</p>	<ul style="list-style-type: none"> Commercial Enterprise Zone; near single family homes with larger lot sizes Few walkshed barriers within 1/2 mile of station Station located near few amenities to support complete neighborhoods 	<ul style="list-style-type: none"> Commercial Enterprise Zone; near single family homes with larger lot sizes Few walkshed barriers within 1/2 mile of station Station located near few amenities to support complete neighborhoods 	<ul style="list-style-type: none"> Commercial Enterprise Zone; adjacent to multifamily zone and zone that allows mixed uses I-5 is major barrier to walkshed as well as the layout of the street network Station located near a number of amenities to support complete neighborhoods 	<ul style="list-style-type: none"> Commercial Enterprise Zone; no residential development is possible I-5 is major barrier to walkshed as well as the layout of the street network Station located near some amenities to support complete neighborhoods 	<ul style="list-style-type: none"> Commercial Enterprise Zone; some existing residential but no additional residential development is possible I-5, topography are major barriers to walkshed Station located near limited amenities to support complete neighborhoods 	<ul style="list-style-type: none"> Commercial Enterprise Zone; some existing residential but no additional residential development is possible I-5, topography are major barriers to walkshed Station located near limited amenities to support complete neighborhoods 	<ul style="list-style-type: none"> Located in residential zones I-5, topography are major barriers to walkshed; Todd Beamer HS is also a barrier Station located near limited amenities to support complete neighborhoods
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<p>Promotes Multimodal Access and Integration</p>	<ul style="list-style-type: none"> Some potential for improved nonmotorized access; large block sizes a barrier Minimal direct bus service with diversions required for several routes 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access; large block sizes a barrier Minimal direct bus service with diversions required for several routes 	<ul style="list-style-type: none"> Minimal potential for improved nonmotorized access; large block sizes a barrier No direct bus service; all routes would require diversions and loops 	<ul style="list-style-type: none"> Minimal potential for improved nonmotorized access; large block sizes a barrier Highest number of direct bus routes with minor diversions for others and loops in/of stations required 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access; large block sizes a barrier Highest number of direct bus routes with minor diversions for others and loops in/of stations required 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access; large block sizes a barrier Highest number of direct bus routes with minor diversions required for others 	<ul style="list-style-type: none"> Sidewalks and bicycle facilities present or planned on many streets Minimal to some potential for improved pedestrian access at I-5 Highest number of direct bus routes with minor diversions required for others
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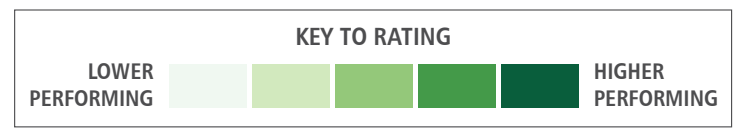
PRESERVE THE ENVIRONMENT

<p>Effects on the Natural Environment</p>	<ul style="list-style-type: none"> Several impacts to wetlands (4.5 acres). Few major and minor stream crossings. No floodplain/floodway impacts. Fewer steep slope impacts. 	<ul style="list-style-type: none"> Several impacts to wetlands (4.5 acres). Few major and minor stream crossings. No floodplain/floodway impacts. Fewer steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.9 acres). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.9 acres). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.9 acres). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.9 acres). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.9 acres). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts.
<p>Effects on the Built Environment</p>	<ul style="list-style-type: none"> Highest amount of impacted acreage; tribal parcel impacted Potential impacts to Spring Valley character Some impacts to major parks, historic properties; potential impacts to cemeteries and archaeological sites Many impacts to viewsheds/view-dependent businesses and some impacts to sensitive noise receptors Some impacts to areas with existing congestion and some potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Higher amount of impacted acreage; tribal parcel impacted Potential impacts to Spring Valley character Some impacts to parks, historic properties; potential impacts to cemeteries and archaeological sites Several impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors Some impacts to areas with existing congestion and some potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Lower acreage of impacted parcels; tribal parcel impacted Few impacts to historic properties; potential impacts to cemeteries and archaeological site Some impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors Many impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Lower acreage of impacted parcels; tribal parcel impacted Potential impacts to major retail business loading Few impacts to historic properties; potential impacts to cemeteries and archaeological site Minimal impacts to viewsheds/view-dependent businesses and sensitive noise receptors Some impacts to areas with existing congestion and high potential for hide/ride impacts to parking (commercial property) 	<ul style="list-style-type: none"> Lower acreage of impacted parcels; tribal parcel impacted Minimal impacts to historic properties; potential impacts to cemeteries and archaeological site Minimal impacts to viewsheds/view-dependent businesses and impacts to sensitive noise receptors Minimal impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Lower acreage of impacted parcels; tribal parcel impacted Few impacts to historic properties; potential impacts to cemeteries and archaeological site No impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors Minimal impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Lower acreage of impacted parcels; tribal parcel impacted Few impacts to historic properties; potential impacts to cemeteries and archaeological site Minimal impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors Minimal impacts to areas with existing congestion and low potential for hide/ride impacts to parking

SOUTH FEDERAL WAY STATION AREA

Draft Level 1 Detailed Results

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SR 99/I-5 to SR 99

I-5 West

SF 5 99 South

SF 6 I-5/344th

SF 7 I-5/352nd (Representative Project)

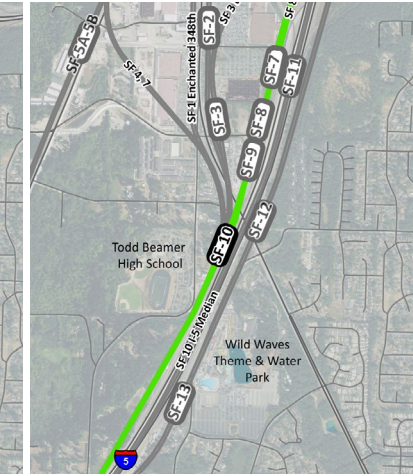
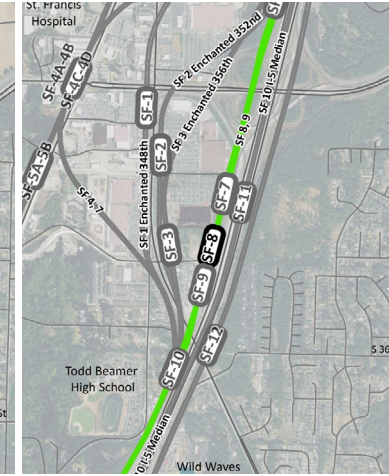
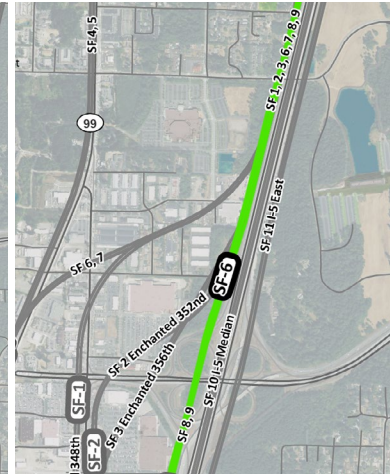
SF 8 I-5/356th

SF 9 I-5/Jet

SF 10 I-5/359th

a

b



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

- Station area serves slightly more low-income/minority populations compared to Federal Way's average
- Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Federal Way's average
- Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Federal Way's average
- Lower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Federal Way's average
- Lower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves similar low-income/minority populations compared to Federal Way's average
- Lower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations

- Station area serves slightly less low-income/minority populations compared to Federal Way's average
- Lower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations

- Station area serves slightly less low-income/minority populations compared to Federal Way's average
- Lower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations

PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

- Additional potential full property acquisitions (commercial properties)
- Additional property impacts on SR 99
- Additional alignment length (0.3 miles)
- No additional crossings of I-5

- Additional potential full property acquisitions (multifamily and commercial properties)
- Additional property impacts on SR 99
- Additional alignment length (0.2 miles)
- No additional crossings of I-5

- Additional potential full property acquisitions (multifamily properties)
- No additional alignment length
- No additional crossings of I-5

- Potential additional costs associated with impacts to businesses
- No additional alignment length
- No additional crossings of I-5

- Additional potential full property acquisitions (multifamily property)
- No additional alignment length
- No additional crossings of I-5

- Additional potential full property acquisitions (multifamily and commercial properties)
- No additional alignment length
- No additional crossings of I-5

- Additional potential full property acquisitions (multifamily property)
- No additional alignment length
- No additional crossings of I-5



Constructability and Engineering Considerations

- Alignment crosses BPA high voltage transmission lines at S 324th Street and runs parallel along S 324th
- No crossings of I-5 mainline
- No public ROW available

- Alignment crosses BPA high voltage transmission lines at S 324th Street
- No crossings of I-5 mainline
- Some potential to use public ROW north of station

- Alignment crosses BPA high voltage transmission lines near 23rd Avenue S
- Coordination with planned SR-18 SB off-ramp
- No crossings of I-5 mainline
- Potential to use WSDOT ROW

- Alignment crosses BPA high voltage transmission lines near 23rd Avenue S
- Coordination with planned SR-18 SB off-ramp
- No crossings of I-5 mainline
- Potential public ROW constricted by off-ramp from SR 18

- Alignment crosses BPA high voltage transmission lines near 23rd Avenue S
- Coordination with planned SR-18 SB off-ramp
- No crossings of I-5 mainline
- Potential to use WSDOT ROW

- Alignment crosses BPA high voltage transmission lines near 23rd Avenue S
- Coordination with planned SR-18 SB off-ramp
- No crossings of I-5 mainline
- Potential to use WSDOT ROW

- Alignment crosses BPA high voltage transmission lines near 23rd Avenue S
- Coordination with planned SR-18 SB off-ramp
- No crossings of I-5 mainline
- Potential to use WSDOT ROW



Operational Considerations

- Curves near S 324th and Pacific Highway S reduce operating speed to 30 MPH and 45 MPH

- All curves at least 55 MPH

- All curves at least 55 MPH

- Curves near S 324th and S 322nd reduce operating speed to 30 MPH

- All curves at least 55 MPH

- All curves at least 55 MPH

- All curves at least 55 MPH



Schedule Considerations

- No impacts to major parcels
- Potential property acquisitions along SR 99
- Impacts to tribal parcel
- No anticipated interaction with other planned transportation projects or infrastructure

- Impacts multifamily parcel
- Potential property acquisitions along SR 99
- Impacts to tribal parcel
- No anticipated interaction with other planned transportation projects or infrastructure

- Impacts multifamily parcels
- Impacts to tribal parcel
- Coordination with SR 18 SB off-ramp necessary

- Impacts multifamily and major retail parcels
- Impacts to tribal parcel
- Coordination with SR 18 SB off-ramp necessary

- Impacts multifamily parcels
- Impacts to tribal parcel
- Coordination with SR 18 SB off-ramp necessary

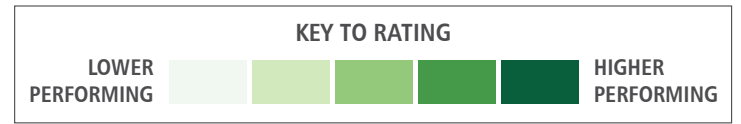
- Impacts multifamily parcels
- Impacts to tribal parcel
- Coordination with SR 18 SB off-ramp necessary

- Impacts multifamily parcels
- Impacts to tribal parcel
- Coordination with SR 18 SB off-ramp necessary

