

*06/04/2026 Rider Experience and
Operations Committee Meeting Written
Public Comment Submissions*

Submissions

Kit Burns..... 2

[Kit Burns](#)

Note: The attachment corresponding to this comment can be found at the end of this document.

Executive Committee Meeting

Rider Experience and Operations Committee Meeting

June 4, 2026

Dear Chair,

I have attached an eight page PDF document responding to the direction of the Sound Transit Board to save costs, shorten construction, and provide complete rider access to the South Sound TDLE community.

This proposal does that and is based upon information found in the DEIS documents. Importantly it shows how reliable transit connections can be made with the Puyallup Tribe much sooner than 2041. They don't have access today and unless changes are made, may not have convenient access in the future.

Locating the future transit 1-Link connection at E 26th Street and E "D" Street while preserving Freighthouse Square for transit riders and local business use, redirecting current bus routes to the Puyallup Tribal Headquarters, and eliminating the E Portland Avenue Station will save costs, time, and provide multiple connection options for the Puyallup Tribe and transit rider community.

This needs review by the Puyallup Tribe and other governing agencies. I hope these ideas will be considered in your deliberations to determine the most beneficial design solutions for transit.

Sincerely,

Kit Burns

Tacoma

Attachment: PDF

PS: I make these recommendations based on my 50 years of experience as a practicing Architect in Western Washington with multiple public projects affecting our designed environment.

