PRESENTATIONS

Meeting on November 20, 2019

**Agenda Items**

1. Tacoma Dome Link Extension (TDLE) Update
   (PowerPoint Slides, for Discussion Item D-1)  
   **Page** 3 – 19

2. Pierce Transit Destination 2040 Long Range Plan Update
   (PowerPoint Slides, for Discussion Item D-2)  
   **Page** 21 – 32
Tacoma Dome Link Extension

Tacoma Project Updates
November 18-22, 2019
Alternatives development (2018-2019)
• Investigation of alternatives
• Board identifies Preferred Alternative and other options to study

Environmental review (2019-2022)
• Draft EIS
• Final EIS
Board selects project to be built

Federal Transit Administration issues Record of Decision

Final route design
Final station designs
Procure and commission station and public art
Obtain land use and development agreements
Begin property acquisition

Groundbreaking
Construction updates and mitigation
Safety education
Testing and pre-operations

PUBLIC INVOLVEMENT
PUBLIC INVOLVEMENT
PUBLIC INVOLVEMENT

Project timeline
Environmental review timeline*

**Public participation throughout**

<table>
<thead>
<tr>
<th>2019</th>
<th>2020 / 2021</th>
<th>2022</th>
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</table>
| **Spring 2019**  
EIS scoping / public comment period | **Spring 2021**  
Draft EIS issued; public comment period | **Spring/Summer 2022**  
Final EIS issued |
| **July 2019**  
ST Board & FTA identified preferred alternative and other alternatives to study in EIS | | **Summer 2022**  
ST Board selects project to be built |
| | | **FTA issues record of decision (ROD)** |

*dates are subject to change*
Alternatives for EIS Updates

Preferred alternative:

Portland Avenue
Tacoma 25th-West

Other alternatives for EIS:

Tacoma 25th-East
Tacoma 26th Street
Tacoma Close to Sounder

DRAFT for discussion purposes
# Tacoma Dome Station: Guiding Principles

<table>
<thead>
<tr>
<th>Element</th>
<th>Example keywords</th>
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<tbody>
<tr>
<td>Development Capacity</td>
<td>• Retain development capacity</td>
</tr>
<tr>
<td></td>
<td>• Proximity to adjacent development</td>
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<tr>
<td>Comfortable urban environment</td>
<td>• Engaging street frontage</td>
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<td></td>
<td>• Pedestrian safety and walkability</td>
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<td></td>
<td>• Few visual and sunlight impacts</td>
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<tr>
<td>Great multi-modal transit hub</td>
<td>• Direct, quick, and safe transfers between modes</td>
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<tr>
<td></td>
<td>• Passenger amenities nearby</td>
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<td></td>
<td>• Avoid, or incorporate, enhance, Freighthouse Square</td>
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**Suggestions we’ve heard:**

- **Development capacity**
  - Promote development capacity
  - Don't detract from development potential

- **Comfortable urban environment**
  - Well-integrated into the neighborhood
  - Passenger weather protection
  - ADA accessibility

- **Great multi-modal transit hub**
  - Passenger amenities integrated or nearby
  - Special events considerations (circulation)
  - Be a catalyst for and enhance the neighborhood

- **General/other**
  - Sensitivity to historic and cultural resources
  - Traffic and parking management
Tacoma Dome Station Updates
TD Close to Sounder

This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

1. Tail Tracks Above West End
   - Concept aims to retain the Amtrak station and western end of Freighthouse Square underneath the tail tracks.

2. Potential Non-Transit Uses
   - Sound Transit is exploring whether non-transit uses could be allowed under the new station and guideway.

3. Station platform location
   - Elevated station platform replaces Freighthouse Square east of the Sounder concourse.

4. Street frontage
   - Concept aims to have a building frontage on street, similar to the Amtrak station, if possible based on design constraints.
Tacoma Dome Station Updates
TD 25th West

This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.
Tacoma Dome Station Updates
TD 25th East

This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

November 2019
Tacoma Dome Station Updates
TD 26th

This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.
Portland Avenue Station Updates

This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

November 2019
Outreach and Next steps

- City commissions
- Online open house
- Postcards
- Project neighbor mailers
- Freighthouse Square
- Drop in sessions
- Business district and neighborhoods
Thank you.

soundtransit.org
Tacoma Dome Station Updates
TD Close to Sounder - Site Plan

Design of station and alignment concepts currently in progress and subject to change.

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November 2019
Tacoma Dome Station Updates
TD 25th West - Site Plan

Design of station and alignment concepts currently in progress and subject to change.
Tacoma Dome Station Updates
TD 25th East - Site Plan

* Does not represent all necessary construction staging areas; additional areas may be needed.

Design of station and alignment concepts currently in progress and subject to change.
Tacoma Dome Station Updates
TD 26th - Site Plan

Design of station and alignment concepts currently in progress and subject to change.
Portland Avenue Station Updates
Portland Avenue - Site Plan

* Does not represent all necessary construction staging areas; additional areas may be needed.
** Potential pedestrian bridge options are for evaluation purposes. Funding sources and construction have not been committed and are to be determined. Pedestrian enhancement at street level also being studied.

