



# **South Tacoma Station Access Improvements**

## Phase 1 South Tacoma Station Access Improvements Report

**December 2021**

## Revision History

Version	Title	Date	Notes, As Required

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## Acronyms and Abbreviations

ADA	Americans with Disabilities Act
BRT	bus rapid transit service
EIS	Environmental Impact Statement
HOV	high-occupancy vehicle
I	Interstate
LOS	level of service
LPI	leading pedestrian interval
OMB	Office of Budget and Management
PA	public address
PSRC	Puget Sound Regional Council
RGC	Reginal Growth Center
SDIP	Strategic Development and Implementation Plan
SEPA	State Environmental Policy Act
SR	State Route
SRTS	Safe Routes to School
ST2	Sound Transit 2: A Mass Transit Guide
ST3	Sound Transit 3: The Regional Transit System Plan for Central Puget Sound
TAG	Technical Advisory Group
WSDOT	Washington State Department of Transportation

## EXECUTIVE SUMMARY

As part of the Sound Transit 2 (ST2) funding package, approved by voters in November 2008, Sound Transit identified \$45 million in funding for station access improvements at the South Tacoma Sounder Station. This project, the South Tacoma Station Access Improvements Project proposed, evaluated, and identified a set of station access improvements, including pedestrian, bicycle, pick-up/drop-off, parking, and transit integration projects, among others. This report documents the first phase of evaluation and identifies the preferred set of station access improvements to be advanced for further engineering analysis and environmental review in Phase 2, which is planned to be completed in 2022-2023. The Sound Transit Board will select the set of preferred station access improvements prior to the start of Phase 2.

The preferred set of station access projects that were identified for recommendation to the Sound Transit Board to be advanced to Phase 2 are summarized in in Table ES-1 and on Figure ES-1.

**Table ES-1 Station Access Improvements Recommended to Study in Phase 2**

ID	Name	Description
S 58th Street and S 60th Street Connections		
A1	S 60th Street Bike Improvements	Construct bike facilities on S 60th Street from S Adams Street to S Puget Sound Avenue
A24	S 58th Street South Sidewalks	Provide sidewalks on south side of S 58th Street from S Washington Street to South Tacoma Way, upgrade curb ramps, and mark crosswalks
A27	South Tacoma Way/S 60th Street and S Puget Sound Ave/S 60th Street Nonmotorized Crossing Improvements	Provide a signalized pedestrian crossing at S 60th Street and South Tacoma Way and upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments
A28	South Tacoma Way/S 58th Street Bike Improvements	Improve bicycle connections through the intersection with striping or other priority treatments and provide LPI
A42	S 58th Street Nonmotorized Improvements	Construct sidewalk, curb ramps, and bike boulevard improvements from S Clement Avenue to S Fife Street
A46	S 60th Street Sidewalks	Install curb ramps, gutter, lighting, and sidewalk on south side of S 60th Street between S Adams Street and South Tacoma Way. Include crossing at SERA Campus entrance at S Adams Street and S 60th Street
A54	S Puget Sound Avenue Bike Lanes	Provide bike lanes on S Puget Sound Avenue between S 54th Street and S 56th Street; include bicycle detection at intersection of S 56th Street and S Puget Sound Avenue.
A56	S Puget Sound Avenue and S 58th Street Nonmotorized Improvements	Improve bicycle connections through the intersection with striping or other priority treatments and improve the crossing for pedestrians

## South Tacoma Station Access Improvements

ID	Name	Description
S 56th Street Bicycle Pathway		
A58	S 56th Street Bicycle Improvements	Provide shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street and a shared-use path facility on S Madison Street between S 56th Street and northern boundary of SERA Campus. Continue shared-use path facility along northern edge of SERA Campus between S Madison Street and S Adams Street; provide bike facilities on S Adams Street from SERA Campus to S 60th Street and on S 60th Street from S Adams Street to station entrance at S Washington Street
Station Area Improvements for ADA, Sight Impaired, and Non-English Speakers		
A25	Micromobility Parking	Provide parking for micromobility modes, such as scooters, bikes, etc.
A48	Station Area Curb Ramp Retrofits	Retrofit/upgrade up to 35 curb ramps within 0.5 mile of station. Approximately 32 have been identified for improvements but could be less (approximately 25) depending on curb ramp improvements that may be selected as parts of other projects
A51	South Tacoma Way Traffic Calming/Urban Design Improvements	Provide traffic calming and urban design improvements on South Tacoma Way between S 56th Street and S 60th Street, such as landscaping, sidewalk improvements, median improvements, and signage
A55	Station Area Sidewalk Improvements	Construct and improve sidewalks within 0.5 mile of station
E1	Station Area At-Grade Rail Crossing Improvements	Improve nonmotorized crossings at both at-grade crossings of S 56th Street and S 60th Street. Provide sidewalk crossing arms and 4-quadrant crossing arms, provide additional warning signage, and other accessibility improvements
E2	Wayfinding	Improve wayfinding for traffic from the northeast to the station (via South Tacoma Way or via S Washington Street), from northwest, and from south (for drop off versus parking); provide wayfinding for nonmotorized users from South Tacoma Way
E4	Public Address System	Provide PA system at station
E7	Station Shelter Improvements	Include shelter at mini high access so riders with mobility devices can wait closer to where they board the train
E9	Station Accessibility Improvements for Sight Impaired	Provide accessible wayfinding for sight impaired riders at station, such as tactile strips between platform and drop-off areas on S Washington Street, brail for ticketing, etc. Also provide signage that can be understood by non-English speakers (e.g., signage that uses universal symbols) at station

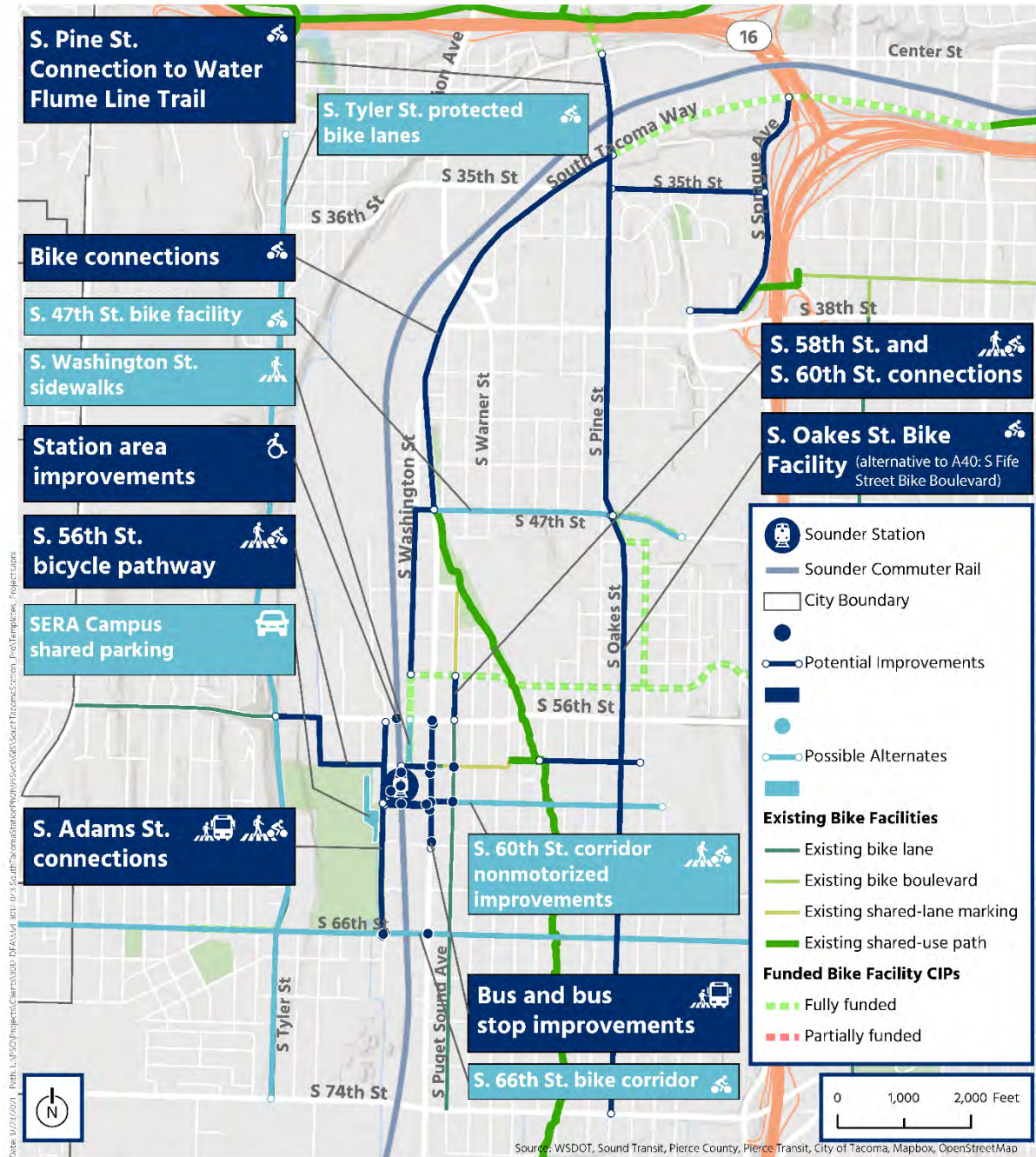
## South Tacoma Station Access Improvements

ID	Name	Description
S Adams Street Connections		
A23	S Adams Street Sidewalk Improvements	Sidewalk and crossing improvements on S Adams Street between S 56th Street and S 66th Street; complete sidewalk network on both sides of street, crosswalks, and ADA ramp upgrades at S Adams Street and S 60th Street. Traffic calming and bike lanes between S 56th Street and S 66th Street
A26	S 66th Street/S Adams Street Nonmotorized Crossing Improvements	Provide signalized pedestrian crossing of S 66th Street to facilitate transit access, bike connectivity, stripe crosswalks, and upgrade ADA ramps
B2	S 66th Street/S Adams Street Bus Stop Improvements	Provide improved passenger amenities, including shelter, pedestrian-scale lighting, and bench
B3	S 66th Street/S Adams Street Bus Stop Improvements	Provide improved passenger amenities, including shelter, pedestrian-scale lighting, and bench
Bus and Bus Stop Improvements		
B5	South Tacoma Way/S 58th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
B6	South Tacoma Way/S 60th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
B7	South Tacoma Way/S 62nd Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting, relocate stop to S 60th Street
B8	South Tacoma Way/S 56th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
B10	Transit Signal Priority	Provide transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street)
Other Potential Improvements		
A3	S Washington Street Bike Lanes North	Add protected bike lanes on S Washington Street from S 54th Street to S 47th Street and on S 47th Street from S Washington Street to South Tacoma Way
A9	Sprague Avenue Bike Connection	Construct bike lanes on S 37th Street/S Sprague Ave from South Tacoma Way to S Steele Street
A14	South Tacoma Way Bike Lanes Enhancement	Provide protected bike lanes or a shared use path on South Tacoma Way between S Pine Street and S 47th Street
A17	S Oakes Street Bike Facility	Provide protected bike lanes along S Oakes Street between S 74th Street and S 47th Street (being considered as an alternative to A40; north-south corridor to be determined at a later date)
A37	S 35th Street Bike Lanes	Construct bike lanes on S 35th Street between S Pine Street and S Sprague Street
A49	Leading Pedestrian Intervals at Signals	Upgrade signals to include LPIs at signalized intersections within 0.25 mile; include accessible pedestrian signals and no right turn on red (static or actuated signage)

## South Tacoma Station Access Improvements

ID	Name	Description
A50	Bike Detection Intersection Upgrades	Include bike detection at intersections along existing bike routes within 0.25 mile of station
E8	Additional Security Camera System	Additional security cameras with signage notifying that cameras are active to be located at station and in parking lot
E10	Station Weather Protection	Provide additional protection from the elements at park-and-ride at S 60th Street at-grade crossing, where riders wait while trains cross, and along southern portion of platform
E11	Street Lighting Improvements	Install street lighting on priority roadways within 0.25 mile of the station
A41.A	S Pine Street Connection to Water Flume Line Trail (Option A: Reduce Lane Widths)	Construct protected bicycle lanes from S Center Street to S 47th Street by reducing lane widths
Possible Alternates		
A4	S 66th Street Bike Corridor	Add protected bike lanes and upgrade existing bike lanes to protected bike lanes on S 66th Street from Lakewood Drive to Tacoma Mall Blvd. Facility type on some portions of the corridor may be bicycle boulevard treatments
A21	S Washington Street Sidewalk Improvements	Provide sidewalks on S Washington Street between S 56th Street and S 58th Street
A29	S 60th Street Corridor Nonmotorized Improvements	Add sidewalks and bike boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street
A36.A	S 47th Street Bike Facility (Option A: Reduce Lane Widths)	Construct protected bike lanes on S 47th Street from S Washington Street through S Oakes Street, with a connection to the SUP on south side of the street; accommodate new facilities by reducing lane widths
A43	Tyler Street Protected Bike Lanes	Upgrade bike lanes to protected facilities from S 74th Street to S Wright Ave
D1	SERA Shared Parking Facility	Improvements to parking, including parking management, to allow for shared parking. Accessible connecting routes and street crossing of S Adams Street

## IMPROVEMENTS RECOMMENDED FOR STUDY IN PHASE 2 South Tacoma Station



### Sounder South Station Access Improvements



**Figure ES-1 Proposed Access Improvements Recommended to Advance to Phase 2**

### Next Steps

The next step for this project is to coordinate with the partner agencies to review the set of improvements with the Sound Transit Board to advance to Phase 2 of analysis, which includes more detailed engineering and environmental review to further refine the access improvements as appropriate. The environmental review will include review under the State Environmental Policy Act (SEPA). In addition, the project implementation responsibilities, such as whether Sound Transit or partner agencies will construct the specific improvements, as well as project timelines will be more clearly identified in Phase 2. Following completion of environmental review, the Sound Transit Board may select the final access improvements to be built.

# 1 INTRODUCTION

## 1.1 Overview and Background

In November 2008, voters approved Sound Transit 2 (ST2), which provided funding for express bus service expansion, light rail and commuter rail expansion, as well as funding for station access improvements. Part of the funding package is targeted to improve access to the regional transit system at eight Sounder Commuter Rail stations, including at South Tacoma. The South Tacoma Station Access Improvements Project proposed, evaluated, and identified a set of station access improvements to be funded through ST2 to improve access to the South Tacoma Sounder Station.<sup>1</sup> This report documents the first phase of evaluation and identifies the preferred set of station access improvements to be advanced for further engineering analysis and environmental review in Phase 2, which is planned to be completed in 2022-2023. The Sound Transit Board will select the set of preferred station access improvements prior to the start of Phase 2.

## 1.2 Project Goals and Context

The South Tacoma Station Access Improvement project identified access improvements for the South Tacoma Sounder Station. This project emphasized equity by focusing improvements in historically underserved areas and ensuring that improvements had the least impact to historically underserved communities. Equity was emphasized in the goals and criteria used to evaluate proposed improvements. Improvement projects were also identified that were within the Sound Transit approved financial plan. This project will be implemented in three phases. The purpose of Phase 1 was to complete an alternatives evaluation and screening process to help identify the Preferred Alternative package of access improvements. Following the environmental review to be completed in Phase 2, the Sound Transit Board will select the projects to be built. At that time, projects will be advanced in design and project delivery and construction will commence.

A variety of access improvement options were considered for the station, and included improvements to the following:

- Bicycle access
- Pedestrian access
- Pick-up/drop-off areas
- Facilities to support connection to other transit services
- Parking capacity improvements
- Improvements to the station area

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<sup>1</sup> Due to the COVID-19 crisis and ongoing pressures in the real estate and construction sectors of the economy, Sound Transit has a currently projected a \$6.5 billion affordability gap to complete the full expansion program as originally planned. Through a process called realignment, the Sound Transit Board of Directors identified how plans and timelines for voter-approved projects will need to change to address these financial pressures. The adopted realignment plan includes the South Tacoma Access Improvements Project in the Tier 1 projects, which means that it will continue without a funding delay.

## South Tacoma Station Access Improvements

The goals for this project are summarized below. The project goals were shared with and refined by with the Technical Advisory Group, which consisted of staff from the City of Tacoma, Metro Parks Tacoma, Pierce Transit, and Washington State Department of Transportation (WSDOT).

- Consistent with project requirements
- Provide and improve multimodal access connections, including improving opportunities for underserved communities<sup>2</sup> to Station.
- Enhance the experience of passengers at the station, with an emphasis on underserved communities.
- Maintain existing ridership and attract new riders with an emphasis on underserved communities.
- Minimize potential negative project impacts to the built and natural environment and to underserved communities
- Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders

### 1.3 Study Area

The South Tacoma Sounder Station is located in the City of Tacoma in Pierce County. Information and data defining the station area context, such as population and employment data, land use patterns and development, transportation infrastructure, transit service, and geographic constraints were collected within the South Tacoma Station Access Improvement project study area (study area). The study area<sup>3</sup> is defined by three travel sheds, or the radius of travel from the station by different travel modes, as follows:

- 1-mile radius from the South Tacoma Sounder Station for pedestrian access and for transfers between Sounder rail and bus transit stops
- 3-mile radius from the South Tacoma Sounder Station for bicycle access
- 5-mile radius from the South Tacoma Sounder Station for bus transit routes or driver access

Figure 1-1 displays the project study area.

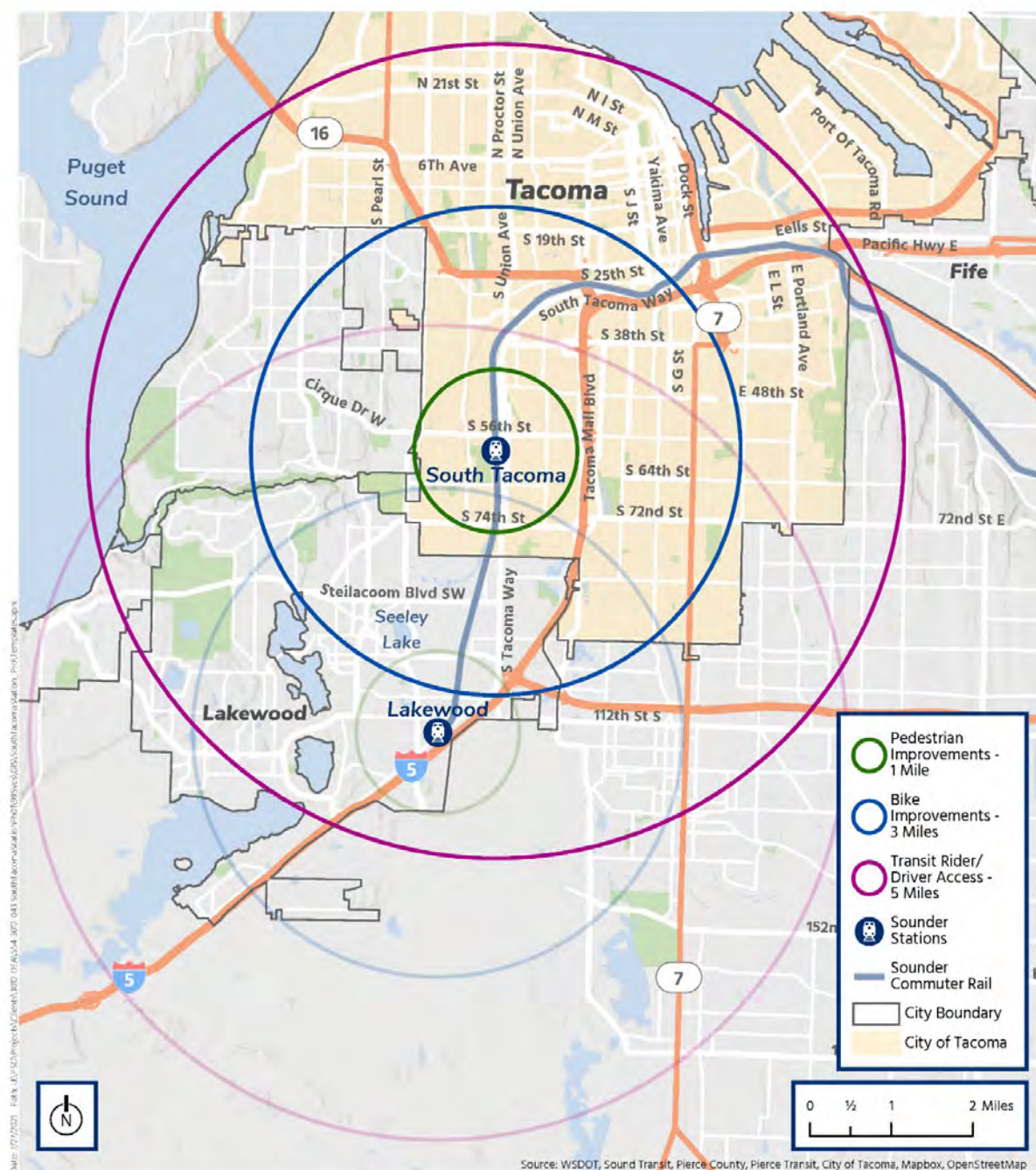
The project study area includes the cities of Tacoma, Fife, Fircrest, University Place, Steilacoom, and Lakewood as well as unincorporated Pierce County. Joint Base Lewis-McChord, which includes the United States Army's Fort Lewis and the United States Air Force's McChord Air Force Base, is located in unincorporated Pierce County in the study area. The study area is served by Sound Transit, Pierce Transit, and Intercity Transit. State roadways in the study area include Interstate (I) 5, I-705, State Route (SR) 7, SR 16, SR 509, and SR 512.

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<sup>2</sup> Including people of color, immigrants, limited English proficiency individuals, low-income individuals, and people with disabilities

<sup>3</sup> The study area defined by each modal travel shed is used to identify the existing conditions and context of the station area. The area where improvements may be identified will be defined to consider the potential to serve a higher volume of Sounder users and may differ from the broader travel sheds used to describe the existing condition.

## PROJECT STUDY AREA South Tacoma Station



### Sounder South Station Access Improvements



**Figure 1-1 Project Study Area – South Tacoma Station**

### 1.4 Participating Agencies

A Technical Advisory Group (TAG) formed at the beginning of the alternatives analysis phase included the City of Tacoma, Metro Parks Tacoma, Pierce Transit, and WSDOT, Sound Transit and the Consultant team. TAG members were invited to all meetings and there was regular attendance by City of Tacoma staff, Pierce Transit, Metro Parks Tacoma, Sound Transit, and the project team. Meetings at the beginning of Phase 1 helped confirm each agency's vision for how to accommodate population and employment growth in their community and how to better connect existing and future communities. Subsequent meetings allowed TAG members to provide continual input and receive regular updates on project progress. The primary outcome of each TAG meeting is summarized below:

- Meeting 1: Project and TAG Introduction, Review of Project Purpose Statement and Goals, Discuss South Tacoma Station Context, and Identify Access Improvement Categories and Access Issues
- Meeting 2: Review Draft Evaluation Methodology and Criteria, Identify Potential Improvements from Planned Projects and Based on Gaps, Review Existing Conditions, and Community Engagement Update
- Meeting 3: Review Final Evaluation Methodology, Review Safety and Collision Data, Continue Development of List of Improvements, and Community Engagement Update
- Meeting 4: Review Alternative Screening Results, Discuss Alternative Refinements, Begin Development of Draft Alternative Groupings, and Community Engagement Update
- Meeting 5: Review Draft Project Groupings and Improvement Refinements, Community Engagement Update
- Meeting 6: Refine Highest Performance Groupings, Review Status of Middle and Lower Performance Improvements, and Discuss Community Outreach
- Meeting 7: Continue Refinement of Highest Performance Groupings, Review Status of Middle and Lower Performance Improvements, and Discuss Community Outreach
- Meeting 8: Continue Refinement of Highest Performance Groupings
- Meeting 9: Review Online Open House Themes and Finalize the Potential Improvements and Possible Alternates Recommendations
- Meeting 10: Review Draft Station Access Improvements Report

TAG members provided input on the definition of the project need, the screening criteria and evaluation methodology, alternatives development, alternatives screening, and alternative groupings. TAG members also provided updates regarding the project to other staff and decision makers within their jurisdictions or agencies, such as advisory boards to the City Council.

## 1.5 Relevant Studies

Table 1-1 provides a list of relevant studies and documents that were reviewed to provide a better understanding of the transportation context surrounding the stations.

**Table 1-1 Relevant Studies**

Name	Description
Sound Transit Studies	
Sound Transit 2: A Mass Transit Guide (2008)	Completed in 2008, the Sound Transit 2 (ST2) plan described an expansion of Sounder commuter rail service and recognized the need for coordinated planning with jurisdictional partners to improve access to passenger facilities. The plan included funding for a parking structure and pedestrian bridge at South Tacoma Station. The ST2 plan was approved by voters in November 2008.
Sounder Stations Access Study (2012)	The Sounder Stations Access Study evaluated the potential to accommodate access demand by modes other than autos parking at Sounder stations. It identified how much shift away from single-occupancy vehicles could occur by 2030 if capital investments are made to improve access via alternative modes, such as walking or bicycling, while acknowledging stations needing additional parking. South Tacoma Station had been constructed at the time of the study but was not yet served by Sounder, and thus there was no passenger survey data available that could be used to evaluate connectivity for bicycle and pedestrian access. The report noted the potential for relatively good connections for bicycle and pedestrian access to the station given the surrounding area street network and topography. Several potential access improvements were identified and evaluated in the report.
Sound Transit System Access Policy (2013)	Adopted in 2013, the Sound Transit System Access Policy (Resolution R2013-03) establishes a framework for Sound Transit's support and management of, and investment in, infrastructure and facilities to provide customer access to its transit services. It establishes goals and strategies to guide the agency's system access efforts and provides a framework for parking management.
Regional Long-Range Plan Update 2014 (2014a)	From 2013 to 2014, Sound Transit updated its long-range plan and prepared a State Environmental Policy Act (SEPA) Environmental Impact Statement (EIS). This update included expansion of Sound Transit's existing program and policies to include system access.
Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (ST3) (2016b)	During ST3 system planning in 2015 and 2016, Sound Transit evaluated representative projects for inclusion in the November 2016 ballot measure. The ST3 plan, as approved by voters, included access elements for pedestrians, bicyclists, buses, and vehicles, prioritized under Sound Transit's System Access Policy.
South Tacoma Station License Plate Survey (2016a)	A license plate survey was conducted in April 2016 at the South Tacoma Station park and ride. It summarized the percentage of park and ride vehicles registered at addresses in the Sound Transit district and within the City of Tacoma. The survey also summarized the percentage of vehicles registered at addresses within various distances from South Tacoma station and noted the census tracts in which vehicles at the facility are registered.

**Table 1-1 Relevant Studies (continued)**

Name	Description
Sunder South Strategic Development & Implementation Plan (2020a)	<p>Published in April 2020, the Sunder South Strategic Development &amp; Implementation Plan (SDIP) summarizes Sound Transit's approach to expanding Sunder South capacity to meet future anticipated demand. The plan articulates a two-pronged approach to expanding capacity through the extension of train sets and platforms up to 10 cars and the addition of train trips. The plan also identifies planning and implementation of strategic investments that would provide safe and convenient connections to Sunder South within 0.25 mile of station platforms. The SDIP identifies types of possible improvements, which may include:</p> <ul style="list-style-type: none"> <li>• Additional pedestrian and bicycle connections to adjacent existing street or trail network or nearby employment centers</li> <li>• New or additional bicycle storage near the platforms</li> <li>• Improved connections to accessible routes or facilities</li> <li>• Additional passenger drop-off space (also known as kiss-and-ride)</li> <li>• Pedestrian bridges over or pedestrian tunnels under the tracks linking the two platforms</li> <li>• Improvements to adjacent bus stops</li> <li>• Expanded bus layover space for express or RapidRide vehicles</li> <li>• Vehicular parking, subject to available funding</li> </ul> <p>Supplemental data supporting development of the SDIP include the Sunder Commuter Rail Planning and Preliminary Engineering Sunder South Comprehensive Operational Assessment (March 2019) and the Sunder South Potential Scenarios Ridership Forecast Technical Memorandum (October 2019).</p>
Sunder South Strategic Development & Implementation Plan Station Access Workshops (2019)	In parallel with development of the Sunder South SDIP, Sound Transit held workshops on May 14 and May 23, 2019 to identify potential access projects in the Sunder South Corridor near the stations. Potential access projects at the South Tacoma Station are summarized in the Sunder South Access Project List and Cost Estimate Methodology Memorandum (2019c).
Sunder South Access Project List and Cost Estimate Methodology Memorandum (2019c)	Cost estimates were prepared for the projects identified at the SDIP station access workshops. These costs, as well as improvements planned by other agencies, are summarized in the Sunder South Access Project List and Cost Estimate Methodology Memorandum, prepared in October 2019.
Sound Transit Sunder Origin & Destination Study (2019b)	In 2019, Sound Transit conducted origin and destination surveys on Sunder South. Rider demographics, trip purposes during different times of day, and trip beginning and end points were included as questions in the survey. The survey found most AM peak trips began at home while the majority of PM peak trips originated at work. These findings support the feedback that most trips on Sunder South were for commuting purposes. The survey also collected data associated with mode of access to and from Sunder South service at both end points of trips.
System Access Strategic Plan Passenger Access Survey Report (2019e)	The Passenger Access Survey Report summarizes the findings of a passenger access survey conducted for the Sound Transit System Access Strategic Plan in spring 2019. The report provides an overview of the survey, describes the survey methodology, and discusses the survey results. A total of 2,591 intercept surveys were completed across the region at ST Express Bus, Link Light Rail, and Sunder Commuter Rail facilities as well as online.

**Table 1-1 Relevant Studies (continued)**

Name	Description
South Tacoma Station Profile (2020b)	The South Tacoma Station Profile presents results from a field inventory of station access conditions to South Tacoma Station for those walking, bicycling, and using transit. The field inventory, conducted in the winter of 2018-2019, captured the presence and condition of station access infrastructure, and noted locations where some infrastructure was not present. The profile includes information related to infrastructure within the 0.25-mile and 1-mile walksheds.
Transit Agency Studies	
Pierce Transit Destination 2040 (2020)	Destination 2040 recognizes the importance of coordination with other transit providers, including Sound Transit, to expand the regional transit system in Puget Sound. The plan envisions service and capital investments in Pierce County, including increased daytime and weekend frequency and expanded weekend span of service for existing bus service to South Tacoma Station, subject to available funding. The plan includes implementation of bus rapid transit service (BRT) along several corridors within the study area, although none would directly serve South Tacoma Station. Other anticipated service changes within the study area would include the addition of routes, as well as increased frequency and expanded span of service for existing routes to provide additional connections to new Link stations.
Intercity Transit Short- and Long-Range Plan (2018)	The Intercity Transit Short- and Long-Range Plan establishes a long-term vision for transit in Thurston County as well as the strategies to facilitate its implementation. It also includes short-term recommendations that can be implemented without significant changes to agency funding. The Short-Range Plan includes recommendations to modify Intercity Transit's Olympia Express service between Olympia, Lacey, and Tacoma to improve travel times, simplify the schedule, and better serve target markets. The Olympia Express serves the Lakewood Sounder Station, located within the study area, but does not provide service to South Tacoma Station. Since adoption of the Short-Range Plan, Intercity Transit has implemented modifications to the Olympia Express service, which now comprises two routes (612 and 620). The Long-Range Plan does not identify any modifications to existing bus service within the study area.

