

## Tacoma Dome Access Improvements Engagement Summary

### Overview

The Tacoma Dome Access Improvements (TDAI) project is a Sound Transit 2 (ST2) project that dedicates funding to improve how riders get to the Tacoma Dome Station area. Sound Transit, in coordination with the City of Tacoma and through previous public engagement, identified potential access improvements including surface parking (up to 300 stalls) and improvement projects for pedestrians, bicyclists (non-motorized), and transit riders.

Each project was evaluated based on specific criteria and were ranked low, medium, or high. We also scored the cost and construction feasibility. These evaluations considered potential overlap with the Tacoma Dome Link Extension (TDLE) project, expected to begin construction in 2028.

Sound Transit shared details about these projects on the TDLE online open house (Appendix A). The agency encouraged site visitors to provide feedback via an online survey from Aug. 30 to Oct. 11, 2024. Sound Transit staff also met with interested project stakeholders to brief them on the TDAI projects, gather feedback, and share the next steps, with project implementation anticipated by 2032.

### Outreach objectives

- Provide project stakeholders the opportunity to review and comment on the TDAI projects.
- Gather input on project priorities, including preferences for surface parking and/or bicycle, pedestrian (non-motorized) and transit improvement projects.
- Communicate the next steps for TDAI, including a timeline for environmental review and conceptual engineering, updates to the Sound Transit Board, and project implementation by 2032.

### Audience

Sound Transit engaged Tacoma stakeholders about the TDAI projects. These stakeholders included the public, community-based organizations, business organizations, agency partners, and City of Tacoma commissions. Sound Transit briefed and received input from organizations and City of Tacoma commissions that focused on advocating for people with disabilities and ADA accessibility, transportation, and bicycle and pedestrian interests. Business organizations included business associations near Tacoma Dome and the Port of Tacoma. Agency partners included Pierce Transit and the City of Tacoma.

### Notifications

Sound Transit notified stakeholders of the TDAI feedback period using multiple methods including:

- Emails to stakeholders (community-based organizations, business organizations, agency partners, and City of Tacoma commissions), inviting briefings with Sound Transit staff.
- GovDelivery emails to the TDLE listserv on [Aug. 30, 2024](#), (announcing the start of the engagement period), Sept. 30 (a reminder), and [Oct. 10, 2024](#) (final survey reminder).
- [Press release](#) to local media outlets on Sept. 11, 2024.

Additionally, third-party organizations helped disseminate information about the TDAI projects:

- Downtown On the Go shared the TDAI survey in an [email](#) to its listserv.
- *The News Tribune* published an [article](#) about TDAI with a link to the survey.
- Tacoma Mobility promoted the TDAI survey on its Facebook and Instagram accounts.

## **Outreach opportunities**

### **Stakeholder briefings**

Sound Transit invited stakeholders interested in parking, station access, and ADA improvements within the Tacoma Dome Station area to a briefing. We identified many stakeholders through existing relationships from the TDLE and Sounder South projects. Sound Transit staff briefed and engaged with the following groups:

- City of Tacoma Transportation Commission on Aug. 21, 2024.
- City of Tacoma Bicycle Pedestrian Technical Advisory Group on Aug. 26, 2024.
- Downtown On the Go on Sept. 4, 2024.
- Employee Transportation Coordinator Network on Sept. 10, 2024.
- New Tacoma Neighborhood Council on Sept. 11, 2024.
- City of Tacoma Transit Oriented Development Task Force on Sept. 18, 2024.
- Pierce Transit on Sept. 26, 2024.
- City of Tacoma Area Commission on Disabilities on Oct. 11, 2024.

Some groups, including the City of Tacoma Parking Technical Advisory Group, were not briefed during the engagement period. They agreed to share the survey link with their members on behalf of Sound Transit.

### **Online open house and survey**

Sound Transit shared background information and details about the TDAI projects on the TDLE online open house ([tdlink.participate.online](#)). The website featured overviews of surface parking and non-motorized projects, evaluation, and a map of each project's location near the Tacoma Dome Station. Site visitors could review project and performance scores, consider potential overlaps with future TDLE construction, and view cost estimates.

The online survey, open from Aug. 30 to Oct. 11, 2024, asked respondents to prioritize several projects and provide open-ended feedback with optional demographic questions at the end. See Appendix B for the survey results.

## What we heard

### Stakeholder briefings and letters

At stakeholder briefings, Sound Transit staff heard general support for active transportation projects (projects for pedestrians, bicyclists, and transit riders) and less interest in surface parking. Stakeholders expressed they prefer to use the ST2 project funds for better transit integration, connectivity, and safety improvements around the Tacoma Dome Station. If surface parking is selected they urged separating pedestrians and bicyclists from vehicles to promote safe access to the Tacoma Dome Station area. Four stakeholder organizations submitted letters to Sound Transit expressing their views on the list of potential TDAI projects: WSDOT, Downtown On the Go, City of Tacoma Transportation Commission, and City of Tacoma Bicycle Pedestrian Technical Advisory Group (Appendix C).

Key themes from these briefings and letters include:

- Low support for additional surface parking, citing the underutilization of existing parking facilities.
- High support for multimodal transit connections.
- Desire for street, intersection, and sidewalk improvements and ADA accessibility.
- Interest in enhancing transit system connections and continuing to develop the Tacoma Dome Station area into a regional transit hub.
- Requests for increased wayfinding signage around Tacoma Dome Station.
  - Attendees at the City of Tacoma Area Commission on Disabilities briefing recommended raised print on signage, along with braille, to better accommodate individuals with visual impairments. A QR code was also suggested to provide accessibility information.

### Online open house and survey

The TDLE project website hosted the TDAI survey in English, Spanish, Russian, Korean, and Khmer. By Oct. 11, the survey closing date, the survey received 226 responses with a 98.7% completion rate.

Survey findings included:

- 59.7% of respondents preferred non-motorized access improvement projects.
- 26% of respondents preferred a mix of non-motorized and surface parking projects.
- 18% of respondents preferred additional surface parking projects.

In open-ended responses, 57 respondents referenced “no parking” or “no additional parking,” while 18 respondents supported additional parking in specific locations. The remaining 36 responses mentioned various station design preferences and local area concerns.

Sound Transit then asked survey-takers to prioritize each of the 11 TDAI projects on a scale of one to five (five being higher priority and one being lower priority). The table below shows the

breakdown of how respondents answered (Note: survey-takers did not have to rate each TDAI project; thus, the number of responses for each project varies).

	<b>1 Lower priority</b>	<b>2 Low priority</b>	<b>3 Neutral</b>	<b>4 High priority</b>	<b>5 Higher priority</b>	<b>Total responses</b>	<b>% high and higher priority</b>
<b>Additional Surface Parking Lot</b>	113	17	12	12	51	<b>205</b>	<b>30.7%</b>
<b>Puyallup Avenue Corridor Improvements</b>	14	21	41	41	84	<b>201</b>	<b>62.2%</b>
<b>East D Street/East McKinley Way Bicycle and Pedestrian Improvements</b>	21	18	36	39	90	<b>204</b>	<b>63.2%</b>
<b>Pacific Ave Pedestrian Safety &amp; Accessibility Improvements</b>	23	20	31	42	87	<b>203</b>	<b>63.5%</b>
<b>Station Area ADA Accessibility Spot Improvements</b>	18	23	32	53	76	<b>202</b>	<b>63.9%</b>
<b>East 25th Street Pedestrian Improvements</b>	16	24	29	54	79	<b>202</b>	<b>65.8%</b>
<b>Midblock Crossing Improvement 25th Street</b>	17	25	49	47	62	<b>200</b>	<b>54.5%</b>



<b>and East D Street</b>							
<b>Station Wayfinding Improvements</b>	19	31	53	44	55	<b>202</b>	<b>49%</b>
<b>Dome District Railroad Crossing Improvements</b>	20	21	44	54	60	<b>199</b>	<b>57.3%</b>
<b>East 26th Street Pedestrian Improvements</b>	16	20	39	51	73	<b>199</b>	<b>62.3%</b>
<b>Pedestrian Overpass between Pierce Transit Parking Garage and Future TDLE Station</b>	32	25	36	28	84	<b>205</b>	<b>54.6%</b>

All active transportation (non-motorized) access improvement projects ranked higher than the additional surface parking project, aligning with stakeholder feedback from briefings and letters. See Appendix B for full survey results and for responses to optional demographic questions.

### **Next steps**

An environmental review of the proposed improvements and conceptual design will begin in 2025 with additional community engagement as part of the State Environmental Policy Act process. Later in 2025, the Sound Transit Board will use community feedback and other information to help inform in their action to select the TDAI projects to be built. Project design and further refinements will proceed in partnership with the City of Tacoma with anticipated completion expected in 2032.

Appendix A: Online Open House

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# Tacoma Dome Link Extension

Welcome Project overview EIS 101 Federal Way South Federal Way Fife Portland Avenue  
Tacoma Dome Tacoma Dome Access Improvements

## Tacoma Dome Access Improvements Project

### Overview

The Tacoma Dome Access Improvements (TDAI) is a Sound Transit 2 (ST2) project that dedicates funding to improve how we get to the Tacoma Dome Station area. This would be accomplished through a surface parking lot with up to 300 stalls,\* and/or a flexible approach to improve rider access through pedestrian, bicycle, or other transit-related improvements.



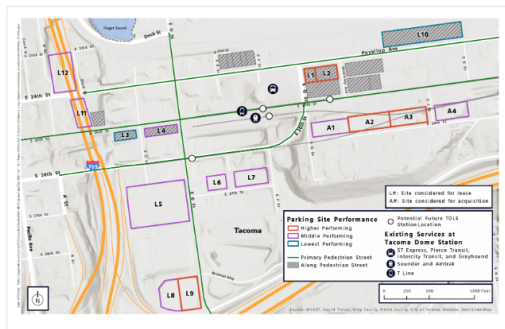
Tacoma Dome Station is served by T Line, Sounder, Amtrak, ST Express, Pierce Transit, and Greyhound. The Tacoma Dome Link Extension will also have a station here in 2035. | Click to enlarge

Sound Transit, in coordination with the City of Tacoma, and through previous public engagement, identified potential access improvements including new surface parking options and pedestrian, bicycle, and Americans with Disabilities Act (ADA) enhancements near the Tacoma Dome Station. We invite your [comments](#) on these potential projects.

### A closer look at the proposed access improvements

#### Surface parking background

Sound Transit studied potential surface parking sites near the Tacoma Dome Station area to increase transit rider access to T Line, Sounder, Amtrak, ST Express, Pierce Transit, and Greyhound. We evaluated opportunities to construct new surface parking as well as to lease existing lots. With all parking sites we considered, we also looked at improvements such as sidewalks or curb cuts that would be needed to connect passengers from the parking to transit services.



Map of potential parking sites considered. | Click to enlarge

For our analysis of these potential sites:

- We reviewed them against the City of Tacoma Municipal Code, which mandates that there can be no new surface parking built in the Dome District along streets deemed as “primary pedestrian streets” (13.06.010.D.2: [Downtown primary streets designated](#)).
- We evaluated the remaining sites against our project evaluation criteria, outlined below, to identify higher performing sites.
- We determined that leasing parking from existing sites would be more expensive for Sound Transit over the long-run and would create no net new parking for transit riders.

#### \*Parking at Tacoma Dome Station (P)

There are 2,300 parking spaces in two garages. Additionally, there is free on-street parking and nearby private lots that offer paid daily and monthly parking.

When voters approved ST2, parking demand exceeded capacity, but since 2020, parking capacity has exceeded demand. Today, the garages are typically about 50% full each weekday. Once light rail is open near the Tacoma Dome, there could be an increase in parking demand that could reduce the number of available parking spaces.

based on this analysis, we've identified two privately owned parcels that could accommodate up to 300 surface parking spaces as the best performing parking option for this project. Our parking analysis also indicated that transit-related parking demand post-COVID remains low. Once the Tacoma Dome Link Extension opens, there could be an increase in parking demand.

### Surface parking evaluation criteria

We evaluated the surface parking sites using the same policy goals as the [Station Access Allowance](#) program, and we used additional evaluation criteria specific to TDAI to compare the parking sites as well as the bicycle and pedestrian projects.

Policy Goal	Evaluation Criteria
Grow Transit Ridership	<ul style="list-style-type: none"> <li>Provides parking close to station where more riders are likely to benefit.</li> <li>Maintains existing transit-oriented land uses/activities and facilitates (or does not prevent) future transit-oriented development.</li> </ul>
Improve Connectivity & Network Access	<ul style="list-style-type: none"> <li>Access routes between transit and parking have minimal missing links in walking network (curb ramps, sidewalks).</li> <li>Minimizes traffic impacts to already congested streets.</li> </ul>
Improve Safety & Human Health	<ul style="list-style-type: none"> <li>Encourages pedestrian travel outside or away from locations with a history of vehicle collisions with people walking.</li> </ul>
Enhance Passenger Experience	<ul style="list-style-type: none"> <li>Parking site maximizes ease of access for passengers.</li> </ul>
Advance Social Equity	<ul style="list-style-type: none"> <li>Minimizes impacts to or benefits populations who are historically underrepresented and underserved.</li> </ul>
Constructability and Engineering Considerations	<ul style="list-style-type: none"> <li>Potential cost to acquire parcels.</li> <li>Potential engineering challenges (utilities or structures impacts).</li> <li>Potential operating costs.</li> </ul>

### Bicycle and pedestrian projects background

Sound Transit used previous public engagement and collaborated with the City of Tacoma to generate a list of potential bicycle, pedestrian, and safety improvements for consideration (along with the potential parking sites). We derived these projects from the Tacoma Dome Link Extension (TDLE) [Station Access Allowance](#) project list, which was created in 2020 during early station planning efforts for the light rail project. During an engagement period in fall 2020, we held an online open house and connected with organizations and City of Tacoma committees and commissions virtually to get comment on the preliminary list of projects (see [fall 2020 engagement summary](#)).

From the TDLE Station Access Allowance list, we made updates to combine related projects, reflect projects the City of Tacoma has recently completed, and include other priorities for near-term improvements. We then evaluated these projects using the evaluation criteria below to recommend the **10 potential non-motorized TDAI access projects** shown on the map below for community feedback.

