

06/26/2025 Board of Directors Meeting
Written Public Comment Submissions

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Jessica Harmon

To Whom it May Concern;

Please do not demolish Freighthouse square.

Thanks,

Jessica Harmon

Bill Hirt

Attention Sound Transit Board

The below post concludes the extension to Tacoma will only add to the lost access for current 1 Line riders that will begin when Sound Transit extends light rail to Federal Way.

Bill Hirt (Candidate for King County Executive

The Seattle Times's Traffic Lab is the paper's " project that explores the region's policies that determine how we get around and how billions of dollars in public money are spent". A previous post detailed how, prior to the 2016 Prop 1 vote, the paper had recommended voters say "No to Sound Transit 3". Yet, their Traffic Lab project continues to abide if not abbet Sound Transit spending billions on projects that will do nothing to reduce the area's congestion and leave a huge debt.

The latest example being the Traffic Lab abiding a June 12th System Expansion Committee meeting detailing the Sound Transit approach to spending. The meeting agenda "For recommendation to the Board", included Motion No. M2025-31, adding up to \$87,902,394 for a total not to exceed \$181.555,740 for "Phase 3 project development services for the Tacoma Dome Link Extension" project.

That funding was quoted as "Contingent on approval of Resolution No. R2025-14 amending the Adopted 2025 Budget" for the extension. (A budget they'd just approved in March) It authorized a \$144,950,939 increase in 2025 budget from \$112,388,021 to \$257,388,960. (Sound Transit apparently doesn't like reporting their spending in "millions".)

It wasn't clear with M2025-31 taking the additional ~\$88 million, where the rest of the R2025-14's additional \$145 million in 2025 budget will be spent. What is clear is that the Traffic Lab is abiding Sound Transit's System Expansion Committee's failure to recognize that the ST3 extension to Tacoma won't reduce the area's congestion.

They don't recognize Sound Transit's problem with light rail trains limited to 4 cars. Each 74-seat car can accommodate up to 148 riders, 592 per train. A 2004 PSRC study, funded by Sound Transit, concluded safe operation requires 4 minutes between trains, limiting capacity to 8880 riders per hour (rph).

The Traffic Lab should "explore" how that limit affects benefits from the Tacoma Link extension. Sound Transit's latest ridership report for the 1 Line stations from Stadium to Angle Lake was 37,265 boardings, with 11,183 boardings at SeaTac.

If 80% of the 26,082 boardings from the other nine stations were for routes into Seattle during the 3-hour peak commute, 1-Line boardings from Angle Lake to Stadium would average 6955 rph. When 2 Line trains begin service early next year, Line 1 capacity will be limited to 4440 rph. Thus, current Line 1 commuters nearer downtown will lose peak hour access to transit.

The extension to Federal Way later adds to the 1-Line boarders' loss. A June 2024 Traffic Lab article claimed it would add, "18,000 to 23,000 passengers." A similar analysis adds between 4800 and 6122 rph peak hour boardings on the route into Seattle, displacing even more current 1-Line boarders.

The bottom line is Sound Transit plans to spend millions on the Tacoma extension will further reduce current boarder access. The Traffic Lab should recommend the Sound Transit Board delay funding the extension until next year when both Line 2 and Federal Way ridership effects on access for current 1-Line peak commute boardings are known.

Dear Sound Transit Board,

The previous note should have said current 1-Line riders will begin to lose access when Sound Transit begins 2-Line routes through DSTT. Bill Hirt

Paul Sweum

Note: The letter mentioned in tis comment can be found at the end of this document.

Please find the attached PDF letter, intended for the packets of the ST Board meeting on June 26, regarding the Tacoma Dome Link Extension (TDLE) agenda item(s).
I've cc'd the parties indicated at the end of the letter in a forwarding thread to help avoid unnecessary pingbacks.
Thank you!

"Be kind, for everyone you meet is fighting a battle you know nothing about." -Wendy Mass

Paul R. Sweum,
Designer & Fabricator

AZWAglassworks

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Betty Lau

I'm Betty Lau, co-founder of Transit Equity for All.

I quote:

“But our aim is to ensure the Board has excellent options and information, with many levers to pull and dials to turn. And along the way we're going to identify plenty of things we can simply do better, to be able to deliver more efficiently, and to deliver a better product — no obfuscation, no shortcuts, and no nonsense (<https://www.soundtransit.org/blog/platform/work-ahead-responding-to-changing-economic-conditions>).

That is really hard to believe in light of the North and South of CID preferred alternatives that according to ST independent consultants HNTB and VMS, are inefficient and don't connect to anything!

And now your staff is back to looking at 5th Avenue, which would permanently alter a National Register Historic District and destroy this third and final Chinatown, dragging down Japantown and Little Saigon in the process.

Further, I wonder about the billions allocated for getting light rail west to Paine Field with a loop back to I-5 so it becomes the SeaTac of the north.

I wonder at the billions approved for cost overruns for West Seattle Link, even though businesses and residents don't want it.

The real wonder is not understanding why the linchpin of the regional system, the voter approved and CID majority chosen 4th Avenue Transit Hub, doesn't deserve the same consideration of billions spent on doing it right.

People won't use something that is inefficient and wastes their time. Or it's bye-bye ridership, and “I'm so glad I kept my car.”

The 4th Avenue Transit Hub is the only station that best serves the Region and delivers the Sound Transit promised benefits of light rail to communities of color, i.e., the CID.

After all, we communities of color are cited in the Need and Purpose sections of Sound Transit writings for light rail!

What an irony if we are passed over for getting an adjacent station on 4th Avenue! Clearly an inequity compared to the expansion of the downtown core into the Civic Campus or the new residential/office tower development planned for the SODO land owned by a wealthy developer.

