

Winter 2023-2024 Engagement Summary

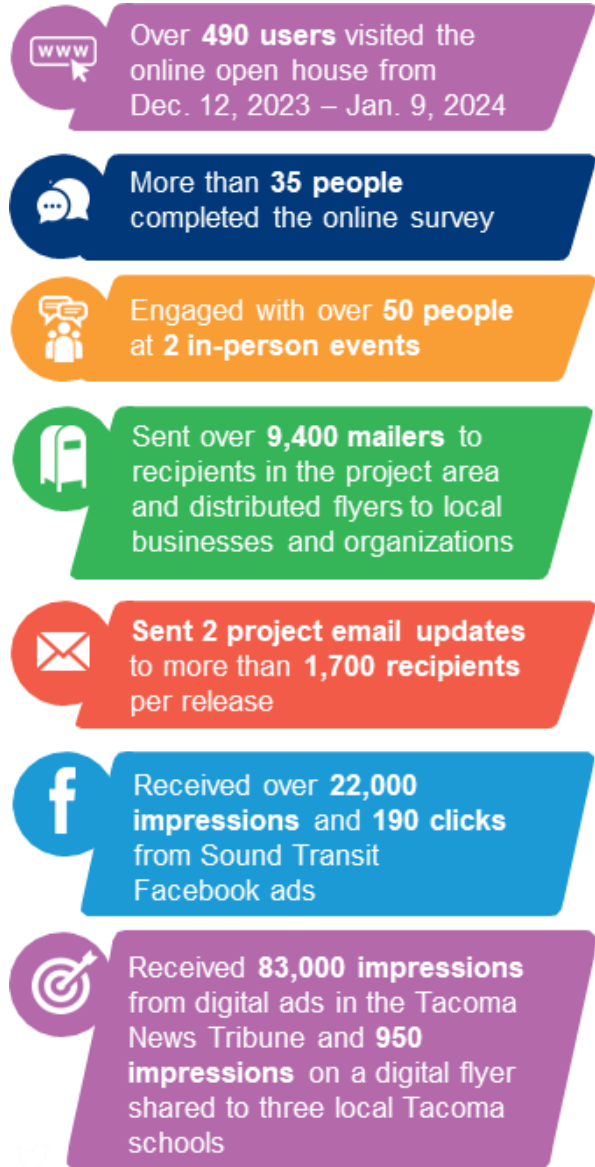
Executive summary

Sound Transit is investing in better walking, rolling, bicycling, and bus facilities near South Tacoma Station. Whether you catch the train at South Tacoma Station or live and work in the area, the upgrades will make navigating these areas safer and more accessible for everyone.

After initial outreach in 2021 to gather ideas for improvements, we collected [feedback in fall 2022](#) on a set of potential street and sidewalk improvements and have continued refining them. From Dec. 12, 2023, to Jan. 9, 2024, we hosted an [online open house](#) to share updates with the community. The online open house drew over 490 visitors, including 1 visitor each to the Spanish and Vietnamese sites. We also tabled at two community pop-up events, where we had conversations with over 50 people.

The online open house also highlighted two of the Priority 1 improvements, protected bike lanes on South Pine Street, and the South Adams Street connections. For South Adams Street, we highlighted a revised design including a shared use path on SERA Campus connecting to on-street protected bike lanes, in response to prior community feedback.

The online open house also asked for feedback regarding whether to add new parking for transit riders or prioritize walking, biking, and rolling improvements. We noted that parking at the station today is generally only 21% full, likely due to hybrid and work-from-home schedules. Over 70% of the 35 respondents preferred more improvements for walking, biking, or rolling over more station parking. We also asked for feedback on our proposed prioritization of Priority 2 improvements, and over 60% agreed with Sound Transit’s proposed prioritization. General feedback themes included support for walking, rolling, and bicycling improvements, some disagreement about the need for bike infrastructure in the area, and questions about parking and traffic impacts.



Engagement by the numbers

South Tacoma Station Access Improvements

We publicized the engagement period by sending mailers to area homes and businesses and emails to the project list. We also provided posters to local businesses, sent a digital flyer to three local schools, and ran ads through the Tacoma News Tribune and Facebook.

When we published the online open house in December, we thought we could fund all the Priority 1 improvements and potentially some Priority 2 improvements. With new cost information, we expect to be able to fund a smaller number of improvements.

Later this year, the Sound Transit Board will select a set of improvements to build. We expect to complete all improvements by 2030.

Jump to the [summary of feedback](#).

Resumen ejecutivo

Sound Transit está invirtiendo en mejores instalaciones para caminar, circular, andar en bicicleta y tomar el autobús cerca de la Estación South Tacoma. Ya sea que tome el tren en la Estación South Tacoma o que viva y trabaje en el área, las mejoras harán que recorrer estas áreas sea más seguro y accesible para todos.

Después de la difusión inicial en 2021 para recopilar ideas sobre las mejoras, [en el otoño de 2022 recopilamos opiniones](#) acerca de una serie de posibles mejoras para las calles y aceras y continuamos perfeccionándolas. Del 12 de diciembre de 2023 al 9 de enero de 2024, llevamos a cabo una [jornada de puertas abiertas en línea](#) para compartir las últimas noticias con la comunidad. La jornada de puertas abiertas en línea atrajo a más de 490 visitantes, uno de los cuales visitó las páginas en español y otro en vietnamita. También nos presentamos en dos eventos comunitarios móviles, en los que hablamos con más de 50 personas.

La jornada de puertas abiertas en línea también destacó dos de las mejoras de Prioridad 1, los carriles para bicicletas protegidos en South Pine Street y las conexiones de South Adams Street. Para South Adams Street, destacamos un diseño revisado que incluye un carril de uso compartido en el SERA Campus que conecta con carriles para bicicletas protegidos en la calle, en respuesta a los comentarios previos de la comunidad.

La jornada de puertas abiertas en línea también solicitó opiniones sobre si dar prioridad a los nuevos estacionamientos para los usuarios del transporte público o si dar prioridad a las mejoras para caminar, andar en bicicleta y circular. Observamos que, por lo general, en la actualidad, el estacionamiento de la estación solo está lleno en un 21%, probablemente debido a los horarios híbridos y para trabajar desde casa. Más del 70% de los 35 encuestados prefirió la realización de mejoras para caminar,



Participación en cifras

South Tacoma Station Access Improvements

andar en bicicleta o circular que la realización de más estacionamiento en las estaciones. También solicitamos opiniones sobre nuestra propuesta de priorización de las mejoras de Prioridad 2, y más del 60% estuvo de acuerdo con la priorización propuesta por Sound Transit. Las opiniones en temas generales incluyeron apoyo para mejoras para caminar, circular y andar en bicicleta, cierto desacuerdo sobre la necesidad de infraestructura para bicicletas en el área y preguntas sobre el estacionamiento y los impactos del tráfico.

