

Sound Transit Update

Tacoma TOD Advisory Group

11/16/2020

TDLE Status Update:

Completed DEIS phase activities:

- **Select alternatives** to study
- **Identify preferred alternative** for DEIS phase
- Prepare **conceptual station layouts**

DEIS = Draft Environmental Impact Statement

FEIS = Final Environmental Impact Statement

* Dates subject to change

Future activities*:

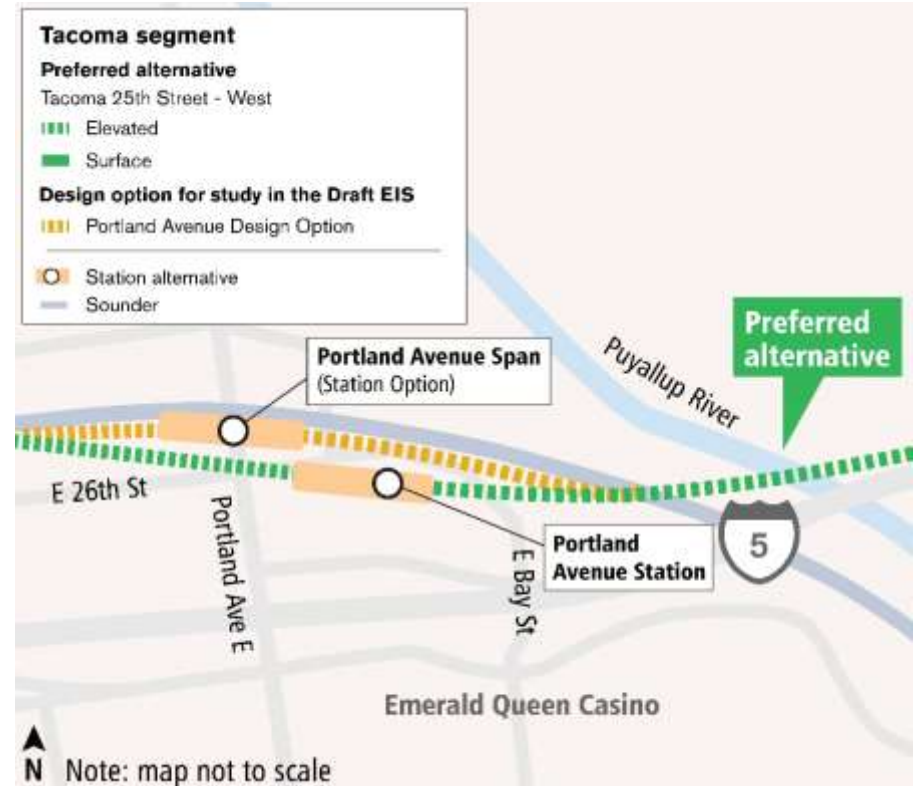
- **Publish DEIS** and invite public comment (*Early 2022*)
- **Confirm or modify the preferred alternative** (route & stations) for FEIS phase (*Mid 2022*)
- **Refine project design** for FEIS
- **Publish the FEIS** (2023)
- **Select project to be built** (2023)

INPUT

INPUT

Portland Avenue Station: Overview

- Two elevated station alternatives
- Studying ways to improve pedestrian, bicycle, and transit access to station, including:
 - Working with WSDOT to move and widen sidewalks on Portland Avenue under I-5
 - Studying options for a pedestrian & bicycle bridge over I-5



Portland Avenue: Ped/Bike Bridge Options

Portland Avenue Station



Portland Avenue Span Station Option



Thank you.