Do the right thing, and build the voter approved and majority CID chosen 4th Avenue Transit Hub at Union Station!

Thank you.

Brien Chow

Sound Transit Board Meeting Public Comment by Brien Chow, June 26, 2025, Union Station, 1:30 p.m.

I'm Brien Chow, co-founder of Transit Equity for All.

Please make the most common-sense... regionally responsible choice... the 4th Avenue Station.

This isn't just a Seattle decision...this decision affects all of us:
From [Everett](#) and [Lynnwood](#), to [Tacoma](#), [Auburn](#), [Fife](#), [Fircrest](#), and throughout [King](#), [Pierce](#), and [Snohomish Counties](#)...

We all rely on a unified, seamless transit spine.

4th Avenue gives us one central hub...
easy transfers for Sounder, Link, Amtrak, Streetcar and buses...
and protects access for the Chinatown-International District.

It's the only option that works for commuters, seniors, small businesses, and bringing future opportunities and growth.

It supports equity and climate goals that WSDOT and local agencies want.

But...if you build the North or South CID options...
we'll live with a **broken spine**... slower, longer trips, confusing transfers, and a disjointed system...
that hurts our most **transit-reliant riders**.

Don't divide the region.

Do the right thing—build the 4th Avenue Station and keep us all connected.

Move Forward on 4th! and **Stay Off 5th!**

Thank you.

Brien Chow
Co-Founder, Transit Equity for All
chowbw@gmail.com, 206-853-5883
GO TO FOR INFORMATION... linktr.ee/TransitEquityforAll_MFo4th

Written Sound Transit Board Meeting Public Comment by Brien Chow, June 26, 2025, Union Station, 1:30 p.m.

Introduction: Why This Decision Matters More Than Ever

I'm Brien Chow, co-founder of Transit Equity for All.

The choice between building the 4th Avenue Station or the North/South CID stations is one of the most critical decisions Sound Transit will ever make. This is not just about construction logistics or

short-term costs—it’s about shaping the long-term success, equity, and functionality of our entire regional transit system.

The 4th Avenue Station offers a clear path forward: one unified, efficient, and inclusive hub that serves all riders and communities. In contrast, the North and South CID options create a fractured system, leaving riders with longer, more complicated transfers—and isolating one of Seattle’s most historically significant neighborhoods.

Choosing the wrong alignment would not only be a major setback in terms of rider experience and equity—it would amount to a broken spine in our light rail network, undermining decades of planning, public trust, and regional investment.

Below is a clear breakdown of the real differences between these options—and why avoiding a broken spine must be a top priority for a successful future.

COMMON ADVANTAGES FOR ALL LOCATIONS

Why the 4th Avenue Station is better than the North/South CID options

Advantage Area	<i>Why 4th Avenue is Better</i>	Why North/South CID Stations Don't Work
Transfers	Fast, level, adjacent transfers between Link, Sounder, Amtrak, and buses	Long, confusing transfers; elevators or stairs; disconnected platforms
Commute Time	Saves 5–10 minutes per trip	Longer travel times and delays; missed transfers common
Equity & Access	Closest to the CID; accessible for seniors and people with disabilities	Farther from CID; isolates a vulnerable community; harder for those with mobility needs
Spine Continuity	Keeps the light rail spine unified and simple—rider-friendly	Splits the spine into multiple stations; breaks efficient flow of travel across the region
Construction Impact	Built in-street; allows phased, less disruptive construction	Requires deep boring or full closures; heavy disruption to businesses and traffic
Regional Connectivity	Central and intuitive—connects north-south-east-west efficiently	Off-center, harder-to-reach locations that weaken regional accessibility
Climate Goals	Encourages mode shift to transit; reduces vehicle dependence	Poor transfers discourage ridership; increases car use and emissions

System Simplicity	One clear hub station riders can understand and use easily	Multiple disjointed stations; harder for new or infrequent riders to navigate
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LOCAL & AGENCY-SPECIFIC BENEFITS OF THE 4TH AVENUE STATION

Plus, why the North/South CID options fail local needs

Seattle

Benefits from 4th Avenue.

- Becomes the region's central transfer hub—like Westlake serves the north region
- Protects the Chinatown-International District (CID) from displacement
- Boosts jobs, tourism, and climate action
- Connects neighborhoods without clogging streets

Problems with North/South of CID.

- Disconnects the CID from regional light rail
- Threatens local businesses and historic cultural landmarks
- Undermines Seattle's equity and climate goals
- Disconnects the region, especially the eastside
- Deprives riders easy access to First Hill health care and employment

Tacoma

Benefits from 4th Avenue.

- Preserves fast, direct regional transfers
- Supports workers commuting to and from Seattle
- Honors voter-approved spine continuity

Problems with North/South of CID.

- Slower, more complicated transfers increase travel burdens going north
- Erodes South Sound's role in the regional system
- Deprives riders easy access to First Hill health care and employment

Pierce County

Benefits from 4th Avenue.