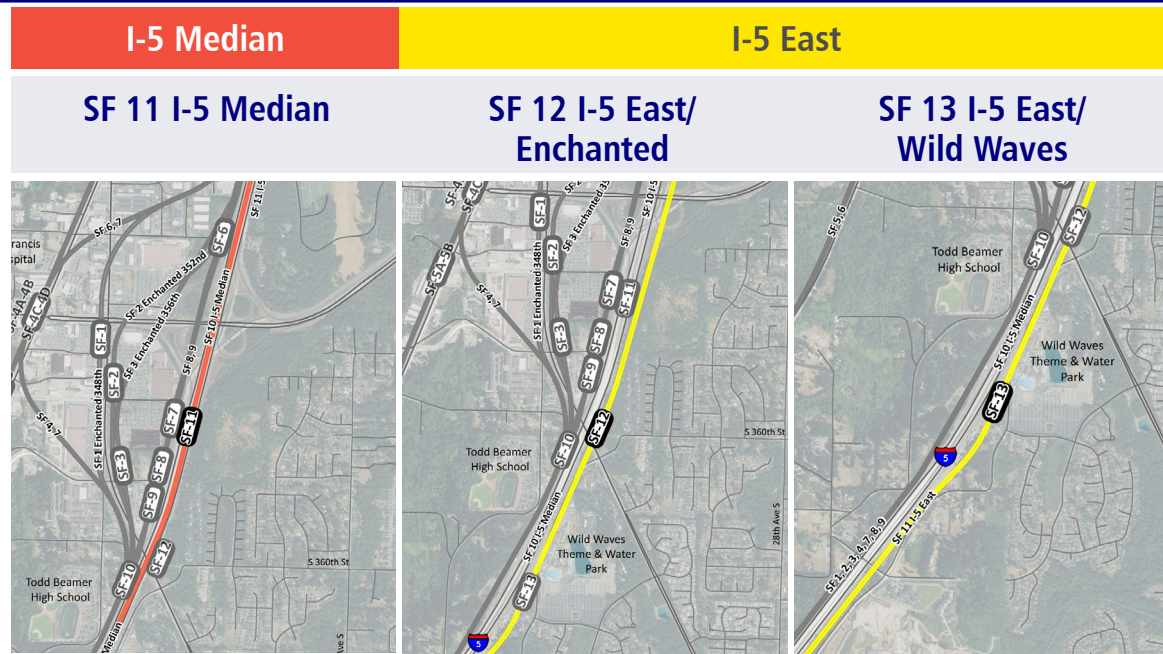
SOUTH FEDERAL WAY STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS

Criterion	SF 11 I-5 Median	SF 12 I-5 East/Enchanted	SF 13 I-5 East/Wild Waves
Ridership Potential	<ul style="list-style-type: none"> Faster travel time Population and employment within 1/2 mile of station are towards middle compared to other alternatives Station is within 1/2 mile of few major destinations (educational and recreational facilities) 	<ul style="list-style-type: none"> Faster travel time Population and employment within 1/2 mile of station are lowest compared to other alternatives Station is within 1/2 mile of few major destinations (educational and recreational facilities) 	<ul style="list-style-type: none"> Faster travel time Population and employment within 1/2 mile of station are lowest compared to other alternatives Station is within 1/2 mile of few major destinations (educational and recreational facilities)

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT

Supports Future Transit-Oriented Development (TOD) Opportunities	<ul style="list-style-type: none"> No zoning over I-5; located near Commercial Enterprise Zone; no additional residential development possible Access to the station could be possible on either side of I-5 Station located near limited amenities to support complete neighborhoods; educational facility nearby 	<ul style="list-style-type: none"> Single-family zone with some existing exceptions for low-rise apartments The station is reachable from either side of I-5 via Enchanted Pkwy but the roadway network and topography east of I-5 reduces the walkshed There are no amenities to support complete neighborhoods 	<ul style="list-style-type: none"> Office Park zone; two single family zones nearby I-5 is a major barrier to the walkshed but access to the south and east is possible There are no amenities to support complete neighborhoods
Promotes Multimodal Access and Integration	<ul style="list-style-type: none"> Potential for improved pedestrian access; large block sizes a barrier Highest number of direct bus routes with minor diversions for others and loops in/of stations required 	<ul style="list-style-type: none"> Limited nonmotorized access due to I-5 and large block sizes and minimal improvement potential Highest number of direct bus routes with minor diversions for others and loops in/of stations required 	<ul style="list-style-type: none"> Limited potential for improved pedestrian access; large block sizes a barrier No direct bus service; diversions from arterials would result in unserved areas

PRESERVE THE ENVIRONMENT

Effects on the Natural Environment	<ul style="list-style-type: none"> Minimal impacts to wetlands (< 0.1 acres). No major stream crossings and few minor stream crossings. No floodplain/floodway impacts. Some steep slope impacts. Potential additional impacts from freeway demolition and widening 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.3 acres). No floodplain/floodway impacts. Several steep slope impacts. Alignment impacts existing open space areas 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.3 acres). No floodplain/floodway impacts. Several steep slope impacts. Alignment impacts existing open space areas
Effects on the Built Environment	<ul style="list-style-type: none"> Lower acreage of impacted parcels; extensive WSDOT ROW needed; no tribal parcels impacted if within WSDOT ROW Potential additional impacts from freeway demolition and widening No impacts to historic properties; potential impacts to cemeteries and archaeological site No impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors Minimal impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Least acreage of impacted parcels; tribal parcel impacted Few impacts to historic properties Minimal impacts to viewsheds/view-dependent businesses and sensitive noise receptors Minimal impacts to areas with existing congestion and low potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Least acreage of impacted parcels; tribal parcel impacted Few impacts to historic properties Minimal impacts to viewsheds/view-dependent businesses and sensitive noise receptors Minimal impacts to areas with existing congestion and medium potential for hide/ride impacts to parking

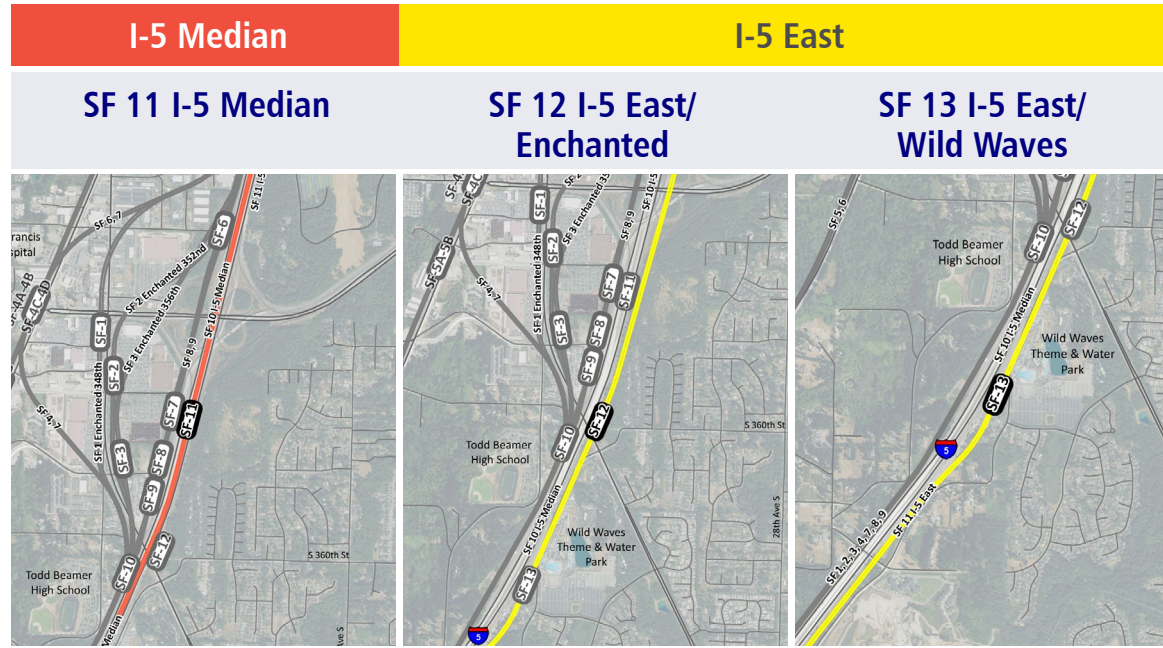
SOUTH FEDERAL WAY STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



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EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

<ul style="list-style-type: none"> Station area serves similar low-income/minority populations compared to Federal Way's average Highest amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly less low-income/minority populations compared to Federal Way's average Lower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves less low-income/minority populations compared to Federal Way's average Lower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations
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PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily property) No additional alignment length 1 additional crossing of I-5 Additional pedestrian overpasses on either side of I-5 Additional cost from freeway demolition and widening 	<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily property) No additional alignment length 1 additional crossing of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (multifamily property) No additional alignment length 1 additional crossing of I-5
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Constructability and Engineering Considerations

<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines, I-5 southbound lanes into median, and major I-5 highway crossings at SR-18 and Enchanted Parkway Coordination with planned SR-18 SB off-ramp Potential to use WSDOT ROW but could require freeway widening 	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines near 23rd Avenue S Crosses I-5 mainline Potential to use WSDOT ROW 	<ul style="list-style-type: none"> Alignment crosses BPA high voltage transmission lines near 23rd Avenue S Crosses I-5 mainline Potential to use WSDOT ROW
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Operational Considerations

<ul style="list-style-type: none"> Curve near S 324th and S 322nd reduces speed to 50 MPH 	<ul style="list-style-type: none"> Curve near S 324th and S 322nd reduces speed to 50 MPH 	<ul style="list-style-type: none"> Curve near S 324th and S 322nd reduces speed to 50 MPH
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Schedule Considerations

<ul style="list-style-type: none"> Impacts multifamily parcel No impacts to tribal parcels Coordination with SR 18 SB off-ramp necessary Crossing of I-5 southbound lanes into median and major I-5 highway crossings at SR-18 and Enchanted Parkway Potential freeway demolition and widening 	<ul style="list-style-type: none"> Impacts multifamily parcel Impacts to tribal parcel Crossing of I-5 	<ul style="list-style-type: none"> Impacts multifamily parcel Impacts to tribal parcel Crossing of I-5
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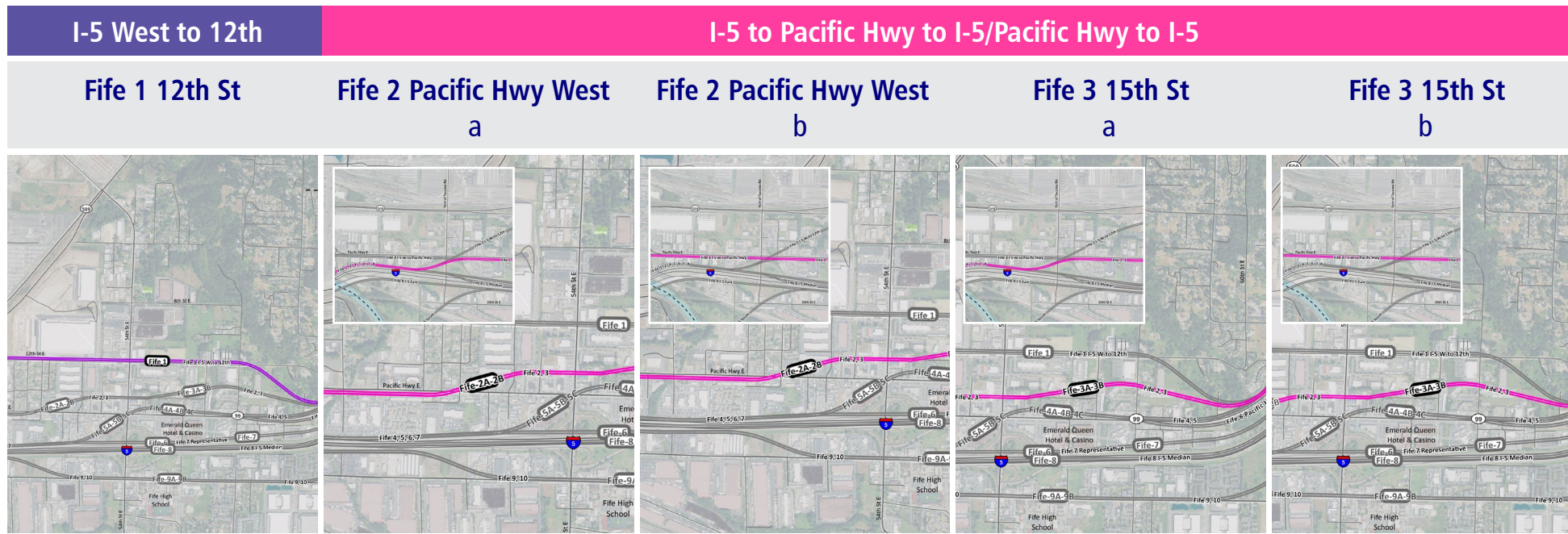
FIFE STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS

	Fife 1 12th St	Fife 2 Pacific Hwy West a	Fife 2 Pacific Hwy West b	Fife 3 15th St a	Fife 3 15th St b
<p>Ridership Potential</p>	<ul style="list-style-type: none"> Slower travel time Station is within 1/2 mile of some major employers and destinations 	<ul style="list-style-type: none"> Slower travel time Station is within 1/2 mile of some major employers and destinations as well as the Port of Tacoma Manufacturing/Industrial Center 	<ul style="list-style-type: none"> Slower travel time Station is within 1/2 mile of some major employers and destinations as well as the Port of Tacoma Manufacturing/Industrial Center 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Station is within 1/2 mile of more major employers and destinations as well as the Port of Tacoma Manufacturing/Industrial Center 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Station is within 1/2 mile of more major employers and destinations as well as the Port of Tacoma Manufacturing/Industrial Center

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT

<p>Supports Future Transit-Oriented (TOD) Development Opportunities</p>	<ul style="list-style-type: none"> Industrial zone; less supportive of housing and business development Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St; existing development may prevent infill of street network Near few amenities except amenities at Fife Square 	<ul style="list-style-type: none"> Business Park zone; supports business development; no residential development is possible Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St Near some amenities that include small-scale shopping and services 	<ul style="list-style-type: none"> Business Park zone; supports business development; no residential development is possible Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St Near some amenities that include small-scale shopping and services 	<ul style="list-style-type: none"> Three zones that are supportive of housing and business development; also City of Fife's future City Center Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St Near few amenities 	<ul style="list-style-type: none"> Station is located in 3 zones that are supportive of housing and business development as well as the City of Fife's future City Center Few walkshed barriers with the exception of heavy semi truck traffic on Pacific Hwy and 54th Near few amenities
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<p>Promotes Multimodal Access and Integration</p>	<ul style="list-style-type: none"> Some potential for improved nonmotorized access No bus service currently provided; options available to provide for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency bus service with options for service modifications
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PRESERVE THE ENVIRONMENT

<p>Effects on the Natural Environment</p>	<ul style="list-style-type: none"> Few impacts to wetlands (1.6 acres). Impacts to several major and minor stream crossings and restoration areas of Wapato Creek. Several impacts to floodplains/floodways (36 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.5 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.5 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts. Minimal steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.5 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.5 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts.
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<p>Effects on the Built Environment</p>	<ul style="list-style-type: none"> More acreage of impacted parcels; several tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites Minimal impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptors Few impacts to areas with existing congestion; low potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Middle amount of impacted parcel acreage; several tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites Some impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptors Some impacts to areas with existing congestion; medium potential for hide/ride parking impacts 	<ul style="list-style-type: none"> Middle amount of impacted parcel acreage; several tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites and sensitive tribal cultural areas Some impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptors Some impacts to areas with existing congestion; medium potential for hide/ride parking impacts 	<ul style="list-style-type: none"> Middle amount of impacted parcel acreage; several tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites Some impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptors Some impacts to areas with existing congestion; low potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Middle amount of impacted parcel acreage; several tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites and sensitive tribal cultural areas Some impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptors Some impacts to areas with existing congestion; low potential for hide/ride impacts to parking
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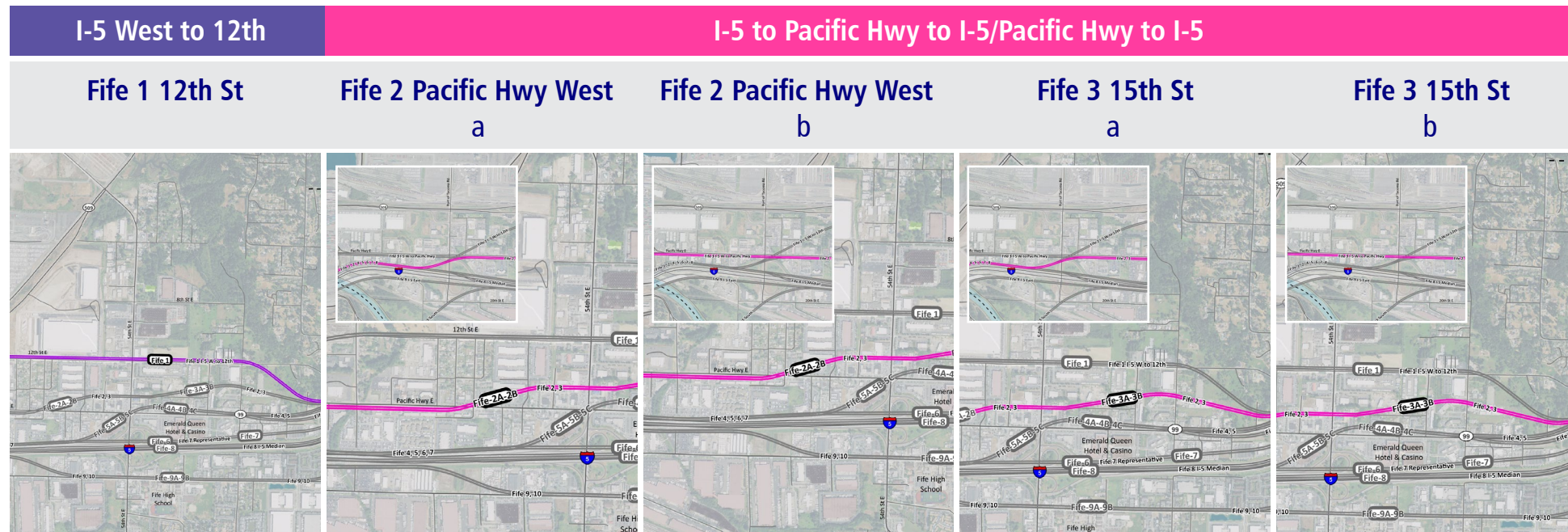
FIFE STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



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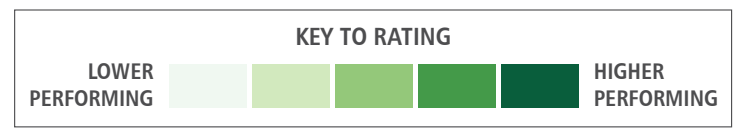
EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY					
<p>Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations</p>	<ul style="list-style-type: none"> Station area serves similar levels of low-income/minority populations compared to Fife's average Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves similar levels of low-income/minority populations compared to Fife's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves similar levels of low-income/minority populations compared to Fife's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations
PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT					
<p>Financial Considerations (compared to Representative Project)</p>	<ul style="list-style-type: none"> Additional potential full property acquisitions (industrial property) No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (commercial property) Shorter alignment length (-0.1 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (commercial property) Shorter alignment length (-0.1 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (commercial property) Shorter alignment length (-0.1 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (commercial property) Shorter alignment length (-0.1 miles) No additional crossings of I-5
<p>Constructability and Engineering Considerations</p>	<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline Some public ROW available north of Fife Heights and after Port of Tacoma Rd; large portion with no public ROW available 	<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline Small portion of public ROW near Port of Tacoma Rd; large portion with no public ROW available 	<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline No public ROW available 	<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline Small portion of public ROW near Port of Tacoma Rd; large portion with no public ROW available 	<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline No public ROW available
<p>Operational Considerations</p>	<ul style="list-style-type: none"> Curve around Fife Heights Ridge reduces operating speed to 35 MPH and 45 MPH 	<ul style="list-style-type: none"> Curve around Fife Heights is 40 MPH Two curves along 15th Ave are 45 MPH One curve reduces speeds to 50 MPH 	<ul style="list-style-type: none"> Curve around Fife Heights is 40 MPH Two curves along 15th Ave are 45 MPH 	<ul style="list-style-type: none"> Curve around Fife Heights is 40 MPH Two curves along 15th Ave are 45 MPH One curve reduces speeds to 50 MPH 	<ul style="list-style-type: none"> Curve around Fife Heights is 40 MPH Two curves along 15th Ave are 45 MPH
<p>Schedule Considerations</p>	<ul style="list-style-type: none"> Impacts to industrial parcels Impacts to several tribal parcels 	<ul style="list-style-type: none"> Impacts to commercial parcel Impacts to several tribal parcels 	<ul style="list-style-type: none"> Impacts to commercial parcel Impacts to several tribal parcels 	<ul style="list-style-type: none"> Impacts to commercial parcel Impacts to several tribal parcels 	<ul style="list-style-type: none"> Impacts to commercial parcel Impacts to several tribal parcels

FIFE STATION AREA

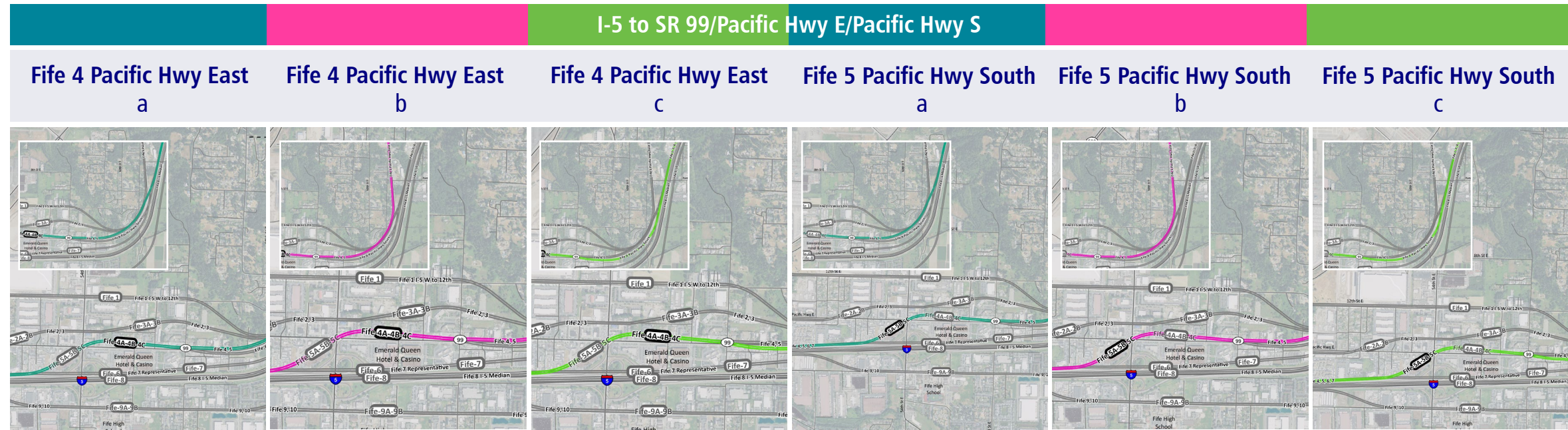
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EVALUATION CRITERIA



PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS

		PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS											
	Ridership Potential	Fife 4 Pacific Hwy East a		Fife 4 Pacific Hwy East b		Fife 4 Pacific Hwy East c		Fife 5 Pacific Hwy South a		Fife 5 Pacific Hwy South b		Fife 5 Pacific Hwy South c	
		<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Station is within 1/2 mile of some major employers and destinations 	<ul style="list-style-type: none"> Faster travel time Station is within 1/2 mile of some major employers and destinations 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Station is within 1/2 mile of some major employers and destinations 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Station is within 1/2 mile of some major employers and destinations 	<ul style="list-style-type: none"> Faster travel time Station is within 1/2 mile of some major employers and destinations 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Station is within 1/2 mile of some major employers and destinations 						