**Table 1-1 Relevant Studies (continued)**

Name	Description
<b>WSDOT Studies</b>	
Puget Sound Regional Council's Regional Transportation Plan (2018)	<p>WSDOT has several study area projects included in the Puget Sound Regional Council's Regional Transportation Plan. Adopted in 2018, the Regional Transportation Plan describes planned investments to improve highway, transit, rail, ferry, bicycle, and pedestrian systems in response to regional growth. Many of these projects are listed as "Candidate" projects, which means the project is included in the plan's constrained financial strategy but is not yet approved to proceed toward implementation. This generally means financial and other analysis remains to be completed and the Puget Sound Regional Council (PSRC) Executive Board needs to take action in order for the project to proceed. Several of these projects are subsets of WSDOT's I-5 – SR 16 Tacoma/Pierce County High Occupancy Vehicle (HOV) Program.</p> <ul style="list-style-type: none"> <li>• I-5/SR 512 Interchange to SR 16 Interchange - Core HOV Description: This section of I-5 is experiencing congestion during peak hours and is part of the HOV program. Reconstruction of the 72nd Street Interchange and the 84th Street Interchange will remove and replace the 72nd and 84th Street bridges and high occupancy vehicle lanes will be constructed on I-5. This construction will result in reduced traffic congestion and enhance motorist safety.</li> <li>• I-5/SR 512 Stage 1: This project includes widening the northbound I-5 on ramp to two lanes and constructing an auxiliary lane on SR 512 from E Steele Street, as well as widening the northbound I-5 off ramp to SR 512 and adding an auxiliary lane to reduce traffic congestion and increase traffic mobility.</li> <li>• I-5/SR 512 Interchange – Core HOV: This project includes reconstruction of the I-5/SR 512 Interchange, reconstruction of the SR 512/Steele Street Interchange, widening of the I-5/96th Street Bridge and SR 512/Steele Street Bridge and preparation for high occupancy vehicle lanes on I-5 to reduce congestion and enhance motorist safety.</li> <li>• I-5: Thorne Lane to SR 512: This project will add HOV/HOT lanes in both directions on I-5.</li> </ul>
<b>Local Community Studies</b>	
Local Road Safety Plan (City of Tacoma 2018b)	<p>Serving as a precursor to the City of Tacoma's Vision Zero plan, the Local Road Safety Plan approaches collision reduction through a determination of locations based on high-risk roadway features correlated with specific serious collision types, or a systemic safety approach. The plan works to identify street segments with characteristics that may lead to a higher risk of collisions through an observation of collision trends and contributing risk factors. Street segments are then narrowed down to a list of projects that can be prioritized for implementation.</p>

**Table 1-1 Relevant Studies (continued)**

Name	Description
South End Recreation Area (SERA) Campus Master Plan (2014b)	The SERA Campus Master Plan is a long-term guidance document for campus development, including programming, business planning, and partnership considerations developed for the entire South End Recreation Area site. The planning and subsequent predesign efforts resulted in the construction of a new community center on the site, the STAR Center. With the SERA campus situated to the west and southwest of the South Tacoma Station, the plan provides for enhanced and slightly more direct pathways between the station and residential areas to the west of the park.
Tacoma Mall Neighborhood Subarea Plan (2018)	The Tacoma Mall Neighborhood Subarea Plan sets forth a vision for the neighborhood's future as well as goals and actions that provide a road map for City and public and private partners as they work together to achieve the vision. Intended to reflect community aspirations for the neighborhood, the Subarea Plan also anticipates projected population and employment growth. The Subarea Plan fits within the broader framework of the City of Tacoma's Comprehensive Plan, Pierce County Countywide Planning Policies, the Puget Sound Regional Council Vision 2040, and other city and regional plans and policies. The Subarea Plan also recommends expanding the current boundaries of the Tacoma Mall Regional Growth Center (RGC) to manage the geographic and land use transitions from the Tacoma Mall urban mixed-use RGC to the Nalley Valley area.
City of Tacoma Transportation Master Plan (2015 – updated in 2018 and 2020)	The City's 2015 Transportation Master Plan, an element of the City's Comprehensive Plan, identifies improvements in the study area to build out the city's planned pedestrian and bike network and sets transportation policies that prioritize active transportation and transit over single-occupancy vehicles. Additionally, the Transportation Master Plan identifies several corridors in the study area that could be developed with high capacity transit. These corridors do not have existing or planned transit service to South Tacoma Station, however, improved service on these corridors could improve overall mobility for riders.
City of Fircrest Comprehensive Plan (2020)	Updated in December 2020, the City of Fircrest Comprehensive Plan establishes a vision for nonmotorized transportation facilities throughout the city.  The City of Fircrest 2021-2026 Six-Year Comprehensive Transportation Improvement Program identifies planned projects for development of the city's street system. Projects planned in the earlier years of the program are considered fairly definite while those in later years are more flexible and may be accelerated, delayed, or canceled as funding and conditions change.
City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025 (2020)	The City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025 identifies projects that are planned for development from 2020 to 2025 based on anticipated revenues as well as desired projects in the city. In some instances, projects are not fully funded. It is worth noting some of the improvements included in the City of Lakewood Six Year Comprehensive Transportation Improvement Program are closer in proximity to the Lakewood Station than South Tacoma Station. Riders accessing Sounder via these facilities or services may opt to do so at Lakewood Station rather than South Tacoma Station.

**Table 1-1 Relevant Studies (continued)**

Name	Description
City of University Place 2020-2025 Six-Year Transportation Improvement Program (2019)	The City's 2020-2025 Six-Year Transportation Improvement Program identifies planned projects for development of the city's transportation network based on anticipated funding. The Transportation Improvement Program is updated annually and factors determining funding and priority can change from year to year.

## 2 STATION AREA CONTEXT

This chapter highlights the transportation context, networks, and improvements within the South Tacoma Station area.

### 2.1 Existing Mode of Access and Gaps

Sound Transit's 2019 System Access Strategic Plan Passenger Access Survey Report and March 2020 South Tacoma Station Profile each present figures for how Sounder passengers access South Tacoma Station, broken down by mode of transportation. These figures are summarized in Table 2-1 below and demonstrate that the station is primarily accessed by auto. As is described in the subsequent sections, the high mode of access for autos is likely due to missing connections and facilities to support travel via other modes to the South Tacoma Station.

**Table 2-1 South Tacoma Station Mode of Access Summary**

Mode of Transportation		2019 System Access Strategic Plan Passenger Access Survey Report	March 2020 South Tacoma Station Profile (pre-Covid)
Walk/wheelchair		13%	8%
Bicycle		2%	0%
Transit transfer		0%	0%
Drop-off		13%	6%
Parked	Carpool/vanpool	2%	86%
	Drove alone	69%	
Other		3%	Not measured

#### 2.1.1 Pedestrian Access

Direct pedestrian access to the South Tacoma Station is provided on the station's eastern frontage along S Washington Street, to the north from S 56th Street via a pedestrian pathway, and to the south along S 60th Street. Connections to the west of the station are provided through two at-grade crossings of the Sounder tracks, at S 56th Street and S 60th Street. The sidewalks along S 60th Street connect the station platform to its surface parking lot to the west of the tracks.

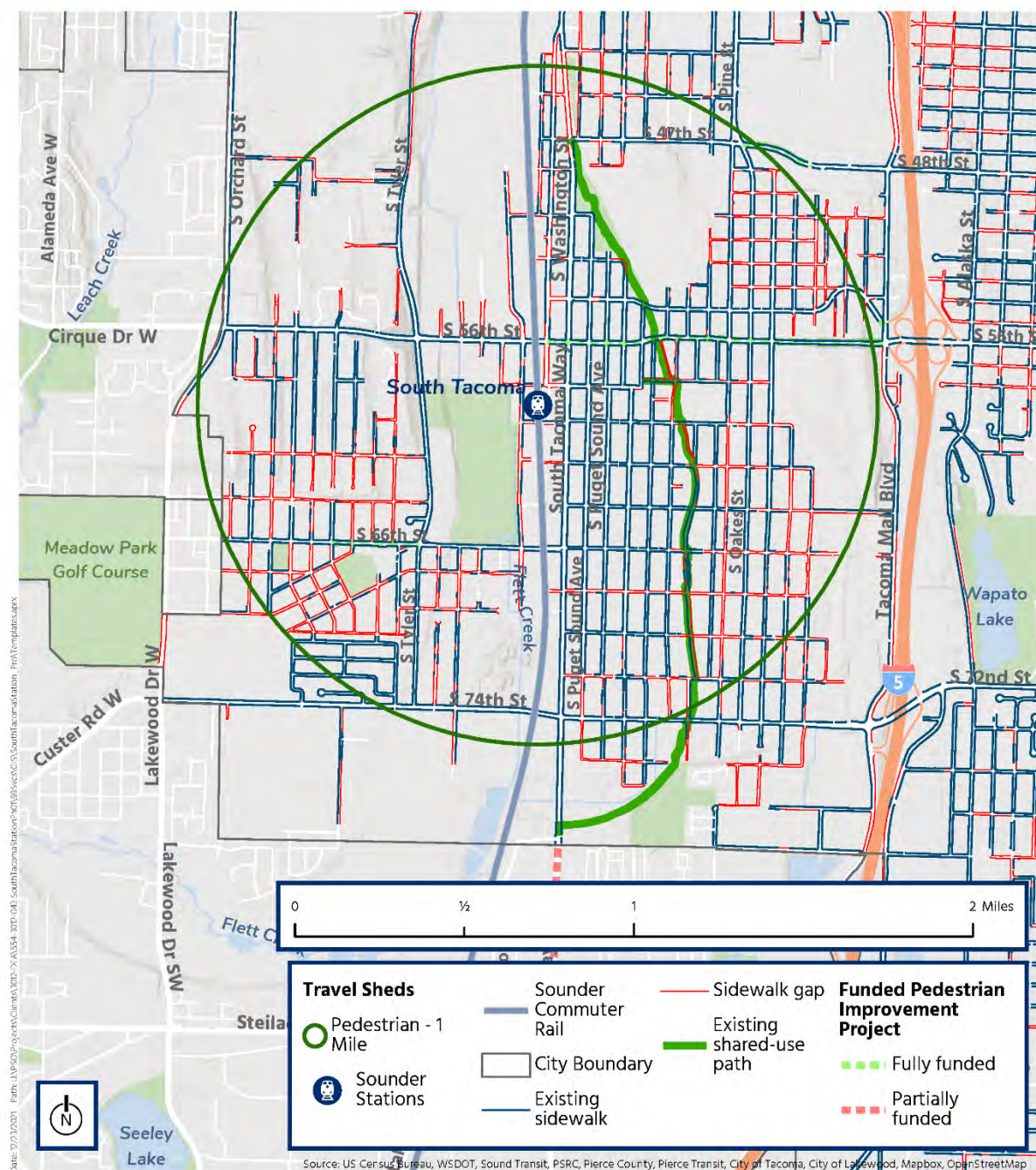
Within the 1-mile pedestrian travel shed, a fully funded project by the City of Tacoma will bring enhanced pedestrian connections between the South Tacoma Station and the Tacoma Mall Regional Growth Center (RGC) along S 56th Street, S 54th Street/S Railroad Street, S 48th Street, S 47th Street, S Oakes Street, S Washington Street, and S Fife Street (see Table 2-2 below) (City of Tacoma 2020b). The City of Tacoma project along the S 56th Street corridor will include improvements at the intersection of S Washington Street and S 56th Street to provide marked crosswalks and upgraded ADA facilities. Figure 2-1 displays existing and funded sidewalks, as well as gaps in the sidewalk network within the 1-mile pedestrian travel shed.

## South Tacoma Station Access Improvements

**Table 2-2 Partially or Fully Funded Pedestrian Improvement Projects near South Tacoma Station**

Type	Project Name	Source/Agency	Funding	Within One-Mile Travel Shed
Bike/Ped, Street Repair, Signals	S 56th Street and Cirque Drive Improvements Phase 2	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full	Yes
Bike/Ped, Street Repair	South Tacoma Way	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full	No
Bike/Ped	Manitou Park Elementary Safe Routes to School Project	City of Tacoma Comprehensive Transportation Improvement Program Amended 2021 and 2022-2027	Full	Yes
Bike/Ped	Cedar Street Active Transportation Enhancements	City of Tacoma Comprehensive Transportation Improvement Program Amended 2021 and 2022-2027	Full	No
Trail	Water Flume Line Trail Phase III	City of Tacoma	Full	No
Bike/Ped	Madison District Green Infrastructure Project	City of Tacoma	Full	Yes
Bike/Ped	Edison Elementary Safe Routes to School Project	City of Tacoma	Full	Yes

## PEDESTRIAN FACILITIES South Tacoma Station



## Sounder South Station Access Improvements



**Figure 2-1 Pedestrian Facilities – South Tacoma Station**

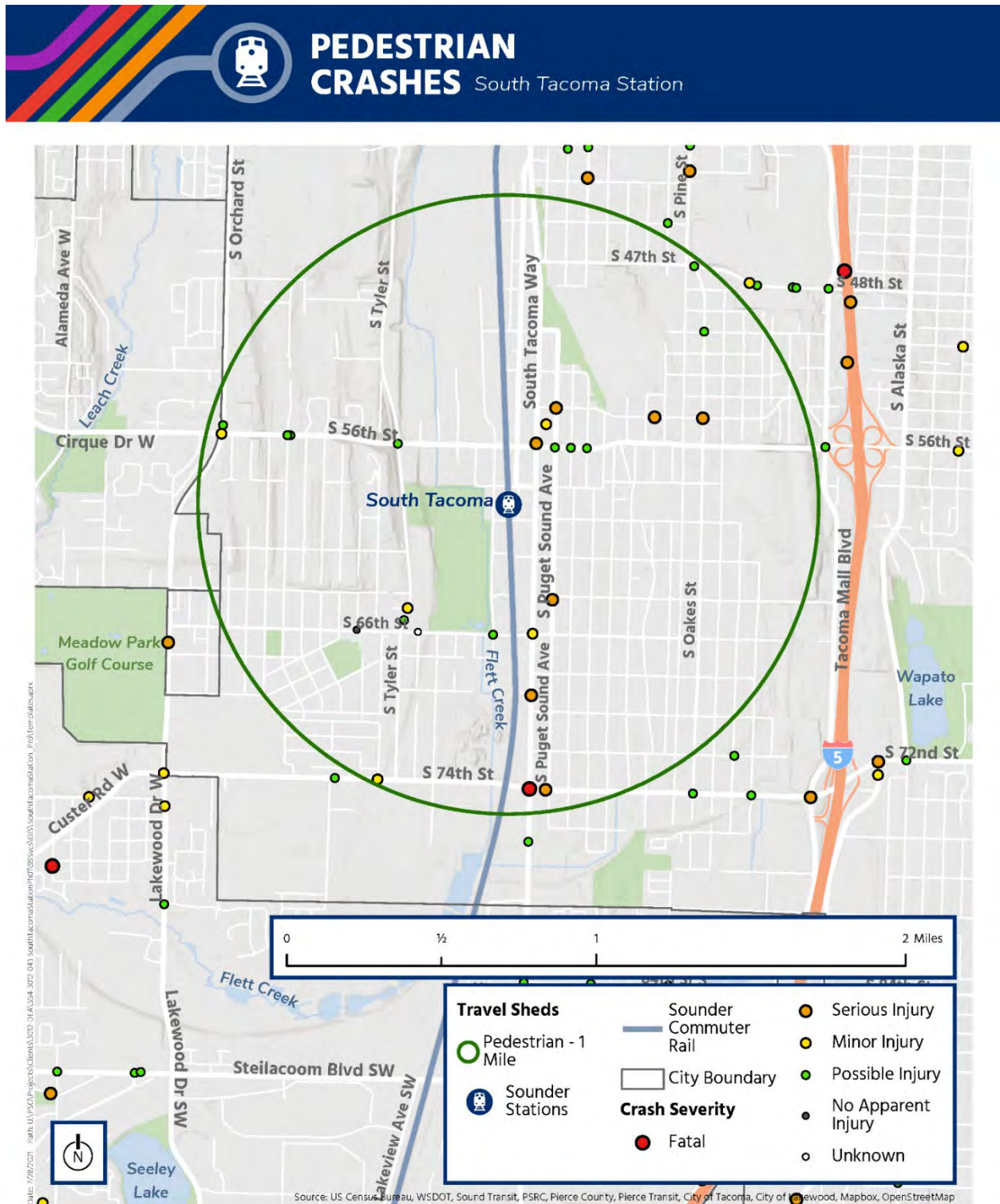
## South Tacoma Station Access Improvements

The Tacoma Local Road Safety Plan (2018b) identifies street segments throughout the city that exhibit high-risk roadway features correlated with specific serious crash types, including risk factors specific to serious pedestrian crashes. Locations identified as having the greatest number of pedestrian risk factors within 1 mile of the South Tacoma Station are:

- South Tacoma Way (S 47th Street to S 58th Street)
- S Puget Sound Avenue (S 50th Street to S 58th Street)
- S 56th Street (west of S Lawrence Street)
- S Warner Street (S 38th Street to S 47th Street)
- S 47th Street (west of S Oakes Street)
- S 74th Street (west of South Tacoma Way)

Between January 1, 2016, and December 31, 2020, 29 crashes involving pedestrians occurred within the 1-mile pedestrian travel shed, with 93 percent of these resulting in injuries. Of these injury crashes, one involved fatal injuries and eight resulted in serious injuries. The fatal crash and three serious injury crashes occurred along South Tacoma Way, at its intersections with S 74th Street (fatal and serious injury), S 69th Street (serious injury), and S 56th Street (serious injury). The remaining five pedestrian crashes resulting in serious injuries occurred along S Puget Sound Avenue (at S 54th Street, S 64th Street, and S 74th Street) and S 54th Street (at S Oakes Street and between S Cedar Street and S Junett Street). Figure 2-2 displays the locations of pedestrian-involved crashes within the 1-mile pedestrian travel shed for the period January 1, 2016, to December 31, 2020 (WSDOT 2021). The data does not include information on whether these crashes involved pedestrians accessing the Sounder Station.

## South Tacoma Station Access Improvements



## Sounder South Station Access Improvements



**Figure 2-2 Pedestrian Crashes (2016-2020) – South Tacoma Station**

### 2.1.1.1 Pedestrian Access Gaps

While sidewalks along the north side of S 60th Street provide direct access across the Sounder tracks to the west, pedestrian access is limited to and from neighborhoods further west of S Adams Street due to the location of the SERA Campus. Currently, pedestrians must either travel west along S 56th Street and then south along S Tyler Street, or travel south along S Adams Street to S 66th Street to access areas to the west of the Station and SERA Campus. S Adams Street has intermittent sidewalk gaps on both sides between S 56th Street and S 66th Street, while S 60th Street has sidewalk gaps along its south side in the immediate vicinity of the South Tacoma Station.

As shown in Figure 2-1, many sidewalk gaps are present in neighborhoods west and southwest of the SERA Campus, the neighborhoods east of the Water Flume Line Trail, and the area between the Tacoma Cemetery and Tacoma Mall. Additionally, a uniform street grid is not present to the northwest of S 56th Street and South Tacoma Way.

Within the 1-mile pedestrian travel shed, sidewalks are present along most arterial and collector roadways, with the following exceptions:

- South Tacoma Way (west side between S 47th Street and S 48th Street)
- S Washington Street (both sides between South Tacoma Way and S 45th Street; east side between S 48th Street and S 52nd Street; portions of west side between S 50th Street and S 52nd Street; portions of east side between S 52nd Street and S 56th Street; both sides between S 56th Street and S 58th Street)
- S 58th Street (portions of south side between S Washington Street and South Tacoma Way)
- S Puget Sound Avenue (both sides between S 72nd Street and S 74th Street)
- S Warner Street (portions of both sides between S 43rd Street and S 47th Street)
- S Tyler Street (east side north of S 49th Street)
- S Orchard Street (portions of west side south of S 53rd Street W)
- S 47th Street (north side between S Washington Street and South Tacoma Way; portions of south side between S Union Avenue and S Warner Street; portions of north side between S Lawrence Street and S Alder Street)
- S 66th Street (north side between S Alder Street and S Clement Avenue; portions of both sides between S Clement Avenue and S Junett Street; south side between S Junett Street and S Pine Street; both sides between S Pine Street and S Oakes Street)

The condition of curb ramps within the 1-mile pedestrian travel shed varies. Some intersections have curb ramps that are noncompliant with current Americans with Disabilities Act (ADA) standards while other intersections may have missing curb ramps. Pedestrian push buttons at intersections in the 1-mile pedestrian travel shed may also be noncompliant with ADA standards. Signal timing at signalized intersections in the station area do not typically include leading pedestrian intervals, which enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles.

### 2.1.2 Bicycle Access

A combination of a shared-use path, bike lanes, and shared-lane markings on S 58th Street provides direct access between the South Tacoma Station and the Water Flume Line Trail, part of the regional shared-use path network. The Water Flume Line Trail continues northward as a shared-use path from S 58th Street to S 47th Street, where it transitions to bike lanes along South Tacoma Way to S Pine Street (there are intermittent gaps in the continuity of the bikes in this section). After an existing gap between S Pine Street and South M Street, the trail resumes as a shared-use path along South Tacoma Way and South C Street to Downtown Tacoma and the Dome District. To the south of S 58th Street, the Water Flume Line Trail continues as a shared-use path to the intersection of South Tacoma Way and S 80th Street at the City of Tacoma border with Lakewood. Funding has been secured by the City of Tacoma to fill the trail gap along South Tacoma Way between S Pine Street and South M Street (City of Tacoma 2020b). Additionally, a fully funded project by the City of Lakewood will provide bicycle facilities along South Tacoma Way between the Tacoma/Lakewood border and Steilacoom Boulevard SW, connecting to the Water Flume Line Trail's current southern terminus (City of Lakewood 2020).

Two blocks to the east of the station, bike lanes along S Puget Sound Avenue provide a north-south alternative to South Tacoma Way between S 56th Street and S 74th Street. To the north along S Washington Street, a City of Tacoma protected bike lane project with full funding will bring an additional north-south alternative to South Tacoma Way between S 54th Street and S 58th Street as part of the S 56th Street and Cirque Drive Corridor Improvements Phase 2 Project.

A fully funded project by the City of Tacoma will bring enhanced bicycle connections between the South Tacoma Station and the Tacoma Mall RGC along S 54th Street, S 48th Street, S 47th Street, S Washington Street, S Oakes Street, and S Fife Street (City of Tacoma 2020b). The project will also connect to the existing bike lanes along S 58th Street, shared lane markings on S Puget Sound Avenue, as well as the Water Flume Line Trail.

To the south of the station, bicycle facilities are present along S 66th Street as bike lanes (west of South Tacoma Way) and shared-lane markings (east of South Tacoma Way) connecting to bike lanes on S Tyler Street and the Water Flume Line Trail. Additionally, the S 66th Street bike lanes connect to shared-lane markings on S Adams Street, ending directly to the west of South Tacoma Station.

West of the SERA Campus, bike lanes along S Tyler Street connect S 74th Street to the south and S Wright Avenue to the north, leaving a 0.9 mile gap in bicycle facilities adjacent to Cheney Stadium, Foss High School, Snake Lake, and the Scott Pierson Trail, before continuing north on S Stevens Street to N 37th Street. The S Tyler Street bike lanes also connect to bike lanes along S 56th Street, which travel west to the Tacoma border and further into University Place. Figure 2-3 displays existing and funded bicycle facilities within the South Tacoma Station 3-mile bicycle travel shed.

Partially or fully funded bicycle improvement projects included in city and county transportation improvement programs and shown in Figure 2-3 are listed in Table 2-3 below.

## South Tacoma Station Access Improvements

**Table 2-3 Partially or Fully Funded Bicycle Improvement Projects near South Tacoma Station**

Project Type	Project Name	Source/Agency	Funding	Within Three-Mile Travel Shed
Bike/Ped, Street Repair	Steilacoom Boulevard SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Partial	Yes
Bike/Ped, Street Repair	South Tacoma Way	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full	Yes
Bike/Ped, Street Repair	Steilacoom Boulevard SW/ 88th Street SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full	Yes
Bike/Ped, Street Repair, Signals	S 56th Street and Cirque Drive Improvements Phase 2	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full	Yes
Trail	Water Flume Line Trail Phase III	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full	Yes
Bike/Ped, Street Repair, Signals	E 64th Street Improvements	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full	Yes
Bike/Ped	Links to Opportunity - Transit Oriented Development 1st/Division/MLK	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full	No
Bike/Ped	Manitou Park Elementary Safe Routes to School Project	City of Tacoma Comprehensive Transportation Improvement Program Amended 2021 and 2022-2027	Full	Yes
Bike/Ped	Madison District Green Infrastructure Project	City of Tacoma	Full	Yes
Bike	S 36th Street Bike Lanes	City of Tacoma	Full	Yes
Bike	S 27th Street Sharrows	City of Tacoma	Full	Yes
Trail	Prairie Line Trail Phase II	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Partial	No
Bike/Ped, Street Repair	Revitalizing Tacoma's Brewery	City of Tacoma Comprehensive Transportation Improvement	Full	No

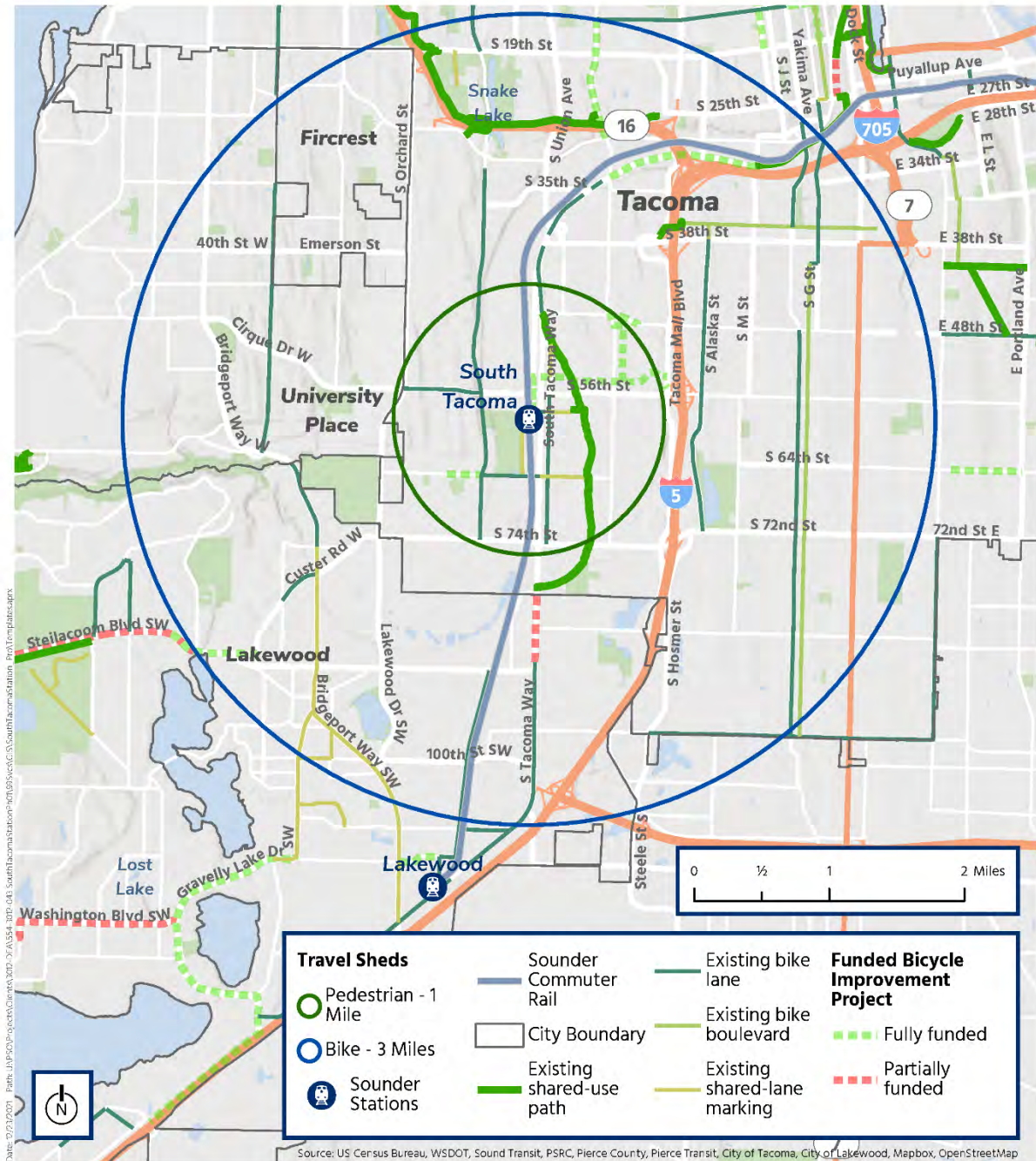
## South Tacoma Station Access Improvements

**Table 2-3 Partially or Fully Funded Bicycle Improvement Projects near South Tacoma Station (continued)**

Project Type	Project Name	Source/Agency	Funding	Within Three-Mile Travel Shed
	District with Complete Streets: Phase I	Program Amended 2020 and 2021-2026		
Bike	North-South Connection across Highway 16	City of Tacoma	Full	Yes
Trail	Bike/Ped Connection to Tacoma Mall Boulevard	City of Tacoma	Full	Yes
Bike/Ped, Street Repair	Washington Boulevard SW/North Gate Road SW/Edgewood Avenue SW	City of Lakewood Six Year Comprehensive Transportation Improvement Program 2020-2025	Partial	No
Bike/Ped	Clover Creek Nonmotorized Connection	City of Lakewood	Full	No
Bike/Ped	112th/111th Street Nonmotorized Improvements	City of Lakewood	Full	No
Bike/Ped	Gravelly Lake Nonmotorized Improvements	City of Lakewood	Full	No
Trail	Shared-Use Path Connection (Pacific Highway SW to N Thorne Lane SW)	City of Lakewood	Full	No

Transportation Improvement Programs are updated regularly. Subsequent project phases will reference the current Transportation Improvement Program

## South Tacoma Station Access Improvements



## Sounder South Station Access Improvements



**Figure 2-3 Bicycle Facilities – South Tacoma Station**

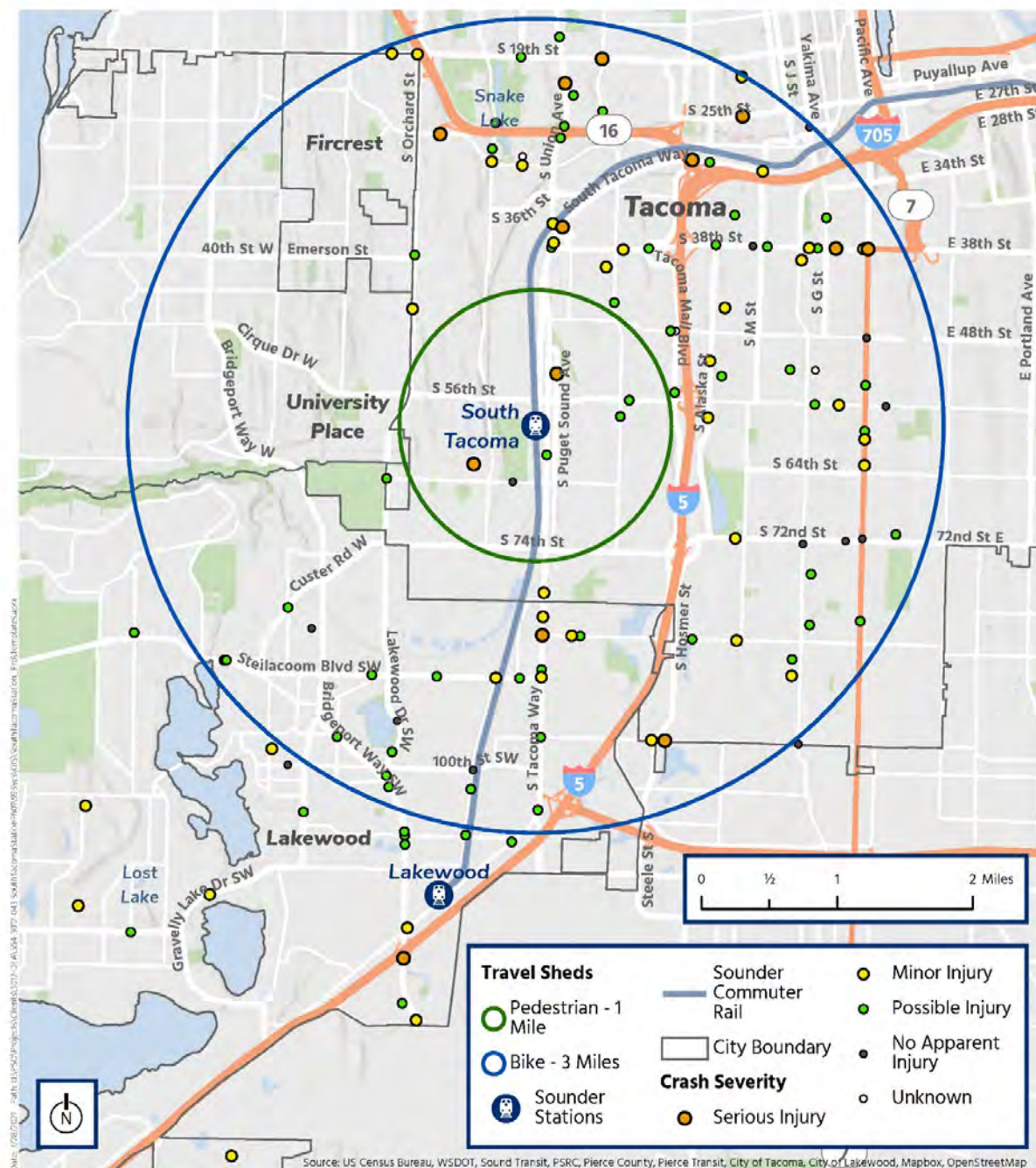
## South Tacoma Station Access Improvements

The Tacoma Local Road Safety Plan (2018b) identifies street segments throughout the city that exhibit high-risk roadway features correlated with specific serious collision types, including risk factors specific to serious bicycle collisions. The following locations are identified as having the greatest number of bicycle risk factors within 1 mile of the South Tacoma Station:

- South Tacoma Way (S 47th Street to S 58th Street)
- S Puget Sound Avenue (S 50th Street to S 58th Street)
- S 56th Street (west of S Lawrence Street)
- S Warner Street (S 38th Street to S 47th Street)
- S 47th Street (west of S Oakes Street)
- S 74th Street (west of South Tacoma Way)

Between January 1, 2016, and December 31, 2020, six crashes involving bicycles occurred within 1 mile of the station, with 83 percent of these resulting in injuries. Of these injury crashes, two resulting in serious injuries occurred along S Puget Sound Avenue (between S 52nd Street and S 54th Street) and S 64th Street (between S Stevens Street and S Mason Avenue). Figure 2-4 displays the locations of bicycle-involved crashes within the 3-mile travel shed for the period January 1, 2016, to December 31, 2020 (WSDOT 2021). The data does not include information on whether these crashes involved bicyclists accessing the Sounder Station.