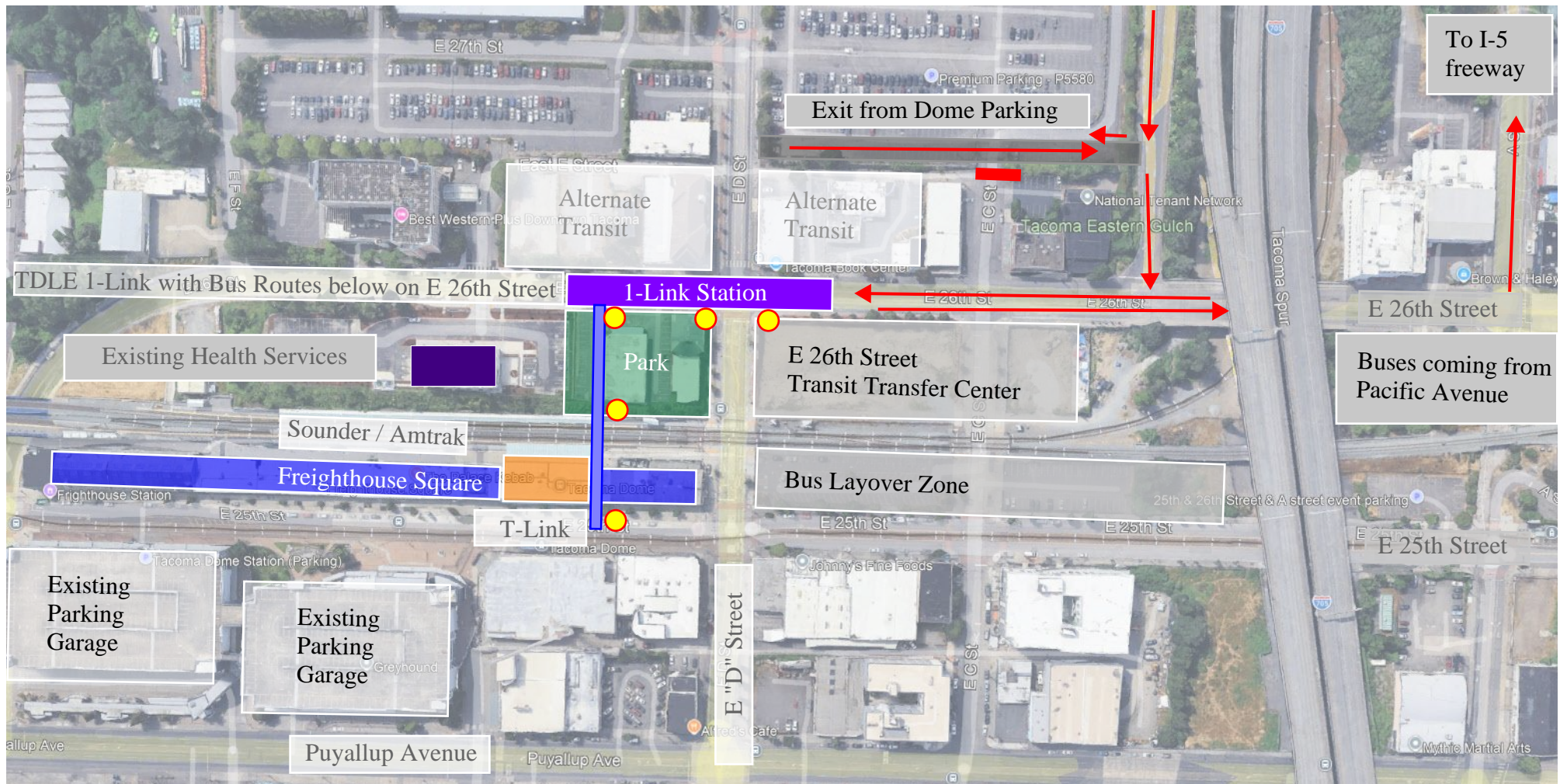
Kit Burns

PO Box 2341

Tacoma, WA 98401

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

---John F. Kennedy



To I-5 freeway

Exit from Dome Parking

TDLE 1-Link with Bus Routes below on E 26th Street

1-Link Station

Existing Health Services

Park

E 26th Street Transit Transfer Center

Buses coming from Pacific Avenue

Sounder / Amtrak

Freighthouse Square

Bus Layover Zone

T-Link

Existing Parking Garage

Existing Parking Garage

E "D" Street

Puyallup Avenue

June 4, 2026

E 26th Street Station - TDLE - Tacoma Dome Station

The Tacoma E 26th Street Station would straddle **E '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.

Riders on the TDLE, on Sounder/ Amtrak, T-Line, bus services, all will have convenient connections via multiple routes and modes of travel.

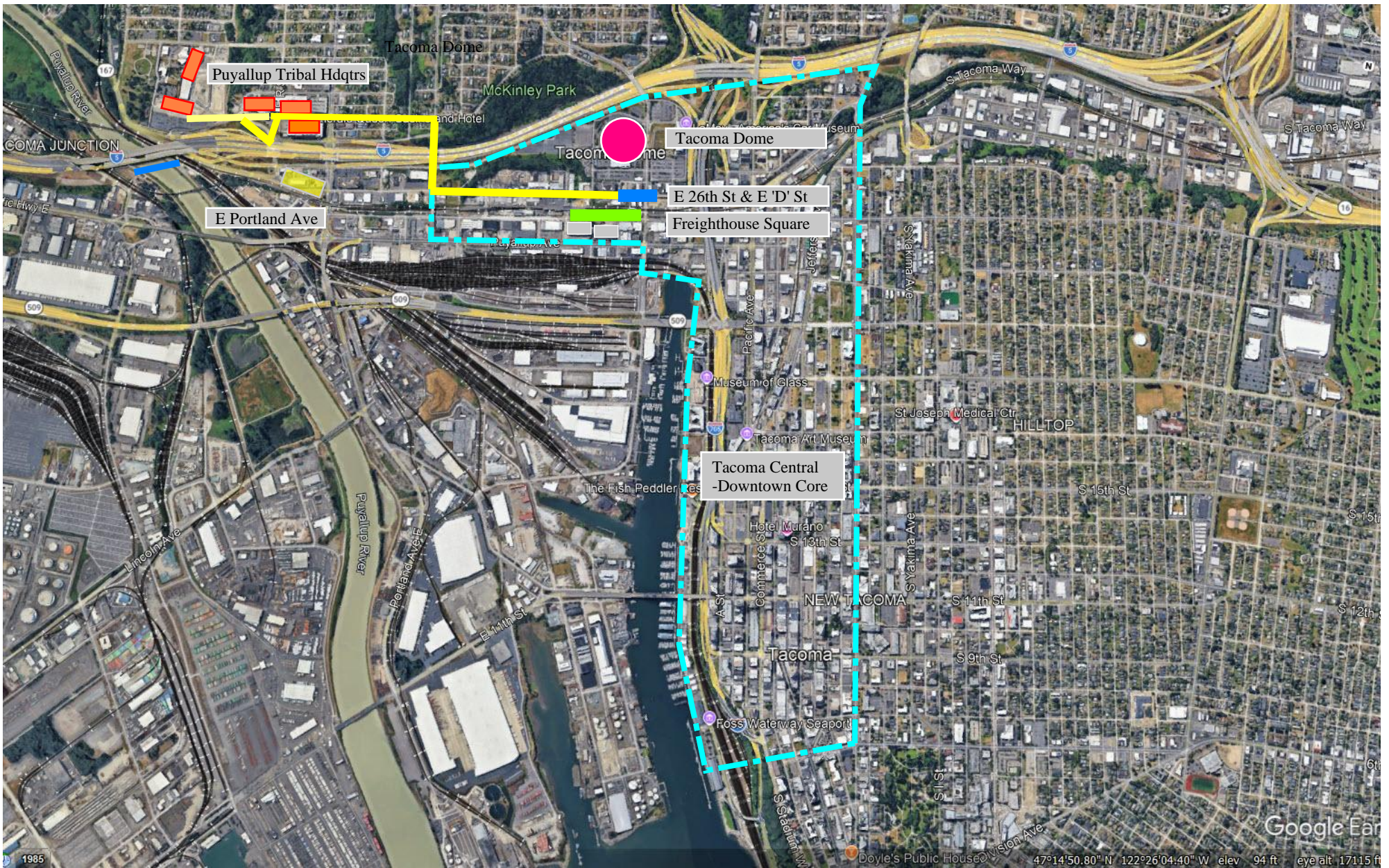
Access to the **Puyallup Tribal Headquarters** would be by frequent bus service. These would take riders frequently and quickly, in both directions, to and from the Tacoma Dome Transit Center.

