



Tacoma Link Expansion – Executive Summary
Transportation Commission
July 1, 2015

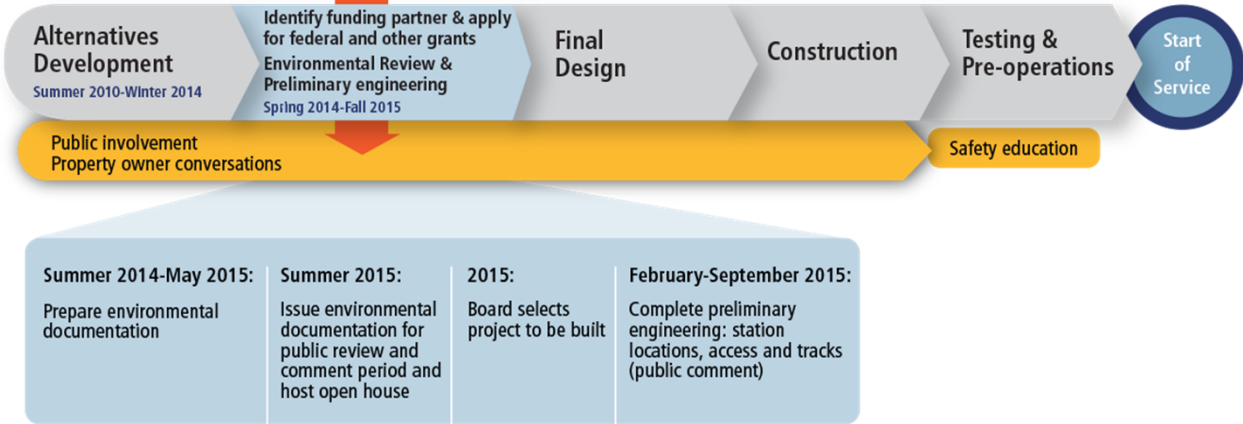
Presentation Purpose

- Provide high-level look at results of environmental evaluation:
 - Process
 - Ridership
 - Traffic
 - Parking
- Review community outreach and comment opportunities
- Next steps



Project and Environmental Review Schedule

WE ARE HERE



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Project Overview

2.4 mile expansion from downtown to the Hilltop:

- Tacoma Link primarily in mixed traffic
- Electricity from traction power substations
- Expansion of existing Operations and Maintenance Facility
- Six new stations proposed and relocated Theater District Station
- City Council requested these station locations be studied



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Project Benefits

- Decrease headways from 12 min. to 10 min. most of the day; 20 min. off-peak
- Serve ethnically and economically diverse neighborhoods
- Expansion doubles existing system—from 1.6 to 4 miles
- By 2035: Estimated to serve 54,000 jobs and 47,000 residents

Tacoma Link ridership

	Existing	2035 Tacoma Link build alternative	2035 Tacoma Link no-build alternative
Tacoma Link daily riders (weekdays)	3,570*	10,800**	6,600

*Source: Sound Transit Operations October 2014 Service Performance Report

** Source: STOPS Model, 2012



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Environmental Decision Process

The community is engaged throughout the process

July 15, 2015
Open House to be scheduled two-week comment period on Environmental Review

August 4, 2015
City Council discussion tentatively scheduled. City Council may recommend alignment to be built.

Late Summer 2015
Sound Transit board discussion to be scheduled. Board selects project to be built.

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Environmental Review Process

- One alignment with limited anticipated impacts
- Streamlined environmental review process
- Evaluated potential impacts to comply with National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA)
- FTA approval of environmental review June 2015



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Elements of the Environment Studied

Prepared three detailed Technical Reports: Transportation; Noise and Vibration; and Historical and Archaeological Resources. Evaluation of impacts and mitigation for all elements of the environment:

Built Environment

- **Transportation (Traffic, Transit, Bikes, Pedestrians)**
- **Aesthetics and Visual Effects**
- Noise and Vibration
- Property Acquisition
- Historic and Cultural Resources
- Air Quality
- Environmental Justice (minority/low-income)
- Hazardous Materials
- Park and Recreational Resources
- Energy
- Public Services
- Utilities

Natural Environment

- **Construction Impacts**
- Coastal Zone
- Floodplain
- Navigable Waterways
- Prime and Unique Farmlands
- Biological
- Seismic and Soils
- Water Quality
- Wetlands
- Endangered Species Act Screening List
- EPA Sole Source Aquifer Checklist
- Cumulative and Indirect Impacts