Publicamos el periodo de participación enviando anuncios publicitarios a hogares y empresas del área y correos electrónicos a la lista de proyectos. También proporcionamos carteles a empresas locales, enviamos un folleto digital a tres escuelas locales y publicamos anuncios en el Tacoma News Tribune y en Facebook.

Cuando publicamos la jornada de puertas abiertas en línea en diciembre, pensamos que podríamos financiar todas las mejoras de Prioridad 1 y potencialmente algunas mejoras de Prioridad 2. Con la nueva información sobre los costos, esperamos poder financiar un número menor de mejoras.

A finales de este año, la Junta de Sound Transit elegirá las mejoras que se construirán. Esperamos completar todas las mejoras para 2030.

Tóm Tắt Chung

Sound Transit đang đầu tư vào cơ sở vật chất tốt hơn dành cho phương thức đi bộ, sử dụng phương tiện có bánh lăn, đi xe đạp và xe buýt gần Trạm South Tacoma. Dù quý vị bắt xe lửa ở Trạm South Tacoma hay sinh sống và làm việc trong khu vực này, các phương án nâng cấp sẽ giúp việc điều hướng khu vực này an toàn hơn và dễ tiếp cận hơn cho mọi người.

Sau [lần tiếp cận ban đầu vào năm 2021](#) nhằm thu thập ý kiến cho các hạng mục cải tạo, chúng tôi đã thu thập [ý kiến phản hồi vào mùa thu năm 2022](#) về một nhóm các hạng mục cải tạo đường và vỉa hè tiềm năng và tiếp tục điều chỉnh các hạng mục cải tạo này. Từ ngày 12 tháng 12 năm 2023 đến ngày 9 tháng 1 năm 2024, chúng tôi đã tổ chức một [sự kiện giới thiệu trực tuyến](#) để chia sẻ thông tin cập nhật với cộng đồng. Sự kiện giới thiệu trực tuyến này đã thu hút hơn 490 khách truy cập, trong đó mỗi trang tiếng Tây Ban Nha và tiếng Việt đã tiếp đón 1 khách truy cập. Tại hai sự kiện tạm thời của cộng đồng, chúng tôi cũng đã bố trí bàn thảo luận và trao đổi với hơn 50 người.

Sự kiện giới thiệu trực tuyến cũng nêu bật hai trong số các hạng mục cải tạo Ưu Tiên 1, làn đường được bảo vệ dành cho xe đạp trên South Pine Street và các công trình kết nối tại South Adams Street. Đối với South Adams Street, chúng tôi đã nêu bật thiết kế được sửa đổi bao gồm đường sử dụng chung tại SERA Campus kết nối với làn đường được bảo vệ dành cho xe đạp trên đường nhằm hồi đáp ý kiến phản hồi trước đó của cộng đồng.


South Tacoma Station Access Improvements


Sự kiện giới thiệu trực tuyến cũng trưng cầu ý kiến phản hồi về việc nên bổ sung bãi đậu xe mới cho hành khách sử dụng phương tiện công cộng hay ưu tiên các hạng mục cải tạo dành cho phương thức đi bộ, đi xe đạp và sử dụng phương tiện có bánh lăn. Chúng tôi đã ghi nhận rằng hiện nay bãi đậu xe ở trạm thường chỉ đầy 21%, có khả năng là do lịch trình làm việc kết hợp và lịch trình làm việc tại nhà. Hơn 70% trong số 35 người trả lời ưu tiên bổ sung hạng mục cải tạo dành cho phương thức đi bộ, đi xe đạp hoặc sử dụng phương tiện có bánh lăn thay vì bổ sung bãi đậu xe tại trạm. Chúng tôi cũng trưng cầu ý kiến phản hồi về ưu tiên đề xuất của chúng tôi đối với các hạng mục cải tạo Ưu Tiên 2 và hơn 60% mọi người đồng ý với ưu tiên đề xuất của Sound Transit. Các chủ đề phản hồi chung bao gồm ý kiến ủng hộ các hạng mục cải tạo dành cho phương thức đi bộ, đi xe đạp hoặc sử dụng phương tiện có bánh lăn, một số ý kiến không đồng ý về nhu cầu cơ sở vật chất dành cho xe đạp trong khu vực và các thách thức về bãi đậu xe và tác động đến giao thông.

Chúng tôi đã công bố quá trình lấy ý kiến của cộng đồng bằng cách gửi bưu phẩm đến các hộ gia đình và doanh nghiệp và gửi email đến danh sách dự án. Chúng tôi cũng cung cấp áp phích cho các doanh nghiệp địa phương, gửi tờ rơi kỹ thuật số đến ba trường học địa phương và chạy quảng cáo trên Tacoma News Tribune và Facebook.


Khi công bố sự kiện giới thiệu trực tuyến vào tháng 12, chúng tôi nghĩ chúng tôi có thể trang trải chi phí cho tất cả hạng mục cải tạo Ưu Tiên 1 và có thể là một số hạng mục cải tạo Ưu Tiên 2. Với thông tin chi phí mới, chúng tôi dự kiến có thể trang trải chi phí cho ít hạng mục cải tạo hơn.


Cuối năm nay, Ban Quản Trị Sound Transit sẽ chọn một nhóm các hạng mục cải tạo cần xây dựng. Chúng tôi dự kiến sẽ hoàn thành tất cả hạng mục cải tạo vào năm 2030.