## South Tacoma Station Access Improvements



## Sounder South Station Access Improvements



**Figure 2-4 Bicycle Crashes (2016-2020) – South Tacoma Station**

## 2.1.2.1 Bicycle Access Gaps

As shown in Figure 2-3, few east-west bicycle connections are located within 1 mile of South Tacoma Station, and there are few connections to areas to the east and west outside of the immediate station vicinity, as well. North-south bike lanes are present along S Alaska Street directly to the east of I-5; however, no bicycle facilities traverse I-5 within 1 mile of the station. There are also no bicycle facilities that provide access across SR 16 to the north of the South Tacoma Station. A bicycle and pedestrian bridge at S 37th Street provides the closest bicycle facility connection across I-5, connecting the Tacoma Mall RGC and neighborhoods to the east of I-5. However, no bicycle connections currently exist between the South Tacoma Station and the Tacoma Mall area. Signalized intersections near the South Tacoma Station also lack bicycle detection.

## 2.1.3 Transit Access

Sound Transit operates Sounder commuter rail between Lakewood and Seattle, with South Tacoma Station serving as the current route's second-to-last station in the southbound direction. During the weekday morning period, Seattle-bound northbound trains operate every 20 to 30 minutes between 4:30 am and 7:00 am. During the evening period, Lakewood-bound trains in the southbound direction operate every 20 to 45 minutes, arriving at South Tacoma Station between 4:30 pm and 7:30 pm (Sound Transit 2021). A total of 14 trains operate northbound and southbound between Lakewood and Seattle each day.<sup>4</sup>

In addition to the Sound Transit Sounder South Commuter Rail service between Lakewood and Seattle, bus transit service is provided within the 1-mile travel shed by Pierce Transit (2021).

Table 2-4 below summarizes the existing bus transit routes and weekday schedule frequency (average headways) serving stops within 1 mile of the station.

**Table 2-4 Bus Transit Routes Serving Stops Within 1 Mile of the Station (2021)**

Route Number	Route Description	Service Span	Northbound/Eastbound Headways (weekday) in minutes			Southbound/Westbound Headways (weekday) in minutes			Nearest transfer point to South Tacoma Station	Major destinations served
			AM (6 to 9 am)	PM (3 to 6 pm)	All Day	AM (6 to 9 am)	PM (3 to 6 pm)	All Day		
3	Lakewood – Tacoma	16 hours	30	30	30 – 60	30	30	30 – 60	South Tacoma Way and S 58th Street (450 feet)	Lakewood Transit Center SR 512 P&R Tacoma Mall Transit Center 10th & Commerce Transit Center
41	S 56th Street – Salishan	16.5 hours	30	30	30 - 60	30	30	30 – 60	South 56th Street and S Fife Street (0.8 mile)	Tacoma Mall Transit Center Tacoma Dome Station 10th & Commerce Transit Center

<sup>4</sup> Four additional Sounder South trains operate between Seattle and Tacoma Dome Station in the northbound and southbound directions each weekday (Sound Transit 2021).

**Table 2-4 Bus Transit Routes Serving Stops within One Mile of the Station (2021) (continued)**

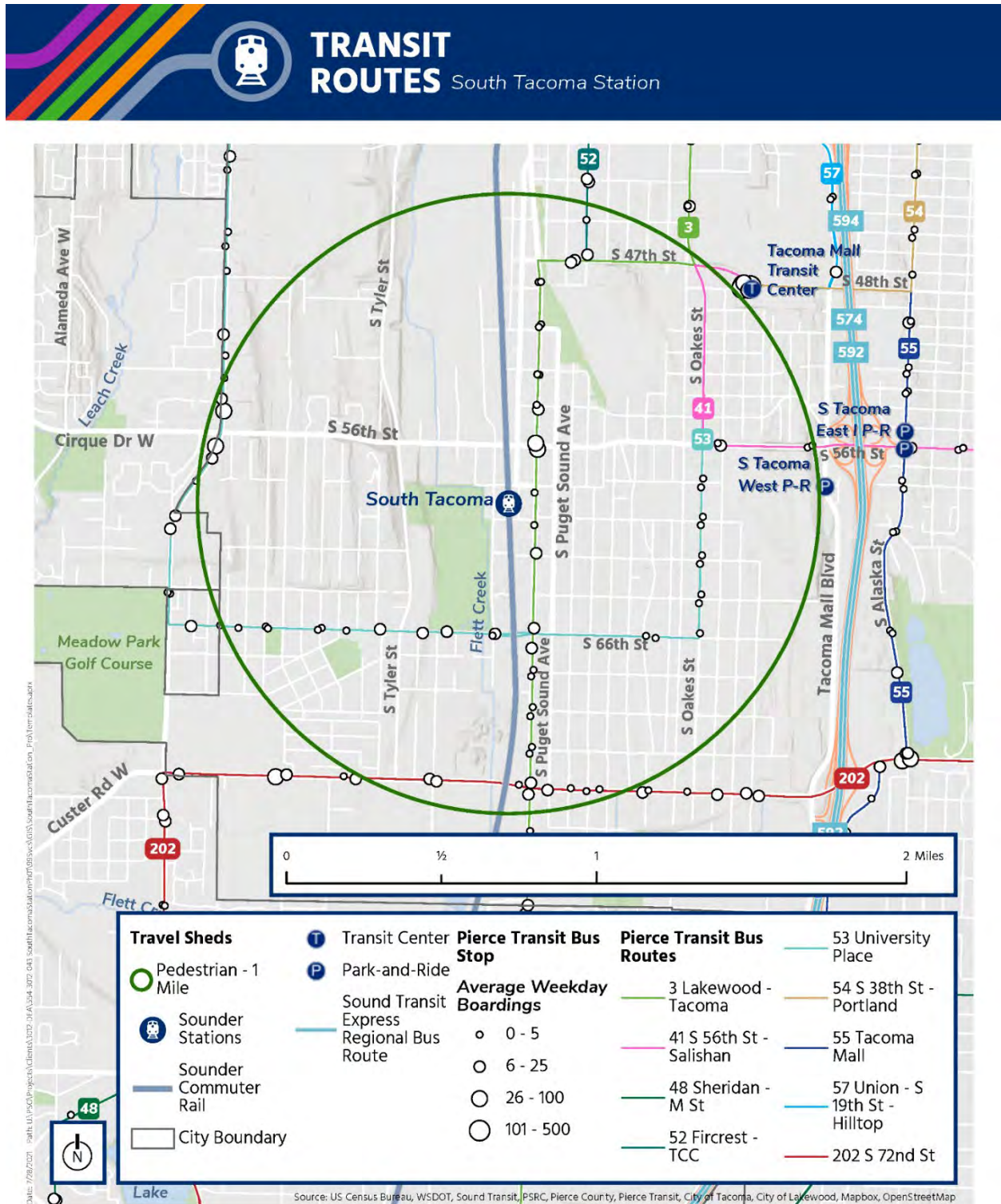
Route Number	Route Description	Service Span	Northbound/Eastbound Headways (weekday) in minutes			Southbound/Westbound Headways (weekday) in minutes			Nearest transfer point to South Tacoma Station	Major destinations served
			AM (6 to 9 am)	PM (3 to 6 pm)	All Day	AM (6 to 9 am)	PM (3 to 6 pm)	All Day		
52	Fircrest – Tacoma Community College	15 hours	30 (after 6:20 am)	30	30 - 60	30	30 (until 5:45 pm)	30 – 60	S Warner Street and S 47th Street (0.9 mile)	Tacoma Mall Transit Center Tacoma Community College Transit Center
53	University Place	16 hours	30	30	30 – 60	30	30 (until 5:50 pm)	30 – 60	S 66th Street and S Adams Street (0.4 mile)	Tacoma Mall Transit Center Tacoma Community College Transit Center
202	72nd Street	15 hours	30 – 60 (after 6:15 am)	30	30 – 60	30	30	30 – 60	S 74th Street and South Tacoma Way/S Puget Sound Avenue (1 mile)	Lakewood Transit Center 72nd Street Transit Center

Source: Pierce Transit 2021.

The Tacoma Mall Transit Center is located just beyond 1 mile to the northeast of South Tacoma Station and is served by Pierce Transit routes 3, 41, 52, 53, 54, 55, and 57.

Figure 2-5 displays Pierce Transit bus routes and facilities within the 1-mile travel shed while Figure 2-6 presents Sound Transit regional connections within the 5-mile travel shed.

# South Tacoma Station Access Improvements

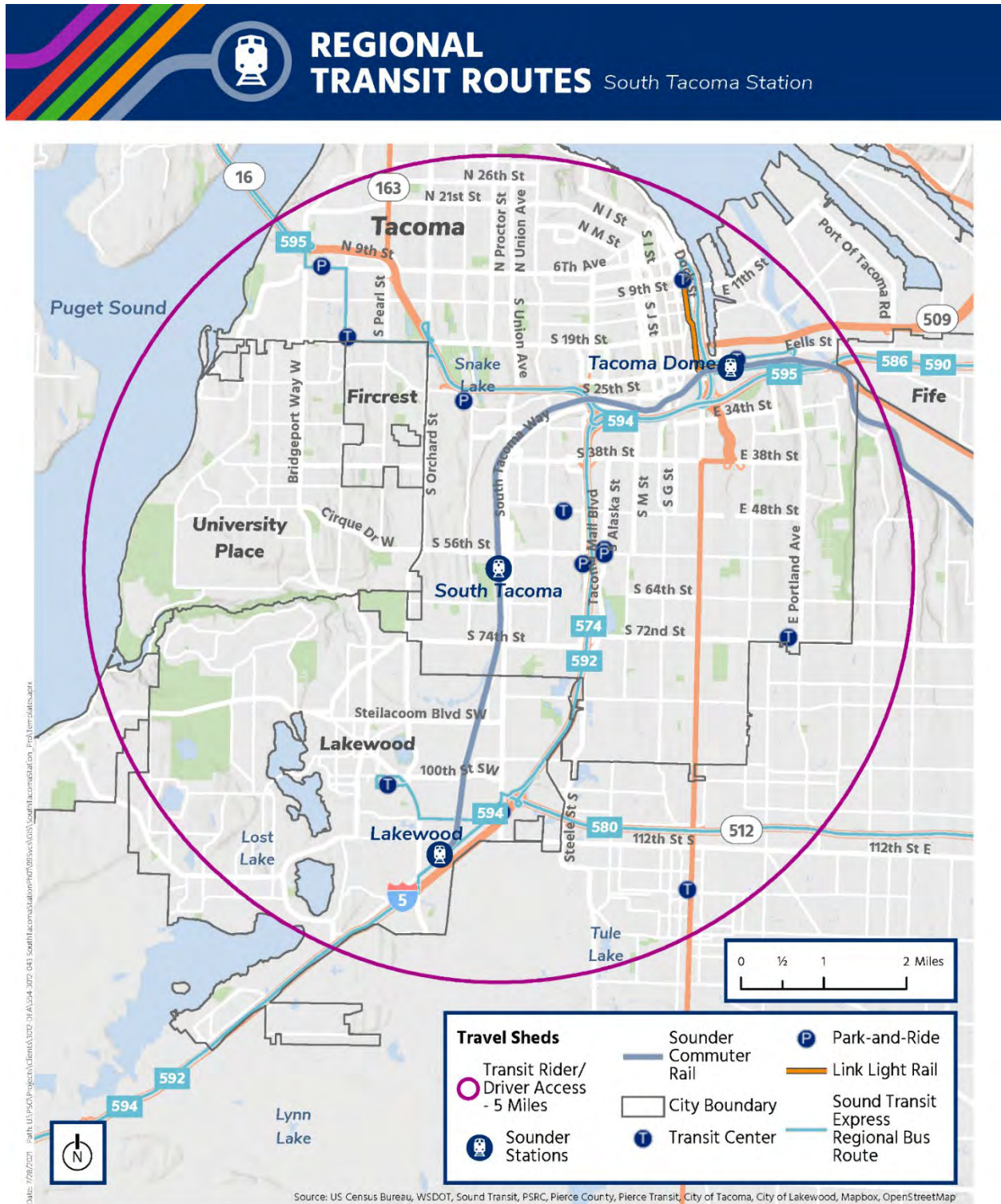


## Sounder South Station Access Improvements



Figure 2-5 Transit Routes – South Tacoma Station

## South Tacoma Station Access Improvements



## Sounder South Station Access Improvements



**Figure 2-6 Regional Transit Routes – South Tacoma Station**

### 2.1.3.1 Transit Access Gaps

The nearest transfer opportunity from Sounder to an east-west bus transit route is approximately 0.4 mile from the station. Pierce Transit route 53 currently operates along S 66th Street to the south of the Sounder Station with the nearest stops at the intersection of S Adams Street. Other east-west bus transit routes serve stops nearly 1-mile to the north, east, or south of the South Tacoma Station. Sounder riders with destinations to the east or west of the station would be required to walk or roll longer distances to reach a bus transit stop or would need to transfer between multiple bus routes, resulting in out-of-direction travel to reach their destination.

Bus transit routes do not currently serve stops directly at the station. S Washington Street, which travels adjacent to the South Tacoma Station, is narrow (approximately 20 feet) and cannot accommodate bus transit operations.

Most bus transit stops located near the station have minimal passenger amenities (shelters, benches, trash cans) and include only flags at the stops. The March 2020 South Tacoma Station Profile identified stops along South Tacoma Way at S 48th Street, S 50th Street, S 54th Street, S 68th Street, and S 72nd Street, which are served by Pierce Transit route 3, as having potential access issues. The following factors were considered when identifying transit stops with potential access issues:

- Lack of a complete, accessible paved route to the transit stop or station
- Lack of a paved, unobstructed landing pad at the stop or station
- Presence of a shelter with obstructions at the transit stop or station

There are no stops within 1 mile of the South Tacoma Station that are served by Sound Transit Express Bus service.

### 2.1.4 Vehicle Access

Vehicular access to the South Tacoma Station is provided adjacent to the platform along S Washington Street between S 58th Street and S 60th Street. As a one-way southbound street, S Washington Street acts as a continuation of S 58th Street, traveling adjacent to the eastern station frontage. Vehicular access to the station's surface parking lot is provided through ingress/egress points along S Adams Street and S 60th Street to the west and south of the station, respectively.

South Tacoma Way, a north-south principal arterial one block to the east of the station, connects S 58th Street and S 60th Street to Tacoma's broader roadway network, reaching Downtown Tacoma in the north and Lakewood in the south. S 56th Street, an east-west principal arterial, connects S Washington Street and S Adams Street to University Place in the west and I-5 and southeast Tacoma neighborhoods to the east. Within the area bounded by S 56th Street to the north, South Tacoma Way to the east, S 60th Street to the south, and S Adams Street to the west, signalized intersections are located at the following locations:

- S 56th Street and S Adams Street
- S 56th Street and S Washington Street
- S 56th Street and South Tacoma Way

## South Tacoma Station Access Improvements

- South Tacoma Way and S 58th Street

Located 1 mile east of the South Tacoma Station, the I-5/S 56th Street interchange provides access to the state highway network, connecting the station area to the regional transportation system. I-5 is the primary north-south limited access corridor for local, regional, interstate, and international travel, and has interchanges with SR 16 approximately 1.6 miles north of the S 56th Street interchange, and with SR 512 approximately 3.2 miles to the south. SR 16 and SR 512 provide further regional connections to the Kitsap Peninsula and Puyallup, respectively. Figure 2-7 displays the roadway network within the 5-mile travel shed and Figure 2-8 shows the roadway network near the station.

Several partially or fully funded roadway projects included in city and county transportation improvement programs are located within the 5-mile travel shed. These projects are listed in Table 2-5 below.

**Table 2-5 Partially or Fully Funded Roadway Improvement Projects Within the 5-Mile Travel Shed**

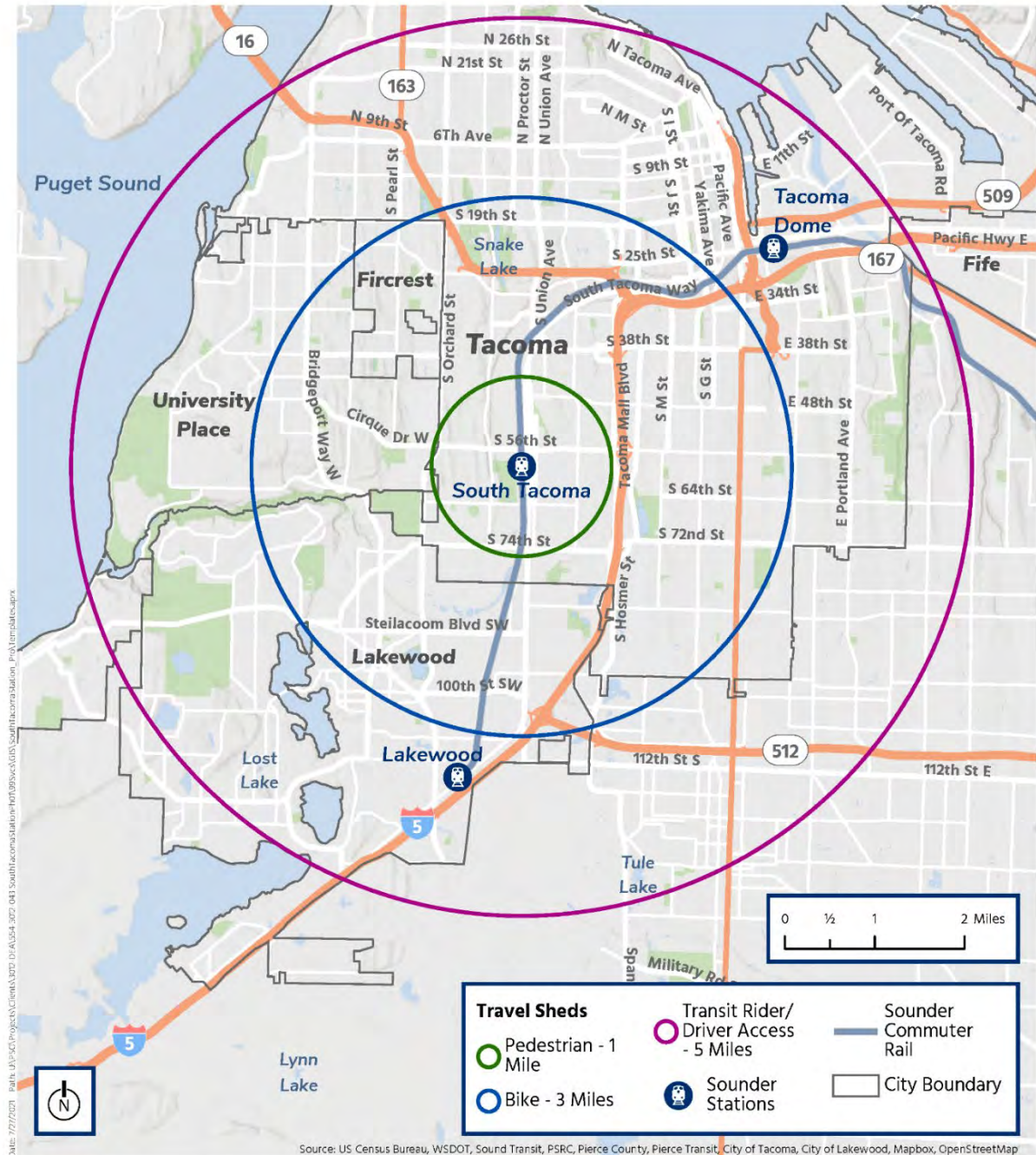
Type	Project Name	Source/Agency	Funding
Bike/Ped, Street Repair	Steilacoom Boulevard SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Partial
Bike/Ped, Street Repair	South Tacoma Way	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full
Bike/Ped, Street Repair	Washington Boulevard SW/North Gate Road SW/Edgewood Avenue SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full
Bike/Ped, Street Repair	Steilacoom Boulevard SW/88th Street SW	City of Lakewood Six-Year Comprehensive Transportation Improvement Program 2020-2025	Full
Bike/Ped, Street Repair	121st Street S (C Street S to Pacific Avenue S)	Pierce County 2021-2026 Transportation Improvement Program	Full
Bike/Ped, Street Repair, Signals	S 56th Street and Cirque Drive Improvements Phase 2	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	Puyallup River Bridge Replacement	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Other	North 21st Street Design	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Partial
Bike/Ped, Street Repair, Signals	E 64th Street Improvements	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Ped, Signals	Pacific Avenue at SR7 Safety Improvement	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Ped, Street Repair	Lincoln District Streetscape and Festival Street	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Ped, Signals	South Tacoma Way Corridor Safety Improvements	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full

**Table 2-5 Partially or Fully Funded Roadway Improvement Projects Within the 5-Mile Travel Shed (continued)**

Type	Project Name	Source/Agency	Funding
Ped, Signals	East Portland Avenue Safety Improvements	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Bike/Ped, Street Repair	Revitalizing Tacoma's Brewery District with Complete Streets: Phase I	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	Streets Initiative Package 6	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Demolition	Municipal Dock	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	Streets Initiative Package 19	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	S Bell - S 70th- S 71st Street	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	E 70th Pacific Avenue - East B	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	A Street S 68th - S 72nd	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	S Adams - S 12th to S 19th	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	S Adams 6th - S 8th	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	2019 SI Preventative Maintenance	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	SI Slurry Seal 2019	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	Streets Initiative Package 34 (Walters Road)	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	2019 Surface Treatment Program	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	S 95th Street	City of Tacoma Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026	Full
Street Repair	108th Street Roadway Patching and Overlay	City of Lakewood	Full

Transportation Improvement Programs are updated regularly. Subsequent project phases will reference the current Transportation Improvement Program

## REGIONAL ROAD NETWORK South Tacoma Station

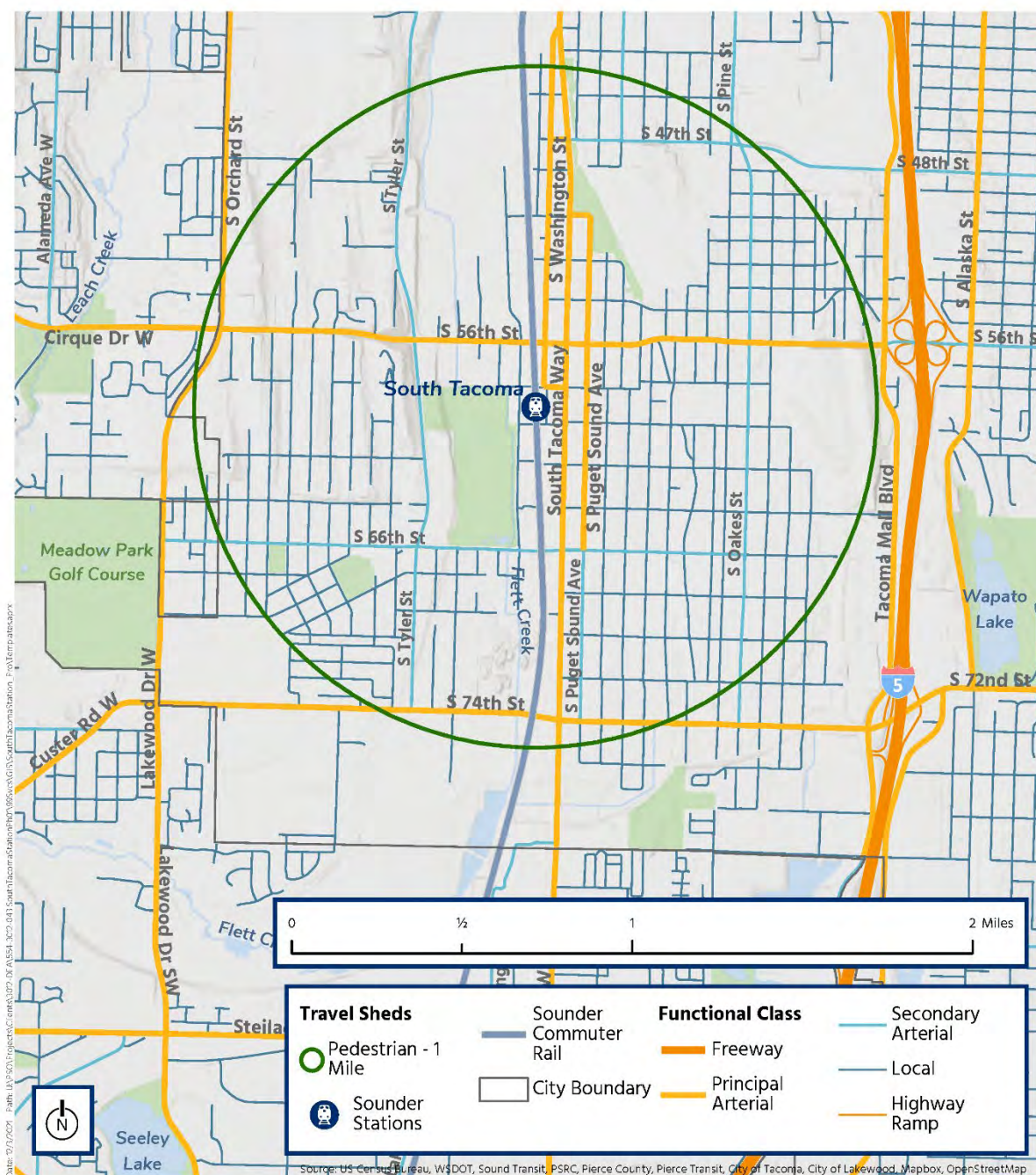


### Sounder South Station Access Improvements



**Figure 2-7 Regional Road Network – South Tacoma Station**

# South Tacoma Station Access Improvements



## Sounder South Station Access Improvements



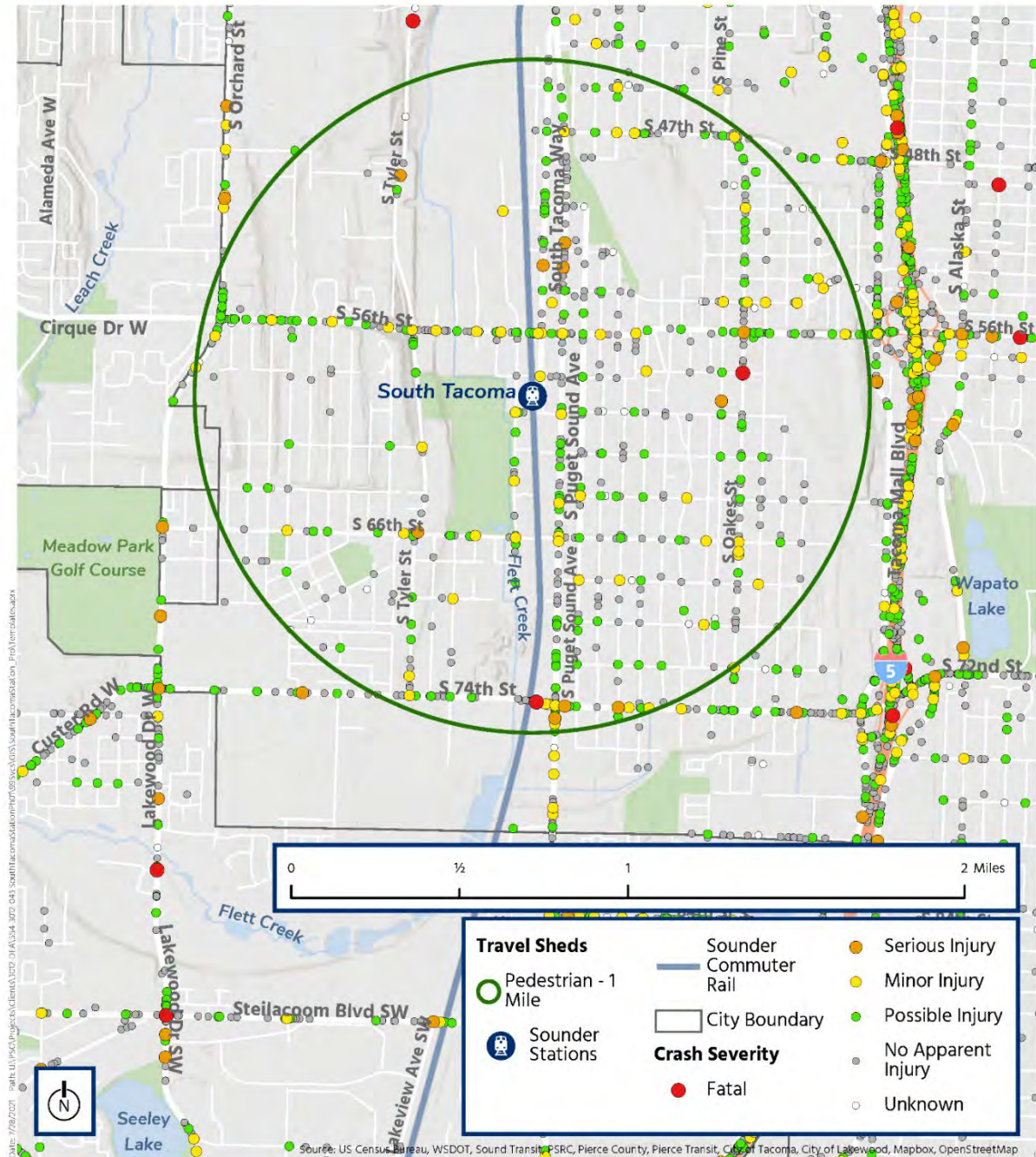
**Figure 2-8 Road Network – South Tacoma Station**

## South Tacoma Station Access Improvements

Between January 1, 2016, and December 31, 2020, 1,263 motor vehicle crashes not involving pedestrians or bicyclists occurred within 1 mile of the station, with 34 percent of these resulting in injuries. Of these injury crashes, one crash resulting in fatal injuries occurred on S 74th Street west of South Tacoma Way, and an additional fatality occurred at the intersection of S Oakes Street and S 58th Street. Crashes resulting in serious injuries were present along South Tacoma Way (south of S 50th Street, south of S 52nd Street, and south of S 74th Street) and S 74th Street (at S Lawrence Street and east of South Tacoma Way). Additional serious injury crashes occurred along S Pine Street north of S 60th Street and S Washington Street south of S 52nd Street, and at the intersections of S 56th Street and S Oakes Street, S 66th Street and S Tyler Street, and S Tyler Street and S 49th Street.