- Ensures reliable and efficient access to jobs and services
- Respects South Sound voters and taxpayers
- Promotes regional fairness and economic mobility

Problems with North/South of CID:

- Creates barriers for long-distance riders headed north
- Risks breaking the spine voters invested in
- Deprives riders easy access to First Hill health care and employment
-

Fife

Benefits from 4th Avenue:

- Keeps Fife connected to the whole system
- Upholds ST3 promises and regional accountability

Problems with North/South of CID:

- Undermines direct, efficient travel from small South Sound cities northwards
- Sends a message that South Sound riders are secondary
- Deprives riders easy access to First Hill health care and employment

Auburn

Benefits from 4th Avenue:

- Maintains strong Sounder-to-Link connections
- Promotes regional equity for South King County residents

Problems with North/South of CID:

- Makes commutes longer and more difficult, especially going north
- Weakens integration of suburban communities
- Longer walks to other transit modes
- Deprives riders easy access to First Hill health care and employment

King County

Benefits from 4th Avenue:

- Simplifies transfers across Seattle, Bellevue, and South King County
- Coordinates better with Metro and county-owned infrastructure

- Helps deliver on countywide climate and inclusion goals

Problems with North/South of CID:

- Divides Seattle from the rest of the county transit system
- Makes operations harder for agencies like Metro, especially the G line
- Deprives riders easy access to First Hill health care and employment

Fircrest

Benefits from 4th Avenue:

- Smooth access to Ballard, U-District, and West Seattle
- Improves links to healthcare, education, and jobs

Problems with North/South of CID:

- Adds transfer complexity for small cities in Pierce County
- Reduces reliability and regional equity
- Deprives riders easy access to First Hill health care and employment

Everett

Benefits from 4th Avenue:

- Preserves Everett's role as the spine's northern anchor
- Enhances TOD and high-capacity connectivity
- Minimizes disruption to north-end service during construction

Problems with North/South CID:

- Weakens system cohesion from north to south
- Adds transfer time for long-haul riders going south and trying to return north

Lynnwood

Benefits from 4th Avenue:

- Essential for long-distance commuters
- Supports Lynnwood's economic development and city center

Problems with North/South CID:

- Adds delay and complexity for workers commuting to jobs in Seattle and beyond
- Adds transfer time for long-haul riders going south and trying to return north

Snohomish County

Benefits from 4th Avenue.

- Keeps platform connections clean and reliable
- Supports Eastside and South King job access

Problems with North/South CID.

- Makes multimodal trips longer and less reliable
- Reduces return on Link investment in Lynnwood and Everett
- Adds transfer time for long-haul riders going south and trying to return north

WA Secretary of Transportation / WSDOT

Benefits from 4th Avenue.

- Strengthens multimodal integration: Amtrak, Sounder, Link, buses, streetcar
- Helps meet state climate, access, and investment goals

Problems with North/South of CID.

- Breaks continuity of multimodal connections
- Wastes potential of prior state transportation investments
- Adds transfer time for long-haul riders going south and trying to return north

Bottom Line: Why North/South CID Stations Are a Risky Mistake

- They fragment the transit spine
- They isolate a historic neighborhood, depriving the CID of housing, tourism, and opportunities for economic growth and employment
- They slow down and complicate every regional trip
- They reduce ridership, increase car use, and contradict voter intent

Build 4th Avenue Station - Keep Our Region Connected

It's the smart, efficient, inclusive, and future-proof choice for the entire region.

The 4th Avenue Station is the only choice that keeps our transit system unified, efficient, and fair. It protects the Chinatown-International District,

The North and South CID options would break the spine of our light rail... slowing trips, hurting communities, and making transfers harder for everyone.

Don't divide the system... *Build the 4th Avenue Station.*
It's the smart, fair, and future-proof choice.

Move Forward on 4th! ... Stay Off 5th!

Thank you

Brien Chow
Co-Founder
Transit Equity for All
chowbw@gmail.com, 206-853-5883

GO TO FOR INFORMATION... linktr.ee/TransitEquityforAll_MFo4th

Kit Burns

Note: The attachment referenced in this comment can be found at the end of the document.

Agenda Item M2025-30 - Preferred Light Rail Route

Dear Board Members,

I have reviewed your EIS and recommendation from the City of Tacoma.

The Close to Sounder harms Tacoma and does not serve transit needs.

You have the option to save more than \$100 million and build transit to better serve our region.

The Close to Sounder Option clearly harms and causes long term impacts to Amtrak, the

Sounder, and Tacoma Link.

It also harms the local businesses and community members.

Based on the EIS documents the Portland Avenue Station does not effectively serve transit development.

A station on E. 26th should be developed as the best solution. The EIS documents and studies show this.

Please review this carefully in detail. It is the best option.

EIS documents show that the E 26th Station gives the best access results for Tacoma and the Puyallup Tribal Nation.

Access to EQC Hotel and Puyallup Tribal Nation is better served with frequent bus transit service from E26th street.

Please study this further. I would be happy to share more details and discuss this important issue.

Please see the attached documents for more information.

Kit Burns

PO Box 2341

Tacoma, WA 98401

"Things don't just happen. They are made to happen."

---John F. Kennedy

Kara Swanson

Thank you for the opportunity to provide written comment for today's board meeting. As Atlas Technical Consultants' Principal-in-Charge of our potential Environmental MATOC contract, I am writing to express my full support for Motion No. M2025-32.

This motion reflects a strategic and forward-thinking approach to delivering Sound Transit's program through the continued use of MATOCs.

Through this process, we have strengthened our partnership with the local contracting community. We are proud to stand alongside a team of highly qualified partners and subject matter experts who are ready to support the successful delivery of this important program for the Puget Sound region. This MATOC structure also aligns with Sound Transit's commitment to equitable contracting. Our team includes 13 DBE/SBE subconsultants, and we are especially proud that Atlas, as the prime consultant, grew from DBE legacy firms in this region. Our success is a direct result of opportunities like this, and we are committed to mentoring the next generation of diverse firms.

We bring national experience with MATOCs and know firsthand the significant advantages they offer, including:

- Prequalification of consultants for fast and reliable task order execution,
- Cost savings by streamlining procurement processes, and
- Consistent pricing across contracts, which provides budget predictability and administrative efficiency.

The MATOC contract structure supports a proven and inclusive contracting method that delivers value to the agency and community.

Thank you for allowing an opportunity to provide a comment in support of Motion M2025-32.

