

South Tacoma Station Access Improvements

[Welcome](#) [Our priorities](#) [Project highlights](#) [More improvements](#) [Next steps](#)

[Give us your input by Jan. 9, 2024! >>](#)

Welcome

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!](#)***

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.

Our priorities



Building as many proposed improvements in the South Tacoma area as possible

While we wish we could build all the proposed improvements, we may have some decisions to make.

[Give us your input on what to prioritize! >>](#)

Project highlights

Update on South Adams Street connections

Learn about the revised option we're studying for better walking, rolling, biking, and transit connections on South Adams Street to help people get where they're going—whether that's South Tacoma Station, Metro Park Tacoma's SERA Campus, or other destinations

[Check our progress >>](#)



Closing a gap in the City of Tacoma bicycle network on South Pine Street

New protected bike lanes will improve mobility for all road users in the Tacoma Mall area

[Read more about the proposed protected bike lanes >>](#)

More improvements

Interested in learning more about the potential improvements in the South Tacoma area? The following **Priority 1** improvements were identified last year. We expect to be able to complete all the Priority 1 improvements, unless there are unforeseen challenges with design or construction costs.

[Map of the Priority 1 improvements](#)

What changed since last year? Protected bike lanes -

- We removed protected bike lanes on South Tacoma Way from our study because additional City planning for the long-term vision of the South Tacoma Way corridor is needed before a design can be finalized.
- See the [project highlight](#) to learn more about the protected bike lanes on South Pine Street.

Walking, rolling, and biking path north of SERA Campus -

- Provide a connection for people walking, rolling, and biking from South Tyler Street to [South End Recreation and Adventure \(SERA\) Campus](#) and South Tacoma Station. We identified some challenges with this proposal during early design work (e.g., not having enough width for a shared use path that meets City design standards), so we will continue to refine this potential improvement through further design.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$

South 58th and 60th streets station area connections -

- Add pedestrian and bike connections near the station along South 58th Street and South 60th Street to South Puget Sound Avenue. This makes it safer to walk, roll and bike to locations east of the station, including bus stops and businesses on South Tacoma Way, neighborhoods to the east, and bike facilities on Puget Sound Avenue.
- To complement the City of Tacoma's investments on South 58th Street, improvements would include:
 - Providing sidewalks on the south side of South 58th Street, from the station to South Tacoma Way.
 - Adding bike lanes on South 58th Street, from the station to South Tacoma Way.
 - Including bike and pedestrian priority at the signal on South Tacoma Way.
 - Improving the bike and pedestrian crossing at South Puget Sound Avenue by providing a crosswalk and pedestrian/bike activated signal.
- South 60th Street improvements would include:
 - Adding **protected bike lanes** on the north side of South 60th Street, from South Adams Street to South Tacoma Way and transitioning to a **bike boulevard** to South Puget Sound Avenue.
 - Add a signal at South 60th Street/South Tacoma Way and move northbound bus stop at South 62nd Street to South 60th Street (located far-side).
 - Improve bicycle and pedestrian crossings at South 60th Street/South Puget Sound Avenue with striping or other priority treatments.

Cost estimate guide*

\$ – \$50,000 - \$1M

\$\$ – \$1M - \$3M

\$\$\$ – \$3M - \$6M

\$\$\$\$ – \$6M - \$9M

\$\$\$\$\$ – \$9M - \$12M

*These estimates are for construction costs based on a very early stage of design and are subject to change.

- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$\$

South 58th Street Edison neighborhood connections

- To complement the City of Tacoma’s investments on South 58th Street, Sound Transit’s improvements would include:
 - Add pedestrian and bike connections along South 58th Street in neighborhoods east of the station near Edison Elementary School.
 - Making sidewalk, curb ramp and **bike boulevard** improvements from South Lawrence Avenue to South Fife Street.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$\$

Station accessibility and safety

- We are studying options for upgrading accessibility and safety upgrades at the station, such as:
 - Adding a public address system and installing additional tactile pavers and retrofitted curb ramps to help guide people with disabilities through the station area.
 - Adding a shelter for the ADA train boarding ramp, for people with disabilities and those who use mobility devices such as wheelchairs or walkers.
 - Improving the railroad crossing between the station and nearby parking lot, with the addition of a crossing bar and other changes.
 - Increasing security cameras at the station and in the parking lot.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$

Station area improvements

- Improvements in the area around and at the station, including:
 - Completing select sidewalks and addressing ADA barriers (such as upgrading curb ramps) within a half-mile of the station.
 - Improving station wayfinding, such as posting signs on South Tacoma Way, to improve awareness of the station.
- Within a quarter mile of the station:
 - Installing bike/pedestrian priority at signals and bike detection at select intersections, making it easier for pedestrians and bicyclists to cross.
 - Installing street lighting on priority streets.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$

Pierce Transit Route 3 bus improvements

- This could include changes to traffic signals and bus stops for Pierce Transit’s Route 3, including:
 - Adding transit signal priority on South Tacoma Way at South 66th Street, South 58th Street, and South 56th Street. This means changing the traffic signal to recognize approaching buses and giving them an early green light.
 - Relocating a bus stop to better connect to the proposed pedestrian crossing, which would include a crosswalk and pedestrian/bike activated signal, at South Tacoma Way and South 60th Street.
 - Upgrading the bus stops near the station to include a bench and other improvements.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$

South Fife Street bicycle boulevard

- This would provide a **bike boulevard** along South Fife Street, completing gaps in the city’s bicycle plans around the station area. The bike boulevard would run from South 74th Street to South 48th Street, and on South 48th Street to South Oakes Street. A final stretch continues to the north on South Oakes Street, from South 48th Street to South 47th Street.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$