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT

		SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT											
	Supports Future Transit-Oriented (TOD) Development Opportunities	Fife 4 Pacific Hwy East a		Fife 4 Pacific Hwy East b		Fife 4 Pacific Hwy East c		Fife 5 Pacific Hwy South a		Fife 5 Pacific Hwy South b		Fife 5 Pacific Hwy South c	
		<ul style="list-style-type: none"> Community Commercial Zone; very supportive of housing and business development Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St Near amenities such as small shops and services 	<ul style="list-style-type: none"> Community Commercial Zone; very supportive of housing and business development Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St Near amenities such as small shops and services 	<ul style="list-style-type: none"> Community Commercial Zone; very supportive of housing and business development Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St Near amenities such as small shops and services 	<ul style="list-style-type: none"> Regional Commercial zone; supportive of housing and business development but site is outside the City Center area I-5 is a major barrier; major arterials also limit walkshed Near some amenities that include small-scale shopping and services 	<ul style="list-style-type: none"> Regional Commercial zone; supportive of housing and business development but site is outside the City Center area I-5 is a major barrier; major arterials also limit walkshed Near some amenities that include small-scale shopping and services 	<ul style="list-style-type: none"> Regional Commercial zone; supportive of housing and business development but site is outside the City Center area I-5 is a major barrier; major arterials also limit walkshed Near some amenities that include small-scale shopping and services 						
	Promotes Multimodal Access and Integration	Fife 4 Pacific Hwy East a		Fife 4 Pacific Hwy East b		Fife 4 Pacific Hwy East c		Fife 5 Pacific Hwy South a		Fife 5 Pacific Hwy South b		Fife 5 Pacific Hwy South c	
		<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency transit service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency transit service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access Highest frequency bus service with options for service modifications 						

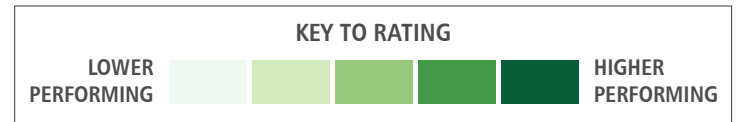
PRESERVE THE ENVIRONMENT

		PRESERVE THE ENVIRONMENT											
	Effects on the Natural Environment	Fife 4 Pacific Hwy East a		Fife 4 Pacific Hwy East b		Fife 4 Pacific Hwy East c		Fife 5 Pacific Hwy South a		Fife 5 Pacific Hwy South b		Fife 5 Pacific Hwy South c	
		<ul style="list-style-type: none"> Minimal impacts to wetlands (0.4 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (21 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.4 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (19 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Some major and minor stream crossings. Many impacts to floodplains/floodways (28 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.4 acres). Few major and minor stream crossings. Many impacts to floodplains/floodways (21 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.4 acres). Few major and minor stream crossings. Many impacts to floodplains/floodways (19 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Some major and minor stream crossings. Many impacts to floodplains/floodways (28 acres). Minimal steep slope impacts. 						
	Effects on the Built Environment	Fife 4 Pacific Hwy East a		Fife 4 Pacific Hwy East b		Fife 4 Pacific Hwy East c		Fife 5 Pacific Hwy South a		Fife 5 Pacific Hwy South b		Fife 5 Pacific Hwy South c	
		<ul style="list-style-type: none"> Fewer acreage of impacted parcels; some tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites Minimal impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors Major impacts to areas with existing congestion; high potential for hide/ride parking impacts (commercial property) 	<ul style="list-style-type: none"> Fewer acreage of impacted parcels; some tribal parcels impacted Some impacts to parks, historic properties; potential impacts to archaeological sites Some impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptors Major impacts to areas with existing congestion; high potential for hide/ride parking impacts (commercial property) 	<ul style="list-style-type: none"> Fewer acreage of impacted parcels; some tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites Minimal impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors Major impacts to areas with existing congestion; high potential for hide/ride parking impacts (commercial property) 	<ul style="list-style-type: none"> Fewer acreage of impacted parcels; some tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites Minimal impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors Major impacts to areas with existing congestion; medium potential for hide/ride parking impacts 	<ul style="list-style-type: none"> Fewer acreage of impacted parcels; some tribal parcels impacted Some impacts to parks, historic properties; potential impacts to archaeological sites Minimal impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptors Major impacts to areas with existing congestion; medium potential for hide/ride parking impacts 	<ul style="list-style-type: none"> Fewer acreage of impacted parcels; some tribal parcels impacted Some impacts to historic properties; potential impacts to archaeological sites Minimal impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors Major impacts to areas with existing congestion; medium potential for hide/ride parking impacts 						

FIFE STATION AREA

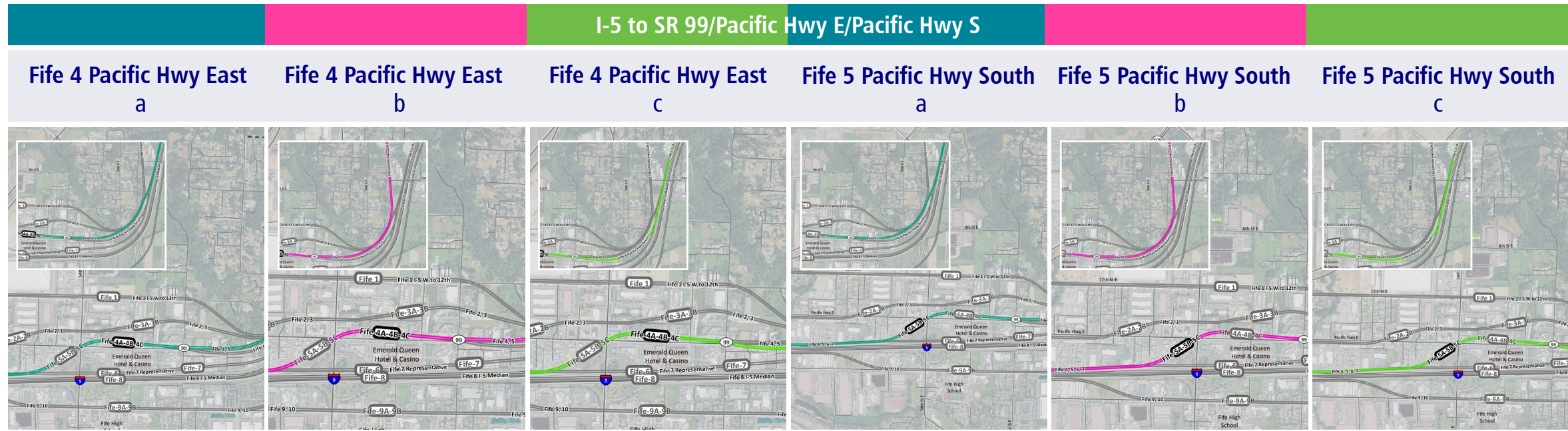
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EVALUATION CRITERIA



SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations
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PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

<ul style="list-style-type: none"> Additional potential full property acquisitions (retail property) No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (retail property) Shorter alignment length (-0.1 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (retail property) No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (retail property) No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (retail property) Shorter alignment length (-0.1 miles) No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions (retail property) No additional alignment length No additional crossings of I-5
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Constructability and Engineering Considerations

<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline Some public ROW north of Fife Heights and west of 54th St interchange 	<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline Minimal public ROW west of 54th St interchange 	<ul style="list-style-type: none"> Crosses two ramps of the planned SR 167 project No crossings of the I-5 mainline Some public ROW north of Fife Heights and west of 54th St interchange 	<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline Public ROW north of Fife Heights and the west of 54th St interchange 	<ul style="list-style-type: none"> Crosses a single ramp of the planned SR 167 project No crossings of the I-5 mainline Minimal public ROW west of 54th St interchange 	<ul style="list-style-type: none"> Crosses two ramps of the planned SR 167 project No crossings of the I-5 mainline Some public ROW north of Fife Heights and west of 54th St interchange
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Operational Considerations

<ul style="list-style-type: none"> Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH 	<ul style="list-style-type: none"> Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH 	<ul style="list-style-type: none"> Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH 	<ul style="list-style-type: none"> Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH 	<ul style="list-style-type: none"> Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH 	<ul style="list-style-type: none"> Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH
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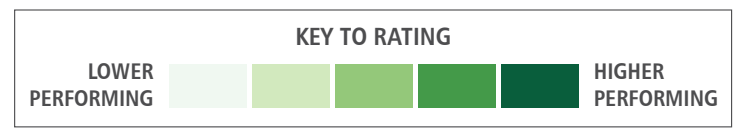
Schedule Considerations

<ul style="list-style-type: none"> Impacts to multifamily and retail parcels Impacts to some tribal parcels 	<ul style="list-style-type: none"> Impacts to multifamily and retail parcels Impacts to some tribal parcels 	<ul style="list-style-type: none"> Impacts to multifamily and retail parcels Impacts to some tribal parcels 	<ul style="list-style-type: none"> Impacts to multifamily and retail parcels Impacts to some tribal parcels 	<ul style="list-style-type: none"> Impacts to multifamily and retail parcels Impacts to some tribal parcels 	<ul style="list-style-type: none"> Impacts to multifamily and retail parcels Impacts to some tribal parcels
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FIFE STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18

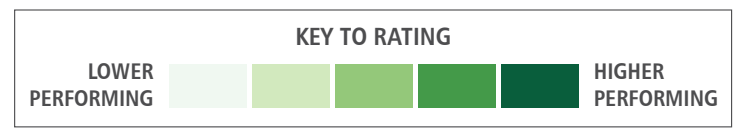


	I-5 West	I-5 Median	I-5 South		
	Fife 6 I-5 West (Representative Project)	Fife 7 I-5 East	Fife 8 I-5 Median	Fife 9 20th St a	Fife 9 20th St b
<p>The ratings are a comparison of each alternative against all other alternatives in the station area.</p>					
EVALUATION CRITERIA					
PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS					
<p>Ridership Potential</p>	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Station is within 1/2 mile of some major employers and destinations 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Station is within 1/2 mile of some major employers and destinations but no existing/future population and employment centers 	<ul style="list-style-type: none"> Slower travel time Station is within 1/2 mile of some major employers and destinations 	<ul style="list-style-type: none"> Slowest travel time Station is within 1/2 mile of some major employers and destinations but no existing/future population and employment centers 	<ul style="list-style-type: none"> Faster travel time Station is within 1/2 mile of some major employers and destinations
SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT					
<p>Supports Future Transit-Oriented (TOD) Development Opportunities</p>	<ul style="list-style-type: none"> Regional Commercial zone; supportive of housing and business development but site is outside the City Center area Potential impacts to tribal facilities I-5 is a major walkshed barrier; major arterials and large developments also limit the walkshed Near few amenities that include small-scale shopping and services 	<ul style="list-style-type: none"> Regional Commercial zone; supportive of housing and business development but site is outside the City Center area I-5 is a major walkshed barrier; topography also limits the walkshed Minimal amenities near the station 	<ul style="list-style-type: none"> Nearby zoning (Regional Commercial, Community Mixed Use) are supportive of housing and business development I-5 is a major walkshed barrier; major arterials also limit the walkshed but access into the station helps reduce I-5 as a barrier Some amenities near the station that support complete neighborhoods 	<ul style="list-style-type: none"> Residential uses near the station; more limited area that can be commercially developed There are some barriers to the walkshed due to I-5 and large street grid Civic and community amenities exist but minimal opportunity to develop service and retail amenities 	<ul style="list-style-type: none"> Residential uses near the station; more limited area that can be commercially developed There are some barriers to the walkshed due to I-5 and large street grid Civic and community amenities exist but minimal opportunity to develop service and retail amenities
<p>Promotes Multimodal Access and Integration</p>	<ul style="list-style-type: none"> Some potential for improved nonmotorized access at I-5 Highest frequency bus service with options for service modifications 	<ul style="list-style-type: none"> Minimal potential for improved nonmotorized access at I-5 Highest frequency bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access at I-5 however median location reduces pedestrian experience Highest frequency bus service with options for service modifications but a longer walk than other stations with access from SR 99 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access at I-5; large block size and access to commercial areas sizes a barrier Less frequent bus service than other alternatives with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access at I-5; large block size and access to commercial areas sizes a barrier Less frequent bus service than other alternatives with options for service modifications
PRESERVE THE ENVIRONMENT					
<p>Effects on the Natural Environment</p>	<ul style="list-style-type: none"> No impacts to wetlands. Few major and minor stream crossings parallel to Hylebos Creek. Many floodplain/floodway impacts (25 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Few major and minor stream crossings parallel to Hylebos Creek. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.1 acres). Few major and minor stream crossings parallel to Hylebos Creek. Some impacts to floodplains/floodways (14 acres). Minimal steep slope impacts. Additional potential impacts from freeway widening 	<ul style="list-style-type: none"> Many impacts to wetlands (> 10 acres). Some major and minor stream crossings parallel to Hylebos Creek. Many impacts to floodplains/floodways (36 acres). Minimal steep slope impacts. 	<ul style="list-style-type: none"> Many impacts to wetlands (> 10 acres). Some major and minor stream crossings parallel to Hylebos Creek. Many impacts to floodplains/floodways (35 acres). Minimal steep slope impacts.
<p>Effects on the Built Environment</p>	<ul style="list-style-type: none"> Fewer acreage of impacted parcels; some tribal parcels impacted including a regionally significant employer Some impacts to historic properties; potential impacts to archaeological sites No impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors Major impacts to areas with existing congestion and high potential for hide/ride parking impacts (commercial property) 	<ul style="list-style-type: none"> Fewer acreage of impacted parcels; some tribal parcels impacted including a regionally significant employer Some impacts to historic properties; potential impacts to archaeological sites No impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors Moderate impacts to areas with existing congestion and low potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Fewer acreage of impacted parcels; extensive WSDOT ROW needed; no tribal parcels impacted if within WSDOT ROW Additional potential impacts from freeway widening Some impacts to historic properties; potential impacts to archaeological sites No impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors Some impacts to areas with existing congestion; medium potential for hide/ride parking impacts 	<ul style="list-style-type: none"> Middle amount of impacted parcel acreage; some tribal parcels impacted Moderate impacts to parks; historic properties; potential impacts to archaeological sites Minimal impacts to viewsheds/view-dependent businesses and some impacts to sensitive noise receptors Some impacts to areas with existing congestion; medium potential for hide/ride parking impacts 	<ul style="list-style-type: none"> More acreage of impacted parcels; some tribal parcels impacted Moderate impacts to parks, historic properties; potential impacts to archaeological sites Minimal impacts to viewsheds/view-dependent businesses and some impacts to sensitive noise receptors Some impacts to areas with existing congestion; medium potential for hide/ride parking impacts

