



**Tacoma
City Council
Study Session
REVISED
AGENDA**

January 22, 2013, Noon

Tacoma Municipal Building North – Room 16

- (1) Tacoma Link Alternatives Analysis Update**
- (2) University of Washington-Tacoma – Prairie Line Trail**
- (3) Other Items of Interest**
- (4) Agenda Review**
- (5) Closed Session – Labor Negotiations**



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An aerial photograph of a Sound Transit Link light rail train on a city street. The train is white with blue and green wavy accents and is traveling along tracks. In the background, there is a large, historic brick building with a prominent arched entrance and a corrugated metal roof. To the left of the building, a person is holding a red and white striped umbrella. The scene is set in an urban environment with other buildings and a bridge visible in the distance under a clear sky.

Tacoma Link Expansion Tacoma City Council Study Session January 16, 2013

Tacoma Link Expansion: Alternatives Analysis Process



Tacoma Link Expansion: Outreach

Comprehensive effort to solicit public input:

- ✓ Mailings to 54,300+ addresses
- ✓ 400 documented public comments
- ✓ Online & print ads in 9+ media outlets
- ✓ 8 fairs, festivals & markets
- ✓ 10 open houses or drop-in sessions throughout Tacoma
- ✓ Numerous business district & neighborhood council briefings
- ✓ 10+ media articles or posts
- ✓ 6 Stakeholder Roundtable discussions
- ✓ Outreach to 22+ social service providers that represent low income, underserved, minority and non-English speaking populations

Outreach: Round 1

- 2012 Alternatives Analysis kick-off
 - Two Open Houses August 22
 - 30-Day Comment Period August 17 – September 17
- Review past work Goals & Objectives
- Purpose & Need



Outreach: Round 2

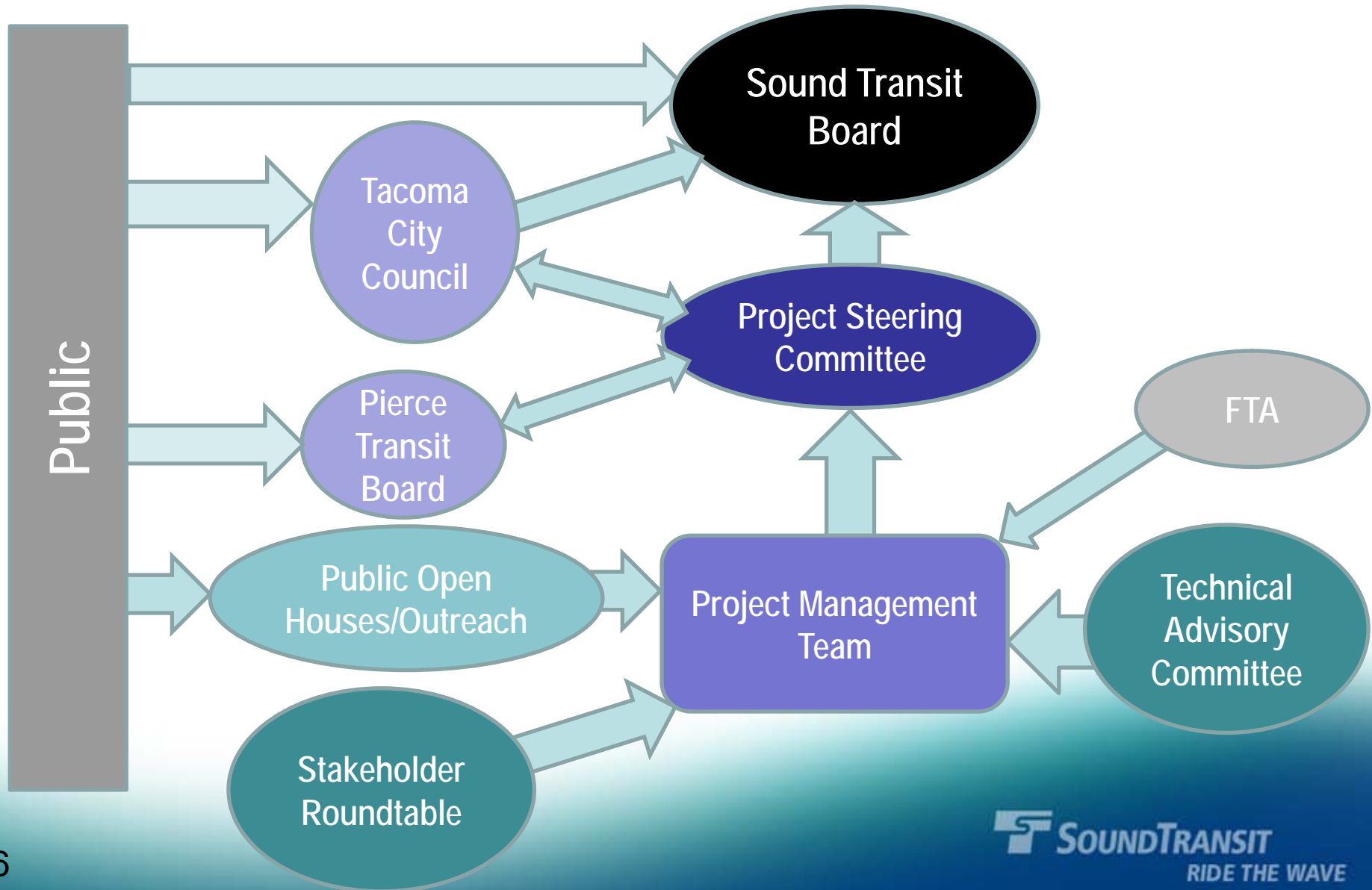
December:

- Open House at UWT
- Drop-in sessions at:
 - Downtown Main Library
 - Evergreen College
 - Stadium District Tully's
 - S 72nd St Forza Coffee
 - STAR Center
 - Portland Community Center

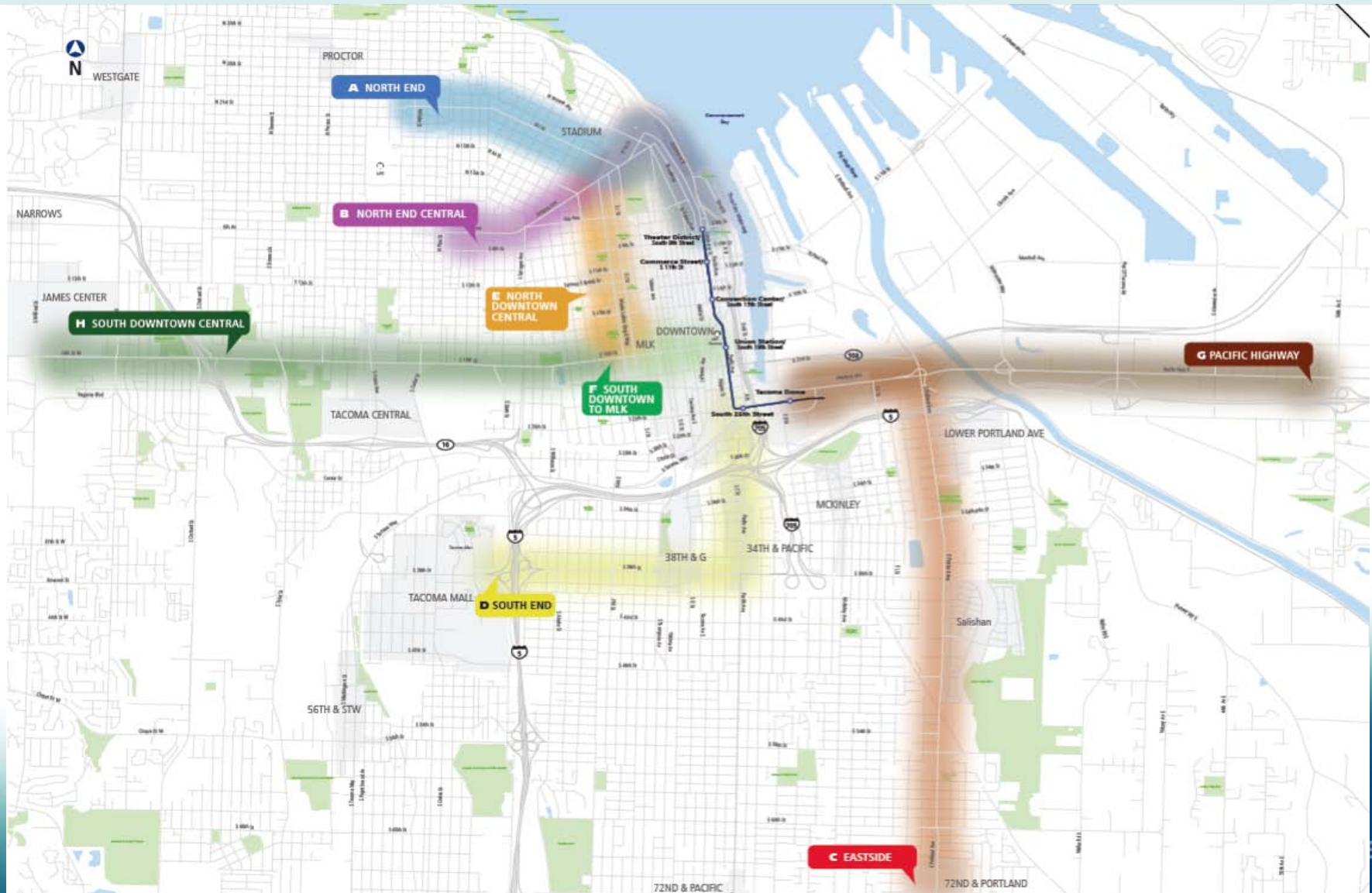
Next round of Open Houses:
February 12th & 13th



