

# TACOMA DOME STATION

424 E 25th St., Tacoma, WA 98421



**3,300** Average weekday boardings

**2,283** Parking spaces

- Owned by Pierce Transit
- Served by Pierce Transit, Sound Transit, Intercity Transit, Greyhound, and Amtrak

Tacoma Dome Station is a major intermodal facility served by three transit agencies operating three different transit modes. Pierce Transit operates seven local bus routes. Sound Transit operates Tacoma Link light rail, Sounder commuter rail, and four Express bus routes. Intercity Transit operates three Olympia-serving bus routes. Greyhound and Amtrak service is also available near Tacoma Dome Station.

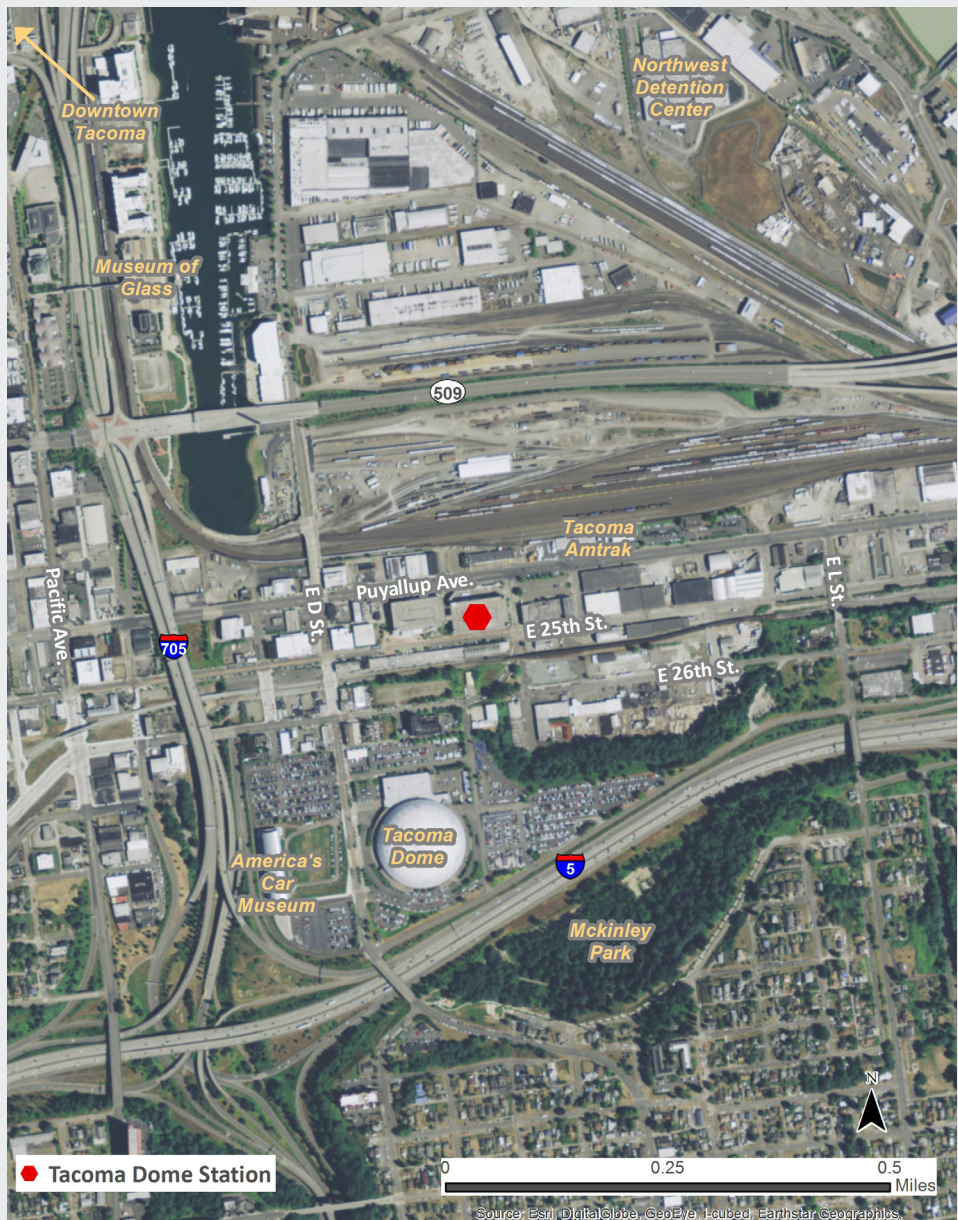
Tacoma Dome Station has the largest amount of transit parking supply in the region at 2,283 parking spaces spread across two garages. Tacoma Dome Station has a parking occupancy rate that hovers around 95%, meaning that more than 2,150 of these stalls are occupied on an average weekday.