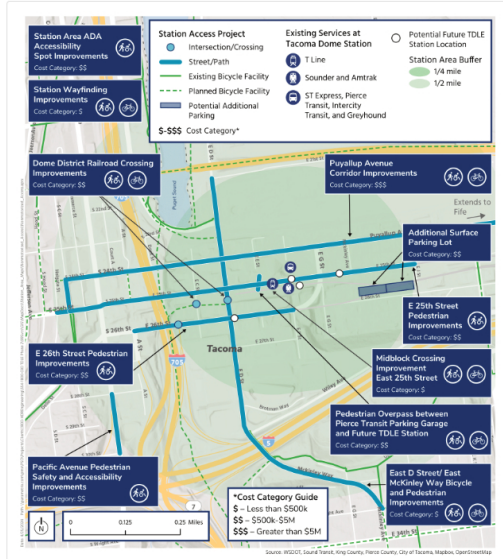
### Bicycle and pedestrian project evaluation criteria

Sound Transit and the City of Tacoma adapted the Station Access Allowance evaluation criteria to help identify priority projects for TDAI. The evaluation criteria included some of the same policy goals, but also included additional criteria developed in partnership with the City.

Policy Goal	Evaluation Criteria
Grow Transit Ridership	<ul style="list-style-type: none"> <li>Improves areas close to station where more people are likely to benefit.</li> </ul>
Improve Safety & Human Health	<ul style="list-style-type: none"> <li>Improves location with a history of collisions involving people walking and rolling.</li> </ul>
Advance Social Equity	<ul style="list-style-type: none"> <li>Improves access to residential locations and destinations serving populations who are</li> </ul>

	historically underrepresented and underserved.
New TDAI Goal: Consistency with City of Tacoma Policy and Future Plans	<ul style="list-style-type: none"> <li>• Alignment with City of Tacoma projects (project readiness and grant funding potential).</li> <li>• Advancement of City of Tacoma policy goals.</li> <li>• Minimizes potential for future TDLE construction impacts.</li> </ul>

## Potential TDAI projects



**\*Cost category guide**

\$ - Less than \$500k

\$\$ - \$500k - \$5M

\$\$\$ - Greater than \$5M

*These estimates represent construction costs based on preliminary stages of design and are subject to change.*

The descriptions below include a score (high, medium, or low) for the performance of each access improvement project based on the respective evaluation criteria described above.

### Additional Surface Parking Lot (P)

**Description:**

In Sound Transit's evaluation of surface parking that can accommodate up to 300 stalls, two privately owned parcels rated highest. The two parcels are located on East 26th Street between East J and East G streets. These sites would also require sidewalk improvements.

**Performance based on evaluation criteria:** High\*\*

\*\*This rating represents a comparative assessment of the parking sites in our parking analysis. The Sound Transit 2 plan envisioned adding new surface parking to the Tacoma Dome Station to meet expected demand. Although the current 2,300 parking spaces between two garages at the station were near capacity on most weekdays in 2019, they are now (and since Covid-19 in 2020) only about 50% full on average due to work-from-home and hybrid work schedules. Additionally, new parking facilities are not aligned with the City of Tacoma's vision and policy goals. However, once light rail is open near the Tacoma Dome, parking demand may increase, potentially reducing the number of available parking spaces.

**Cost category\*:** \$\$

### Puyallup Avenue Corridor Improvements (A, B)

**Description:**

In coordination with the City of Tacoma's Puyallup Avenue Corridor Improvements and spuyaləpabš Trail project, these access improvements include the following projects along Puyallup Avenue:

- Corridor-wide:
  - Upgrade sidewalks.
  - Improve signalized crossings with ADA improvements, crosswalks, and signal enhancements.
  - Add crossings (midblock or at intersections), as needed.
- Water Flume Trail to South 24th Street via C Street:
  - Construct ~~sharrows~~.
- C Street to Fishing Wars Memorial Bridge to Milwaukee Way/20th Street East:
  - Construct protected cycle track.
- East D Street / East Dock Street intersection improvements:
  - Construct safety improvements to and through the intersection to

improve connection to the Thea Foss Esplanade.

- Enhance connectivity:
  - Construct improvements around the Puyallup/Portland intersection to support safe access to and through the intersection.
  - Add active transportation connections on A Street between Puyallup Ave and South 25th Street and on East D Street between Puyallup Avenue and Dock Street.

**Performance based on evaluation criteria:** High

**TDLE construction:** Minimal overlap with TDLE construction

**Cost category\*:** \$\$\$

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### East D Street/East McKinley Way Bicycle and Pedestrian Improvements -

**Project elements:**

- Safer street and intersection design.
- Improve separation between vehicles and bicycles and safety at crossings.
- Enhance pedestrian safety and ADA accessibility along the corridor.

**Performance based on evaluation criteria:** Medium

**TDLE construction:** Minimal overlap with TDLE construction.

**Cost category\*:** \$\$

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### Pacific Ave Pedestrian Safety & Accessibility Improvements -

**Description:**

Improve pedestrian safety and accessibility across the I-5 on-ramp located between South 28th and S 30th streets on Pacific Avenue.

**Performance based on evaluation criteria:** Medium

**TDLE construction:** Minimal overlap with TDLE construction.

**Cost category\*:** \$\$

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### Station Area ADA Accessibility Spot Improvements -

**Description:**

This project will construct spot improvements within ¼ mile of the station to address ADA issues like curb ramp upgrades, missing link sidewalks, or non-compliant driveways that are not located on any of the selected primary pedestrian routes funded for improvements but which pose a barrier to station access.

**Performance based on evaluation criteria:** Medium

**TDLE construction:** Some potential overlap with future TDLE construction.

**Cost category\*:** \$\$

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### East 25th Street Pedestrian Improvements -

**Description:**

Complete gaps in sidewalk and improve pedestrian safety and accessibility on East 25th Street (both sides) from South C Street to East J Street.

**Performance based on evaluation criteria:** Medium

**TDLE construction:** High potential overlap with TDLE construction.

**Cost category\*:** \$\$

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### Midblock Crossing Improvement 25th Street and East D Street -

**Description:**

Upgrade the mid-block crosswalk on East 25th Street between East D Street and Freighthouse Square to be fully accessible.

**Performance based on evaluation criteria:** Medium

**TDLE construction:** High potential overlap with TDLE construction.

**Cost category\*:** \$

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### Station Wayfinding Improvements -

**Description:**

Wayfinding improvements near the Tacoma Dome Parking Garage and transit services on East 25th Street as well as Puyallup Avenue to navigate riders to and from bus service and T Line, Sounder, and Amtrak. Wayfinding improvements via intuitive visuals, large font, and clear direction provide passengers information to help facilitate transfers between services.

**Performance based on evaluation criteria:** Medium

**TDLE construction:** Some potential overlap with future TDLE construction.

**Cost category\*:** \$

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### Dome District Railroad Crossing Improvements

**Description:**

Improve bicycle and pedestrian safety at railroad crossings in the Dome District, including crossings between East 25th and East 26th streets on East D Street and East C Street.

**Performance based on evaluation criteria:** Low

**TDLE construction:** Some potential overlap with future TDLE construction.

**Cost category\*:** \$\$

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### East 26th Street Pedestrian Improvements

**Description:**

Complete gaps in sidewalk and improve pedestrian safety and accessibility on East 26th Street (both sides) from A Street to East F Street.

Improve the I-5 off-ramp and East 26th Street intersection to enhance pedestrian safety and accessibility.

**Performance based on evaluation criteria:** Low

**TDLE construction:** Some potential overlap with future TDLE construction.

**Cost category\*:** \$\$

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### Pedestrian Overpass between Pierce Transit Parking Garage and Future TDLE Station

**Description:**

Construct a grade-separated pedestrian connection (pedestrian overpass) over East 25th Street between the station platform and the parking garage.

**Performance based on evaluation criteria:** Low

**TDLE construction:** High potential overlap with future TDLE construction; cannot be built until TDLE station design is complete and constructed.

**Cost category\*:** \$\$

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## How should we prioritize the access improvements?

### Take our survey!

We want your input on how to prioritize the potential access improvements. Take our survey by Oct. 11 and let us know that you think.

1. Parking demand in the Tacoma Dome Station garage was high prior to COVID; however, with the rise of remote work options, the garage is currently operating with approximately 50% vacancies. Once TDLE opens, there could be an increase in parking demand. Would you prefer Sound Transit build more surface parking near Tacoma Dome Station; more improvements for walking, biking, and ADA enhancements to the station; or both types of access improvements? [Select one] \*

- I prefer more surface parking near Tacoma Dome Station
- I prefer more improvements for walking, biking, and rolling to the station
- I prefer both types of access improvements

2. Do you have feedback about the location of the Additional Surface Parking Lot or the other [parking sites considered](#) in our evaluation (see map)?

3. Help us prioritize the access improvements by rating them 1-5 (5 being higher priority and 1 being lower priority) on how you think Sound Transit and the City of Tacoma should consider them for implementation.

	1	2	3	4	5
Additional Surface Parking Lot	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional Project Funding Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Puyallup Avenue Corridor Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
East D Street/East McKinley Way Bicycle and Pedestrian Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pacific Ave Pedestrian Safety & Accessibility Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Station Area ADA Accessibility Spot Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
East 25th Street Pedestrian Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Midblock Crossing Improvement 25th Street and East D Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Station Wayfinding Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dome District Railroad Crossing Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
East 26th Street Pedestrian Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian Overpass between Pierce Transit Parking Garage and Future TDLE Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Would you like to share any thoughts about how or why you prioritized any of the access improvement projects?

About you (optional)

Would you like to answer some demographic questions? Including information about yourself will help Sound Transit better understand if we are engaging a population that is representative of the community.

- Yes
- No

What is your age?

- < 19
- 19-24
- 25-34
- 35-49
- 50-64
- 65 or more

What is your gender identity?

- Male
- Female
- Non-Binary
- I prefer to self-describe:
- I prefer not to say

Do you identify yourself as Hispanic or Latinx?

- Yes
- No

Do you identify yourself as (Please check all that apply)

- Caucasian/White
- Black or African American
- Asian or Asian American
- Native Hawaiian or Other Pacific Islander
- American Indian or Alaskan Native
- Other (please specify):

What languages are regularly spoken in your home? (Please check all that apply)

- English
- Spanish
- Vietnamese
- Cantonese
- Mandarin
- Russian
- Somali
- Korean
- Tagalog
- Other (please specify):

If you speak a language other than English, how well do you speak English?



- Very Well
- Well
- Less than well
- Not at all
- Not applicable - I only speak English

Do you consider yourself to have a disability?

- Yes
- No

How many people are in your household (including yourself)? (Choose one)

- 1 (I live alone)
- 2
- 3
- 4
- 5
- 6 or more

What is your household's total annual earnings?

- Less than \$10,000
- \$10,000 to \$14,999
- \$15,000 to \$19,999
- \$20,000 to \$24,999
- \$25,000 to \$34,999
- \$35,000 to \$49,999
- \$50,000 to \$74,999
- \$75,000 to \$99,999
- \$100,000 to \$149,999
- \$150,000 to \$199,999
- \$200,000 or more
- I prefer not to say

Submit

### Next steps for TDAI

Sound Transit and the City of Tacoma will consider community feedback to further refine the list of potential improvements. We will then complete an environmental review of the proposed improvements and re-engage the community as part of the SEPA (State Environmental Policy Act) process. In 2025, we expect the Sound Transit Board will select the set of improvements to be built. Following this decision, the TDAI projects will continue into the design phase with additional refinements to the projects. In partnership with the City of Tacoma, we expect to complete the chosen TDAI projects in 2032. [Subscribe](#) to receive ongoing updates about our TDAI work with the City of Tacoma.

#### General questions? Contact us:

Sound Transit Community Outreach  
Phone: 206-398-5453  
Email: [tdlink@soundtransit.org](mailto:tdlink@soundtransit.org)  
Website: [soundtransit.org/tdlink](https://soundtransit.org/tdlink)

#### Need assistance online or at an in-person event?

Accessibility Inquiries:  
Phone: 1-800-201-4900, TTY Relay 711  
Email: [main@soundtransit.org](mailto:main@soundtransit.org)  
Monday - Friday, 7 a.m. to 7 p.m.

#### Additional services:

General Rider Inquiries:  
Phone: 1-888-889-6368, TTY Relay 711  
Email: [main@soundtransit.org](mailto:main@soundtransit.org)  
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: 206-398-5268

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Appendix B: Survey results

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# Report for TDLE TDAI Survey

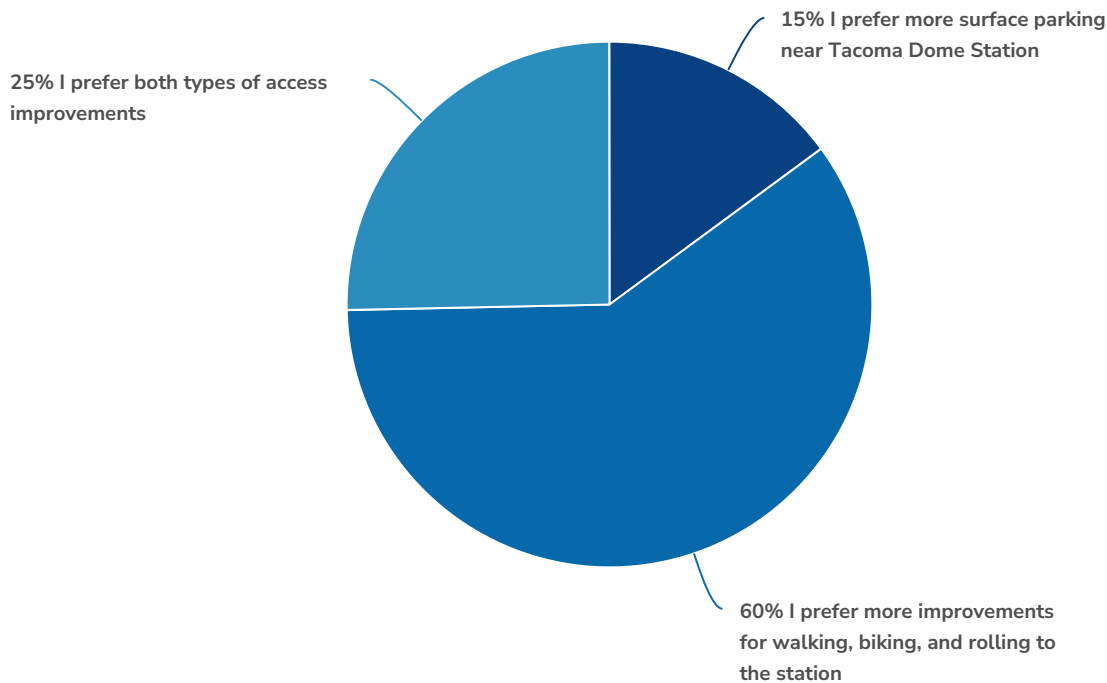
## Response Counts



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Totals: 226

1. 1. Parking demand in the Tacoma Dome Station garage was high prior to COVID; however, with the rise of remote work options, the garage is currently operating with approximately 50% vacancies. Once TDLE opens, there could be an increase in parking demand. Would you prefer Sound Transit build more surface parking near Tacoma Dome Station; more improvements for walking, biking, and ADA enhancements to the station; or both types of access improvements? [Select one]



Value	Percent	Responses
I prefer more surface parking near Tacoma Dome Station	14.9%	33
I prefer more improvements for walking, biking, and rolling to the station	59.7%	132
I prefer both types of access improvements	25.3%	56

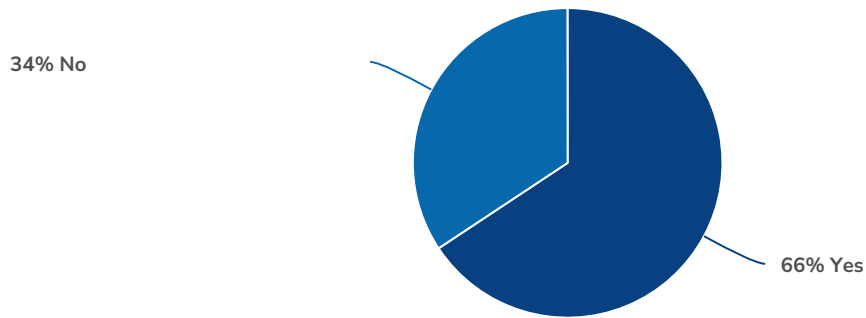
Totals: 221

2. 3. Help us prioritize the access improvements by rating them 1-5 (5 being higher priority and 1 being lower priority) on how you think Sound Transit and the City of Tacoma should consider them for implementation.