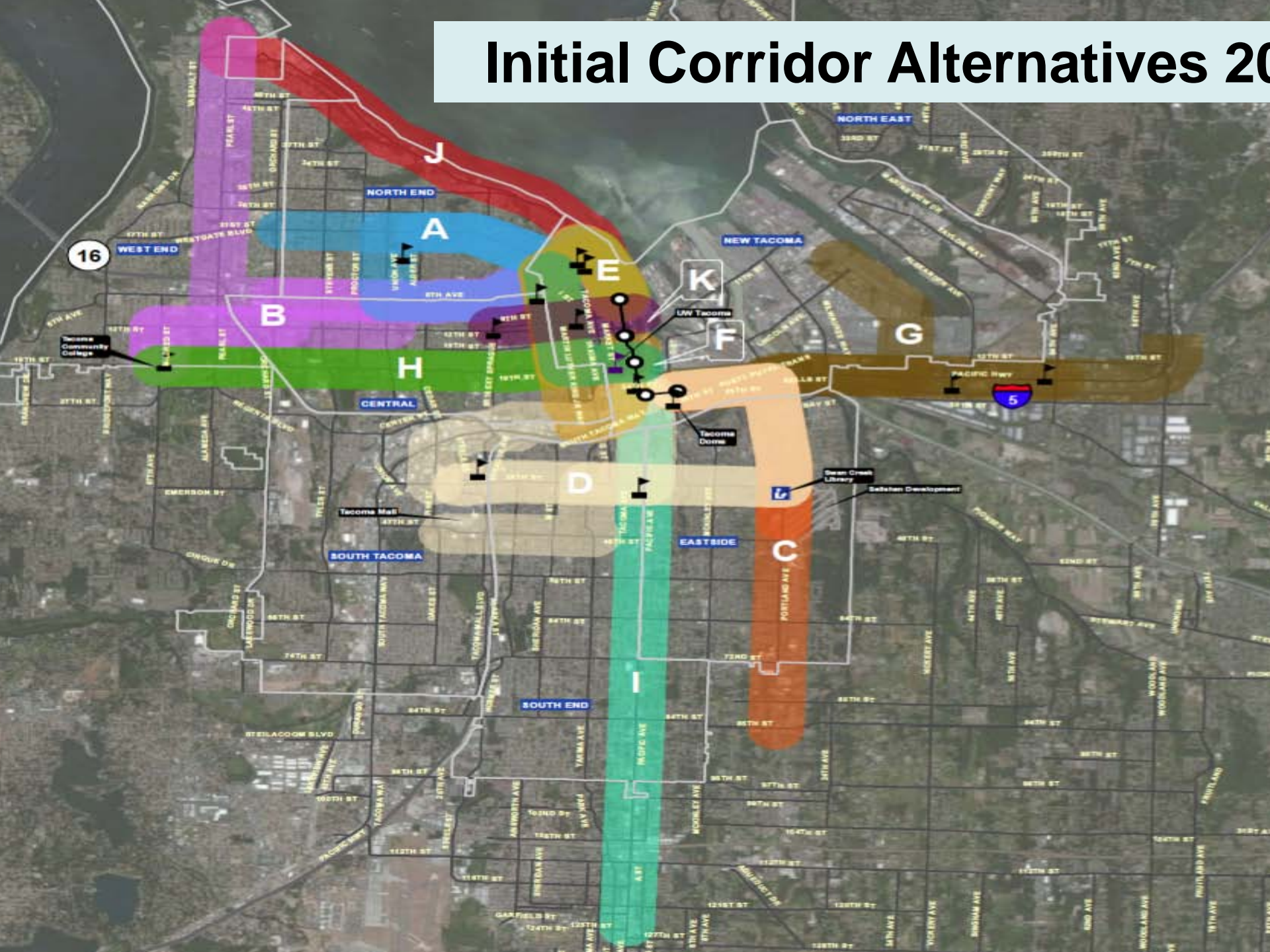
Tacoma Link Expansion AA Coordination Process



Corridors Evaluated by Stakeholder Group Sound Transit 2010-2011



Initial Corridor Alternatives 20



Tacoma Link Expansion: Purpose & Need

Early Scoping

Some reasons this project is **needed**:

- More people want to connect to the regional transit system
- Increasing congestion
- Increasing greenhouse gas emissions
- More people will be living and working downtown

The **purpose** of this project is to:

- Improve mobility and transportation or transit access
- Be sustainable and environmentally sensitive
- Spur economic development
- Serve traditionally underserved neighborhoods



After Public Input:

(in order of importance, with 1 most important)

Some reasons this project is **needed**:

1. More people want to connect to the regional transit system
2. More people will be living and working in downtown
3. Increasing congestion
4. Increasing greenhouse gas emissions

The **purpose** of this project is to:

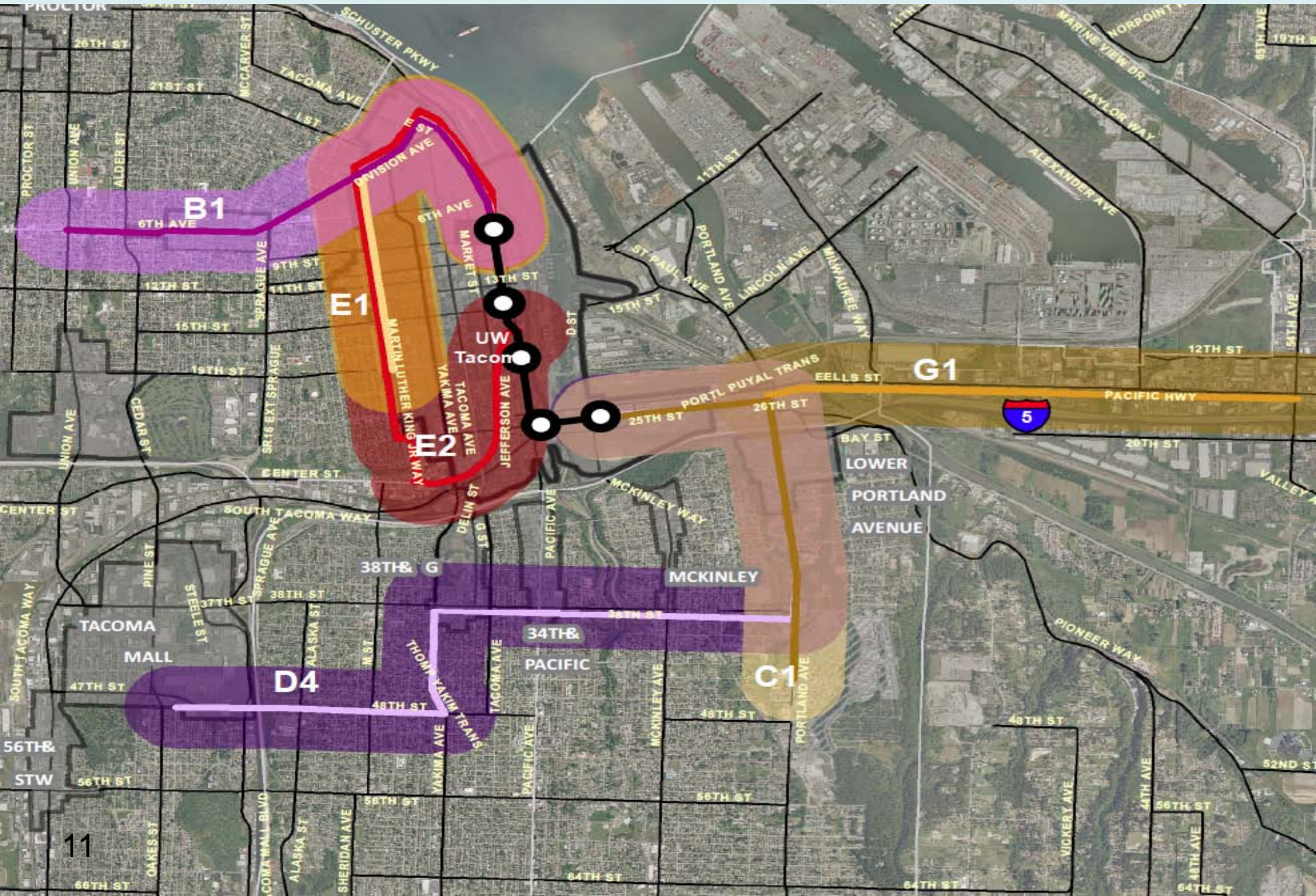
1. Improve mobility and transportation or transit access
2. Spur economic development
3. Serve traditionally underserved neighborhoods
4. Be sustainable and environmentally sensitive

Screening Questions:

Will the corridor alternative:

- *Improve connections to regional transit?*
- *Increase transit ridership & reduce passenger car use?*
- *Connect to an existing neighborhood or major activity center?*
- *Improve transit service between downtown Tacoma & at least one neighborhood?*
- *Serve existing or proposed areas of high-density housing or jobs?*
- *Serve an area that is:*
 - *home to many low-income and/or minority residents, or*
 - *has received relatively low infrastructure investments?*
- *Connect to an existing mixed-use center or a designated manufacturing/industrial center?*
- *Avoid major engineering challenges likely to increase project cost without additional benefit?*

Initial Screening: 6 Corridor Alternatives



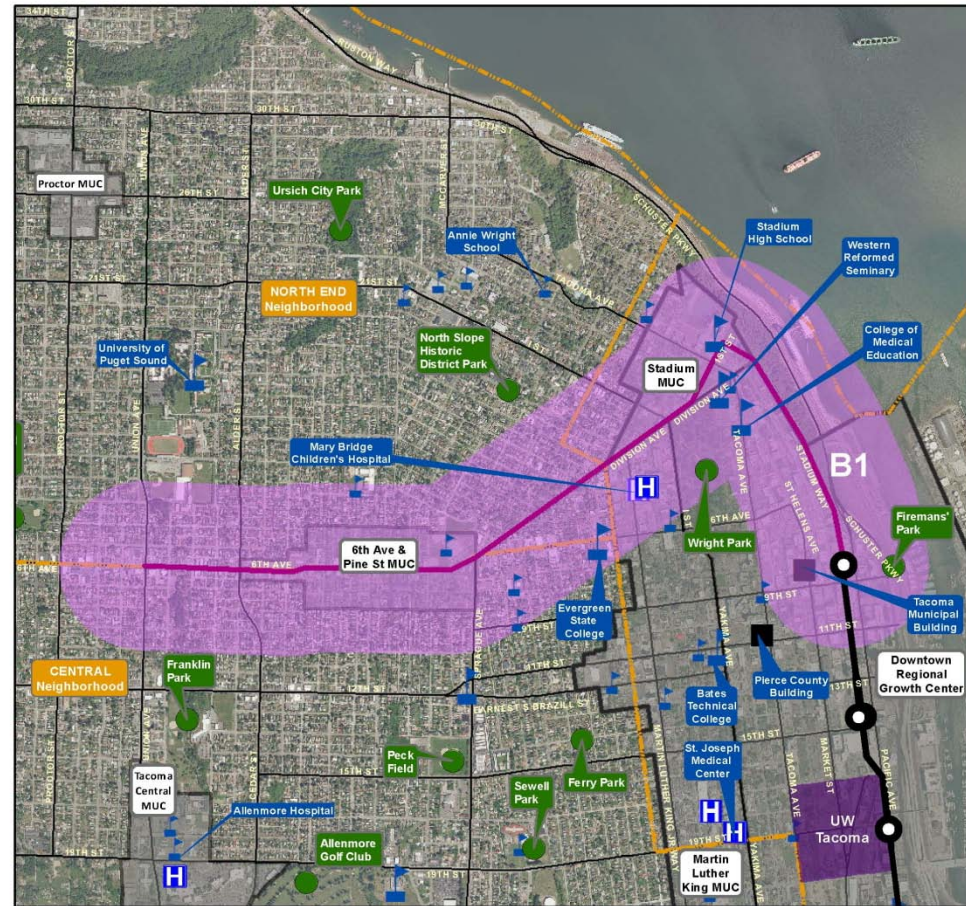
Corridor 1: North End Central (B1)

Pros

- High potential to attract riders
- Faster service to Tacoma Dome
- Zoning supportive of higher density mixed use development
- Approximate cost estimated at \$163M
- High viability for funding from local improvement district.

Cons

- Low amount of developable vacant land that could be
- Potential for historic resources impacts
- Potential for indirect park impacts
- Does not provide faster service to Downtown Tacoma compared to existing transit



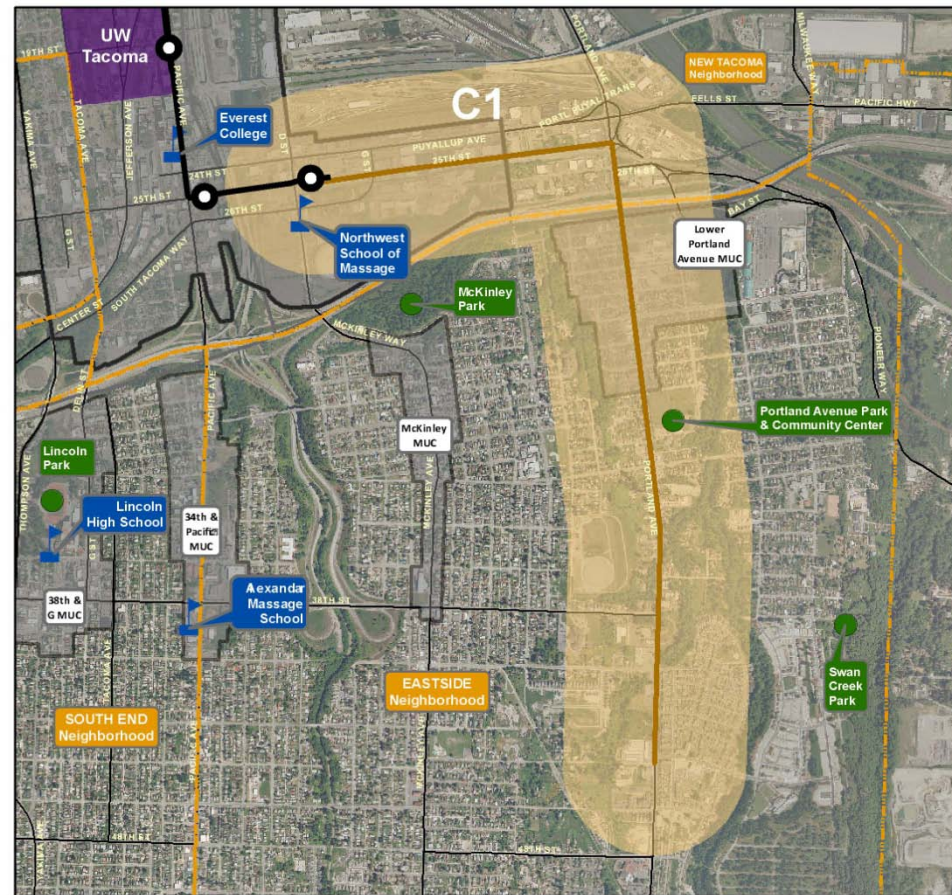
Corridor 2: Eastside (C1)

Pros

- Faster service to both Tacoma Dome and Downtown
- Serves areas that have high ethnic and economic diversity
- Low potential for impacts on historic resources
- Approximate cost estimated at \$119M

Cons

- Has low number of pedestrian and bicycle connections
- Zoning not supportive of higher density mixed use development
- Low viability for funding from local improvement district



Corridor 3: South End via Eastside (D4)

Pros

- Moderate amount of developable vacant land
- Serves the greatest number of regional destinations and activity centers
- Low potential for impacts on historic resources

Cons

- Not be faster than existing transit to Downtown and Tacoma Dome
- Zoning does not support higher density mixed use development
- Approximate cost estimated at \$292M
- Estimated cost exceeds maximum eligible for Small Starts FTA grant



Corridor 4: North Downtown Central (E1)

Pros

- Has good potential to attract riders
- Faster service to Downtown and Tacoma Dome
- Zoning supportive of higher density mixed-use development
- Approximate cost estimated at \$133M
- High viability for funding from local improvement based upon assessed value
- Serves areas that have high ethnic and economic diversity

Cons

- Low amount of developable vacant land
- Potential for impact on historic resources
- High number of noise sensitive receptors



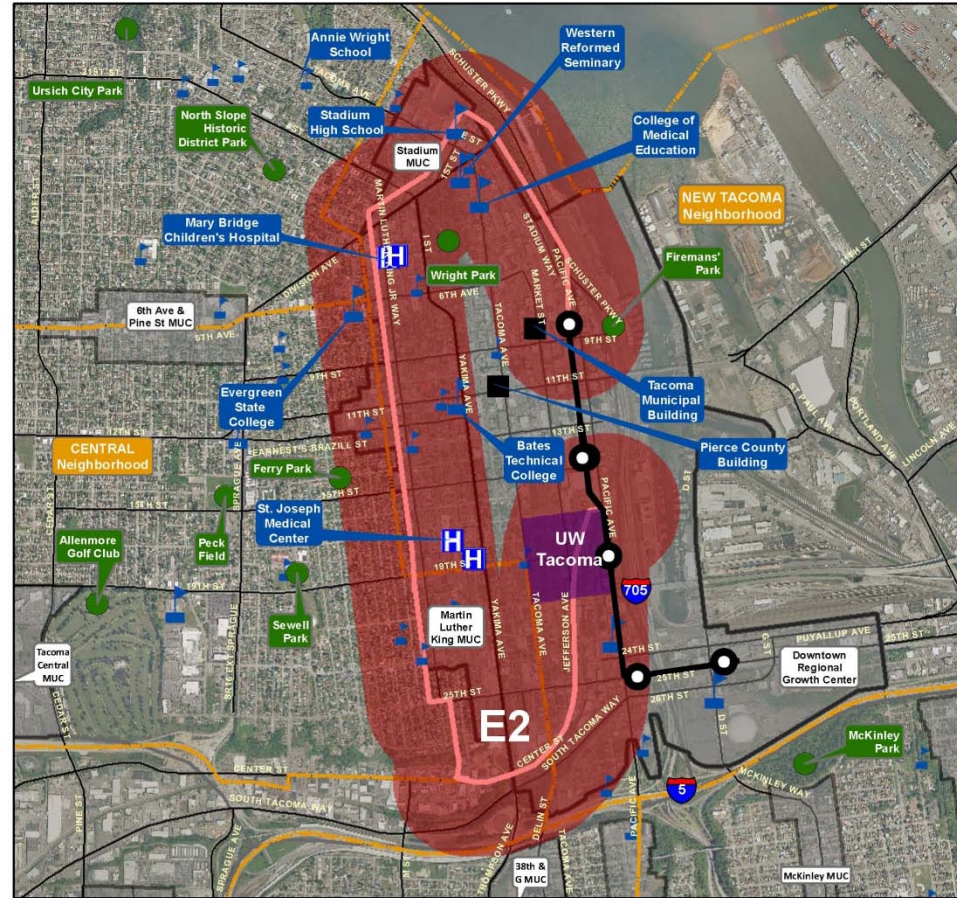
Corridor 5: North Downtown Central Loop (E2)