Figure 2-9 displays the locations of motor vehicle crashes within the 1-mile travel shed for the period January 1, 2016, to December 31, 2020 (WSDOT 2021). The data does not include information on whether these crashes involved vehicles accessing the Sounder Station.

## MOTOR VEHICLE CRASHES South Tacoma Station



**Figure 2-9 Motor Vehicle Crashes (2016-2020) – South Tacoma Station**

### 2.1.4.1 Vehicle Access Gaps

The South Tacoma Station is located adjacent to the South Tacoma Way arterial and west of a residential arterial grid system. The station is 1.2 miles west of the I-5 interchange with S 56th Street. The primary arterials providing access to the station are South Tacoma Way (principal arterial), S 56th Street (principal arterial), S 66th Street (minor arterial), and S 74th Street (principal arterial). Traffic would also access the parking lot from S Adams Street (classified as a local roadway or “other”). The City of Tacoma Transportation Master plan identifies these arterials as operating at level of service (LOS) C or better (City of Tacoma 2015).

However, while the area is not heavily congested, the location of the South Tacoma Station is difficult for drivers to see from primary arterials. There is minimal wayfinding on S 56th Street and South Tacoma Way directing drivers where to access the station or park-and-ride.

### 2.1.5 Parking Availability

Parking at South Tacoma Station is provided in a 220-stall surface lot located directly adjacent to the western edge of the Sounder rail right-of-way, positioned along S Adams Street. Passengers leaving the parking lot to access the platform would traverse the Sounder tracks at grade via a sidewalk along the north side of S 60th Street, reaching the southern edge of the station platform just east of the tracks. Four accessible parking stalls are located along S Washington Street near its intersection with S 58th Street. Bicycle parking is provided at South Tacoma Station in the form of 16 bicycle spaces and four bicycle lockers (with an eight-bike capacity), while five additional public bicycle parking locations are available within two blocks of the station. The March 2020 South Tacoma Station Profile reports that bicycle parking utilization at the station was 25 percent for the period 2018-2019.

The Sound Transit Parking Utilization Report (2019d) describes that the surface parking lot at South Tacoma Station was between 85 percent and 97 percent occupied during a Tuesday through Thursday data collection period in January 2019. A license plate survey conducted for South Tacoma Station in 2016 reported that of the parked vehicles observed to be registered in Washington, 94 percent were registered in a jurisdiction within the Sound Transit District, 81 percent were registered within a jurisdiction within 5 miles of the station, and 35 percent were registered within the City of Tacoma (Sound Transit 2016a). Parking management policies, such as permit parking, are not currently in use at South Tacoma Station. Parking management policies could be implemented in the future and would have an effect on parking utilization at the station.

In addition to the 220-space surface parking lot at South Tacoma Station, the South Tacoma Park-and-Ride operated by Pierce Transit provides 155 parking stalls at the I-5/S 56th Street interchange just outside of the 1-mile travel shed. Split into three separate surface lots located at the northeast, southeast, and southwest quadrants of the interchange, the South Tacoma Park-and-Ride is served by Pierce Transit routes 41 and 55. The equivalent of approximately 3,680 parking stalls are located along City of Tacoma streets within a 0.5-mile radius of the station.

#### 2.1.5.1 Parking Access Gaps

As discussed above, the vehicle parking at the South Tacoma Station park-and-ride is not fully utilized. Additionally, there is currently no indication that Sounder riders are overflow parking along City of Tacoma streets in neighborhoods adjacent to the South Tacoma Station. Bicycle parking at the station is also underutilized. At this time, there are no identified parking access gaps.

### 2.2 Land Use and Development (Existing and Future)

The area surrounding South Tacoma Station encompasses a variety of land uses and zoning districts, as displayed in Figure 2-10 through Figure 2-13.

#### 2.2.1 Zoning

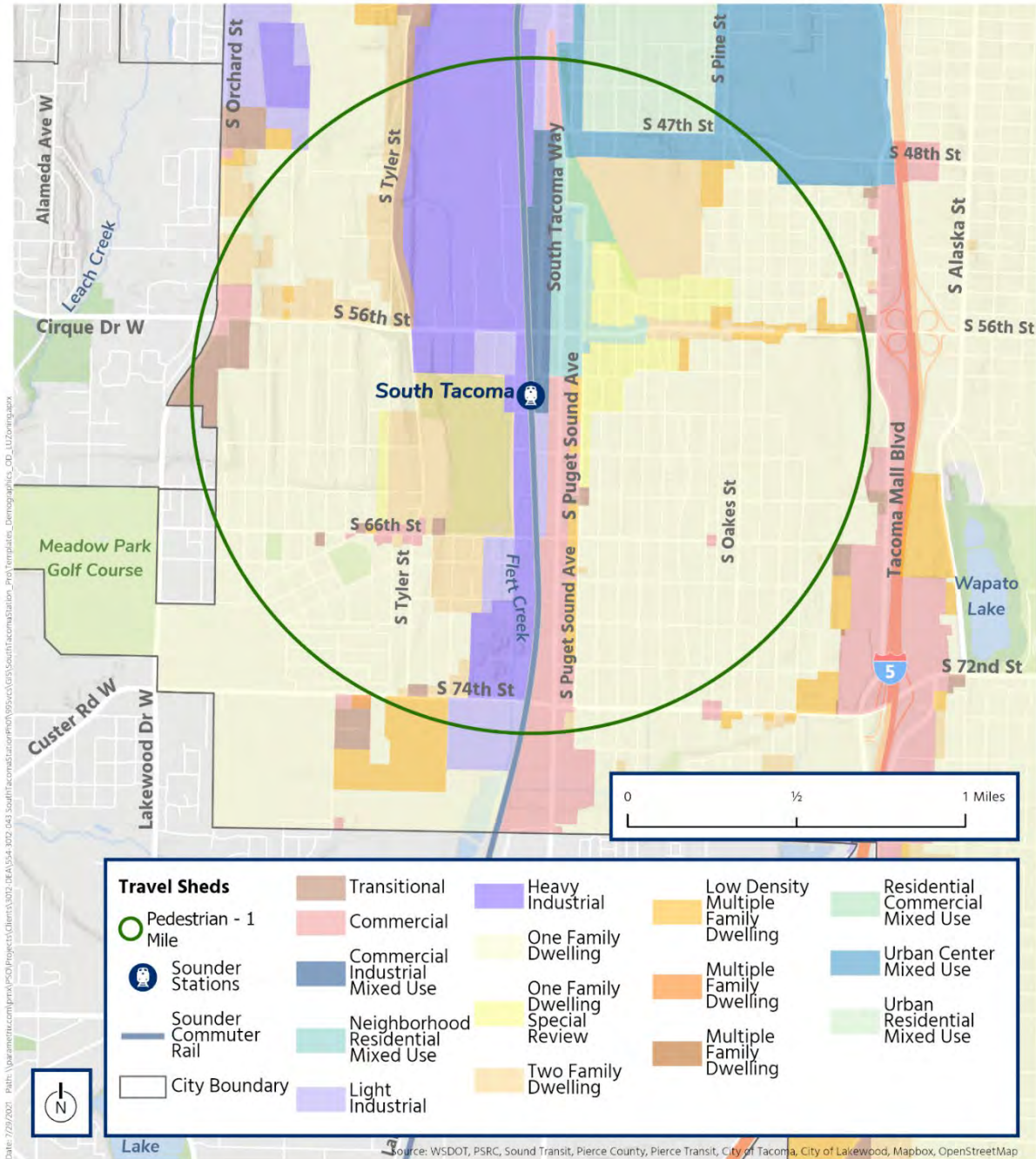
Zoning districts surrounding the station area are widely varied, as shown in Figure 2-10. The districts immediately west of the South Tacoma Station are zoned as heavy industrial with some parcels of light industrial, as well as areas permitting one- or two-family dwellings. To the north, parcels are designated as urban center mixed use, commercial industrial mixed use, general commercial, and, near the Tacoma Mall RGC, as community commercial mixed use. To the east of the station, Figure 2-10 shows the multiple zoning districts present: commercial industrial mixed use, residential commercial mixed, low-density multiple-family dwelling, light industrial, and parcels that are zoned as one- or two-family dwellings.

To both the east and west of the station, the area is primarily defined as one-family dwelling residential.

The City of Tacoma is currently embarking on Phase 2 of the Home in Tacoma project that is expected to eliminate single-family zoning throughout the City and allow for greater density, particularly near transit corridors.

Figure 2-11 shows zoning districts within the broader station area.

# South Tacoma Station Access Improvements

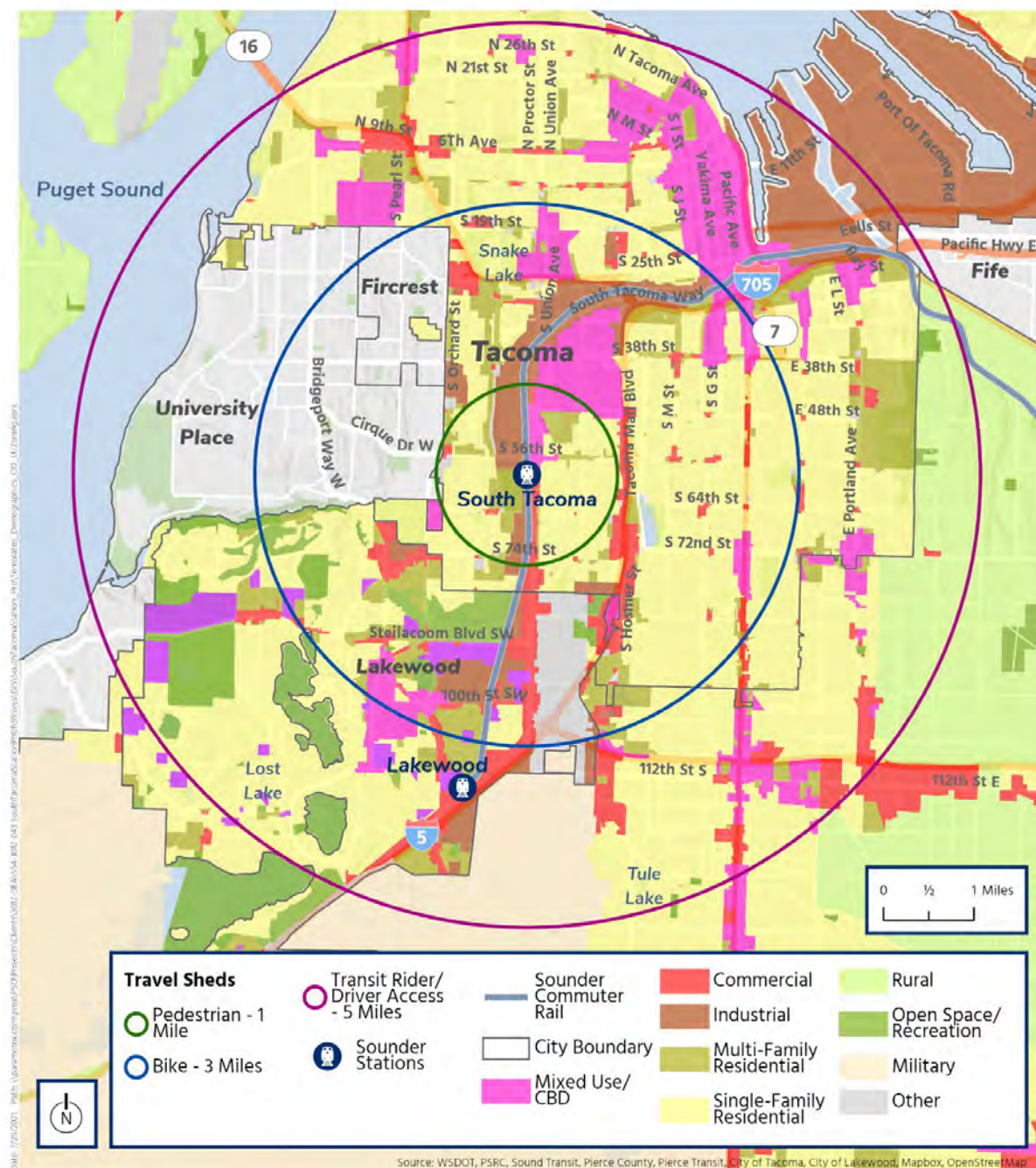


## Sounder South Station Access Improvements



**Figure 2-10 Zoning Adjacent to South Tacoma Station**

## GENERALIZED ZONING South Tacoma Station



### Sounder South Station Access Improvements



**Figure 2-11 Generalized Zoning - South Tacoma Station**

### 2.2.2 Land Use

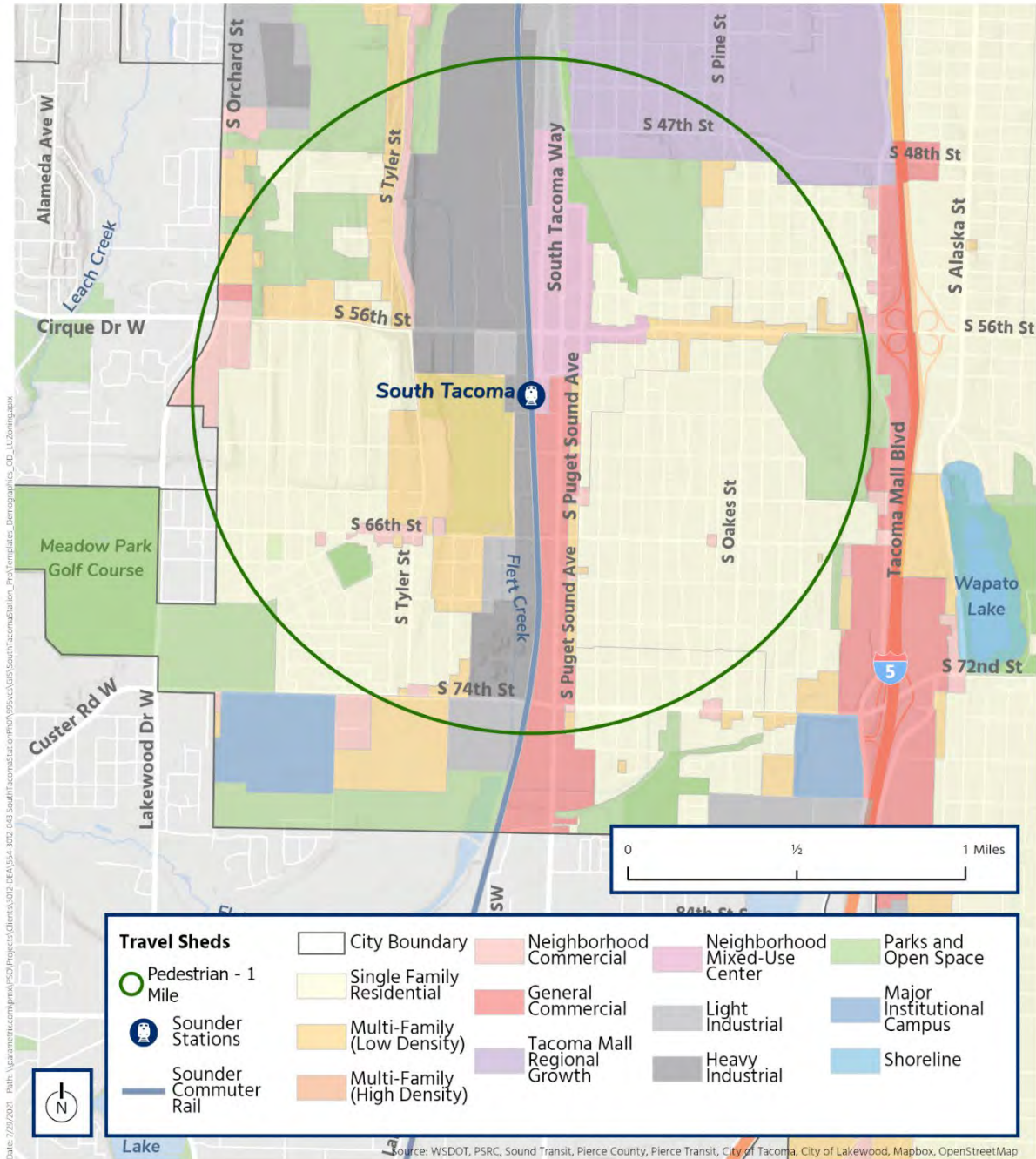
Land uses closest to the station area, primarily along the S Hood Street and South Tacoma Way corridors, include heavy industrial (with some light industrial), commercial (some neighborhood commercial), and low-density multi-family residential. Extending out from the corridor closest to the station frontage, land use is primarily designated as single-family residential and parks and open space, with some low-density multi-family residential.

The Tacoma Mall RGC is located approximately 1 mile northeast of the South Tacoma Station along South Tacoma Way. South Tacoma Way in this area includes two primary land uses: a segment of neighborhood commercial and a small segment of parks and open space.

Figure 2-12 displays the land use adjacent to South Tacoma Station, while Figure 2-13 shows the land use within the broader station area.

## South Tacoma Station Access Improvements

# FUTURE LAND USE South Tacoma Station

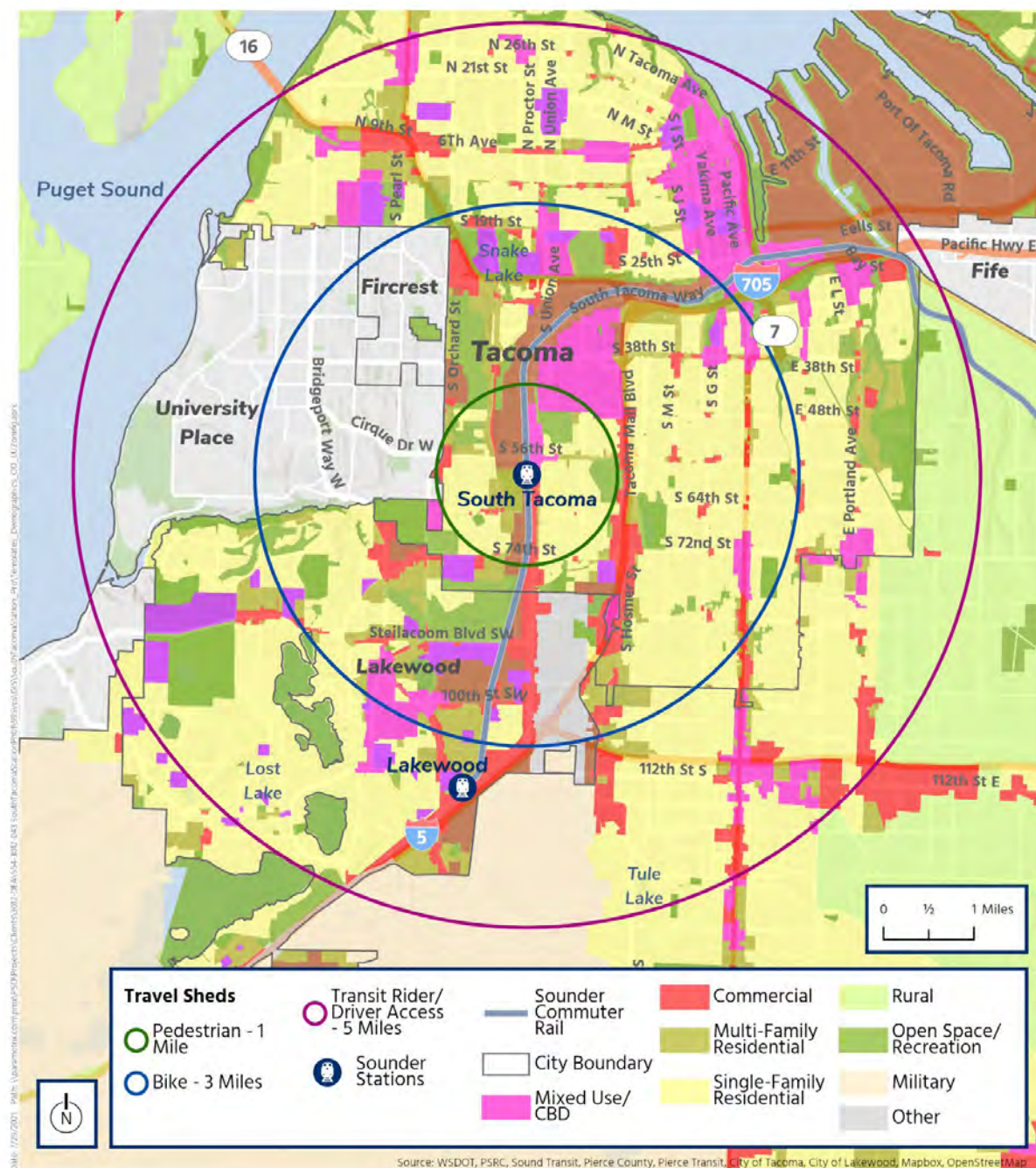


## Sounder South Station Access Improvements



**Figure 2-12 Future Land Use Adjacent to South Tacoma Station**

## GENERALIZED FUTURE LAND USE South Tacoma Station



### Sounder South Station Access Improvements



**Figure 2-13 Generalized Future Land Use - South Tacoma Station**

### 2.3 Demographic Information

#### 2.3.1 Population and Employment

Approximately 30,000 people reside within 1 mile of the South Tacoma, while the estimated population of the City of Tacoma is approximately 212,870 (PSRC 2020). The estimated population of Pierce County is 877,015 (U.S. Census Bureau 2019). Employment estimates within 3 miles of the South Tacoma Station total 62,410 (U.S. Census Bureau 2019). PSRC Land Use Vision population growth estimates anticipate approximately 33,360 people by 2030 and 37,660 people by 2040 within 1 mile of the South Tacoma station area (2020).

#### 2.3.2 Access to Opportunity and Demographics

The City of Tacoma's Equity Index describes access to opportunity and demographic considerations surrounding the South Tacoma Station. This index represents 29 indicators (City of Tacoma 2020a) within four social determinant categories based on the Tacoma 2025 Strategic Plan: Accessibility, Economy, Education, and Livability (City of Tacoma 2018a). These categories are scored based on a series of indicators and the categories are given an overall opportunity index score, defined as, "a situation or condition that places individuals in a position to be more likely to succeed or excel" (City of Tacoma 2018a). Census blocks indicated as "high opportunity" are areas considered to provide more pathways, or personal/communal growth prospects, than areas with a lower score. By understanding where relatively resource rich areas are and who has efficient access to them, jurisdictions can effectively determine how and where connectivity can be improved to benefit citizens located in areas with limited resource availability. Jurisdictions can also prioritize investments in lower opportunity areas to increase access to opportunity in these neighborhoods.

Figure 2-14 shows that the areas adjacent to the station score from very low to moderate. Along the Sounder/South Tacoma Way corridor, access to opportunity is scored as moderate. To the north of the station, near Tacoma Mall and Fircrest, the Equity Index score is generally very low. West of the station, at Mount Tacoma High School and Manitou Park, the Equity Index score is high. The rating within the single-family residential neighborhood east of the station, framed by South Tacoma Way and I-5, has a score of low.

Figure 2-15 describes the percent of families surrounding the station area that have an income of below two-times the national poverty level. The 2021 poverty threshold for the contiguous 48 states is set at \$26,500 for a family of four (two times this, for a family of four, would be considered \$53,000). In the South Tacoma station area, there are some areas with concentrations of households below two times the national poverty level along S Orchard Street, near S 38th Street, and near S 74th Street.

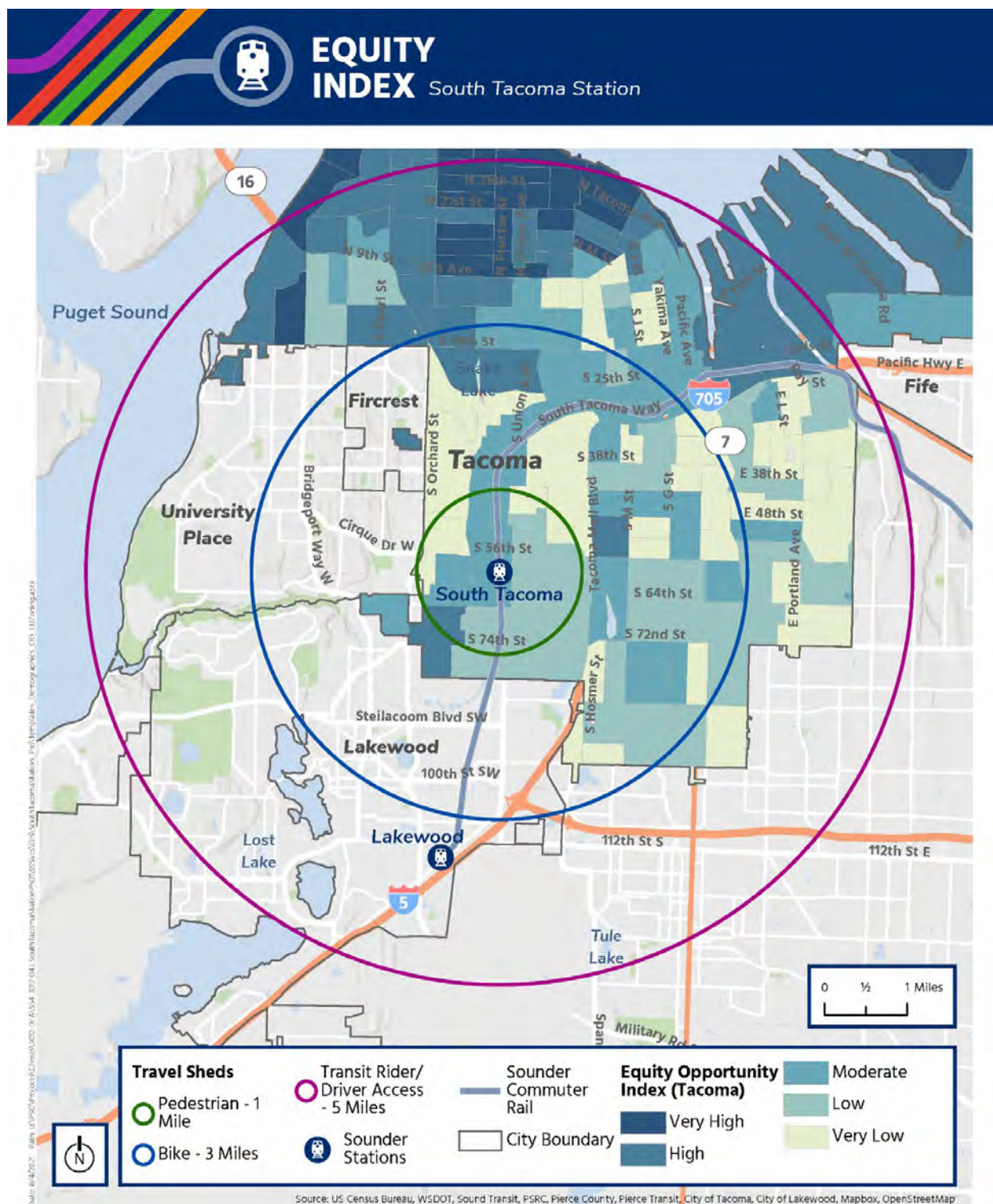
Additional demographic metrics within the station travel sheds are displayed in Figure 2-16 through Figure 2-24. The race and ethnicity categories are derived from the U.S. Census, as defined by the Office of Management and Budget (OMB). The demographics show that race and ethnicity surrounding the station areas are varied. The following bullets summarize the findings for each of the demographic categories:

- Figure 2-16 shows areas with concentrations of foreign-born individuals, with concentrations of 25 percent or more of the population identified as immigrants to the southeast and east of the station near the 3-mile buffer.

## South Tacoma Station Access Improvements

- Figure 2-17 shows that concentrations of 15 percent or more of limited English-speaking households are located to the south and southeast of the station near the 3-mile buffer.
- Figure 2-18 shows where there are concentrations of 63 percent or more of racial minorities near the station. Within approximately 1-mile of the station, there are concentrations of racial minorities to the north, northwest, and southwest.
- Figure 2-19 shows that there are multiple areas of concentrations of 20 percent or more of individuals of two or more races located to the east of the station, just outside the 1-mile buffer.
- Figure 2-20 summarizes the location of concentrations of 43 percent or more of Hispanic or Latino individuals; there are some isolated areas with concentrations of Hispanic or Latino individuals to the south of the station, just outside the 1-mile buffer.
- Figure 2-21 shows that concentrations of 23 percent or more of Asian individuals are located to the west and southwest of the station, just outside the 1-mile buffer.
- Figure 2-22 shows that concentrations of 10 percent or more of American Indian or Alaska Native individuals are located along South G Street, near Portland Avenue, and to the south near 100th Street SW.
- Figure 2-23 shows where concentrations of Black or African-American individuals are located, with concentrations of 27 percent or more located to the northwest within 1-mile of the station, and scattered in multiple locations further from the station.
- Figure 2-24 shows the location of individuals with disabilities; concentrations of 20 percent or more are located the southeast and northeast of the station within the 3-mile buffer.