Freighthouse Square should be preserved for the local community as an integral part of Sound Transits infrastructure station build-up.

Buses enter on E 26th from Pacific Avenue.

Bus Routes served:
41, 42, 400, 500, 501, 574, 586, 590/594, 595

● vertical transit - stairs, escalator, elevator to overhead pedestrian crossing



CONTEXT - GENERAL RELATIONSHIPS WITH DOWNTOWN TACOMA

ACCESS to Puyallup Tribal Facilities

Preserve Freighthouse Square

Providing ADA Wheel chair and mobility impaired persons access to all locations.
Immediately improving transit access to Puyallup Tribal Headquarters with high frequency bus access and multiple connection options.

Multiple Routes would be channeled to EQC, Hotel, Puyallup Tribe Headquarters, and Health Services.

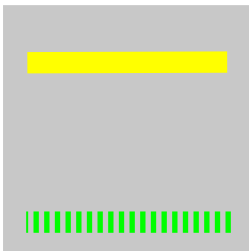
Potential routes include - 41/42/400/500/501/574/586/590/594/595

TDLE - By locating the line on E 26th Street the link extension only crosses the Amtrak line once, not twice as currently proposed.

Also this would not disrupt the existing T-Link rail lines nor the OMF.



Fan Zone Summer 2026 -
- Frequent buses circulating every 10 minutes, connection with South Sound Transit Routes.



This route avoids conflicts with E. Portland Avenue traffic from the Port of Tacoma. All buses would pass EQC in both directions at a frequency of 10 minutes or less.
Bus Routes Puyallup Tribal Headquarters, Emerald Queen Casino, EQC Hotel, and Takopid Health Services

Completion of the 1-Line TDLE Spine





**VIEWING PARTY: PUYALLUP TRIBE & PIERCE TRANSIT
SUMMER 2026 - FAN ZONE**

Puyallup River Crossing Bridge - should follow iconic bridge designs of the past and a clear span river crossing - no piers in the river!

It is consistent with existing designs and past bridges that have lasted more than 100 years.

This allows transparency with viewing beyond to Mt. Rainer.

The Fishing Wars Memorial Bridge should be replaced with a similar design maintaining historical ties.