Pros

- Has good potential to attract riders
- Faster service to Tacoma Dome
- Zoning supportive of higher density mixed-use development
- High viability for funding from local improvement district based upon assessed value
- Serves areas that have high ethnic and economic diversity

Cons

- High probability of impact on historic resources
- High number of noise sensitive receptors
- Approximate cost estimated at \$249M



Corridor 6: Pacific Highway (G1)

Pros

- Faster service to Downtown
- Has a high amount of vacant land that could be developed
- Low potential for impacts on parks and historic resources
- Approximate cost estimated at \$164M

Cons

- Serves the lowest number of regional destinations and activity centers
- Has lowest potential to attract riders
- Zoning not supportive of higher density mixed-use development (except at Fife center)
- Low viability for local improvement district based upon assessed value



Bus Rapid Transit

Pros

- Less expensive to construct
- Fewer vibration impacts
- Few permanent visual impacts

Cons

- Would require a transfer from existing Tacoma Link alignment
- Less potential for investment along the corridor
- More potential noise impacts



Photo Credit
Rapid Ride - www.uwarch-belog.com

Light Rail Transit

Pros

- “One-seat ride” to connect to existing Tacoma Link
- Higher potential to spur economic development
- Lower potential noise impacts

Cons

- Higher potential vibration impacts
- Higher potential for visual impacts (overhead catenary lines)
- More expensive to construct



Next Steps

- Stakeholder Roundtable – 3rd Meeting: Jan. 30th
- Tacoma City Council Study Session: Feb. 12th
- 3rd Round of Open Houses:
 - Feb. 12th Tacoma Dome Station Plaza 4-7 p.m.
 - Feb 13th UWT – William Phillip Hall 4-7 p.m.

www.soundtransit.org/tacomalinkextension



Questions?

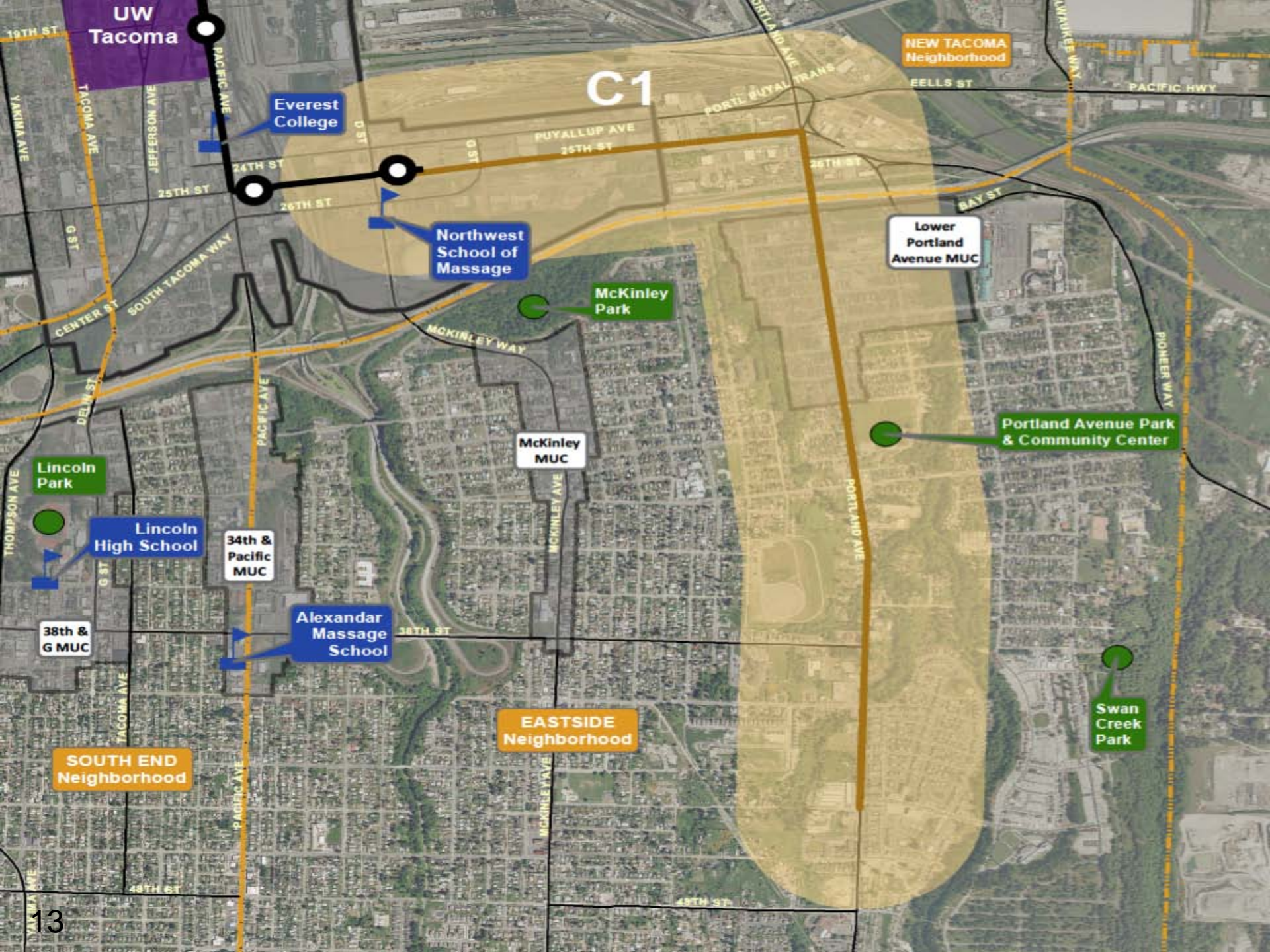
Tacoma Link Expansion Funding

- ST2: Sound Transit's second phase of development
 - “Funds, in the form of a **capital contribution**, are also programmed to provide for the expansion of the Tacoma Link light rail system if other public or private entities **provide matching funds**. Extensions that have been studied and are under consideration are north to the Tacoma General Hospital area or east to Fife” – *ST2 Plan, July 2008*

Tacoma Link Expansion

- Total project budget is \$150m
- ST contributing 2/3 of the funding, including federal grant
- Substantial Federal Funding will be required
 - Federal Transit Administration's "Small Starts" grant program
 - What do we need to do to be eligible & competitive?
 - MAP21 alternatives analysis process?