 Hơn **490 người dùng** truy cập sự kiện giới thiệu trực tuyến từ ngày 12 tháng 12 năm 2023 đến ngày 9 tháng 1 năm 2024


 Hơn **35 người** đã hoàn thành cuộc khảo sát trực tuyến

 Tương tác với hơn **50 người** tại **2 sự kiện trực tiếp**

 Gửi hơn **9,400 bưu phẩm** đến người nhận trong khu vực dự án và phát tờ rơi cho các doanh nghiệp và tổ chức địa phương

 Gửi **2 email** cập nhật dự án tới hơn **1,700 người** nhận mỗi lần thông cáo

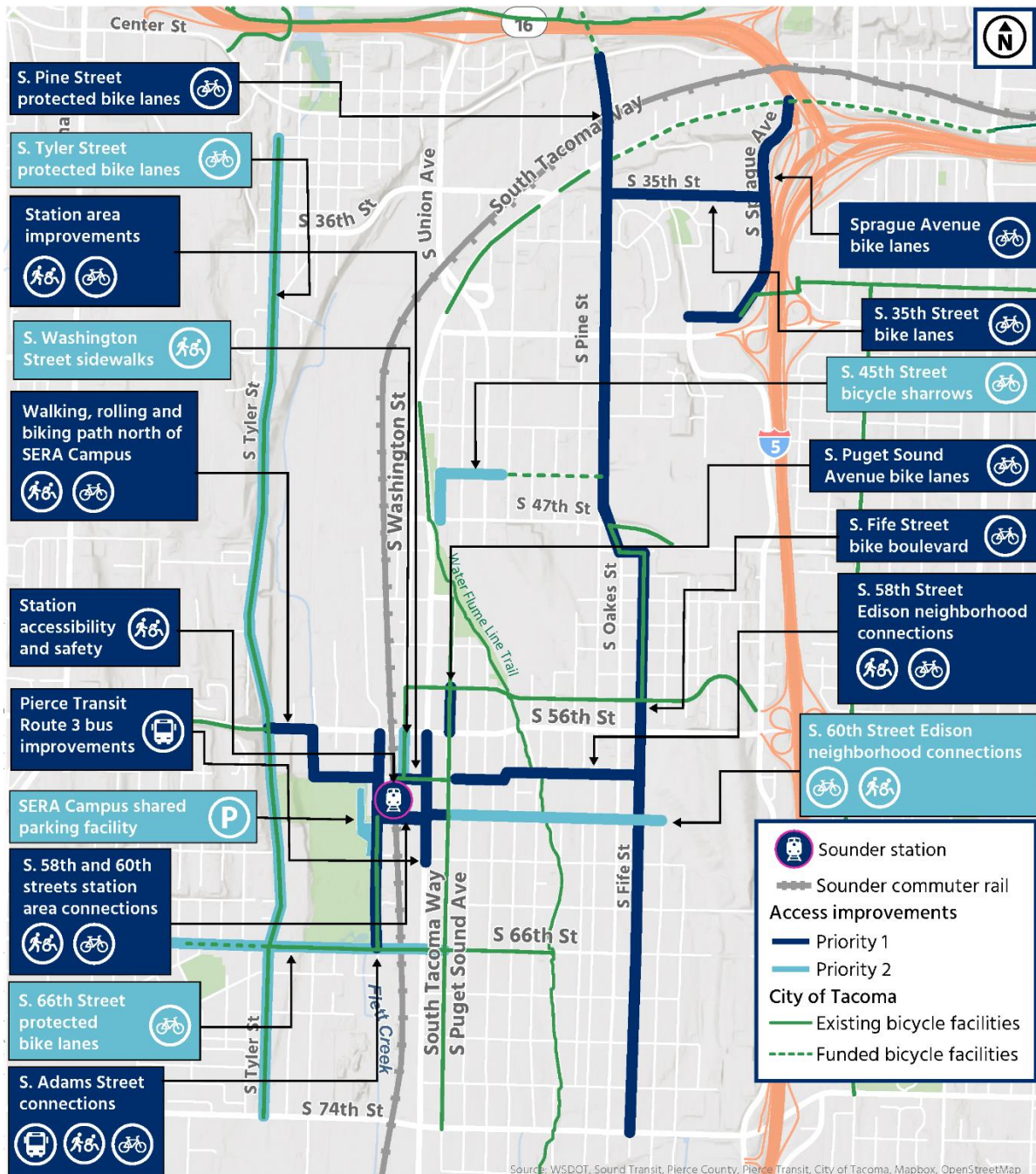
 Nhận hơn **22,000 lượt** hiển thị và **190 lượt nhấp** từ quảng cáo Facebook của Sound Transit

 Nhận hơn **83,000 lượt** hiển thị từ quảng cáo kỹ thuật số trên Tacoma News Tribune và **950 lượt nhấp** trên tờ rơi kỹ thuật số được chia sẻ cho ba trường học địa phương tại Tacoma

Số liệu về hoạt động tương tác

Summary of survey feedback

The online open house included our expected prioritization of the four Priority 2 improvements and asked people for their feedback. As noted above, we no longer expect to be able to fund any of the Priority 2 improvements.



A map of the Priority 1 and Priority 2 improvements proposed in South Tacoma.

South Tacoma Station Access Improvements

Question 1: *Of the six Priority 2 improvements, we expect to prioritize them as follows, based on our criteria of benefiting underserved communities, addressing a major barrier to access, and proximity to South Tacoma Station:*

1. *South 66th Street protected bike lanes*
2. *South Tyler Street protected bike lanes*
3. *South 60th Street Edison neighborhood connections*
4. *South Washington Street sidewalks*
5. *South 45th St bicycle sharrows*
6. *SERA campus shared parking facility*

Do you agree or disagree with this prioritization? Why?

Respondents largely agreed with Sound Transit's prioritization, with over 62% (22 of 35 people) saying they agreed and 37% (13 out of 35 people) disagreeing.

- Most respondents to this question supported improvements related to pedestrian and cyclist safety (14 out of 21 commenters). Some agreed with the prioritization completely or provided an adjusted order according to their opinion.
- There were six commenters who opposed the proposed improvements in general. Most cited that they rarely see bicyclists in the area and felt that protected bike lanes and similar improvements would be wasteful.
- A few commenters suggested making the protected bike lanes on South Tyler Street the number one priority. These respondents cited traffic speed and future development as their reasons for the suggestion.

Question 2: *Would you prefer building more parking at South Tacoma Station or building more improvements for walking, biking, or rolling to the station (sidewalks, bike lanes, crossing signals, etc.)?*

- a. *I prefer more parking at South Tacoma Station.*
- b. *I prefer more improvements for walking, biking, or rolling to the station.*
- c. *I have no preference.*

Over 74% of respondents (26 of 35 people) preferred more improvements for walking, biking, or rolling to the station. There were seven respondents (20%) who preferred more parking at the station, while two respondents (6%) indicated no preference.

Question 3: *Is there anything else you'd want Sound Transit or the City of Tacoma to know as we continue planning these improvements?*

There were 28 responses to this question, covering a range of topics.

- Several commenters supported improved bike and pedestrian safety in the area near South Tacoma Station and across Tacoma generally, while some shared specific

South Tacoma Station Access Improvements

locations in South Tacoma where they believed the City should make improvements to safety and connectivity.