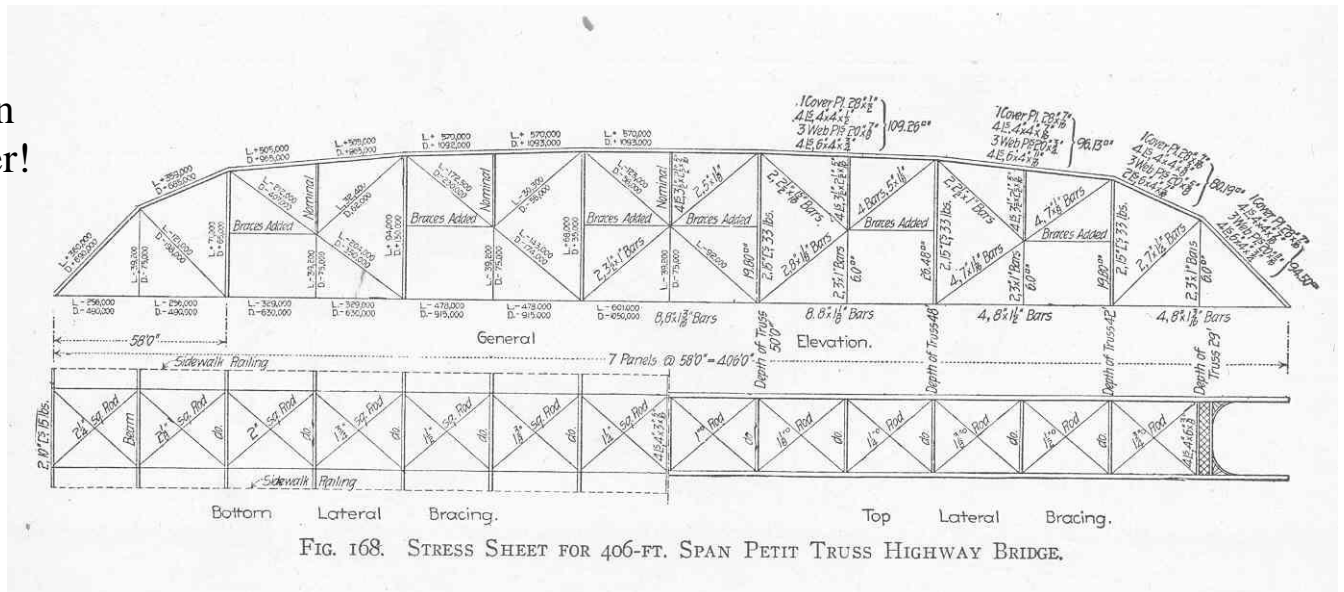


FIG. 168. STRESS SHEET FOR 406-FT. SPAN PETIT TRUSS HIGHWAY BRIDGE.