UW Tacoma

Everest College

Northwest School of Massage

C1

NEW TACOMA Neighborhood

Lower Portland Avenue MUC

McKinley Park

Portland Avenue Park & Community Center

McKinley MUC

Lincoln Park

Lincoln High School

34th & Pacific MUC

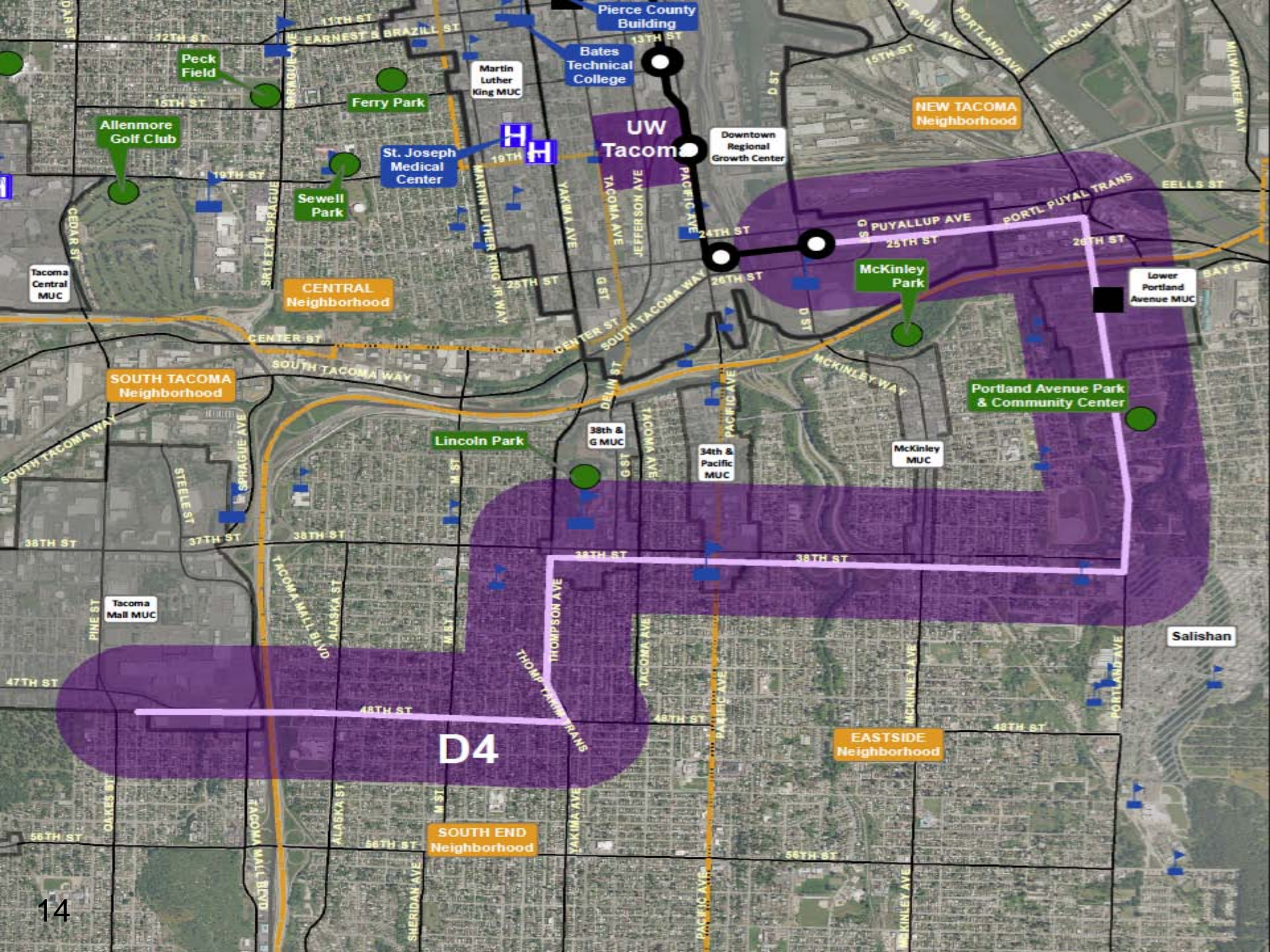
Alexander Massage School

38th & G MUC

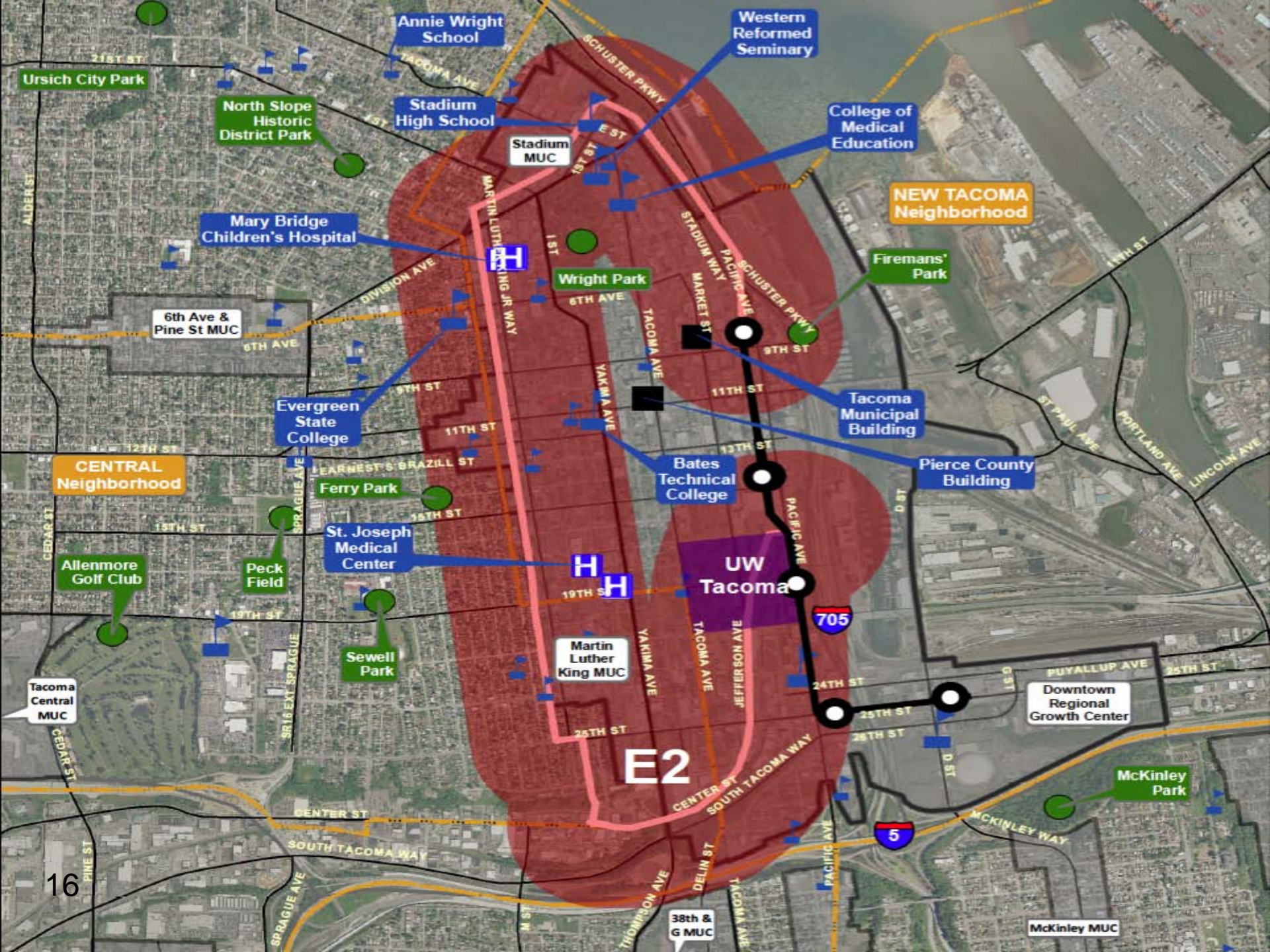
EASTSIDE Neighborhood

SOUTH END Neighborhood

Swan Creek Park











UNIVERSITY OF WASHINGTON TACOMA | PLT - UWT Station
City Council Presentation 22 January 2013