**Figure 1: 3-Mile Context Map**

Befitting its name, the Tacoma Dome Station is located just north of the Tacoma Dome, an indoor arena that hosts concerts, sporting events, and the like. Located in an emerging neighborhood known as the Dome District, Tacoma Dome Station is bounded by I-5 on the south, I-705 on the west, by the Port of Tacoma on the north and by industrial uses to the east. The Tacoma Dome Station is also part of the PSRC-designated downtown Tacoma regional growth center.

The area is somewhat in transition from an industrial area proximate to the Port of Tacoma to a more mixed-use area. Several property owners in the area surrounding the Tacoma Dome Station have formed the Dome District Development Group with the purpose of advocating for residential and commercial development that complements the area’s transit and downtown Tacoma connections.



**Figure 2: Half-Mile Context Map**



# LAND USE, POPULATION, AND EMPLOYMENT

The area in the vicinity of the Tacoma Dome Station is made up of primarily commercial and industrial uses. The Tacoma Dome and the LeMay/America’s Car Museum are major destinations in the vicinity. There is a relatively large amount of parking as well. Owing in part to the large amount of physical infrastructure—several highways, railroad track, and Port of Tacoma property—both the population and employment numbers are relatively low. There is expected to be substantial growth in terms of population and employment between now and 2040, with slightly more employment growth than population growth.

Current Population: 2,200  
Current Employment: 3,400

2040 Population: 5,000 (+127%)  
2040 Employment: 8,700 (+156%)



**Figure 3: Existing Land Use**



**Figure 4: Future Land Use**

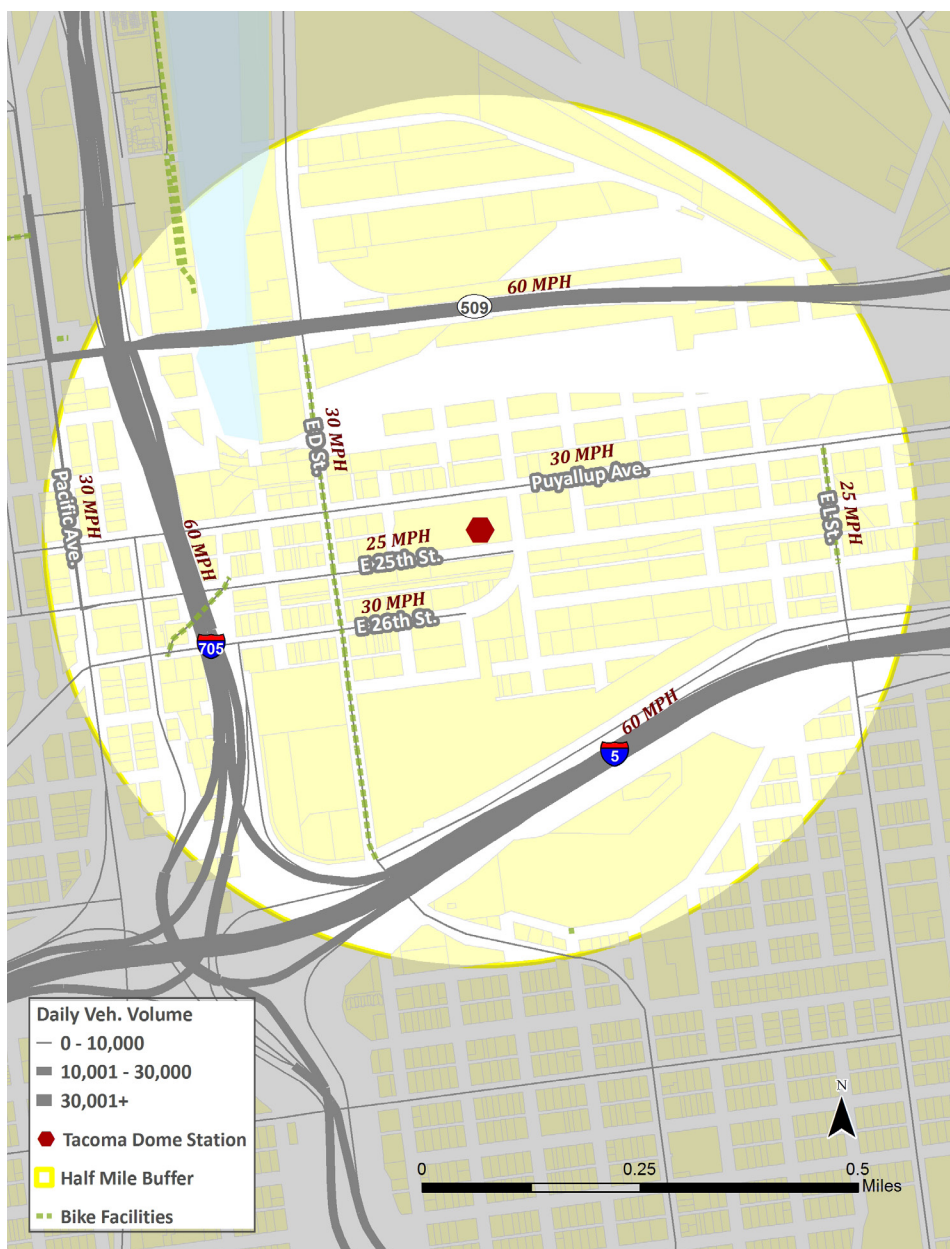
Pierce Transit is currently in negotiations with a developer to potentially construct a mixed-use project consisting of more than 100 residential units and ground-floor retail directly adjacent to the Tacoma Dome Station.