Bike lanes

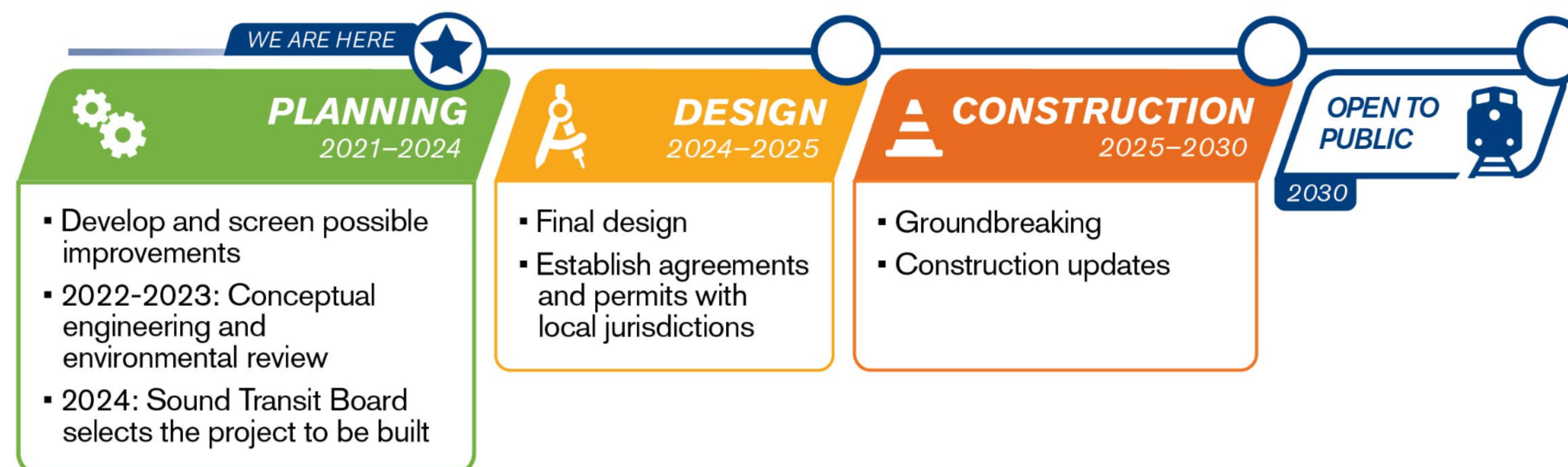
- The proposed **bike lanes** would complete gaps in the city’s bicycle plans on key corridors connecting to the station area.
 - On South Puget Sound Avenue, between South 54th Street and South 56th Street.
 - On South Sprague Avenue, between South Tacoma Way and South 37th Street, and west on South 37th Street to South Steele Street.
 - On South 35th Street, between South Pine Street and South Sprague Avenue.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$

Reminder: [Share your feedback](#) about which **Priority 2 improvements** you think are most important.

Next steps

We will continue to finalize the environmental review and refine designs for the proposed changes throughout the project area. In 2024, the Sound Transit Board will select the improvements to be built.

From there, Sound Transit and the City of Tacoma will confirm agreements for construction. We anticipate the City will construct most of the improvements in the City's **right-of-way** with Sound Transit constructing certain elements, such as the station accessibility and safety improvements at the South Tacoma Station. All improvements are set to be completed by 2030.



[Click to enlarge](#)

What can I expect as a project neighbor?

In some areas, the proposed changes will mean reclaiming space in the City's **right-of-way** currently being used for private use, such as informal on-street parking, business parking, or landscaping.

During the next stage of design, the City will work with individual property owners to work out right-of-way issues before construction.