- Some advocated for increasing tree canopy and public transit service in the area.
- Some commenters expressed that Sound Transit should not prioritize adding parking for passengers at the station over pedestrian and cyclist safety and access improvements, especially considering low use of the current parking lot.
- Some commenters felt that reducing on-street parking for bike lanes or other improvements would have adverse effects on local businesses and apartment residents who rely on existing parking.

See [Appendix A](#) for more information about the other engagement activities during this period and [Appendix B](#) for additional information about the online open house. See [Appendix C](#) for the complete survey results, including all comments.

Engagement activities

In addition to the online survey, we also spoke with community members at two tabling events during the engagement period: at the STAR Center on Dec. 18, 2023, and at the South Tacoma Branch of the Tacoma Public Library on Jan. 4, 2024.

Feedback from the in-person events included the following:

- People were generally excited to hear about the proposed improvements in the South Tacoma Station area and surrounding neighborhoods.
 - Many agreed that there is a need in the area for infrastructure improvements, especially for pedestrians and cyclists.
 - Some people said they had not heard about the project before and were appreciative of our presence.
- We heard feedback about the proposed protected bike lanes on South Pine Street, including a concern about traffic impacts and backups from the reduced travel lanes.
- People had general questions about Sounder, Sound Transit services, and local bus service.
 - People asked about parking at South Tacoma Station, the train schedule, and Sounder fares.
 - Families were glad to learn kids ride transit for free in Washington.
 - There was interest in more Sounder trip times.
 - Several people had questions or comments about Pierce Transit Route 3 bus service.

Next steps

We are sharing this engagement summary on our project website and with the City of Tacoma. As described above, with new cost information, we expect to be able to fund a smaller number of the improvements. In the next few weeks, we'll finalize the environmental review, which will be available on the Sound Transit website. Later this spring, the Sound Transit Board will select the "project to be built," which moves it forward to the next phase.



The project timeline. We are nearing the completion of the planning phase.

All improvements are set to be completed by 2030.

To stay informed:

- Contact Melanie Mayock, Senior Engagement Specialist: melanie.mayock@soundtransit.org or 206-689-4877
- Visit the project website for information or to sign up for project updates by email: [South Tacoma Station Access Improvements](#)

Appendix A: Engagement activities

We used an online open house (see Appendix B) as our main way to share information and gather feedback. However, we also provided opportunities for people to connect with the project team in person by tabling community events.

Community events

While tabling at the **STAR Center** on Dec. 18, 2023, the outreach team spoke to approximately 25 people. Topics included specific improvement proposals, such as the protected bike lanes on South Pine Street, the Sounder schedule, and general transit access in the surrounding area.

On Jan. 4, 2024, the outreach team set up a table at the **Tacoma Public Library South Tacoma Branch** and spoke to approximately 25 people. A few participants came to the library specifically to ask questions about the project while other visitors had come for the family story time events or just to access library services. People asked questions about topics including specific project proposals, the Sounder schedule, transit connections in the neighborhood, and parking impacts.

Notifications

We used several notification tools to share information about the online open house and the opportunity to comment. We sent a mailer with text in English, Spanish, and Vietnamese to over 9,400 residential and business addresses. We also sent two email updates to approximately 1,700 people on the project listserv on Dec. 12, 2023, and Jan. 3, 2024.

We dropped off posters for display at more than 10 local businesses and community destinations, including South Tacoma Station. We also distributed a digital flyer through the Tacoma School District's PeachJar system that was sent to Edison Elementary, Gray Middle School, and Manitou Park Elementary, generating over 950 impressions. We ran ads on Facebook, which garnered 22,800 impressions and 194 clicks.

We purchased digital display ads with the Tacoma News Tribune to amplify our reach in the South Tacoma area. These ads ran from Dec. 19, 2023, through Jan. 9, 2024, when the survey closed. We created digital artwork for 4 different ad sizes, and each ad was clickable, with a direct link to the online open house website and survey. The ads garnered over 83,000 impressions and 62,000 views, but just 72 clicks.

**Making it easier to walk,
roll and bike in South Tacoma**

Estamos haciendo que caminar, circular y andar en bicicleta en South Tacoma sea más fácil

Giúp đi bộ, sử dụng phương tiện có bánh lăn và đi xe đạp dễ dàng hơn ở South Tacoma

Tell us what you think by January 9
Cuéntanos lo que piensas antes del 9 de enero.
Hãy cho chúng tôi biết suy nghĩ của quý vị trước ngày 9 tháng 1

southtacomastation.participate.online



SOUNDTRANSIT
Powering progress

South Tacoma Station Access Improvements

South Tacoma Station, 401 S Jackson St., Seattle, WA 98144-2220

SOUNDTRANSIT

What do you think about our plans for new bike facilities and sidewalks in South Tacoma?

Quelle sont vos réactions aux plans pour nouvelles installations pour bicyclette et trottoirs dans South Tacoma?

Gây vì nghĩ gì về kế hoạch xây dựng cơ sở trong giờ xe đạp và vỉa hè mới ở South Tacoma?

Let us know by Jan. 9:
Hãy cho chúng tôi biết trước ngày 9 tháng 1:

southtacomastation.participate.online



Front side of the mailer promoting the online open house sent to over 9,400 South Tacoma residences.

Learn about these proposed improvements on our website:

- **Adams Street connection:** Fill in missing sidewalks and curb ramps, add a shared-use path on the Metro Parks Tacoma property, and add a short section of protected bicycle lanes.
- **Pine Street connection:** Add protected bike lanes on South Pine Street, from Center Street to South 47th Street.

Conozca estas mejoras propuestas en nuestro sitio web.

- **Conexión con Adams Street:** completar las aceras y rampas de acera faltantes, agregar un camino de uso compartido en la propiedad de Metro Parks Tacoma y agregar una sección corta de carriles para bicicletas protegidos.
- **Conexión con Pine Street:** agregar carriles para bicicletas protegidos en South Pine Street, de Center Street a South 47th Street.

Tìm hiểu về những hạng mục cải tạo được đề xuất này trên trang web của chúng tôi

- **Công trình kết nối tại Adams Street:** Lắp đầy các vỉa hè và dốc lên đường còn thiếu, thêm lối đi sử dụng chung trên bãi đồng sân Metro Parks Tacoma và thêm một đoạn ngắn làn đường dành cho xe đạp được bảo vệ.
- **Công trình kết nối tại Pine Street:** Thêm làn đường dành cho xe đạp được bảo vệ trên South Pine Street, từ Center Street đến South 47th Street.