**Figure 5: Potential Mixed-Use Project adjacent to the Tacoma Dome Station**

# ROADWAY CHARACTERISTICS

Figure 6 shows how the Tacoma Dome Station area is surrounded by major limited access highways on its north, south, and west side. I-5 and I-705, in particular, create barriers to neighborhoods west and south of the Dome District neighborhood. In addition to this, there has been significant construction on I-5 including the current replacement of the Pacific Avenue bridge and the eventual replacement of the McKinley Way bridge. Both of these bridges span I-5 and will provide improved connections from points south into downtown Tacoma and the Dome District. The streets within the Dome District are low-volume and form a relatively-intact albeit narrow grid-based street network.



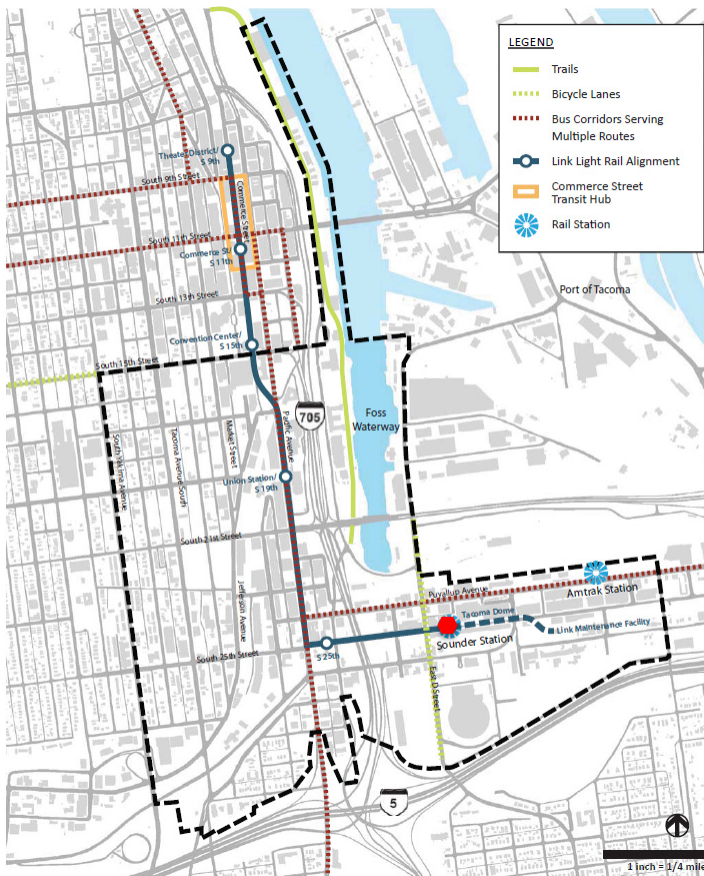
**Figure 6: Roadway Characteristics**



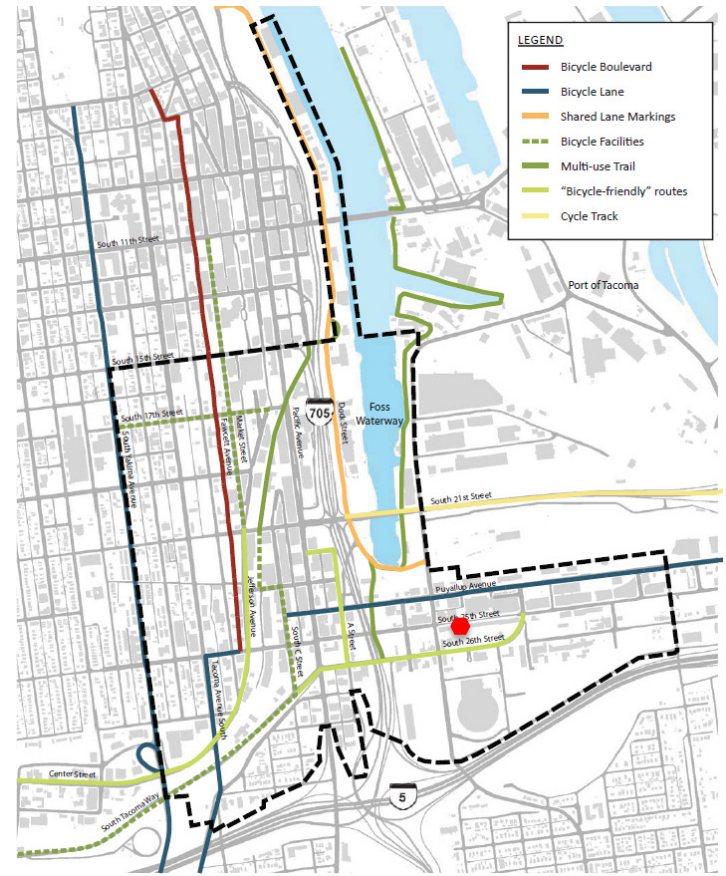
# NONMOTORIZED CONNECTIVITY

The nonmotorized environment in the vicinity of the Tacoma Dome Station has some positive features and some negative features. Most of the streets have sidewalks, though these sidewalks vary in quality. Several have been recently upgraded in the area, particularly on E C Street, E D Street, and S 25th Street along the Tacoma Link alignment. There are a few streets, however, that have no sidewalks at all. Apart from E D Street, which has a bicycle lane connecting from Wiley Street to E 21st Street on E D Street, none of streets in the Dome District have bicycle facilities.