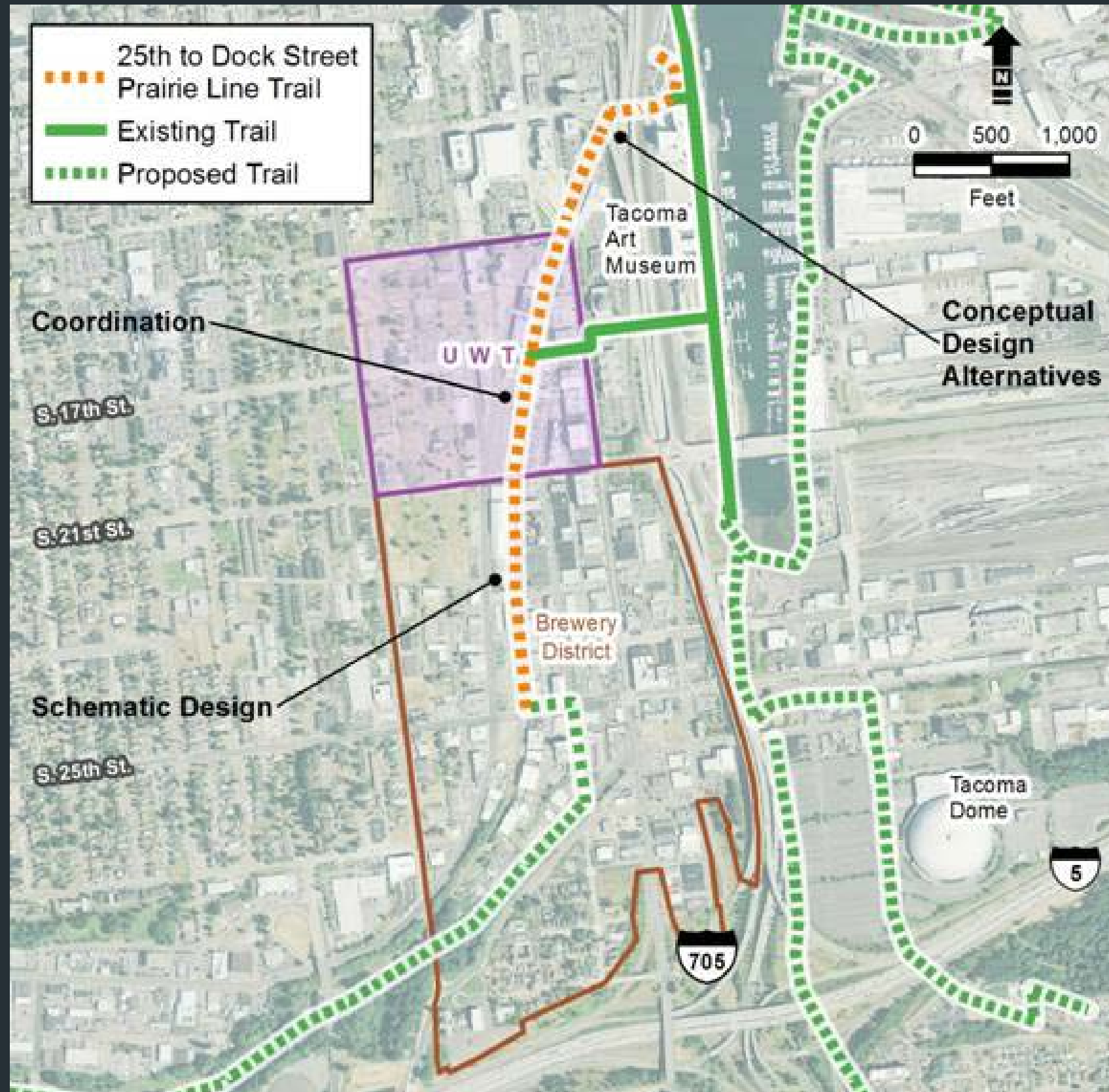
DESIGN OVERVIEW HISTORICAL CONTEXT



PLACE

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PRAIRIE LINE TRAIL ALIGNMENT AND CONNECTIONS



DESIGN OVERVIEW CONCEPT EVOLUTION

Public Outreach



PUBLIC PRESENTATIONS

UWT has hosted several Open Houses for the Project to showcase pre-design concepts for the UWT Station portion of the Prairie Line Trail. Additionally, public presentations were made to the Landmarks' Preservation Commission.



STUDENT INVOLVEMENT FAIRS

Students attending the Student Involvement Fairs were given an opportunity to view and comment on plans for UWT Station of Prairie Line Trail.

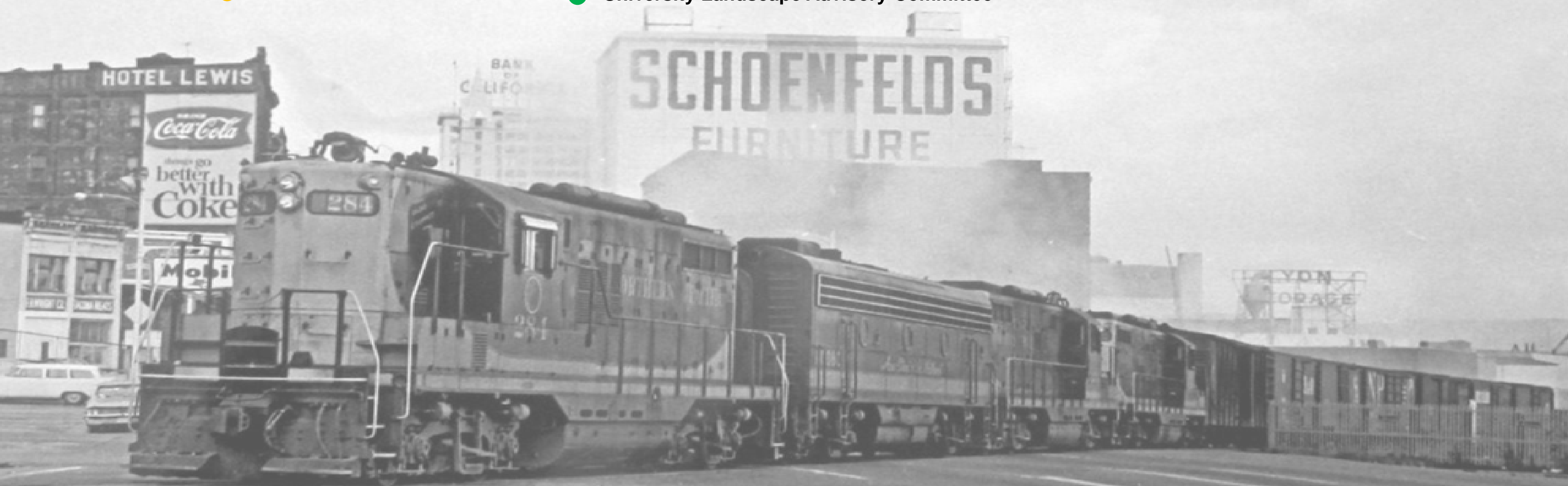
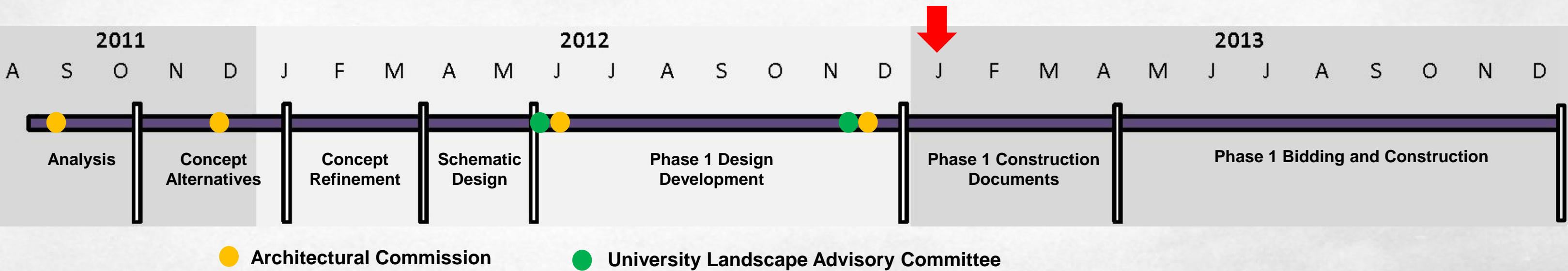


COMMUNITY FORUMS and OUTREACH

UWT has hosted several Community Forums and attended numerous meetings of groups and committees in order to get feedback on design concepts and provide updates on project progress. Presentations have been made to the City's Infrastructure Working Group, SEPA Area-wide Steering Committee, SEPA Station Working Group, Tacoma Power design engineers, and the Hillside Development Council. Outreach will continue throughout this Spring.

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DESIGN OVERVIEW SCHEDULE



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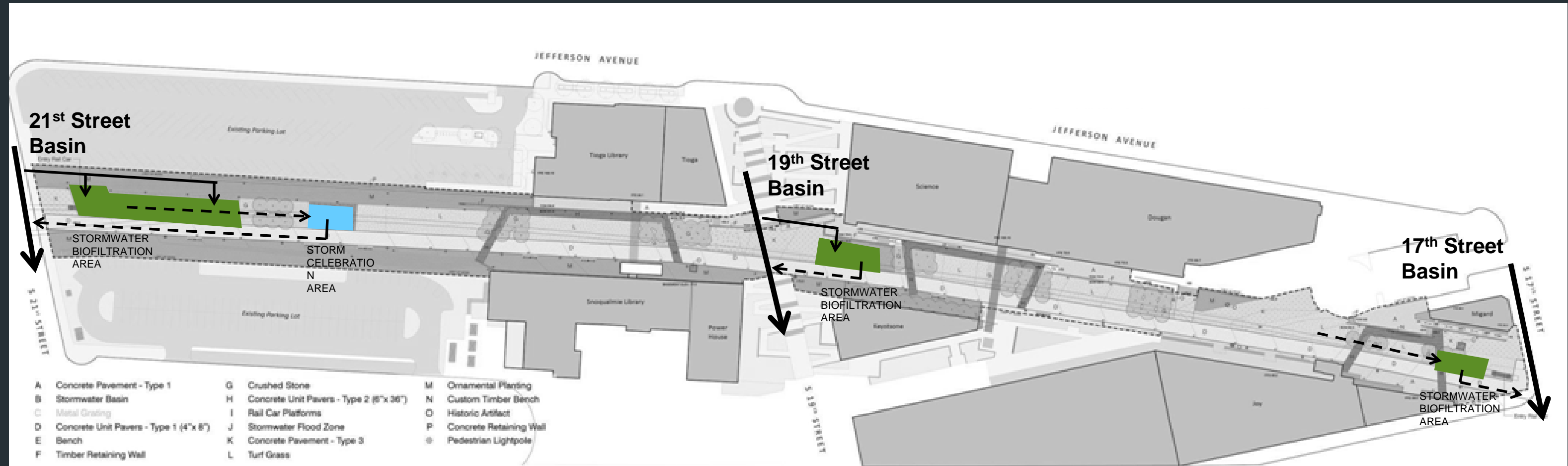
DESIGN DETAIL DESIGN DEVELOPMENT PLAN