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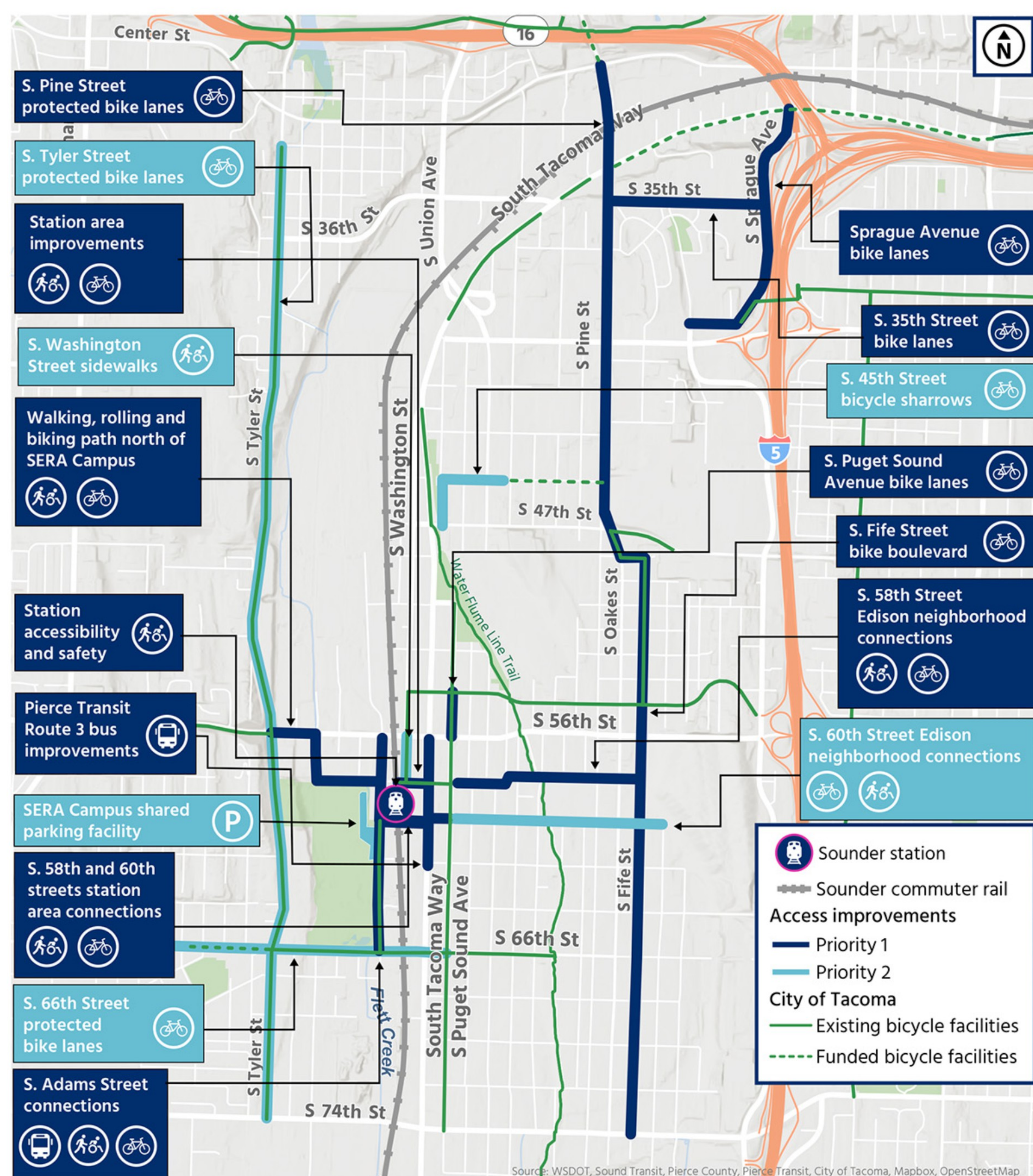


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Share your feedback about priorities for improvements to the South Tacoma Station area



Priority 1 and Priority 2 improvements include sidewalks and curb ramps, shared use paths, bike lanes, and crossings. | Click to enlarge

Related stories

- [Update on South Adams Street connections](#)
- [Closing a gap in the City of Tacoma bicycle network on South Pine Street](#)

Last year, we designated some of the proposed improvements as "Priority 1." These improvements best meet our three-point criteria of benefiting underserved communities, addressing a major barrier to access, and being located close to South Tacoma Station. The other proposed improvements were deemed "Priority 2."

We are currently developing cost estimates for the Priority 1 and Priority 2 improvements, though these may change as we continue design work. We expect to construct as many Priority 1 improvements as we can before including Priority 2 improvements as funding allows.

Below are descriptions of the six Priority 2 improvements. Read on and learn how we expect to prioritize between these six proposals, then take our brief survey to let us know what you think. Each description has a summary of findings from our environmental review and a preliminary cost estimate.

South 66th Street protected bike lanes

- Upgrade existing bike lanes to **protected bike lanes** on South 66th Street, between South Orchard Street and South Puget Sound Avenue.
 - This proposal would result in the loss of on-street parking between South Orchard Street and South Cheyenne Street.
 - This proposal has been refined since last year to a shorter extent. Fitting bike lanes east of South Puget Sound Avenue would require road widening or major traffic revisions, which are beyond the scope of this project.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$

South Tyler Street protected bike lanes

- Upgrade existing bike lanes to **protected bike lanes** on South Tyler Street, between South 74th Street and South Wright Avenue.
 - Traffic changes, such as the removal of some turn lanes and the loss of on-street parking on the east side of Tyler between South 74th Street and South 64th Street, will be necessary to make this improvement.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$\$\$

South 60th Street Edison neighborhood connections

- Add sidewalks and **bike boulevard** treatments on South 60th Street, between South Puget Sound Avenue and South Prospect Street.

Cost estimate guide*

\$ – \$50,000 - \$1M

\$\$ – \$1M - \$3M

\$\$\$ – \$3M - \$6M

\$\$\$\$ – \$6M - \$9M

\$\$\$\$\$ – \$9M - \$12M

*These estimates are for construction costs based on a very early stage of design and are subject to change.

- **Environmental findings:** No significant issues have been identified. The project would comply with requirements for replacement of any significant trees if tree removal is necessary for construction.
- **Preliminary cost estimate:** \$\$\$

South Washington Street sidewalks

- This improvement would add sidewalks on South Washington Street, from South 56th Street to South 58th Street.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$

South 45th Street bicycle sharrows

- Add bicycle sharrows to South 45th Street from South Lawrence Street to South Union Avenue, continuing the sharrows on South Union Avenue to South 47th Street to connect to the Water Flume Line Trail and South Tacoma Way.
 - This potential improvement was added to connect a gap between the Water Flume Line Trail and the City's improvements on South 45th Street east of South Lawrence Street. It replaces proposed protected bike lanes on South 47th Street that were removed from the Priority 2 improvements, as they would have required road changes beyond the scope of this project.
- **Environmental findings:** No significant issues have been identified.
- **Preliminary cost estimate:** \$

SERA Campus shared parking facility

- This upgrade would add up to 60 additional stalls to existing SERA Campus parking. This improvement would require a shared parking agreement with Metro Parks Tacoma and include an ADA pathway between the parking area and South Adams Street to better connect people to South Tacoma Station.
- **Environmental findings:** No significant issues have been identified. While the project would add vehicle trips on the area's local roads, these trips would not change intersection service levels (the amount of time delay at local intersections). The project would comply with requirements for replacement of trees and landscaping as necessary.
- **Preliminary cost estimate:** \$\$

Parking at South Tacoma Station

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.