Figure 7 shows key features of the existing transportation network in downtown Tacoma. Figure 8 shows proposed mobility master plan projects in the same area. These projects would demonstrably improve the nonmotorized environment. A major benefit of the projects shown on Figure 8 would be much better connections between the Dome District and downtown Tacoma.



**Figure 7: Existing Active Transportation Network**



**Figure 8: Proposed Bicycle Projects**

# TACOMA DOME USER SURVEY DATA

As part of [a research study funded by the Washington State Department of Transportation](#) into the travel behavior of Park and Ride users in the region, users of the Tacoma Dome Station were asked several questions about how they currently utilize the facility. A total of 262 Tacoma Dome Station users completed this survey, key findings of which are presented below. It should be noted that these surveys targeted users in the AM peak.

**Table 6. Park and ride usage frequency summary statistics**

<i>Lot Name</i>	<i>Average times per week</i>
Tacoma Dome	4.44

Of those surveyed, respondents stated that they use Tacoma Dome Station more than four days per week.

**Question 9: "How did you get to this park and ride this morning?"**

<i>By Location</i>	<i>Drive Alone</i>	<i>Walked</i>	<i>Train</i>	<i>Vanpooled</i>	<i>Bicycled</i>	<i>Dropped off</i>	<i>Carpooled</i>	<i>Bus</i>	<i>Other</i>
Tacoma Dome	84.11	0	0.78	0.39	1.16	5.81	2.71	4.26	0.78

84% of users surveyed drive alone to reach Tacoma Dome Station, compared to only 4% who arrive by bus.