Kara Swanson (she/her)

Vice President, Transportation Environmental Market Lead



5050 South Syracuse Street, Suite 1150

Denver, CO 80237

C: 303.378.9237

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Comments received after the meeting's comment deadline

Bill C

Regarding the meeting tonight, I wanted to voice my opposition to the demolition of Freight house square.

It's a historic building with a dozen small businesses within. Located next to the transit hub, it's one of the few safe spots in that neighborhood for me to find food before or after my bus commute.

I would strongly prefer renovation of the existing building and businesses to their demolition.

Bill C , North end resident 98407

Megan Cook

Good afternoon,

I want to voice my opposition to the plan to demolish Freighthouse Square as part of the light rail station construction in the Tacoma Dome area. Not only is Freighthouse Square an historic building, it provides needed local dining and retail opportunities to both Sound Transit & Amtrak riders, as well as members of the public who do not use public transportation. The food court is one of the best parts of using the Tacoma Dome station as my primary transit hub. In fact, I often opt to eat at Freighthouse Square upon my return to Tacoma, rather than eat somewhere in Seattle before I get on the bus/train home. I also shop and eat at Freighthouse Square regularly and independently from my use of Sound Transit Sounder and Express bus services. My family and I greatly value our ability to support small businesses in an historic location in our community.

Demolishing this historic retail and dining location is directly contradictory to the values of transit-oriented development and the interests of the larger Tacoma community. Please consider alternative planning options that would preserve this important Tacoma landmark and the many small businesses that call it home.

Thanks,

Megan Cook

253.223.4954

Paul R. Sweum

217 185th Ave SE #111-206
Covington, WA 98042
AZWAglassworks@gmail.com

June 25, 2025

Board Administrator & Sound Transit Board of Directors

Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Re: Exploring conceptual & design suggestions at Freighthouse Square (structure at currently proposed footprint of “close to Sounder” alternative station) in TDLE

Sound Transit Board members:

I write my comments today as a frequent user of Link light rail and public transit, and as a resident who’s lived in King County for the majority of my adult life.

In the last couple years I’ve spoken at your meetings and written to you on a variety of topics; ranging from letters supporting Federal funding for Link projects, comments on Link design elements, and pushing back on criticism of your hiring practices; to elevating safety for folks with disabilities, no-build options in scoping for stations that compromise Federally-protected historic districts, and improving your communications with disenfranchised groups directly affected by the progress of your works.

Today I write to you on the issue of historic preservation – on-topic with the TDLE agenda item(s) at your June 26, 2025 meeting.

Pending a vote by the Board, the decision to proceed with the “Close to Sounder” station alternative makes sense for a variety of reasons; these have already been assessed and don’t need to be fleshed out in this letter. In short, it’s a well-conceived and workable solution. However, I believe we can all agree an unfortunate and heartbreaking reality in these decisions can sometimes involve having to demolish historic structures, such as the Freighthouse Square, which sits directly in the pathway of this station alternative.

Despite the impacts of this decision on a beloved and unique historical structure in Tacoma and Pierce County, perhaps this scenario creates a fantastic opportunity?

With some foresight, partnering, planning and creativity – I see ways to incorporate design features of the historical Freighthouse Square into the new Link light rail station – or even mimic the current structure in the new station’s rebuilt form.

Some design and project ideas for the “Close to Sounder” station alternative:

1. Mimic the old structural design... using architecture and colors of the current Freighthouse Square, with a rebuild of the outside green shell/wrap encasing the new station and guideway
2. Reusing Freighthouse Square materials... find creative ways to reuse the wood and other materials from the old structure in the new light rail station – with a goal to achieve that delightful musty aged wooden scent experienced in the current structure – the smell of history! (You did tour it and are aware of that, right?)
3. Recreate merchant spaces... at ground level (under the Link station platform and guideway) for merchants, in the spirit of the small businesses currently inhabiting the Freighthouse Square, perhaps giving some sort of priority to those merchants displaced by the teardown & new station construction for reinhabiting their old space
4. Partnering opportunities... since many of these ideas likely fall outside the box of current station “design boilerplates” recently intended to streamline costs for the agency – a prudent approach of seeking involvement and partnerships with local nonprofits and organizations focused on historical preservation in Pierce County and the region – to not only share in costs and other collaborative efforts, but bring perspectives and expertise to the palette and planning of for the station, sounds like an approach worth exploring
5. Specifically, tribal partnering opportunities... this may be an opportunity to advance and enrich relations with the Puyallup Tribe by bringing them into a project like this; by featuring tribal history from the area, highlighting tribal art elements and historical features through storytelling, along with tribal architectural aspects as part of the structure
6. Station naming... acknowledge the Freighthouse Square historical structure as an option in station naming – opposed to a predictable name like “Tacoma Dome station” – to take advantage of the opportunity to showcase the station
7. Transit node branding... explore ways to bring the adjacent Sounder station, T Line, and/or other adjacent features into “branding” – or some sort of reimagined overall rebranding for this new Link/Sounder/T Line transit node
8. If TOD opportunities at this location are minimal or nonexistent, perhaps this provides a project focus that’s simply different – one more merchant and partnership-oriented
9. Tier the project into phases if cost & time constraints with Link station activation prove too problematic – but have dedicated mechanisms in place to keep the project afoot and on pace
10. Done the right way, this might serve as an opportunity worthy of rewards and something in the vein of Architectural Digest, LEED certification and other acknowledgments

These are just a few ideas to start a conversation. At the end of the day, I don't believe it's part of anyone's agenda – Sound Transit, the City of Tacoma, other partners, the residents in the region, future generations and visitors – to see local history like this destroyed and vanish when progress is necessary. In this regard, there's way too many prior lessons and regrets we can point to.