	1	2	3	4	5	Responses
Additional Surface Parking Lot Count Row %	113 55.1%	17 8.3%	12 5.9%	12 5.9%	51 24.9%	205
Puyallup Avenue Corridor Improvements Count Row %	14 7.0%	21 10.4%	41 20.4%	41 20.4%	84 41.8%	201
East D Street/East McKinley Way Bicycle and Pedestrian Improvements Count Row %	21 10.3%	18 8.8%	36 17.6%	39 19.1%	90 44.1%	204
Pacific Ave Pedestrian Safety & Accessibility Improvements Count Row %	23 11.3%	20 9.9%	31 15.3%	42 20.7%	87 42.9%	203
Station Area ADA Accessibility Spot Improvements Count Row %	18 8.9%	23 11.4%	32 15.8%	53 26.2%	76 37.6%	202
East 25th Street Pedestrian Improvements Count Row %	16 7.9%	24 11.9%	29 14.4%	54 26.7%	79 39.1%	202
Midblock Crossing Improvement 25th Street and East D Street Count Row %	17 8.5%	25 12.5%	49 24.5%	47 23.5%	62 31.0%	200
Station Wayfinding Improvements Count Row %	19 9.4%	31 15.3%	53 26.2%	44 21.8%	55 27.2%	202
Dome District Railroad Crossing Improvements Count Row %	20 10.1%	21 10.6%	44 22.1%	54 27.1%	60 30.2%	199

	1	2	3	4	5	Responses
East 26th Street Pedestrian Improvements						
Count	16	20	39	51	73	199
Row %	8.0%	10.1%	19.6%	25.6%	36.7%	
Pedestrian Overpass between Pierce Transit Parking Garage and Future TDLE Station						
Count	32	25	36	28	84	205
Row %	15.6%	12.2%	17.6%	13.7%	41.0%	
3. Help us prioritize the access improvements by rating them 1-5 (5 being higher priority and 1 being lower priority) on how you think Sound Transit and the City of Tacoma should consider them for implementation.						
Count	0	0	0	0	0	15
Row %	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Totals</b>						
Total Responses						205

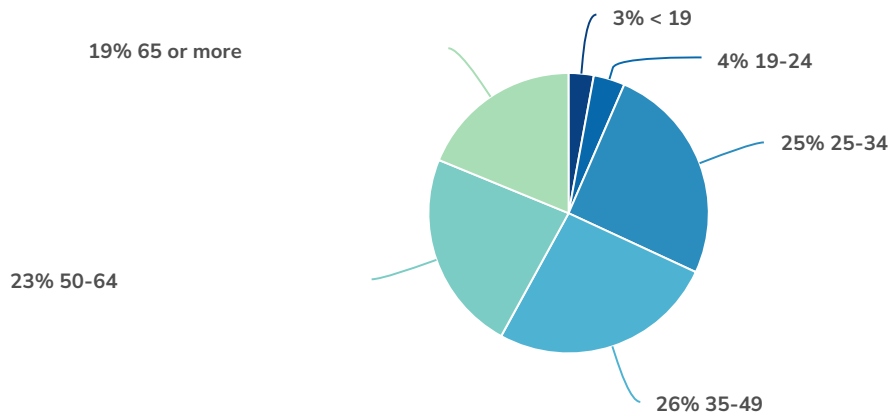
3. Would you like to answer some demographic questions? Including information about yourself will help Sound Transit better understand if we are engaging a population that is representative of the community.



Value	Percent	Responses
Yes	65.7%	140
No	34.3%	73

**Totals: 213**

## 4. What is your age?

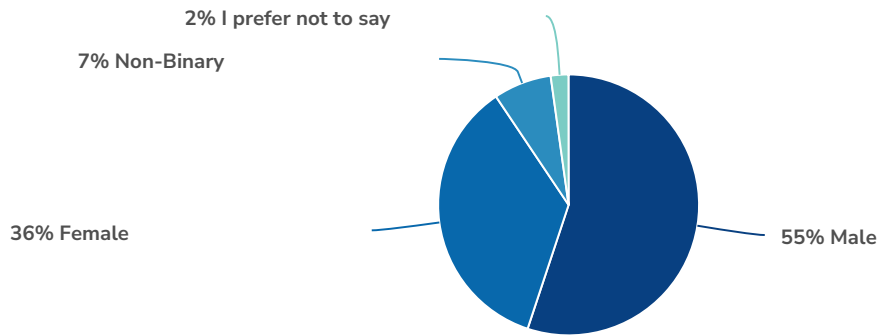


Value	Percent	Responses
< 19	2.9%	4
19-24	3.6%	5
25-34	25.4%	35
35-49	26.1%	36
50-64	23.2%	32
65 or more	18.8%	26

Totals: 138



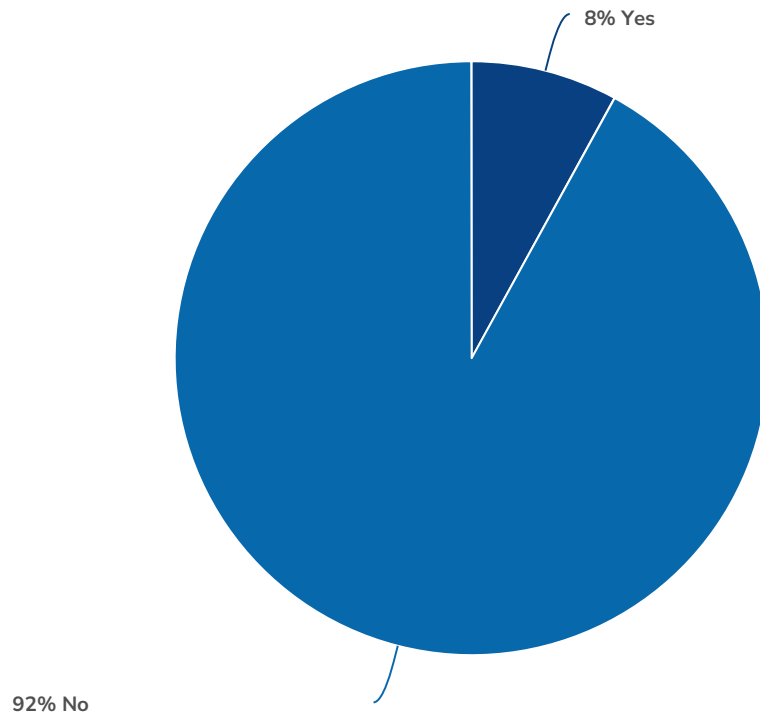
## 5. What is your gender identity?



Value	Percent	Responses
Male	55.1%	76
Female	35.5%	49
Non-Binary	7.2%	10
I prefer not to say	2.2%	3

Totals: 138

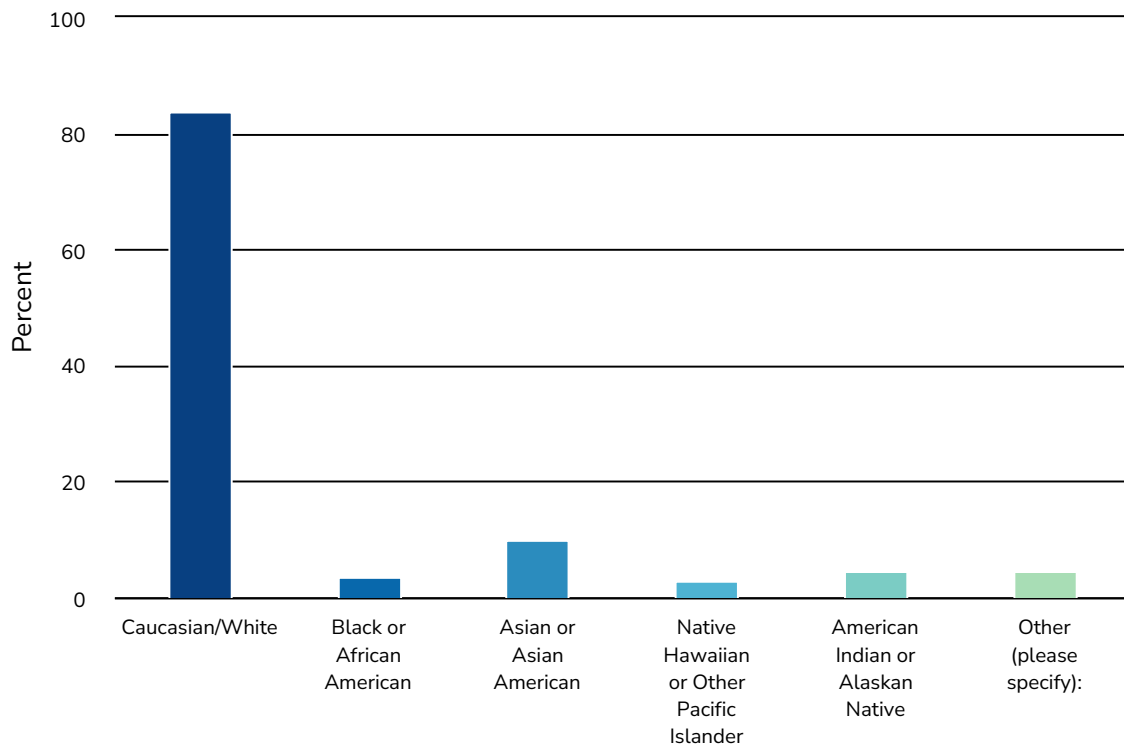
## 6. Do you identify yourself as Hispanic or Latinx?



Value	Percent	Responses
Yes	8.0%	11
No	92.0%	127

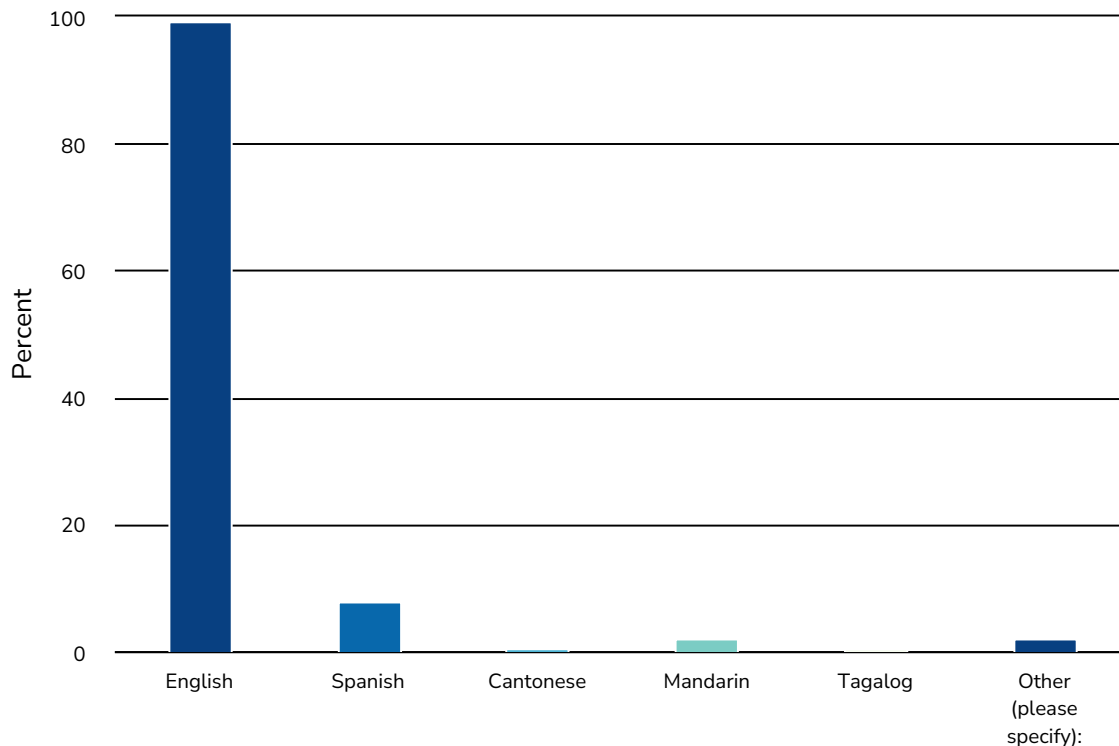
Totals: 138

## 7. Do you identify yourself as (Please check all that apply)



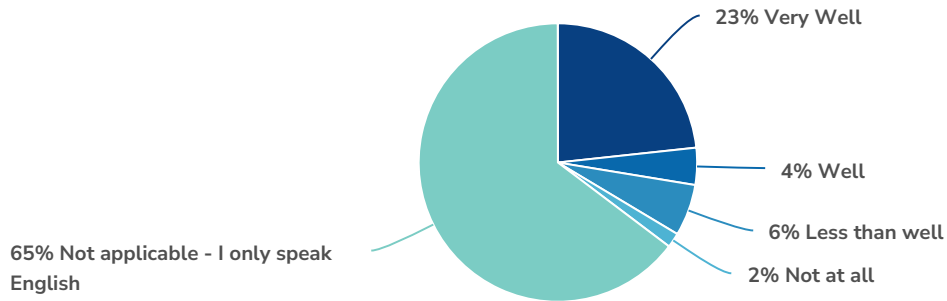
Value	Percent	Responses
Caucasian/White	84.0%	110
Black or African American	3.8%	5
Asian or Asian American	9.9%	13
Native Hawaiian or Other Pacific Islander	3.1%	4
American Indian or Alaskan Native	4.6%	6
Other (please specify):	4.6%	6