Design of station and alignment concepts currently in progress and subject to change.
Destination 2040 Long Range Plan Update

Tacoma Planning Commission
Tacoma Transportation Commission

Darin L. Stavish, Principal Planner

November 20, 2019
LRP Update’s Purpose, Goals, and Objectives

What do we hope to achieve with this update?

• Depict access and coverage gaps within the current system (PTBA) boundaries
• Assess non-motorized and active transportation access to Pierce Transit routes and facilities (e.g., transit centers, stations, park-and-ride lots)
• Envision what services and coverage would could offer a full 0.9% sales tax scenario
• Increase from current 500,130 to 735,000 annual Service Hours
• Show a Bus Rapid Transit system at full build out: Pacific Avenue /SR 7 plus four routes
• Illustrate capital improvement needs: Facilities, Revenue Vehicles, and Workforce
LRP Update’s Purpose, Goals, and Objectives

What’s changed since Destination 2040 was finalized and adopted in April 2016?

• Sound Transit 3 passes - November 2016
• Our Fixed Route network completely restructured and launched - March 2017
• Pacific Avenue/SR 7 Bus Rapid Transit project’s PE/Design phase begins – August 2019
• Maintenance and Operations Base Improvements project underway ($86 million budgeted to date)
• First Mile/Last Mile service connections pilot program with Lyft - May 2018 thru December 2019
• Previously conceptual TOD projects are now almost ready for occupancy
• Pierce County welcomed 31,000 more residents (almost 4% growth in just three years)
• And much more…!
Survey of Current Conditions

The “State of the Agency” as it prepares for future growth

- Existing Fixed Route Network
- Revenue Vehicles Fleet
- Employees
- Facilities: Lakewood headquarters and passenger-facing transit centers or stations
- System Performance and Financial Requirements
- Active Transportation Network and Non-Motorized Access to:
  - Bus Routes
  - Transit Centers
  - Intermodal Stations
  - Park-and-Ride Lots
A Coordinated and Integrated Transit System

How can we create efficient and seamless linkages to the regional system, in order to increase ridership?

• High Capacity Transit / BRT
• Community Use Vans
• Service Innovations
  • Transportation Network Company agreements
  • Public and Private Partnerships (e.g., naming rights)
  • Zonal or contracted service in rural areas of the county
• Service Improvements
  More frequent (reduced headways)
  + Greater span (early morning to late evening)
  + Reliable connections or transfers

Increased ridership
Keeping Pace with a Changing Landscape

Formerly: Harnessing opportunities for transit supportive growth

- City of Tacoma TOD projects within urban areas
- Pierce County’s Centers and Corridors planning
- Planned Sound Transit 3 expansion projects
- Demographic and population projections
- Housing trends
- Job growth
- Higher density Land Uses and Zoning
Emerging Technologies

What will transportation and transit look like in 2040?

- Sound Transit 3 build-out complete
- Connected “smart” vehicles operating on auto-pilot
- Shared vehicles available anywhere and on-demand (i.e., less individual or private automobile ownership)
- Autonomous or driverless vehicles
- Even flying cars…?!?
Service Expansion Benefits

What factors would measure or assess how service expansions proposed in this LRP update would directly or indirectly benefit Pierce County residents and visitors?

- Increased mobility options for all within our service area
- Environmental responsibility and stewardship
- The local economy
- Public health and quality of life
- Transit-rich cities are attractive to newcomers and businesses!
Maintain
- Bus replacement
- Bus stops repair
- Capital investments

Increase
- More frequent bus trips for every route
- Busiest routes run every 15 minutes for commuters
- All routes run until 10:00pm Monday-Saturday

Expand
- New routes to serve Tacoma, Lakewood, University Place
- New zones to serve Port of Tacoma, Puyallup, Spanaway, Midland
- New services for late shift workers
Future Transit Network Scenario

While they have not yet been fully developed, vetted, or modeled for ridership yet, we are proposing:

- Adding up to four new fixed routes
- Converting an existing trunk route to Bus Rapid Transit or to High Capacity Transit (also known as “BRT Lite”)
- Increasing weekday frequencies: 15 minutes on the four trunk routes
- Increasing weekday frequencies: At least 30 minutes (all routes)
- Lengthening weekday service span: 10:00 pm (all routes)
- Improving weekend service across the board: 10:00 pm Saturdays, 8:00 pm Sundays
- Preserving special services: Gig Harbor Trolley and Puyallup Connector
- Introducing Mobility-on-Demand options to reach a greater percentage of the service area population
Future Financial Assumptions

And how would we pay for it all?

• An increase of 0.3% (to the full 0.9% allowed) in local sales tax revenue collection beginning in April 2021
• Would provide us an additional $262 million in revenue by 2025

Projected allocation:
• 70% to Operating budget - $183.4 million
• 30% to Capital budget - $78.6 million
Please see our new online mapping and comments tool.

https://piercetransit.mysocialpinpoint.com/2040#/sidebar/tab/about

Or take our online survey!

PierceTransit.org/Destination2040Update/