When it cannot be avoided, I believe compromising historic structures in the interest of progress involves additional responsibilities; that the onus is on the part of the entity spearheading the project to get creative and find the means and solutions to avoid erasing that history. I would encourage Sound Transit, in partnership with the City of Tacoma, the Puyallup Tribe, and other entities such as local nonprofits focused on historic preservation techniques, to take on such an effort in this case.

Hopefully this spurs some thoughts and workable concepts on how to mimic design and activity elements of the soon-to-be demolished Freighthouse Square – beyond simply a placard or image at the station that only memorializes it – so current and future generations can experience the history the new Link station will echo. Since, in this scenario, actual preservation and restoration cannot rule the day, I see a unique opportunity for this project to serve as an example of meaningful historic acknowledgement through thoughtful planning and design.

Moreover, it provides a distinct opportunity for the agency to set itself apart from its contemporary metro systems in the United States while also doing right by merchants and challenging itself in partnering capabilities – and historic preservation efforts through that partnering – with the opportunity to craft a remarkable gem in its transit system that draws added interest from its beauty and uniqueness.

Thank you for your attention to this. This letter is of my own accord, with little to no knowledge of the current positions relative entities and stakeholders have in this TDLE effort.

Respectfully and with gratitude,

Paul Sweum

Paul R. Sweum

Cc: Reuben McKnight, Historic Preservation Officer, City of Tacoma
Dean Burke, President & CEO, Visit Tacoma-Pierce County
Historic Preservation Office, Puyallup Tribe
Historic Tacoma
Others TBD

How to save more than \$100 million and shorten construction time by 2 years or more.

Bus Transfer Routes from E 26th Street to EQC Puyallup Tribal Nation, EQC, EQC Hotel and destinations beyond



The Sound Transit TDLE EIS documents show that the E 26th Street Station with a nearby bus transfer station is the best solution for Tacoma transit users.

Using Sound Transit documents and EIS study documents, E. 26th Street Station forms the best transit user hub intersection, has the least impact to Tacoma's D-Link, AMTRAK and Sounder Train-lines, and maintains the historical Freight-house Square Community. It is also the least costly to build with the shortest time-line for construction. It optimizes transit use.

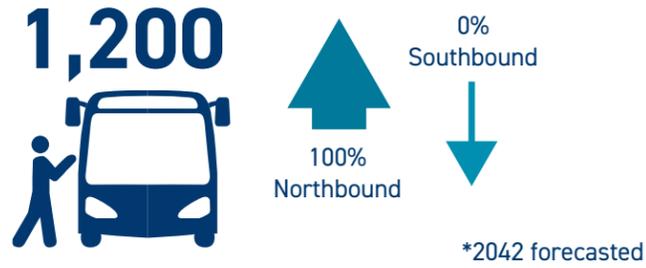
The proposed E Portland Avenue Station should be eliminated as it shows only 3% use by transit riders, according to Sound Transit documents. An estimated 1,200 transit users daily appears optimistic. Pedestrian access would be difficult, inconvenient, and awkward.

This station would be only a bit more than one mile from the last station on the TDLE. Walking from E Portland Avenue takes from 12-18 minutes to the EQC and EQC Hotel and is unacceptable. Walking in the rain, at night, with multiple street crossings (6+ lanes) and heavy vehicle traffic on foot is clearly hazardous to pedestrians.

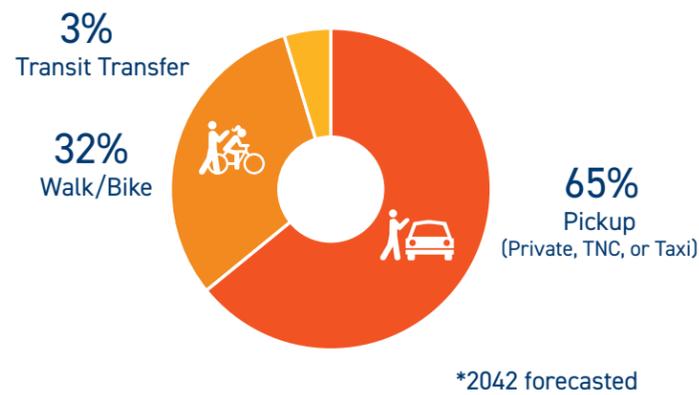
A bus transfer station at E. 26th Street is direct and useful to all transit riders. All buses leaving E 26th would pass by the EQC Hotel at a frequency of 10 to 15 minutes in both directions and as a result, give the best transit service to access the Puyallup Tribal Nation.