8. What languages are regularly spoken in your home? (Please check all that apply)



Value	Percent	Responses
English	99.3%	136
Spanish	8.0%	11
Cantonese	0.7%	1
Mandarin	2.2%	3
Tagalog	0.7%	1
Other (please specify):	2.2%	3

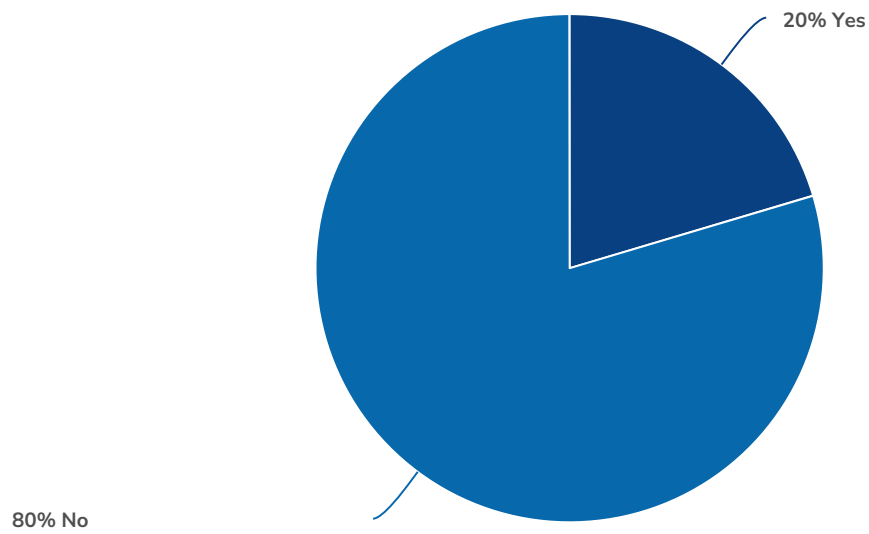
## 9. If you speak a language other than English, how well do you speak English?



Value	Percent	Responses
Very Well	23.3%	27
Well	4.3%	5
Less than well	6.0%	7
Not at all	1.7%	2
Not applicable - I only speak English	64.7%	75

Totals: 116

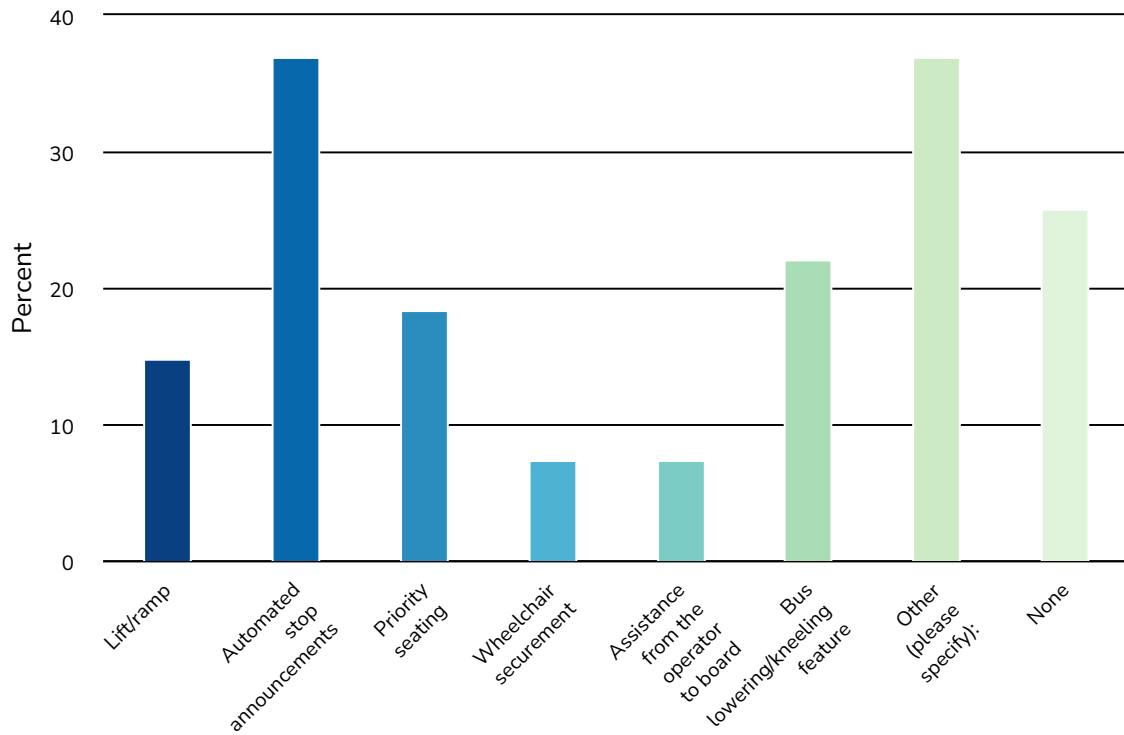
## 10. Do you consider yourself to have a disability?



Value	Percent	Responses
Yes	20.4%	28
No	79.6%	109

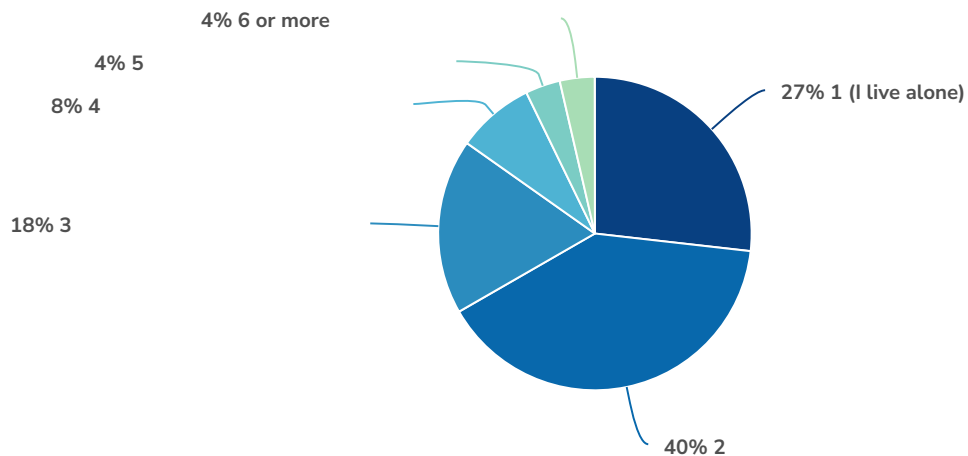
Totals: 137

### 11. If yes, check all that apply



Value	Percent	Responses
Lift/ramp	14.8%	4
Automated stop announcements	37.0%	10
Priority seating	18.5%	5
Wheelchair securement	7.4%	2
Assistance from the operator to board	7.4%	2
Bus lowering/kneeling feature	22.2%	6
Other (please specify):	37.0%	10
None	25.9%	7

12. How many people are in your household (including yourself)? (Choose one)

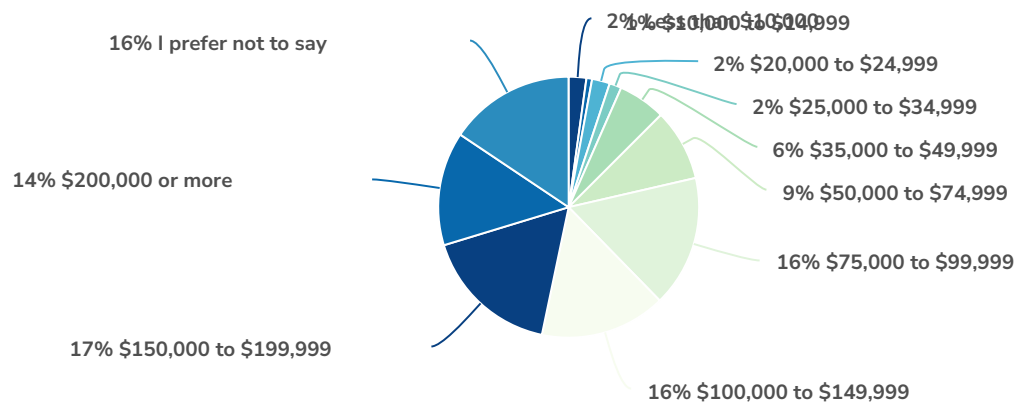


Value	Percent	Responses
1 (I live alone)	26.8%	37
2	39.9%	55
3	18.1%	25
4	8.0%	11
5	3.6%	5
6 or more	3.6%	5

Totals: 138



### 13. What is your household's total annual earnings?



Value	Percent	Responses
Less than \$10,000	2.2%	3
\$10,000 to \$14,999	0.7%	1
\$20,000 to \$24,999	2.2%	3
\$25,000 to \$34,999	1.5%	2
\$35,000 to \$49,999	5.9%	8
\$50,000 to \$74,999	8.9%	12
\$75,000 to \$99,999	16.3%	22
\$100,000 to \$149,999	15.6%	21
\$150,000 to \$199,999	17.0%	23
\$200,000 or more	14.1%	19
I prefer not to say	15.6%	21

**Totals: 135**

Country	City	State/Region	Do you have feedback about the location of the Additional Surface Parking Lot or the other parking sites considered in our evaluation (see map)?	Would you like to share any thoughts about how or why you prioritized any of the access improvement projects?
United States	Portland	OR		
United States	Portland	OR		
United States				
United Kingdom	London	M1		
United States	Virginia Beach	VA		
United States	Spokane	WA		
United States	Seattle	WA	<p>Neither. Either build a proper parking structure if you can be assured there will ever be a demand, or get a lot more serious about determining future demand. For example. have you considered that even if/ when TDLE is ever actually finished and given your track record it will probably be closer to 2040 and not 2035, the time it takes to ride Light Rail from Stadium district to downtown Seattle is much, much longer than the Sounder express buses that already service the route today. Not to mention heavy rail Sounder trains that also do the same. You continue to squander taxpayer dollars and put our state further in debt with actual movement as a percentage of the total population. Have you also considered that under your leadership and the leadership of Tacoma, Seattle, etc. that have all been under the same party for decades, that downtown Tacoma and Seattle are ugly disasters of rampant drug use, prostitution, graffiti, property damage, theft and crime. No one wants to go anywhere near Tacoma Dome station. So clean up that problem first before you spend another dime on transit.</p>	<p>Sound Transit continues to exist in a fantasy transit cocoon that does not represent the real commute habits, work habits, of the vast majority of Puget Sound citizens. This is not a dense environment with plenty of right of way like the East Coast. There is a lot of water, expensive geographical obstacles and a low density regional perimeter that coupled with hybrid remote work technology and AI will make all of your transit schemes obsolete if and when they do ever actually get built at crippling expense to our region.</p>
United States	Bothell	WA	<p>NO NEW PARKING NEEDED!!!! POST COVID Demand for auto access must be re-modeled based on the large additional downtown Tacoma hi-density residential growth, and the likely TDLE and Sounder transit use by that population.</p>	<p>new regional travel and transit use patterns are not appropriately evaluated in this process. there is MASSIVE OVERSUPPLY of automobile storage ("parking") and VERY POOR pedestrian streetscapes and connectivity to downtown residential density and other nearby transit /non-auto trip origins/destinations</p>
United States	Seattle	WA	<p>Around Tacoma Dome are already several big parking garages making it into a waste land. This makes it lesss friendly overall for everyone outside of cars. Please don't add more parking. That in itself is already a bike/ pedestrian friendly measure.</p>	<p>This station is always outside of downtown. Anything that help connect it better with more people is essential for longterm success.</p>

United States			There's already so much parking - I've never encountered an issue finding a parking space post-Covid. This shouldn't even be a question - focus on the ped/bike improvements.	
United States			Build all options	
United States	Tacoma	WA	Consider building mixed use parking space on lower levels with residential units on higher floor levels. Intergrated retail opportunities like coffee shops. Make the area inviting to both live at, walkable to all public transportation opportunities and provide parking for those commuting to Seattle, Bellevue or SeaTac.	
United States	Seattle	WA	The neighborhood surrounding the station can be sketchy. Especially towards the easterly direction. Security should be a priority in any design of a parking area.	Would be great to have an overpass to the south side of the tracks used by the Sounder train. Having to walk around the Freighthouse Square/Amtrak building to cross the tracks at D street is time consuming. Some of these improvements are redundant (midblock crossing, ADA stalls., etc) or a bit remote from the station to have much affect, so they rank low on the list.
United States	Bremerton	WA		
United States	Prosser	WA		
United States	Bremerton	WA	Provide access to bathrooms. Build a small indoor shelter for bathrooms and security.	The Dome District will soon be extremely dense with midrise apartment buildings. We need to plan for a future of an area that will be very dense but doesn't have currently safe access and crossings. As the density increases more access to different modes of transit and design this station as a highly urbanized space.
United States	Seattle	WA		
United States	Tacoma	WA		
United States			Parking under the freeway is a good option and it's nearby South 25th Station. I am fine with parking under the freeway but everything else needs to be dedicated to people.	Parking is lowest priority, pedestrian improvements in low traffic and ghetto areas are low priority, and new walkways, connections, and wayfinding improvements are highest priority.
United States	Seattle	WA		
United States			I prefer purchasing the lot closest to the existing transit garages.	No.