## South Tacoma Station Access Improvements

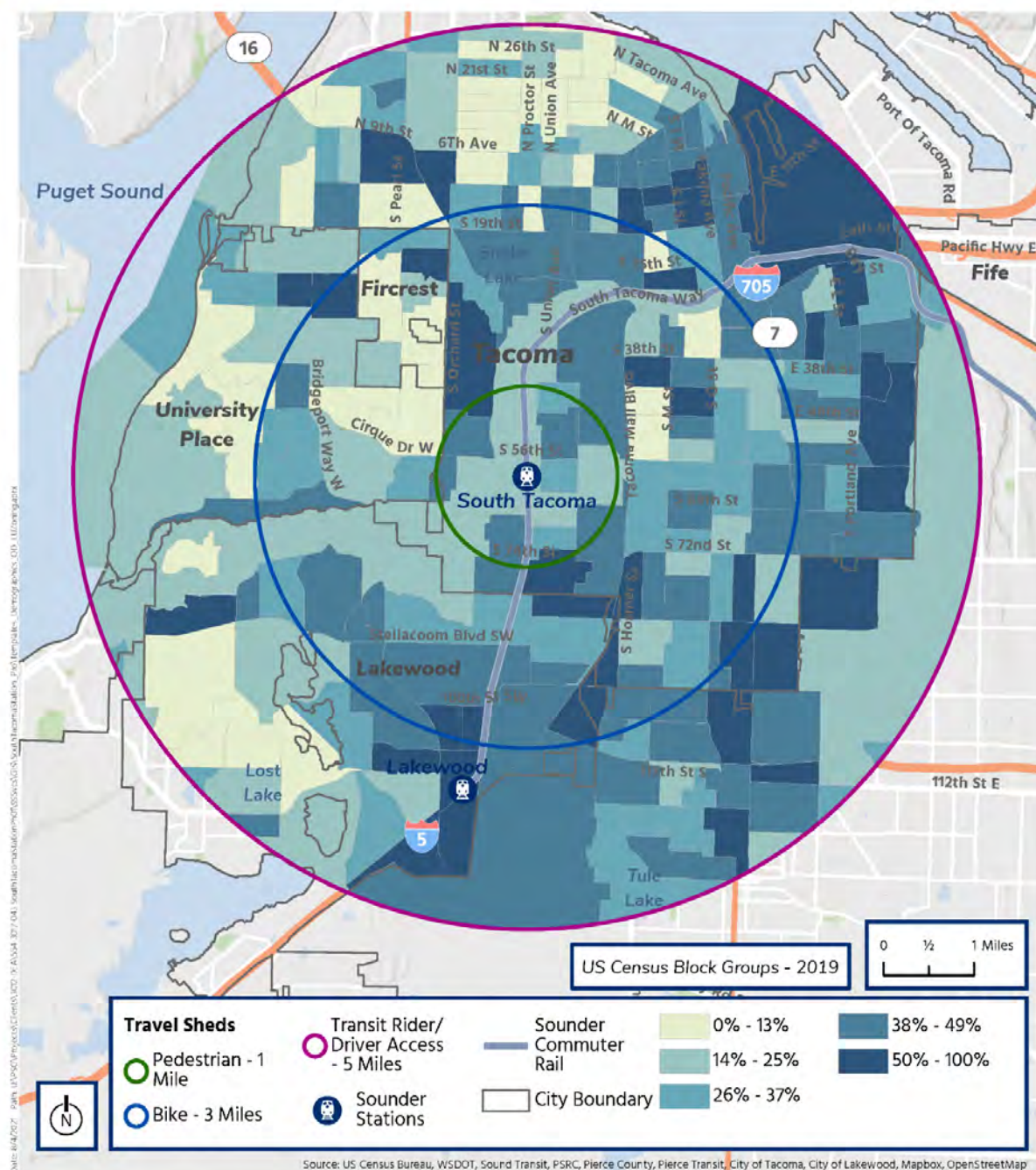


## Sounder South Station Access Improvements



Figure 2-14 City of Tacoma Equity Opportunity Index – South Tacoma Station

## PERCENT FAMILIES LESS THAN 2X THE POVERTY LEVEL South Tacoma Station

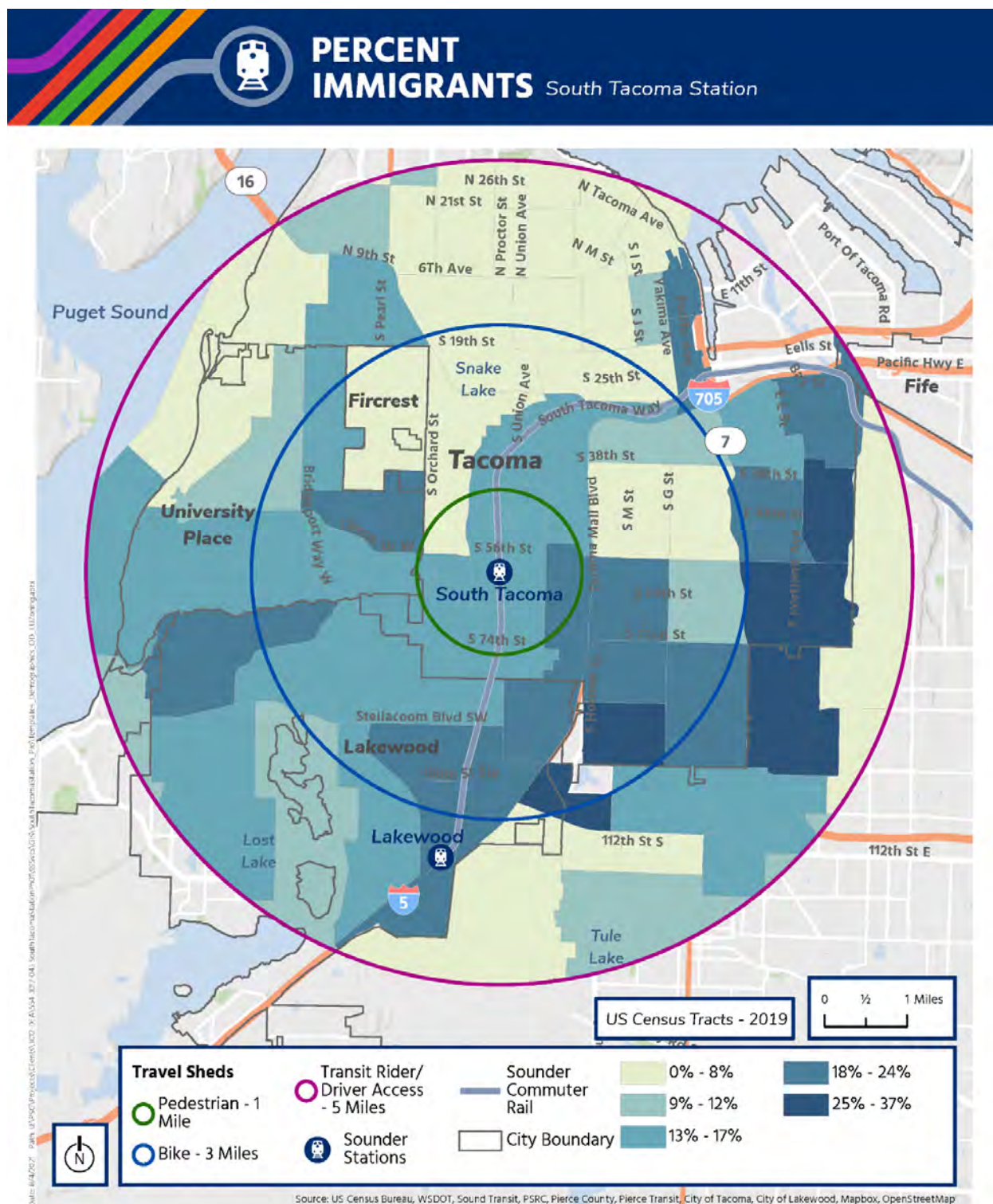


### Sounder South Station Access Improvements



**Figure 2-15 Percent Families Less Than 2x the Poverty Level – South Tacoma Station**

## South Tacoma Station Access Improvements

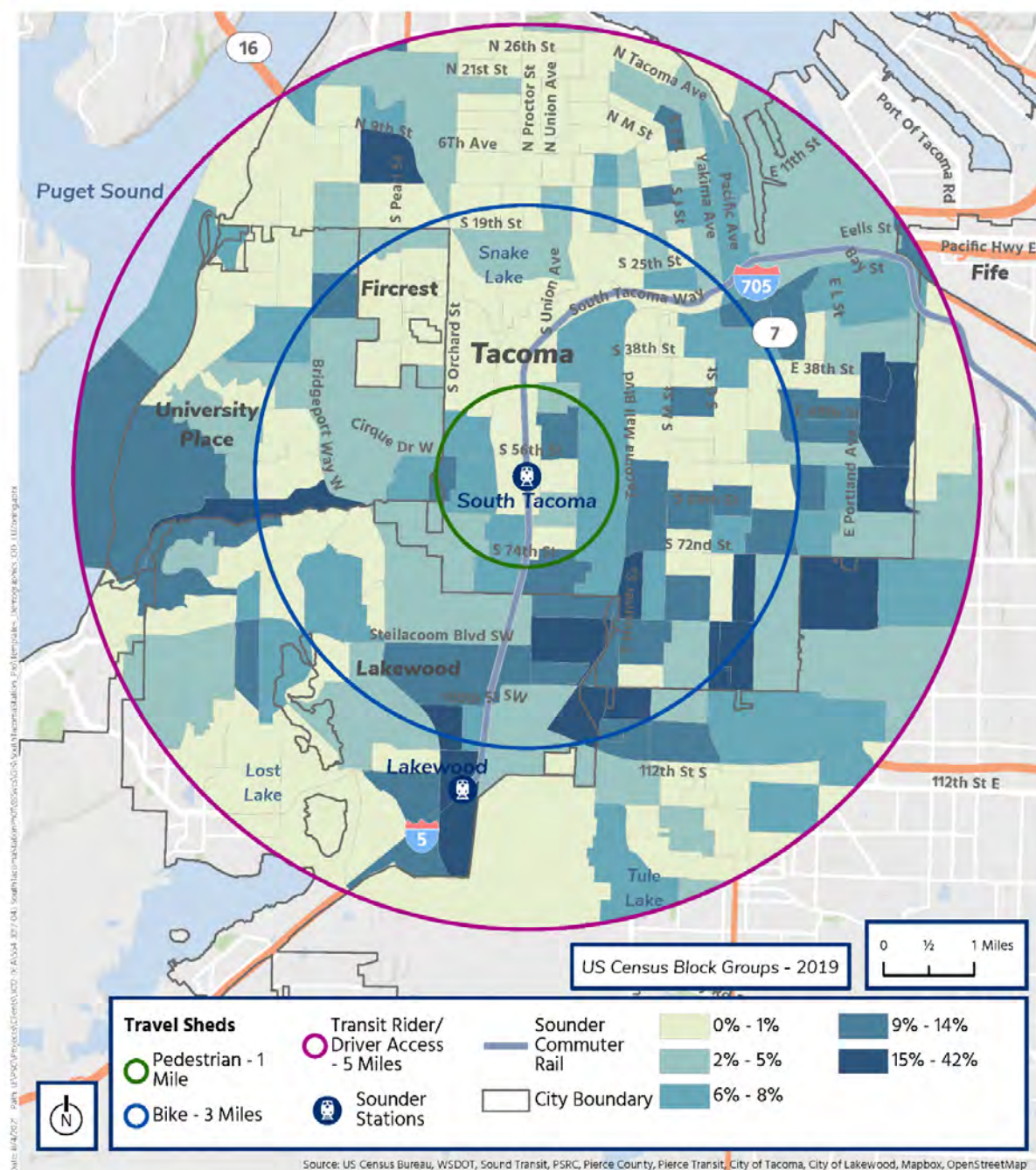


## Sounder South Station Access Improvements



**Figure 2-16 Percent of Immigrants – South Tacoma Station**

## PERCENT LIMITED ENGLISH SPEAKING HOUSEHOLDS South Tacoma Station

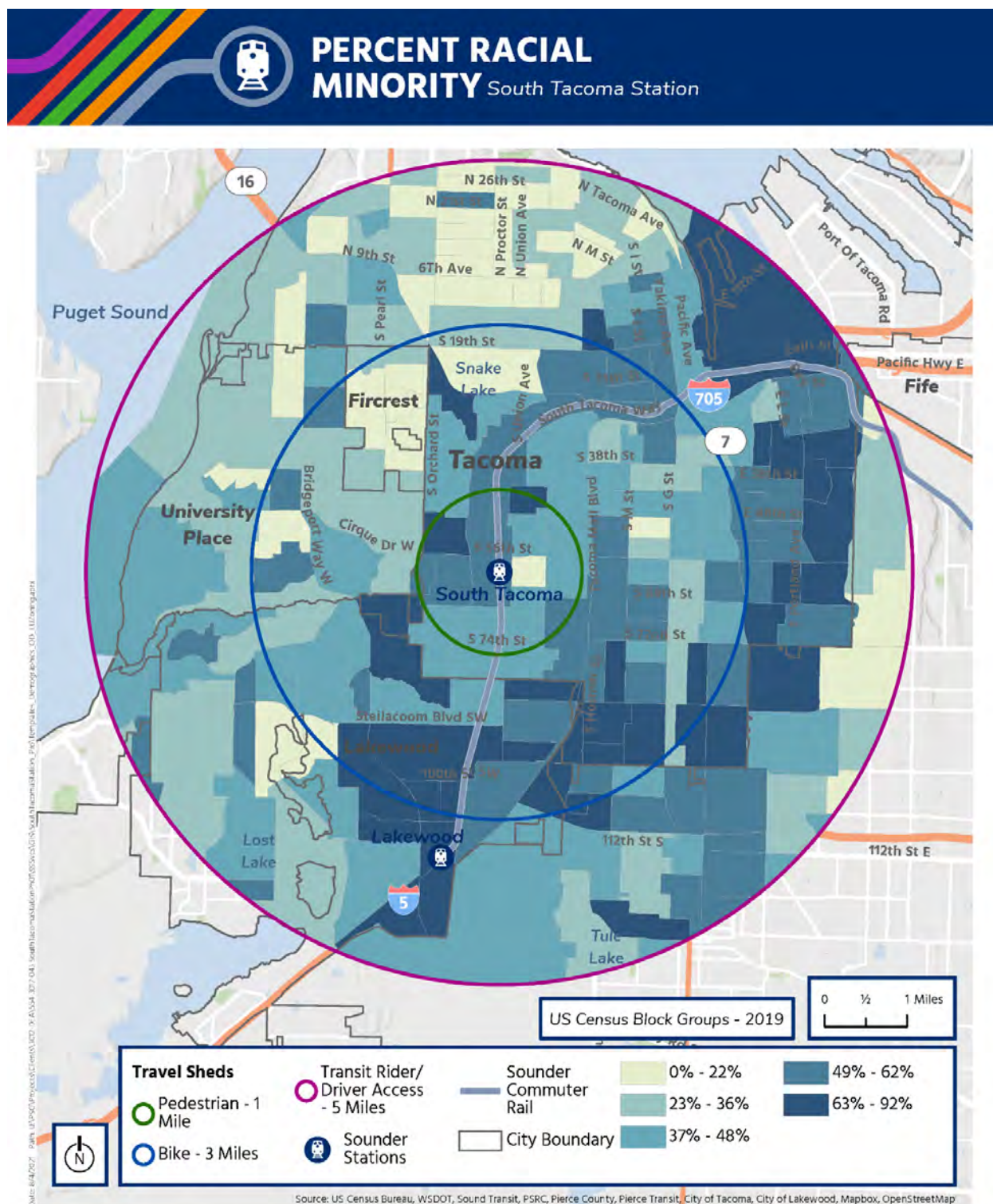


### Sounder South Station Access Improvements



**Figure 2-17 Percent of Limited English Speaking Households – South Tacoma Station**

## South Tacoma Station Access Improvements

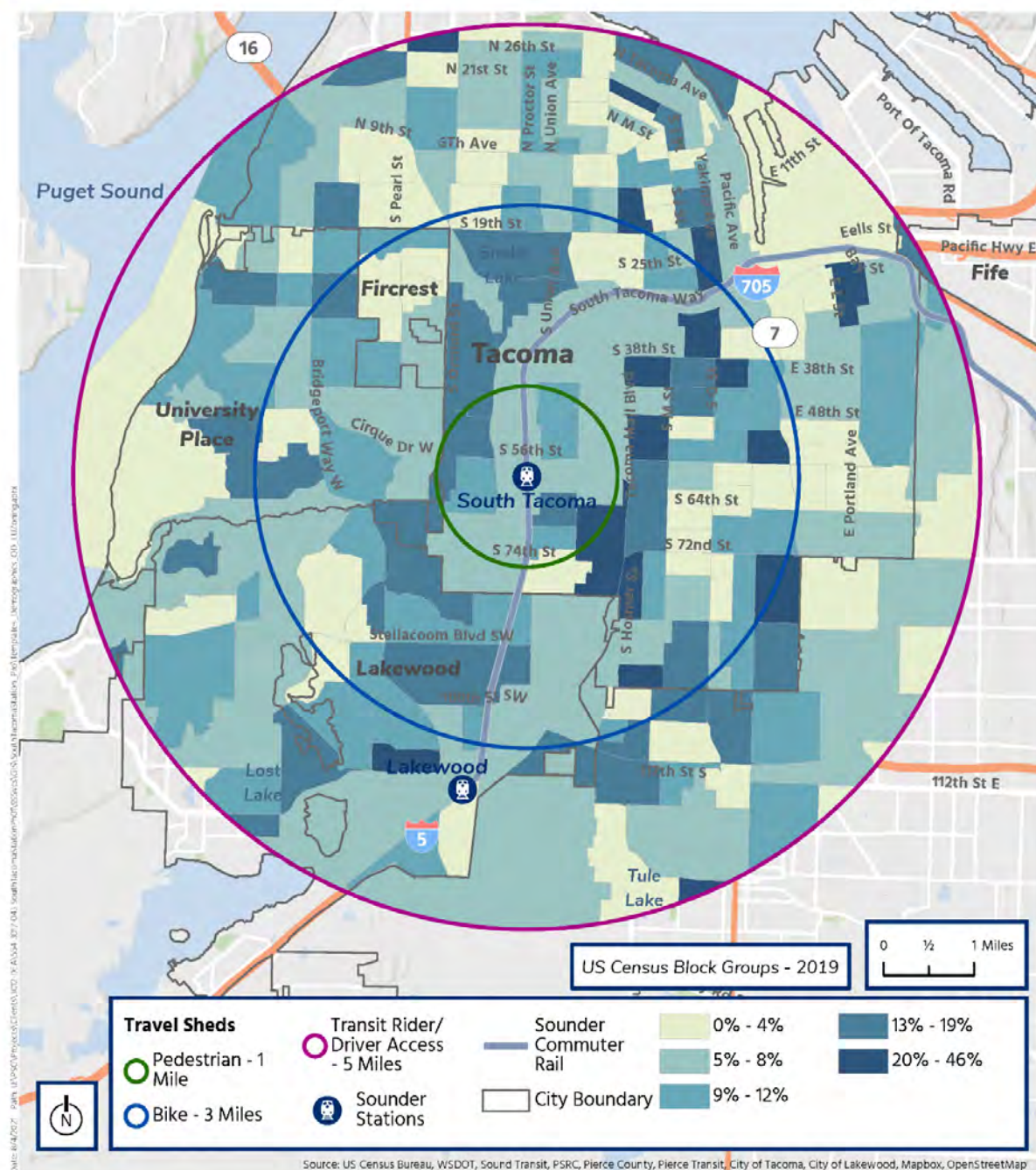


## Sounder South Station Access Improvements



**Figure 2-18 Percent Racial Minority – South Tacoma Station**

## PERCENT TWO OR MORE RACES South Tacoma Station

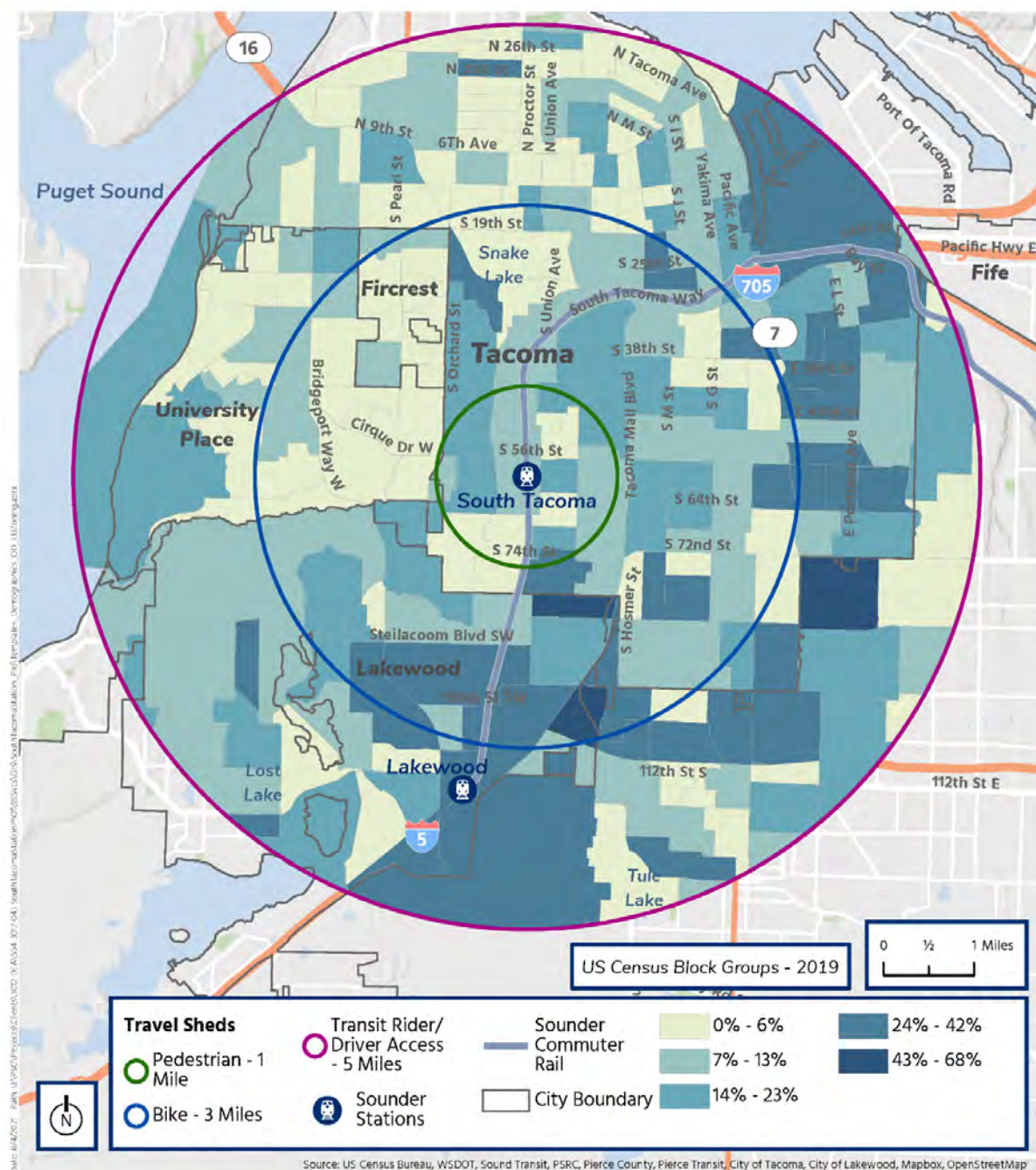


### Sounder South Station Access Improvements



**Figure 2-19 Percent Two or More Races – South Tacoma Station**

## PERCENT HISPANIC OR LATINO South Tacoma Station

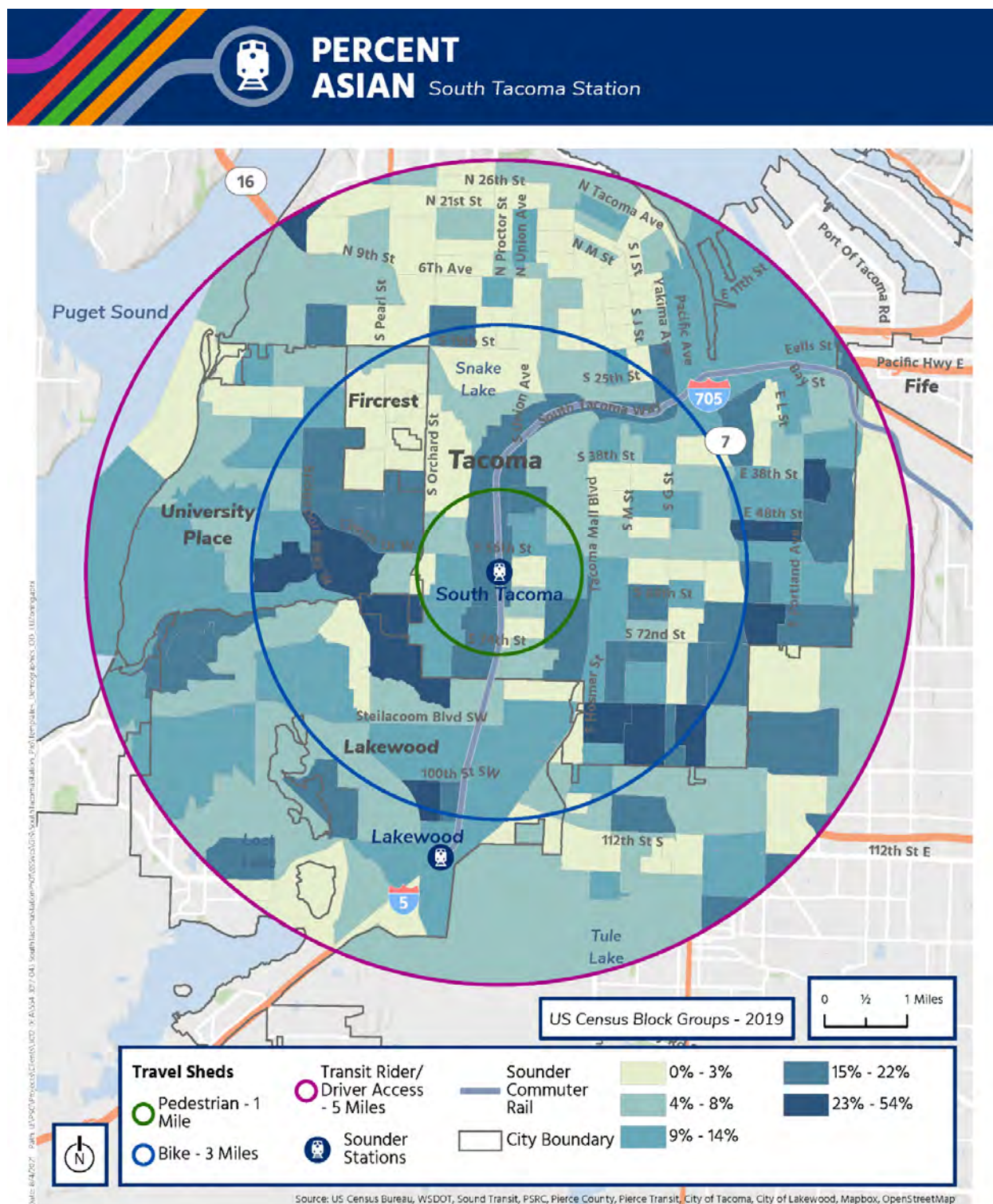


### Sounder South Station Access Improvements



**Figure 2-20 Percent Hispanic or Latino – South Tacoma Station**

## South Tacoma Station Access Improvements

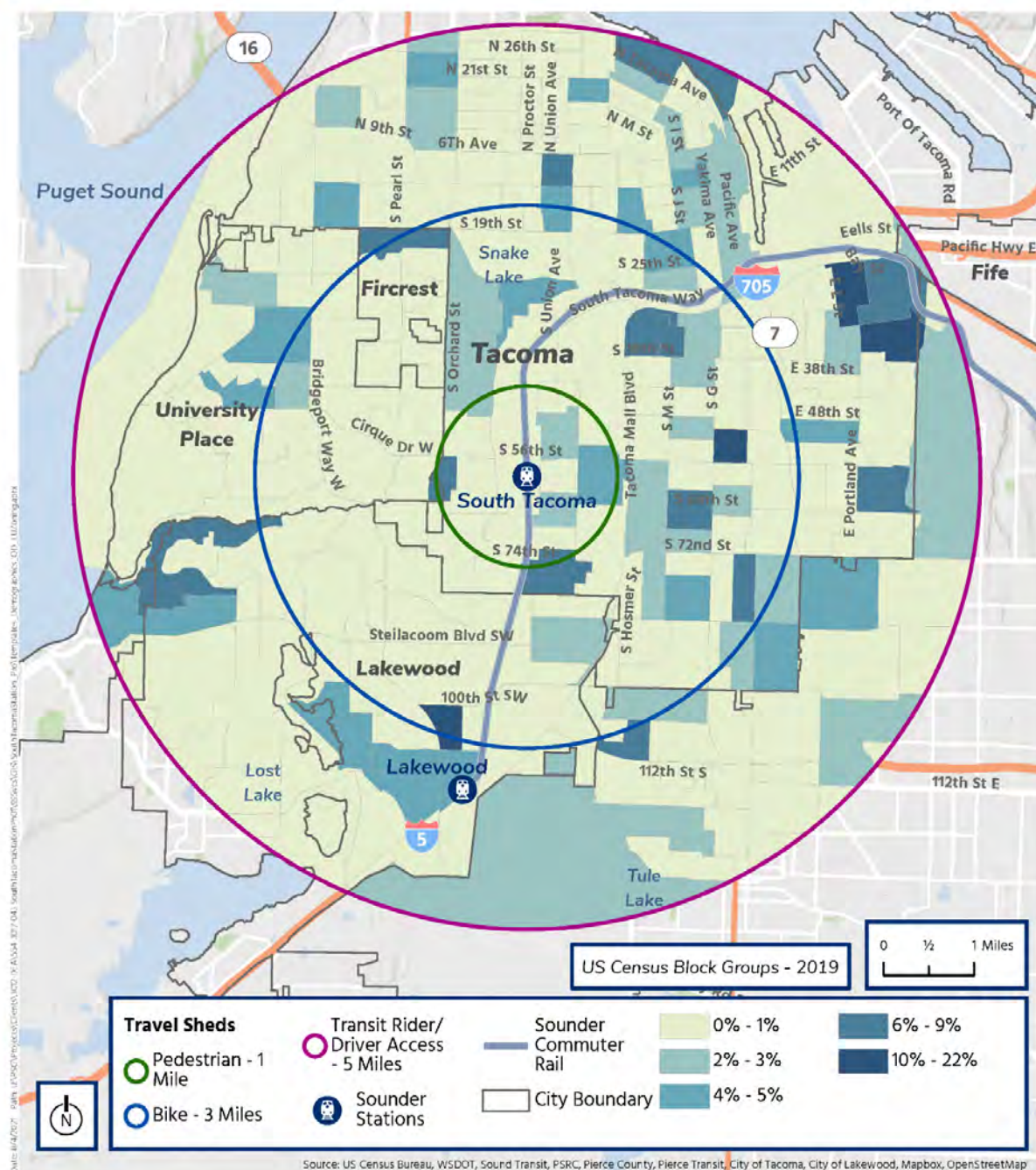


## Sounder South Station Access Improvements



**Figure 2-21 Percent Asian – South Tacoma Station**

## PERCENT AMERICAN INDIAN OR ALASKA NATIVE South Tacoma Station

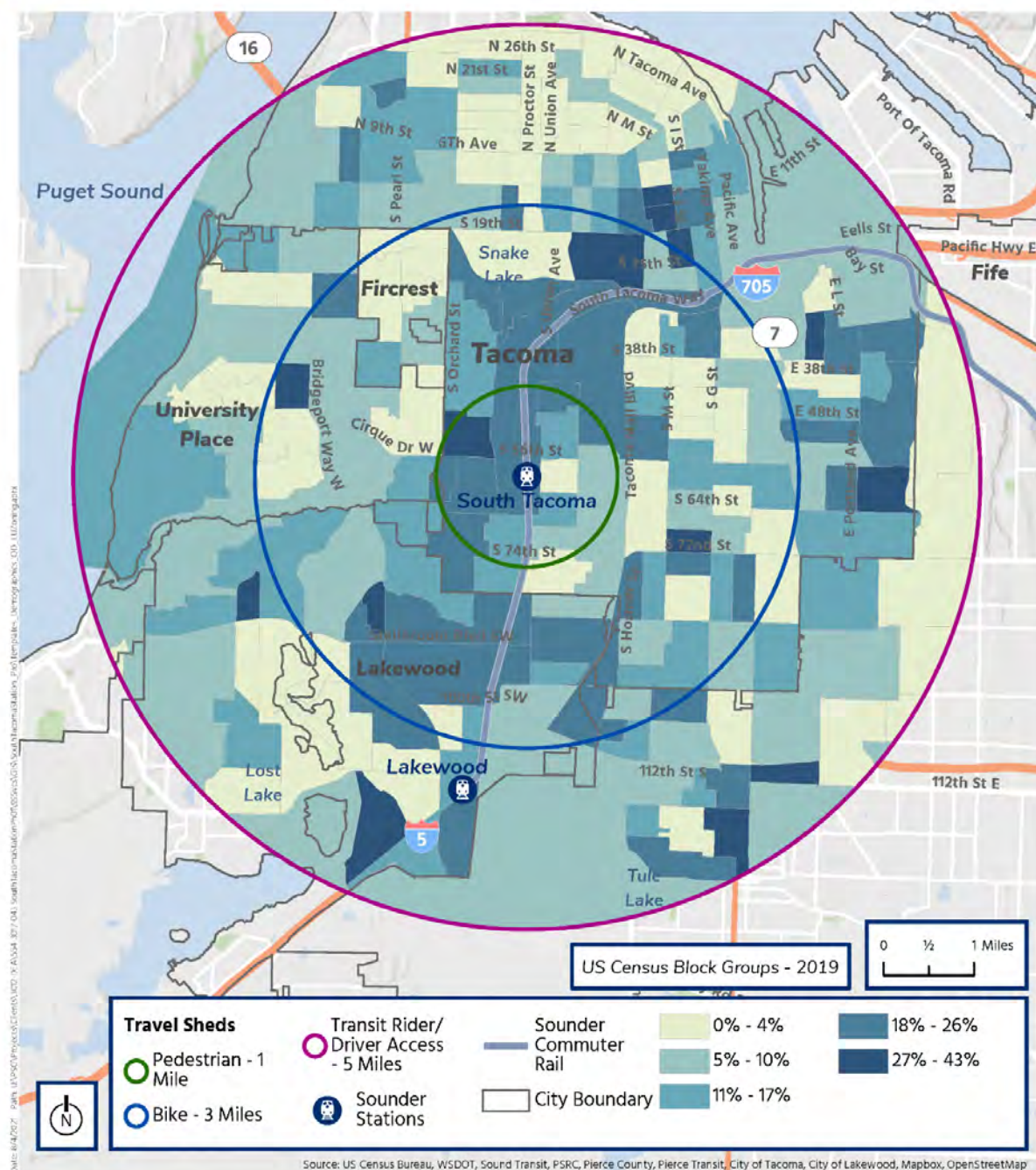


### Sounder South Station Access Improvements



**Figure 2-22 Percent American Indian or Alaska Native – South Tacoma Station**

## PERCENT BLACK OR AFRICAN AMERICAN South Tacoma Station



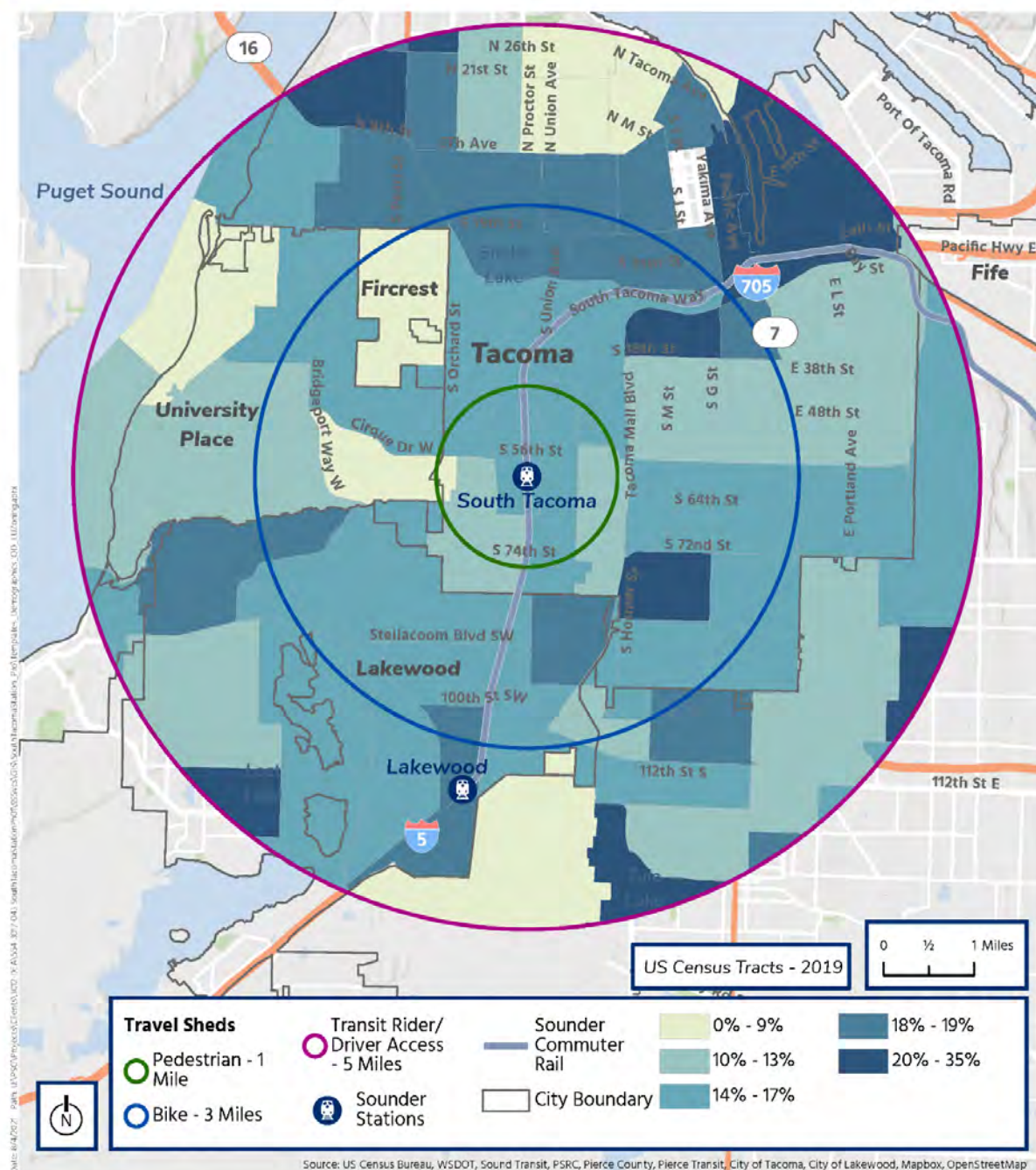
## Sounder South Station Access Improvements