 [soundtransit.org](https://www.soundtransit.org)





Portland Avenue Station

- Pedestrian Access considerations and future considerations over I-5
- Concerns of existing pedestrian underpasses
- Pedestrian improvements across 27th and 28th
- Parking conflicts and considerations
- Station that accommodates kiss-and-ride queuing



Tacoma Dome Station



The Puyallup
Tribe of Indians

Tacoma Dome Station

- East 26th conflicts and access
- Preserving Tribal property for future development
- Section 106 Cultural Resource considerations



Tacoma Dome Link Extension: Portland Avenue Station Area

Port of Tacoma Perspective

November 16, 2020

Christine Wolf, Senior Planner
Port of Tacoma

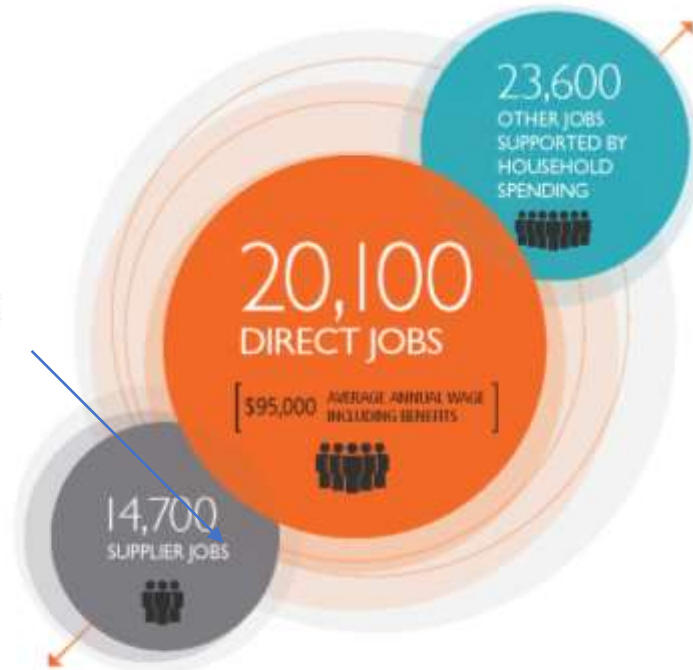
Economic Impact of The Northwest Seaport Alliance

58,400

FAMILY WAGE JOBS SUPPORTED BY NWSA ACROSS WASHINGTON STATE

2.9
[JOB MULTIPLIER]

Every direct job supports an additional 1.9 jobs: that's higher than aerospace and more than twice as high as agriculture and food processing.



DIRECT JOBS INCLUDE:

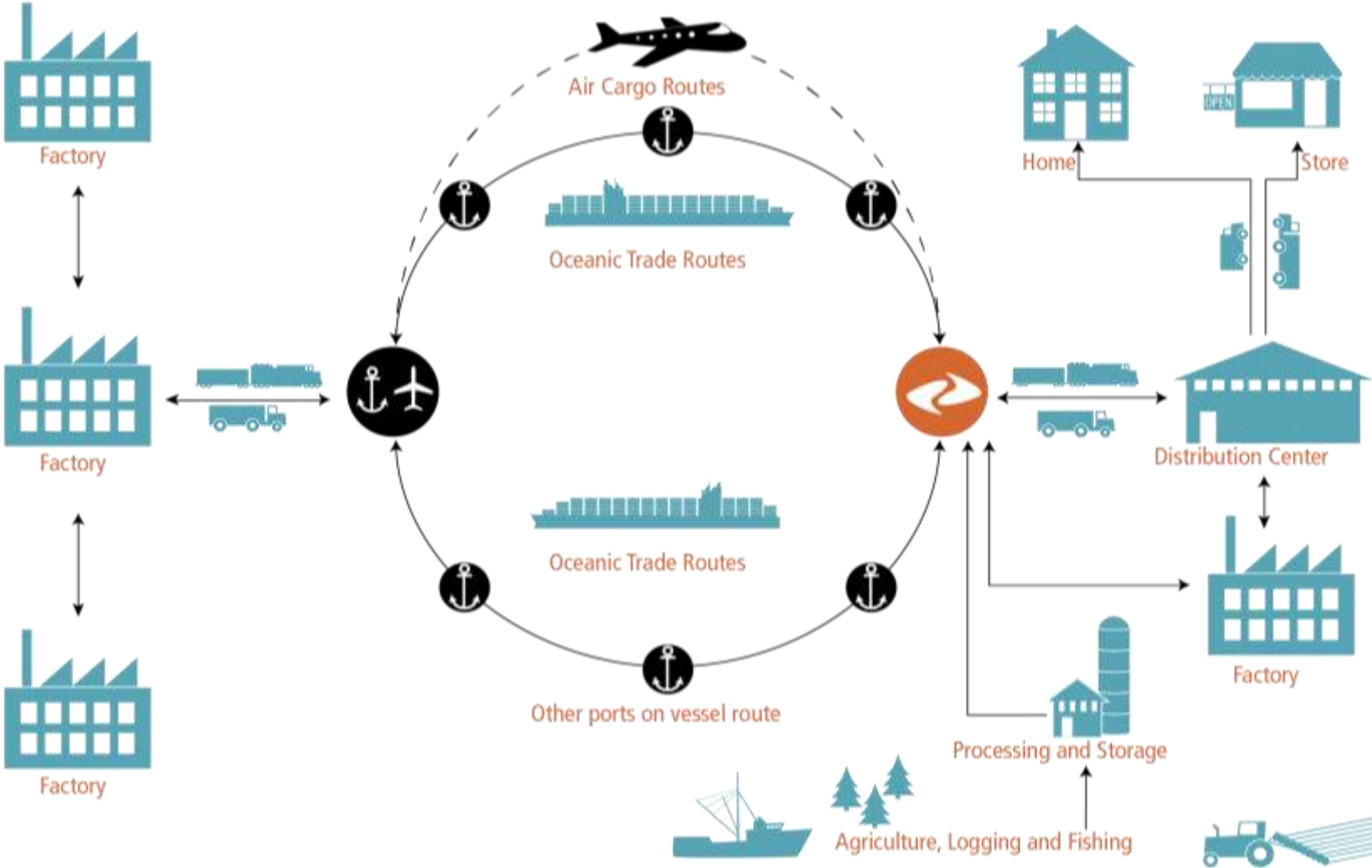
- TRUCKING & WAREHOUSING
- TERMINAL OPERATIONS & DOCKWORKERS
- BARGE & TUG TRANSPORT
- NAVIGATIONAL & OTHER MARITIME SUPPORT SERVICES
- PORT ADMINISTRATION