Materials Site Plan

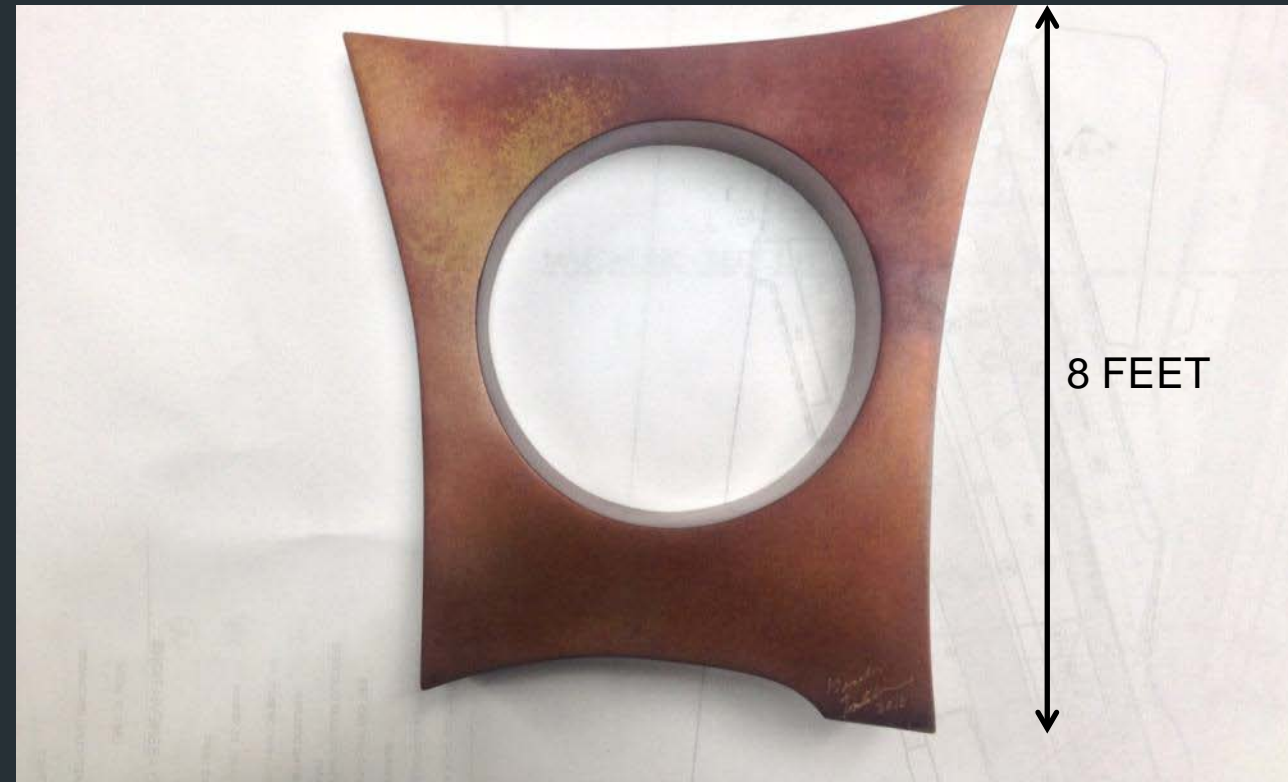


DESIGN DETAIL STORMWATER

Stormwater System Diagram



DESIGN DETAIL JAPANESE LANGUAGE SCHOOL MEMORIAL



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DESIGN DETAIL PERSPECTIVE- North Section



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DESIGN DETAIL PERSPECTIVE- Joy/Dougan Section



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DESIGN DETAIL PERSPECTIVE- Keystone/Science Section



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DESIGN DETAIL PERSPECTIVE- Library/Powerhouse Section



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DESIGN DETAIL PERSPECTIVE- Looking North from 21st



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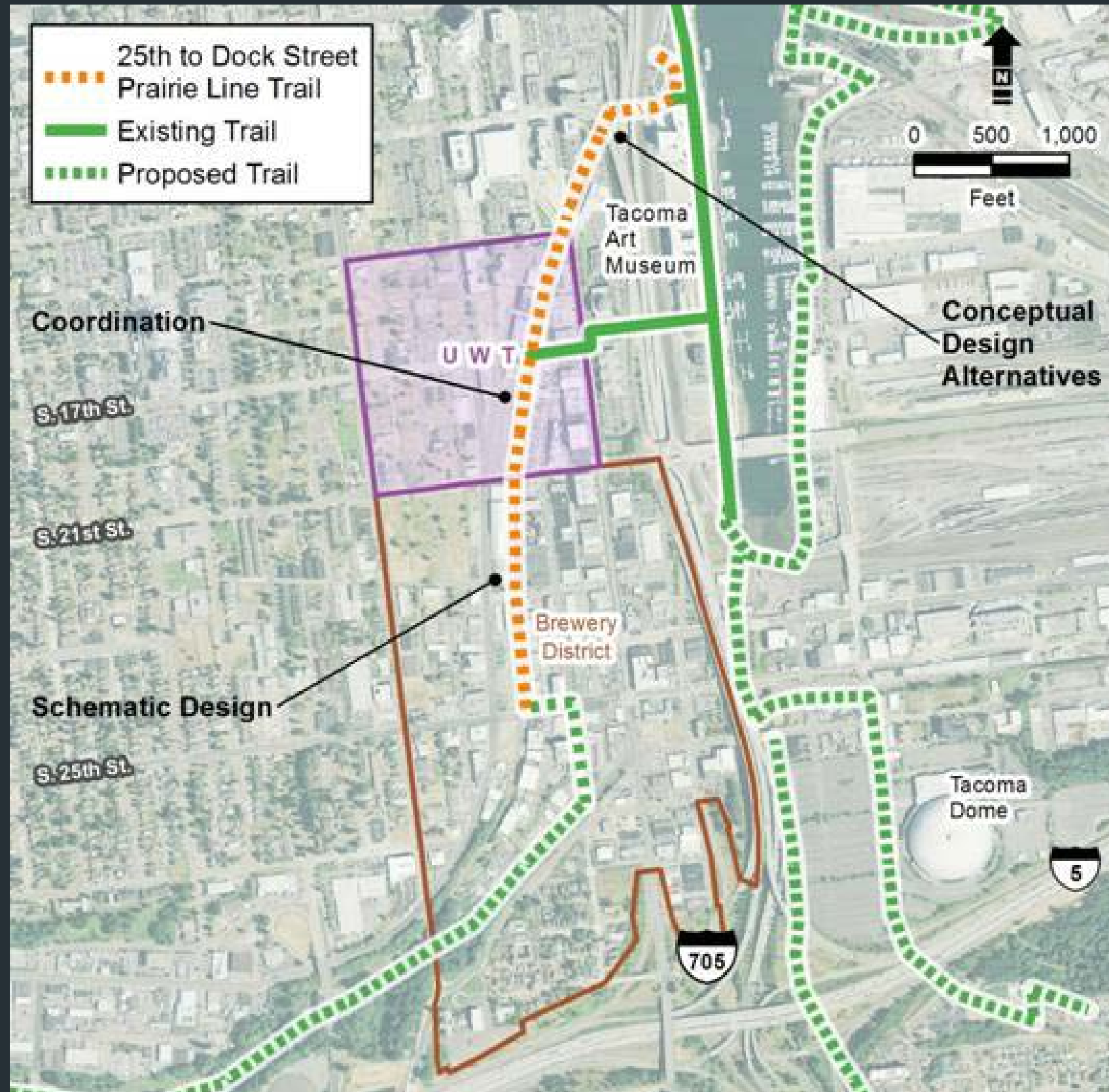
DESIGN DETAIL SUMMARY



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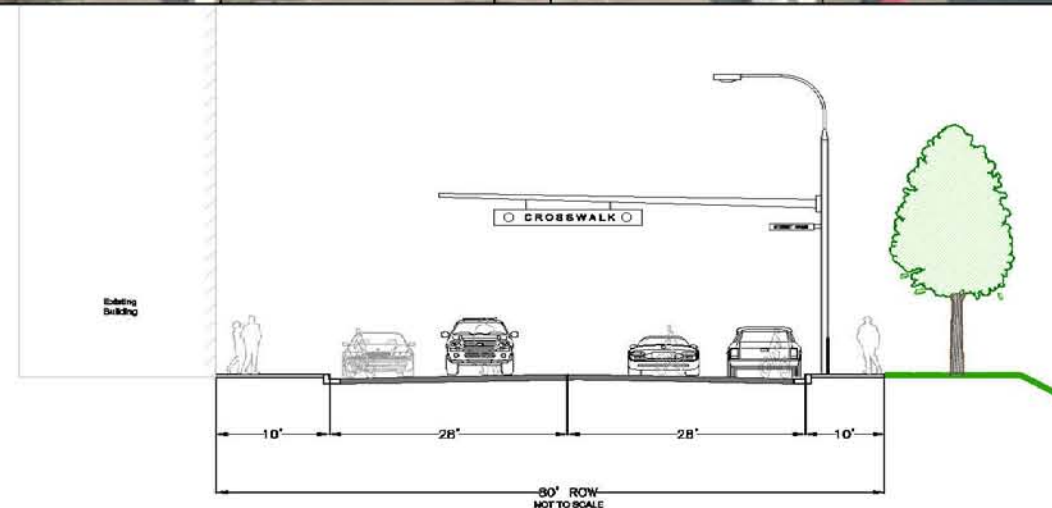
University of Washington Tacoma | PLT – UWT Station