Portland Avenue Station Area Context

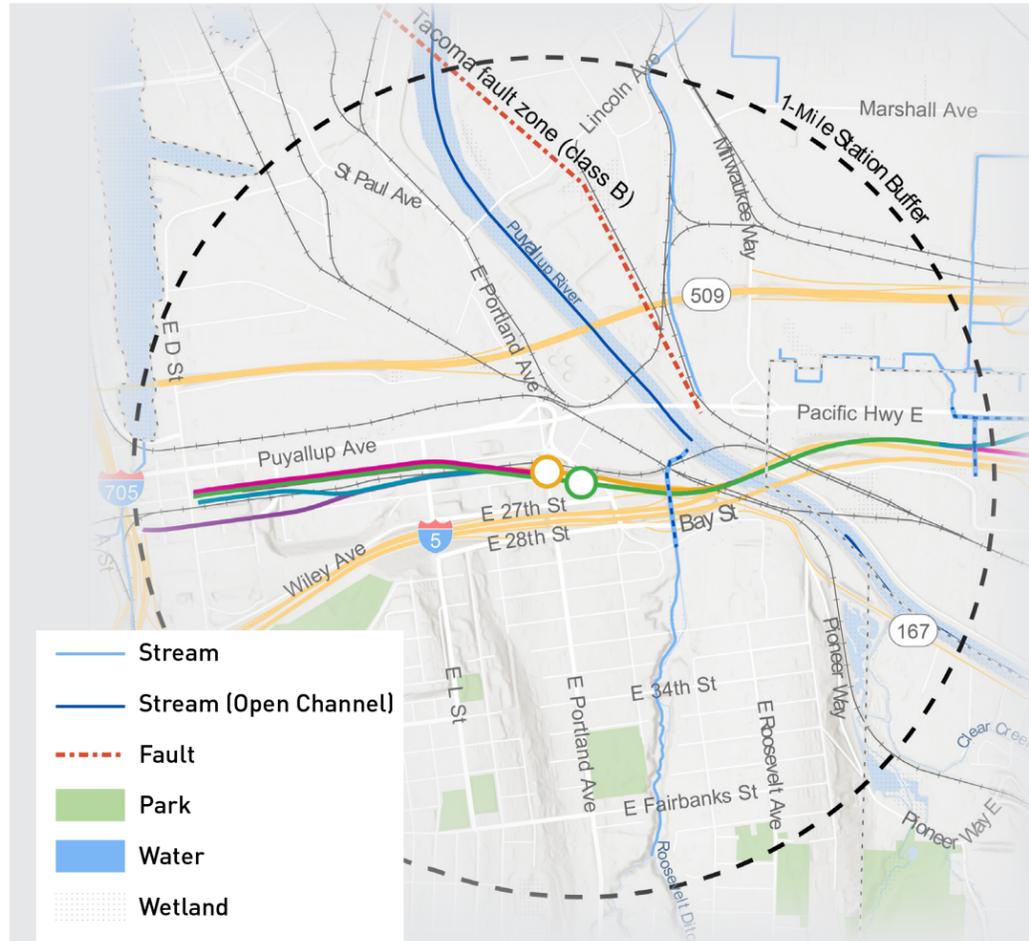
FORECASTED DAILY STATION BOARDINGS



FORECASTED MODE OF ACCESS



FORECASTED LIVING AND WORKING within 1 mile of station



Natural Context:

The Portland Avenue station area is located immediately west of the Puyallup River within the Lower Puyallup Subbasin. The elevation in this area is low before the topography rises to the west and south. The Puyallup River has been extensively altered in this area; rechanneling, levees, and other flood mitigation infrastructure were constructed during the 20th century. There is high susceptibility to seismic hazards in the station area, with high potential for liquefaction.

Historic Context:

The Portland Avenue Station is located in the traditional territory of the Puyallup Tribe of Indians and is within the Puyallup Tribe of Indians Reservation. Several Tribal settlements were present in the vicinity of the mouth of the Puyallup River in the early 19th century. As Tacoma became a commercial and transportation hub at the end of the 19th century, the upper end of Commencement Bay was drained and filled in to support the construction of the Northern Pacific's transcontinental railroad lines and Port of Tacoma shipping infrastructure. These facilities were redeveloped and expanded throughout the 20th century as highways such as US 99 and I-5 were built and integrated into Tacoma's transportation network.



Puyallup Ave Bridge Construction (1926)
Source: National Archives and Records Administration