**Figure 2-23 Percent Black or African American – South Tacoma Station**

## South Tacoma Station Access Improvements

# PERCENT PEOPLE WITH DISABILITIES South Tacoma Station



## Sounder South Station Access Improvements



**Figure 2-24 Percent People with Disabilities – South Tacoma Station**

### 2.4 Critical Environmental Constraints

South Tacoma Station lies in a flat plain running primarily north-south, with the Sounder and BNSF Railway right-of-way and South Tacoma Way traveling through this area. Within the 1-mile travel shed, terrain generally slopes upwards to ridges east and west of the station, reaching an elevation of 400 feet at Wapato Hills Park, a designated Pierce County open space corridor east of the station. In addition to Wapato Hills Park, the SERA Campus, South Park, Manitou Park, and Tacoma and Oak Grove Cemeteries are located within the 1-mile travel shed.

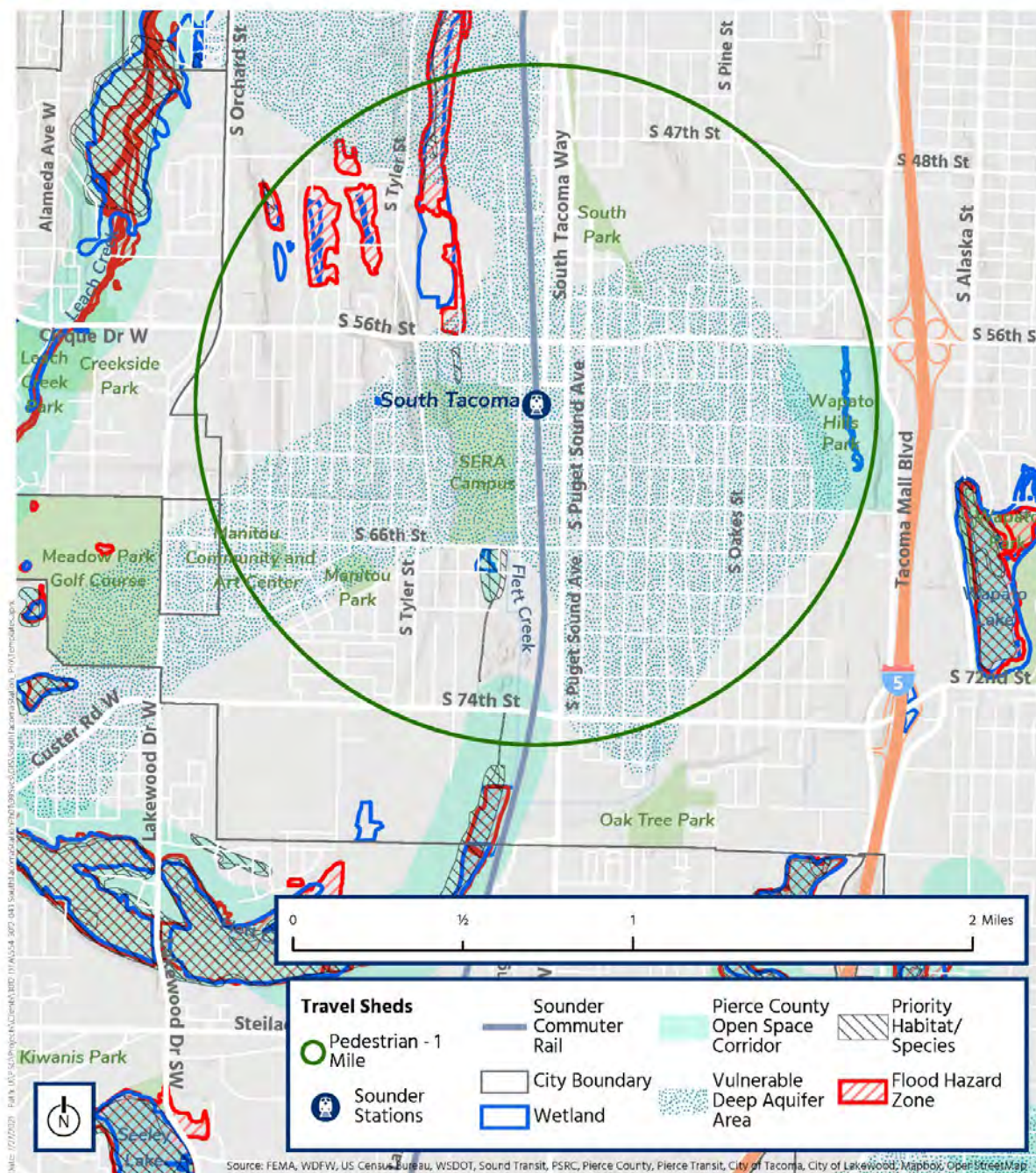
Located within the Chambers/Clover Creek watershed, the area surrounding South Tacoma Station exhibits very low liquefaction susceptibility (WDNR 2010). Flett Creek passes by the station to the west, adjacent to the eastern edge of the SERA Campus. The creek originates at Snake Lake north of the station, flows south as a piped stream from S 56th Street to S 74th Street, and empties into Chambers Creek in Lakewood.

The entirety of the 1-mile travel shed falls within the Central Pierce County Sole Source Aquifer (U.S. EPA 2021), while much of the 1-mile travel shed is within a vulnerable deep aquifer area (Pierce County 2019). Several wetlands are located in northwestern corner of the travel shed as well as south of the SERA Campus along S 66th Street and at Wapato Hills Park (City of Tacoma 2021). Several flood hazard zones can be found in the northwest portion of the travel shed, largely surrounding wetlands (FEMA 2021). Small priority habitat/species areas are located in the northern and southern sections of the 1-mile travel shed (WDFW 2020).

Natural environment characteristics and hazards surrounding South Tacoma Station are displayed in Figure 3-25.

There are no WHR- or NRHP-eligible or listed built-environment resources located within 200 feet of the existing South Tacoma station. The nearest eligible resource is a residence located approximately 1,000 feet to the southeast of the station's south end. The residence, located at 6028 S Warner Street, was built in 1937. SHPO assessed the building as WHR- and NRHP-eligible in 2017. The closest WHR- or NRHP-listed resource is approximately 2,500 feet to the northeast of the station's north end. The Tacoma Mausoleum at 5302 S Junett Street was constructed in 1910 and listed in the NRHP and WHR in 2000. Additionally, there are no Tacoma Landmarks located within 200 feet of the existing South Tacoma Station. The nearest Tacoma Landmark is the previously mentioned Tacoma Mausoleum at 5302 S Junett Street.

## NATURAL ENVIRONMENT South Tacoma Station



**Figure 2-25 Natural Environment - South Tacoma Station**

### 3 ACCESS IMPROVEMENT ALTERNATIVES

Potential improvements were initially identified by referencing local and regional plans, technical review of existing facilities and conditions, input from the spring 2021 public outreach efforts, input from Sound Transit subject matter experts, and input from the TAG. Figure 3-1 shows a map of 65 proposed potential improvements. Table 3-1 provides a description of all potential improvements.

**Table 3-1 Access Improvements**

ID	Name	Description
A1	S 60th Street Bike Improvements	Construct sharrows on S 60th Street from S Adams Street to South Tacoma Way
A2	S Washington Street Bike Lanes South	Construct bike lanes
A3	S Washington Street Bike Lanes North	Add protected bike lanes on S Washington Street from S 54th Street to S 47th Street and on S 47th Street from S Washington Street to South Tacoma Way
A4	S 66th Street Bike Corridor	Upgrade existing bike lanes to protected bike lanes on S 66th Street from Lakewood Drive to Tacoma Mall Blvd. Facility type on some portions of the corridor may be bicycle boulevard treatments.
A6	S 56th Street Nonmotorized Connection across I-5	Improve crossing of I-5 and connect to S 54th Street corridor between Tacoma Mall Blvd and S Alaska Street. Project includes improvements to sidewalks, curb ramps and crossings (no dedicated bicycle facilities)
A9	Sprague Ave Bike Connection	Construct bike lanes on S 37th Street/S Sprague Ave from South Tacoma Way to S Steele Street
B1	South Tacoma Way Speed and Reliability Improvements	Identify speed and reliability improvements (location and specific improvement TBD)
A11	SERA Park and Tyler Street Connection	Provide a shared-use path near north portion of SERA Park connecting Tyler Street bike lanes, S Adams Street and S 60th Street to the station. Include sharrows on S Adams Street and bike lanes on S 60th Street, improve sidewalks on west side of S Adams Street, and implement traffic calming on S Adams Street.
A13	S 64th/66th Street Nonmotorized Connection across I-5	Provide cycle track or protected bike lane connection across I-5 for pedestrians and bikes along S 66th/S 64th Street Bridge (assumes new bridge).
A14	South Tacoma Way Bike Lanes Enhancement	Provide protected bike lanes on South Tacoma Way between S Pine Street and S 47th Street
A17	S Oakes Street Bike Facility	Provide protected bike lanes along S Oakes Street between S 74th Street and S 47th St (being considered as an alternative to A40; north-south corridor to be determined at a later date)
A20	S 48th Street Bridge Nonmotorized Improvements across I-5	Widen existing bridge over I-5 or build a new adjacent bridge for improved bike/pedestrian connection to the subarea
D1	SERA Shared Parking Facility	Improvements to parking, including parking management, to allow for shared parking. Accessible connecting routes and street crossing of S Adams Street.

**Table 3-1 Access Improvements (continued)**

ID	Name	Description
A21	S Washington Street Sidewalk Improvements	Provide sidewalks on S Washington Street between S 56th Street and S 58th Street.
A23	S Adams Street Nonmotorized Improvements	Sidewalk and crossing improvements on S Adams Street between S 56th Street and S 66th Street; complete sidewalk network on both sides of street, crosswalks and ADA ramp upgrades at S Adams Street and S 60th Street. Traffic calming and bike lanes between S 56th Street and S 66th Street
A24	S 58th Street South Sidewalks	Provide sidewalks on south side of S 58th Street from S Washington Street to South Tacoma Way, upgrade curb ramps and mark crosswalks
A25	Micromobility Parking	Provide parking for micromobility modes, such as scooters, bikes, etc.
B2	S 66th Street/S Adams Street Bus Stop Improvements	Provide improved passenger amenities, including shelter, pedestrian-scale lighting, and bench
B3	S 66th Street/S Adams Street Bus Stop Improvements	Provide improved passenger amenities, including shelter, pedestrian-scale lighting, and bench
A26	S 66th Street/S Adams Street Nonmotorized Crossing Improvements	Provide signalized pedestrian crossing of S 66th Street to facilitate transit access, stripe crosswalks and upgrade ADA ramps
E1	Station Area At-Grade Rail Crossing Improvements	Improve nonmotorized crossings at both at-grade crossings of S 56th Street and S 60th Street. Provide sidewalk crossing arms and 4-quadrant crossing arms, provide additional warning signage, and other accessibility improvements.
B5	South Tacoma Way/S 58th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
B6	South Tacoma Way/S 60th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
B7	South Tacoma Way/S 62nd Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting, relocate stop to S 60th Street
A27	South Tacoma Way/S 60th Street and S Puget Sound Ave/S 60th Street Nonmotorized Crossing Improvements	Provide a signalized pedestrian crossing at S 60th Street and South Tacoma Way and upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments.
B8	South Tacoma Way/S 56th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
A28	South Tacoma Way/ S 58th Street Nonmotorized Improvements	Improve bicycle connections through the intersection with striping or other priority treatments and provide leading pedestrian interval (LPI)

**Table 3-1 Access Improvements (continued)**

ID	Name	Description
B9	Improvements to Facilitate Potential Route 3 Diversion to Serve Station	<p>Reroute buses off South Tacoma Way (route 3) to directly serve the transit station. Includes:</p> <ul style="list-style-type: none"> <li>• Widening of roadway through South Tacoma Station (labeled on google maps as S Washington Street).</li> <li>• Improve S 58th/South Tacoma Way intersection to allow buses to turn onto S 58th Street (consider turn radius, capacity needs, signal)</li> <li>• Improve S 60th/South Tacoma Way intersection to allow buses to turn from S 58th Street (consider turn radius, capacity needs, signal)</li> <li>• Improvements along S 60th Street to accommodate transit, such as parking restrictions, sight distance improvements, and transit stops/transit pullout</li> </ul>
B10	Transit Signal Priority	Provide transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street)
E2	Wayfinding	Improve wayfinding for traffic from the northeast to the station (via South Tacoma Way or via S Washington St); from northwest; and from south (for drop off versus parking); provide wayfinding for nonmotorized users from South Tacoma Way
A29	S 60th Street Corridor Nonmotorized Improvements	Add sidewalks and bike boulevard treatments on S 60th Street between S Adams Street and S Prospect Street.
E4	Public Address System	Provide public address (PA) system at station
E5	Station Maintenance	Power washing, regular maintenance at the station
E7	Station Shelter Improvements	Include shelter at mini high access so riders with mobility devices can wait closer to where they board the train
B11	Improvements to Facilitate Potential Route 53 Diversion to Serve Station	<p>Implement service revision to the route 53 to serve South Tacoma Station; route would divert along S Adams St, S 60th Street and back to Tacoma Way SW. Includes:</p> <ul style="list-style-type: none"> <li>• Improve sight distance for transit at S Adams Street/S 60th Street intersection</li> <li>• Improve S 60th Street/South Tacoma Way intersection to allow buses to turn from S 58th Street (consider turn radius, capacity needs, signal)</li> <li>• Improvements along S 60th Street to accommodate transit, such as parking restrictions, sight distance improvements, and transit stops/transit pull out</li> </ul>
A35	S 74th Street Bike Lanes (Option A: Reduce Lane Widths, Option B: Widening)	Construct protected bike lanes on S 74th Street between western city limits and Alaska Street; accommodate new facilities through reducing lane widths or by widening
A36	A36: S 47th Street Bike Facility (Option A: Reduce Lane Widths. Option B: Widening)	Construct protected bike lanes on S 47th Street from S Washington Street through S Oakes Street with a connection to the SUP on south side of the street; accommodate new facilities through reducing lane widths or by widening
A37	S 35th Street Bike Lanes	Construct bike lanes on S 35th Street between S Pine Street and S Sprague Street

**Table 3-1 Access Improvements (continued)**

ID	Name	Description
E8	Additional Security Camera System	Additional security cameras with signage notifying that cameras are active; to be located at station and in parking lot
A38	Station Pedestrian Overcrossing	Construct grade separated crossing over the rail right-of-way between the park-and-ride and the station.
A39	S 47th Street/Tacoma Mall Transit Center Intersection Improvements	Implement improvements to signal to facilitate bike and pedestrian movements through intersection at S 47th Street and the Tacoma Mall Transit Center
A40	S Fife Street Bike Boulevard	Construct bike boulevard improvements on S Fife Street between S 74th Street and S 54th St (being considered as an alternative to A17; north-south corridor to be determined at a later date)
A41	S Pine Street Connection to Water Flume Line Trail (Option A: Reduce Lane Widths, Option B: Widening)	Construct protected bicycle lanes from S Center Street to S 47th Street by reducing lane widths or by widening
A42	S 58th Street Nonmotorized Improvements	Construct sidewalk, curb ramps, and bike boulevard improvements from S Alder Street to S Fife Street.
A43	Tyler Street Protected Bike Lanes	Upgrade bike lanes to protected facilities from S 74th Street to S Wright Ave
A46	S 60th Street Sidewalks	Install curb ramps, gutter, lighting, and sidewalk on south side of S 60th Street between S Adams Street and South Tacoma Way. Include crossing at SERA Campus entrance at S Adams Street and S 60th Street.
A47	S Tyler Street Protected Bike Lanes North (Option A: Reduce Lane Widths, Option B: Widening)	Construct protected bike lanes from S Wright Ave to S 19th Street by reducing lane widths or by widening
A48	Station Area Curb Ramp Retrofits	Retrofit/upgrade up to 35 curb ramps within 0.25 mile of station. Approximately 32 have been identified for improvements but could be less (approximately 25) depending on curb ramp improvements that may be selected as parts of other projects.
A49	Leading Pedestrian Intervals at Signals	Upgrade signals to include Leading Pedestrian Intervals at signalized intersections within 0.25 mile; include Accessible Pedestrian Signals and No right turn on red when actuated.
A50	Bike Detection Intersection Upgrades	Include bike detection at intersections along existing bike routes within 0.25 mile of station.

**Table 3-1 Access Improvements (continued)**

ID	Name	Description
B25	Improvements to Facilitate Potential Route 53 Diversion to Serve Station	<p>Implement service revision to the route 53 to serve South Tacoma Station; route would divert along South Tacoma Way, S 58th Street, S Washington Street, and S 60th Street. Includes:</p> <ul style="list-style-type: none"> <li>• Improvements would include TSP at South Tacoma Way/S 66th Street, at South Tacoma Way/S 58th Street, and at South Tacoma Way/S 60th Street</li> <li>• New signal at South Tacoma Way/S 60th Street</li> <li>• Widen S Washington Street to accommodate bus operations</li> <li>• Improvements along S 60th Street to accommodate transit, such as parking restrictions, sight distance improvements, and transit stops/transit pull out</li> <li>• Transit stops near S Adams Street/S 60th Street</li> </ul>
B26	Improvements to Facilitate Potential Route 53 Diversion to Serve Station	<p>Implement service revision to the route 53 to serve South Tacoma Station; route would divert along S Adams Street to S 58th Street with a turnaround. Includes:</p> <ul style="list-style-type: none"> <li>• TSP at S 66th Street/S Adams Street</li> <li>• New signal at S 66th Street/S Adams Street</li> <li>• Transit turnaround near S 58th Street</li> <li>• Intersection improvements at S 66th Street/S Adams to accommodate bus operations (sight distance improvements)</li> <li>• Intersection improvements at S 66th Street/S Adams to accommodate bus operations (sight distance improvements)</li> </ul>
E9	Station Accessibility Improvements for Sight Impaired and Non-English Speakers	Provide accessible wayfinding for sight impaired riders at station, such as tactile strips between platform and drop-off areas on S Washington Street, brail for ticketing, etc. Also provide signage that can be understood by non-English speakers (e.g., signage that uses universal symbols) at station.
A51	South Tacoma Way Traffic Calming/Urban Design Improvements	Provide traffic calming and urban design improvements on South Tacoma Way between S 56th Street and S 60th Street, such as landscaping, sidewalk improvements, median improvements, and signage
D2	Convert South Tacoma Surface Lot to Structured Parking	Construct structured parking on the South Tacoma Park-and-Ride Lot at S 60th Street and S Adams Street. (Assumed capacity of parking structure not to exceed 600 stalls)
E10	Station Weather Protection	Provide additional protection from the elements at park-and-ride, at S 60th Street at-grade crossing where riders wait while trains cross, and along southern portion of platform
E11	Street Lighting Improvements	Install street lighting on arterials within 0.25 mile of the station
A52	S Steele Street Shared-Use Path	Construct shared-used path on S Steele Street between S 42nd Street and S 35th Street
A53	S 36th Street/S California Street Bike Improvements	Provide bicycle boulevard treatments and traffic calming on S Lawrence Street between South Tacoma Way and S 36th Street; S 36th Street between S Lawrence Street and S California Street; and S California Street between S 36th Street and S Steele Street
A54	S Puget Sound Ave Bike Lanes	Provide bike lanes on S Puget Sound Avenue between S 54th Street and S 56th Street; include bicycle detection at intersection of S 56th Street and S Puget Sound Avenue.

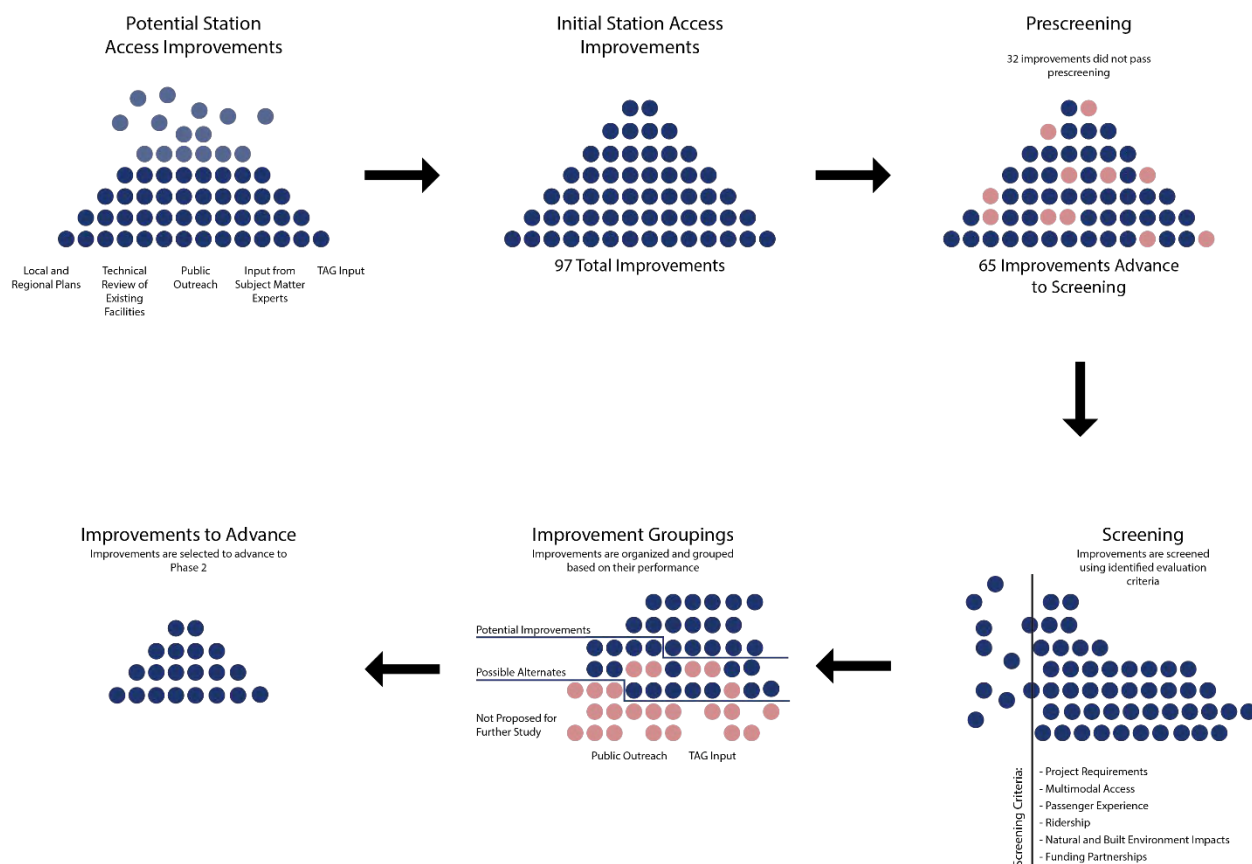
**Table 3-1 Access Improvements (continued)**

ID	Name	Description
A55	Station Area Sidewalk Improvements	Construct and improve sidewalks within 0.5 mile of station
A56	S Puget Sound Ave and S 58th Street Nonmotorized Improvements	Improve bicycle connections through the intersection with striping or other priority treatments and improve the crossing for pedestrians
B27	South Tacoma Transit Center	Construct transit center in Northeast Parcel at S 60th Street and S Washington Street
A57	S 42nd Street/S Fife Street Bike Improvements	Construct bicycle boulevard improvements on S 42nd Street and S Fife Street; construct shared-use path on undeveloped corridor between S Fife Street and S Steele Street. May include HAWK at S 42nd Street and S Pine Street
A58	S 56th Street Bicycle Improvements	Provide shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street, and a shared-use path facility on S Madison Street between S 56th Street and northern boundary of SERA Campus. Continue shared-use path facility along northern edge of SERA Campus between S Madison Street and S Adams Street; provide sharrows on S Adams Street from SERA Campus to S 60th Street and on S 60th Street from S Adams Street to station entrance at S Washington Street

## 3.1 Evaluation of Access Improvement Alternatives

Evaluation of access improvements was completed using a two-tiered evaluation framework that included six-steps. The evaluation framework included a prescreening tier and a screening tier. Figure 3-1 outlines the process used to evaluate improvements starting from early identification to potential improvements recommended for additional engineering analysis and environmental review in Phase 2.

# South Tacoma Station Access Improvements



**Figure 3-1 Access Improvements Development and Evaluation Process**

## 3.1.1 Prescreening

The first step of the evaluation process was a prescreening of the access improvements using metrics to identify improvements that could move on to the next tier of evaluation. The following prescreening metrics were used to identify improvements to be evaluated in the next screening step:

- **Scope:** does this improvement support the project goals and provide an access improvement for current or potential Sounder riders? And does this improvement duplicate facilities that are existing or soon to be constructed or that are included as part of other proposed improvements?
- **Jurisdictional and Agency Support:** does the improvement lack jurisdictional support or is the improvement inconsistent with the jurisdictional plans for the corridor?
- **Regulatory Constraints/Policy Limitations:** will the improvement likely encounter major regulatory constraints, is the improvement not supported by Sound Transit policy, or is the improvement not fundable by project funds?

## South Tacoma Station Access Improvements

The criteria listed in the prescreening phase were selected to screen out projects that would not meet the project goals for the South Tacoma Station Access Improvements Project, which are as follows:

- Project Requirements – Consistent with the Sound Transit Financial Plan
- Provide and improve multimodal access connections, including improving opportunities for underserved communities<sup>5</sup> to Station.
- Enhance the experience of passengers at the station, with an emphasis on underserved communities.
- Maintain existing ridership and attract new riders with an emphasis on underserved communities.
- Minimize potential negative project impacts to the built and natural environment and to underserved communities
- Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders

If an improvement was unable to meet the three prescreening criteria, it was not advanced into the Screening tier of the evaluation. There were a total of 97 improvements identified at the beginning of the study and 32 projects did not advance beyond prescreening. Programmatic improvements (transit frequency improvements) typically did not advance beyond the prescreening tier because ST2 capital expansion funds cannot be used for ongoing services or operations by other agencies. Other improvements did not advance prescreening because they were inconsistent with local priorities and plans, or they were duplicative of existing or soon-to-be constructed facilities. Finally, some improvements did not advance beyond prescreening because they were duplicative of other access improvements that were also identified for evaluation in the next Screening tier. The improvements that did not advance beyond the prescreening tier and did not move forward to the Screening tier of the evaluation are identified in Table 3-2.