United States			Under no circumstances should SoundTransit invest one nickel toward additional parking spaces in an area with THOUSANDS of stalls, with nearly half unused. This shouldn't even be a question. How on earth ST believes it can meet climate goals by centering automotive station access is beyond me.	
Germany				not enough information provided to identify the potential improvements envisioned in order to complete survey. 2. While all options seem to have merit based on safe design principles, is it really ST's mission to complete missing sidewalks, protected bikepaths? 3. I could not find much information in the description about protected bike paths, provision of bike parking/lockers. (I am NOT a bike rider myself).
United States	Tacoma	WA		
United States	Seattle	WA	Do not build the parking lot at all. We don't need it, there's already way too much parking at this station, and alternative parking exists at Lakewood and others. In fact, we should be looking to tear down one of the garages and build something more useful in its place.	
United States	Spokane	WA		
United States				Stop catering to cars
United States	Gig Harbor	WA	I currently ride the sounder and park in the P&R lot there and to be my biggest concerns would be the following: 1. Availability of parking - I want to show up and know I will have a spot to park, even if it means having to pay. I've had many rough mornings trying and failing to park in P&Rs at Link and Sounder stations. Tacoma Dome Station has always been the exception and I hope the addition of the Link doesn't ruin this or I'll likely switch over to driving. 2. Parking lot safety - Surface lots give me the perception of a higher likelihood of a break-in. I'm not sure if there is any truth in this assumption but the parking structure with cameras and security monitoring gives me a better sense of safety. 3. Access to Sounder and Link - The Sounder often comes on track 2 and I'm not totally clear on where the Link will arrive but having parking as near to the trains would be ideal. Any time savings for those already mega-commuting makes a huge difference. And not having to cross traffic against cars (overpass) is much appreciated.	

United States	Tacoma	WA	NO new surface parking lots. There are so many empty or hardly utilized parking lots around the area that it doesn't make too much sense investing into it. If additional parking is a must, I would must rather see and expansion of the Tacoma Dome parking garage.	Easier access to the stations and pedestrian quality of life improvements should be prioritized.
United States	Gig Harbor	WA		
United States			Consideration to traffic flow during concerts and events needs to be addressed. The back ups on Puyallup Avenue at evening rush hour should also be considered and what additional bus traffic will bring.	The noise pollution coming from existing trains with horns has been a long time frustration of people living and working in the Dome District. This issue has been looked at for a number of years and discussed and studied. It is time if you are serious about bringing improvements with this project, that the recommended solution of a "quiet zone" be implemented similar to the Seattle Waterfront.
United States	Seattle	WA	NO new parking. Make a damn park or something	If the Dome is to live up to whatever vision the city and ST have in mind we should not be prioritizing cars.
United States	Olympia	WA		
United States	Louisville	KY	Increasing bus routes to the Tacoma dome station would be preferable to more parking!	
United States	Tacoma	WA		
United States	Tacoma	WA		
United States	Tacoma	WA		
United States	Tacoma	WA	Spending transit dollars on parking lots is an inherently ridiculous plan. Doing so when existing parking infrastructure does not consistently fill up, at a price of \$0, is borderline criminal.	
United States	Seattle	WA	please don't build more free parking	we have more than enough free parking already

United States	Seattle	WA	No.	There is no need for additional surface parking when the current free parking doesn't even fill up. While cars can sometimes be a great option for accessibility for people with certain disabilities, expanding parking for them (especially when it's free) contributes to cars being an absolute necessity to travel rather than one of many options. One of the most important traits making our area uniquely wonderful and beautiful among US metro areas is the accessibility of transit, walking, biking, and rolling (which extend accessibility for not only disabled people but also those who cannot afford cars), and to build infrastructure further enabling driving at the expense of other modes of transport actively works against this powerful advantage our metro area has. Making non-car modes of transit more accessible should be one of our highest priorities.
United States	Portland	OR	Please, no parking. Money is so scarce in our system for actually needed improvements, please keep money away from private vehicle storage	Please prioritize non-motorized access to the station. This area of Tacoma is challenging for people and is not very attractive as a place. ST and the City of Tacoma should focus their money on improving the pedestrian experience and placemaking, as well as allowing for strong development all over the area.
United States	Coupeville	WA		It's important to maximize access between the station and people's ultimate destinations. While some people will drive to the station, other types of transportation are more efficient so we should encourage those. If additional parking ends up being needed after the station opens, it seems likely that there will still be nearby land available for that purpose. It doesn't seem like it has to be acquired now.
United States	Bothell	WA	L1 or L2	
Germany				A more robust bike, walk, and transit system is a must for our cities future. I understand the current need for car parking due to the lack of regular transit access from different areas in Tacoma but improving the connecting lines should be a priority.

United States	Seattle	WA	Test	test
United States	Seattle	WA	test	test
Korea, Republic of	Seoul		11	
United Kingdom	London	M1		
United States	Sammamish	WA	Locations L5, L6, and L7 make the most sense, as these are nearest the existing rail stations.	The existing station areas are fairly well signed and have fairly adequate crossing improvements.
United States	Seattle	WA	I'm not sure we really need additional parking here since it is a transit hub and the Pierce Garage already covers this role. I would much rather see money invested into improving the area connections and walkshed.	Everything should be done except the parking in my opinion.
United States	Seattle	WA	Security concerns over vacant surface lots -- see the lot by S 25th St Station that has to be constantly patrolled. This area has seen some upzoning for housing lately, is it really worthwhile to build a giant pedestrian barrier with parking?	This area is unfriendly to walk and bike in outside of the road directly in front of the station.
United States	Seattle	WA		
United States	Seattle	WA	We should not spend additional money on parking when the parking lot is currently not full at any time I visit the Tacoma Dome Station. What we do need are safer ways to bike there, especially from South Tacoma along South Tacoma Way, and better walking and wayfinding near the station so that pedestrians are prioritized over cars. Additionally, we need better and more frequent bus routes to the station.	I prioritized in order of what I think is most critical to safety right now. I gave five star ratings to the most dangerous places to bike and walk now, and on down.
United States	Tacoma	WA		
United States	Bellevue	WA	The idea of a 'cell phone lot" (short term parking) where you can wait to pick some one up from a bus or train should be in the plan.	When you take a bus at 4 a.m. from Tacoma Dome to the airport, it feels sketchy waiting there. Whether it's bus or light rail, the safety of the area should be improved. There should be nicer covered areas to wait in. The area should feel like a nice welcome to Tacoma, not some haphazard mix of transport options (as it currently feels). Also, there should be an easy pick up and drop off area. Plus a cell phone parking lot. There should be an online way or an app to see the availability of parking spots at different lots. I'd love to take the light rail more to Seattle for events.
United States	Greencastle	IN	would prefer the parking lots be the options furthest from the station	



United States	Tacoma	WA	I'm a little concerned about change in GRADE when going from the potential new parking lots to the stations. I'm sure you've taken that into account, but we need to make sure that mobility-challenged folks can get where they need to be. So it seems kind of disingenuous to divorce the E 25th St pedestrian improvements from the surface lots.	E 25th St Pedestrian improvements should be more closely linked to additional surface parking lot.
United States				
United States	Lakewood	WA		
United States	Brandenburg	KY		
United States	Tacoma	WA		
United States	Tacoma	WA		I am always surprised how tricky it is to find the entrance for the sounder train around there. Better navigation signs are cheap and would go a long way!
United States	Cathedral City	CA	Surface parking near high-capacity transit is an obscene waste of high-value urban space. The area should be redeveloped with housing and mixed-use development.	The TDLE should operate all the way to the employment core of Tacoma in the vicinity of Pacific Ave./S. 11th St.
United States	Tacoma	WA	I prefer selecting a site that currently serves as a surface parking lot and that can serve other businesses/purposes in the Dome District.	I think pedestrian access to the Tacoma Dome Station should be prioritized starting from its core, moving outward.
United States			How can the additional surface parking lot areas be assessed before determining a location for the TDLE station near Tacoma Dome? Was this assessed based on the current preferred alternative? It is not totally clear why A2 and A3 were selected above other options such as A1 and L6 or L7.	Rather than constructing more parking, expanding how the existing parking is used might be helpful. For example, fewer people are using Tacoma Dome Station for commuter purposes post-COVID. There may be more demand for longer-term parking.

			Surface parking should be discouraged in any part of Downtown Tacoma as a matter of policy. There is significant land currently devoted to parking in the Dome District. I think it is important to provide statistics about the amount of land already devoted to parking in the Dome District neighborhood as a whole to inform the Board's decision making. Statistics on current parking, public and private is also vital to demonstrate the extent to which there is not shortage. How would the addition of more parking fit with the sub-area plan land use goals and assumptions? Would the addition of new surface parking be consistent with the sub-area EIS? Downtown Tacoma is not a place where park and ride behavior should be encouraged in any case, even if there was a parking shortage. Park and rides make the most sense at suburban stations like Fife and Sumner, not places which are planned for transit-oriented development like the Dome District.	S Delin St/S 27th St provides a direct connection from the Lincoln District and the neighborhood of Holy Rosary Church to the Dome District and connects into A St. None of these important connections seem to have been considered in the options presented, with the possible exception of the Pacific Ave Safety project which could perhaps improve the crossing of Pacific Ave at S 27th St. A St should provide an important N-S pedestrian and bike connection in the district and is conspicuously absent from the list of potential improvements. The pedestrian underpass constructed by the Sounder project in 2012-2014 is unconscionably closed despite what must have been millions of dollars in public resources to construct it. Keeping existing investments maintained is an essential component of public trust in Sound Transit as an agency. The Bike-Ped connection from Delin to 27th to A St is a very direct and reasonable gradient route for people biking in the area and should be considered in part or in whole.
United States	Tacoma	WA		
United States	Seattle	WA		
			I don't see the need for more surface parking since the parking garage is currently under-utilized?	Emphasis should be on pedestrian, ADA, and bicycle access & safety. I don't see a need for additional surface parking at this time. Railroad crossing improvements for Safety reasons (for vehicles, pedestrians and bicycles) are important. Pedestrian Overpass doesn't make sense because it isn't clear where the future TDLE station will be located.
United States	Tacoma	WA		
United States	Edmonds	WA		
			no surface lot! Do a parking garage, so you concentrate more stalls on less land, then add green space, housing, stores, anything but more concrete. Tacoma already has too many empty parking lots. It's the ugliest part of our city, don't make it uglier. please.	Please add as many trees where possible. Parking lots can be filled with trees if they are designed to. Pedestrian access to downtown is also important.
United States	Tacoma	WA		
United States	Kalispell	MT		

				I live and work, and am a property owner in the Dome District. The area is not secure, needs more lighting, more fences and gates to keep the bad element away. All of the pedestrian improvement expense will be wasted if people are afraid to walk through the filth, needles and camps. Please provide for these security improvements as part of the project budget.
United States	Kailua	HI	Closer to the dome is better. Fewest crossing of 24th/ Puyallup the better. Parking lots are magnets for homeless, vagrants, drugs and prostitution. We don't want more places for them to congregate.	
United States	Spanaway	WA		
United States			Any parking should be part of a TOD residential building. No surface lots.	
United States	Tacoma	WA	I do not feel as though more parking would benefit the station, there is so much already! I am anti-more parking.	I am a bicyclist and would like to have easier access to the lightrail and things. I would prefer if we could get a better bike corridor from the Portland avenue underpass, as it is kind of sketchy down there.
United States	Tacoma	WA		
United States	Lynnwood	WA		
United States	Tacoma	WA	How about parking for people going to the airport. Allow folks to leave their car longer than a day. Also, I don't feel safe with people doing drugs at the station. Why should a child, or anyone, learn how to use drugs when they're just trying to wait for the bus/train.	Safety, Safety, Safety. There are a lot of drug addicts that keep people from using transit and no one feels protected from that walking or the very few people that can ride a bike.
United States			Any is fine	More parking would be great
United States			Why is this taking so long. We were told 2030 and now are looking at 2035!! Had I known this I doubt I would have voted for this expansion. I might be retired by the time it gets to Tacoma and will benefit zero from this and be burdened by the property taxes on my limited income.	
United States	Spokane	WA	Why are we building ANY surface parking ?! It's such a waste of space and money in a location already with a glut of parking. Prioritize bus, T link and active transportation connections. Made Tacoma Dome an actual hub instead of just a car repository. Surface parking is shortsighted.	The active transportation environment around Tacoma dome is really sketchy. Improvements should focus on active transportation safety and slowing cars down. Planning should also prioritize activation of the spaces, so create places with amenities where people are comfortable spending time. There is currently no place to get coffee or snacks before 10am anywhere near Tacoma some station. Missed opportunity for commuters and businesses.