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Transportation Findings

- Existing: PM Peak Hours:
 - Transit mode share: 5%
 - Auto: 95%
- In 2035:
 - Transit mode share increases to 14%
 - Travel times for Tacoma Link Expansion will be 10-12 minutes from Theater District to South 19th Street\Martin Luther King Jr. Way
- Developed a transit integration plan with Pierce Transit
- Project improves crosswalks and curb ramps near stations and provides ADA improvements as necessary along route
- Tacoma Link Expansion utilizes best design practices for bicycle safety:
 - Design minimizes when a bicycle must cross the tracks at an angle when a track can “catch” the bicycle wheel
 - All bicycle and track crossings will be clearly marked

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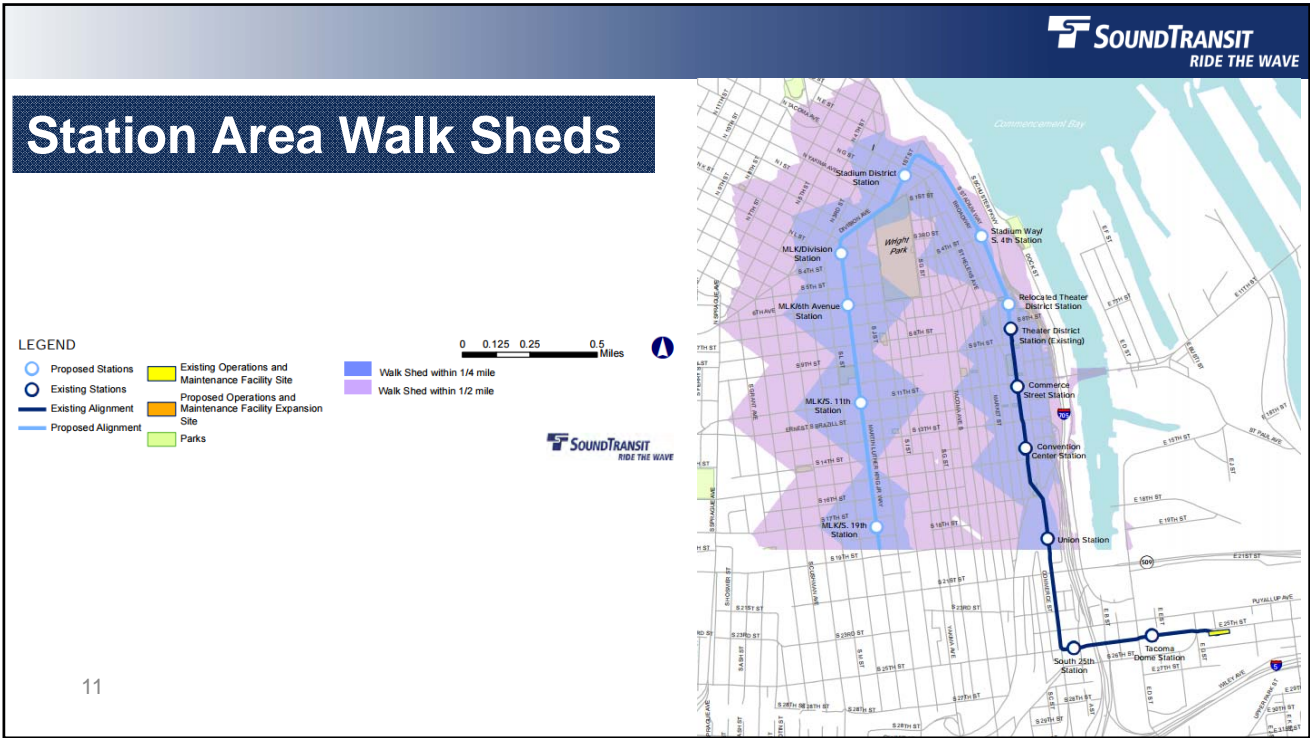
Proposed Station Locations

Proposed station locations include:

- Relocated Theater District Station
- Stadium Way and South 4th Street
- Stadium District
- MLK Jr. Way and Division Avenue
- MLK Jr. Way and 6th Avenue
- MLK Jr. Way and South 11th Street
- MLK Jr. Way and South 19th Street



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Transportation - Projected Ridership