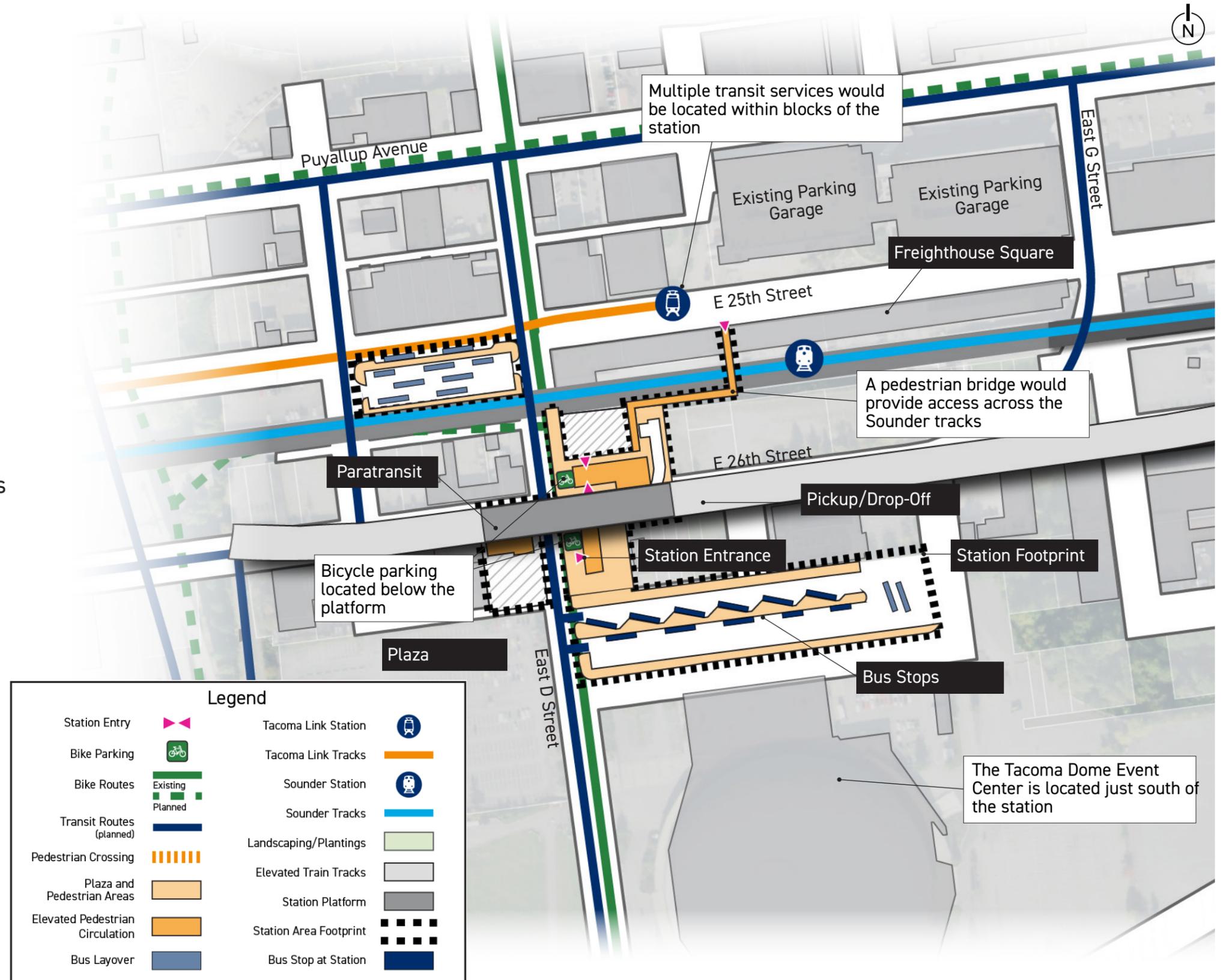


Puyallup Tribal Member Robert Satiacum with Marlon Brando during a Protest (1964)
Source: Seattle Times

Tacoma Dome Stations

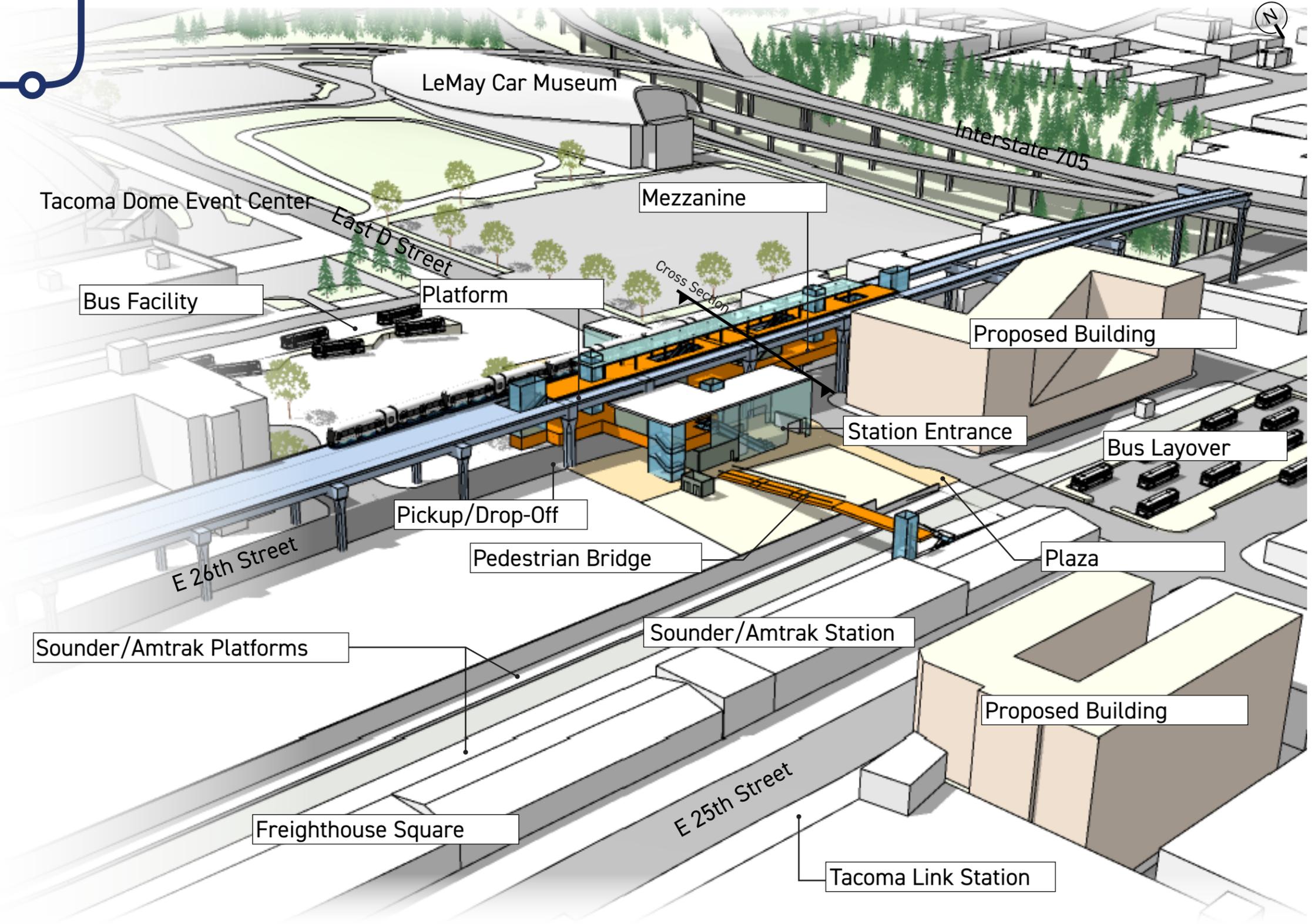
Tacoma 26th Street Station Station Context Plan

The Tacoma 26th Street Station would straddle East D Street at E 26th Street. This station would be just a block from the Tacoma Dome Event Center, making it the closest station location to the event center. However, it is further from some other transit services, including Tacoma Link, Sounder, and Amtrak, located to the north on East D Street. The bus facility would be moved to a location just south of the station at E 27th Street, east of East D Street.