About the project

Sound Transit is planning a better-connected network, so more people can walk, roll, bike and take transit to South Tacoma Station and neighborhood destinations.

In 2024, the Sound Transit Board will select the improvements to build. Sound Transit and the City of Tacoma will then finalize agreements for design and construction, with all improvements to be completed by 2030.

Learn more!

Visit our online open house by Jan. 9:

[southtacomastation.participate.online](#)

Visit us in person:

- **Monday, Dec. 18, 3-6 p.m.:**
Visit our table at the STAR Center
3873 S 66th St, Tacoma, WA.
- **Thursday, Jan. 4, 10:30 a.m. - 12:30 p.m.:**
Visit our table at the South Tacoma Library
3411 S 56th St, Tacoma, WA.

Acerca del proyecto

Sound Transit planea la creación de una red mejor conectada, para que más personas puedan caminar, circular, ir en bicicleta y tomar el transporte público a la estación South Tacoma y a los destinos del vecindario.

En 2024, la Junta de Sound Transit elegirá las mejoras que se construirán. Luego, Sound Transit y la ciudad de Tacoma finalizarán los acuerdos para el diseño y la construcción, y todas las mejoras se completarán para 2030.

!Obtenga más información!

Visite nuestra jornada de puertas abiertas en línea antes del 9 de enero

[southtacomastation-esp.participate.online](#)

Visítanos en persona :

- **Lunes, 18 de diciembre, de 3:00 p. m. a 6:00 p. m.:** de visita nuestra mesa en STAR Center, en 3873 S 66th St, Tacoma, WA.
- **Jueves, 4 de enero, de 10:30 a. m. a 12:30 p. m.:** Visítanos en la Biblioteca de South Tacoma, en 3411 S 56th St, Tacoma, WA.

Về dự án

Sound Transit đang quy hoạch mạng lưới được kết nối tốt hơn để cho phép nhiều người hơn có thể đi bộ, sử dụng phương tiện có bánh lùn, đi xe đạp và sử dụng phương tiện công cộng đến Trạm South Tacoma và các điểm đến trong khu phố.

Vào năm 2024, Ban Quản Trị Sound Transit sẽ chọn những hạng mục cải tạo cần xây dựng. Sound Transit và Thành Phố Tacoma sau đó sẽ hoàn tất các thỏa thuận về thiết kế và xây dựng, với tất cả các hạng mục cải tạo dự định hoàn thành vào năm 2030.

Tìm hiểu thêm

Truy cập sự kiện giới thiệu trực tuyến của chúng tôi trước ngày 9 tháng 1

[southtacomastation-vi.participate.online](#)

Đến gặp trực tiếp:

- **Thứ Hai, ngày 18 tháng 12, 3 giờ chiều đến 6 giờ tối:** Ghế thêm bàn của chúng tôi tại STAR Center, 3873 S 66th St, Tacoma, WA.
- **Thứ Năm, ngày 4 tháng 1, 10:30 sáng đến 12:30 trưa:** Ghế thêm bàn của chúng tôi tại Thư viện South Tacoma, 3411 S 56th St, Tacoma, WA.

Inside contents of the mailer, providing improvement examples and ways for people to engage, including in-person events and the online open house.

South Tacoma Station Access Improvements

Tell us what you think by Jan. 9:
Digamosnos dal 9 de enero
Hãy cho chúng tôi biết trước ngày 9 tháng 1

southacomastation.participate.online

South Tacoma Station location (4pm)

Sound Transit Line 1 Extension (2020s)

Sound Transit Improvements (access, riding tips)

- Priority 1 (Priority 1: 1st-4th St)
- Priority 2 (Priority 2: 1st-4th St)

Accessibility upgrades
 (Accessibility improvements: sidewalks, ramps, etc.)

- Sidewalks (Sidewalks)
- New crosswalks (New crosswalks)
- Potential shared parking (Potential shared parking)

City of Tacoma bicycle facilities
 (City of Tacoma bicycle facilities: bike lanes, etc.)

- Biking (Biking)
- Potential (Potential)

Information in alternate formats: 800-337-4803 TTY: 711 or accessibility@seattlertd.org | Information in alternate formats: 800-337-4803 TTY: 711 or info@seattlertd.org
 Thông tin trong các định dạng khác: 800-337-4803 TTY: 711 hoặc accessibility@seattlertd.org

Inside contents of mailer, showing a map of the proposed improvements.

Making it easier to walk, roll and bike in South Tacoma

Estamos haciendo que caminar, circular y andar en bicicleta en South Tacoma sea más fácil

Giúp đi bộ, sử dụng phương tiện có bánh lăn và đi xe đạp dễ dàng hơn ở South Tacoma



Learn about these proposed improvements on our website

Adams Street connections:

Fill in missing sidewalks and curb ramps, add a shared-use path on the Metro Parks Tacoma property, and add a short section of protected bicycle lanes.

Pine Street connections:

Add protected bike lanes on South Pine Street, from Center Street to South 47th Street.

Tìm hiểu về những hạng mục cải tạo được đề xuất này trên trang web của chúng tôi

Công trình kết nối tại Adams Street:

Lắp đầy các vỉa hè và dốc lề đường còn thiếu, thêm lối đi sử dụng chung trên bất động sản Metro Parks Tacoma và thêm một đoạn ngắn làn đường dành cho xe đạp được bảo vệ.

Công trình kết nối tại Pine Street:

Thêm làn đường dành cho xe đạp được bảo vệ trên South Pine Street, từ Center Street đến South 47th Street.

Conozca estas mejoras propuestas en nuestro sitio web

Conexión con Adams Street:

completar las aceras y rampas de acera faltantes, agregar un camino de uso compartido en la propiedad de Metro Parks Tacoma y agregar una sección corta de carriles para bicicletas protegidos.

Conexión con Pine Street:

agregar carriles para bicicletas protegidos en South Pine Street, de Center Street a South 47th Street.



Tell us what you think by January 9

Cuéntenos lo que piensa antes del 9 de enero

Hãy cho chúng tôi biết suy nghĩ của quý vị trước ngày 9 tháng 1



southacomastation.participate.online



The district does not sponsor this event/activity/offer and the district assumes no responsibility for it. In consideration for the privilege to distribute these materials, the Tacoma School District No. 10 shall be held harmless from any cause of action filed in any court or administrative tribunal arising out of the distribution of these materials, including all costs, attorney's fees and judgments or awards.