To learn more about the Priority 1 improvements, check out the [Adams](#) and [Pine](#) highlights and the [more improvements](#) section.

Survey

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 Street bicycle sharrows
6. SERA Campus shared parking facility

Do you agree or disagree with this prioritization? Why?

- Agree
- Disagree

Comments

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.)?

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

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

Submit

Questions? Contact us:

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Revised design for improving bicycle and pedestrian mobility along South Adams Street

South Adams Street is a major access route for getting to South Tacoma Station and is also home to local residents, businesses, and destinations for community recreation. It currently has discontinuous and aging sidewalks on the east side of the street and a section of newer sidewalk on the west side, but only from South 66th Street to the southern SERA Campus parking lot. The goal for the South Adams Street connections is to ensure that people of all ages and abilities can safely walk, bike, or roll to South Tacoma Station and SERA Campus.



A current view of South Adams Street showing where the sidewalk on the west side of the street ends at the SERA Campus parking lot entrance. The proposed improvements include building a shared use path for people walking, rolling, and biking on the park property north of here, and protected bike lanes on the street south of here, next to the existing sidewalk.

In terms of bicycle access today, South Adams Street has sharrows, or road markings for bikes to share the street with cars. Last year we studied adding [protected bike lanes](#) on the west side of South Adams Street from South 58th Street to South 66th Street. Another name for this is a two-way cycle track, as there would be bike lanes in both directions on one side of the street. Building protected bike lanes on South Adams Street would require removing on-street parking from one side of the street. When Sound Transit started talking with community members about this proposal during outreach in 2022, we heard concerns from local businesses about on-street parking loss ([see fall 2022 engagement summary](#)).

What's changed?

Our proposal for South Adams Street includes filling in the missing sidewalks and curb ramps on the east side of South Adams from South 66th Street to South 56th Street. For the west side of the street, we've refined two concepts from last year into one hybrid design for further study that combines some pedestrian and bike facilities.

- Section 1: In the southern end of the corridor (South 66th Street to the north end of the south SERA parking lot), we're proposing to construct on-street protected bike lanes. Parking would be removed on the west side of the street in this vicinity (approximately 30 stalls) to make room for the protected bike lanes.
- Section 2: Between the south SERA parking lot and S 60th Street we're proposing a shared use path on the SERA Campus. The shared use path would require a partnership with Metro Parks Tacoma and would not affect on-street parking. It would be used by pedestrians and bicyclists and separated from cars.
 - Our environmental findings show that some landscaping or trees along the east edge of SERA Campus may need to be removed in this area. We would comply with replacement requirements as necessary.
 - We would also fill in missing sidewalks and curb ramps on the west side of South Adams Street from South 60th Street to South 56th Street.

This new approach for the west side of South Adams Street will provide better connections for people walking, biking, and rolling in the area and will result in less on-street parking loss (approximately 30 spaces) compared to the full two-way cycle track option, which would have removed over 90 spaces.

Related stories

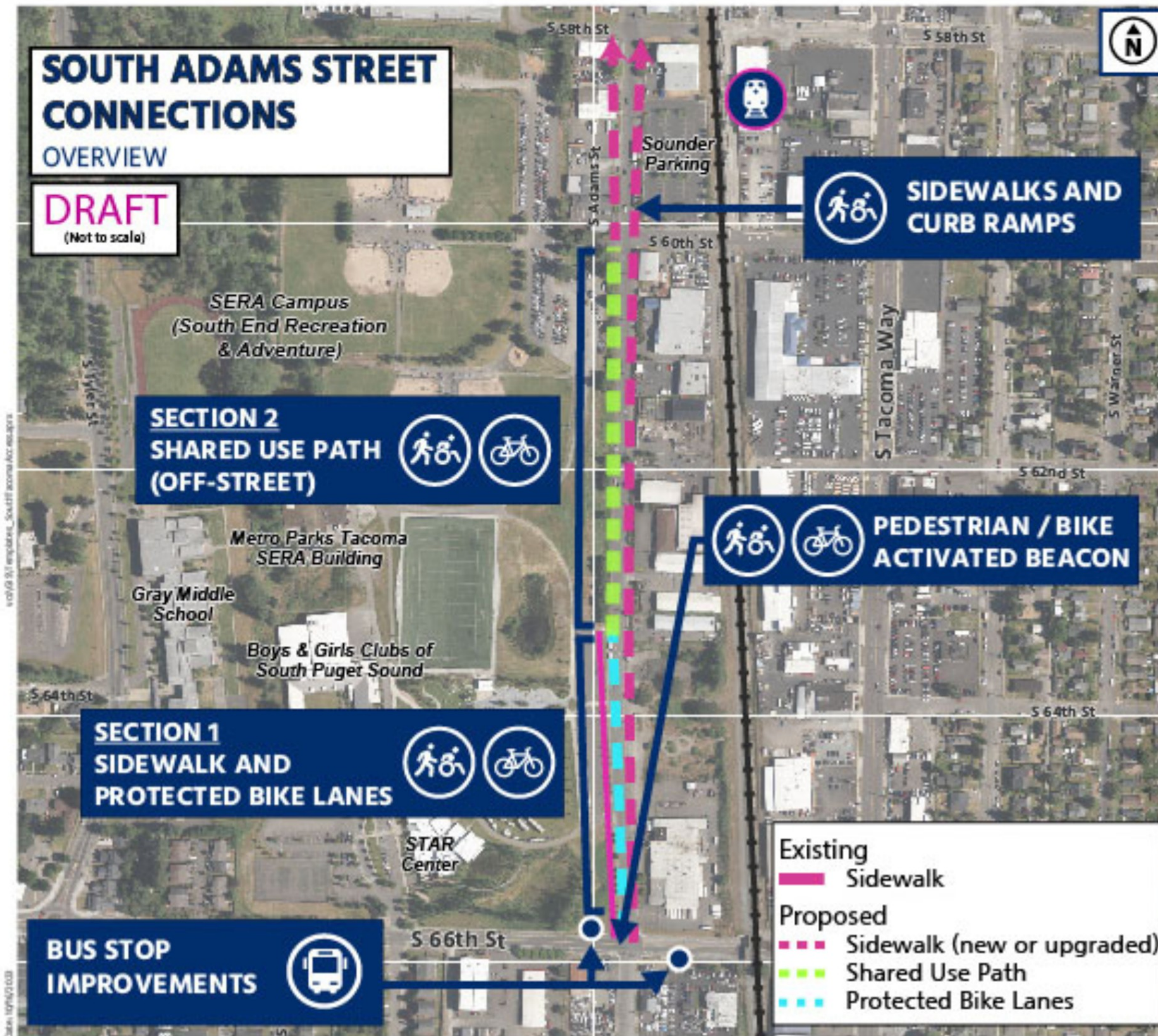
- [Building as many proposed improvements to the South Tacoma area as possible](#)
- [Closing a gap in the City of Tacoma bicycle network on South Pine Street](#)