United States	Seattle	WA		<p>In my mind, the whole point of a transit center is to move away from a car-centric lifestyle. So instead of creating giant parking lots that just encourage people to drive, we should do other improvements that will hopefully lead to better bus infrastructure in Tacoma/Pierce County to make it so people aren't driving to the Dome to park at all. Honestly, the most annoying thing in that whole area - I commute two days a week and park in the garage - is when you get stuck at the myriad stoplights in the area because the train guards are indicating a train is coming but then no train ever comes. And we all just sit at red lights for 4 minutes.</p>
United States	Seattle	WA	<p>We should prioritize making it a more accessible place to walk and take transit to. We should also greatly prioritize safety for people there, and consistently make sure the restrooms and ORCA vending machines are clean and operational. Have much more security on staff at all hours, because it's a sketchy place to be.</p>	<p>I don't drive but I do walk and take transit so I prioritized that over parking lots.</p>

United States	Kent	WA	<p>The location of all of the sites considered for additional surface parking are prime locations for transit oriented development. Transit oriented development would potentially have considerably more benefits for underserved populations and for development and use of the regional transit system. Tacoma's policy of prohibiting new parking lots along primary pedestrian streets should be respected and not circumvented or maneuvered around by Sound Transit. The locations for new and expanded parking are either along primary pedestrian streets or are very close to them, so they either violate the code or are in direct opposition to the legislative intent of the code recommended by the Planning Commission and adopted by the City Council.</p>	<p>A Complete Streets redesign of Puyallup Avenue, with pedestrian, bike, and bus access improvements has been in Tacoma's vision for redevelopment of the Tacoma Dome area for some time, which is why I rated it higher. There have been entire task forces and advisory groups who have provided public engagement to help to steer the direction of that important multimodal project. It would be a disservice to Tacoma to allocate scarce transit funds to pay for additional parking facilities; the City's goals to address climate change and transportation mode splits are in the other direction. Additional parking facilities would also be out of step with regional development policies in VISION 2050 and recent State legislation requiring cities to address carbon emissions from transportation. What is notably missing from this set of potential improvements is double-tracking of single track sections of T Line south of Union Station, which currently constrains operating frequencies for that service used for access to Tacoma Dome Station and the eventual TDLE. Additional tree planting should be included in this plan as a pedestrian supportive element as the tree canopy coverage in the Dome District is nearly non-existent, while the world continues to get warmer.</p>
United States	Tacoma	WA	<p>It is a good location under the trestle. It is also not a very safe neighborhood and I wouldn't park there. There is plenty of parking underneath highway 705 that is currently fenced off. I don't think we need more surface parking at all.</p>	<p>It is unsafe to ride along puyallup Avenue. It lacks trees and pedestrian and bicycle protection. Vehicle traffic normally exceeds posted speed limit. It needs traffic calming.</p>
United States	Tacoma	WA		<p>I would prioritize increasing number of Sounder commuter trains throughout the day, ending at later times than 6:30pm (currently the last train leaving Seattle for Tacoma) to allow more people to access public transit. Increasing weekend trains will also improve user experience heading into and out of Seattle, not to mention bringing more commerce to the area with less congestion. The train tracks are already there, same as the trains, just need organization and staffing.</p>

United States	Lynnwood	WA		
United States	Bellingham	WA	No more surface parking!	More parking only incentivizes more driving which causes traffic and is dangerous to cyclists and pedestrians. Improvements should encourage walking, biking, and connecting from other transit.
United States				It is completely absurd that it is SO dangerous to bike to the Dome station right now. Crossing the tracks is SO DANGEROUS!! There is no dedicated bike lane coming down from the Fawcett Bikeway. It is also extremely steep to bike back up 25th to the Bikeway, leaving cyclists to use gentler slopes like Puyallup to Jefferson, but Puyallup is an extremely busy road with no bicycle safety. You also have East D st onto Dock St as "existing bicycle infrastructure" on your map, but that is wishful thinking. There is a bike lane going up the East D St overpass, but no safe way to get from this lane onto the sidewalk that you are calling bike infrastructure on Dock St. This sidewalk then becomes unsuitable for bikes shortly afterwards, so bikes enter the busy street. It should also be noted that there are easy changes like making the pedestrian crossings turn on every light WITHOUT having to hit the crossing button, that would make life much easier for those walking in the Dome District.
United States	Tacoma	WA	We don't need more car parking options, better secure bicycle parking facilities would be excellent.	Puyallup Ave is terrible for walking and biking, and ugly/no trees.
United States	Tacoma	WA		People with cars will use cars if other options aren't appealing and then people without cars are less likely to get their basic safety and accessibility requirements met while the people in cars blame them for getting in the way.
United States	Tacoma	WA	Additional surface parking lot.	Connections between Pacific and along 24th and 25th are key.
United States	Lakewood	WA	NO NEW PARKING.	
United States			I support use agreements at existing parking lots, especially if those lots cannot be used for future building construction.	
United States	Seattle	WA		

United States			TOD instead of parking.	No more parking, better bike and walking accessibility, Puyallup avenue corridor would be the best project.
United States	Tacoma	WA	PLEASE prioritize biking trails, bike lanes, and protected bike infrastructure. Tacoma residents want to bike to the station, not DRIVE!	I bike everyday in this area, and the roads are NOT SAFE! Cycling should be safe!
United States	Tacoma	WA		
United States				
United States	Tacoma	WA	Existing parking is plenty. Create safer pedestrian and bike access and expand drop off and pick up space near the bus areas.	
United States	Kennewick	WA	The additional parking options should be the lots closest to the station	You should add signs at the entrances to the parking to show how many spots are left
United States			Please do not build more parking, the parking makes it harder for the walking, rolling and transit oriented development the area needs.	Getting to and from the transit center by bike is awkward and could be vastly improved. Adding for car capacity will make it worse
United States	Seattle	WA		
United States				The area already has plenty of parking.
United States	Tacoma	WA	I would like an option for secure, overnight parking, and would pay for that, to treat it like satellite parking for the airport.	Right now, that area is not a high-traffic area, but as it grows into the future we need to make it SAFE and CONVENIENT for people to move around. With all the trains and light rail, pedestrian overpasses will be the most helpful. The area is not considered very safe right now, so I don't see a lot of people biking and walking to the stations.
United States	Tacoma	WA		
United States			Build affordable housing and business space in this location	Investing in walking and cycling is the best choice to make Tacoma a world class city
United States	Lakewood	WA		
United States	Tacoma	WA	Parking must be close to the station for people to use them, but because of the area with homeless nearby, causes security problems with the additional lots (cars being broken into, stolen, up to violent crimes on people parking or walking to and from the stations.	Overall improvements need to be made on the streets around TDS, but one point not included is better bus service to TDS from Commerce St. & Pacific Ave. or easier connections and walking distance between Pierce Transit and the T line.
United States	Bothell	WA	No additional surface parking AT ALL. Any structured parking must be built to be feasibly retrofitted to residential and/or commercial-retail use and occupancy, with all necessary attendant legal structures and financial arrangements necessary to support below-market rents.	No additional surface parking AT ALL. Any structured parking must be built to be feasibly retrofitted to residential and/or commercial-retail use and occupancy, with all necessary attendant legal structures and financial arrangements necessary to support below-market rents.

United States	Issaquah	WA	Why are they not going higher? Several levels seem to be better	
United States	Seattle	WA		
United States	Seattle	WA	Rather than creating more parking, there should be more services to enable people to get to the station without needing to drive.	More access to the station for non-car access should be prioritized, especially if transit connections in the area can then be utilized to get people to the station without needing to drive.
United States	Seattle	WA		
United States	Seattle	WA	I've never had trouble looking for parking in this neighborhood in the 15 years of commuting to Seattle. Please spend the money on human safety and bathroom facilities. There is also little bike parking from what I've observed, although few people bike because it's dangerous to do so in Tacoma.	There is plenty of parking in this neighborhood from my 15 years of experience, so not sure why the surface issue has come up again. But other human safety projects are almost never brought up, so highly pleased that this may be prioritized. Puyallup Ave especially needs work and could use bollards, etc given the constant speeding cars and heavy trucks. If the streets are safer, maybe that will be a catalyst for people deciding to live in this neighborhood and walk to the station.
United States	Tacoma	WA	While it is not part of your Access Improvements survey FREE parking for Amtrak users is very important. It now costs more to park near the new "Station" than it does to take the train from Tacoma to Portland, We took Amtrak for years and had no issues parking at the Puyallup Avenue Depot and now that is gone just to trim 8 minutes from a 2-3 hour trip. Now we drive.	
United States	Edmonds	WA	Please make sure there are public restrooms available at no cost or low cost. A European style model might charge \$1 for restroom access and have a unarmed guard station nearby.	The fishing wars bridge is currently closed and it's closure diverts traffic in inconvenient ways so it would be beneficial to Tacoma and Sound Transit to ensure the bridge is structurally sound asap assuming funding can be located to speed up the project.
United States	Seattle	WA		
United States	Gig Harbor	WA	I would like to see safe, overnight parking for a nominal fee with a 48 hour limit	
United States	Bothell	WA		Looks to the future and ensure adequate parking when Light Link rail comes & ensure there are safe pedestrian/ADA compliant crossings/sidewalks.
United States				
United States	Philadelphia	PA		



United States	Redding	CA	They need to be close to the station, otherwise they won't be utilized enough to justify the expense. L1, L2 or A1-A4 fit the bill.	The condition/safety concerns of the stretch between Pacific Ave and the station limits pedestrian/bike access to the truly determined. Until that changes, investment in parking & ADA access should take precedence.
United States				
United States	Tacoma	WA		Stop allowing the UW Tacoma students to park in the TDome parking garage for free. It was never intended for them; it should be reserved for working people who have to commute north for work. The UWT needs to figure out their own parking arrangement to take care of students commuting to school.
United States	Tacoma	WA		
United States	Edmonds	WA	Please allocate some parking for overnight status/multi-day.	It seems as though a majority of future TDLE riders would be driving to the station (for better or worse ) so I think enhancing parking and vehicle traffic throughput will be very important. I'm hopeful that with increase in housing downtown and in Stadium district along with streetcar service that there will be a healthy amount of foot traffic into the station as well so it will be important to provide pedestrian-friendly access.
United States	Tacoma	WA		
United States	Seattle	WA		
United States	Olympia	WA		
United States	Tacoma	WA	Additional parking is unnecessary for Tacoma Dome access	Puyallup Avenue is a transformative project for the Dome District and deserves funding much more than surface parking.
United States	Puyallup	WA	Surface parking lots are not the answer. the park and ride garage never seems to be completely full. maybe we should increase the amount of tlink trains. or generally just make it easier to walk/bike than to add more parking	I don't believe more surface parking is effective in general. more mixed used development would be better along with the walk/biking improvements.
United States	Tacoma	WA		
United States				

				Rather than increasing parking, I'd like to see as many alternative access improvements as possible- for those that transfer from local buses (or T LINE) or via bicycle. Today, I see so many people drive (or be dropped off in a private vehicle in the bus zones). As for the rail crossings, as much as possible we need to improve the crossings AND make sure pedestrians cross when it's safe- meaning not walk around crossing arms that are down. I live within half a mile of Tacoma Dome Station and have walked there before, though ONLY during the mornings when it's light out. I don't feel that it's safe today for pedestrians that live close to walk, and driving just that little distance (because of current transit schedules) shouldn't be a requirement.
United States	Seattle	WA		
United States	Tacoma	WA	Higher performing lots	
United States	Tacoma	WA		
United States	Seattle	WA		
United States	Tacoma	WA		
United States	Tacoma	WA		
United States	Kalispell	MT	We need more security, junkies are constantly breaking into cars and stealing them. Can't use the transit infrastructure when it's not safe to park there. Crime is out of control in Tacoma	We desperately need more security, it's not safe to park in the transit infrastructure.
United States	Seattle	WA		
United States	Seattle	WA	I would strongly prefer that no additional parking be built. Instead, it would be good to implement TOD in the vicinity of the station.	We should be building places for people, not for cars. Prioritizing the safety and accessibility of people outside of a car would be best.
United States	Lakewood	WA		
United States			I would focus on acquisition than lease	
United States	Tacoma	WA		
United States	Seattle	WA	I prefer to have no additional surface parking near the Tacoma Dome. The area is already hostile to folks walking and biking.	I have driven, biked, and taken the streetcar down to the Tacoma Dome Station area. Driving is super easy and doesn't need any more investment. Anyone telling you they need more parking in the area is nuts or doesn't go down to the Tacoma Dome.
United States	Puyallup	WA		
United States	Seattle	WA		

United States			easy access to drop off or pick up riders at station; need for increased safety walking to/from parking garage early or late hours	
United States	Seattle	WA		
United States				
United States				
United States	Tacoma	WA		
United States				There needs to be more safety and accessibility for those without cars as so many new housing projects are being built with limited to no parking. If we want to increase people's use of public transportation, we need to provide supports to encourage this. When I'm on foot or on my bicycle, I feel vulnerable to traffic at this facility. I would like to feel safe when I use public transportation. I would more likely take the bus to the Tacoma Dome Station to take a bus to Seattle if there was safe bicycle parking and structural safety measures put in place for pedestrians and bicyclists. As part of the aging population, I look forward to the day that I can safely rely on public transportation.
United States				Puyallup Street improvements are urgently needed. While parking may be under used right now, I would wait until next spring to see the impact of Amazon's five days in office demand to make a decision on that.
United States	Olympia	WA		Pedestrian safety and safety on the streets is paramount in the success of this implementation.
United States	Holbrook	MA	If you will be building more parking, you should develop a program to allow parking for people going to the airport so they can catch the bus or train instead of driving all the way to the airport	ADA access is a top priority with the legacy roads and dangerous rail surfaces. Have to link with other modes of transportation. Reduce injuries by provide safer ways to Ross tracks and roads. Wish there was an option to reconnect the #1 bus to the Tacoma Dome Station
United States			End this stupid program. I will never use this.	Fire everyone from sound transit.
United States	Bonney Lake	WA		

United States	Tacoma	WA	More residential buildings are being built here. Koz at dome already have no where to park. All areas are timed parking including in front of our home. Then we have to fight homeless rvs, tacoma dome guests, Lemay guests and daffodils parade for parking when they choose to come or have events. It's bs! Residents constantly getting towed and fined. We need more parking to accommodate the people who pay to live here as well. Not just for your what the city thinks will generate them more cash. Enough is enough	See answer in box 2
United States	Brooklyn	NY	Don't build it. There's no need for more parking.	Parking isn't full. We don't need it. Stop wasting our money on parking.
United States			We should not build additional surface parking. If anything, there should be space reserved for buses or other transit-related purposes.	In general, better pedestrian and bike access should be prioritized over car-centric access. Higher points for projects closer to the station. More points for pedestrian improvements at major arterials connecting downtown and the train station.
United States	Seattle	WA	Make downtown more walkable! People want to bike but they don't feel safe. Tacoma is small enough city for people to easily get around via bike, we just need to build it.	I live in Lincoln District a block off Pacific and work downtown. I would love to ride my bike downtown but I just don't feel safe. My husband travels to Seattle for work and would also prefer to ride his bike to the dome.
United States	Tacoma	WA	Please add trees to the area!	
United States	Tacoma	WA	I'd prefer the shortest walking distance option for those of us who commute early and late (during dark hours). Safety improvements are seriously needed at TDS, especially compared to newer stations that are better lit or staffed, have working elevators, fewer transient residents on-site, etc.	When northbound light rail extends to TDS, I expect significant increase to both daily rail commuters and event attendees, and want to see more parking in place. I know several people who currently drive to Angle Lake to attend events in Seattle outside of their commuter days; I'd be one of many using TDS light rail to attend Mariners, Sounders, Seahawks, Storm, Huskies, etc. from now on. There won't be enough parking on weekdays.
United States	Spokane	WA		
United States	Woodinville	WA		
United States			No. Additional surface parking is not needed.	