Poster promoting the online open house given to businesses and organizations within the project area and posted at South Tacoma station.

Walking, rolling, and biking improvements are coming to South Tacoma!



Tell us what you think 

Sound Transit is investing in better walking, rolling, bicycling, and bus facilities in South Tacoma.

Give us your input by Jan. 31!





We're planning improvements around South Tacoma Station. 

Tell us what you think

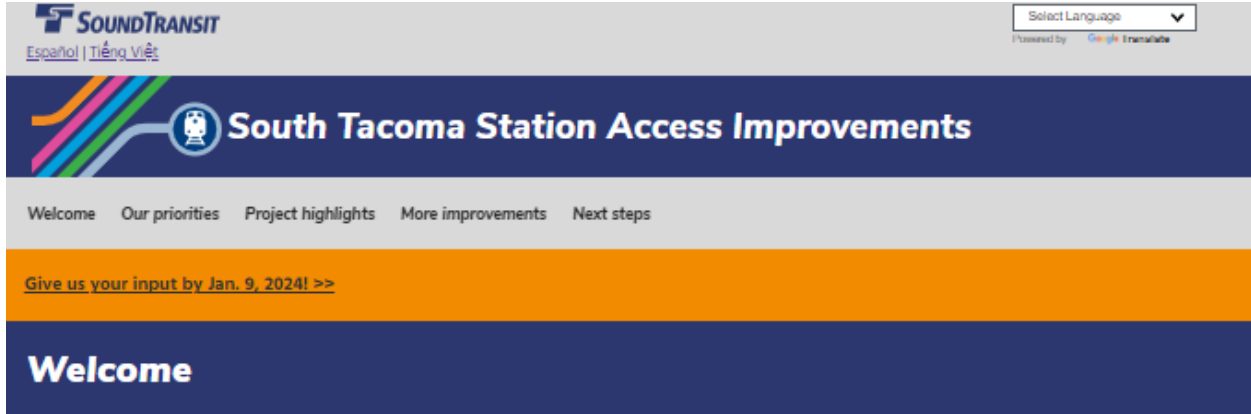
 **Walking, rolling, and biking improvements are coming to South Tacoma!** 

Tell us what you think

Digital ads for the Tacoma News Tribune.

Appendix B: Online open house

The online open house was launched from Dec. 12, 2023, to Jan. 9, 2024, to display potential improvements in walking, biking, rolling, and transit access around South Tacoma Station. The website included a homepage, three project highlight stories, and a survey for feedback about project priorities. Full captures of the site in [English](#), [Spanish](#), and [Vietnamese](#) are available on the project website.



Sound Transit is investing in better walking, rolling, bicycling, and bus facilities in South Tacoma. Whether you catch the train at the South Tacoma Station, or live or work in the area, the upgrades will make navigating these areas safer and more accessible for everyone.

In fall of 2022, we announced potential street and sidewalk improvements. We've continued refining the improvements this year. Sound Transit may need to prioritize certain improvements over others based on design and construction costs. Read on and learn more, then give us your opinion on which improvements you'd like to see built!



*Sounder trains give South Tacoma residents a comfortable and congestion-free travel option to Seattle, and other destinations in between. **We want more people to [join us on the journey!](#)***

Screen capture of the South Tacoma Station Access Improvements Project online open house.

Appendix C: Survey responses

Value	Count	Language
Total responses	37	37 English

1. **Of the six Priority 2 improvements, we expect to prioritize them as follows, based on our criteria of benefiting underserved communities, addressing a major barrier to access, and proximity to South Tacoma Station:**
 - a. South 66th Street protected bike lanes
 - b. South Tyler Street protected bike lanes
 - c. South 60th Street Edison neighborhood connections
 - d. South Washington Street sidewalks
 - e. South 45th Street bicycle sharrows
 - f. SERA Campus shared parking facility

The Sound Transit 2 Plan (approved by voters in 2008) envisioned adding new parking stalls at South Tacoma Station, to meet expected demand. While the current 220 surface parking spaces at the station were close to capacity most weekdays in 2019, today they are only about 22% full on average, due to work-from-home and hybrid schedules. Do you agree or disagree with this prioritization. Why?

Value	Count	Percent
Agree	14	66.7%
Disagree	7	33.3%
Totals	21	100.0%

Comments:

- My preference would be Tyler Street, Washington St sidewalks, and then the rest of the order (66th, 60th, 45th, SERA). The reason for this is the coming mega-warehouse makes it even more difficult to bike, walk, and roll on Tyler, South Tacoma Way, and Washington.
- Tacoma does need better walking and cycling infrastructure! Prioritize parking last!
- I feel strongly that top three items are correctly prioritized. Focusing on east/west access, and reaching the densely populated apartments/condos west of Tyler St.
- Secure parking near the station is more important than protected bike lanes. The bike lanes are hardly ever used and seem like a waste of money.
- Parking should be last priority
- I do not disagree or agree with this prioritization. It does not affect me either way.
- I don't disagree with putting sidewalks on streets that connect with the South Tacoma Station. What I do disagree with is the bike lanes. I live in the Manitou area, just down the street from the South Tacoma Station and in the past years, every four-lane road has been converted to a two-lane road with bike lanes. In those years I have seen maybe a handful of people using those bike lanes. What I have seen is that it takes 3 times longer to get through the intersection of 56th St and S. Tyler if you're heading north. It takes

twice as long to pull out onto 56th St. from Mullen St. going west and turning onto Mullen St. from 56th St going west stops traffic and there is the constant danger of being rear-ended by folks not paying attention. If you want to make the South Tacoma Station more accessible make more bus routes that focus on getting people to and from the South Tacoma Station.