**Table 3-2 Result of Prescreening**

ID	Project Name	Project Description	Reason Not Advancing
5	A5: I-5 and Sprague Ave Nonmotorized Connection	Nonmotorized connection across I-5 as described in Tacoma Mall Subarea Plan	Duplicate of existing facility
7	A7: North-South Connection across Highway 16	Cycle track from S Center Street to S 15th Street (City has grant decision pending)	Duplicate of facility to be constructed by the City
8	A8: Tacoma Mall Loop Road	Construct loop road as described in Tacoma Mall Subarea Plan with focus on bicycle and pedestrian improvements (combination of Bicycle Boulevard and SUP, partially funded)	Duplicative of other proposed access improvement

<sup>5</sup> including people of color, immigrants, limited English proficiency individuals, low-income individuals, and people with disabilities

**Table 3-2 Result of Prescreening (continued)**

ID	Project Name	Project Description	Reason Not Advancing
10	A10: Warner Street Bike Connection	Add bicycle connection (unspecified) from S 38th Street to S 47th Street	Inconsistent with jurisdictional priorities
15	A15: S 40th Street Bike Connection	Add bicycle connection (unspecific facility type) from S Tacoma Way to S Fife Street	Inconsistent with jurisdictional priorities
16	A16: S 74th Street SRTS	SRTS improvements on S 74th Street	Duplicative of other proposed access improvement
18	A18: South 56th Street Nonmotorized Connection	Provide bicycle lanes from S Tyler Street to Pipeline Rd	Inconsistent with jurisdictional priorities
19	A19: S 37th Bike Ped Bridge	Nonmotorized connection across I-5	Duplicative of existing facilities
23	A22: S Washington Street and S 56th Street Intersection Improvements	Improve intersection to provide marked crosswalks and upgrade ADA facilities	Duplicative of existing facilities
31	B4: S 60th/ South Tacoma Way Intersection Improvements	Include signal at S 60th Street and South Tacoma Way to facilitate transit movements.	Duplicative of other proposed access improvement
42	E3: Restroom facilities at station	Add restroom facilities at the station	Improvement inconsistent with project scope
45	E6: Employee Comfort Station	Add employee comfort station	Improvement inconsistent with project scope
47	A30: S 35th Street Bike Corridor	Add bicycle facility and extend corridor to South Tacoma Way	Inconsistent with jurisdictional priorities
48	A31: S Fife Street to S 48th Street Bike Connection	Add bicycle connection between the Lincoln Heights and Mall Districts to S 48th Street.	Duplicative of other proposed access improvement; Inconsistent with jurisdictional priorities
50	A32: Nonmotorized Connection to Tacoma Mall Subarea	Complete Nonmotorized connection to the Water Flume Trail through Tacoma Subarea	Inconsistent with jurisdictional priorities; Duplicative of other proposed access improvement
51	A33: S 56th Street Bicycle Facilities	Provide bicycle lanes on S 56th Street between Orchard and Tyler	Duplicative of existing facilities
52	B12: Route 3 Service Increase	Increase the frequency of the route 3 during peak periods to 15-minute headways	Improvement inconsistent with project scope
53	B13: Route 53 Service Increase	Increase the frequency of route 53 during the peak periods to 15-minute headways	Improvement inconsistent with project scope
54	B14: Route 52 Service Revision	Reroute the route 52 to serve the South Tacoma Station	Improvement inconsistent with project scope

**Table 3-2 Result of Prescreening (continued)**

ID	Project Name	Project Description	Reason Not Advancing
55	B15: Route 54 Service Revision	Extend the route 54 to serve the South Tacoma Station; requires consideration of layover and new stops	Improvement inconsistent with project scope
56	B16: Route 41 Service Revision	Reroute the route 41 to serve the South Tacoma Station	Improvement inconsistent with project scope
57	B17: Route 52 Service Frequency Increase	Increase the frequency of the route 52 during the peak periods to 15-minute headways	Improvement inconsistent with project scope
58	B18: Route 54 Service Frequency Increase	If route 54 extended to serve station, increase service frequency to 15-minute headways during the peak periods	Improvement inconsistent with project scope
59	B19: Route 41 Service Frequency Increase	If route 41 rerouted to serve station, increase service frequency to 15-minute headways during the peak periods	Improvement inconsistent with project scope
60	A34: S Washington Street Cycle Track	Construct Cycle track	Project to be constructed by City
71	B20: S 60th Street Transit Improvements	Improvements along S 60th Street to accommodate transit, such as parking restrictions, sight distance improvements, and transit stops	Duplicative of other proposed access improvement
72	A44: Crossing Improvements	Improvements to at-grade rail crossing at S 60th Street	Duplicative of other proposed access improvement
73	B21: S 56th Street and S Adams Street Intersection Transit Improvements	Improve turning radius for transit and modify signal to facilitate transit movements (signal timing updates and potential TSP)	Duplicative of other proposed access improvement
74	B22: S Adams and S 60th Street Transit Sight Distance Improvements	Improve sight distance for transit at intersection	Duplicative of other proposed access improvement
75	B23: South Tacoma Way/S 66th Street Transit Intersection Improvements	Modify intersection to accommodate transit turning movements, include left turn signal and phase	Duplicative of other proposed access improvement
76	B24: S 60th Street Transit Pull Out	Construct transit pullout and transfer area	Inconsistent with agency priorities
77	A45: Trail connection	Complete trail section to connect to Tacoma Mall Blvd	Duplicative of existing facilities

## 3.1.2 Screening Evaluation Criteria

The evaluation criteria used to evaluate improvements in Screening are summarized in Table 3-3. The evaluation criteria were selected to measure how well an access improvement achieved the project goals. Each access improvement was evaluated on a 3-point scale of low to high performance for each evaluation criteria.

**Table 3-3 Evaluation Criteria and Scoring Methodology**

Goal/Criteria	Methodology	Scoring Scheme
Project Requirements		
Consistent with ST 2021 Financial Plan Estimate	Consistency with Sound Transit funding plan; evaluate and consider estimated scope and cost of proposed project and how well that fits within the ST 2021 Financial Plan Estimate. Collectively the package of improvements identified need to be within the Financial Plan Estimate.	<p>Lower: Projects costs are more than ST Financial Plan</p> <p>Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan</p> <p>Higher: Project costs are less than \$10M and within ST Financial Plan</p>
Provide and improve multimodal access connections, including improving opportunities for underserved communities <sup>6</sup> to Station.		
Improves connections for underserved communities	Quantitative/qualitative assessment of how well improvement provides connections to underserved communities; will assess the number of persons served by an improvement based on demographic data within a reasonable distance of the improvement.	<p>Lower: Very high, high opportunity index</p> <p>Moderate: Moderate opportunity index</p> <p>Higher: Very low, low opportunity index</p> <p>If improvement is located near any underserved community with the following densities:  Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low income Individuals: 50% or more, People with disabilities: 20% or more</p> <p>If improvement provides a benefit for persons with disabilities or limited English proficiency</p>

<sup>6</sup> Including people of color, immigrants, limited English proficiency individuals, low-income individuals, and people with disabilities

**Table 3-3 Evaluation Criteria and Scoring Methodology (continued)**

Goal/Criteria	Methodology	Scoring Scheme
Addresses substantial travel barrier, such as missing connection to transit, sidewalk gaps, bicycle network gap	Qualitative assessment of whether project addresses/closes major access barrier to station; will look at proposed project and whether it addresses a major barrier to access, or provides a connection that significantly shortens access paths, and saves riders a significant amount of time.	Lower: Does not address substantial travel barrier  Moderate: Addresses a travel barrier that hinders access  Higher: Addresses substantial barrier that allows for a new access opportunity
Provides connections to community destinations/amenities or RGCs/dense housing/employment	Quantitative assessment of connections to community destinations and trip generating uses, PSRC RGCs; will look at how many community destinations/trip generating land uses are within proximity of the project to evaluate how well the improvement would provide connections between the station and these uses.	Lower: Improvement does not connect to trip generating land uses.  Moderate: Improvement connects to some trip-generating land uses  Higher: Improvement connects to multiple trip-generating land uses
Enhance the experience of passengers at the station, with an emphasis on underserved communities.		
Improves comfort at the stations for people of all abilities	Qualitative assessment of whether project improves comfort and security; does project provide a safer and more secure travel option?	Lower: Project does not address security/comfort issues or include security improvements  Moderate: Project includes safety, security, or comfort improvements but does not address known issue.  Higher: Project directly addresses and improves an identified security and/or comfort issue.
Improves safety of the transportation network	Quantitative assessment of project's ability to address a safety issue (safety for pedestrians, bikes, cars) using review of collision history and cause; potential to reduce safety concerns at alternate location; consideration of potential to introduce a new safety issue; does project make connection to the station clearer, safer?	Lower: Project does not specifically address safety  Moderate: Improves safety for one travel mode, project at location that does not have a known safety issue  Higher: Project addresses and improves known safety issue, or includes safety improvements for multiple modes

**Table 3-3 Evaluation Criteria and Scoring Methodology (continued)**

Maintain existing ridership and attract new riders with an emphasis on underserved communities.		
Improves travel times to the station area for riders	Qualitative assessment of potential to improve travel times	<p>Lower: Project does not improve travel times.</p> <p>Moderate: Project improves travel times</p> <p>Higher: Project substantially improves travel times</p>
Provides new access opportunity to the station	Qualitative assessment of whether project provides riders a new access mode that they did not have before	<p>Lower: Project does not provide new access opportunity.</p> <p>Moderate: Project provides new access opportunity for one mode</p> <p>Higher: Project provides new access opportunity for multiple modes</p>
Located within proximity of the station	Quantitative assessment of proximity of improvement to the station using walksheds, bikesheds	<p>Lower: project is located outside of 0.5 mile</p> <p>Moderate: project is located within 0.5 mile but does not directly connect to station frontage</p> <p>Higher: project is within two blocks of the station</p>
Minimize potential negative project impacts to the built and natural environment and to underserved communities		
Minimizes negative impacts to underserved communities	Quantitative assessment of potential impacts to low-income, minority, and zero car households; assessed through factors such as displacement of housing units/businesses, parking impacts, connections/access	<p>Lower: Potential risk to have many negative impacts on underserved communities</p> <p>Moderate: Potential risk to have some negative impacts on underserved communities</p> <p>Higher: Potential risk to have minimal to no negative impacts on underserved communities</p>
Minimizes negative impacts to the built environment	Quantitative assessment of potential impacts to built environment, such as traffic impacts (LOS/intersection delay, potential to impact reliability), impacts to ped and bicycle facilities	<p>Lower: Project has some risk of impacts on the built environment</p> <p>Moderate: Project has minimal risk of impacts on the built environment</p> <p>Higher: Project has no identified risk of impacts on the built environment.</p>

**Table 3-3 Evaluation Criteria and Scoring Methodology (continued)**

Minimizes potential negative environmental concerns	Quantitative/qualitative assessment of possible environmental impacts (addressed through project design and mitigation; cost should reflect level of environmental concerns as they will require mitigation.)	<p>Lower: Potential risk for some impacts on the natural environment</p> <p>Moderate: Minimal potential risk for impacts on the natural environment</p> <p>Higher: Project likely has no impacts on the natural environment</p>
Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders		
Consistency with existing zoning, plans, and policies including character or development plans of the station area	Qualitative assessment of the project's compatibility with zoning, plans, policies, and known/planned development; will evaluate how well the project supports local plans, policies, development; will evaluate the potential to connect to TOD areas	<p>Lower: project is incompatible with plans/policies and development</p> <p>Moderate: project is compatible with either plans/policies or development</p> <p>Higher: Project is compatible with plans/policies and development</p>
Potential to leverage funding partnerships	Qualitative assessment of potential funding partners, potential for partnering with local agencies to fund development of the project	<p>Lower: Project has no potential for funding partnerships/partnering with local jurisdiction</p> <p>Moderate: Project has moderate potential for funding partnerships/partnering with local jurisdiction</p> <p>Higher: Project has strong potential for funding partnerships/partnering with local jurisdiction</p>

### 3.1.3 Screening Evaluation Results

All the proposed access improvements were scored on their performance on each of the evaluation criteria. The full results of the Screening Evaluation for all proposed access improvements are included in Appendix A.

Based on the evaluation results, the best performing access improvements were grouped into alternative packages, referred to as the Potential Improvements, to be advanced for further engineering analysis and environmental review in Phase 2. These alternative packages consisted of combinations of high performing improvements that helped achieve a specific access function, such as improving nonmotorized access to the east of the station or supporting connections to bus transit service, for example. To determine which projects should be included in the Potential Improvements groupings, three of the evaluation criteria were selected by Sound Transit and the TAG to identify the best performing access improvements. The three criteria used to determine the best performing access improvements include:

## South Tacoma Station Access Improvements

- Improves connections for underserved communities
- Addresses substantial travel barrier
- Located within proximity of the station

Other higher performing improvements that had jurisdictional support and supported the alternative packages were also included in the Potential Improvements and proposed to be advanced into Phase 2. Table 3-4 summarizes the alternative groupings and projects to be advanced for further engineering analysis and environmental review in Phase 2. These are also shown on Figure 3-2.

A number of middle performing improvements, referred to as Possible Alternates, were also proposed to be advanced into Phase 2, as summarized in Table 3-5 and shown on Figure 3-3. The Possible Alternates to be advanced into Phase 2 were determined using feedback from the Fall Public Outreach and from input from the TAG. These improvements generally had more public and jurisdictional support and also helped to provide complete networks of facilities. The remaining Possible Alternates were not proposed to advance to Phase 2, as summarized in Table 3-5.

The lower performing access improvements not proposed for advancement into Phase 2, referred to as Not Proposed for Further Study, are summarized in Table 3-6. The reason projects did not advance is also included in Table 3-6.

**Table 3-4 Recommended to Study in Phase 2 - Potential Improvements**

ID	Name	Description
<b>Recommend Advance All to Phase 2</b>		
<b>S 58th Street and S 60th Street Connections</b>		
A1	S 60th Street Bike Improvements	Construct bike facilities on S 60th Street from S Adams Street to S Puget Sound Avenue
A24	S 58th Street South Sidewalks	Provide sidewalks on south side of S 58th Street from S Washington Street to South Tacoma Way, upgrade curb ramps, and mark crosswalks
A27	South Tacoma Way/S 60th Street and S Puget Sound Ave/S 60th Street Nonmotorized Crossing Improvements	Provide a signalized pedestrian crossing at S 60th Street and South Tacoma Way and upgrade intersection crossing of S 60th Street and S Puget Sound Avenue to include pedestrian and bicycle safety treatments
A28	South Tacoma Way/S 58th Street Bike Improvements	Improve bicycle connections through the intersection with striping or other priority treatments and provide LPI
A42	S 58th Street Nonmotorized Improvements	Construct sidewalk, curb ramps, and bike boulevard improvements from S Clement Avenue to S Fife Street
A46	S 60th Street Sidewalks	Install curb ramps, gutter, lighting, and sidewalk on south side of S 60th Street between S Adams Street and South Tacoma Way. Include crossing at SERA Campus entrance at S Adams Street and S 60th Street

**Table 3-4 Recommended to Study in Phase 2 - Potential Improvements (continued)**

ID	Name	Description
A54	S Puget Sound Avenue Bike Lanes	Provide bike lanes on S Puget Sound Avenue between S 54th Street and S 56th Street; include bicycle detection at intersection of S 56th Street and S Puget Sound Avenue.
A56	S Puget Sound Avenue and S 58th Street Nonmotorized Improvements	Improve bicycle connections through the intersection with striping or other priority treatments and improve the crossing for pedestrians
S 56th Street Bicycle Pathway		
A58	S 56th Street Bicycle Improvements	Provide shared sidewalk facility on S 56th Street between S Tyler Street and S Madison Street and a shared-use path facility on S Madison Street between S 56th Street and northern boundary of SERA Campus. Continue shared-use path facility along northern edge of SERA Campus between S Madison Street and S Adams Street; provide bike facilities on S Adams Street from SERA Campus to S 60th Street and on S 60th Street from S Adams Street to station entrance at S Washington Street
Station Area Improvements for ADA, Sight Impaired, and Non-English Speakers		
A25	Micromobility Parking	Provide parking for micromobility modes, such as scooters, bikes, etc.
A48	Station Area Curb Ramp Retrofits	Retrofit/upgrade up to 35 curb ramps within 0.5 mile of station. Approximately 32 have been identified for improvements but could be less (approximately 25) depending on curb ramp improvements that may be selected as parts of other projects
A51	South Tacoma Way Traffic Calming/Urban Design Improvements	Provide traffic calming and urban design improvements on South Tacoma Way between S 56th Street and S 60th Street, such as landscaping, sidewalk improvements, median improvements, and signage
A55	Station Area Sidewalk Improvements	Construct and improve sidewalks within 0.5 mile of station
E1	Station Area At-Grade Rail Crossing Improvements	Improve nonmotorized crossings at both at-grade crossings of S 56th Street and S 60th Street. Provide sidewalk crossing arms and 4-quadrant crossing arms, provide additional warning signage, and other accessibility improvements
E2	Wayfinding	Improve wayfinding for traffic from the northeast to the station (via South Tacoma Way or via S Washington Street), from northwest, and from south (for drop off versus parking); provide wayfinding for nonmotorized users from South Tacoma Way
E4	Public Address System	Provide PA system at station

**Table 3-4 Recommended to Study in Phase 2 - Potential Improvements (continued)**

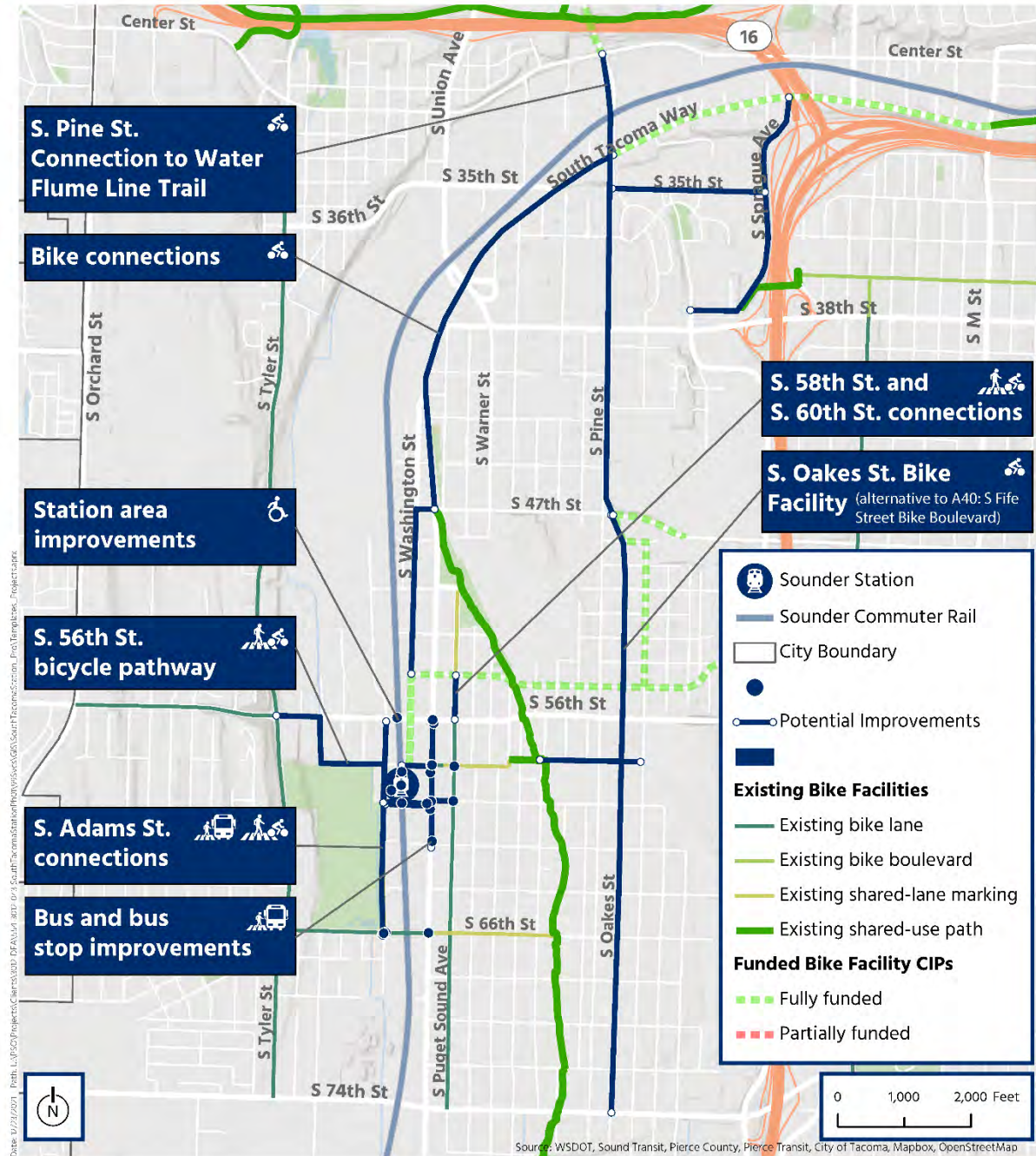
ID	Name	Description
E7	Station Shelter Improvements	Include shelter at mini high access so riders with mobility devices can wait closer to where they board the train
E9	Station Accessibility Improvements for Sight Impaired	Provide accessible wayfinding for sight impaired riders at station, such as tactile strips between platform and drop-off areas on S Washington Street, brail for ticketing, etc. Also provide signage that can be understood by non-English speakers (e.g., signage that uses universal symbols) at station
S Adams Street Connections		
A23	S Adams Street Sidewalk Improvements	Sidewalk and crossing improvements on S Adams Street between S 56th Street and S 66th Street; complete sidewalk network on both sides of street, crosswalks, and ADA ramp upgrades at S Adams Street and S 60th Street. Traffic calming and bike lanes between S 56th Street and S 66th Street
A26	S 66th Street/S Adams Street Nonmotorized Crossing Improvements	Provide signalized pedestrian crossing of S 66th Street to facilitate transit access, bike connectivity, stripe crosswalks, and upgrade ADA ramps
B2	S 66th Street/S Adams Street Bus Stop Improvements	Provide improved passenger amenities, including shelter, pedestrian-scale lighting, and bench
B3	S 66th Street/S Adams Street Bus Stop Improvements	Provide improved passenger amenities, including shelter, pedestrian-scale lighting, and bench
Bus and Bus Stop Improvements		
B5	South Tacoma Way/S 58th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
B6	South Tacoma Way/S 60th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
B7	South Tacoma Way/S 62nd Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting, relocate stop to S 60th Street
B8	South Tacoma Way/S 56th Street Bus Stop Improvements	Provide improved passenger amenities, such as shelter, bench, and pedestrian-scale lighting
B10	Transit Signal Priority	Provide transit signal priority at intersections along South Tacoma Way (S 56th Street, S 58th Street, and S 66th Street)
Other Potential Improvements		
A3	S Washington Street Bike Lanes North	Add protected bike lanes on S Washington Street from S 54th Street to S 47th Street and on S 47th Street from S Washington Street to South Tacoma Way
A9	Sprague Avenue Bike Connection	Construct bike lanes on S 37th Street/S Sprague Ave from South Tacoma Way to S Steele Street

**Table 3-4 Recommended to Study in Phase 2 - Potential Improvements (continued)**

ID	Name	Description
A14	South Tacoma Way Bike Lanes Enhancement	Provide protected bike lanes or a shared use path on South Tacoma Way between S Pine Street and S 47th Street
A17	S Oakes Street Bike Facility	Provide protected bike lanes along S Oakes Street between S 74th Street and S 47th Street (being considered as an alternative to A40; north-south corridor to be determined at a later date)
A37	S 35th Street Bike Lanes	Construct bike lanes on S 35th Street between S Pine Street and S Sprague Street
A49	Leading Pedestrian Intervals at Signals	Upgrade signals to include LPIs at signalized intersections within 0.25 mile; include accessible pedestrian signals and no right turn on red (static or actuated signage)
A50	Bike Detection Intersection Upgrades	Include bike detection at intersections along existing bike routes within 0.25 mile of station
E8	Additional Security Camera System	Additional security cameras with signage notifying that cameras are active to be located at station and in parking lot
E10	Station Weather Protection	Provide additional protection from the elements at park-and-ride at S 60th Street at-grade crossing, where riders wait while trains cross, and along southern portion of platform
E11	Street Lighting Improvements	Install street lighting on priority roadways within 0.25 mile of the station
A41.A	S Pine Street Connection to Water Flume Line Trail (Option A: Reduce Lane Widths)	Construct protected bicycle lanes from S Center Street to S 47th Street by reducing lane widths

# South Tacoma Station Access Improvements

## POTENTIAL IMPROVEMENTS South Tacoma Station



### Sounder South Station Access Improvements



Figure 3-2 Recommended to Study in Phase 2 – Potential Improvements

**Table 3-5 Recommended/Not Recommended to Study in Phase 2 – Possible Alternates**

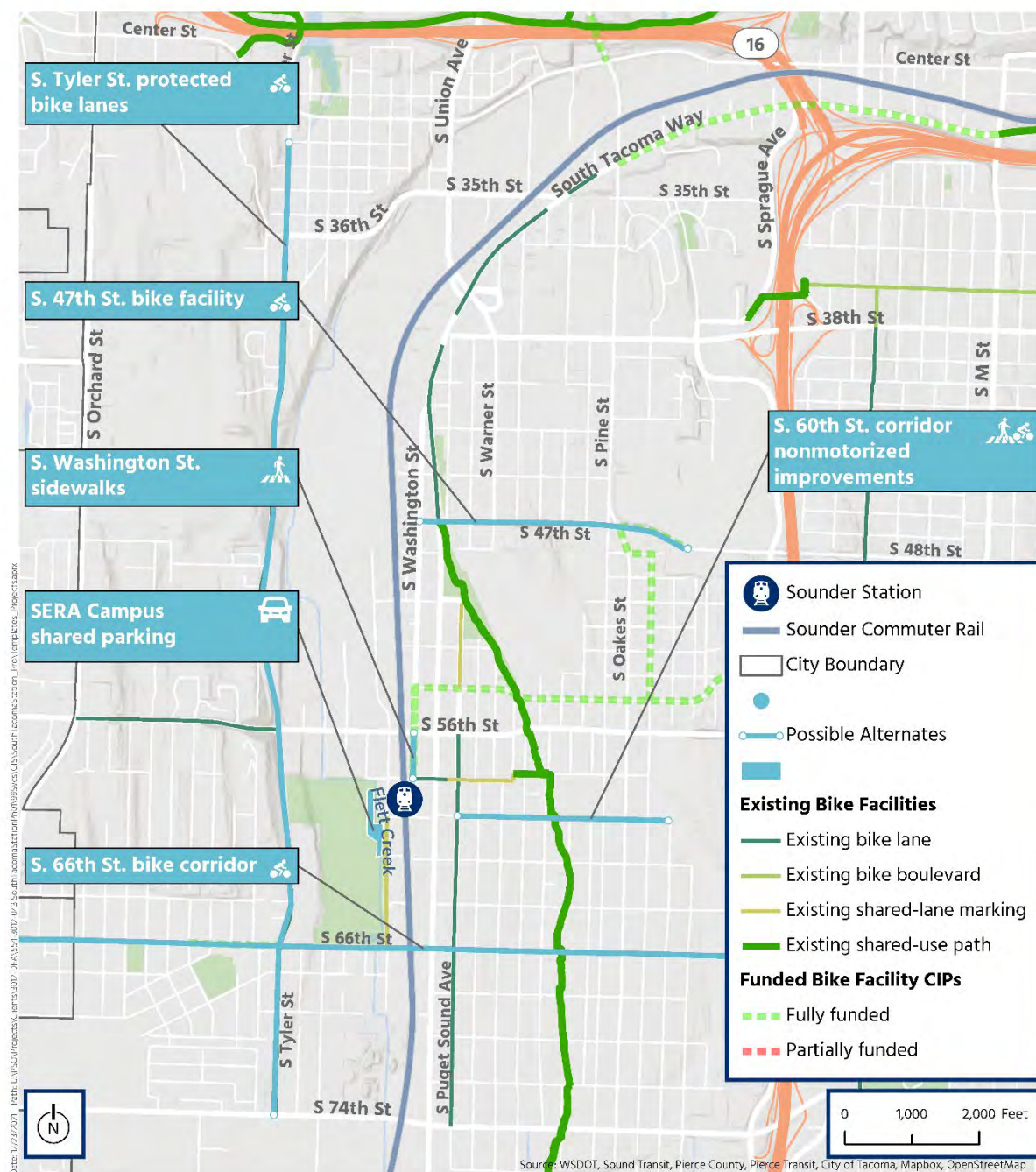
ID	Name	Description
<b>Recommended to Study in Phase 2</b>		
A4	S 66th Street Bike Corridor	Add protected bike lanes and upgrade existing bike lanes to protected bike lanes on S 66th Street from Lakewood Drive to Tacoma Mall Blvd. Facility type on some portions of the corridor may be bicycle boulevard treatments
A21	S Washington Street Sidewalk Improvements	Provide sidewalks on S Washington Street between S 56th Street and S 58th Street
A29	S 60th Street Corridor Nonmotorized Improvements	Add sidewalks and bike boulevard treatments on S 60th Street between S Puget Sound Avenue and S Prospect Street
A36.A	S 47th Street Bike Facility (Option A: Reduce Lane Widths)	Construct protected bike lanes on S 47th Street from S Washington Street through S Oakes Street, with a connection to the SUP on south side of the street; accommodate new facilities by reducing lane widths
A43	Tyler Street Protected Bike Lanes	Upgrade bike lanes to protected facilities from S 74th Street to S Wright Ave
D1	SERA Shared Parking Facility	Improvements to parking, including parking management, to allow for shared parking. Accessible connecting routes and street crossing of S Adams Street
<b>Not Recommended to Study in Phase 2</b>		
A6	S 56th Street Nonmotorized Connection Across I-5	Improve crossing of I-5 and connect to S 54th Street corridor between Tacoma Mall Blvd and S Alaska Street. Project includes improvements to sidewalks, curb ramps and crossings (no dedicated bicycle facilities)
A20	S 48th Street Bridge Nonmotorized Improvements Across I-5	Widen existing bridge over I-5 or build a new adjacent bridge for improved bike/pedestrian connection to the subarea
A35	S 74th Street Bike Lanes (Option A: Reduce Lane Widths, Option B: Widening)	Construct protected bike lanes on S 74th Street between western city limits and Alaska Street; accommodate new facilities by reducing lane widths or by widening
A36.B	S 47th Street Bike Facility (Option B: Widening)	Construct protected bike lanes on S 47th Street from S Washington Street through S Oakes Street, with a connection to the SUP on south side of the street; accommodate new facilities by widening
A38	Station Pedestrian Crossing	Construct grade separated crossing over the rail right-of-way between the park-and-ride and the station

**Table 3-5 Recommended/Not Recommended to Study in Phase 2 – Possible Alternates (continued)**

ID	Name	Description
A39	S 47th Street/Tacoma Mall Transit Center Intersection Improvements	Implement improvements to signal to facilitate bike and pedestrian movements through intersection at S 47th Street and the Tacoma Mall Transit Center
A40	S Fife Street Bike Boulevard	Construct bike boulevard improvements on S Fife Street between S 74th Street and S 54th Street (being considered as an alternative to A17; north-south corridor to be determined at a later date)
A41.B	S Pine Street Connection to Water Flume Line Trail (Option B: Widening)	Construct protected bicycle lanes from S Center Street to S 47th Street by widening
A43	Tyler Street Protected Bike Lanes	Upgrade bike lanes to protected facilities from S 74th Street to S Wright Ave
A47	S Tyler Street Protected Bike Lanes North (Option A: Reduce Lane Widths, Option B: Widening)	Construct protected bike lanes from S Wright Ave to S 19th Street by reducing lane widths or by widening
A52	S Steele Street Shared-Use Path	Construct shared-used path on S Steele Street between S 42nd Street and S 35th Street
A53	S 36th Street/S California Street Bike Improvements	Provide bicycle boulevard treatments and traffic calming on S Lawrence Street between South Tacoma Way and S 36th Street; S 36th Street between S Lawrence Street and S California Street; and S California Street between S 36th Street and S Steele Street
A57	S 42nd Street/S Fife Street Bike Improvements	Construct bicycle boulevard improvements on S 42nd Street and S Fife Street; construct shared-use path on undeveloped corridor between S Fife Street and S Steele Street. May include HAWK at S 42nd Street and S Pine Street
B1	South Tacoma Way Speed and Reliability Improvements	Identify speed and reliability improvements (location and specific improvement TBD)

# South Tacoma Station Access Improvements

## POSSIBLE ALTERNATES South Tacoma Station



## Sounder South Station Access Improvements



**Figure 3-3 Recommended to Study in Phase 2 - Possible Alternates**

**Table 3-6 Additional Projects Not Proposed for Further Study  
(Project Need Not Met or Cost Prohibitive)**

ID	Name	Reason Not Advanced
A2	S Washington Street Bike Lanes South	Project need not met
A11	SERA Park and Tyler Street Connection	Cost prohibitive
A13	S 64th/66th Street Nonmotorized Connection across I-5	Cost prohibitive
B9	Improvements to Facilitate Potential Route 3 Diversion to Serve Station	Project need not met, no agency support
E5	Station Maintenance	Project need not met
B11	Improvements to Facilitate Potential Route 53 Diversion to Serve Station	Project need not met, no agency support
B25	Improvements to Facilitate Potential Route 53 Diversion to Serve Station	Project need not met, no agency support
B26	Improvements to Facilitate Potential Route 53 Diversion to Serve Station	Project need not met, no agency support
D2	Convert South Tacoma Surface Lot to Structured Parking	Project need not met, cost prohibitive
B27	South Tacoma Transit Center	Project need not met, no agency support, cost prohibitive

### 3.1.4 Public Outreach Summary

Sound Transit conducted public outreach in spring 2021 to introduce the projects and seek public feedback on types of improvements that would support the community. Sound Transit hosted an online open house and survey from April 1 through April 20. The results from this outreach effort, which are described in detail in the South Tacoma and Lakewood Stations Access Improvements Spring 2021 Engagement Summary, were used to help identify improvements to be evaluated in the project. Major themes from the spring outreach included the following:

- Bicyclist infrastructure and safety: Protected east-west bicycle connections and connections to the Water Flume Trail would help fill gaps when traveling to the station.
- Pedestrian infrastructure and safety: Installing pedestrian-activated traffic lights, painted crosswalks, curb ramps, and pedestrian-scale lighting would make walking in the station neighborhood feel safer.
- Station awareness: Adding art and lighting at the South Tacoma station would help connect it to the surrounding community.
- Parking and accessibility: Comments included interest in adding a multilevel parking garage and painting parking stalls on nearby side streets. Some respondents also shared that the parking lot's current location can cause barriers for people with disabilities.
- Feedback on project goals: A few respondents provided feedback on the language in the environmental goal and asked for a goal of minimizing greenhouse gas emissions.