FIFE STATION AREA

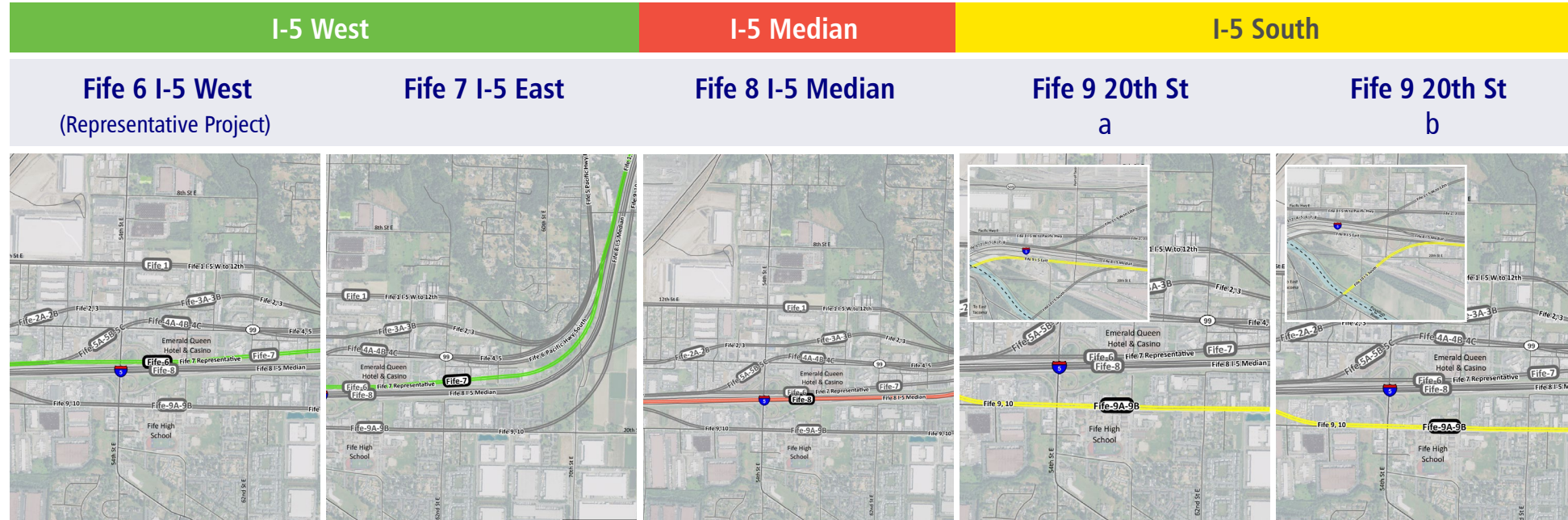
Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA



SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lower amounts of acquisition/displacement would result in lower potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lower amounts of acquisition/displacement would result in lower potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Lowest amounts of acquisition/displacement would result in lower potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves slightly more low-income/minority populations compared to Fife's average Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations
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PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

<ul style="list-style-type: none"> Potential property acquisitions accounted for No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Potential property acquisitions accounted for No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Potential property acquisitions accounted for Additional alignment length (0.1 miles) 1 additional crossing of I-5 Additional pedestrian overpasses on both sides of I-5 at the station 	<ul style="list-style-type: none"> Additional full property acquisitions are possible (multifamily property) Additional alignment length (0.2 miles) 1 additional crossing of I-5 at Puyallup River 	<ul style="list-style-type: none"> Additional full property acquisitions are possible (multifamily property) Shorter alignment length (-0.1 miles) 1 additional crossing of I-5 at Puyallup River
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Constructability and Engineering Considerations

<ul style="list-style-type: none"> Multiple crossings of the planned SR 167 project and crossing of planned 54th St interchange project No crossings of the I-5 mainline Minimal ROW because of SR 167 Project auxiliary lane 	<ul style="list-style-type: none"> Multiple crossings of the planned SR 167 project and crossing of planned 54th St interchange project No crossings of the I-5 mainline Potential to use WSDOT ROW 	<ul style="list-style-type: none"> Two crossings of the planned SR 167 project and crossing of planned 54th St interchange project Potential constructibility challenges from traveling in I-5 median Minimal potential to use WSDOT ROW 	<ul style="list-style-type: none"> Multiple crossings of the planned SR 167 project and crossing of planned 54th St interchange project 1 crossing of the I-5 mainline Public ROW north of Fife Heights and the west of 54th St 	<ul style="list-style-type: none"> Multiple crossings of the planned SR 167 project and crossing of planned 54th St interchange project 1 crossing of the I-5 mainline Public ROW north of Fife Heights and the west of 54th St
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Operational Considerations

<ul style="list-style-type: none"> Two curves reduce speed to 50 MPH near I-5 bend 	<ul style="list-style-type: none"> Two curves reduce speed to 50 MPH near I-5 bend 	<ul style="list-style-type: none"> Two curves near Port of Tacoma Road interchange reduce speeds to 50 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH
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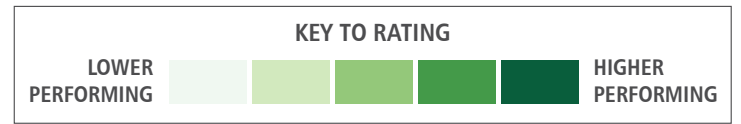
Schedule Considerations

<ul style="list-style-type: none"> Impacts to commercial and multifamily parcels Impacts to some tribal parcels Coordination with the planned SR 167 project and 54th St interchange project 	<ul style="list-style-type: none"> Impacts to commercial and multifamily parcels Impacts to some tribal parcels Coordination with the planned SR 167 project and 54th St interchange project 	<ul style="list-style-type: none"> No impacts to major parcels No impacts to tribal parcels Coordination with the planned SR 167 project and 54th St interchange project 	<ul style="list-style-type: none"> Impacts to multifamily parcels Impacts to some tribal parcels Coordination with the planned SR 167 project and 54th St interchange project 	<ul style="list-style-type: none"> Impacts to multifamily parcels Impacts to several tribal parcels Coordination with the planned SR 167 project and 54th St interchange project
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EAST TACOMA STATION AREA

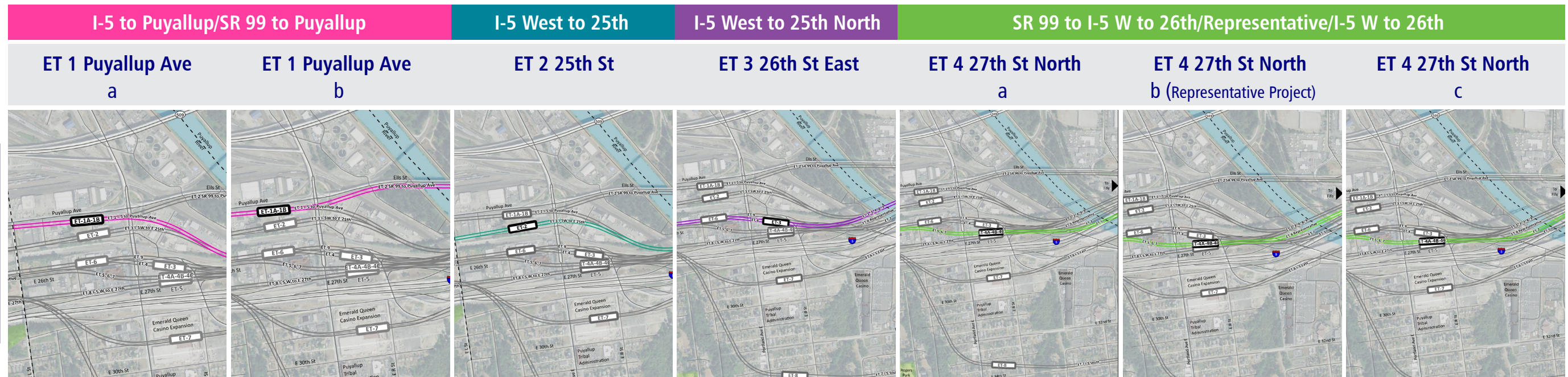
Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA



PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS

	I-5 to Puyallup/SR 99 to Puyallup	I-5 West to 25th	I-5 West to 25th North	SR 99 to I-5 W to 26th/Representative/I-5 W to 26th	ET 1 Puyallup Ave a	ET 1 Puyallup Ave b	ET 2 25th St	ET 3 26th St East	ET 4 27th St North a	ET 4 27th St North b (Representative Project)	ET 4 27th St North c
Ridership Potential	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Lowest population and highest employment Station is near major employers and destinations 	<ul style="list-style-type: none"> Faster travel time Lowest population and highest employment Station is near major employers and destinations 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Lower population and middle employment Station is near major employers and destinations 	<ul style="list-style-type: none"> Faster travel time Population and employment is in the middle compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment is in the middle compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment is in the middle to upper end compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment is in the middle to upper end compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment is in the middle to upper end compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment is in the middle to upper end compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment is in the middle to upper end compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment is in the middle to upper end compared to other alternatives Station is near major employers and destinations, including educational facility