- I live in this area and not ONCE have I see a bike rider use these designated lanes. It seems like a waste of money. We have roads that have potholes and our car has been hit 4 times in front of our house. We have asked for improvement on our road and nothing. Do you really listen or just do these surveys to check a box?
- I live at [address]. This is the intersection of 60th and five. This is a very low traffic area. We do not need a protected bike lane and additional concrete. As a homeowner, I do not want any changes to the neighborhood. The recent changes to the intersection of Oaks and 60th have narrowed the road there and makes it less safe when pulling out onto oaks if another car is also needing to use that space. It really feels like this was done just for the sake of doing something to justify your budget. Please leave our roads alone. People are free to bike to their heart's content and walk or roll down the street as is without worry. The one improvement to our intersection would be stop signs on the east and west sides of 60th and five.
- I represent 2 apartment complexes along South 56th Street and the ownership does not agree with this use of public funds or this plan to remove public street access which will adversely affect the public's ability and access to adequate housing in our area.
- Prioritize bikes over cars! We have to adjust after the opposite for 80yrs
- DO NOT DO THIS!!! S 66th Street really needs the street parking!! There is commercial, a community center, church and residents who depend on street parking. In living on S. 66th for years, I have almost never seen a biker, but I do see walkers, as well as lots of people parking on the street. Even the school on this street needs street parking for buses and parents to pick up kids. I don't feel a bike lane would be an improvement. If this goes through and we lose street parking. If anyone wants to visit, we will have to have parking down additional residential roads which will clog them up for those people. Please just improve sidewalks from S. Orchard Street to Lakewood Drive. Also, a bike lane through the roundabout on S. Tyler will likely result in getting someone killed because nobody seems to know how to use it. Third. Can we please for the love of GOD add sidewalks from S. Orchard to Lakewood Drive. That seems MUCH MORE IMPORTANT THAN THIS!!!! Those do get walked, I don't see bikes on it, but I do see walkers, and right now the commercial customers are spilling into the road causing headaches for pedestrians. Why not focus on that, instead of adding bike lanes for people who won't use them.
- I would swap the top two positions to prioritize like this: 1. South Tyler Street protected bike lanes 2. South 660th Street protected bike lanes 3. South 60th Street Edison neighborhood connections 4. South Washington Street sidewalks 5. South 45th Street bicycle sharrows 6. SERA Campus shared parking facility The reason for this swap is that Tyler is a much busier street than 66th and therefore more urgently needs protected bike lanes. I am an experienced and confident bike rider, but I feel very unsafe biking on Tyler especially north of 56th. Both improvements are needed, but Tyler should come first.
- Sound Transit continues to have issues with providing excess parking. We need to stop doing that. This prioritization is correct in that area. Also, The S66th Bike lanes provides

access to SERA and the Star Center from the Manitou Park neighborhood and that is a good thing. The roundabout at S66th and Tyler is extremely efficient for cars, but it feels unsafe for all other users. Prioritizing noncar users in that intersection is extremely important.

- Sharrows on S. 45th St. should go to the lowest priority. In my opinion, sharrows are not worth the cost of the paint as they do not appreciably affect vehicular traffic behavior and they may give a false sense of security to bicyclists. Also, rarely do municipalities or agencies provide resources for maintaining them, so they actually provide a negative connotation to the value of bicycling as they age and fade.
- Reverse the list from #6 down to #1. Since too many projects get delayed due to mismanagement or poor fiscal planning. First \$\$\$ should be spent in the order of #6 down to #1
- Please do not do protected bike lanes. They get filthy and are not cleaned regularly. Widen the sidewalks to have pedestrian and bike traffic. Bike lanes are confusing for non bike riders and cause more danger than safety. Please look at the unused bike lanes on So Washinton. They are filthy and have trees growing in them.
- I agree with this prioritization, for the most part. I consider the two protected bike lane projects to be the most valuable Priority 2 improvements, with the shared parking facility being the least needed (especially given current demand). My only critique is 'South 60th Street Edison neighborhood connections' being prioritized over 'South Washington Street sidewalks'. S 60th St is a quieter residential street that already has non-motorized safety elements such as sidewalks and traffic circles, whereas S Washington St is immediately adjacent to the South Tacoma Station and very hostile to people biking and walking, as is. In summary, I would keep this prioritization but flip priorities #3 and #4.
- There are more pedestrians in this neighborhood than cyclists, more pedestrians take the train than cyclists, and more pedestrians who need sidewalks to connect to other transit especially east-west streets to better connect transit options along S Tacoma Way and S Oaks.
- I've not seen any cyclists. We either need a bus in 56th to south Tacoma Way or more parking to get to the Sounder Station from the west.
- Those are ok. 58th and Puget Sound needs something there to slow cars down and a cross walk.

2. **Would you prefer building more parking at South Tacoma Station or building more improvements for walking, biking, or rolling to the station (sidewalks, bike lanes, crossing signals, etc.)?**

Value	Percent	Responses Percent
I prefer more parking at South Tacoma Station	7	7 20.0%
I prefer more improvements for walking	26	26 74.3%
I have no preference.	2	2 5.7%
Totals	35	35 100.0%

3. **Is there anything you'd want Sound Transit or the City of Tacoma to know as we continue planning these improvements?**

Comments

- just adding more safety for bike lanes and or sidewalks or own walking, biking paths. I have been hit by two cars in Tacoma riding my bike following the rules. Coming down Tyler street heading down 56th street I've had things thrown at me for being in the road. just more safety for people who wanna travel around Tacoma not in a car. Making the transitions when the bike lane ends to be gradual for cars to see and cyclists.
- South 54th St needs to be included. It has direct access to the Tacoma Mall Transit Station, and it has sidewalks with no curb cuts and a painted bike lane with glass in it. I take that route every time I walk or bike to the Sounder Station and have nearly been hit multiple times.
- South Tacoma Station needs more transit. A lot of the bus routes that go to Tacoma Mall should be extended to terminate at South Tacoma, and Route 3 needs to serve closer to it.
- Do not neglect tree canopy in the South Tacoma neighborhoods. If large heritage trees are in the right of way, please prioritize incorporating them into improvements.
- I don't live in the city limits. I do think that making SAFE biking possible is a real goal that would improve the quality of life for everyone. I live in Parkland whereby we hardly have any sidewalks, let alone bike lanes. I understand that "rural" use to be the thing, but society has progressed and city living with "natural amenities" is a lovely concept. Just look at the city of Seattle's older neighborhoods..lots of trees which are lovely in ALL Seasons and makes living in the city so much better.
- It's so nice to have the water flume trail near my house, but it doesnt connect to anything. It just ends when it hits south tacoma way, and in the other direction it spits you onto south tacoma way by the cemetery and that is not an ideal way to bike if you need to get north.
- I-5 is a river that's hard to cross, South Tacoma station would be useful and accessible if I could get across the interstate. Why are 72nd and 84th each such car sewers
- I live at [address] 5802 S Fife St. This is the only house/property on the plan to be affected on two sides. We have no driveway and use both S Fife St and 58th St for our parking. The flyer and website do not provide any information as to what parking will be provided after the bike lanes are installed. Including my property, there are 80 properties in total that are affected by the plans, although mine is the only one to be affected twice. If anyone reads this can they please have someone get ahold of me regarding this. My phone number is [phone number].
- As I mentioned above, the bike lanes are a waste of money. It's too cold and rainy here for there to be any dedicated bicyclists using those bike lanes. More people walk and ride buses so concentrate on making more bus routes and putting in sidewalks because taking away traffic lanes to install bike lanes that nobody is going to use is not helping the problem.
- Ask people who live here and listen to our concerns. Not take the word of people who don't live or use these lanes/roads
- Route the 3 to be closer!