## South Tacoma Station Access Improvements

Feedback from South Tacoma organizations during the spring outreach effort also identified the following major themes:

- Interest in having cameras, better lighting, and other safety measures at and near stations to increase the feeling of personal safety and minimize property damage and theft.
- Better bicycling facilities in the area, including east-west connections.
- More signage or other techniques to increase awareness of the station.
- Ensuring accessible features at the station for people with disabilities.

Sound Transit also conducted public outreach in fall 2021 to present the findings of the access improvements evaluation and gather additional feedback on the improvements proposed to advance to Phase 2. Sound Transit hosted an online open house and survey from October 6 through October 26. Sound Transit also hosted a table at both the South Tacoma Station on October 12 and the Tacoma Farmers Market at the Asia Pacific Cultural Center on October 15 as well as a Virtual Q&A session on October 18. The results from this outreach effort, which are described in detail in the South Tacoma and Lakewood Stations Access Improvements Fall 2021 Engagement Summary, were used to help further refine and confirm which improvements advance to Phase 2. Feedback on the Proposed Improvements from the fall outreach included the following:

- **S 56th Street Bicycle Pathway:** Much of the feedback for this potential improvement centered around bike lane safety (requests for lighting and physical separation or safety barriers), with a few comments expressing skepticism over whether the bike infrastructure would be in use enough to justify the cost.
- **S Adams Street Connections:** There was general support for finishing the sidewalks and crosswalks in this area, as well as a request for bike lanes on this street.
- **Station Area Improvements:** General feedback included support for more bike lockers, a desire for the station to become a central transit hub for the area, and support for better wayfinding signage from South Tacoma Way. Some suggested changes to the station area improvements included prioritizing tree canopy and adding physical improvements to meet requirements in the station area and slow down train crossings and remove wayside horn requirements for trains.
- **S 58th Street and S 60th Street Connections:** There was some skepticism about bicycle demand in this area, but a general support for improving bikeability and walkability in the neighborhoods. Suggested changes included adding barriers or separation from vehicles for bike safety and extending bike lanes further to connect to the Water Flume Line Trail.
- **Bus and Bus Stop Improvements:** The most common feedback given was in support of transit signal priority in the corridor, with one commenter expressing concerns of safety and security at bus stops.
- **Bike Connections:** There was general support for safety improvements and completing bike connections. Feedback was mainly centered around simplifying the connection between bike routes at S 47th Street, a desire for connectivity to the Water Flume Line Trail, and bike safety (separate lanes, physical barriers, and speed cameras).

Feedback received during the fall outreach on the possible alternates included the following:

- Pedestrian and bike improvements should be a top priority.
- Prioritize east-west connections for bikes, including over I-5.
- Prioritize north-south bike connections on S Pine Street.
- Separated bike facilities and lighting are needed for safety.
- Not enough train traffic to warrant grade-separated pedestrian crossing near the station; just make the existing crossing smoother.
- Both support and opposition to adding parking.
- General support for improvements that make taking the bus more convenient.

### 4 NEXT STEPS

The next step for this project is to coordinate with the partner agencies to review a set of improvements with the Sound Transit Board to advance to Phase 2 of analysis, which includes more detailed engineering and environmental review to further refine the access improvements as appropriate. The proposed set of access improvements to advance to Phase 2 of analysis are shown on Figure 4-1. The environmental review will include review under the State Environmental Policy Act (SEPA). In addition, the project implementation responsibilities, such as whether Sound Transit or partner agencies will construct the specific improvements, as well as project timelines will be more clearly identified in Phase 2. Following completion of environmental review, the Sound Transit Board may select the final access improvements to be built.

Phase 2: Conceptual Engineering and Environmental Review will include more detailed engineering to the 10 percent design milestone of the access improvements to better identify the improvement footprint and associated engineering requirements, such as utility conflicts, high-cost items like retaining walls, drainage issues, and property impacts, for example.

The Sound Transit team will use the 10 percent design to determine if any of the recommended potential access improvements might be infeasible due to engineering complexity, permitting issues, property impacts, or other issues that could preclude implementation by 2030. This 10 percent design review is similar to the prescreening conducted in Phase 1, but with much more information. Public outreach and stakeholder engagement will continue through Phase 2 to keep the community apprised of new information.

Using the design information developed during Phase 2, all of the improvements that are carried forward will undergo environmental review under the SEPA. The environmental review will focus on potential impacts to the built and natural environments, including but not limited to, the transportation network (including vehicles, transit, pedestrian, and bicycles), business/residential property impacts, critical/sensitive areas, historic/cultural and Tribal resources, land use, social resources, environmental justice, parks/open space, physical resources, wildlife, vegetation, air, noise, vibration, visual resources, and hazardous materials. Based on the information collected during Phase 1, Sound Transit anticipates completion of a SEPA Checklist and series of technical memoranda to support the checklist.

Another key step will be the preparation of an Improvement Implementation Plan. The Implementation Plan will clearly identify roles and responsibilities for Sound Transit and partner/permitting agencies related to improvement implementation. A nominal schedule for key improvement implementation milestones will be identified in the Implementation Plan.

Following completion of environmental review near the end of Phase 2, the Sound Transit Board will select the final set of improvements to be built.



**DRAFT** – For internal discussion only. Not reviewed or approved on behalf of any party.

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# **South Tacoma Station Access Improvements**

## APPENDIX A

### **Screening Evaluation Results**

Sounder Station Access

South Tacoma

Alternatives Evaluation

				Nonmotorized - At the Station												
Goal	Criteria	Metrics	Rating Scale	A48: Station Area Curb Ramp Retrofits	A25: Micromobility Parking	A38: Station Pedestrian Crossing	A50: Bike Detection Intersection Upgrades	A49: Leading Pedestrian Intervals at Signals	A11: SERA Park and Tyler St Connection	A28: S Tacoma Way / S 58th St Nonmotorized Improvements	A24: S 58th St South Sidewalks	A42: S 58th St Nonmotorized Improvements	A46: S 60th St Sidewalks	A1: S 60th St Bike Lanes	A29: S 60th St Corridor Nonmotorized Improvements	A27: S Tacoma Way/S 60th St Nonmotorized Crossing Improvements
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan													
Provide and improve multimodal access connections, including improving opportunities for underserved communities to Station.	Improves connections for underserved communities	Access changes for: City of Tacoma Opportunity Index	Lower: Very high, high opportunity index Moderate: Moderate opportunity index Higher: Very low, low opportunity index If improvement is located near any underserved community with the following densities: Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low income Individuals: 50% or more, People with disabilities: 20% or more If improvement provides a benefit for persons with disabilities or limited English proficiency													
	Addresses substantial travel barrier	Effects to substantial travel barriers	Lower: Does not address substantial travel barrier Moderate: Addresses a travel barrier that hinders access Higher: Addresses substantial barrier that allows for a new access opportunity													
	Provides connections to community destinations, regional growth centers, or dense housing/ employment	Connections with: Community destinations   Regional Growth Centers   Manufacturing and Industrial Centers   Housing Density   Employment Density   TOD Areas	Lower: Improvement does not connect to trip generating land uses. Moderate: Improvement connects to some trip-generating land uses Higher: Improvement connects to multiple trip-generating land uses													
Enhance the experience of passengers at the station, with an emphasis on underserved communities.	Improves comfort at the stations for people of all abilities	Security changes at station Changes to customer access at station	Lower: Project does not address security/comfort issues or include security improvements Moderate: Project includes safety, security, or comfort improvements but does not address known issue. Higher: Project directly addresses and improves an identified security and/or comfort issue.													
	Improves safety of the transportation network	Collision History (quantitative review of existing issues; qualitative for impacts) Safety Improvement by mode	Lower: Project does not specifically address safety Moderate: Improves safety for one travel mode, project at location that does not have a known safety issue Higher: Project addresses and improves known safety issue, or includes safety improvements for multiple modes													
son underserved communities.	Improves travel times to the station area for riders	Travel time changes (qualitative)	Lower: Project does not improve travel times. Moderate: Project improves travel times Higher: Project substantially improves travel times													

Sounder Station Access

South Tacoma

Alternatives Evaluation

<div><div></div><div>Key to Rating</div><div><div>Lower Performing</div><div></div><div></div><div></div><div>Higher Performing</div></div></div>				Nonmotorized - At the Station											
				A48: Station Area Curb Ramp Retrofits	A25: Micromobility Parking	A38: Station Pedestrian Crossing	A50: Bike Detection Intersection Upgrades	A49: Leading Pedestrian Intervals at Signals	A11: SERA Park and Tyler St Connection	A28: S Tacoma Way / S 58th St Nonmotorized Improvements	A24: S 58th St South Sidewalks	A42: S 58th St Nonmotorized Improvements	A46: S 60th St Sidewalks	A1: S 60th St Bike Lanes	A29: S 60th St Corridor Nonmotorized Improvements
Goal	Criteria	Metrics	Rating Scale												
Maintain existing ridership and attract new riders with an emphasis on	Provides new access opportunity to the station	Change in access by mode (qualitative)	Lower: Project does not provide new access opportunity. Moderate: Project provides new access opportunity for one mode Higher: Project provides new access opportunity for multiple modes												
	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station												
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing   Displaced businesses   Displaced Parking   Access Changes  LOS Changes	Lower: Potential risk to have many negative impacts on underserved communities Moderate: Potential risk to have some negative impacts on underserved communities Higher: Potential risk to have minimal to no negative impacts on underserved communities												
	Minimizes negative impacts to the built environment	Impacts to: Displaced Housing   Displaced Businesses   Displaced Parking   Access Changes   LOS Changes	Lower: Project has some risk of impacts on the built environment Moderate: Project has minimal risk of impacts on the built environment Higher: Project has no identified risk of impacts on the built environment.												
	Minimizes potential negative environmental concerns	Impacts to: Wetlands/Streams   Historic Properties   Visual Impacts   Parks   Aquifers   Historic  Cultural	Lower: Potential risk for some impacts on the natural environment Moderate: Minimal potential risk for impacts on the natural environment Higher: Project likely has no impacts on the natural environment												
Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders	Consistency with existing zoning, plans, and policies including character or development plans of the station area	Zoning Development Plans City Plans	Lower: project is incompatible with plans/policies and development Moderate: project is compatible with either plans/policies or development Higher: Project is compatible with plans/policies and development												
	Potential to leverage funding partnerships	Potential funding partnership opportunities	Lower: Project has no potential for funding partnerships/partnering with local jurisdiction Moderate: Project has moderate potential for funding partnerships/partnering with local jurisdiction with final engineering and construction management Higher: Project has strong potential for funding partnerships/partnering with local jurisdiction including mutual benefits.												

Sounder Station Access  
South Tacoma  
Alternatives Evaluation

				Nonmotorized - Near the Station												
				A4: S 66th St Bike Corridor	A23: S Adams St Nonmotorized Improvements	A21: S Washington St Sidewalk Improvements	A2: S Washington St Bike Lanes South	A3: S Washington St Bike Lanes North	A6: S 56th St Nonmotorized Connection across I-5	A13: S 64th/66th St Nonmotorized Connection across I-5	A20: S 48th St Bridge Nonmotorized Improvements across I-5	A47.A: S Tyler St Protected Bike Lanes North (Reduce Lane Widths)	A47.B: S Tyler St Protected Bike Lanes North (Widening)	A9: Sprague Ave Bike Connection	A43: Tyler St Protected Bike Lanes	A14: S Tacoma Way Bike Lanes Enhancement
Goal	Criteria	Metrics	Rating Scale													
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan													
	Improves connections for underserved communities	Access changes for: City of Tacoma Opportunity Index	Lower: Very high, high opportunity index Moderate: Moderate opportunity index Higher: Very low, low opportunity index If improvement is located near any underserved community with the following densities: Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low income Individuals: 50% or more, People with disabilities: 20% or more If improvement provides a benefit for persons with disabilities or limited English proficiency													
	Addresses substantial travel barrier	Effects to substantial travel barriers	Lower: Does not address substantial travel barrier Moderate: Addresses a travel barrier that hinders access Higher: Addresses substantial barrier that allows for a new access opportunity													
	Provides connections to community destinations, regional growth centers, or dense housing/ employment	Connections with: Community destinations   Regional Growth Centers   Manufacturing and Industrial Centers   Housing Density   Employment Density   TOD Areas	Lower: Improvement does not connect to trip generating land uses. Moderate: Improvement connects to some trip-generating land uses Higher: Improvement connects to multiple trip-generating land uses													
Provide and improve multimodal access connections, including improving opportunities for underserved communities to Station.																
Enhance the experience of passengers at the station, with an emphasis on underserved communities.	Improves comfort at the stations for people of all abilities	Security changes at station Changes to customer access at station	Lower: Project does not address security/comfort issues or include security improvements Moderate: Project includes safety, security, or comfort improvements but does not address known issue. Higher: Project directly addresses and improves an identified security and/or comfort issue.													
	Improves safety of the transportation network	Collision History (quantitative review of existing issues; qualitative for impacts) Safety Improvement by mode	Lower: Project does not specifically address safety Moderate: Improves safety for one travel mode, project at location that does not have a known safety issue Higher: Project addresses and improves known safety issue, or includes safety improvements for multiple modes													
son underserved communities.	Improves travel times to the station area for riders	Travel time changes (qualitative)	Lower: Project does not improve travel times. Moderate: Project improves travel times Higher: Project substantially improves travel times													

Sounder Station Access

South Tacoma

Alternatives Evaluation

				Nonmotorized - Near the Station												
				A4: S 66th St Bike Corridor	A23: S Adams St Nonmotorized Improvements	A21: S Washington St Sidewalk Improvements	A2: S Washington St Bike Lanes South	A3: S Washington St Bike Lanes North	A6: S 56th St Nonmotorized Connection across I-5	A13: S 64th/66th St Nonmotorized Connection across I-5	A20: S 48th St Bridge Nonmotorized Improvements across I-5	A47.A: S Tyler St Protected Bike Lanes North (Reduce Lane Widths)	A47.B: S Tyler St Protected Bike Lanes North (Widening)	A9: Sprague Ave Bike Connection	A43: Tyler St Protected Bike Lanes	A14: S Tacoma Way Bike Lanes Enhancement
Goal	Criteria	Metrics	Rating Scale													
Attract new riders with an emphasis on underserved communities	Provides new access opportunity to the station	Change in access by mode (qualitative)	Lower: Project does not provide new access opportunity. Moderate: Project provides new access opportunity for one mode Higher: Project provides new access opportunity for multiple modes													
Maintain existing ridership and attract new riders with an emphasis on underserved communities	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station													
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing   Displaced businesses   Displaced Parking   Access Changes  LOS Changes	Lower: Potential risk to have many negative impacts on underserved communities Moderate: Potential risk to have some negative impacts on underserved communities Higher: Potential risk to have minimal to no negative impacts on underserved communities													
	Minimizes negative impacts to the built environment	Impacts to: Displaced Housing   Displaced Businesses   Displaced Parking   Access Changes   LOS Changes	Lower: Project has some risk of impacts on the built environment Moderate: Project has minimal risk of impacts on the built environment Higher: Project has no identified risk of impacts on the built environment.													
	Minimizes potential negative environmental concerns	Impacts to: Wetlands/Streams   Historic Properties   Visual Impacts   Parks   Aquifers   Historic  Cultural	Lower: Potential risk for some impacts on the natural environment Moderate: Minimal potential risk for impacts on the natural environment Higher: Project likely has no impacts on the natural environment													
Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders	Consistency with existing zoning, plans, and policies including character or development plans of the station area	Zoning Development Plans City Plans	Lower: project is incompatible with plans/policies and development Moderate: project is compatible with either plans/policies or development Higher: Project is compatible with plans/policies and development													
	Potential to leverage funding partnerships	Potential funding partnership opportunities	Lower: Project has no potential for funding partnerships/partnering with local jurisdiction Moderate: Project has moderate potential for funding partnerships/partnering with local jurisdiction with final engineering and construction management Higher: Project has strong potential for funding partnerships/partnering with local jurisdiction including mutual benefits.													



Sounder Station Access

South Tacoma

Alternatives Evaluation

				<div>Key to Rating</div> <div>Lower Performing<span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span> </span><span>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Sounder Station Access

South Tacoma

Alternatives Evaluation

								Transit Near Station								
				A53: S 36th Street/S California Street Bike Improvements	A52: S Steele Street Shared Use Path	A51: South Tacoma Way Traffic Calming/Urban Design Improvements	A57: S 42nd Street/S Fife Street Bike Improvements	B10: Transit Signal Priority	B5: S Tacoma Way/S 58th St Bus Stop Improvements	B6: S Tacoma Way/S 60th St Bus Stop Improvements	B7: S Tacoma Way/S 62nd St Bus Stop Improvements	B8: S Tacoma Way/S 56th St Bus Stop Improvements	B2/B3: S 66th St/S Adams St Bus Stop Improvements	A26: S 66th St/S Adams St Nonmotorized Crossing Improvements	B1: S Tacoma Way Speed and Reliability Improvements	B27: South Tacoma Transit Center
Goal	Criteria	Metrics	Rating Scale													
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan													
	Improves connections for underserved communities	Access changes for: City of Tacoma Opportunity Index	Lower: Very high, high opportunity index Moderate: Moderate opportunity index Higher: Very low, low opportunity index If improvement is located near any underserved community with the following densities: Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low income Individuals: 50% or more, People with disabilities: 20% or more If improvement provides a benefit for persons with disabilities or limited English proficiency													
	Addresses substantial travel barrier	Effects to substantial travel barriers	Lower: Does not address substantial travel barrier Moderate: Addresses a travel barrier that hinders access Higher: Addresses substantial barrier that allows for a new access opportunity													
	Provides connections to community destinations, regional growth centers, or dense housing/ employment	Connections with: Community destinations   Regional Growth Centers   Manufacturing and Industrial Centers   Housing Density   Employment Density   TOD Areas	Lower: Improvement does not connect to trip generating land uses. Moderate: Improvement connects to some trip-generating land uses Higher: Improvement connects to multiple trip-generating land uses													
Enhance the experience of passengers at the station, with an emphasis on underserved communities.	Improves comfort at the stations for people of all abilities	Security changes at station Changes to customer access at station	Lower: Project does not address security/comfort issues or include security improvements Moderate: Project includes safety, security, or comfort improvements but does not address known issue. Higher: Project directly addresses and improves an identified security and/or comfort issue.													
	Improves safety of the transportation network	Collision History (quantitative review of existing issues; qualitative for impacts) Safety Improvement by mode	Lower: Project does not specifically address safety Moderate: Improves safety for one travel mode, project at location that does not have a known safety issue Higher: Project addresses and improves known safety issue, or includes safety improvements for multiple modes													
Focus on underserved communities.	Improves travel times to the station area for riders	Travel time changes (qualitative)	Lower: Project does not improve travel times. Moderate: Project improves travel times Higher: Project substantially improves travel times													

Sounder Station Access

South Tacoma

Alternatives Evaluation

<div>Key to Rating</div> <div><div>Lower Performing</div><div></div><div></div><div>Higher Performing</div></div>				Transit Near Station											
				A53: S 36th Street/S California Street Bike Improvements	A52: S Steele Street Shared Use Path	A51: South Tacoma Way Traffic Calming/Urban Design Improvements	A57: S 42nd Street/S Fife Street Bike Improvements	B10: Transit Signal Priority	B5: S Tacoma Way/S 58th St Bus Stop Improvements	B6: S Tacoma Way/S 60th St Bus Stop Improvements	B7: S Tacoma Way/S 62nd St Bus Stop Improvements	B8: S Tacoma Way/S 56th St Bus Stop Improvements	B2/B3: S 66th St/S Adams St Bus Stop Improvements	A26: S 66th St/S Adams St Nonmotorized Crossing Improvements	B1: S Tacoma Way Speed and Reliability Improvements
Goal	Criteria	Metrics	Rating Scale												
Attract new riders with an emphasis on underserved communities	Provides new access opportunity to the station	Change in access by mode (qualitative)	Lower: Project does not provide new access opportunity. Moderate: Project provides new access opportunity for one mode Higher: Project provides new access opportunity for multiple modes												
	Maintain existing ridership and attract new riders with an emphasis on underserved communities	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station											
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing   Displaced businesses   Displaced Parking   Access Changes  LOS Changes	Lower: Potential risk to have many negative impacts on underserved communities Moderate: Potential risk to have some negative impacts on underserved communities Higher: Potential risk to have minimal to no negative impacts on underserved communities												
	Minimizes negative impacts to the built environment	Impacts to: Displaced Housing   Displaced Businesses   Displaced Parking   Access Changes   LOS Changes	Lower: Project has some risk of impacts on the built environment Moderate: Project has minimal risk of impacts on the built environment Higher: Project has no identified risk of impacts on the built environment.												
	Minimizes potential negative environmental concerns	Impacts to: Wetlands/Streams   Historic Properties   Visual Impacts   Parks   Aquifers   Historic  Cultural	Lower: Potential risk for some impacts on the natural environment Moderate: Minimal potential risk for impacts on the natural environment Higher: Project likely has no impacts on the natural environment												
Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders	Consistency with existing zoning, plans, and policies including character or development plans of the station area	Zoning Development Plans City Plans	Lower: project is incompatible with plans/policies and development Moderate: project is compatible with either plans/policies or development Higher: Project is compatible with plans/policies and development												
	Potential to leverage funding partnerships	Potential funding partnership opportunities	Lower: Project has no potential for funding partnerships/partnering with local jurisdiction Moderate: Project has moderate potential for funding partnerships/partnering with local jurisdiction with final engineering and construction management Higher: Project has strong potential for funding partnerships/partnering with local jurisdiction including mutual benefits.												

Sounder Station Access

South Tacoma

Alternatives Evaluation

				Improvements to Support Potential Transit Route Diversion				General								
				B9: Improvements to Facilitate Potential Route 3 Diversion to Serve Station	B11: Improvements to Facilitate Potential Route 53 Diversion to Serve Station	B25: Improvements to Facilitate Potential Route 53 Diversion to Serve Station via S 60th St	B26: Improvements to Facilitate Potential Route 53 Diversion to Serve Station via S Adams St	E1: Station Area At-Grade Rail Crossing Improvements	E2: Wayfinding	E4: Public Address System	E5: Station Maintenance	E7: Station Shelter Improvements	E8: Additional Security Camera System	E9: Station Accessibility Improvements for Sight Impaired and Non-English Speakers	E10: Station Weather Protection	E11: Street Lighting Improvements
Goal	Criteria	Metrics	Rating Scale													
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan													
	Improves connections for underserved communities	Access changes for: City of Tacoma Opportunity Index	Lower: Very high, high opportunity index Moderate: Moderate opportunity index Higher: Very low, low opportunity index If improvement is located near any underserved community with the following densities: Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low income Individuals: 50% or more, People with disabilities: 20% or more If improvement provides a benefit for persons with disabilities or limited English proficiency													
	Addresses substantial travel barrier	Effects to substantial travel barriers	Lower: Does not address substantial travel barrier Moderate: Addresses a travel barrier that hinders access Higher: Addresses substantial barrier that allows for a new access opportunity													
	Provides connections to community destinations, regional growth centers, or dense housing/ employment	Connections with: Community destinations   Regional Growth Centers   Manufacturing and Industrial Centers   Housing Density   Employment Density   TOD Areas	Lower: Improvement does not connect to trip generating land uses. Moderate: Improvement connects to some trip-generating land uses Higher: Improvement connects to multiple trip-generating land uses													
Provide and improve multimodal access connections, including improving opportunities for underserved communities to Station.																
Enhance the experience of passengers at the station, with an emphasis on underserved communities.	Improves comfort at the stations for people of all abilities	Security changes at station Changes to customer access at station	Lower: Project does not address security/comfort issues or include security improvements Moderate: Project includes safety, security, or comfort improvements but does not address known issue. Higher: Project directly addresses and improves an identified security and/or comfort issue.													
	Improves safety of the transportation network	Collision History (quantitative review of existing issues; qualitative for impacts) Safety Improvement by mode	Lower: Project does not specifically address safety Moderate: Improves safety for one travel mode, project at location that does not have a known safety issue Higher: Project addresses and improves known safety issue, or includes safety improvements for multiple modes													
son underserved communities.	Improves travel times to the station area for riders	Travel time changes (qualitative)	Lower: Project does not improve travel times. Moderate: Project improves travel times Higher: Project substantially improves travel times													

Sounder Station Access

South Tacoma

Alternatives Evaluation

<div><div></div><div>Key to Rating</div><div><div>Lower Performing</div><div></div><div></div><div></div><div>Higher Performing</div></div></div>				Improvements to Support Potential Transit Route Diversion				General								
				B9: Improvements to Facilitate Potential Route 3 Diversion to Serve Station	B11: Improvements to Facilitate Potential Route 53 Diversion to Serve Station	B25: Improvements to Facilitate Potential Route 53 Diversion to Serve Station via S 60th St	B26: Improvements to Facilitate Potential Route 53 Diversion to Serve Station via S Adams St	E1: Station Area At-Grade Rail Crossing Improvements	E2: Wayfinding	E4: Public Address System	E5: Station Maintenance	E7: Station Shelter Improvements	E8: Additional Security Camera System	E9: Station Accessibility Improvements for Sight Impaired and Non-English Speakers	E10: Station Weather Protection	E11: Street Lighting Improvements
Goal	Criteria	Metrics	Rating Scale													
Attract new riders with an emphasis on underserved communities	Provides new access opportunity to the station	Change in access by mode (qualitative)	Lower: Project does not provide new access opportunity. Moderate: Project provides new access opportunity for one mode Higher: Project provides new access opportunity for multiple modes													
Maintain existing ridership and attract new riders with an emphasis on underserved communities	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station													
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing   Displaced businesses   Displaced Parking   Access Changes  LOS Changes	Lower: Potential risk to have many negative impacts on underserved communities Moderate: Potential risk to have some negative impacts on underserved communities Higher: Potential risk to have minimal to no negative impacts on underserved communities													
	Minimizes negative impacts to the built environment	Impacts to: Displaced Housing   Displaced Businesses   Displaced Parking   Access Changes   LOS Changes	Lower: Project has some risk of impacts on the built environment Moderate: Project has minimal risk of impacts on the built environment Higher: Project has no identified risk of impacts on the built environment.													
	Minimizes potential negative environmental concerns	Impacts to: Wetlands/Streams   Historic Properties   Visual Impacts   Parks   Aquifers   Historic  Cultural	Lower: Potential risk for some impacts on the natural environment Moderate: Minimal potential risk for impacts on the natural environment Higher: Project likely has no impacts on the natural environment													
Enhance the overall connections between the Station to the adjacent neighborhoods, with an emphasis on underserved neighborhoods, in partnership with the City and Stakeholders	Consistency with existing zoning, plans, and policies including character or development plans of the station area	Zoning Development Plans City Plans	Lower: project is incompatible with plans/policies and development Moderate: project is compatible with either plans/policies or development Higher: Project is compatible with plans/policies and development													
	Potential to leverage funding partnerships	Potential funding partnership opportunities	Lower: Project has no potential for funding partnerships/partnering with local jurisdiction Moderate: Project has moderate potential for funding partnerships/partnering with local jurisdiction with final engineering and construction management Higher: Project has strong potential for funding partnerships/partnering with local jurisdiction including mutual benefits.													

Sounder Station Access

South Tacoma

Alternatives Evaluation

				Parking	
				D1: SERA Shared Parking Facility	
				D2: Convert South Tacoma Surface Lot to Structured Parking	
Goal	Criteria	Metrics	Rating Scale		
Project Requirements	Consistent with ST 2021 Financial Plan Estimate	Project Cost	Lower: Projects costs are more than ST Financial Plan Moderate: Project costs are greater than/equal to \$10M but within the ST Financial Plan Higher: Project costs are less than \$10M and within ST Financial Plan		
	Improves connections for underserved communities	Access changes for: City of Tacoma Opportunity Index	Lower: Very high, high opportunity index Moderate: Moderate opportunity index Higher: Very low, low opportunity index If improvement is located near any underserved community with the following densities: Percent people of color: 60% or more, Foreign Born Individuals: 25% or more, Limited English Proficiency: 15% or more, Low income Individuals: 50% or more, People with disabilities: 20% or more If improvement provides a benefit for persons with disabilities or limited English proficiency		
	Addresses substantial travel barrier	Effects to substantial travel barriers	Lower: Does not address substantial travel barrier Moderate: Addresses a travel barrier that hinders access Higher: Addresses substantial barrier that allows for a new access opportunity		
	Provides connections to community destinations, regional growth centers, or dense housing/ employment	Connections with: Community destinations   Regional Growth Centers   Manufacturing and Industrial Centers   Housing Density   Employment Density   TOD Areas	Lower: Improvement does not connect to trip generating land uses. Moderate: Improvement connects to some trip-generating land uses Higher: Improvement connects to multiple trip-generating land uses		
Provide and improve multimodal access connections, including improving opportunities for underserved communities to Station.					
Enhance the experience of passengers at the station, with an emphasis on underserved communities.	Improves comfort at the stations for people of all abilities	Security changes at station Changes to customer access at station	Lower: Project does not address security/comfort issues or include security improvements Moderate: Project includes safety, security, or comfort improvements but does not address known issue. Higher: Project directly addresses and improves an identified security and/or comfort issue.		
	Improves safety of the transportation network	Collision History (quantitative review of existing issues; qualitative for impacts) Safety Improvement by mode	Lower: Project does not specifically address safety Moderate: Improves safety for one travel mode, project at location that does not have a known safety issue Higher: Project addresses and improves known safety issue, or includes safety improvements for multiple modes		
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Sounder Station Access

South Tacoma

Alternatives Evaluation

				Parking	
				D1: SERA Shared Parking Facility	D2: Convert South Tacoma Surface Lot to Structured Parking
Goal	Criteria	Metrics	Rating Scale		
Provide new access opportunity to the station and attract new riders with an emphasis on underserved communities	Provides new access opportunity to the station	Change in access by mode (qualitative)	Lower: Project does not provide new access opportunity. Moderate: Project provides new access opportunity for one mode Higher: Project provides new access opportunity for multiple modes		
	Located within proximity of the station	Distance from Station	Lower: project is located outside of 1/2 mile Moderate: project is located within 1/2 mile but does not directly connect to station frontage Higher: project is within two blocks of the station		
Minimize potential negative project impacts to the built and natural environment and to underserved communities	Minimizes negative impacts to underserved communities	Impacts by Opportunity Index Area: Displaced housing   Displaced businesses   Displaced Parking   Access Changes   LOS Changes	Lower: Potential risk to have many negative impacts on underserved communities Moderate: Potential risk to have some negative impacts on underserved communities Higher: Potential risk to have minimal to no negative impacts on underserved communities		
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