STADIUM DISTRICT CENTER PLATFORM
TACOMA LINK EXPANSION

EXISTING (2014) AND FUTURE (2035) LEFT TURN VOLUMES

NOTE: DESIGN IS IN EARLY DEVELOPMENT AND SUBJECT TO REFINEMENT IN FINAL DESIGN
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TACOMA LINK EXPANSION

MLK JR. WAY/S 11TH STREET CENTER PLATFORM

Bus stop remains

FUTURE DEVELOPMENT

Restores approximately 3 parking spaces compared to side platform

RTE AND (CLOSED)

Restores approximately 3 parking spaces compared to side platform

Station platform

Bus stop remains

THE ELEVEN

ELEVEN

BARBER SHOP

SUBWAY

RITE-AID (CLOSED)

ALLEN A.M.E.

COMMUNITY HEALTH CARE

Inbound to Tacoma Dome

Outbound to MLK Jr. Way/S 19th

Restores approximately 9 parking spaces compared to side platform

NOTE: DESIGN IS IN EARLY DEVELOPMENT AND SUBJECT TO REFINEMENT IN FINAL DESIGN
The public shared the following comments at the Stadium District Platform Workshop.

Community priorities

- Safe conditions for pedestrians, bicyclists and drivers
- Proximity to key destinations
- Traffic flow
- Creating a “catalytic effect on density and vibrancy”
- Pedestrian accessibility and access to businesses

The Stadium District preferred the center platform design option with the following changes:

- Relocating the bus stop
- Moving the center platform south of Thriftway driveway
The public shared the following comments at the Hilltop Platform Workshop.

**Community priorities**

- Safe conditions for pedestrians, bicyclists and drivers
- On-street parking
- Pedestrian accessibility
- Convenient bus stops
- Traffic flow

**The Hilltop participants shared mixed preferences:**

- Slightly more preference for side platforms for:
  - Safety
  - Better access to businesses
  - Preserving the streetscape
- Supporters of the center platform noted it preserved current parking and is better for bicyclists
Platform selection

The City selected the center platform option, with the following modifications requested by the community:

- Relocating the bus stop to allow for sidewalk in front of new development
- Moving the center platform south between G St. and Yakima Ave.

Why the center platform?

- Workshop attendees supported this option
- Provides on-street parking while accommodating uphill bicycle lane connecting existing lane to bicycle boulevard
- Increase of 10 parking spaces from original 30% design
- Potential pedestrian plazas/landscaping areas
- Modification of signal at N 1st St. and Tacoma Ave. improves traffic flow, reducing northbound queue

Selection process

August 2015
City Council request
Council asks Sound Transit to identify alternate platform locations at:
- 6th and 11th on Martin Luther King Jr. Way
- Stadium District

Fall 2015
30% design and public feedback
- Hosts public open house in December 2015 to share 30% designs

Mar.-Apr. 2016
Platform design and public feedback
- Sound Transit develops new platform design options
- Sound Transit and City host two workshops to gather feedback on platform options

May-June 2016
Platform selection and public meetings
- City selects platform locations in consultation with Pierce Transit and Sound Transit and following review of comments
- Sound Transit and City hold two public meetings to share results

Stadium District options considered

STADIUM DISTRICT PLATFORM SELECTION
TACOMA LINK EXPANSION
Platform selection

The City selected the elongated center platform option at both platform locations

Why the elongated center platform?

- Community opinion was mixed on side or center platforms, but priorities included safety, on-street parking, accessibility, convenient bus stops and traffic flow
- **Safety and access**: Eliminates pinch point at platform for bikes and provides pedestrian refuge at crosswalk
- **Traffic flow**: Provides queue space behind train
- **Parking**: Preserves current parking, compared to losing 12-18 spots per location with side platforms
- **Bus stops**: Close connection to bus stops

Selection process

**August 2015**: City Council request
- Council asks Sound Transit to identify alternate platform locations at:
  - 6th and 11th on Martin Luther King Jr. Way
  - Stadium District

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Hilltop options considered for MLK Jr. Way and 6th Ave./MLK Jr. Way and 11th St.
Sound Transit and the City of Tacoma will work with the community to develop streetscape improvements and assure Hilltop residents are workforce ready before construction of the Tacoma Link Extension begins.

A $2 million grant from the Federal Transit Administration funds engineering and design of the improvements as well as the new Equity and Empowerment Initiative, which implements Tacoma’s efforts to bring jobs to Hilltop residents.

Your role
The community drives design development
- This work will build on the Subarea planning that has recently been completed for the Hilltop and Stadium neighborhoods.
- Livability, equity and empowerment, new public and private investment, and revitalization are cornerstones of this planning initiative.
- The Streetscape design will focus on enhancing the LINK Expansion outreach and design work that is already in place.

Workforce Development
Sound Transit’s commitment is to support job training and job opportunities in conjunction with capital projects. For Tacoma Link Extension, we will specifically tailor these efforts to knock down the barriers Hilltop residents face when it comes to equal access to jobs.

Our plan:
- Extensive outreach to the community
- Partnering with pre-apprenticeship training service providers

We will provide job training, job placement and the right mix of support services to Hilltop residents.

Design elements
- Sidewalks
- Lighting
- Benches
- Trees and landscaping

Get Involved
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