Tacoma Dome Stations

Tacoma 26th Street Station A Look at the Station

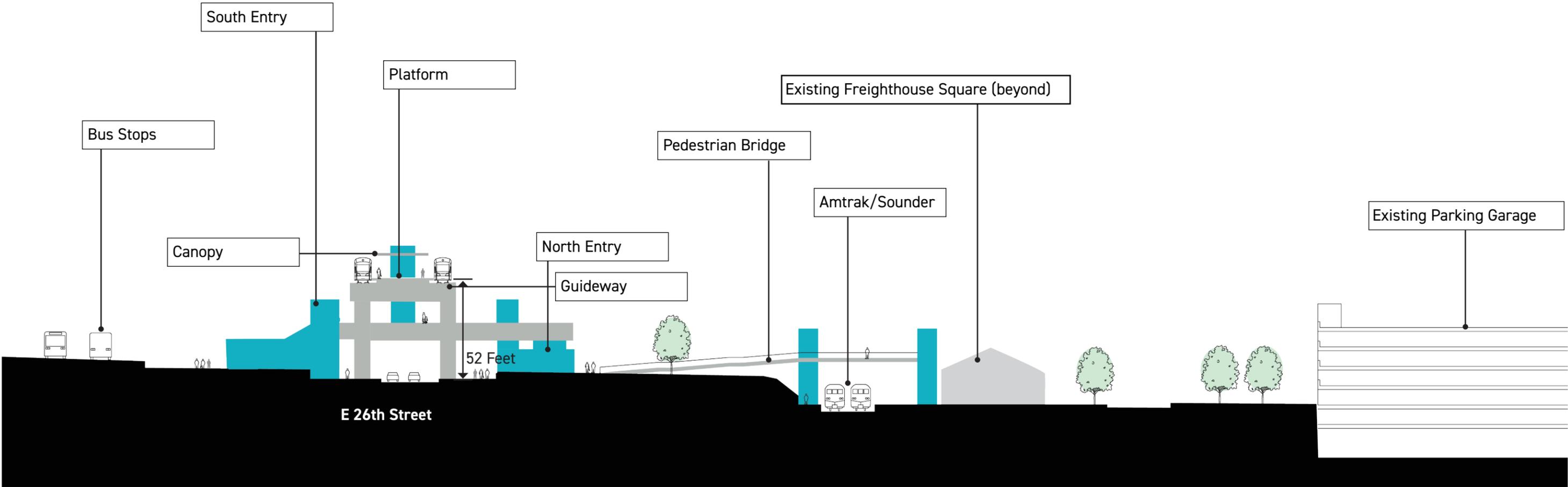


Aerial View of the Station

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Station Cross Section - Looking West

Figure 8 Bicycle Level of Service based on Roadway Characteristics and Existing Bicycle Facility Type

Roadway Characteristics			Bicycle Facility					
Lanes	Speed Limit (MPH)	ADT	No Treatment (with or without shoulder)	Neighborhood Greenway	5 - 7 ft Bike Lane	Buffered Bike Lane (with paint)	Separated Bike Lane (Physical Barrier)	Shared Use Path
1 thru lane per direction (or 1 lane one-way street)	20	0-1,500	1	1	1	1	1	1
	20	>1,500	2	2	1	1	1	1
	25	0-750	1	1	1	1	1	1
	25	750-1,500	2	1	2	1	1	1
	25	1,500-3,000	2	1	2	1	1	1
	20-25	>3,000	3	2	2	2	2	1
	30	<3,000	3	2	2	2	1	1
	30	>3,000	3	3	2	2	2	1
	35	Any	4	4	4	3	2	1
	40	Any	4	4	4	4	2	1
	45	Any	4	4	4	4	2	1
>=50	Any	4	4	4	4	2	1	
2 thru lanes per direction	20	<7,000	3	3	2	2	2	1
	20	>7,000	3	3	3	2	2	1
	25	<7,000	3	3	2	2	2	1
	25	>7,000	3	3	3	2	2	1
	30	<7,000	3	3	3	2	2	1
	30	>7,000	4	4	3	3	2	1
	35	Any	4	4	4	3	2	1
	40	Any	4	4	4	4	2	1
	45	Any	4	4	4	4	2	1
	50 or more	Any	4	4	4	4	2	1
3+ thru lanes per direction	20 - 25	Any	4	4	3	3	2	1
	30	Any	4	4	4	3	2	1
	35	Any	4	4	4	4	2	1
	40	Any	4	4	4	4	2	1
	45	Any	4	4	4	4	2	1
	50 or more	Any	4	4	4	4	2	1

Pedestrian Access using the **E. Portland Station** is potentially dangerous as there are more than 3+ lanes per direction. A station at E. Portland Avenue is not an acceptable solution to meet transit needs for multiple reasons including proximity to the last station destination which is a little more than one mile away from the last stop.

Portland Avenue Station Area Context

The Portland Avenue station area is centered on Portland Avenue at E 26th Street in Tacoma. There is one station (Portland Avenue Station) and a design option (Portland Avenue Span Station Option) being studied. The station area is currently home to some 7,800 residents, primarily south of I-5. Also located south of I-5 is the new Emerald Queen Casino and Hotel as well as the Puyallup Tribe Headquarters. The station is located in the traditional homelands of the Puyallup Tribe and is located inside the Puyallup Tribe reservation boundary. North of I-5, the area is primarily oriented toward freight and transportation, in support of the Port of Tacoma just to the north.



City and Community Perspectives:

- ① Prioritize safe and reliable connections from the station to the community on the south side of I-5
- ② Coordinate closely with the Puyallup Tribe regarding pedestrian and bicycle station access from their facilities, including the Emerald Queen Casino and Puyallup Tribe Administrative facilities
- ③ Concern that future development opportunities would be limited by the proximity of I-5 and train tracks
- ④ Interest in adding more bicycle parking options
- ⑤ Consider how to optimize circulation through drop-off and pickup zones to avoid congestion