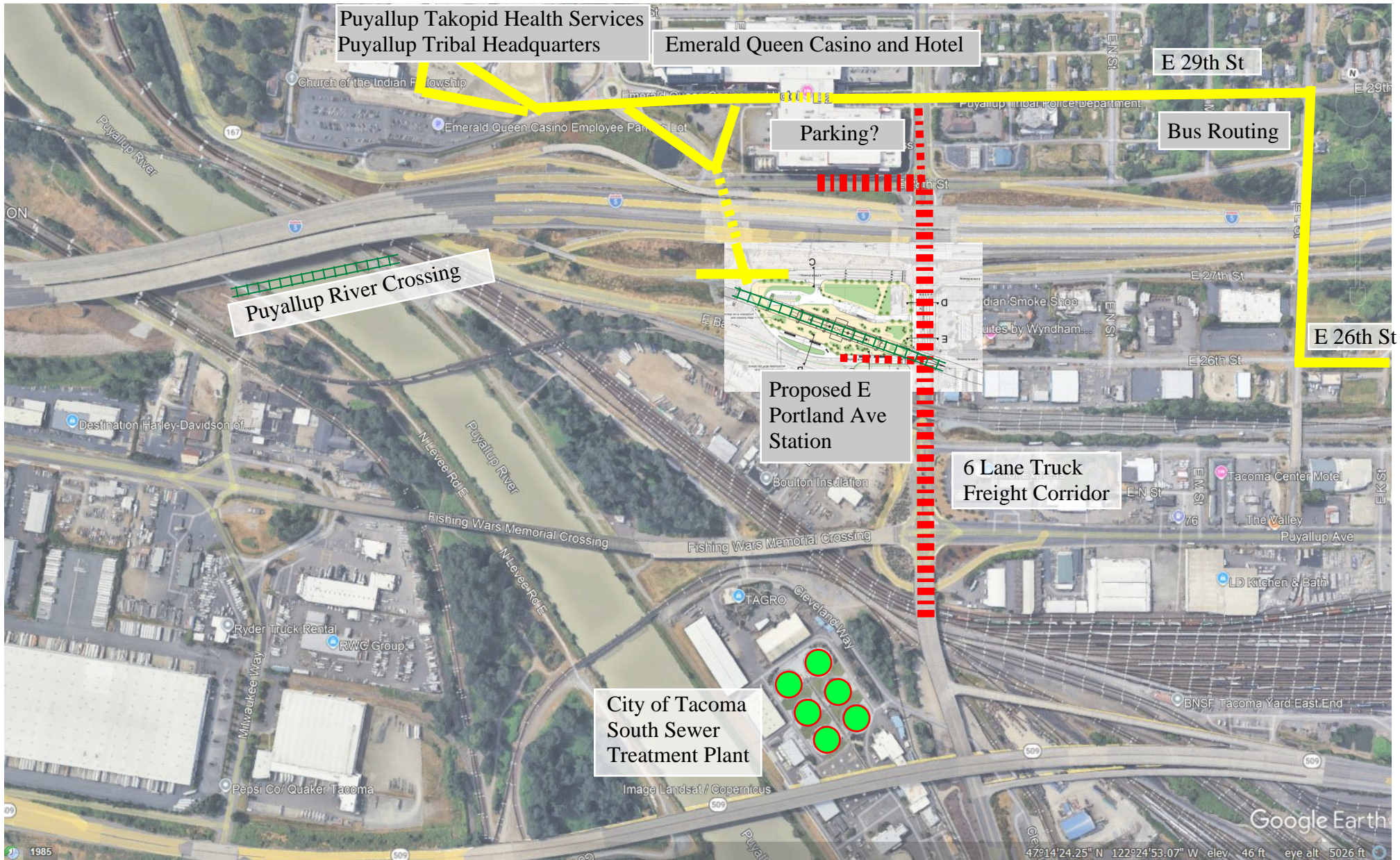
The Sound Link car weight of 148,000 pounds is less than a typical rail car that could be 220,000 pounds or possibly up to 315,000 pounds. This type of truss can span the Puyallup River from bank to bank without intermediate piers to support rail cars (carrying oil and heavier products) [See E 66th Street river crossing Bridge]