Initial findings overview

Preliminary cost estimate*:
\$3M - \$6M

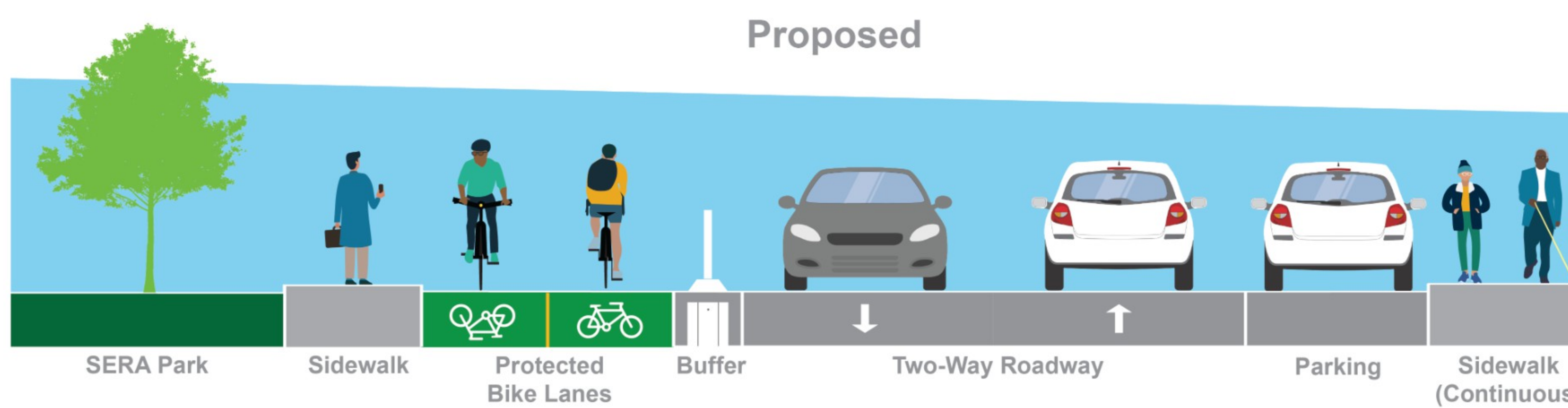
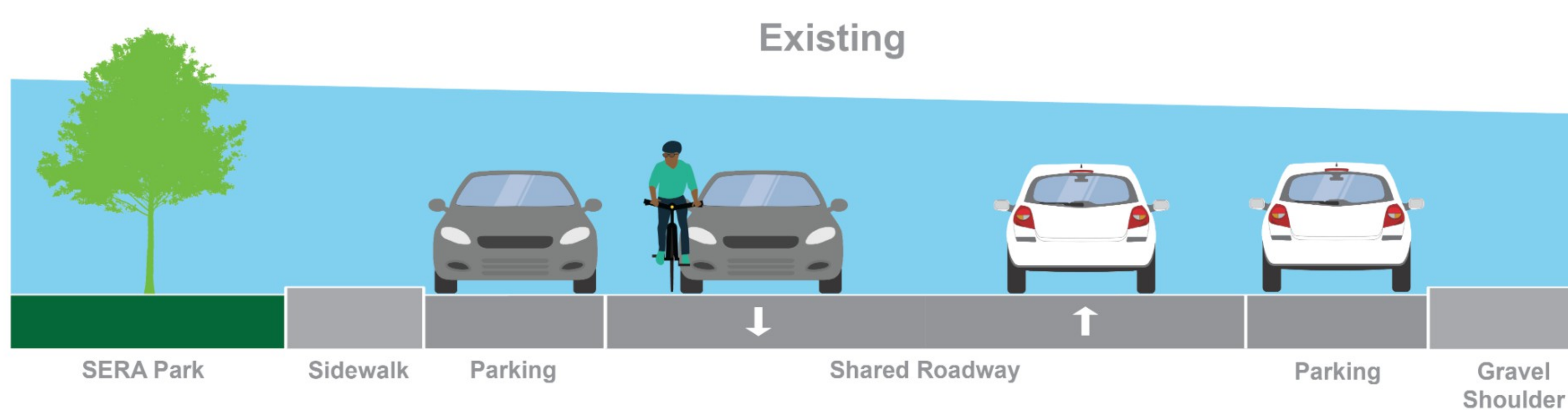
*Preliminary estimates are for construction costs based on a very early stage of design and are subject to change.