Station	2035 Boardings
Tacoma Dome	2,300
South 25 th	200
Union Station	900
Convention Center	1,300
Commerce Street	300
Theater District	800
Stadium and 4 th Street	100
Stadium District	800
MLK/Division	1,300
MLK/6 th	500
MLK/11 th	800
MLK/19 th	1,500
Total	10,800

Transportation - Traffic Projections

- Minimal traffic impacts
- All study intersections will operate at City Level of Service standard or better
- Assumed transit signal priority (TSP) at signalized intersections – extra green time for trains
- Level of TSP to be agreed upon by Sound Transit and City of Tacoma
- Train will stop at each station for approximately 30 seconds (average Tacoma traffic signal is 90 seconds)
- Will adjust signals as needed



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Transportation - Parking

- Approximately 50 on-street parking spaces removed along proposed alignment
 - Less than 2% of on-street parking in the corridor impacted
- Sound Transit will coordinate with the City to:
 - Determine whether replacement on-street parking can be identified
 - Promote awareness of alternate parking options
 - Work with the City and community to monitor and implement parking control measures as necessary

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Visual Simulations

Relocated Theater District Station on Commerce Street



Existing View
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Proposed Theater District Station Simulation

Visual Simulations

4th Street Station on Stadium Way



Existing View
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Future Visual Simulation

Visual Simulations

Tacoma Link on Stadium Way



17 Existing View



Future Visual Simulation

Visual Simulations

Curbside Station on Martin Luther King Way at S. 11th Street



18 Existing View



Future Visual Simulation

TPSS Examples

Traction Power Substations (TPSS)








19 Seattle Streetcar TPSS



Central Link TPSS

General Construction Process

	Utility relocation	Install track	Complete stations	Install power	Install and test systems
What work will occur?	Relocate above ground and below ground utilities	Construct four- to eight-block sections of track by removing existing pavement, placing the tracks, then repaving and restriping the roadway. Add station platform and any needed utilities	Add shelter and station amenities	Add poles and overhead wires	Before Tacoma Link Expansion opens to passengers, Sound Transit will complete a safety certification process and test communications, safety, and emergency systems, as well as signals and crossing gates
					

Community Outreach

July - August

- Stakeholder Roundtable meeting
 - July 13, 2015
- **Open house:**
 - **July 15, 2015, 4:30-7pm**
The Evergreen State College, Tacoma
- Online open house and comment form
- Online and print ads
- Postcard mailing
- Listserv notifications
- Community and property owner briefings
- Website: soundtransit.org/tacomalinkexpansion



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Comment Period: July 13-27, 2015

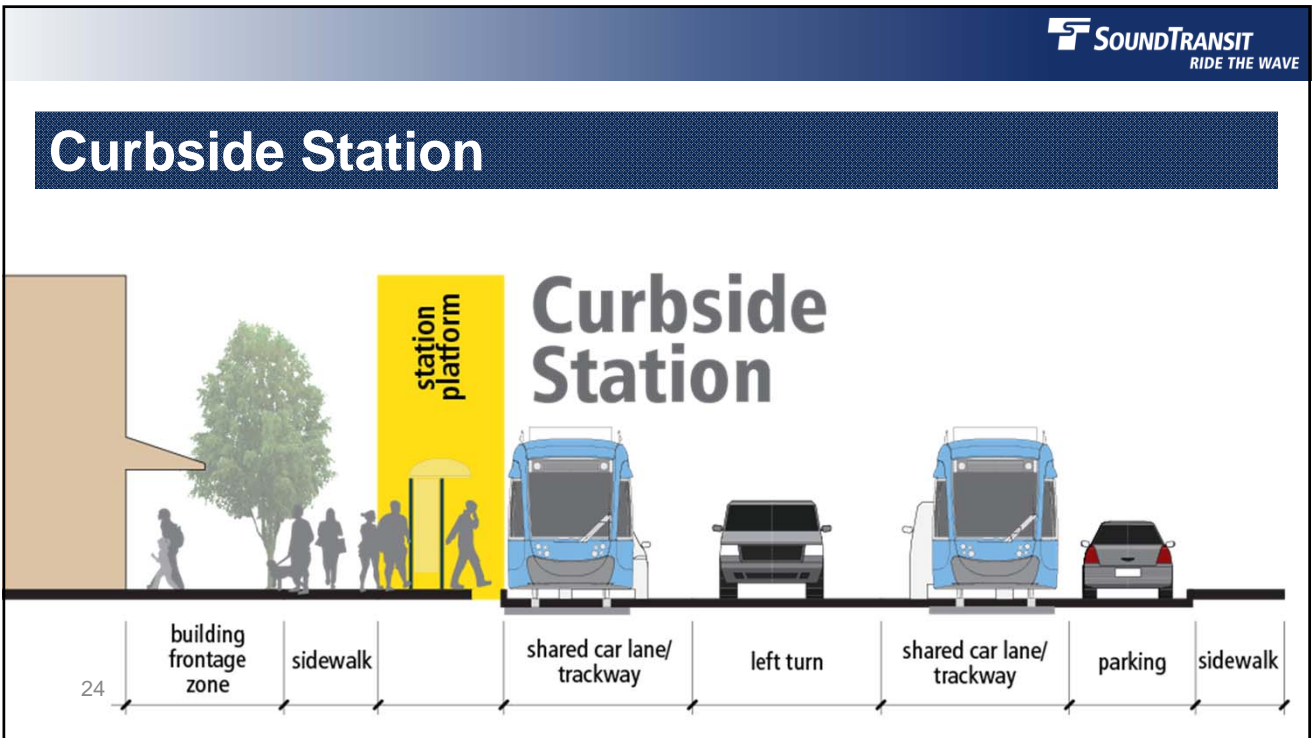
How to comment:

- **In person:** Complete a comment form at the open house
 - **By email:** allison.gregg@soundtransit.org
 - **By mail:** Attention: Tacoma Link Expansion Environmental Review Comments, Allison Gregg
Sound Transit, 401 S. Jackson St., Seattle, WA 98104
 - **Online:** Visit tacomalink.org (after July 6)
- Decision: Select project to be built

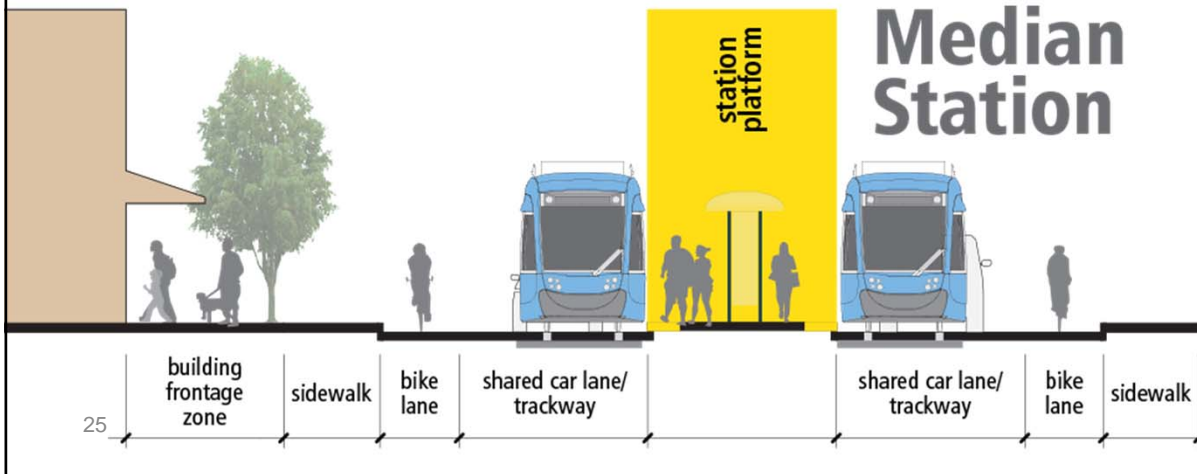
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Questions?



Median Station



Funding

Funding sources:

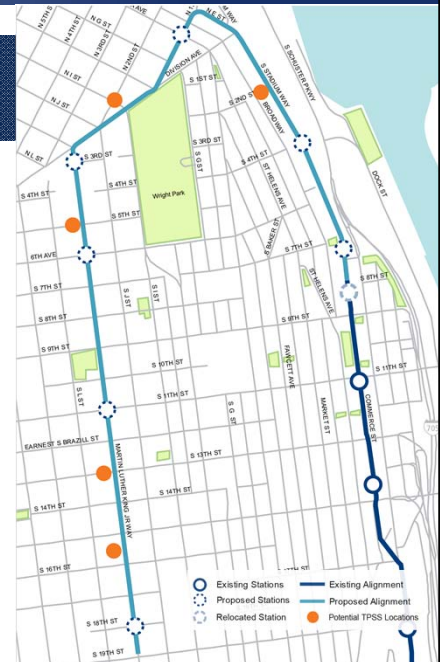
- Sound Transit=\$50 million
- Federal Small Starts grant \$74.99 million proposed in President's budget
- City of Tacoma=\$40 million
 - Grants: \$18.1 million in secured grants and other potential grant sources
 - Memorandum of Understanding being developed based on Term Sheet