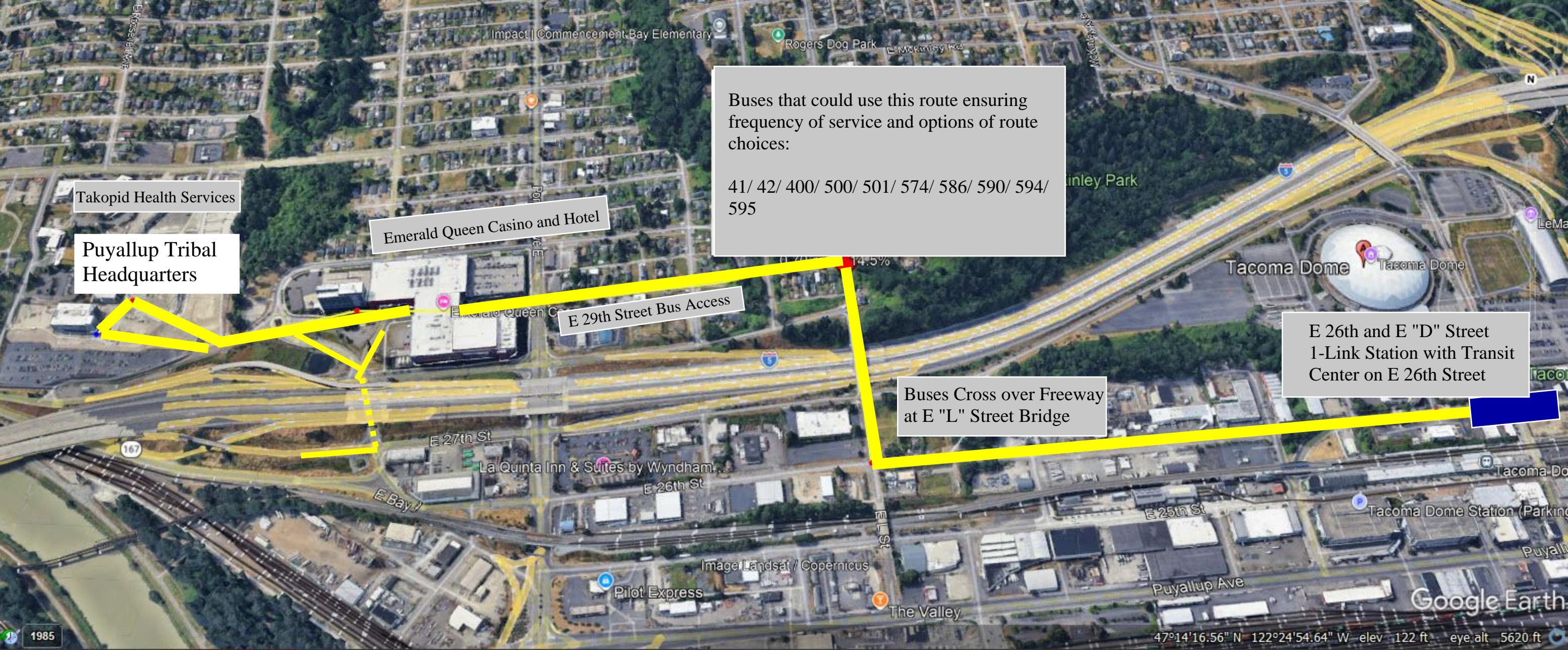
THIS SHOWS A TRUSS BRIDGE OF 406 FOOT SPAN. A TRUSS BRIDGE CAN EASILY CLEAR SPAN THE PUYALLUP RIVER AVOIDING PIERS IN THE RIVER. INSTEAD, HAVING PIER SUPPORTS ON EACH BANK (For Example, the E 66th River Crossing on Puyallup River Road).

USING HIGH PERFORMANCE COATINGS (SIMILAR TO THE MARINERS STADIUM) THE COATINGS WILL LAST MANY YEARS. THIS STYLE IS CONSISTENT WITH EXISTING BRIDGES AND HAS HISTORICAL PRECEDENCE.

Eliminate E Portland Avenue Station



————— Potential Bus Route from Tacoma Dome transit hub at E 26th St
- - - - - Route as currently planned - a 10 to 15 minute walk to the hotel
 and another 10 to 15 minute walk to Puyallup Tribal Headquarters



Takopid Health Services

Puyallup Tribal Headquarters

Emerald Queen Casino and Hotel

E 29th Street Bus Access

Buses that could use this route ensuring frequency of service and options of route choices:
41/ 42/ 400/ 500/ 501/ 574/ 586/ 590/ 594/ 595

Buses Cross over Freeway at E "L" Street Bridge

E 26th and E "D" Street 1-Link Station with Transit Center on E 26th Street

Aerial View of Tacoma Dome Station

FORECASTED DAILY STATION BOARDINGS

DO NOT BUILD E. PORTLAND AVENUE STATION

FOUR FASTEST MODES OF ACCESS

**Reduce costs, shorten design and construction time-lines,
Provide better service connections for Puyallup Tribe using
frequent bus transit connections**

People which are mobility impaired or in a Wheel-chair have no ADA access to the Puyallup Tribal Headquarters nor other Tribal facilities.

It is a 10 to 15 minute walk to the Hotel and another 10 to 15 minute walk to the Puyallup Tribal Headquarters, challenging in the dark and when raining.

The best access is found by studying other possible solutions.

Station Access by **65% private vehicle** - nearest parking garage is Emerald Queen Casino Parking Garage;-

only 3% arrive by transit transfer;
1,200 daily boardings forecasted for 2042

It is adjacent to 6 lanes of a high capacity freight corridor and not connected to the many nearby scheduled bus routes. It's not really easily connected to much of anything.

BUILD Multi-Modal Transit Hub at E 26th St & E 'D' St