Environmental findings: No significant issues have been identified. To accommodate the proposed sidewalk and shared use path, some landscaping and tree removal may be required. The project will comply with requirements for replacement of trees and landscaping as necessary.



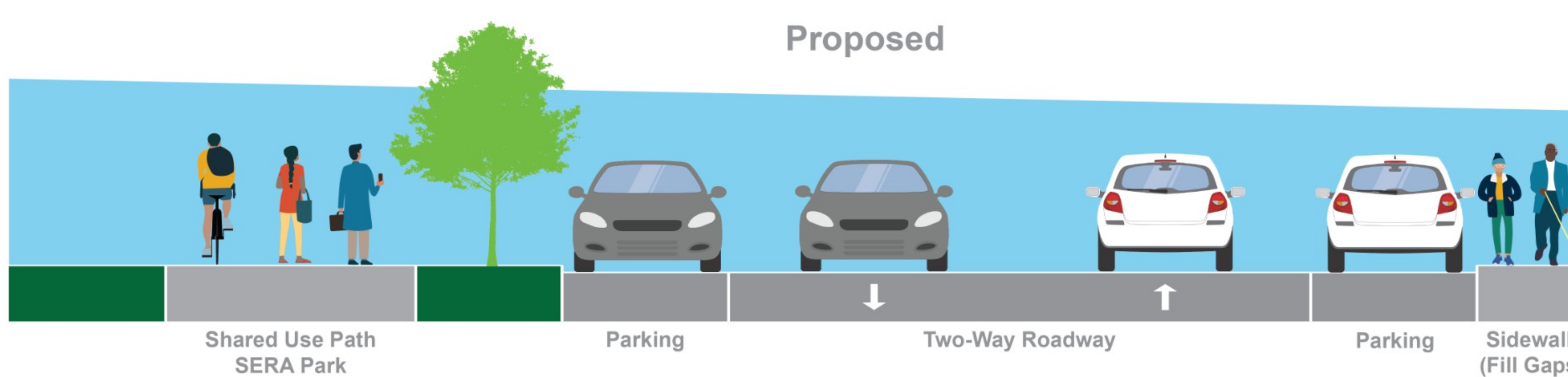
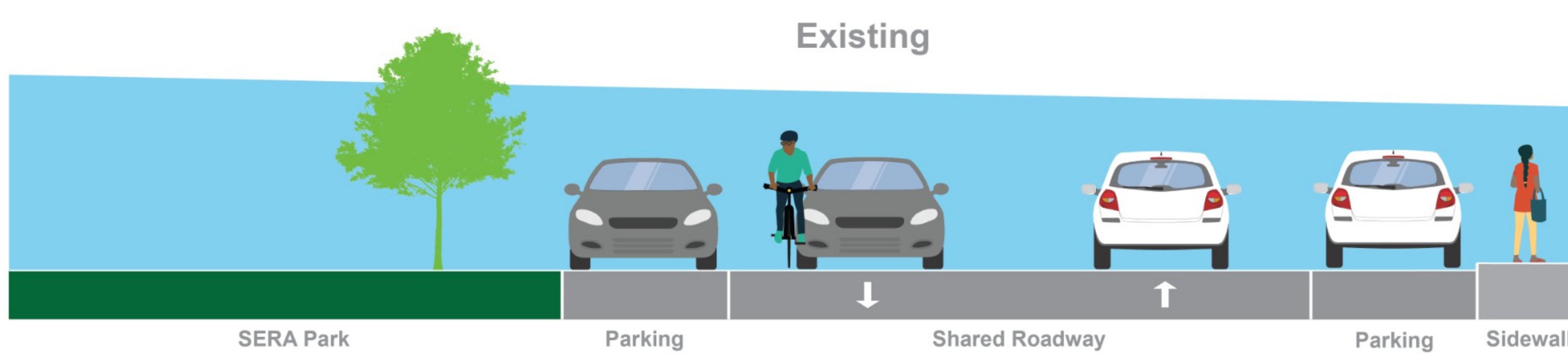
Map showing the proposed improvements of the Adams Street connections, including protected bike lanes in the south end that connect to a shared use path on SERA Campus. | [Click to enlarge](#)

SECTION 1: S. ADAMS SIDEWALK AND PROTECTED BIKE LANES South SERA Parking Lot to S 66th St, Looking North