PRAIRIE LINE TRAIL NEXT STEPS



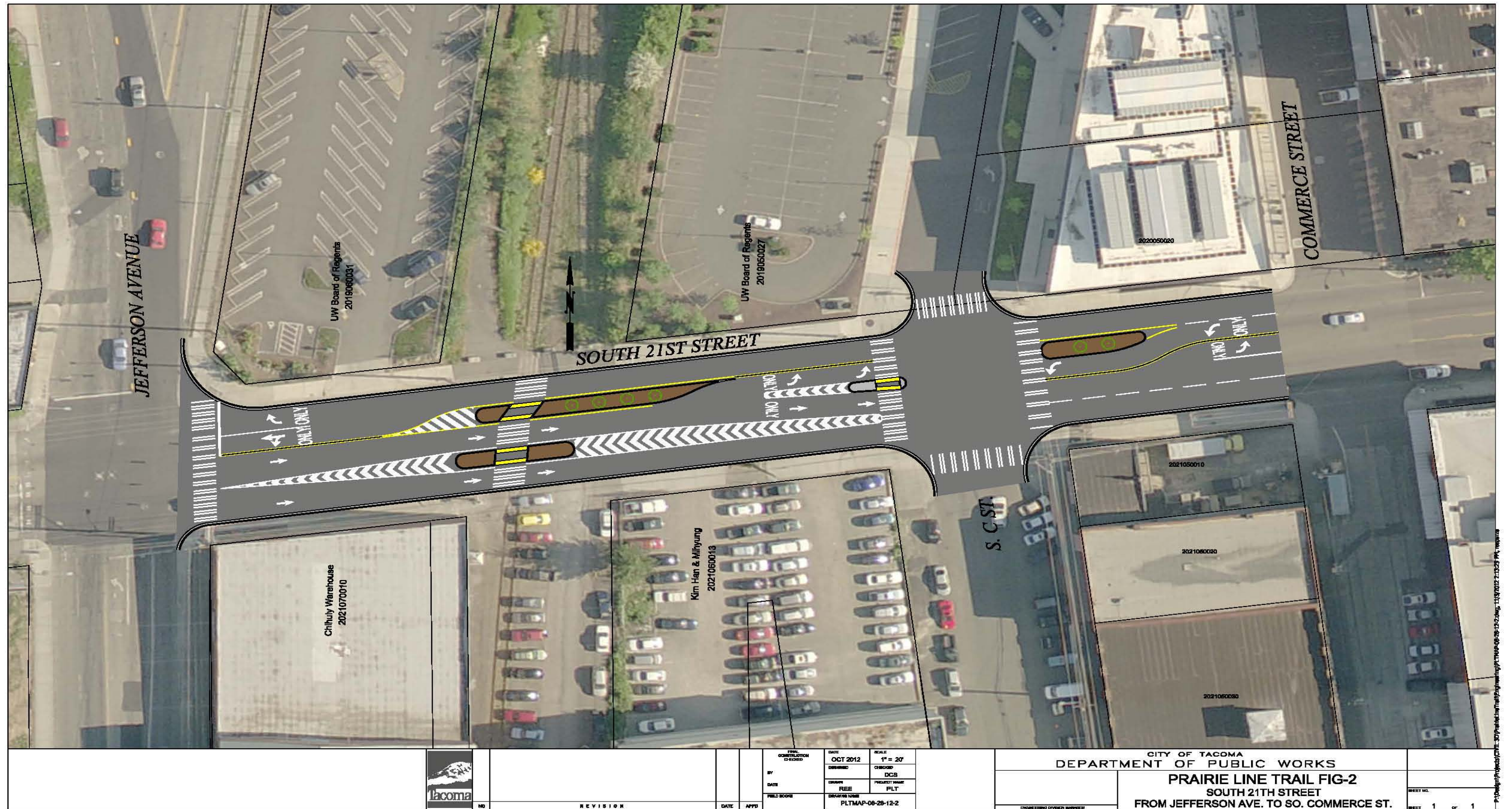
- UWT Segment
- Property Donation
- 21st Street Crossing
 - 3 Phased Approach

PRAIRIE LINE TRAIL PHASE 1 – C STREET CROSSING



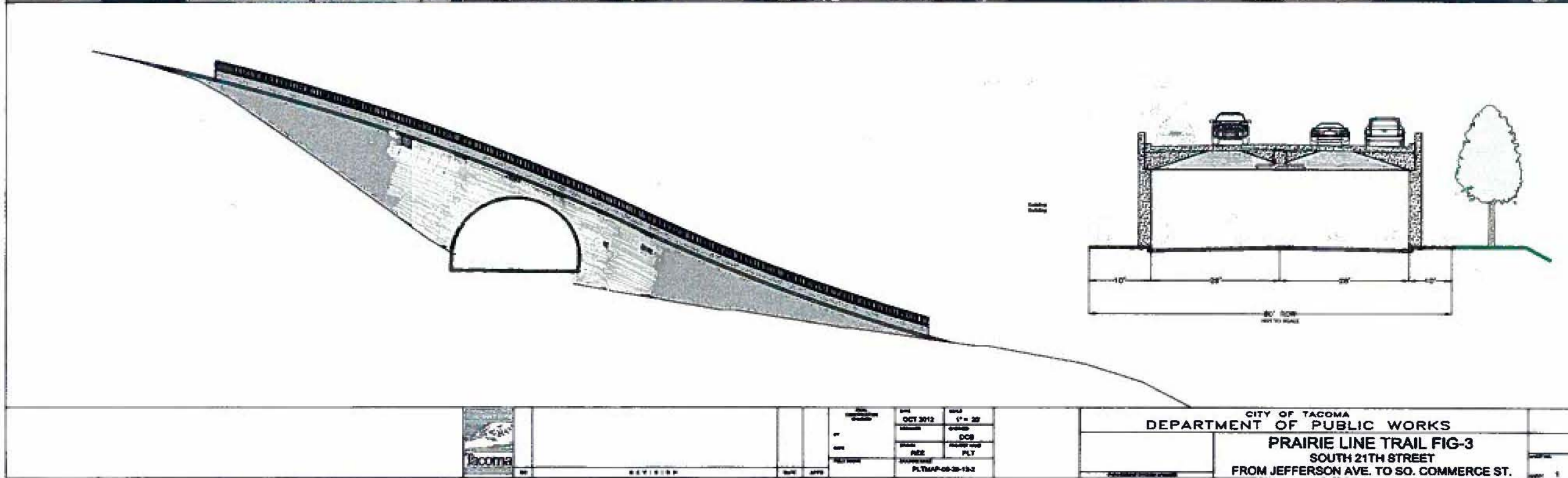
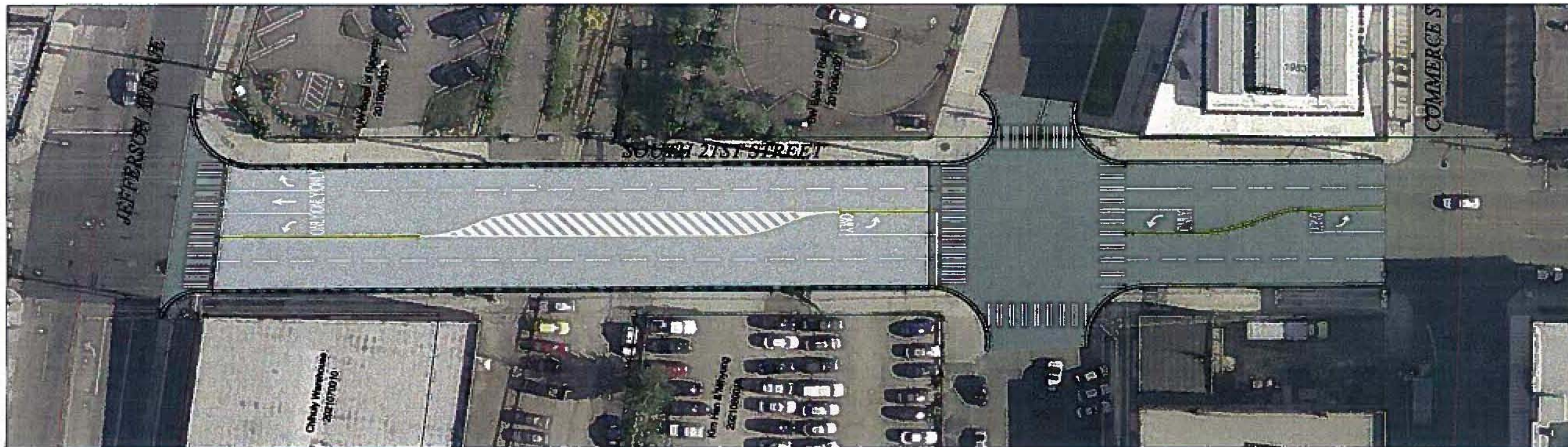
	NO	REVISION	DATE	APPRO	FINAL CONSTRUCTION (CHECKED)	DATE	SCALE	CITY OF TACOMA DEPARTMENT OF PUBLIC WORKS			SHEET NO. BEST 1 OF 1
						OCT 2012	1" = 20'				
						DRAWN	DRAWN	PRAIRIE LINE TRAIL FIG-3 SOUTH 21TH STREET FROM JEFFERSON AVE. TO SO. COMMERCE ST.			
						DCS					
						DATE	PROJECT NAME				
REE	PLT										
FIELD BOOKS	DRAWING NAME	PLTMAP-06-28-12-2									

PRAIRIE LINE TRAIL PHASE 2 – DOUBLE MEDIAN (ALTERNATIVE #5)



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PRAIRIE LINE TRAIL PHASE 3 – BRIDGE/ TUNNEL (ALTERNATIVE 4A)





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