\$12.4B

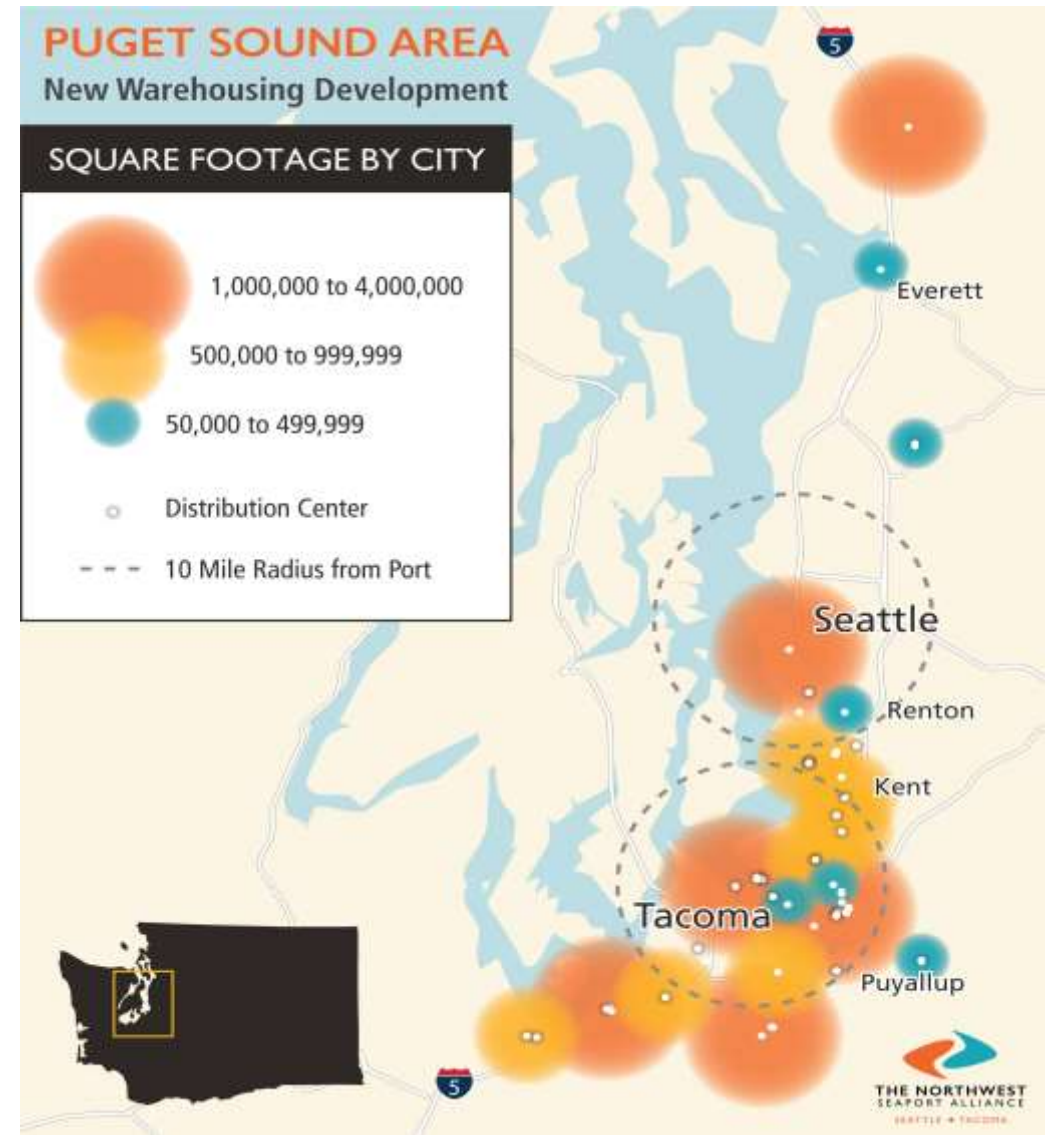
ECONOMIC IMPACT IN WASHINGTON STATE



Supply Chain Overview



Warehousing and Distribution Centers



Thank you!

Christine Wolf, Senior Planner
Port of Tacoma
cwolf@nwseaportalliance.com

Portland Avenue Station Area

Transit Oriented Development Advisory Group

Philip Harris AICP, Transit Integration Planner

WSDOT Regional Transit Coordination Division

November 16, 2020

WSDOT

Regional Transit Coordination Division

Role

- Support the planning and conceptual design of Sound Transit high-capacity transit projects and other Central Puget Sound transit agencies
- Coordinate work between WSDOT projects and Sound Transit projects in or near WSDOT right of way
- Integrate multimodal concepts into policies and programs

Agency Perspective

- Support pedestrian & bicycle access to station and improved connectivity in the station area
- Collaborate with agency and tribal partners on active transportation and Transit Oriented Development (TOD) initiatives

Portland Avenue/I-5

Improving Pedestrian & Bicycle Access

Barriers

- Much of Sound Transit light rail system expansion, including the Tacoma Dome Link Extension, is in or adjacent to WSDOT Right-of-Way - Stations are multimodal hubs
- I-5 is a barrier restricting the number of access routes to the other side
- Portland Ave. underpass is a poor pedestrian environment



Portland Avenue/I-5

Improving Pedestrian & Bicycle Access

Opportunity

- Coordination/Agreement with Sound Transit on improvements to sidewalks under I-5