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT

	I-5 to Puyallup/SR 99 to Puyallup	I-5 West to 25th	I-5 West to 25th North	SR 99 to I-5 W to 26th/Representative/I-5 W to 26th	ET 1 Puyallup Ave a	ET 1 Puyallup Ave b	ET 2 25th St	ET 3 26th St East	ET 4 27th St North a	ET 4 27th St North b (Representative Project)	ET 4 27th St North c
Supports Future Transit-Oriented Development (TOD) Opportunities	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Existing transit infrastructure and overpasses constrain walkshed, require nonmotorized users to travel in unpleasant environment Minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Existing transit infrastructure and overpasses constrain walkshed, require nonmotorized users to travel in unpleasant environment Minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Existing transit infrastructure and overpasses constrain walkshed, require nonmotorized users to travel in unpleasant environment Minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 Minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods
Promotes Multimodal Access and Integration	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> More access to the neighborhood south of I-5 Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> More access to the neighborhood south of I-5 Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> More access to the neighborhood south of I-5 Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> More access to the neighborhood south of I-5 Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> More access to the neighborhood south of I-5 Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> More access to the neighborhood south of I-5 Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications

PRESERVE THE ENVIRONMENT

	I-5 to Puyallup/SR 99 to Puyallup	I-5 West to 25th	I-5 West to 25th North	SR 99 to I-5 W to 26th/Representative/I-5 W to 26th	ET 1 Puyallup Ave a	ET 1 Puyallup Ave b	ET 2 25th St	ET 3 26th St East	ET 4 27th St North a	ET 4 27th St North b (Representative Project)	ET 4 27th St North c
Effects on the Natural Environment	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (3 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and several minor stream crossings. Few impacts to floodplains/floodways (3 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and several minor stream crossings. Few impacts to floodplains/floodways (3 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and several minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts.
Effects on the Built Environment	<ul style="list-style-type: none"> Some acreage of impacted parcels; a few tribal parcels impacted Minimal impacts to historic properties Many impacts to areas with existing congestion and low potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Some acreage of impacted parcels; a few tribal parcels impacted Puyallup River bridge crossing impacts a sensitive tribal cultural area Minimal impacts to historic properties Many impacts to areas with existing congestion and low potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> More acreage of impacted parcels; a few tribal parcels impacted Minimal impacts to historic properties Many impacts to areas with existing congestion and low potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; a few tribal parcels impacted Minimal impacts to historic properties Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; several tribal parcels impacted Minimal impacts to historic properties Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; several tribal parcels impacted Minimal impacts to historic properties Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; several tribal parcels impacted Minimal impacts to historic properties Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; several tribal parcels impacted Minimal impacts to historic properties Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; several tribal parcels impacted Minimal impacts to historic properties Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; several tribal parcels impacted Minimal impacts to historic properties Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; several tribal parcels impacted Minimal impacts to historic properties Potential impacts to hazmat sites

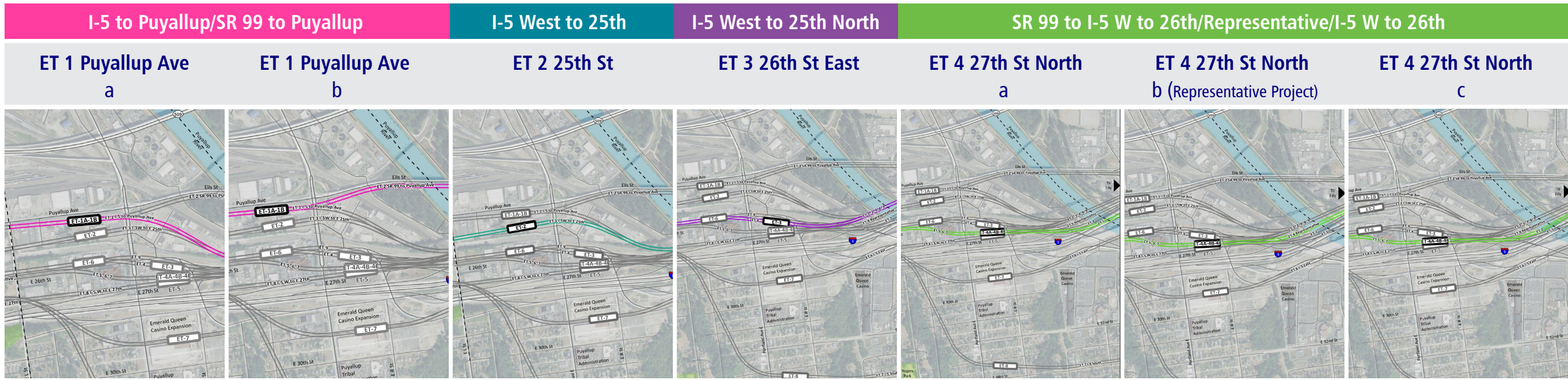
EAST TACOMA STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Lower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Lower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Lower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Lower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations
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PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

<ul style="list-style-type: none"> Less potential full property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Less potential full property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Less potential full property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Less potential full property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> No additional potential full property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> No additional potential full property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> No additional potential full property acquisitions No additional alignment length No additional crossings of I-5
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Constructability and Engineering Considerations

<ul style="list-style-type: none"> No crossings of I-5 mainline No available public ROW 	<ul style="list-style-type: none"> Bridge crossing of Puyallup River is in an area of concern No crossings of I-5 mainline Limited potential to use public ROW 	<ul style="list-style-type: none"> No crossings of I-5 mainline Limited potential to use public ROW 	<ul style="list-style-type: none"> No crossings of I-5 mainline Limited potential to use public ROW; potential space constraints for siting station amenities 	<ul style="list-style-type: none"> No crossings of I-5 mainline Limited potential to use public ROW; potential space constraints for siting station amenities 	<ul style="list-style-type: none"> No crossings of I-5 mainline Limited potential to use public ROW; potential space constraints for siting station amenities 	<ul style="list-style-type: none"> No crossings of I-5 mainline Limited potential to use public ROW; potential space constraints for siting station amenities
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Operational Considerations

<ul style="list-style-type: none"> Curves at Puyallup River reduce operating speed to 45 MPH and 50 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> Curves at Puyallup River reduce operating speed to 45 MPH and 50 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> Curves near Portland Ave and N St reduce speed to 50 MPH 	<ul style="list-style-type: none"> Curves near Portland Ave and N St reduce speed to 50 MPH 	<ul style="list-style-type: none"> Curves near Portland Ave and N St reduce speed to 50 MPH
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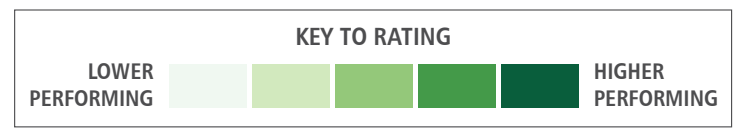
Schedule Considerations

<ul style="list-style-type: none"> No impacts to major parcels Impacts to a few tribal parcels No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels Impacts to a few tribal parcels Coordination needed on location of Puyallup River crossing 	<ul style="list-style-type: none"> No impacts to major parcels Impacts to a few tribal parcels No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels Impacts to a few tribal parcels No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels Impacts to several tribal parcels No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels Impacts to several tribal parcels No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels Impacts to several tribal parcels No anticipated interaction with other planned transportation projects or infrastructure
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EAST TACOMA STATION AREA

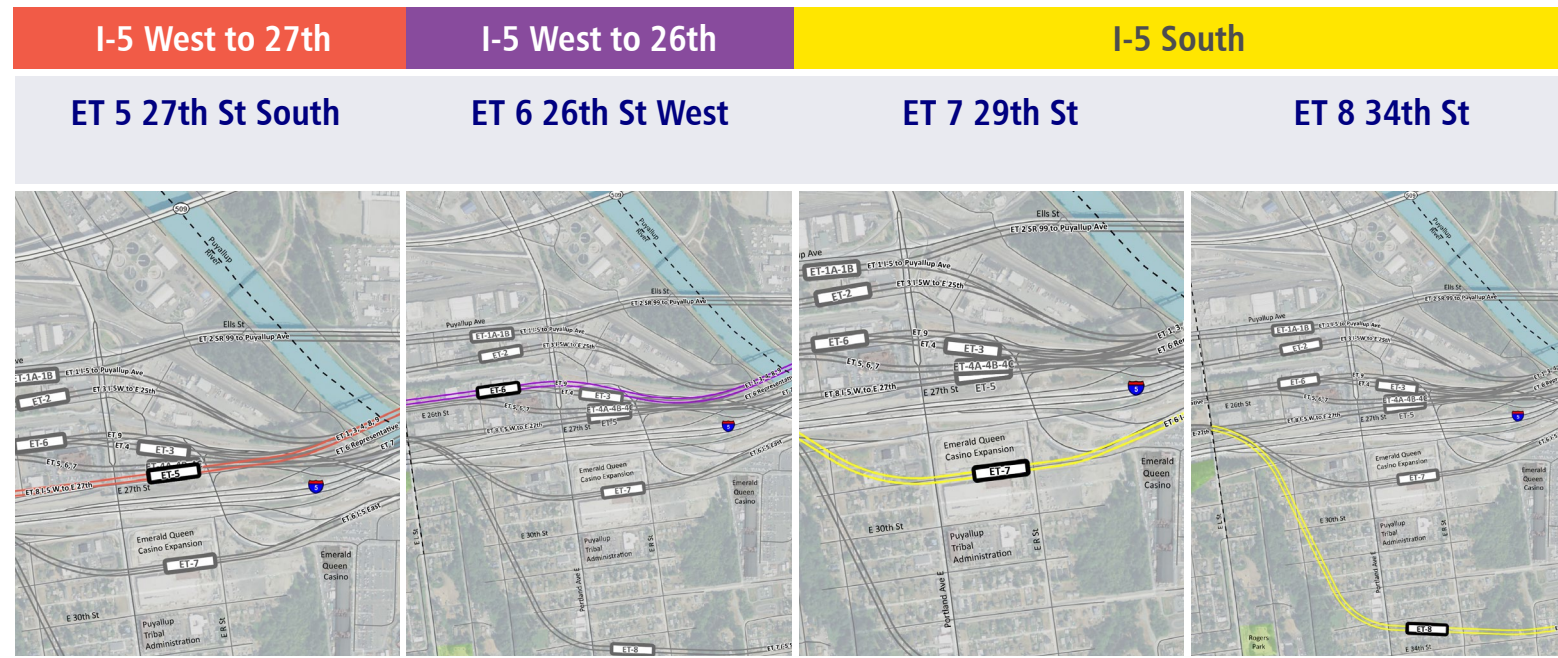
Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA



PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS

	I-5 West to 27th	I-5 West to 26th	I-5 South	
	ET 5 27th St South	ET 6 26th St West	ET 7 29th St	ET 8 34th St
<p>Ridership Potential</p>	<ul style="list-style-type: none"> Faster travel time Population and employment is in the middle to upper end compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Faster travel time Lower population and employment is in the middle compared to other alternatives Station is near major employers and destinations, including educational facility 	<ul style="list-style-type: none"> Slower travel time Higher population and lower employment compared to other alternatives Station is near major employers and destinations, including educational and community facilities 	<ul style="list-style-type: none"> Slower travel time Highest population and lower employment compared to other alternatives Station is near major employers and destinations, including educational and community facilities

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT

<p>Supports Future Transit-Oriented Development (TOD) Opportunities</p>	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Closer to most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Light industrial zone; minimal potential for residential development Further from most pleasant underpassage of I-5 There are minimal amenities that support complete neighborhoods 	<ul style="list-style-type: none"> Inconsistent with tribal economic development and land use goals I-5 is a barrier to the north but there are no other barriers to the walkshed The station would provide access to the tribal headquarters and activity center but there are limited other clusters of amenities 	<ul style="list-style-type: none"> Inconsistent with tribal economic development and land use goals There are minimal barriers to the walkshed There are minimal amenities to support complete neighborhoods
<p>Promotes Multimodal Access and Integration</p>	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Highest levels of bus service with options for service modifications 	<ul style="list-style-type: none"> High potential for improved bicycle access although there are limited crossings of I-5 Less bus service compared to other alternatives with options for service modifications 	<ul style="list-style-type: none"> Residential neighborhood allows for comfortable cycling without designated facilities Many potential opportunities for improved nonmotorized access Lowest levels of bus service with significant diversions from major roadways to provide service