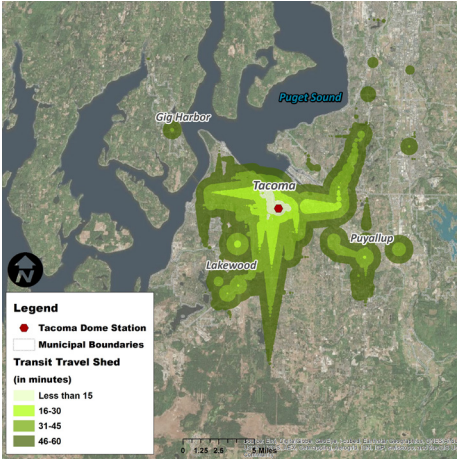
**Question 10: "How will you leave this park and ride this morning?"**

<i>By Location</i>	<i>Drive Alone</i>	<i>Walked</i>	<i>Train</i>	<i>Vanpooled</i>	<i>Bicycled</i>	<i>Picked Up</i>	<i>Carpooled</i>	<i>Bus</i>	<i>Other</i>
Tacoma Dome	1.16	5.04	15.12	0.78	0	0	0	75.19	2.71

75% of users surveyed leave Tacoma Dome Station on a bus, compared to only 15% who take a train (either Tacoma Link or Sounder).

**Figure 9: User Behavior at Tacoma Dome Station**

# TRANSIT SERVICE

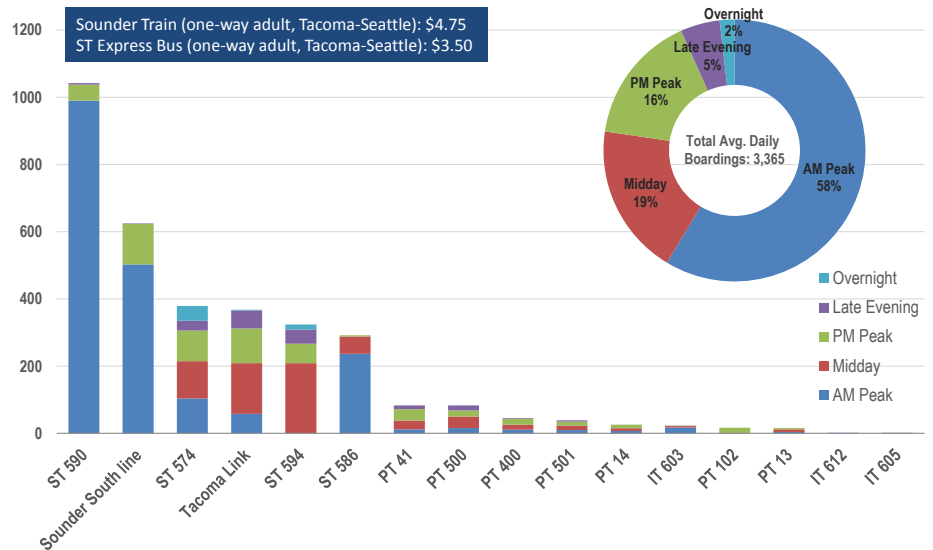


**Figure 10: Transit Travelshed**

Route	Service Period	Peak Headway	Off-Peak Headway	Travel Time	Average Weekday Ridership [2014]	Destinations Served
Tacoma Link	All-day	12	24	10	3,418	Tacoma Dome - Theater District
Sounder Train	AM/PM Peak	-35	-	59	10,499	Lakewood - Seattle
PT 13	All-day	60	60	20	164	Tacoma (Proctor St N & N 24th St)
PT 14	All-day	60	60	30	210	Tacoma (Proctor St N & N 24th St)
PT 41	All-day	30	60	20	992	Tacoma (72nd St Transit Center)
PT 102	PM Peak	60	-	19	185	Gig Harbor - Tacoma
PT 400	All-day	60	-30	38	741	Puyallup - Downtown Tacoma
PT 500	All-day	30	60	39	1,097	Federal Way - Tacoma
PT 501	All-day	60	60	46	508	Milton - Federal Way
ST 574	All-day	15	60	41	2,397	Lakewood - SeaTac
ST 586	AM Peak	15	60	55	607	Tacoma - North Seattle (U District)
ST 590	AM Peak	5	30	62	3,108	Tacoma Dome - Downtown Seattle
ST 594	All-day	15	30	62	1,912	Lakewood, Tacoma Dome, SODO, Seattle
IT 603	AM/PM Peak	20	-60	63	-	Olympia (Olympia Transit Center)
IT 605	PM Peak	30	-	68	-	Olympia (Olympia Transit Center)
IT 612	AM Peak	-	-	51	-	Olympia (Lacey Transit Center)