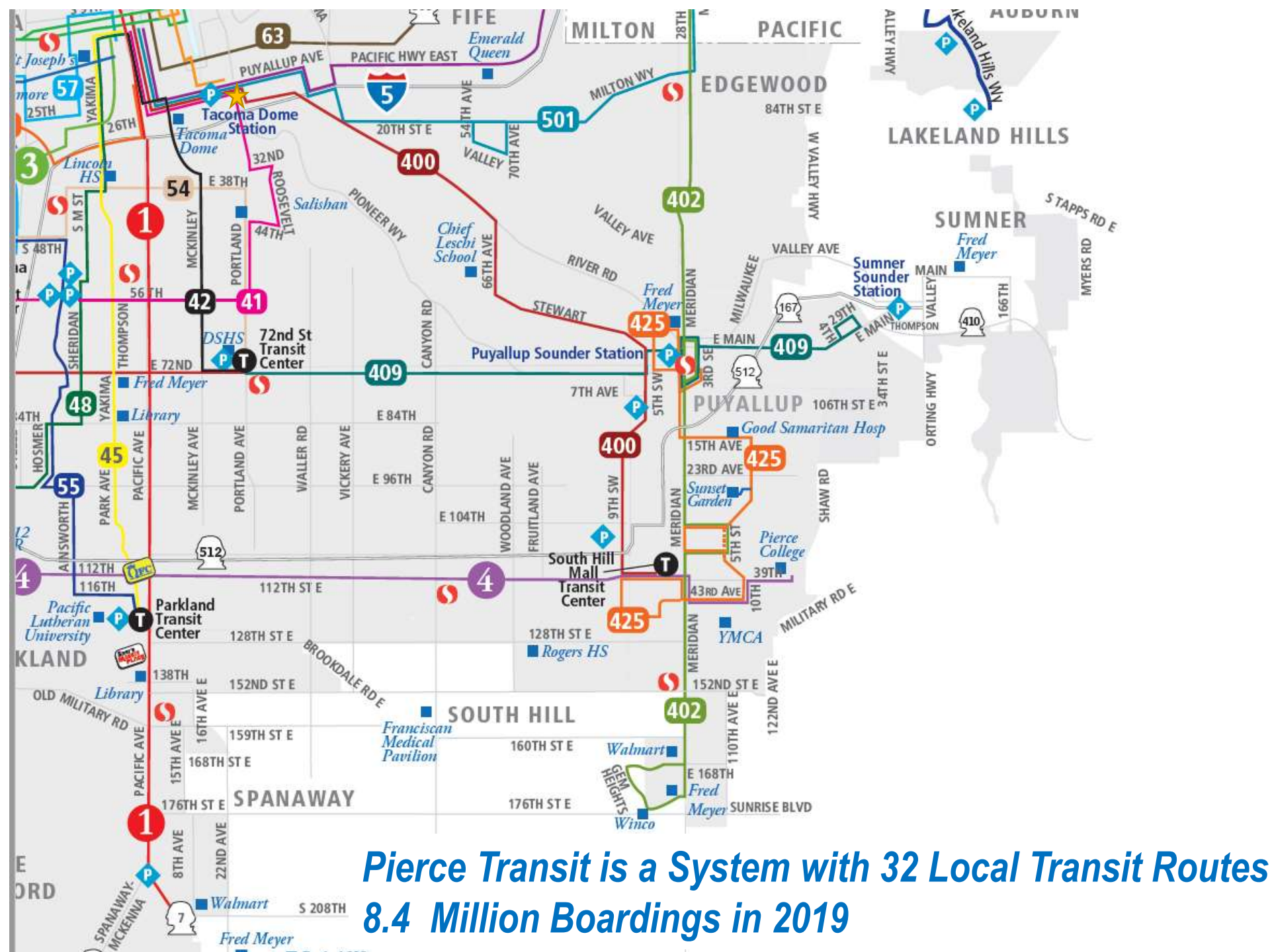


RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY

TRANSIT ORIENTED DEVELOPMENT ADVISORY GROUP

NOVEMBER 16, 2020

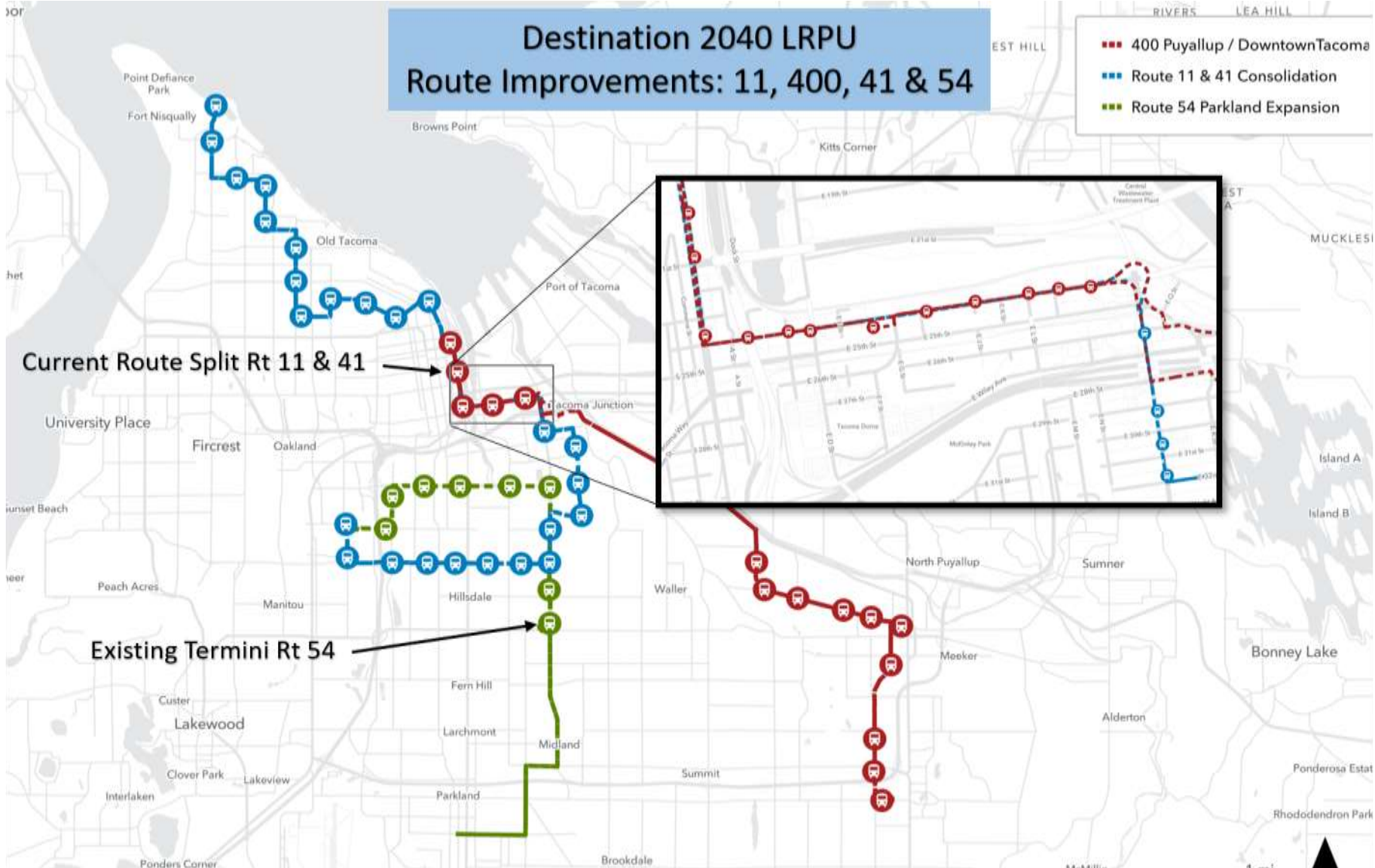


**Pierce Transit is a System with 32 Local Transit Routes
8.4 Million Boardings in 2019**

Destination 2040 LRPV

Route Improvements: 11, 400, 41 & 54

- 400 Puyallup / Downtown Tacoma
- Route 11 & 41 Consolidation
- Route 54 Parkland Expansion



Current Route Split Rt 11 & 41

Existing Termini Rt 54

	2020 Headways	2040 Headways	2020 Span of Service	2040 Span of Service
Route 11	WD 30M WE 60	WD 20M WE 60M	WD 8AM -7:30PM WE 8AM -6PM	WD 6:30AM - 9:30PM WE 8:15AM - 10PM
Route 41	WD 30M WE 60		5:15AM -9:45PM WE 6:15AM - 8:15PM	
Route 54	WD 30M WE 60	WD 20M WE 60M	6:30AM - 9:15PM WE 9:15AM - 8:15 PM	WD 6:15AM - 10:15PM WE 9:15AM - 8:15PM
Route 400	WD 30,60M WE ∅	WD 30M WE 30	WD 4:45AM – 8:15PM WE ∅	WD 4:45AM – 10:15PM WE 8AM – 10PM

Portland and 26th Street Station Area