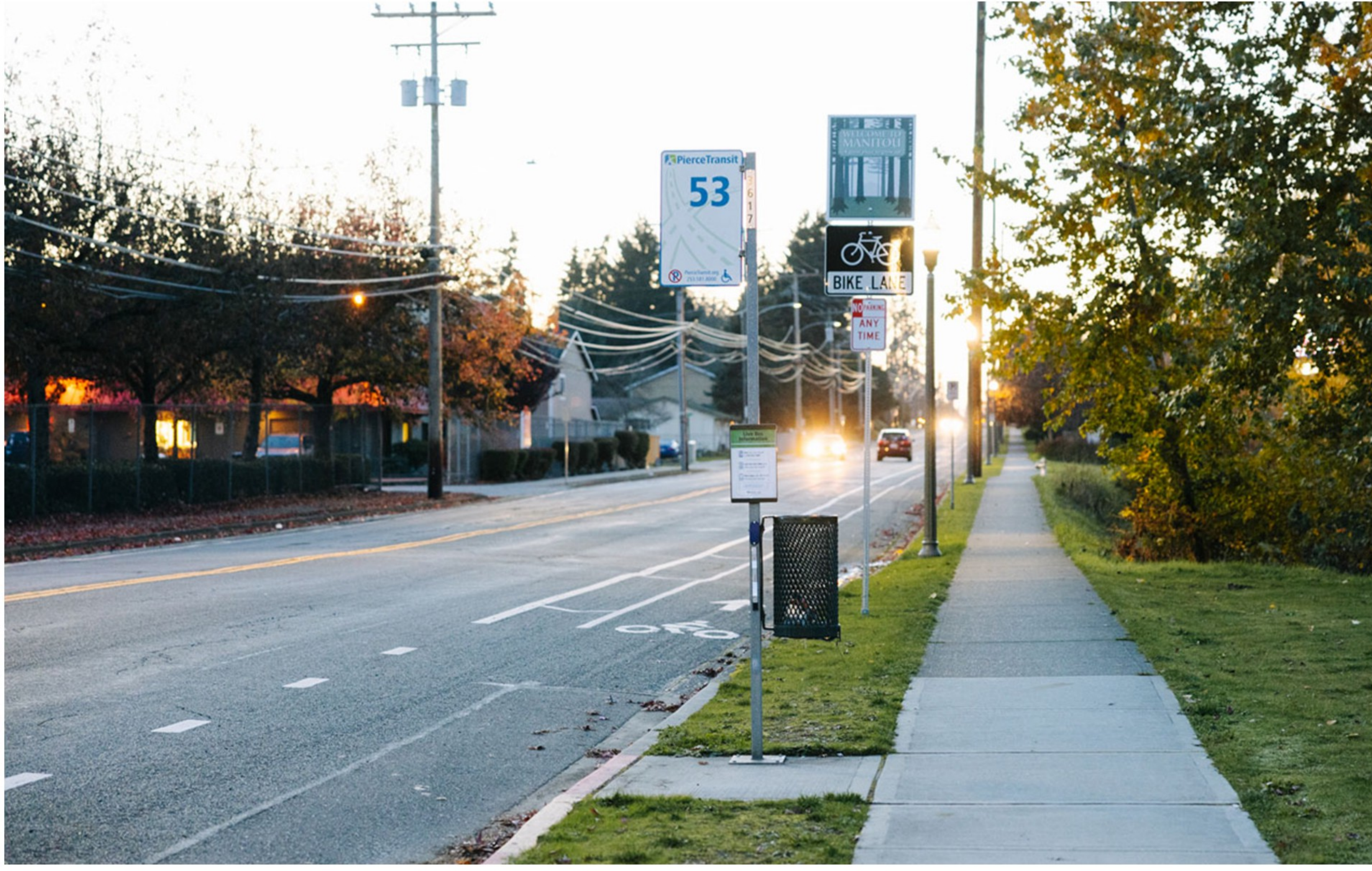
This cross-section shows what the protected bike lanes and sidewalk on the west side of South Adams Street would look like at the south end of the improvements, from South 66th Street to the SERA Campus parking lot entrance. | [Click to enlarge](#)

SECTION 2: S. ADAMS SHARED USE PATH S 60th St to South SERA Parking Lot, Looking North



This cross-section shows a shared use path on SERA Campus. There would be no impacts to on-street parking on South Adams Street in areas with the shared use path. | [Click to enlarge](#)

The South Adams Street connections also include other important upgrades for pedestrian and transit access, like upgrading curb ramps to meet ADA standards, an enhanced pedestrian crossing on South 66 Street at the intersection with South Adams Street (installing a crosswalk with a pedestrian/bike activated signal), and bus stop upgrades near South 66 Street and South Adams Street (served by Pierce Transit Route 53) to include a bench and other improvements.



The South Adams Street improvements also include upgrades to two bus stops on South 66th Street, including the one pictured here on the north side of the street.

Our preliminary cost estimate for these improvements is in the \$3 million to \$6 million range. As a Priority 1 improvement, we anticipate being able to make these changes unless there are unforeseen challenges with design or construction costs. After the project's environmental review finishes early next year, the Sound Transit Board will select the improvements to build. All improvements are expected to be completed by 2030.

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New protected bike lanes will improve mobility for all users and help connect the Tacoma Mall area to the South Tacoma Station

We are studying adding **protected bike lanes** on South Pine Street, from Center Street to South 47th Street ([see map](#)). This would help complete a key gap in the City's Transportation Master Plan and improve access to South Tacoma Station. Tacoma's [Vision Zero Action Plan](#) identifies roadways that are the highest risk for serious injury and fatal collisions. Pine Street is one of these high-risk corridors. This proposal will improve safety for everyone by slowing speeds and improving connectivity for people walking, rolling, and biking.