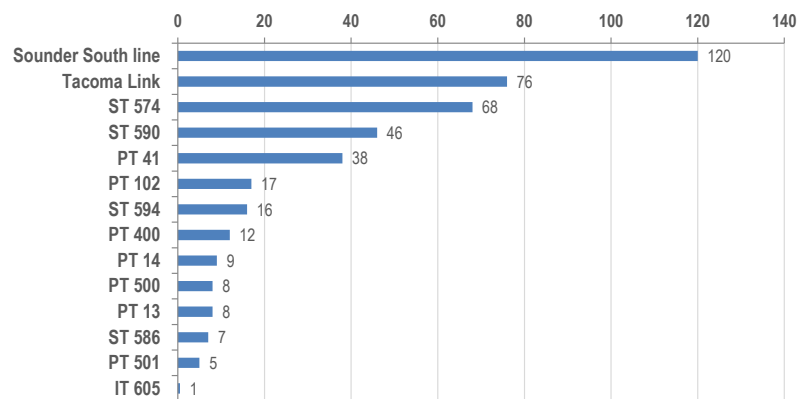
The Tacoma Dome Station is one of the most transit rich environments in the central Puget Sound. Pierce Transit operates seven local bus routes, serving destinations in Tacoma, Gig Harbor, Puyallup, and Federal Way. Sound Transit operates Tacoma Link light rail, Sounder commuter rail, and four Express bus routes, serving downtown Tacoma, south King County, and downtown Seattle. Intercity Transit operates three Olympia-serving bus routes.

Figure 11 shows boardings by route and time of day at Tacoma Dome Station. Almost 60% of boardings occur in AM peak, but it should be noted that total number of boardings in the morning (1,973) is less than the total number of parking stalls at Tacoma Dome Station (2,283). Sound Transit service accounts for approximately 90% of boardings, with 44% of total boardings occurring on morning peak service of route 590 and Sounder commuter rail service to downtown Seattle.



**Figure 11: Daily Boardings by Route and Time of Day**

Figure 12 shows alightings by route in AM peak at Tacoma Dome Station. It shows 1) that there is some reverse commute behavior happening as evidenced by the alightings on Sound Transit Express and Sounder commuter rail service and 2) that there doesn't seem to be many local to regional transit connections happening, as seen in the low number of alightings at Tacoma Dome Station from Pierce Transit service.



**Figure 12: Alightings by Route in AM Peak Period**



# PARKING CHARACTERISTICS

When looking at the total capacity and utilization rate of Tacoma Dome Station over time, it is evident that parking at Tacoma Dome Station has been in high demand for some time. Due to its size and rich transit service, there are few analogues for Tacoma Dome Station in the region overall and none in the immediate vicinity.

**39** Vanpools use at Tacoma Dome Station

**8.36** Average vanpool occupancy

In addition to fixed route transit users, 39 vanpool groups (with an average occupancy of 8.36 riders) use Tacoma Dome Station as a meet-up location, though it's uncertain how many people park at Tacoma Dome Station to meet up with their vanpool group.