United States	Bellevue	WA	To me, surface parking lots are undesirable in dense areas. They under utilize the space for anything besides nonmoving vehicles. They invite opportunity for misuse such as illegal dumping of trash of unused vehicles, and cost the municipality more money.	As someone that has use the Tacoma Dome station for the train and bus with a bicycle, I have found that accessing the features without a vehicle is confusing and/or difficult. There are not enough completely designed foot pathways too and from the building. The bus station is especially undesirable as the are surrounding it is designed for motor vehicle travel exclusively, and the pedestrian pathways are unmaintained, end suddenly, or not easy to access.
United States			I am more likely to park in the high rise garage for safety reasons. The number of homeless and wandering people looking in car windows may happen in the garage but I have never seen it, unlike the open lots where their tents are pitched at times. I'm also more inclined to drive to another station to find safe parking	My first couple of times visiting the station was really confusing. Navigation and signage would be relatively inexpensive wins with the public
United States	Ocean Shores	WA		
United States	Lakewood	WA	Have places where people can park when picking someone up from.the bus or train.	I use the bus to get to the airport. My husband drops me off or picks.me up and there is no.place for him to park while waiting to make sure I get on the bus safely or when picking me up.
United States				I am surprised to hear that there is usually plenty of space available at the Tacoma Dome Station garage. I had previously found that if I didn't arrive there very early there wouldn't be any space available and I risked missing my bus or train connection. I'd also heard that a parking charge was coming to discourage some people from parking there and free-up space for others. I believe there is pent-up demand for TDS parking from people like me who thought that it was no longer a good option, making transit in general from TDS less viable. I'd recommend letting the public know that the garage, and transit options that connect there, are open for business even if you plan to park there mid-day.
United States	Seattle	WA		I take a bike to (and on) the sounder 5 days a week and think some of these areas would be amazing improvements. Tacoma has plenty of areas available for parking, let's work on bikes and pedestrians

United States	Seattle	WA		<p>Time for our region to grow up! Using space and money to house parked cars is a waste. We should enable Tacomans to get around without cars, get to the train by bike, foot and wheel *safely*. This is an opportunity to have people-friendly infrastructure at a transit hub. Take it! Make it easy and smooth and safe to bike or walk to the station! Prioritizing vehicles is unacceptable in the era of climate change. We **cannot** afford to keep people driving everywhere. Vibrant, liveable cities are pedestrian oriented.</p>
United States			Nope.	<p>The high-level goals I have for myself—and, by extension, for much of the Tacoma community—involve a mode shift. As such, I have prioritized non-motorized options. It feels somewhat short-sighted that little attention seems to be devoted to public transportation options, such as improving bus stops. Additionally, I believe it would be beneficial to enhance pedestrian flow to and from the Sounder boarding area. I take the Sounder from Seattle in the morning and often observe pedestrians running across the tracks at the Tacoma Dome Station, despite the train warnings and lowered gates. This appears to occur because trains arrive on the east track while people need to make connections to transit west of Freighthouse Square, and the duration of the warnings and lowered gates often exceeds what many find reasonable. Perhaps prioritizing trains arriving on the west side would help alleviate this issue.</p>
United States	Spokane	WA	No more parking please! Put all the funds toward better pedestrian and bicycle access. The current structure is half full at most during the week and empty on weekends.	<p>Cars ruin cities and we need to deprioritize that dependence. And make pedestrians, cyclists, and vulnerable road users safe from traffic violence. Now is the time to do it while we still can.</p>

United States	Tacoma	WA	Focus on frequent and convenient transit connections to neighborhoods rather than add surface parking that is not needed. Don't induce demand for vehicle parking, unless it's for bikes and scooters	A significant portion of the city will soon be designated Reduced Parking Area. The transit development strategy should be aligned with the goals of Home in Tacoma. Rather than station parking, invest in more frequent, efficient and convenient connections and prioritize safer, Healthier and more sustainable ways to get around.
United States	Seattle	WA	I think lots L1 and L2 would be very convenient for mobility-challenged people to use, with street-level access to the bus platform on Puyallup Ave. This is particularly true during times when the garage elevators may be out of service. My secondary choices would be lots A1, A2 and A3 if those could be well-lit lots.	The pedestrian overpass would make multi-modal trips easier and encourage transit ridership. In the dark, the overpass would be safer to use as opposed to crossing streets where cars have a harder time seeing pedestrians.
United States	Tacoma	WA	Please do not acquire more car parking. There is plenty of parking and ST/PT should manage the parking available rather than encouraging more people to drive to the station. Instead invest resources in walking, biking, and local transit access as well as transit oriented development.	commitment to increasing access to the Tacoma Dome Station! I am incredibly supportive of the list of active transportation projects that prioritize people walking and biking to the station and would implore you to use all available funds to support active and sustainable access to transit as opposed to building more parking. Further, I would ask that these improvements be made as soon as possible given that I and many others currently are or want to access the existing high-frequency transit operating at Tacoma Dome, even advance of light rail. I do not have access to a car to drive to Tacoma Dome and bike to Tacoma Dome Station regularly and find it very dangerous and challenging. It is the most dangerous bike ride I do in Tacoma, navigating high-speed roads with no protected bike lanes, crossing streetcar tracks, and ending at a station that lacks available, affordable secure bike parking. Given that this trip is to access one of our region's largest transit hubs, it is unacceptable that the walking and biking infrastructure is so poor. Further, given that Tacoma is the second largest city in the state, it is even more unreasonable that the station is primarily designed to serve people driving. In addition to ensuring that walking and biking are safe options for accessing Tacoma Dome Station, I would like to see these options be enjoyable as well. The current environment is not only unsafe, but it's also uninviting
United States	Seattle	WA		

				The ability to walk and roll to the new station needs to be THE priority in this project. More cars are not necessary and there will be a great deal of connection via the T-Link anyway. Make it so people can easily walk around and to the 5 different transit options: Bus, T-Link, Light Rail, Sounder, and Amtrak.
United States	Olympia	WA	If there must be additional parking, and I would argue there should be NO additional parking, the best option is near Puyallup Ave and on 26th.	
United States	Bonney Lake	WA	No comment	
				Sound Transit needs to encourage the use of the Dome Parking garage and use of the T Line to UW Students and others going into the T Line service area. Opens up street parking throughout the neighborhood for all the new apartments that are built without access to parking. Put in parking meters throughout the downtown Tacoma core and T Line service area.
United States	Tacoma	WA		
United States	Boardman	OR	Seems like the best option.	It's scary to walk in these areas.
				I am handicapped, and it's a little difficult to get down to Tacoma Dome Station from the light rail stop, and from Pacific. What I would really like is more buses stopping at TDS--major bus lines such as the 1,2,3. Right now, I have to take the 1 down to 26th and grab one of the buses down to the station--the walk is a little too far and not comfortable. Or I can take the light rail down and then hobble down to the station. I'd like to be able to get to the station without having to transfer. It was really nice when the 1 was stopping there!
United States	Tacoma	WA		
United States	Tacoma	WA		



United Kingdom	Leyland	H2	The City of Tacoma has an idea to eventually redevelop the land surrounding the station for more mixed use and residential purposes, so improvements to the surrounding area should reflect those coming changes. Leasing once the link arrives might be correct decision since there will be no unnecessary construction that will be demolished later.	E 25th St should be either pedestrianized (excluding T Line of course) or made transit-only between either G St or the parking garage entrance and either A St or Pacific Ave. Tacoma Dome / Freighthouse Square Station (please choose one name for all the stations) is set to become a busy interchange station, so making it as easy as possible for people to get between the 2 Link lines, the Sounder, and buses should be the priority, not making sure people have pick-up and drop-off access. It would also make for a generally nicer environment and make it easier for people who need to get to future housing along the street to do so on foot from the station.
United States	Tacoma	WA	Additional parking will likely turn into urban blight, and reduce the already limited walk-able amenities in the dome district. As sound Transit's own studies have shown, it is unnecessary as existing structures are not even reaching 50% percent capacity. This land should be developed into housing or businesses if it is already vacant, not wasted on parking that is not even enough to fill one sounder train and does not scale.	As stated, car focused infrastructure around high capacity, high investment transit just does not scale. It is a poor investment, and a waste of my tax dollars. The focus instead should be on developing the dome district into a better place to live and travel through, and better transit connections to it - the tacoma link is miserably slow and has poor frequency - this is unacceptable for what has been labeled the main transit connection from downtown tacoma to the dome transit area.
United States	Tacoma	WA		

United States	Seattle	WA		I work with blind and Deafblind individuals partroning T-LINK and Sounder Stations in Tacoma. Use of rapid flashing pedestrian beacons is not an accessibility solution. The Tacoma Dome Station is used daily and riders have to depend on station agents to assist between Sounder & T-LINK which isn't supported by ST policy. An APS or accessible pedestrian signal is a high priority including associated surface wayfinding treatments. Downtown T-LINK connections between bus transit and the Commerce Street Station needs to include APS installations for Deafblind travelers at 11th and Commerce. Other T-LINK Stations such the Stadium District Station and the station at the Multicare Hospital use rapid flashing beacons. While APS have been installed along the arterial to St. Joseph's Hospital ironically rapid flashing beacons were installed at the station which are not a solution for Deafblind residents of Tacoma who use transit daily and need access to this critical resource in Downtown. Without these improvement T-LINK station become a barrier to travel and inhibit local access.
United States	Tacoma	WA	Are we focusing on those individuals who are visually or physically impaired or are we talking about the general public? If we are trying to improve access to those who are impaired, I highly suggest we work to approve both. I would prefer to think of myself 20 years from now when I may not be able to drive and have to rely on mass transit.	I based it on the most neediest and least thought of when these plans are created.
United States	Seattle	WA		
United States	Lakewood	WA		It is difficult for anyone trying to navigate from Puyallup Ave up to Freight house square. Lighting walking through the garages is not good and directions are difficult for anyone with sight loss to read. Don't want to be there at dusk or later.

United States			Please strongly consider L8 and L9 as locations for additional surface parking. These are optimal locations for riders. L9 is high performing. Additionally, both L8 and L8 are along a primary pedestrian street. This is crucial.	Please prioritize access improvements for blind, deaf, and deaf-blind transit users. Prioritize adding talking poles that provide ETAs verbally for train and bus. These are needed through out the bus and light rail stations at Tacoma Dome. Prioritize adding tactile markings (and the edge of the curb, but also tactile markings that guide blind transit users) throughout the Tacoma Dome bus, light rail, and train areas. Prioritize inclusion of braille markings anywhere that text is provided. Prioritize call and text support options for transit riders with disabilities who may need support while at the Tacoma Dome Transit Station - similar to the Sound Transit security text line available in King County. Prioritize adding additional emergency safety buttons that call emergency services - there are currently too few in the area.
United States	Seattle	WA	There is already sufficient parking in this area. Of the sites shown, L8 and L9 sites would be best for additional parking.	This area is extremely dangerous for disabled people, especially blind and visually impaired people, who are major users of Sound Transit buses and trains. This significant group of people (disabled people make up 20% of our population as a whole, and keep in mind many disabled people are reliant on public transportation) is being ignored and discarded while Sound Transit is spending ever more funding on car owners who do not even care about public transportation. The whole Tacoma Dome station area is in violation of ADA and very inaccessible to blind and visually impaired people.
United States	Tacoma	WA	None; use the funds for procuring/making more (new) parking possible to implement more active transportation improvements to dissuade, rather than encourage, increased SOV trips to/from this area and the new line/station.	I think you might get a lot of "5"s and "1"s for the answers based on how the question/response allowance was structured, so don't give "false credence" to projects with intermediate scores.
United States	Seattle	WA		A pedestrian overpass is my highest priority because it can be very difficult to have to walk all the way around freight house square just to make it onto track 2 to catch certain sounder trains that use that track.

				Puyallup Avenue is the primary corridor for folks to access the Tacoma Dome Station and it is currently very inhospitable to anyone who is trying to arrive via walking, rolling, biking or local transit. Transforming Puyallup Ave to support all modes is the biggest opportunity to enhance access to transit and should be the top priority for these funds.
United States	Tacoma	WA	No parking should be paid for with these funds - those lands are better used for housing and transit-oriented development	
United States	Tacoma	WA		
United States	Vancouver	WA	If additional surface lots are considered, positions A1-3 & L1-2 are ideal for improving this multi-modal corridor.	Priority should be given to pedestrian, bike, and ADA improvements over additional surface lots. The pedestrian overpass will prove invaluable as ridership increases with Seattle metro connection.
United States	Mount Vernon	WA		East 26 th street is beautiful but under utilized
United States	Tacoma	WA		
United States	Federal Way	WA	If surface parking must be acquired, secure lots that allow for the construction of a ramp to allow for seamless light rail trips between Tacoma City and Sea-Tac Airport (or Federal Way). This is responsive not only to programmed extension plans, but also original 1996/2005 long range plans to integrate Tacoma Link and Central Link. Please note that I do not support the creation or preservation of surface parking, and the suggestion above should be considered only if surface parking is mandated by the Board.	If this project has an ST2 focus, as was affirmed by Sound Transit staff, why is an overpass bridge linking the ST3 Tacoma Dome Link Extension station to the Pierce Transit garage included, particularly when the station location has not been settled?
United States				
United States	Tacoma	WA	The closer to the station(s) the better. I like the idea of surface streets because it is hard to navigate the parking garages sometimes.	I put parking as a high priority to get people to the stations; then I prioritized pedestrian safety and accessibility because this service won't be used if it isn't safe.
United States	Mountlake Terrace	WA	how would it connect directly to stations	
United States	Gig Harbor	WA	I don't understand why a light rail stop wouldn't be as near as possible to the current street car and Sounder locations - make transitions easy for people and they will use them. I use parking at Tacoma Dome 2-3 x/week. I like the idea of both improvements but having free parking is a high value for me and others, so only do what you can continue to provide for free. I don't have a strong opinion about what other access improvements you make.	See above
United States	Woodinville	WA		I would like to see overhead crosswalk from track two to the sounder/amtrak station building

United States	Bellevue	WA		
				The 25th and Pacific area is abused by people who aren't actually traveling and minimal funds should be invested there until the city starts policing and keeping the area free from litter, crime, and dangerous activity.
United States	Seattle	WA	Parking should be as close to stations as possible and well lit due to inadequate policing, safety, and security in the downtown area.	
United States	Seattle	WA	no	no
United States	Seattle	WA	Prioritize giving disabled/seniors the closest access possible to the station. Streetscape and (curb-to-curb) street SPACE should not be wasted on the storage of private vehicles. Public space was used for PEOPLE, instead, including active mode facilities and buffers from motor traffic. Cars should be kept off-street, ideally in paid parking lots to encourage the use of transit and active modes to reach the station.	There is an existing surplus of parking capacity. Access and safety issues plague active mode users, particularly the disabled, and need to be remedied.
United States	Seattle	WA	it is not needed because i come down to the tacoma and so,e times i park in the parking gargae and it is not full in the day time right now.	this not needed
United States			Build housing, not car storage.	We need to integrate access to downtown Tacoma as much as possible into the design. Right now it is very difficult to get to the area safely, with far too many cars and dangerous intersections for walkers and bikers. Adding a garage will only increase the danger car traffic in the area, while increasing isolation from the city.
United States	Seattle	WA		
United States			I think these sites should be compared to common sites with homeless encampments. While not equating homelessness with crime, there should still be awareness of the proximity. Other park-and-ride sites in the Tacoma area have at times been overtaken by campers, vans, cars, and tents. For example, L5 is very near the ravine where many people have to camp, and it could easily spill up the hill..	Park-and-rides in the dome area might be less necessary if there were more parking available along the T-line. That's the whole point of connecting to the existing light rail, no?
Belgium				There's a lot of different transits happening in a small space and improved wayfinding would be very helpful!
United States	Puyallup	WA	I would say that sites that can be acquired should be a higher priority than sites that would be leased. A1 and A2 are great sites for that, A3 also if A1 or A2 cannot be acquired as well.	
United States	Tacoma	WA		

United States			How does Tacoma Dome parking lots come into use? Are they used? Could they be used for any potential overflow parking?	Balance of cost to the immediate effectiveness and necessity of implementing improvements.
United States	Seattle	WA	Would the available parking get used as event parking for the Tacoma Dome?	Tacoma Dome Station(s) should be thought of as a destination or transfer point, not as an origin.