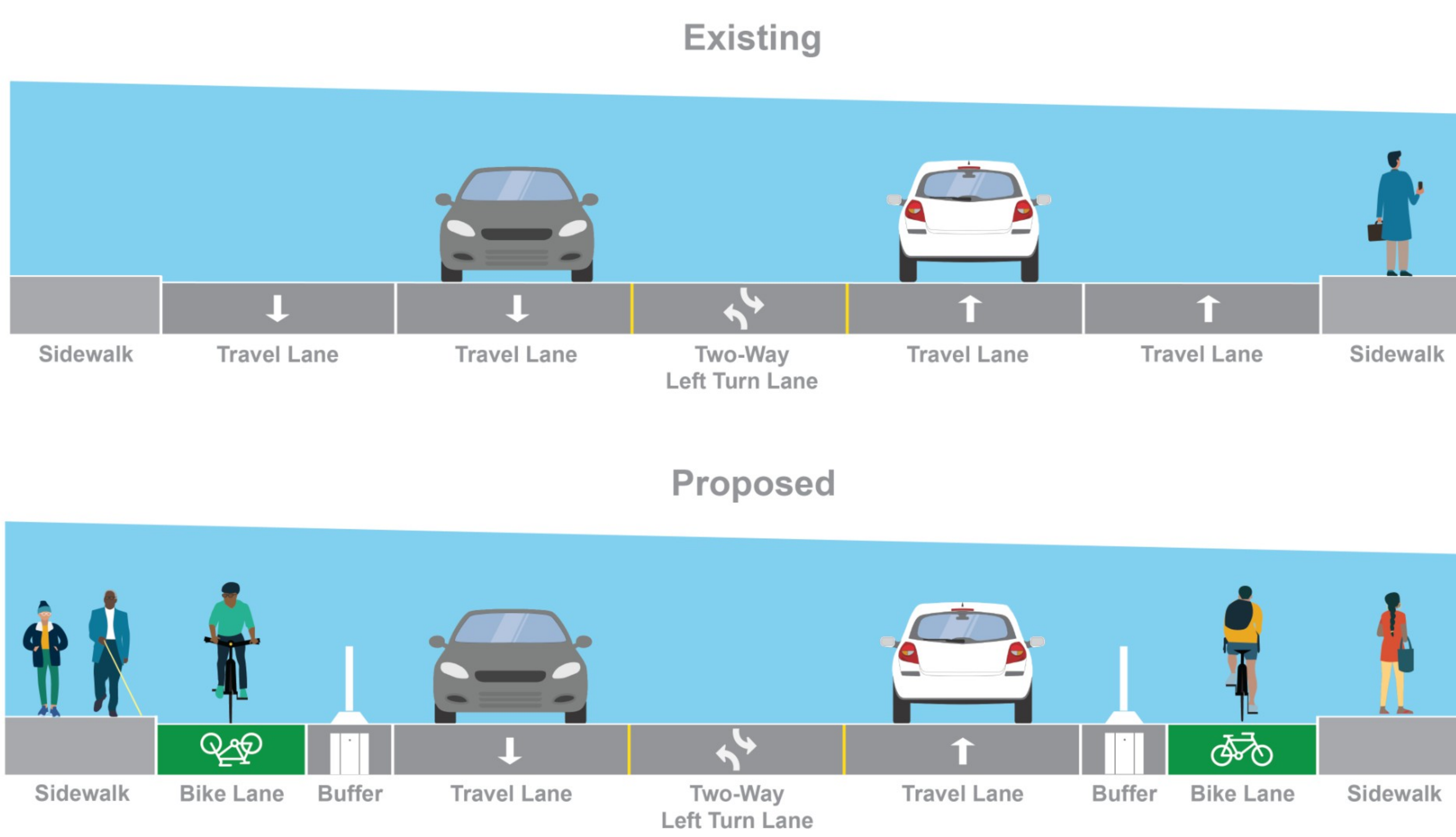


Current view of a Pierce Transit bus stop on South Pine Street, looking south toward the intersection with South 45th Street. The current roadway has two travel lanes in each direction.

The City has a completed bikeway project that links South Tacoma Station to the Tacoma Mall Transit Center and a funded project for protected/buffered bike lanes on South Cedar Street from South 15th Street to South Center Street (see [list of mobility projects](#) for more details). The South Pine Street protected bike lanes fill a critical missing link between these two projects, creating a spine that links central Tacoma to the Tacoma Mall Neighborhood.

Making room for these protected bike lanes requires removing one vehicle travel lane in each direction from north of South 47th to Center Street. Our environmental analysis found that under this proposal, traffic operations would still meet the City of Tacoma's standards for delay at intersections.

S PINE ST: TYPICAL SECTION



A comparison of a typical cross-section of South Pine Street today compared to with the proposed protected bike lanes on both sides of the street. The changes would involve removal of a travel lane in each direction. [Click to enlarge](#)

With these new protected bike lanes, the Pierce Transit bus stops along South Pine Street would become "floating bus stops," meaning the bike lane travels between the sidewalk and the bus stop, creating more protection for bicyclists and pedestrians. This style of floating bus stop already exists in Seattle and other major cities.



Example of a floating bus stop in Seattle (source: pedbikeimages.org / Adam Coppola Photography).

Our preliminary cost estimate for these improvements is in the \$9 million to \$12 million range. As a Priority 1 improvement, we anticipate being able to make these changes unless there are unforeseen challenges with design or construction costs. After the project's environmental review finishes early next year, the Sound Transit Board will select the improvements to build. All improvements are expected to be completed by 2030.

Related stories

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- [Update on South Adams Street connections](#)

Initial findings overview

Preliminary cost estimate*:
\$9M - \$12M

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Environmental findings:No significant issues have been identified. Traffic analysis indicates that traffic operations would still meet City standards with the reduction in travel lanes.

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