Property Acquisitions

- Expansion of existing Operations Base
- Potential Traction Power Substation (TPSS) sites are in City right of way or on City property



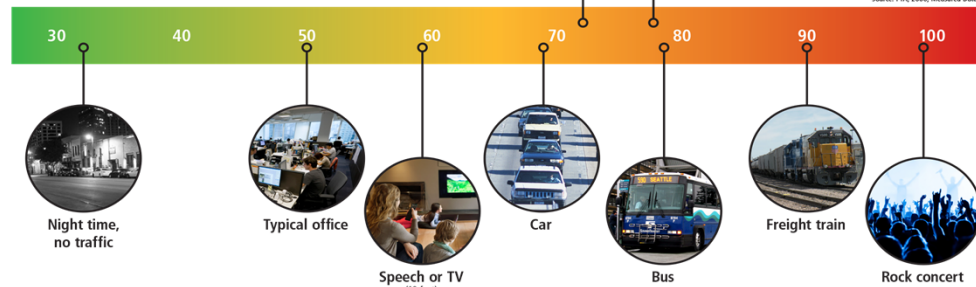
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Noise and Vibration Findings

- Operational noise levels from train will not exceed Federal Transit Administration (FTA) criteria
- Vibration levels will not exceed FTA criteria
- Construction and Operations and Maintenance Facility noise levels will comply with Tacoma City code and FTA Criteria

Decibels Lmax (dBA)



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Views and Visual Character

- No substantial impacts to views
 - Wires height: ~21 ft.
 - Pole height: ~23 ft.
 - Views from some residences on Stadium Way could be altered by poles and wires
 - Wires lower than many existing street lights and large trees
- Consistent with scale and character of neighborhood streets



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Historic Resources Effects

- Project alignment had streetcars operating in past, so project restoring historic setting
- Passes through Old City Hall Historic District
- No physical impacts, alterations, acquisitions of any historic structures along the alignment
- Continuing consultation with State Historic Preservation Officer (SHPO) and City of Tacoma Historic Preservation Office (Section 106)

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Cultural Resources Effects

- Stations and corridor have been determined to be “low probability” for finding cultural resources
- Expanded Operations and Maintenance Facility (OMF) site is “high probability” area for finding cultural resources
 - Prepared Programmatic Agreement (PA) in consultation with DAHP, FTA and interested Tribes. PA outlines plan for subsurface testing at OMF to determine if cultural resources are present, and evaluation of project effects, if any.

BPTAG Comments received June 25, 2015 for Appendix C Mobility Master Plan

Priority Comments to Review With Transportation Commission

Comment Number	Page #	Section Title	Comment/Issue	Recommended Solution	Transportation Commission Recommended Solution	Before Text	After Text
1	T-2 (numerous)	Mobility Master Plan Appendix Update	Change language around “safe and comfortable” to “safe and low-stress” or some derivative of “low-stress,” such as lower stress levels, perceived low stress, etc. An example of this can be found on pg. T-2	Accept changes			
2	T-8	Mobility Master Plan Appendix Update	Change “non-motorized” to “active-” or “human-powered transportation.” The BPTAG would also like to see language inclusive of all vulnerable road-users, including people using motorized and non-motorized mobility devices, skateboards, rollerblades, etc. in addition to pedestrians and bicyclists	Accept changes and verify the definition of non-nmotorized			
3	T-2 & page 59	Mobility Master Plan Appendix Update/TMP Future Vision	Add, a sixth “E,” for “Equity” to the first Goal listed in the MoMap Appendix and update the definition of Equity used in the body of the TMP (policy 3.8—Transportation Equity). The group would like to see the word “socio-economic” added to the language describing Transportation Equity in the TMP	Accept changes for the sixth “E”. Discuss the term socio-economic with Commission			
4		Mobility Master Plan Appendix Update	The group also discussed language around bike parking, specifically making it more visible and secure and able to accommodate U-Bolt locks and wide variety of bikes (including those with fenders, bags, cargo bikes, etc.).	Diane Wiatr suggests that this be added to the Design Guidelines rather than the TMP.			