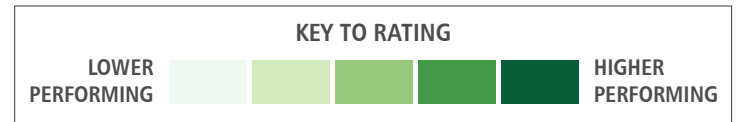
PRESERVE THE ENVIRONMENT

<p>Effects on the Natural Environment</p>	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. 	<ul style="list-style-type: none"> No impacts to wetlands. Puyallup River crossing and few minor stream crossings. Few impacts to floodplains/floodways (4 acres). No steep slope impacts. 	<ul style="list-style-type: none"> Minimal impacts to wetlands (0.1 acres). Puyallup River crossing, few major and minor stream crossings. Several impacts to floodplains/floodways (7 acres). Few steep slope impacts.
<p>Effects on the Built Environment</p>	<ul style="list-style-type: none"> More acreage of impacted parcels; some tribal parcels impacted Minimal impacts to historic properties Minimal impacts to viewsheds/view-dependent businesses and minimal impacts to sensitive noise receptors Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> More acreage of impacted parcels; a few tribal parcels impacted Minimal impacts to historic properties No impacts to viewsheds/view-dependent businesses and minimal impacts to sensitive noise receptors Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Less acreage of impacted parcels; numerous tribal parcels impacted; many residential parcels Impacts to regional employer Some impacts to historic properties; potential impacts to cemetery and archaeological sites Some impacts to viewsheds/view-dependent businesses and moderate impacts to sensitive noise receptors Some impacts to areas with existing congestion and high potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Most acreage of impacted parcels; some tribal parcels impacted; many impacts to residential parcels Moderate impacts to historic properties; potential impacts to cemetery and archaeological sites Some impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptors Minimal impacts to areas with existing congestion and high potential for hide/ride impacts to parking

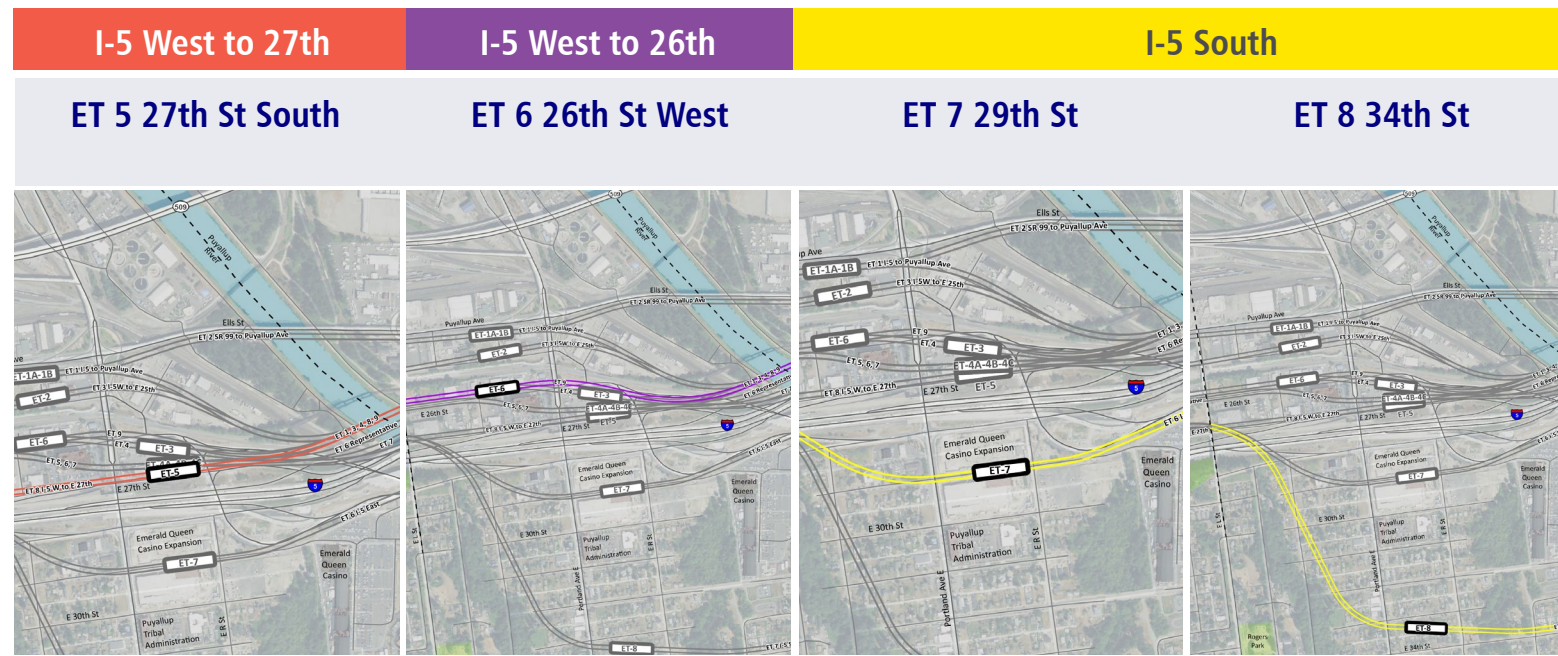
EAST TACOMA STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
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- Station area serves more low-income/minority populations compared to Tacoma's average
- Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations

PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

- Less potential full property acquisitions (commercial property)
- No additional alignment length
- No additional crossings of I-5

- Less potential full property acquisitions (commercial property)
- No additional alignment length
- No additional crossings of I-5

- Less potential full property acquisitions (commercial property)
- Potential impacts to new development
- No additional alignment length
- 1 additional crossing of I-5

- Less potential full property acquisitions (commercial property)
- Additional costs for acquiring residential parcels
- Additional alignment length (0.6 miles)
- 1 additional crossing of I-5



Constructability and Engineering Considerations

- No crossings of I-5 mainline
- Limited potential to use public ROW

- No crossings of I-5 mainline
- Limited potential to use public ROW

- Crosses I-5 mainline
- Minimal potential to use public ROW for short portion across Puyallup River

- Crosses I-5 mainline
- No potential to use public ROW



Operational Considerations

- All curves at least 55 MPH

- All curves at least 55 MPH

- Curves (3) before and after station and at I-5 reduce speeds to 45 MPH

- Curve after station reduces speeds to 35 MPH and to 40 MPH at I-5



Schedule Considerations

- No impacts to major parcels
- Impacts to some tribal parcels
- No coordination needed with other transportation infrastructure or planned projects

- No impacts to major parcels
- Impacts to a few tribal parcels
- No coordination needed with other transportation infrastructure or planned projects

- No impacts to major parcels
- Impacts to numerous tribal parcels
- Coordination for crossing of I-5

- No impacts to major parcels
- Impacts to some tribal parcels
- Coordination for crossing of I-5

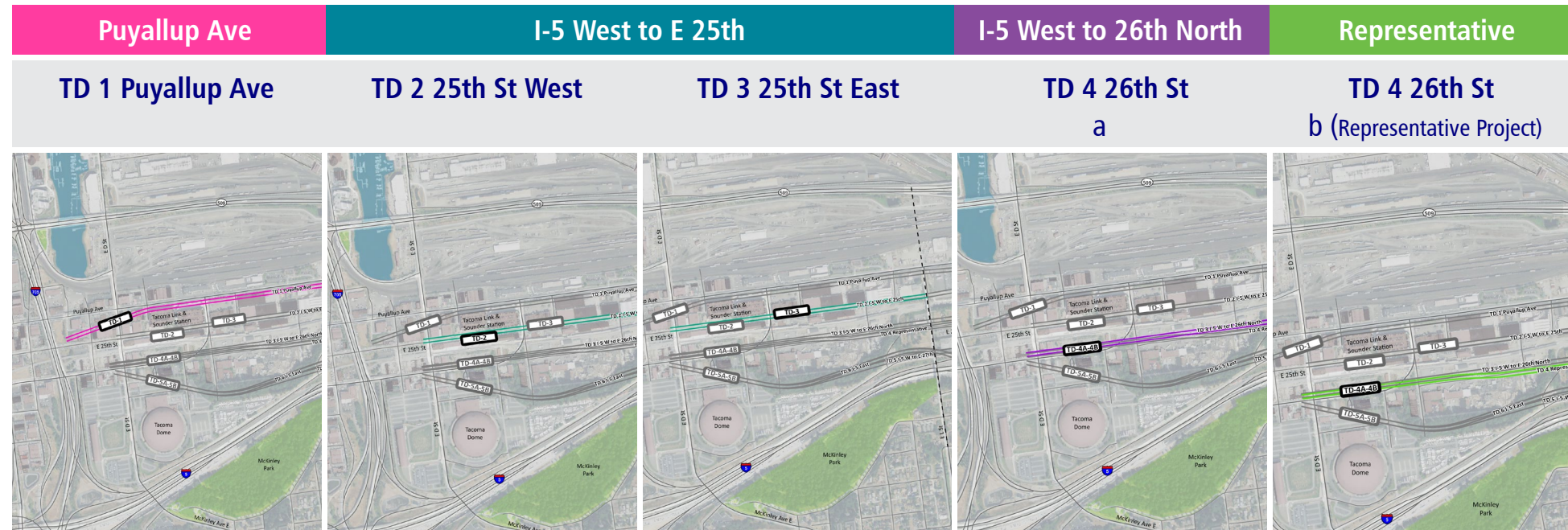
TACOMA DOME STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



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EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS

	Puyallup Ave	I-5 West to E 25th	I-5 West to 26th North	Representative
Ridership Potential	<ul style="list-style-type: none"> Slower travel time Population and employment are highest Station is near major employers and destinations 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment are lower Station is near major employers and destinations 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment are lowest Station is near major employers and destinations 	<ul style="list-style-type: none"> Travel time is in the middle compared to other alternatives Population and employment are towards middle Station is near major employers and destinations

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT

Supports Future Transit-Oriented Development (TOD) Opportunities	<ul style="list-style-type: none"> Supportive of housing and business development; surrounded by other zones that limit development potential Railway, SR 509, and I-705 limit walkshed Access under I-705 is best at this station Some amenities to support complete neighborhoods but some categories are still missing 	<ul style="list-style-type: none"> Supportive of housing and business development Railway, SR 509, and I-705 limit walkshed Access under I-705 is best at this station Some amenities to support complete neighborhoods but some categories are still missing Station would likely impact nearby businesses 	<ul style="list-style-type: none"> Manufacturing zones; least residential development potential Railway, SR 509, and I-705 limit walkshed Some amenities to support complete neighborhoods but some categories are still missing 	<ul style="list-style-type: none"> Supportive of housing and business development; adjacent to industrial zones; Inconsistent with tribal land use and economic goals Railway, topography, SR 509, and I-705 limit walkshed Some amenities to support complete neighborhoods but some categories are still missing 	<ul style="list-style-type: none"> Supportive of housing and business development; adjacent to industrial zones; Inconsistent with tribal land use and economic goals Railway, topography, SR 509, and I-705 limit walkshed Some amenities to support complete neighborhoods but some categories are still missing
Promotes Multimodal Access and Integration	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Station in close proximity to other transit facilities and services 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Station in close proximity to other transit facilities and services 	<ul style="list-style-type: none"> Some potential for improved nonmotorized access although there are limited crossings of I-5 Station in close proximity to other transit facilities and services 	<ul style="list-style-type: none"> Topography and Sounder tracks make nonmotorized connections less convenient Some potential for improved nonmotorized access although there are limited crossings of I-5 Station in close proximity to other transit facilities and services 	<ul style="list-style-type: none"> Topography and Sounder tracks make nonmotorized connections less convenient Some potential for improved nonmotorized access although there are limited crossings of I-5 Station in close proximity to other transit facilities and services