Appendix C: TDAI Letters

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## WSDOT Support for Tacoma Dome Station Access Improvements

**Subject:** WSDOT Support for Tacoma Dome Station Access Improvements

Hi Khoa,

In light of the recent online survey for public comment regarding the Tacoma Dome Station Access improvements, we wanted to express our support for the five proposed bike/pedestrian improvements that interface with WSDOT ROW. These are:

- East D Street/East McKinley Way Bicycle and Pedestrian Improvements
- Pacific Avenue Pedestrian Safety and Accessibility Improvements
- Puyallup Avenue Corridor Improvements
- E 25<sup>th</sup> Street Pedestrian Improvements
- E 26<sup>th</sup> Street Pedestrian Improvements

WSDOT supports these efforts to improve multimodal connectivity between the WSDOT ROW and the proposed Tacoma Dome Link light rail station. While there was not much detail provided, these improvements have the potential to improve safety in the corridor for multimodal users, particularly near the I-5 off ramp terminal at E 26<sup>th</sup> Street. A suggestion from our Olympic Region Traffic group is to consider using bicycle or pedestrian Level of Traffic Stress (LTS) as a performance metric for improvements. Also, as is typical for any improvements that impact the interstate, FHWA will need to be involved as appropriate. Please let me know if you have any questions regarding this. Thanks,

Zak Griffith PE  
Project Engineer  
WSDOT Regional Transit Coordination Division  
206.327.2098





950 Pacific Ave, Suite 300 | Tacoma, WA 98402

10/10/24

Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

RE: Tacoma Dome Access Improvements

Dear Sound Transit Board of Directors,

On behalf of the Downtown On the Go's Board of Directors and staff, I am writing to share our suggestions regarding the Tacoma Dome Access Improvements project.

Downtown On the Go (DOTG) is the transportation advocate and resource for anyone whose life is in the greater Tacoma area. We work across sectors to make Tacoma a better place to walk, bike, and take transit.

We appreciate Sound Transit requesting community input on project prioritization for the Tacoma Dome Access Improvements (TDAI) project. While we understand that this project is tied to the Sound Transit 2 ballot measure and this obligates the agency to study additional parking as a priority project, we urge Sound Transit to invest these limited access dollars in active transportation and safety improvements.

As indicated in the TDAI online open house, Tacoma Dome Station (TDS) currently experiences approximately 50% parking utilization. While TDS saw higher utilization prior to the COVID-19 pandemic, there is no immediate need for additional parking at TDS. We can anticipate that the Tacoma Dome Link Extension (TDLE) will bring increased demand to TDS, which could include single-occupancy vehicle (SOV) travel. However, TDLE will not open until 2035, giving us a decade to build a better system.

TDS is easy to access by car, but dangerous to access by walking, rolling, or cycling. The lack of safe infrastructure is a deterrent to those interested in accessing the station via active transportation, and creates a hostile environment for those who do not or cannot drive. There is a need and a want for safe active transportation infrastructure in the Dome District. Investing in active transportation would be a more forward-thinking and impactful use of limited access dollars than continuing to over-invest in vehicle parking.

Building safer infrastructure that is accessible to users of all ages and abilities will encourage wider use of walking, rolling, and cycling to access TDS. Additionally, we know that good regional transit increases utilization of local transit. Since the opening of the Lynnwood Link

Extension, Community Transit has seen a 14% increase in Swift bus ridership. By focusing on strengthening our local transit network over the next decade, we can anticipate increased ridership as a method of accessing the Link.

DOTG supports the project suggestions put forward by the City of Tacoma's Bicycle Pedestrian Technical Advisory Committee, particularly emphasizing the importance of the Puyallup Avenue project.

With proper investment, we can ensure that Tacoma Dome Station is convenient and safe to access by active transportation and transit. This will not happen if a majority of the access dollars are spent on constructing parking. Similar to the South Tacoma Sounder Station access projects, this is an opportunity for Sound Transit to restructure how we use transit dollars and invest in safe access and mobility for all users in Tacoma.

Sincerely,

A handwritten signature in cursive script that reads "Laura Svancarek".

Laura Svancarek,  
Interim Executive Director

CC:

Sound Transit:

Artie Nelson, Senior Community Engagement Specialist - Tacoma Dome Link Extension

Diane Wiatr, Development Manager – Tacoma Dome Link Extension



City of Tacoma  
Bicycle Pedestrian Technical Advisory Group

September 23, 2024

**Re: Sound Transit Tacoma Dome Station Access Improvement Project**

Dear Sound Transit Board of Directors,

We, the City of Tacoma's Bicycle and Pedestrian Technical Advisory Group (BPTAG), thank Sound Transit for your commitment to increasing access to the Tacoma Dome Station!

We appreciate the outreach efforts that Sound Transit's staff made with us in August 2024 to inform us of preliminary plans and gather our feedback on this incredible investment in improving access to the Tacoma Dome Station.

We are incredibly supportive of the list of active transportation projects that prioritize the movement of people trying to access the station and we feel they will fill significant gaps in our transportation network. Currently, accessing the Tacoma Dome Station is unsafe and impractical, if not impossible, for many community members who cannot or do not drive or who would prefer the option to connect to regional transit via active transportation or local bus service.

Specifically, we appreciate the focus on:

- Puyallup Avenue. We fully support this project as the top priority for TDAI funds. This corridor is currently a significant barrier to safe, accessible and comfortable access to the Tacoma Dome. The planned improvements will include Tacoma's first transit lane, significant pedestrian safety and access enhancements, and protected bike facilities and incorporates Tacoma's portion of the spuyaləpabš regional trail. Sound Transit's support of this project will help ensure that it can move forward in a timely fashion and include the full scope of planned multimodal improvements.
- Addressing safety and connectivity on key corridors – like bicycle and pedestrian improvements on East D St/East McKinley Way and pedestrian safety and accessibility improvements on Pacific Ave which link residents to regional transit
- Creating a connected and protected network that is safe for people of all ages and abilities to use active transportation
- Constructing sidewalks, improving ADA accessibility, and building safer crossings
- Creating a better experience for transit riders at the station with improved wayfinding and accessibility improvements
- Increasing connectivity between the station and local Pierce Transit service

We celebrate all of this momentum towards making it safer and easier to access regional transit, and see the many ways it helps the City of Tacoma fulfill its commitment to the Green Transportation Hierarchy (prioritizing the movement of people over cars) and adhere to priorities laid out in its Transportation Master Plan, Vision Zero Action Plan, Climate Action Plan, as well as the City's safety and equity goals.

**As this project moves forward, we do have one significant concern. We understand that adding additional parking is on the list for consideration. We wholeheartedly encourage the Sound Transit Board to reject this option.**

As one of our BPTAG members shared in our August meeting – driving to the Tacoma Dome Station is easy, but accessing via walking, rolling or biking is dangerous. Another member highlighted how car-centric the Tacoma Dome station is – creating an uninviting atmosphere for anyone who bikes, walks, rolls or arrives via local transit.

The current parking lot at the Tacoma Dome Station is not full, despite being free and there being few safe alternatives to driving. If demand for parking grows over time, we urge Sound Transit to work with Pierce Transit and the City of Tacoma on parking management and transportation demand management strategies rather than building additional parking. In order for such strategies to succeed, however, we need make sure that infrastructure exists to allow transit riders to safely access the station by walking, rolling, biking or taking transit. We ask Sound Transit to remove the parking from the project list so as not to spend additional resources on this project.

We also have concerns about the use of prime space near the Tacoma Dome Station for parking rather than transit-oriented development and additional housing that would enable more Tacomans to meet their daily needs without a car.

As such, we do not believe vehicular parking should be a priority for these funds. We would rather see all funds dedicated to improvements that make it safe and easy to access the station via active transportation and local transit. Transit riders can already access the Tacoma Dome Station via a personal vehicle and have convenient free parking when they arrive. The best use of these funds is prioritizing resources for those who currently lack safe and convenient access: those who walk, bike, roll, and take transit.

As this project moves forward, please continue to prioritize the projects that have the least environmental impact and the greatest contribution to safety and equity. We look forward to working with you further as this project progresses.

Sincerely,



Jennifer Halverson Kuehn  
Chair, City of Tacoma Bicycle Pedestrian Technical Advisory Group

Cc:

Tacoma City Council - Infrastructure, Planning, and Sustainability Committee  
Tacoma City Manager Elizabeth Pauli  
Public Works Director Ramiro A. Chavez, P.E. PgMP  
City of Tacoma Transportation Commission  
City of Tacoma Planning Commission  
Diane Wiatr, Sound Transit Development Manager – Tacoma Dome Link Extension



**City of Tacoma  
Transportation Commission**

October 1, 2024

**Subject: Tacoma Dome Station Access Improvements Project**

Dear Sound Transit Board of Directors,

The City of Tacoma Transportation Commission is grateful for Sound Transit's Tacoma Dome Station Access Improvements (TDAI) project briefing on August 21, 2024. As an appointed Commission that advises the City Council on transportation matters, we are uniquely qualified to help refine the scope of the TDAI project.

Tacoma Dome Station (TDS) is an indispensable park-and-ride facility for Tacoma and Pierce County residents. Strategically located on the bus route between Tacoma and Seattle, it has allowed riders to leave their cars in favor of transit for nearly 30 years. The addition of Sounder commuter rail in 2000, Tacoma Link light rail in 2003 and Amtrak in 2021 have achieved the vision of a successful multimodal regional transit hub that co-locates travel modes, concentrates demand, and generates robust ridership.

The Commission is acutely aware, however, that TDS is challenged by access barriers at and beyond the station. They affect the transportation system's most vulnerable users and impede the desire to access the station without a car—or to use transit at all. As the area develops into a vibrant urban district, and with major light rail and bus service changes expected in the mid-2030s, it is imperative that TDS become a model for sustainable and equitable access. The TDAI project is a key step toward that objective. To assist Sound Transit's planning-level work for TDAI, the Commission endorses the following component projects for advancement, in ranked order:

**1. Tacoma Dome Station general access and ADA spot improvements**

New facilities must greatly ease burden, streamline the various modal transfers, and reduce delay in the station area. Plans must prioritize the needs of individuals with a disability and address vertical conveyance difficulties. Sufficient storage capacity should be provided for a large number of bikes—securely and for extended durations.

**2. Puyallup Avenue Transit/Complete Street Improvements Project**

The Puyallup Avenue project will serve as TDS's front porch to the city and region, providing a welcoming point of entry. Closing its existing \$13.4 million budget shortfall would deliver sophisticated bike facilities where none exist today, widened sidewalks, improved ADA access, pedestrian illumination, and a primary connection to the regional trail system extending to Fife and Puyallup.

**3. East D Street/East McKinley Way bicycle and pedestrian improvements**

This project would strengthen ped-bike connections between TDS and the city's populous Eastside, identified by the Tacoma Equity Index as a low opportunity area. New facilities could include barriers along arterial streets that protect Pipeline Trail cyclists where they are most vulnerable. Intersection safety should be improved through measures that promote ped-bike travel and which maximize sight

distance for all users of the street, particularly at East Wright and Wiley Avenues. Corridor designs should be made resilient against the paralyzing congestion of major Tacoma Dome events.

The Commission further advises that the following principles guide TDAI planning:

1. Enhance Street Safety
2. Equitable Access for All
3. Increase Transit Ridership
4. Promote Sustainable Transportation

These projects and principles will result in decisive access benefits. They will benefit not only TDS, but also the cardinal arterial streets that tie the station to the city and allow it to fulfill its purpose. The Commission is in agreement that the projects would help create a transportation system that de-emphasizes single-occupancy auto travel, reduces the likelihood of significant crashes, and ensures the continued success of the regional park-and-ride system. They also reinforce Tacoma's chosen path toward a sustainable future, for which surface parking lots at essential transit centers have no role. **For that reason, the Commission opposes surface parking lots at TDS and requests that the Board reject any proposal that would authorize their creation or preservation.**

Along with vital transit enhancements to TDS—including more frequent T Line headways with longer service spans, transit priority lanes, and retained ST Express bus service to Seattle after Tacoma Dome Link opens—we believe the station can become a model transit hub that capably serves the public.

Thank you for your agency's commitment to enhancing the transportation infrastructure of Tacoma. We anticipate the first TDAI meeting as being one of many to come, and we look forward to deepening our partnership as we plan for transportation in the TDS vicinity.

Sincerely,



Bruce Morris  
Co-Chair, Transportation Commission



Matt Stevens  
Co-Chair, Transportation Commission

Cc:

Tacoma City Council - Infrastructure, Planning, and Sustainability Committee  
Tacoma City Manager Elizabeth Pauli  
Public Works Director Ramiro A. Chavez, P.E. PgMP  
City of Tacoma Planning Commission  
Diane Wiatr, Sound Transit Development Manager – Tacoma Dome Link Extension