- There is no need for any changes on 60th from oaks to prospect. please leave our neighborhood alone.
- I represent 2 apartment complexes along South 56th Street and the ownership does not agree with this use of public funds or this plan to remove public street access which will adversely affect the public's ability and access to adequate housing in our area.
- More sidewalks. I really like how there are sidewalks and street lights now on 112th St. along Clover Park High School and the other roundabouts and sidewalks that have been added in Lakewood. It upgrades the neighborhood and makes it more safe to walk as a pedestrian. Thank you!
- Real protected bike lanes! Tacoma needs it. The S. pine improvements will be huge there's large stretches that don't even have sidewalks
- S. 66th street is not a place for bike lanes!!! I wouldn't do it on Tyler either. Those roads the residential NEED the additional parking, especially as newer homes are being built and are not coming with good parking. We use street parking daily on S. 66th and I have never seen a biker, but I do see people parking to go to the community center, or the school, or the commercial businesses. But if we could add more parking on these streets, or the city buys houses, tears them down for parking. A Bike Lane is absolutely dumb. Additionally, Lakewood doesn't have the support for bike's or pedestrians. Why not help bridge the gap and get sidewalks first!!! Also, S. 66th and Tyler see's a lot of people racing up and down the roads at HIGH speeds. Maybe we come up with a solution to that first. Like a speed bump! Also. I live at the intersection of S. Orchard and S. Tacoma. If I wanted to get to the station. I would drive. Because that is the easiest and safest option for me. I wouldn't bike because going through the roundabout is a joke with all these street racers. Plus, every one of my neighbors told me when we moved in, that it's not safe to walk on S. 66th between the roundabout and S. Tacoma Way. I hardly ever see anyone doing just that.
- A bike lane on 6 Ave all the way down.
- More bus service to the station from the West or East such as from University place
- There needs to be an easier connection for those who live west of South Tacoma Station and between 56th Street and 66th Street. Not everyone is able to ride a bicycle so for those people who must walk or are restricted to mobility devices, getting to the station from that neighborhood requires too much time to travel to either 56th St or 66th St. This could be solved by creating an accessible connection through the large block where SERA and Gray Middle School are located. Trails already exist through SERA, but getting through Gray Middle School is not currently possible because the trails are unmaintained, feel unsafe, and gates are typically locked. Please consider making this connection complete and accessible. I would be happy to discuss this more.
- All of sound stations will eventually grow to larger regional transit hubs as we continue to expand Sound Transit and Pierce Transit. We need to stop prioritizing parking around the stations as well. People working in this neighborhood should be using transit to commute to their jobs.
- Please add additional trains to Seattle and weekend service. It would be amazing to travel to Seattle or Tacoma for leisure and not just commute.
- Why is the South Sound last on the Totem Pole to get work done. I have been paying taxes since the beginning and don't expect to be alive to see Light Rail and other projects reach Lakewood before I DIE!!! Based on the inept planning, execution and

forecasting of how long this will take. BASICALLY YOU CONTINUE TO LIE TO THE PUBLIC WHILE THE BUREAUCRATS AND CONTRACTORS GET RICH OVER THE DELAYS. Cancelled 590, 592, 594 and 574 daily route times are becoming constant and disruptive to planning work and medical appointments. Would like to take the Sounder Train but unlike other Major Metropolitan Mass Transit systems but the Sounder is limited due to NO DEDICATED RAIL LINE.

- No on the bike lanes though, but wider sidewalk for both to use.
- Given its proximity to businesses and buses, transforming S Tacoma Way into an attractive option for people biking, rolling, and walking is essential to increasing Sounder ridership and non-motorized transportation in the area. Sooner rather than later, South Transit and the City of Tacoma should work together to establish a cohesive, attractive, and attainable vision for this corridor that supports all modes of travel.
- My family and I walk or bike from the Tacoma Mall Transit Station down 54th and along Washington Avenue to the Sounder. Please improve the sidewalks on 54th by adding curb cuts, and make the sharrows/painted bike lane a protected bike lane.
- There should be more focus on pedestrian safety first. Too many streets in S Tacoma have NO sidewalks! Especially near schools and a long busy streets. The S five cycle path is dangerous unless there are stop signs for all east/west crossing streets. Traffic circles would be a great solution for safety and potentially tree canopy, pollinators and runoff pollution throughout the neighborhood.
- The Manitou neighborhood needs a bus on 56th street between Orchard and South Tacoma Way
- 58th and Puget Sound is a bad intersection. There are accidents there and it's hard to cross. Cars speed on Puget Sound. , really fast, not racing, just drivers going 50+. It needs some type of speed bumps or something.
- Yes, the area needs considerable station area design that is non-auto oriented within the catchment zone. Currently South Tacoma Way is a road with speed limits far exceeding what is safe for pedestrians or cyclists approaching the station. I would like to see major focus on TOD project development sites within the catchment zone of the station and building up the already mixed use zones along South Tacoma Way which have been grandfather'd in from the pre-auto era (Howdy Bagel, Real Tacoma Arts Live, Mule Tavern, etc). There is incredible opportunity here for mid-density infill housing at brown sites and former industrial areas peppered throughout the neighborhood. It would be a missed opportunity to focus on park & rides or garages effectively turning this into a place for M-F 9-5 commuters. This should be a regional growth opportunity site to develop into a sustainable *transit oriented* neighborhood which thrives throughout the day and evening. Post-pandemic analysis of regional travel patterns has shown us that continued focus on using Sounder as commuter rail instead of regional rail is a misstep. We should expand Sounder S hours and frequency and divert underutilized Sounder N trains for use on expanded Sounder S operations. Sounder should be looking at Caltrain in the San Francisco-San Jose Bay Area as an example of how the agency can move Sounder into a new era with electrification, expanded service and frequency which prioritizes pedestrians, transit riders, and cyclists *FIRST* and motorist second. This is how we will reduce vehicle miles traveled in our region and help reach out climate goals while also improving public health outcomes via citizens getting out of their cars and onto more healthy forms of transportation for themselves and the environment. Please work with developers on identifying *mixed use* TOD sites near the station.