PRESERVE THE ENVIRONMENT

Effects on the Natural Environment	No impacts	No impacts	No impacts	No impacts	No impacts
Effects on the Built Environment	<ul style="list-style-type: none"> Some acreage of impacted parcels; no tribal parcels impacted Some impacts to historic properties Moderate impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Least acreage of impacted parcels; no tribal parcels impacted Minimal impacts to historic properties Moderate impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Least acreage of impacted parcels; no tribal parcels impacted Minimal impacts to historic properties Moderate impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Some acreage of impacted parcels; several tribal parcels impacted Easement for station location; title ownership of land not possible Some impacts to historic properties Few impacts to sensitive noise receptors Higher impacts to areas with existing congestion and high potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> Least acreage of impacted parcels; several tribal parcels impacted Easement for station location; title ownership of land not possible Minimal impacts to historic properties Few impacts to sensitive noise receptors Higher impacts to areas with existing congestion and high potential for hide/ride impacts to parking

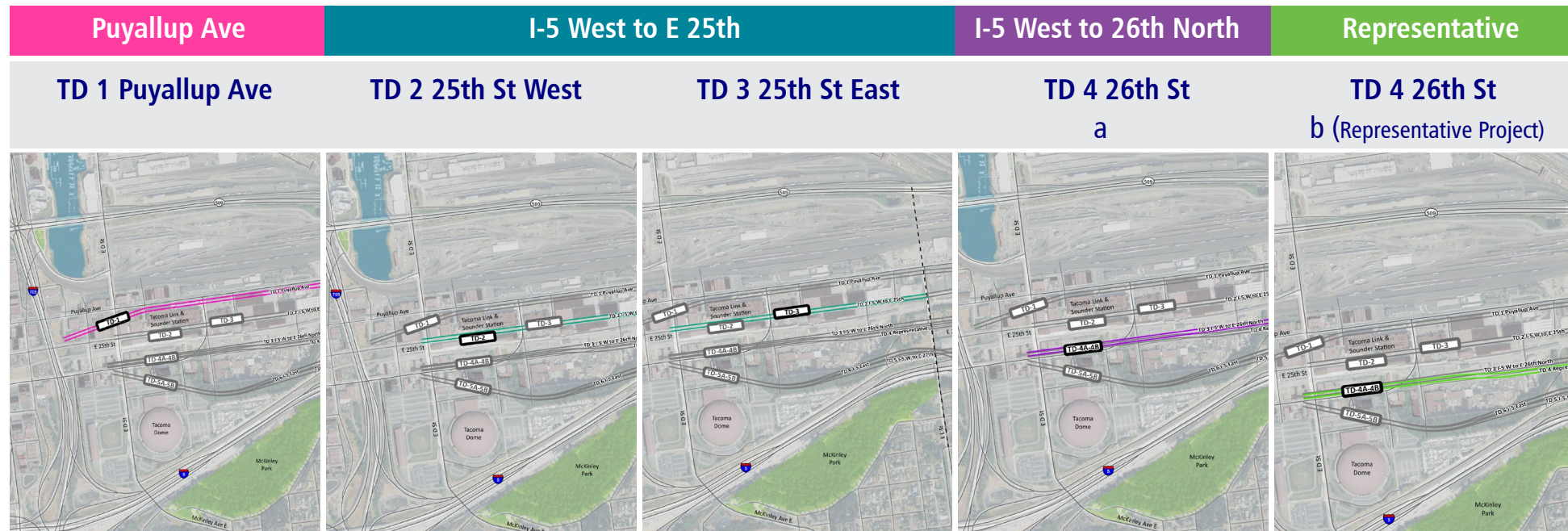
TACOMA DOME STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Lower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Lower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations 	<ul style="list-style-type: none"> Station area serves more low-income/minority populations compared to Tacoma's average Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations
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PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

<ul style="list-style-type: none"> No additional potential property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> Additional potential full property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> No additional potential property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> No additional potential property acquisitions No additional alignment length No additional crossings of I-5 	<ul style="list-style-type: none"> No additional potential property acquisitions No additional alignment length No additional crossings of I-5
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Constructability and Engineering Considerations

<ul style="list-style-type: none"> No crossings of I-5 mainline No public ROW available Lowest potential to extend the light rail line under I-705 and requires crossing over Sounder/heavy rail 	<ul style="list-style-type: none"> No crossings of I-5 mainline No public ROW available Lower potential to extend the light rail line under I-705 and requires crossing over Sounder/heavy rail; An extension at this location would need to avoid Tacoma Link 	<ul style="list-style-type: none"> No crossings of I-5 mainline No public ROW available Lower potential to extend the light rail line under I-705 and requires crossing over Sounder/heavy rail; An extension at this location would need to avoid Tacoma Link 	<ul style="list-style-type: none"> No crossings of I-5 mainline No public ROW available Greatest potential to extend the light rail line under I-705 and creates no conflicts with Sounder/heavy rail 	<ul style="list-style-type: none"> No crossings of I-5 mainline No public ROW available Greatest potential to extend the light rail line under I-705 and creates no conflicts with Sounder/heavy rail
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Operational Considerations

<ul style="list-style-type: none"> Curves at D St and I-705 reduce operating speed to 40 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH 	<ul style="list-style-type: none"> All curves at least 55 MPH
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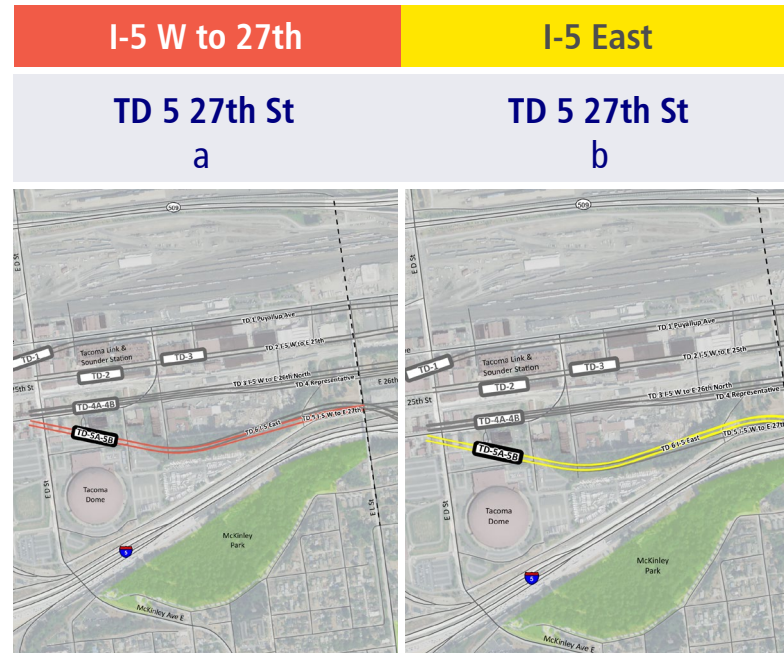


Schedule Considerations

<ul style="list-style-type: none"> No impacts to major parcels No impacts to tribal parcels No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels No impacts to tribal parcels No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels No impacts to tribal parcels No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels Impacts to several tribal parcels Coordination for impacts to tribal property No anticipated interaction with other planned transportation projects or infrastructure 	<ul style="list-style-type: none"> No impacts to major parcels Impacts to several tribal parcels Coordination for impacts to tribal property No anticipated interaction with other planned transportation projects or infrastructure
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The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS



Ridership Potential

- Slower travel time
- Population and employment are towards middle compared to other alternatives
- Station is near major employers and destinations

- Slower travel time
- Population and employment are towards middle compared to other alternatives
- Station is near major employers and destinations

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT



Supports Future Transit-Oriented Development (TOD) Opportunities

- Supportive of housing and business development; adjacent Warehouse/Retail zone also compatible
- Railway, topography, SR 509, and I-705 limit walkshed
- Some amenities to support complete neighborhoods but some categories are still missing and potential for new amenities is limited due to development

- Supportive of housing and business development; adjacent Warehouse/Retail zone also compatible
- Railway, topography, SR 509, and I-705 limit walkshed
- Some amenities to support complete neighborhoods but some categories are still missing and potential for new amenities is limited due to development



Promotes Multimodal Access and Integration

- Topography and Sounder tracks make nonmotorized connections less convenient
- Some potential for improved nonmotorized access although there are limited crossings of I-5
- Farthest from other transit facilities and services

- Topography and Sounder tracks make nonmotorized connections less convenient
- Some potential for improved nonmotorized access although there are limited crossings of I-5
- Farthest from other transit facilities and services

PRESERVE THE ENVIRONMENT



Effects on the Natural Environment

- No impacts

- No impacts



Effects on the Built Environment

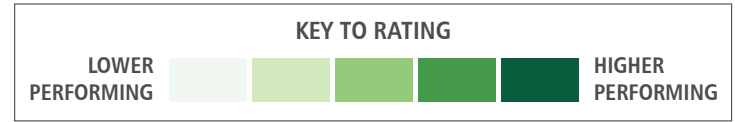
- Some acreage of impacted parcels; a few tribal parcels impacted
- Easement for station location; title ownership of land not possible
- Some impacts to historic properties
- Minimal impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors
- Moderate impacts to areas with existing congestion and high potential for hide/ride impacts to parking

- Some acreage of impacted parcels; a few tribal parcels impacted
- Easement for station location; title ownership of land not possible
- Some impacts to historic properties
- Minimal impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors
- Moderate impacts to areas with existing congestion and high potential for hide/ride impacts to parking

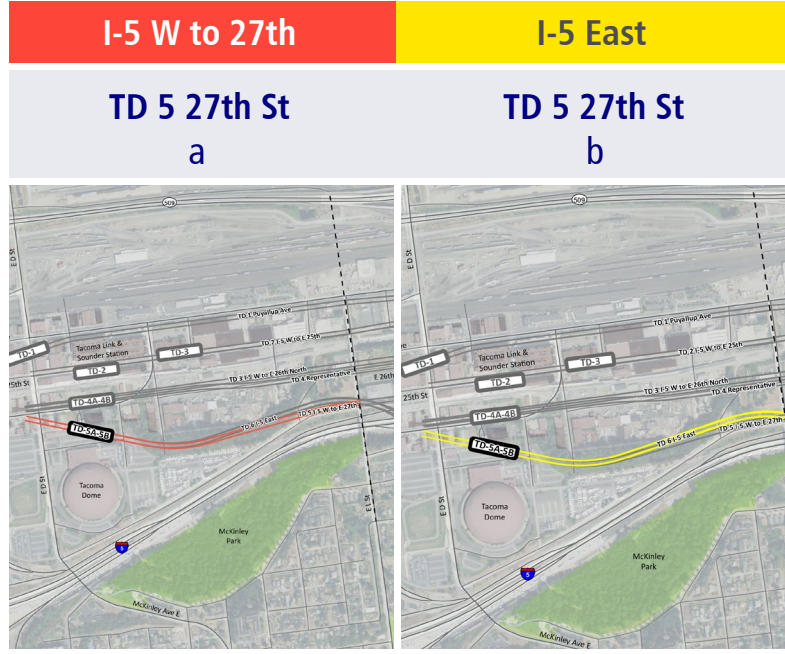
TACOMA DOME STATION AREA

Draft Level 1 Detailed Results

DRAFT 08/31/18



The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations

PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

- No additional potential property acquisitions
- No additional alignment length
- No additional crossings of I-5

- No additional potential property acquisitions
- No additional alignment length
- No additional crossings of I-5



Constructability and Engineering Considerations

- No crossings of I-5 mainline
- No public ROW available
- Greatest potential to extend the light rail line under I-705 and creates no conflicts with Sounder/heavy rail

- Crosses I-5 mainline
- No public ROW available
- Greatest potential to extend the light rail line under I-705 and creates no conflicts with Sounder/heavy rail



Operational Considerations

- Curves at I-5 and after station reduces speed to 45 MPH and 40 MPH

- Curves at I-5 and after station reduces speed to 45 MPH and 40 MPH



Schedule Considerations

- No impacts to major parcels
- Impacts to a few tribal parcels
- No anticipated interaction with other planned transportation projects or infrastructure

- No impacts to major parcels
- Impacts to a few tribal parcels
- Coordination for crossing of I-5