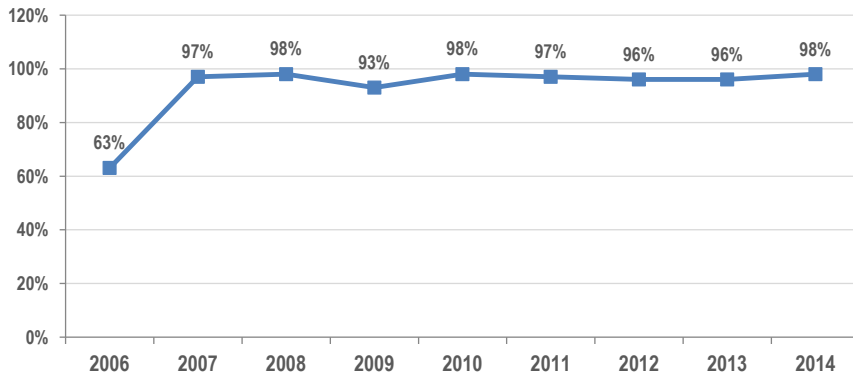


Figure 13: Tacoma Dome Station Park and Ride Utilization

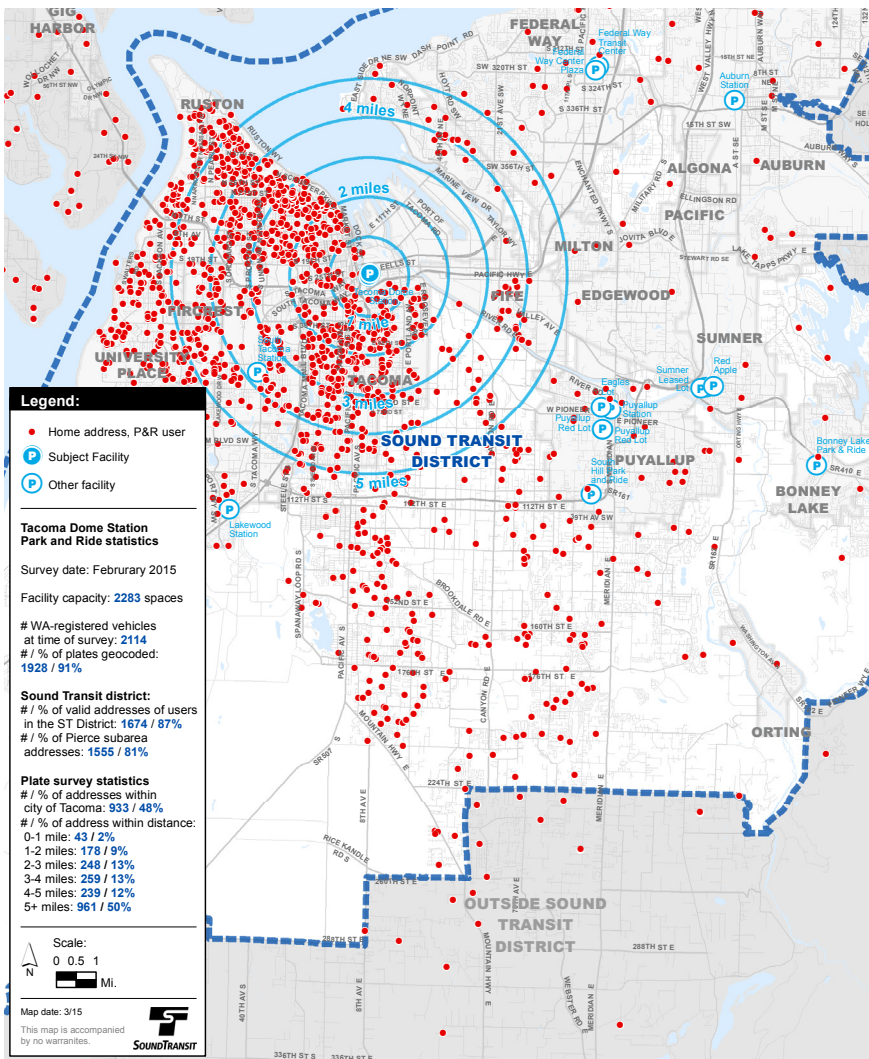


Figure 14: Tacoma Dome Station License Plate Survey (2015)

Sound Transit conducted a license plate survey of Tacoma Dome Station users in February 2015, which is depicted in Figure 14. It demonstrates that many Tacoma Dome Station users live within the City of Tacoma. It also shows that fully half of those coming to Tacoma Dome Station by car are coming from more than five miles away.



# FINDINGS

In consultation with Pierce Transit staff and the Transit Access Working Group that oversaw and provided guidance on this Transit Access Assessment, the following findings—organized by Urban Form, Transit Service, and Parking—were reached regarding transit access at Tacoma Dome Station.

## Urban Form

- Substantial growth expected near Tacoma Dome Station by 2040
- Interest and opportunity in changing from more industrial to more mixed use neighborhood
- Safety and security perceptions exist
- Opportunities to improve nonmotorized connections

## Transit Service

- Major node with very few analogues in the region
- Majority of boardings occur in AM peak to northbound destinations
- Variety of fare structures may drive service utilization to downtown Seattle locations
- Transfer point between local and regional service with potential unmet demand

## Parking

- Largest amount of concentrated transit parking capacity in the region
- Parking has been well-utilized for a long time
- Fewer AM peak boardings than parking stalls
- A lot of vanpool formation happens at Tacoma Dome Station
- Perception of free-riding Link users
- Pierce Transit and community interest in managing parking
- Proportionally, a lot 5+ mile users, but numerically a lot of closer-by drivers



**Figure 15: Tacoma Dome Station**